



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

RYLA LTD

1 LYNDHURST ROAD, HAMPSTEAD,
LONDON, NW3 5PX

TRANSPORT STATEMENT

January 2019

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Ref: File path P:\ P2035 1 Lyndhurst Road, Hampstead Transport Statement January 2019

1.0 INTRODUCTION

- 1.1 Paul Mew Associates (PMA) is instructed by Ryla Ltd in relation to the proposed development at 1 Lyndhurst Road, Hampstead, London, NW3 5PX.
- 1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The local planning authority is the London Borough of Camden (LBC).
- 1.4 The site is located on the north side of Lyndhurst Road and consists of a semi-detached dwelling.
- 1.5 The site has a Public Transport Accessibility Level (PTAL) of 3, indicating a 'moderate' score, as per Transport for London's (TfL's) definition.
- 1.6 The roads surrounding the site are located within a Controlled Parking Zone (CPZ). The parking is controlled from 9am – 8pm Monday to Saturday for resident permit holders CA-H only.

Proposed Development

- 1.7 The proposed development will see the current hardstanding in front of the dwelling altered to create a vehicle crossover and front garden. The Parking Proposed Floor Plans are presented in Appendix B.
- 1.8 The layout will mirror other neighbours in the street, most notably the adjoining neighbour at number 2 Lyndhurst Road.
- 1.9 This Transport Statement has been prepared to assess the parking impact of the crossover on the adjoining road network.

2.0 BASELINE PARKING SURVEY

- 2.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.
- 2.2 This parking survey has been conducted in accordance with the industry standard Lambeth Methodology. This methodology is accepted by Camden highways officers. A copy of the Lambeth Methodology is presented in Appendix C.
- 2.3 The first stage of the parking survey is to map out the parking study area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto Ordnance Survey (OS) mapping.
- 2.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in Figure 2.
- 2.5 The survey area has been split into individual streets or sections of streets comprising the following:
- Lyndhurst Road;
 - Lyndhurst Gardens;
 - Akenside Road;
 - Fitzjohn's Avenue;
 - Lyndhurst Terrace; and
 - Thurlow Road.
- 2.6 All vehicle crossovers and kerb space within five metres of junctions has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space

between crossovers / junctions has been recorded and split into increments of five metres in accordance with the Lambeth parking survey methodology.

- 2.7 The parking survey is presented in Table 1 as follows, additionally refer to Figures 3 a-d:

Table 1. On-Street Parking Survey Inventory

Street Name	Kerb Side Inventory	
	PHO CA-H	
	Metres	Spaces
Lyndhurst Road	385	77
Lyndhurst Gardens	100	20
Akenside Road	75	15
Fitzjohn's Avenue	15	3
Lyndhurst Terrace	145	29
Thurlow Road	65	13
Total	785	157

- 2.8 The parking survey inventory demonstrates that there are 157 PHO CA-H kerb side parking opportunities within the study area. PHO CA-H is the zone in which the site is located. In addition to this PHO area there is also PHO CA-B situated to the west of the site. These spaces have not been included within the inventory as they are in a separate CPZ which is unaffected by the proposal.

Weekday Overnight Parking Survey Results

- 2.9 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The widely applied industry standard Lambeth Methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.
- 2.10 The overnight surveys were undertaken on Wednesday 28th November at 01:00 and Thursday 29th November 2018 at 02:45.

- 2.11 Table 2 presents the average results from both overnight surveys for the unrestricted parking in the area. Additionally refer to Appendix E for full overnight survey results.

Table 2: Average Overnight Parking Survey Results

Street Name	Kerb Side Inventory		
	PHO CA-H		
	Spaces	Average Cars parked	Overnight Parking Stress
Lyndhurst Road	77	41	53%
Lyndhurst Gardens	20	13	65%
Akenside Road	15	6	40%
Fitzjohn's Avenue	3	3	100%
Lyndhurst Terrace	29	9	31%
Thurlow Road	13	6	46%
TOTAL	157	78	50%

Source: PMA Survey

- 2.12 The observed average overnight parking stress of PHO CA-H parking opportunities on the highway within the survey area is 50%. Of the 157 PHO CA-H parking opportunities within the study area, an average of 78 cars have been observed to be parked leaving 79 available spaces.
- 2.13 The Lambeth Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking. There is space for an additional 79 available spaces until the parking stress reaches 90%.
- 2.14 The following section outlines the potential parking impact that the proposals may have on the adjoining highway.

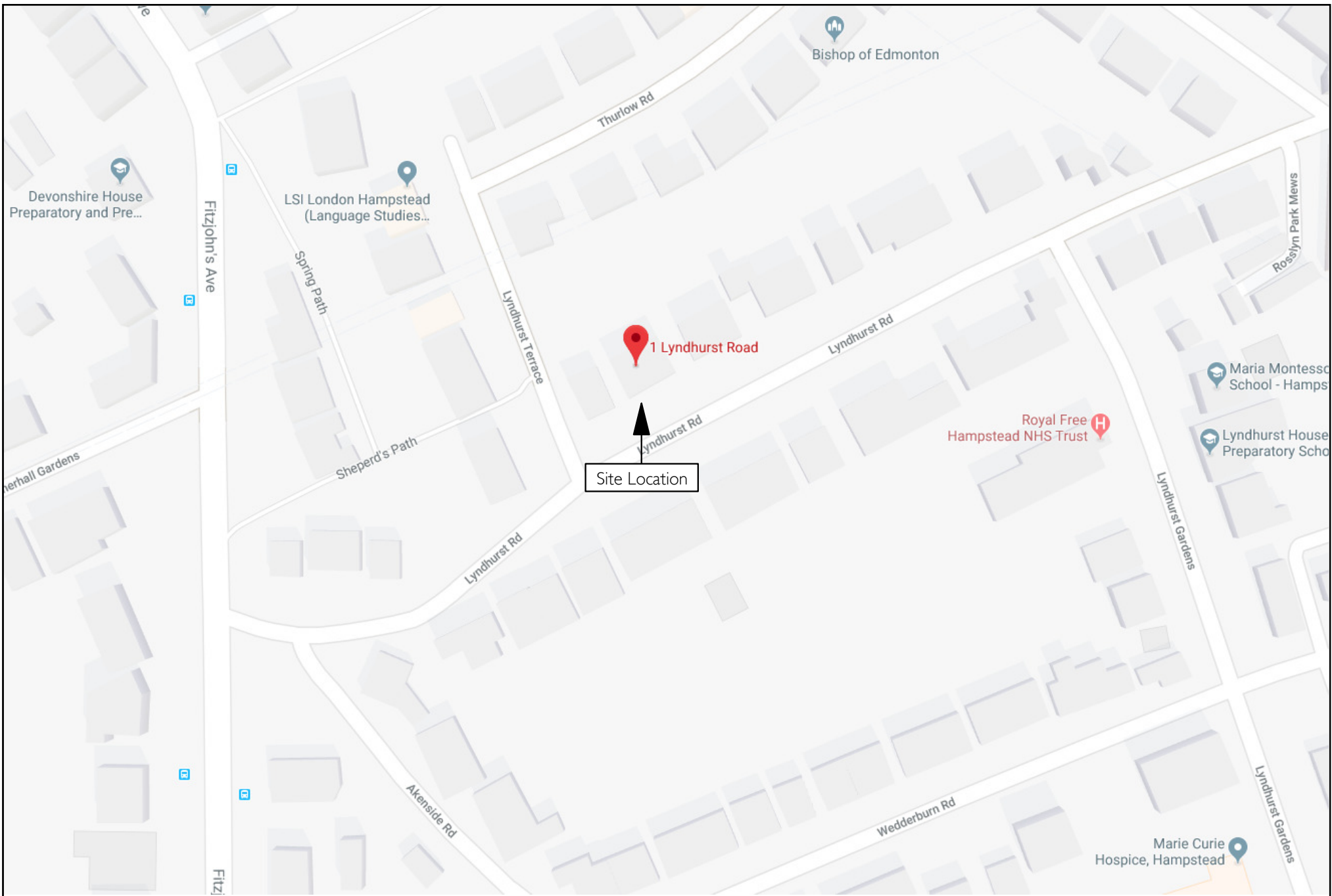
3.0 PARKING IMPACT

- 3.1 The proposal will see the creation of an off-street parking space with associated crossover. As is displayed within Figure 4, the addition of the crossover will result in the loss of 8.2 metres of residential parking spaces. The stretch of PHO parking currently amounts to 31.8 metres of parking, allowing enough room for six cars. The loss of 8.2 metres of residential parking will result in the one long section of parking being split up into two sections of parking, one measuring 11.2 metres to the east of the site and one measuring 12.4 metres to the west of the site. The loss of 8.2 metres of PHO parking will therefore reduce the overall on street capacity by two spaces.
- 3.2 The results of the on-street parking surveys in the preceding chapter of this report demonstrates that the parking stress of the PHO parking opportunities within the survey area is currently 50%
- 3.3 The reduction of two parking spaces will not raise the parking stress above 50%. It is worth noting, however that the creation of the one off-street parking space will offset the loss of the one of the on-street parking spaces.
- 3.4 It is also worth noting that the most likely user of the lost parking space is the person who lives at the dwelling, thus the movement of one space from on-street to off-street will have a nil-detriment impact on the adjoining users.
- 3.5 The development proposals will therefore have a minimal and insignificant impact on the adjoining highway in terms of parking capacity, road safety, and neighbouring amenity. Any change in demand for parking under the proposals will likely fall within nightly fluctuations on the surrounding highway and will therefore go unnoticed.

4.0 SUMMARY

- 4.1 This report has been prepared in relation to a planning application to the London Borough of Camden.
- 4.2 The proposed development will see the current hardstanding in front of the dwelling altered to create a vehicle crossover and front garden parking.
- 4.3 This Transport Statement has been prepared to assess the parking impact of the crossover on the adjoining road network.
- 4.4 A parking survey in line with the industry standard Lambeth Methodology has been undertaken to assess the current on-street parking levels, and in order to determine the impact of the proposed development in relation to current highway capacity, highway safety, and neighbouring amenity.
- 4.5 The average overnight parking stress of unrestricted parking opportunities within the survey area is 50%. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not at a level where parking stress is problematic.
- 4.6 The Lambeth Methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 4.7 The development proposals will therefore have a minimal and insignificant impact on the adjoining highway in terms of parking capacity, road safety, and neighbouring amenity. The minimal reduction of two on-street parking spaces is being off-set by the inclusion of one new parking space off-street. This will likely fall within nightly fluctuations on the surrounding highway and will therefore likely go unnoticed.

FIGURES



Date: January 2019
Scale: NTS
Source: Google Maps
Drawing No: P2035/TS/01

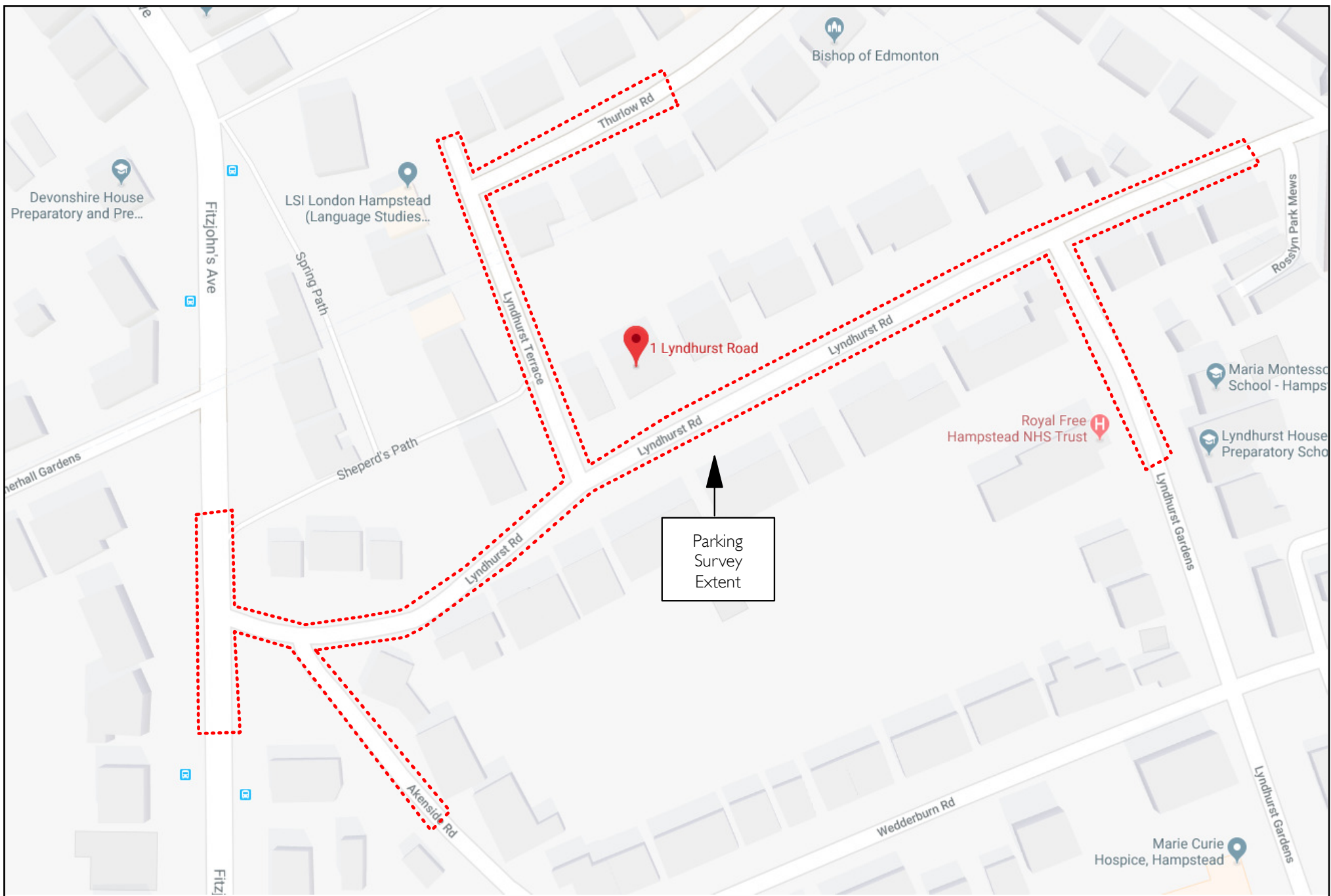


P2035: 1 LYNDHURST ROAD, HAMPSTEAD, LONDON, NW3 5PX

Figure 1.
Site Location



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Date January 2019
Scale: NTS
Source: Google Maps
Drawing No: P2035/TS/02

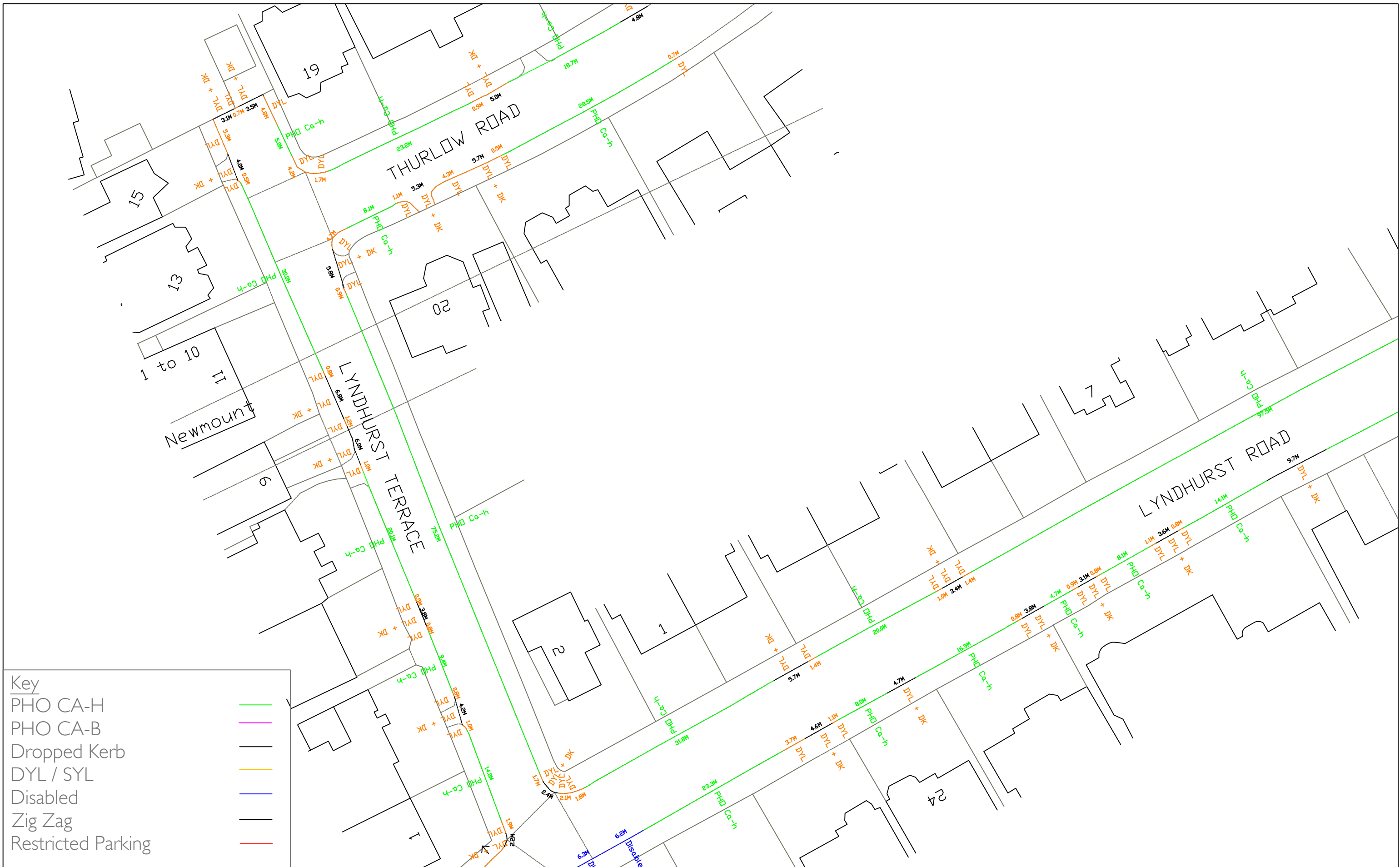


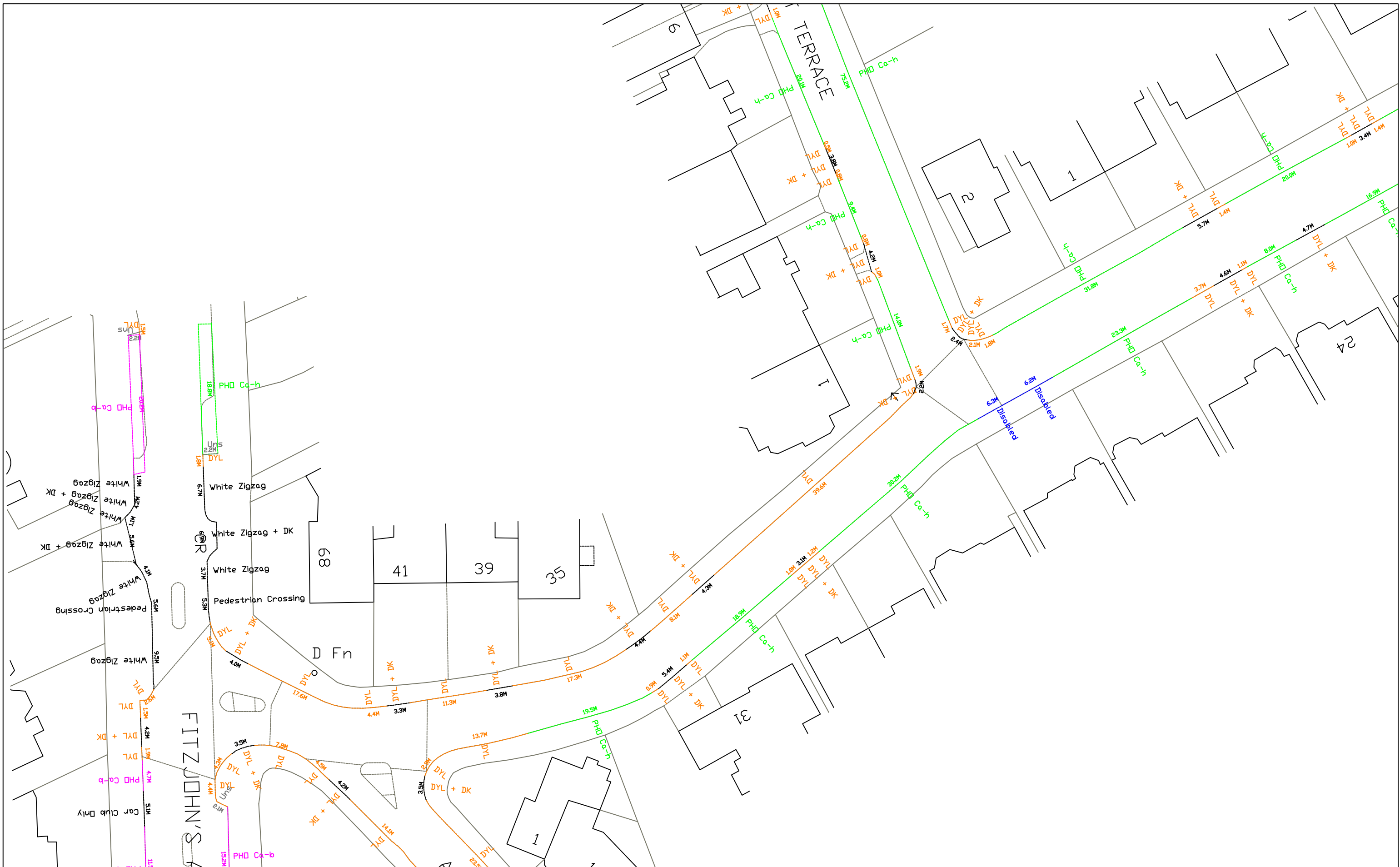
P2035: 1 LYNDHURST ROAD, HAMPSTEAD, LONDON, NW3 5PX

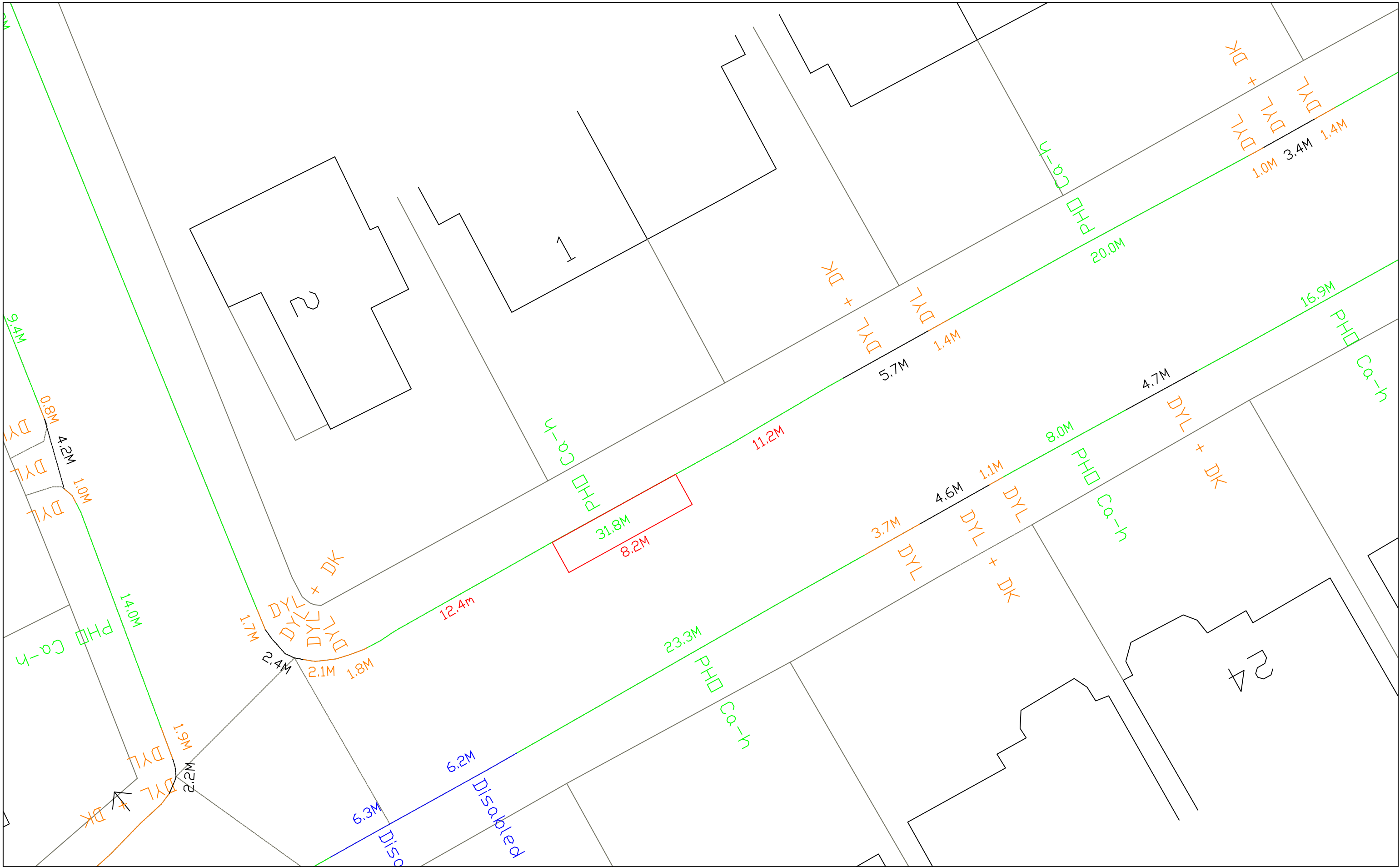
Figure 2.
Parking survey area 200m



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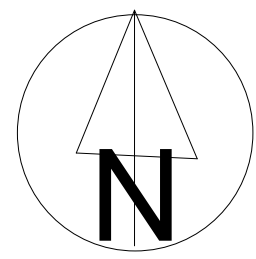
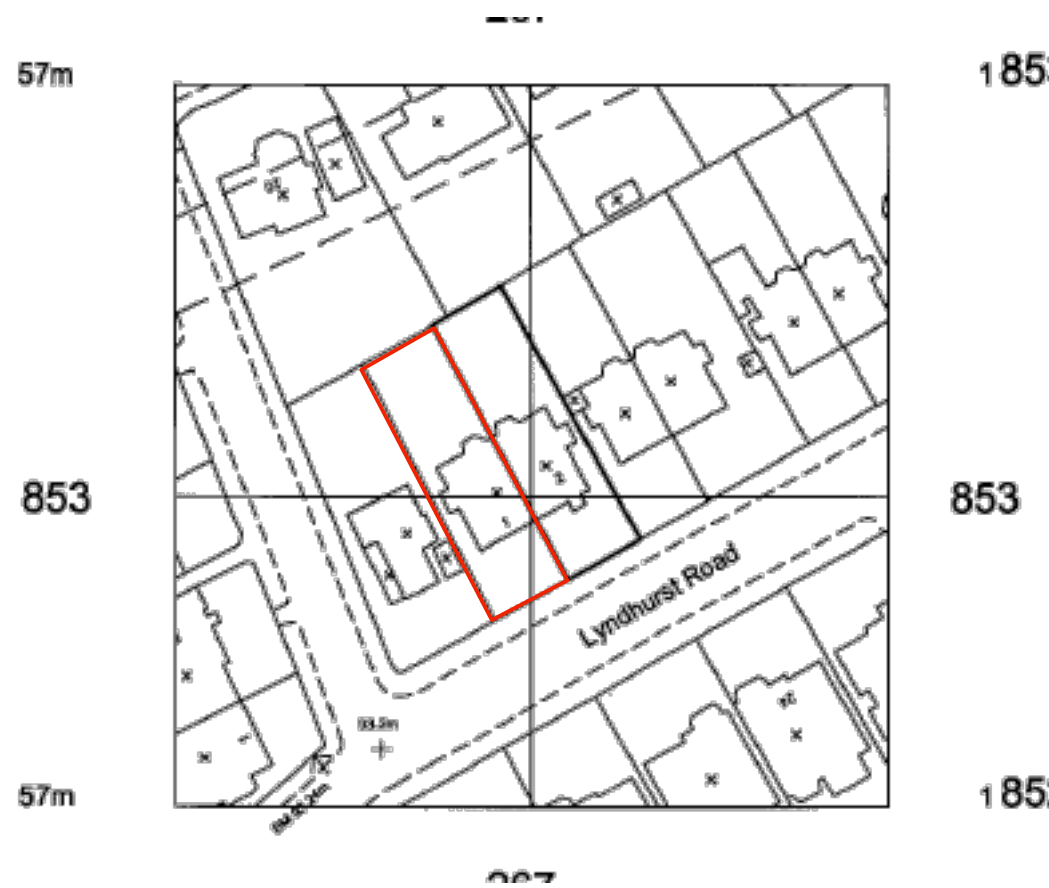






APPENDIX A

Site Boundary Plan



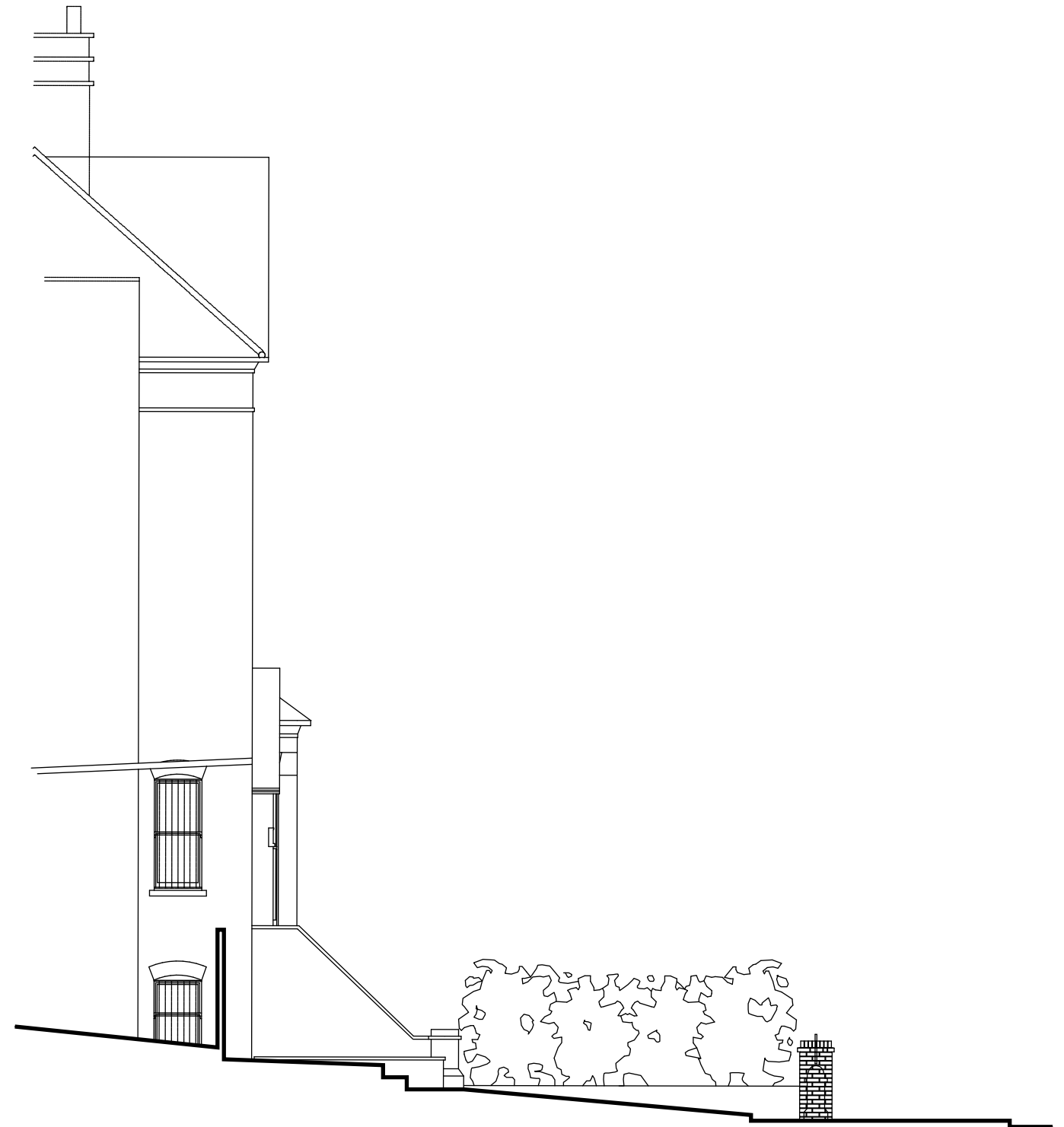
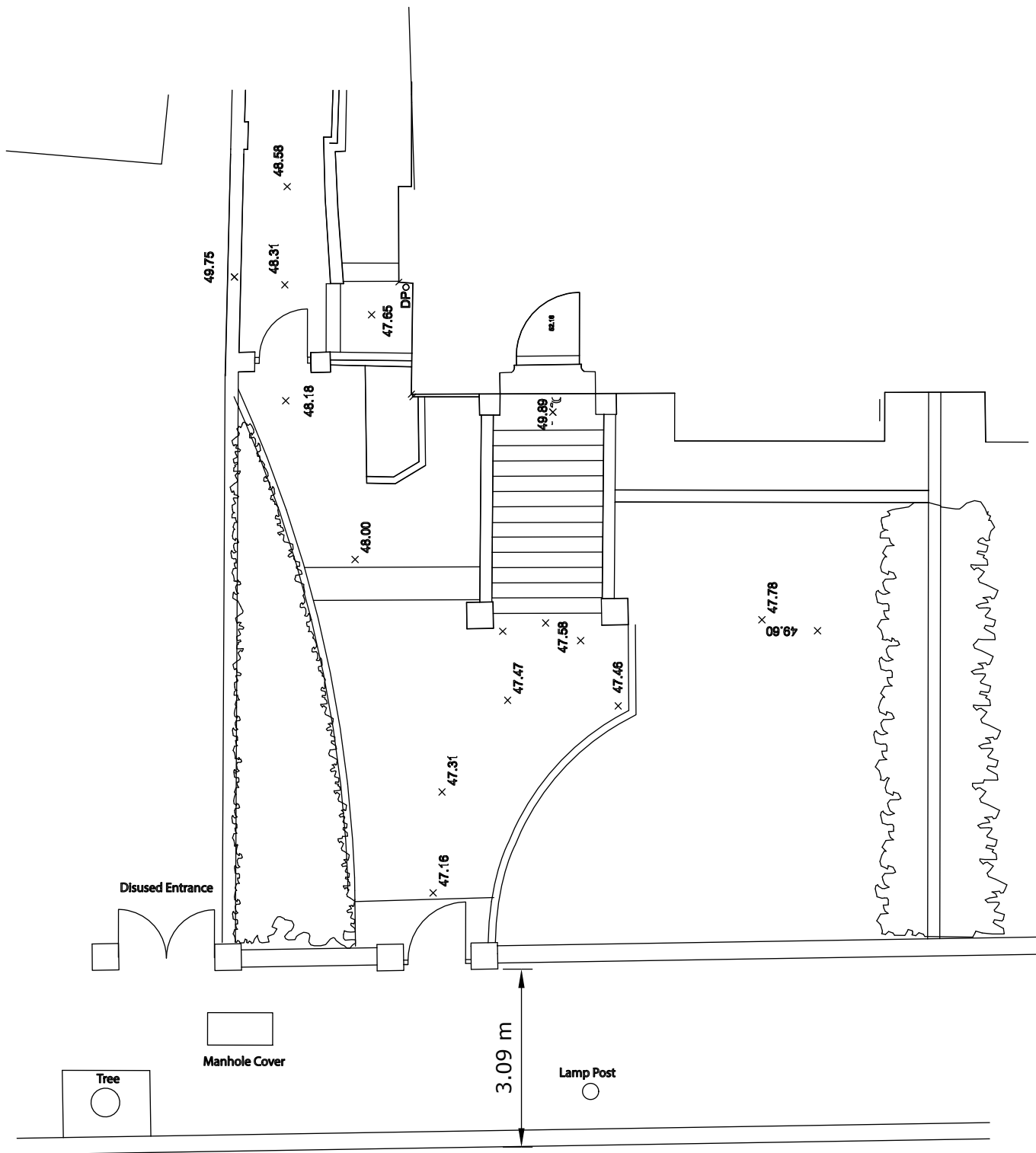
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	DRAWING NO: 2001 (EXI)400	DWG FILE:2001(PLA)100-300		
CLIENT_NAME:MM	PROJECT STAGE: PLANNING		DRAWN: AS	
	VERSION:		SCALE:1:1250 SIZE:A-3 DATE: 24.03.2017	

APPENDIX B

Proposed Site Plan

APPENDIX C

Lambeth Parking Methodology



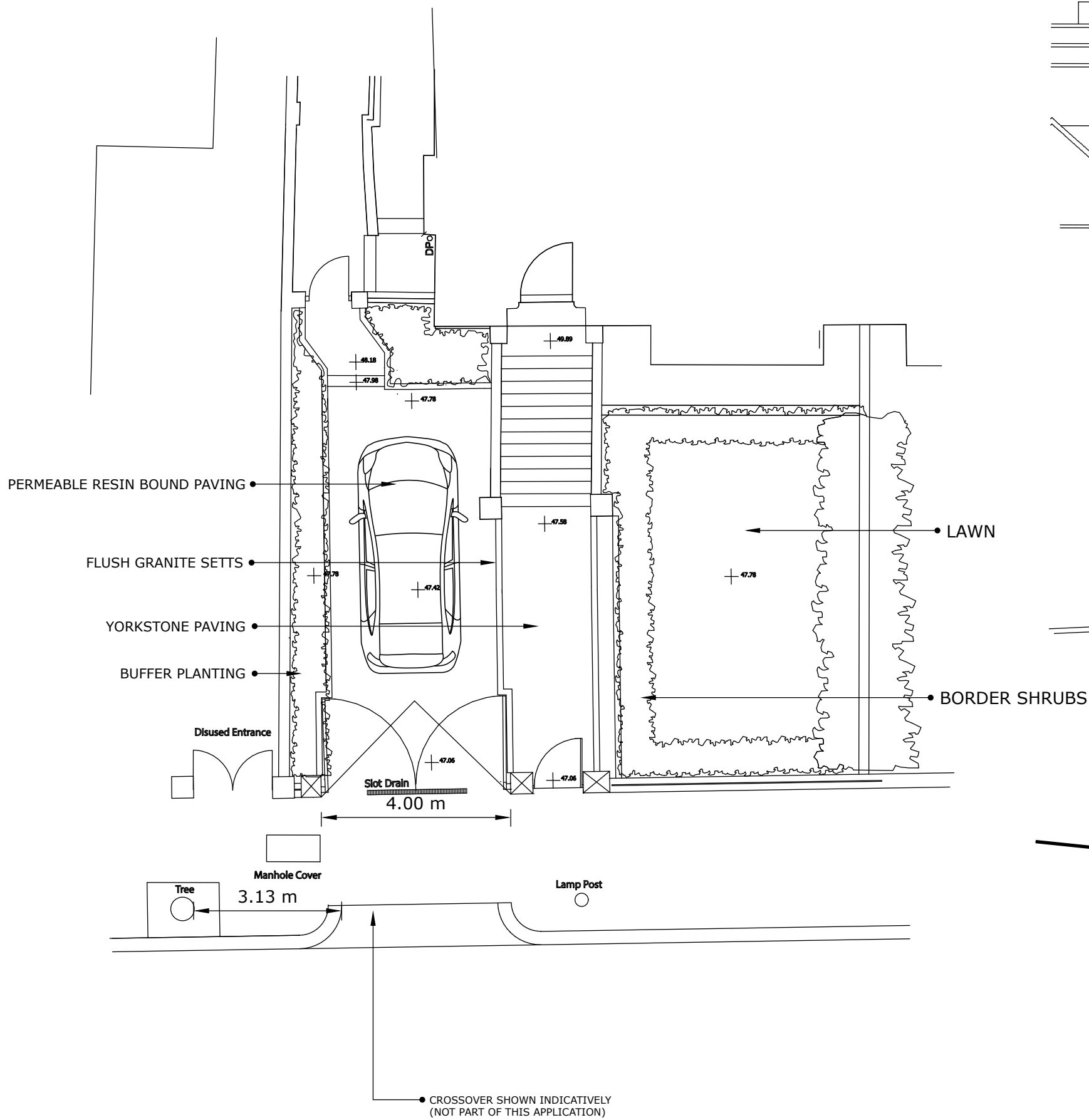
PROPERTY
1 LYNTHURST ROAD

DRAWING TITLE
EXISTING SITE PLAN AND SECTION

DRAWING REFERENCE
1.1A

SCALE
1:100@A3

DOYLE Doyle Design LLP
86-90 Paul Street
London
EC2A 4NE
TOWN PLANNING + URBAN DESIGN



Yorkstone Paving

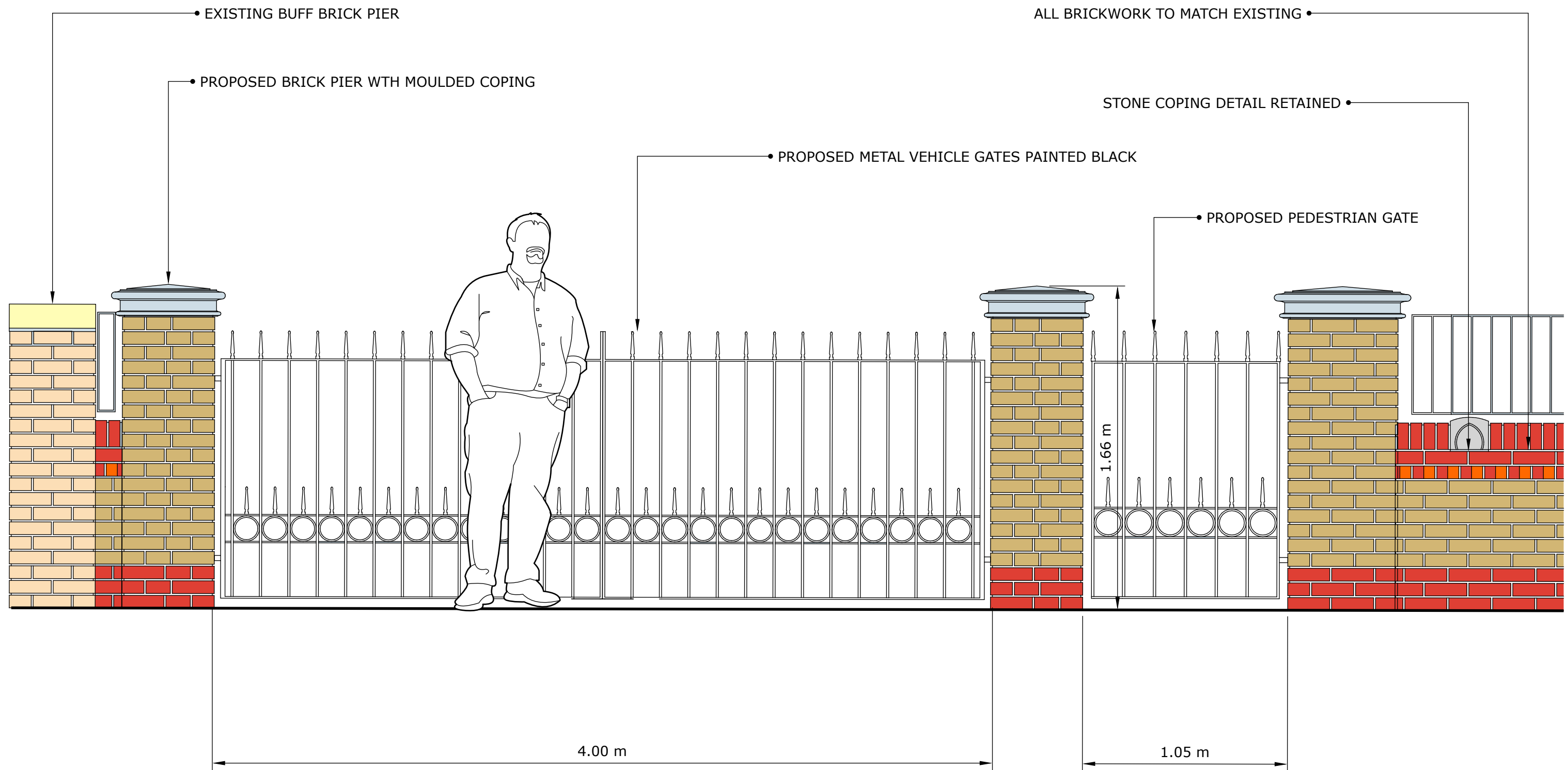


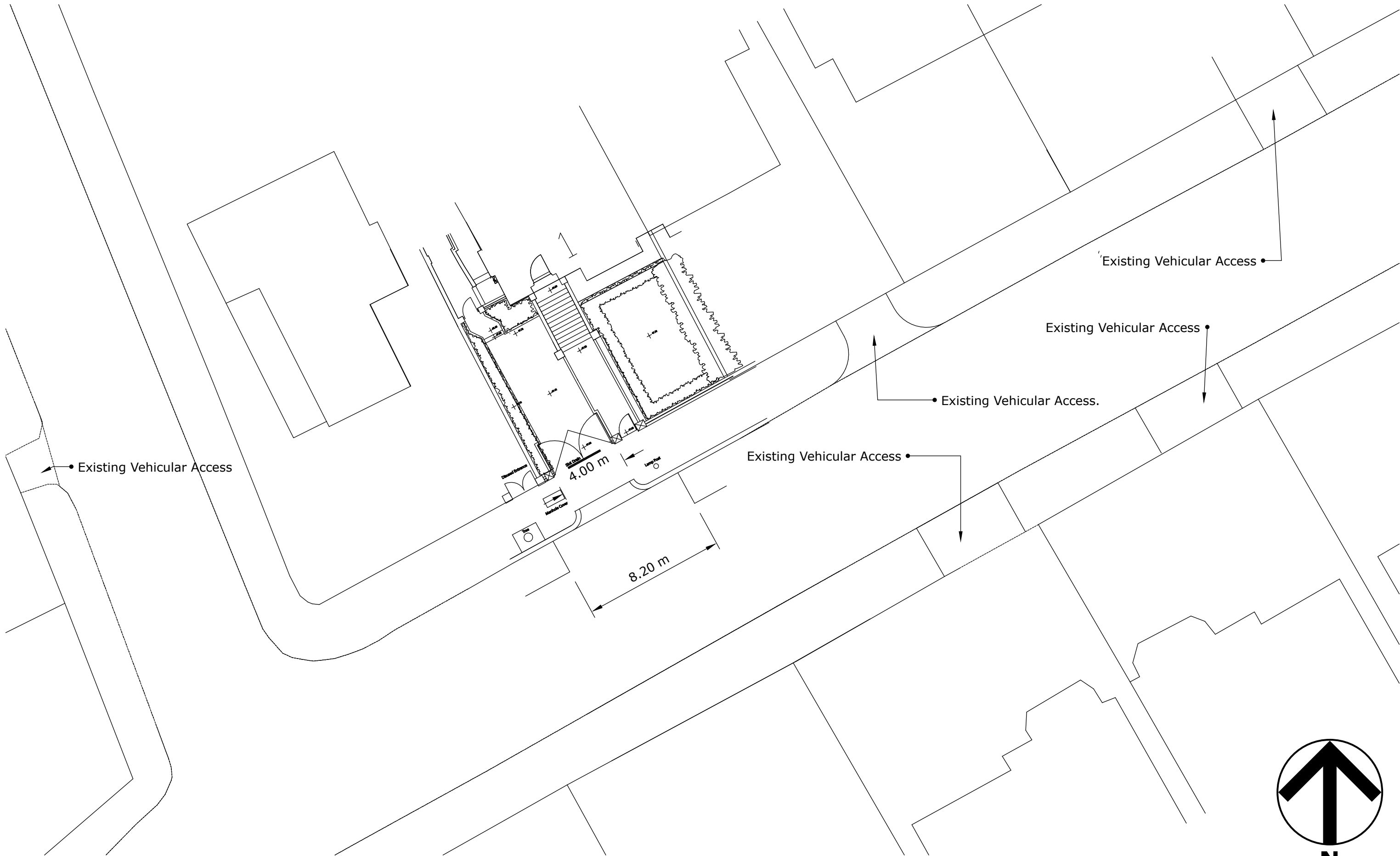
Granite Setts



Resin- bound permeable paving





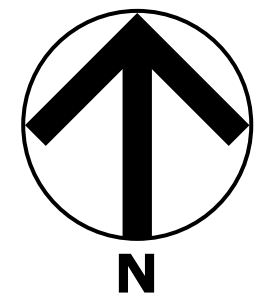


PROPERTY
1 LYNTHURST ROAD

DRAWING TITLE
PROPOSAL IN CONTEXT

DRAWING REFERENCE
1.8A

SCALE
1:200@A3



DOYLE Doyle Design LLP
86-90 Paul Street
London
EC2A 4NE
TOWN PLANNING + URBAN DESIGN

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX D

Overnight Parking Results

P2035 | Lyndhurst Road Overnight Parking Survey Results

Sum of 28/11/2018 01:00	Kerb Type								
Road Name	Disabled	PHO Ca-h (Mon - Sat 9am -8am)	Double Yellow Line (No Parking At Any Time)	Restricted Parking (Mon-Fri 8-9am 3- 5pm 30 mins no return within 30 mins)	PHO Ca-b (Mon- Fri 9am-6.30pm Saturday 9.30am - 1.30pm)	Single Yellow Line (0800AM - 0630PM)	PHO 150 (At All Times)	Car Club Only	Grand Total
Akenside Road		6	0						6
Fitzjohn's Avenue		3	0		9	0		0	12
Lyndhurst Gardens		12	0	0					12
Lyndhurst Road	1	41	0				1		43
Lyndhurst Terrace		9	0						9
ThurLOW Road		5	0						5
Grand Total	1	76	0	0	9	0	1	0	87

Sum of 29/11/2018 02:45	Kerb Type								
Road Name	Disabled	PHO Ca-h (Mon - Sat 9am -8am)	Double Yellow Line (No Parking At Any Time)	Restricted Parking (Mon-Fri 8-9am 3- 5pm 30 mins no return within 30 mins)	PHO Ca-b (Mon- Fri 9am-6.30pm Saturday 9.30am - 1.30pm)	Single Yellow Line (0800AM - 0630PM)	PHO 150 (At All Times)	Car Club Only	Grand Total
Akenside Road		5	0						5
Fitzjohn's Avenue		3	0		10	0		0	13
Lyndhurst Gardens		13	0	0					13
Lyndhurst Road	2	41	0				1		44
Lyndhurst Terrace		8	0						8
ThurLOW Road		6	0						6
Grand Total	2	76	0	0	10	0	1	0	89

