Technical Note [1]: Parking Implications

Project:	6 Lawn Road, London
Prepared by:	EU/DM
Approved by:	David McMurtary
Date:	16th December 2019

84 North Street
Guildford
Surrey
GU1 4AU

Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

1.1 This Technical Note (TN) has been prepared on behalf of Shard Architecture to accompany a planning application for a proposed crossover to serve 6 Lawn Road, within the London Borough of Camden (LBC).

1.2 The proposal comprises the creation of an off-street parking space with a new crossover onto Lawn Road to serve an existing dwelling with a disabled resident. The creation of the crossover will result in the reduction in length of an existing on-street parking bay, albeit this is not expected to impact on parking capacity. The architect's site layout plan is attached as **Appendix A**.

1.3 This TN is structured as follows:

- Section 2 considers relevant Camden policy guidance;
- Section 3 considers the proposals and their implications on parking demand; and
- Section 4 summarises the key findings of this TN.

1.4 Pre-application discussions have been held with LBC who commented on the residual impact associated with the introduction of a crossover, namely parking impact and pedestrian safety. The pre-application response does also refer to the Camden Local Plan (2017) policy T2, which states that LBC will limit on-site parking to spaces designated for disabled people where necessary. The applicant is understood to have a disability, which is the main reasoning for seeking an off-street parking space as part of this application.

2.0 Camden Crossover Guidance

2.1 Relevant policy guidance in respect of the construction of a crossover is contained within Camden Planning Guidance 'Transport', dated March 2019.

2.2 The above guidance seeks to ensure that there is a minimum distance of 4.8 metres from the front of the property to the back of the pavement. This allows for cars to be parked without overhanging the pavement and obstructing pedestrian routes. The above guidance also seeks to ensure any new crossover benefits from a footway of 1.8 metres in width fronting the site.

2.3 The above guidance also seeks to ensure any new access benefits from sufficient visibility, which must be unimpeded by obstructions such as trees.

2.4 The crossover guidance also requires a parking beat survey to be undertaken for proposals which would require the loss of on-street parking bays within a Controlled Parking Zone (CPZ). The results of the surveys should demonstrate that the proposal would not be detrimental to the operation of the CPZ in which the site is located.

3.0 Proposal

3.1 The proposal constitutes the creation of a new crossover that conforms to the above Camden policy guidance. The crossover will form an extension to an existing crossover to the immediate north, thus limiting the extent of additional dropped kerb required.

3.2 The existing wall and railing fronting the site will be partially removed to create a 2.5 metre wide opening to enable a car to pull forward before reversing into the parking space. Vehicle tracking of a large car accessing the space is shown within **Appendix B**. The parking space will benefit from a length in excess of 4.8 metres, thus adhering to the above guidance. The above arrangement replicates the existing crossover and parking space to the immediate north. A plan illustrating the proposed parking space against the existing situation is shown within **Appendix C**.

3.3 The proposed crossover will result in the reduction in length of an existing parking bay by 2.04 metres, which relates to less than one car parking space. Indeed, the bay would remain in excess of 10 metres in length, meaning that it would still maintain sufficient capacity for two cars. The current length of 12 metres is insufficient to accommodate three cars and therefore there would be no impact on parking provision. Irrespective, consideration of existing parking demand and the suitability of the loss of existing on-street parking is considered below.

3.4 Visibility splays of 2.4 x 43 metres are achievable within adopted highway in both directions, in accordance with Manual for Streets (MfS; 2007) guidance for 30 mph roads. The generous footway width and lack of street furniture/trees ensures that there are no obstructions to visibility. The footway measures in excess of 1.8 metres in width, which accords with the aforementioned Camden parking policy.

3.5 As noted previously, the parking space is being sought to enable an existing disabled resident to park off-street. Policy T2 in the Camden Local Plan seeks to limit new off-street parking with the exception of disabled users. Weight should therefore be given to the introduction of a new parking space in this location as it would not only serve a disabled resident, but would also not impact on existing on-street parking demand.

On-Street Parking Implications

3.6 The surrounding highway forms part of a CPZ, with parking bays restricted to residents only during the daytime, 09:00-18:30 hours Monday to Friday and 09:30-13:30 hours on a Saturday. Therefore there is limited scope for any non-residential parking during the day, although the spaces are unrestricted during the evening, overnight, and on a Sunday.

3.1 The aforementioned Camden parking guidance requires a parking beat survey to be undertaken for proposals which would require a loss of on-street parking bays within a CPZ. The existing on-street parking levels, or "parking stress", surrounding the development site has been assessed by means of a manual survey in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).

3.2 Lambeth Council's parking survey methodology is broadly accepted across Greater London and involves an overnight parking observation beat between the hours of 00:30 and 05:30 hours. The local parking network is considered to be 'stressed' when on-street occupancy exceeds the 85% capacity. Accordingly, two overnight parking surveys were undertaken on Wednesday 6th November 2019 at 03:50 hours, and Thursday 7th November 2019 at 4:10 hours.

3.3 The Lambeth methodology requires 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. The 200-metre radius comprises the following roads:

- Lawn Road;
- Upper Park Road;
- Downside Crescent; and
- Haverstock Hill.

3.4 The above roads in the immediate vicinity of the site are shown in Figure 3.1.

Figure 3.1: Parking Study – Local Area

3.5 The number of existing parking spaces in the survey area was identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

3.6 The parking survey outputs are included for reference at **Appendix D** and indicate that, across the assessment area, there are an equivalent of 144 parking spaces. There are also 28 parking spaces along single yellow lines.

3.7 The number of spaces observed during a snapshot survey varies based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the aforementioned numbers.

3.8 The results of the Wednesday car parking occupancy survey are set out in full within Tables 3.1 and 3.2 below.

Street Name	On-Street Parking (Excluding Single Yellow Lines)		
	Spaces	Used	% Stress
Lawn Road	82	70	85%
Upper Park Road	54	48	89%
Downside Crescent	61	38	62%
Haverstock Hill	0	0	0%
TOTAL	**197**	**156**	**79%**

Table 3.1: Summary of Parking Stress Survey – Wednesday 6th November 2019 03:50 Hours

3.9 Table 3.1 indicates that there were 41 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 79%. Additionally, two vehicles were parked on single yellow lines leaving 26 spaces available on single yellow lines. This is therefore below the 85% threshold where networks are considered stressed.

3.10 The results of the Thursday car parking occupancy survey are set out in full within Table 3.2.

Street Name	On-Street Parking (Excluding Single Yellow Lines)		
	Spaces	Used	% Stress
Lawn Road	82	71	87%
Upper Park Road	54	49	91%
Downside Crescent	61	39	64%
Haverstock Hill	0	0	0%
TOTAL	**197**	**159**	**81%**

Table 3.2: Summary of Parking Stress Survey – Thursday 7th November 2019 04:10 Hours

3.11 Table 3.2 indicates that there were 38 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 81%. Additionally, four vehicles were parked on single yellow lines leaving 24 spaces available on single yellow lines. This is again below the 85% threshold where networks are considered stressed.

3.12 The above must be considered alongside the aforementioned proposals, which if assessed robustly could result in the loss of one existing on-street parking space. In reality the parking bay would still accommodate two vehicles, and therefore there could be a net benefit by potentially relocating one vehicle off-street. In all reality the existing parking demand set out in Table 3.1 and 3.2 is unlikely to change.

3.13 Even if robustly assuming one parking space was lost, demand would not reach 85%. It is concluded therefore that the proposed crossover is acceptable and will not impact on on-street parking demand.

4.0 Summary and Conclusions

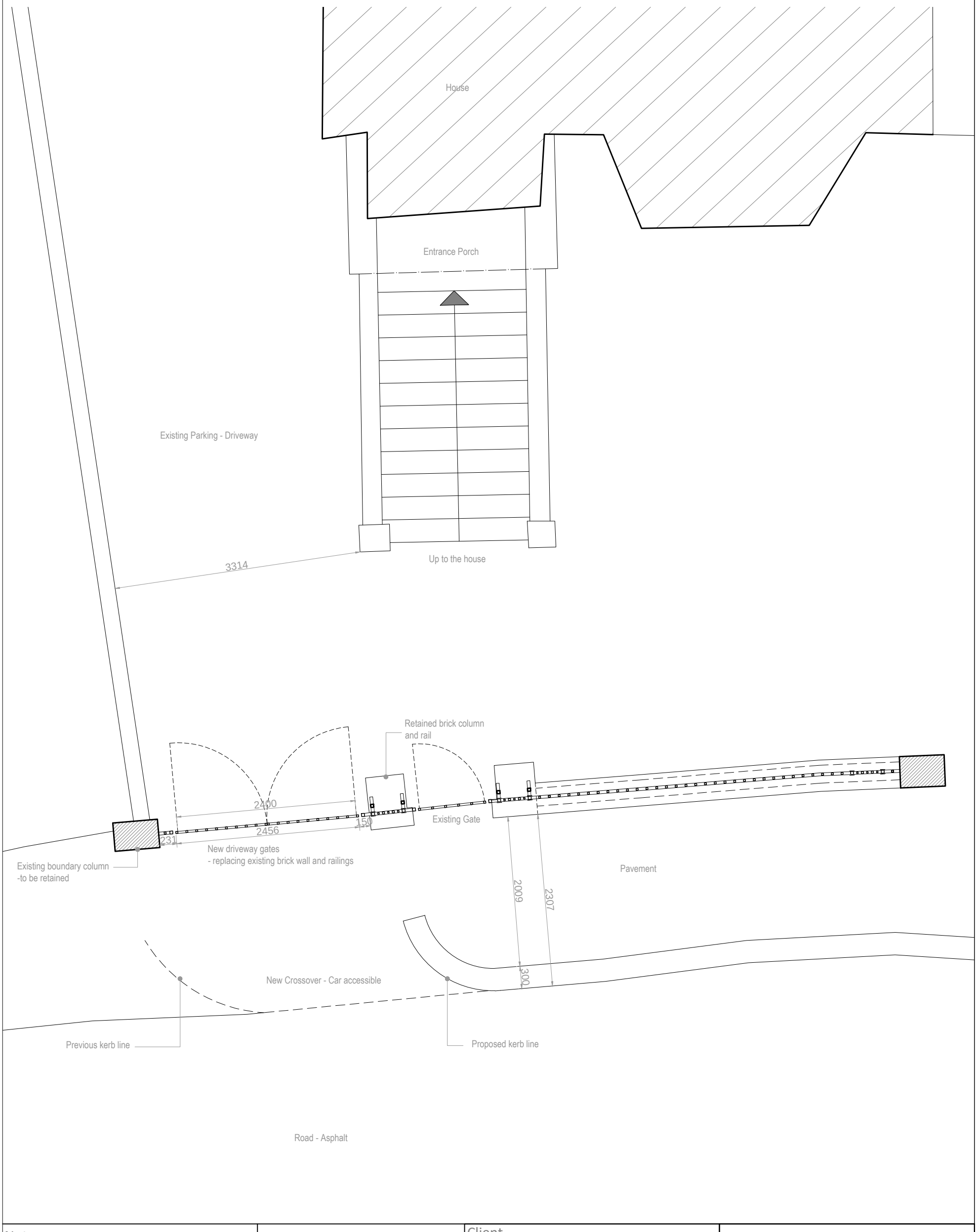
4.1 This TN has been prepared on behalf of Shard Architecture to accompany a planning application for a proposed crossover to serve 6 Lawn Road, within LBC.

4.2 The proposal comprises the creation of an off-street parking space with a new crossover onto Lawn Road, which accords with relevant Croydon crossover guidance. The parking space would serve a disabled resident. The creation of the crossover should not impact on parking capacity, as the loss of parking bay would only measure approximately two metres in length. There is however the potential to reduce current parking demand on-street by relocating the existing car associated with 6 Lawn Road off-street, and therefore the proposal is not expected to impact on parking demand.

4.3 The results of a parking beat survey identify that parking demand reaches 81%, which is below the 85% level where parking stress becomes unacceptable. The proposal is not considered to result in any unacceptable impact.

Appendix A

Site Layout Plan



Notes

0 1.25 m 2.5 m

SCALE: 1:50

Client

Project
1818 - 6 LAWN ROAD

Title
Proposed Plan - New driveway gates

Date	Scale	Number	Rev
05.02.19	1:5 @ A3	1818-S-GA-GP-0001	-

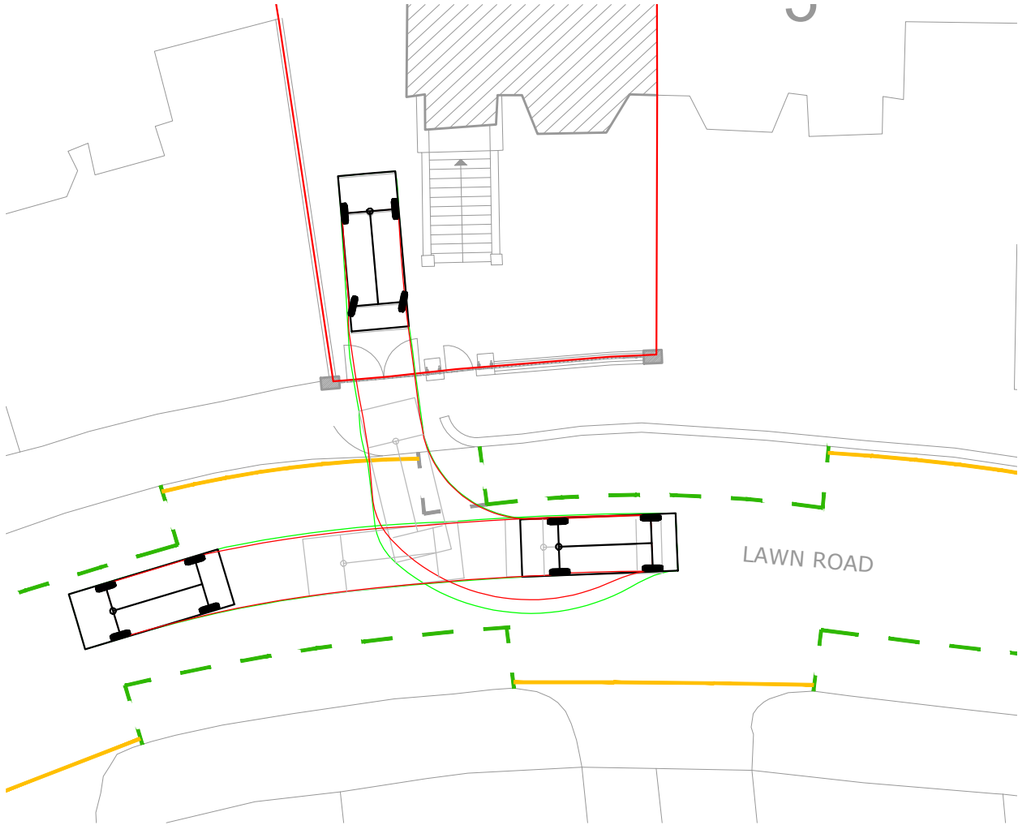
Status
Pre-Application

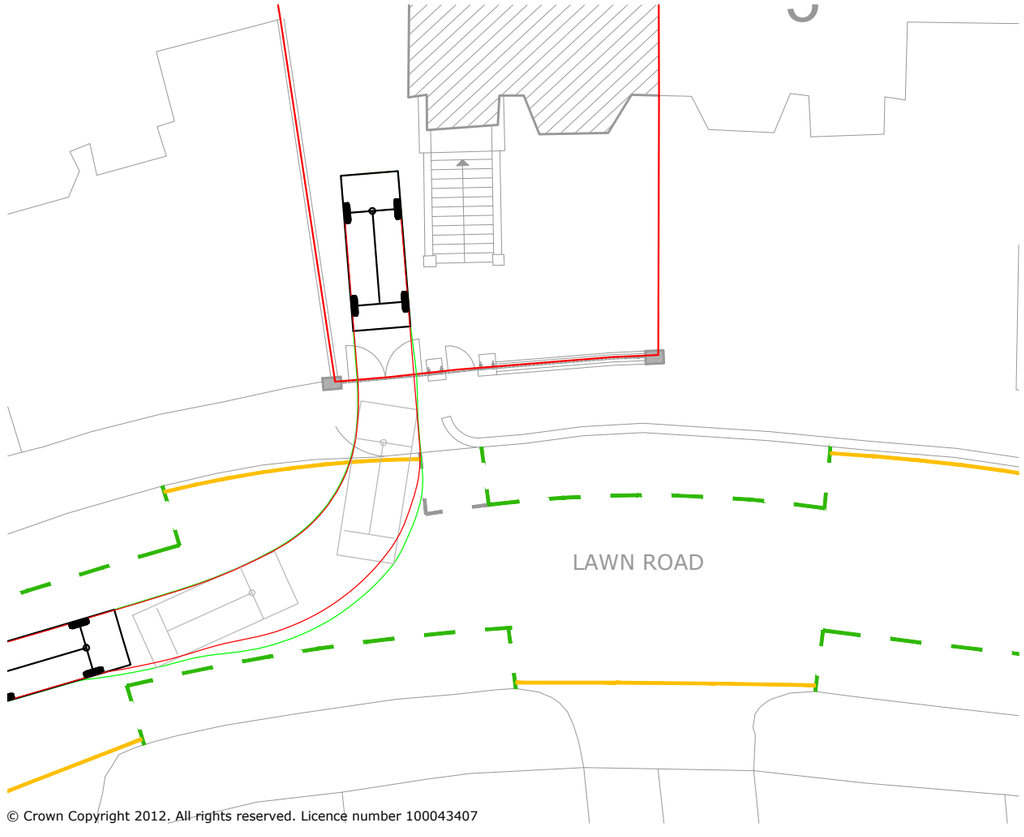
SHARD
SHARD ARCHITECTURE LIMITED

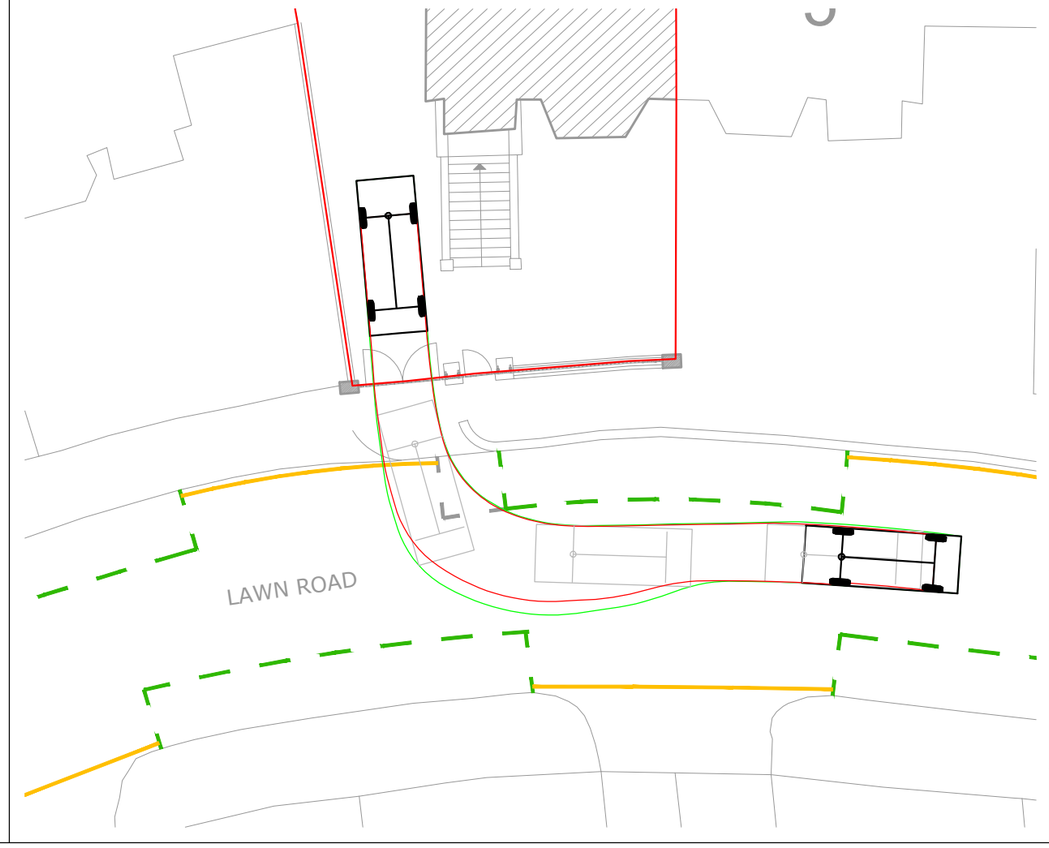
www.shardarchitecture.com
6 Stamford Square
SW15 2BF
LONDON
020 7164 6591
mail@shardarchitecture.com

Appendix B

Swept Path Analysis







NORTH

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.900m

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
6 Lawn Road, Camden

Title:
Swept Path Analysis
Large Car

Scale: 1:200 (@ A3)

Drawing: 1909016-TK01

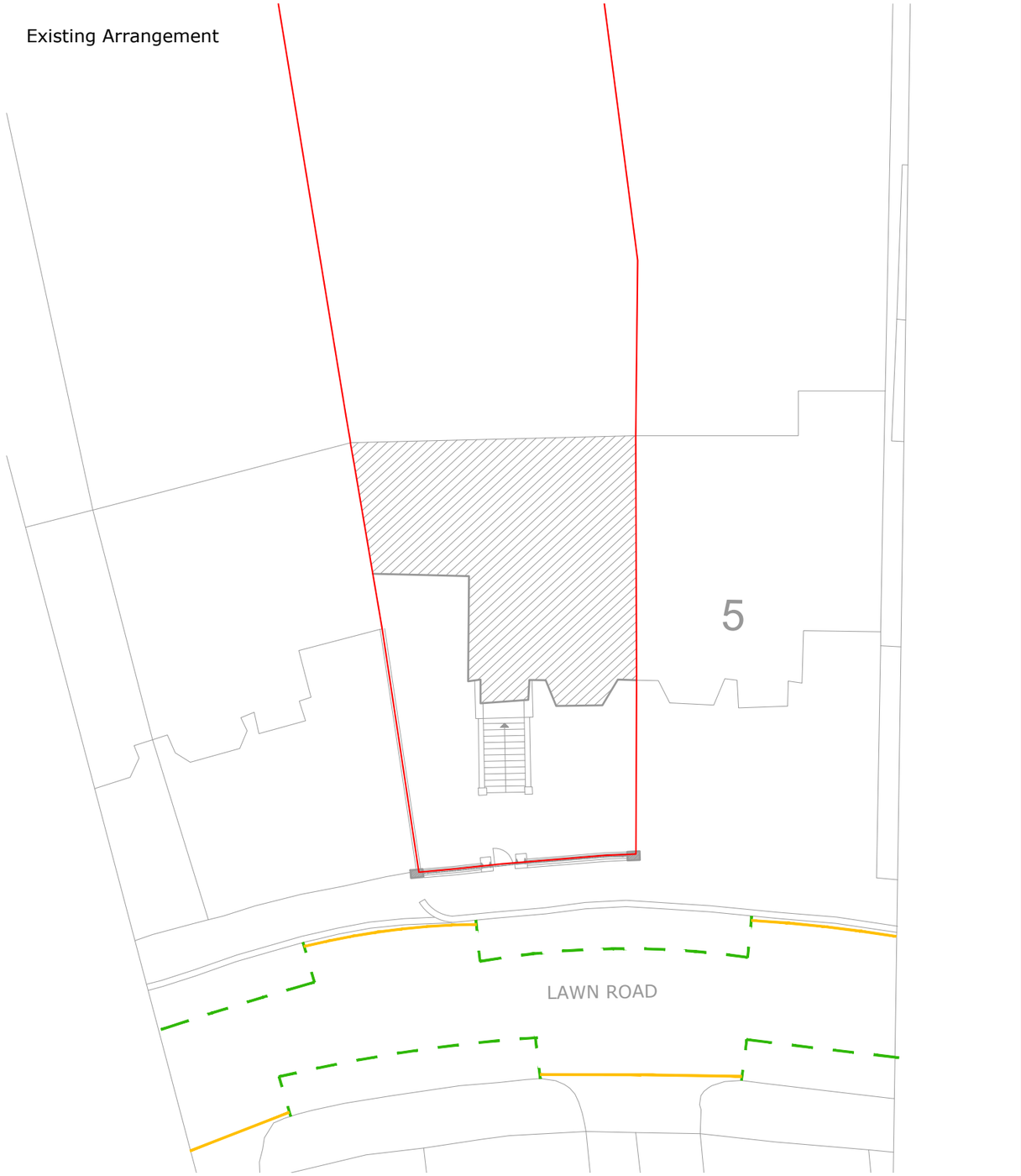
Revision: -

N:\Projects\shlawn 1909016\Drawings\1909016-TK01.dwg

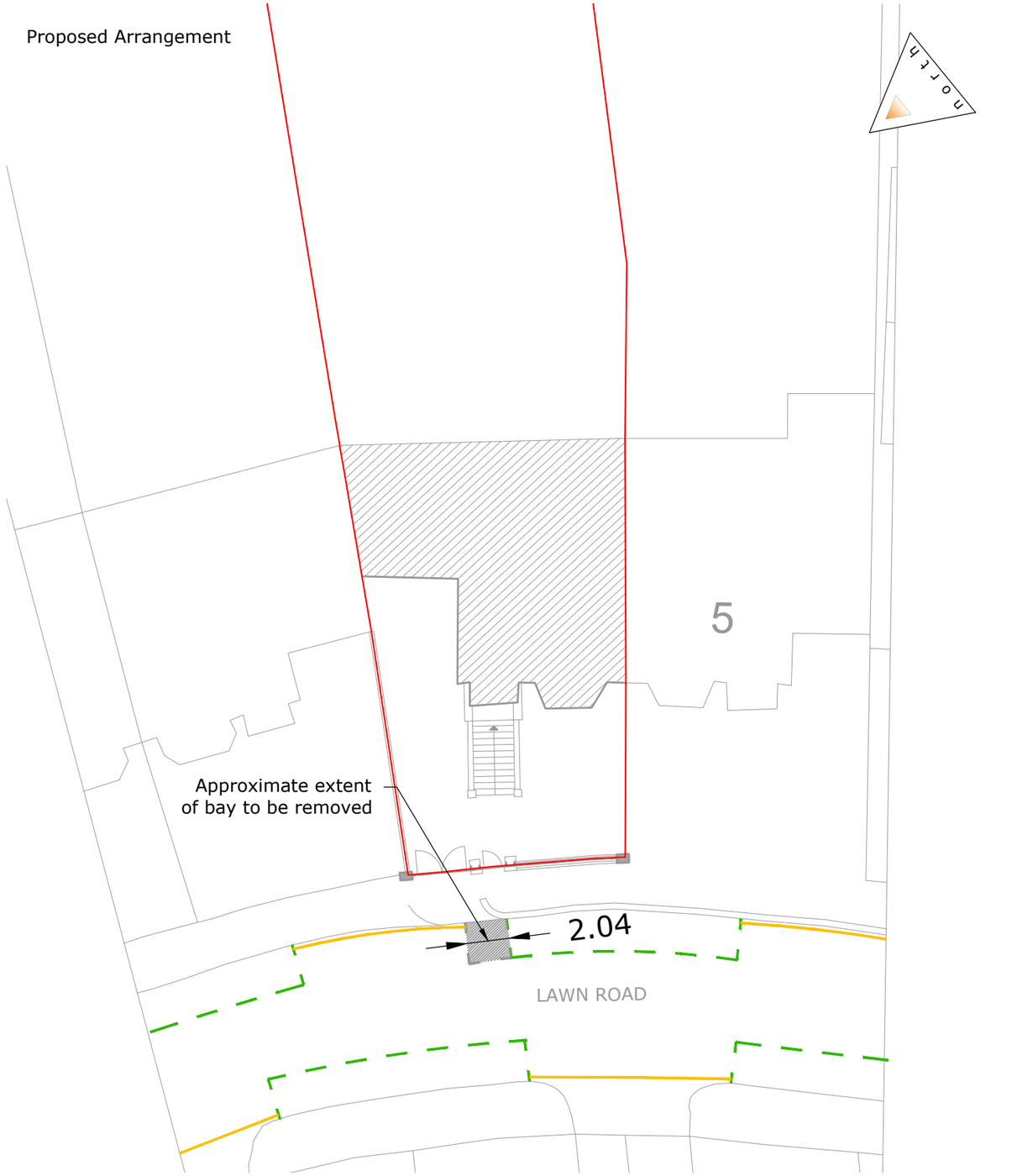
Appendix C

Alterations to Parking Capacity

Existing Arrangement



Proposed Arrangement



LEGEND

Site Boundary

Resident Permit Holder Bays

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
6 Lawn Road, Camden

Title:
Access Arrangement

Scale: 1:250 (@ A3)

Notes:

Drawing:
1909016-01

Revision:
-

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Appendix D

Parking Beat Survey Data

6 LAWN ROAD, CAMDEN NW3 2XS

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKED VEHICLE LOCATION PLANS

PARKING RESTRICTION PLANS

NOVEMBER 2019

LAMBETH METHODOLOGY

BENCHMARK DATA COLLECTION

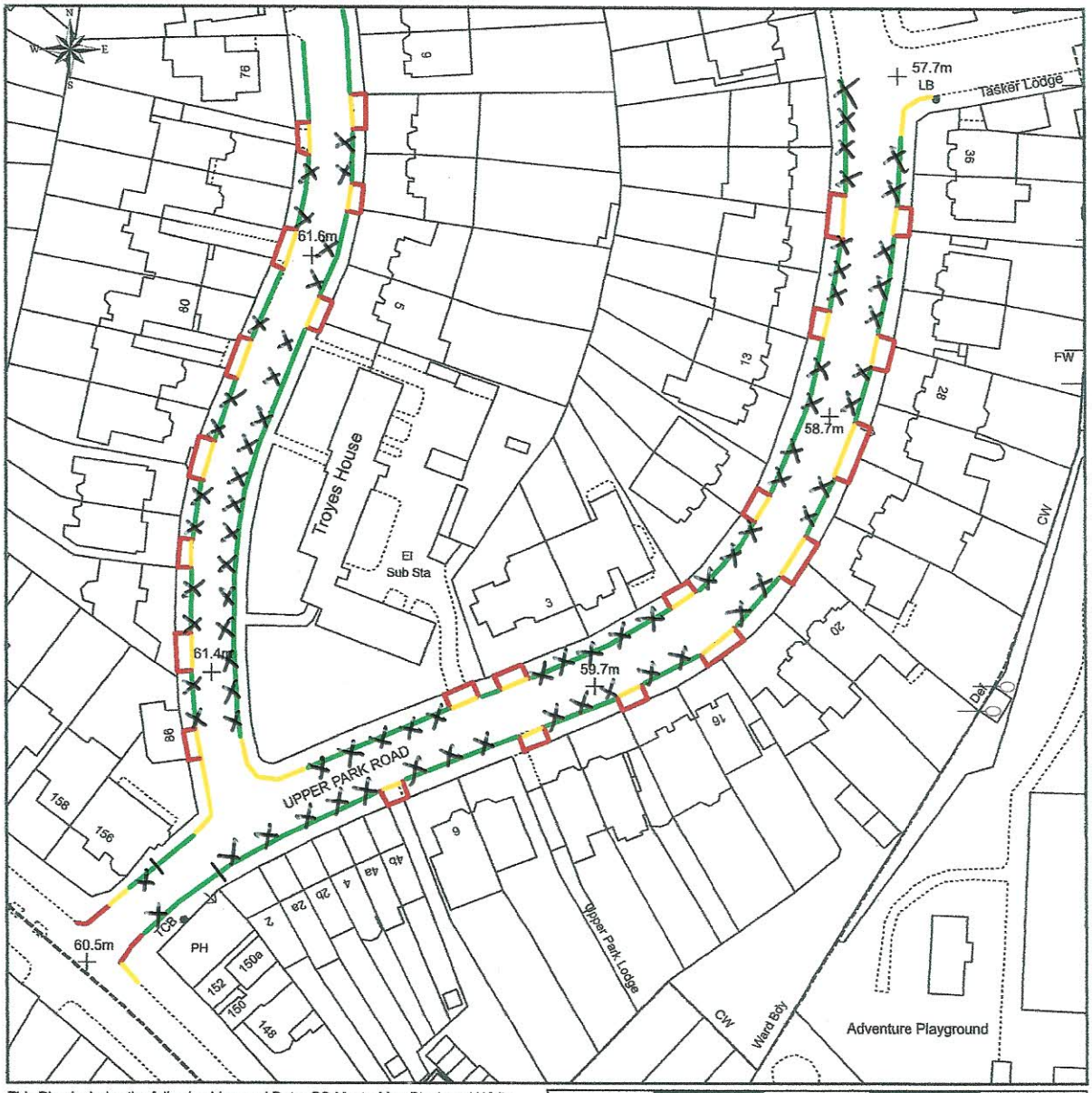
6 LAWN ROAD PARKING STRESS SURVEY - WEDNESDAY 06/11/2019 03:50

ROAD NAME	AREA WITHIN CONTROLLED PARKING ZONE CA - B						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL & OTHER 5m PARKING SPACES	NUMBER OF VEHICLES PARKED	SYL / OTHER PARKING STRESS %
LAWN ROAD	450.4	82	70	85	6	0	0
UPPER PARK ROAD	298.8	54	48	89	7	2	29
DOWNSIDE CRESCENT	314.7	61	38	62	7	0	0
HAVERSTOCK HILL	0	0	0	-	8	0	0
TOTAL	**1063.9**	**197**	**156**	**79**	**28**	**2**	**7**

6 LAWN ROAD PARKING STRESS SURVEY - THURSDAY 07/11/2019 04:10

ROAD NAME	AREA WITHIN CONTROLLED PARKING ZONE CA - B						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL & OTHER 5m PARKING SPACES	NUMBER OF VEHICLES PARKED	SYL / OTHER PARKING STRESS %
LAWN ROAD	450.4	82	71	87	6	0	0
UPPER PARK ROAD	298.8	54	49	91	7	3	43
DOWNSIDE CRESCENT	314.7	61	39	64	7	0	0
HAVERSTOCK HILL	0	0	0	-	8	1	13
TOTAL	**1063.9**	**197**	**159**	**81**	**28**	**4**	**14**


SURVEY
AREA
Air Shaft
Garnett Road
Lawn Road
Upper Park Road
Upper Park Road
Russell Place
Aspern Grove
e Park
Globe Lawn
Tennis Club
Sta
A502
Townside Crescent
Lawn Road
Upper Park Road
A502

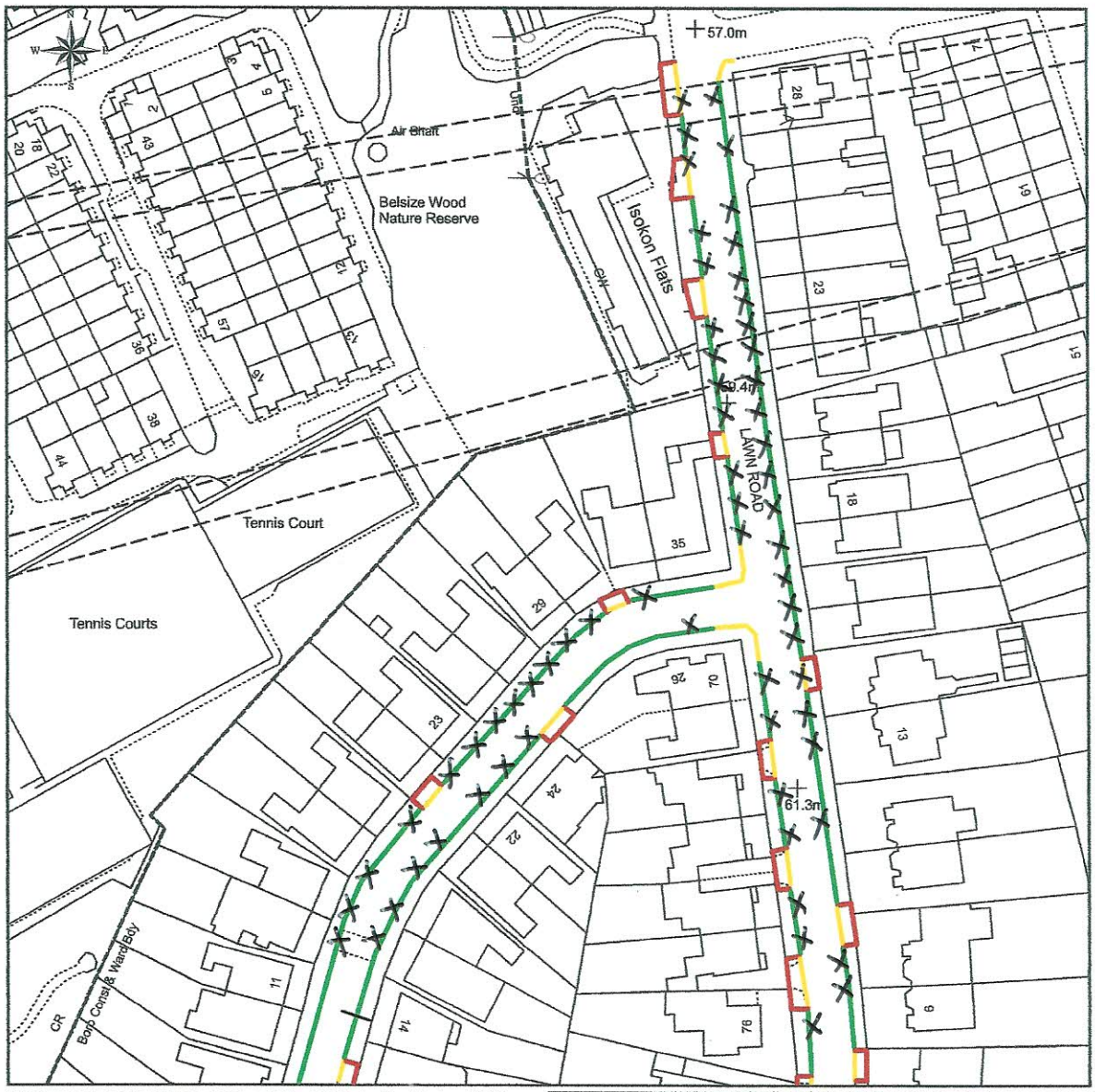


Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DROPPED KERB

PARKED VEHICLE LOCATION

WEDNESDAY 06/11/2019 03:50



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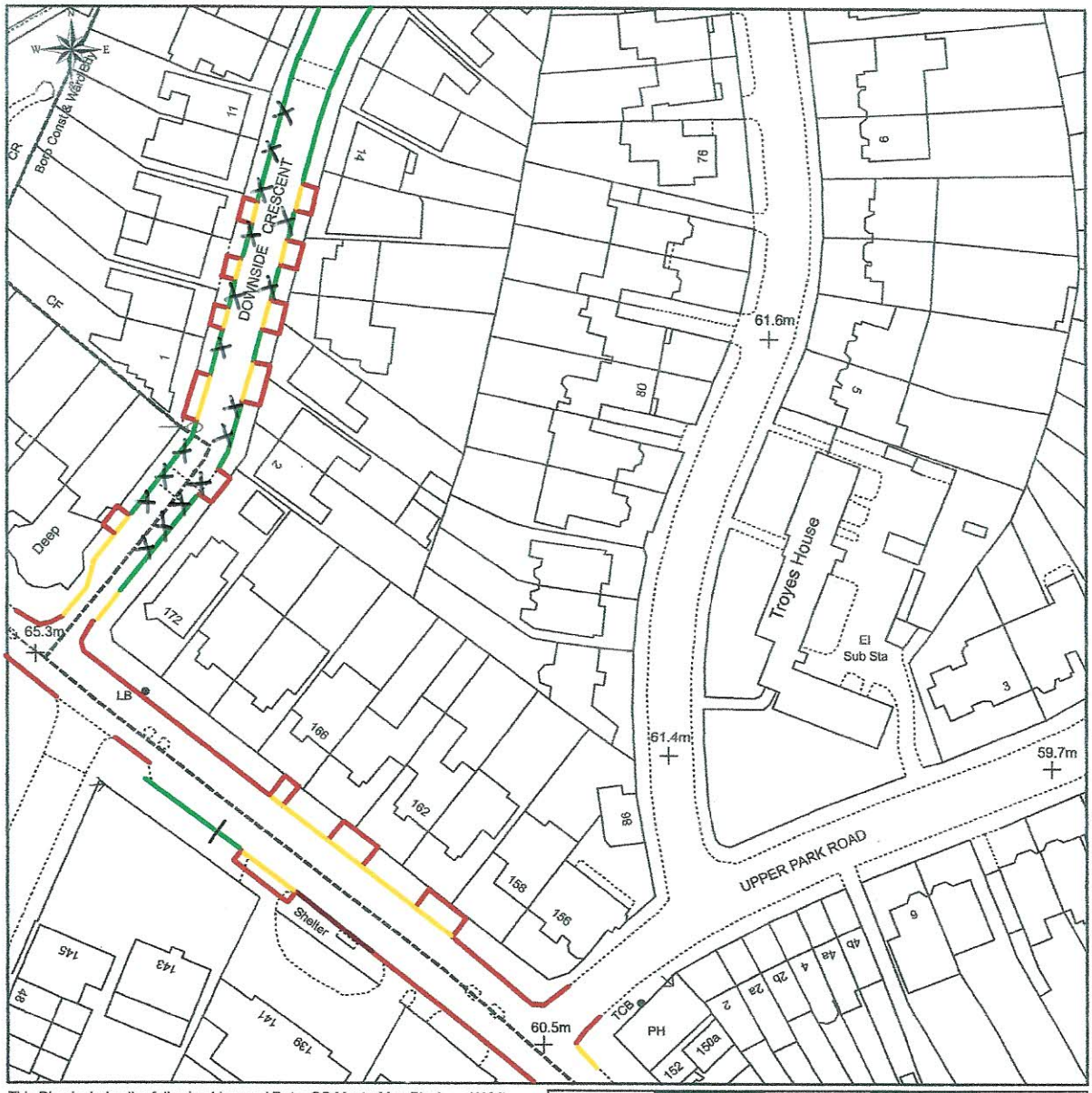
PARKED VEHICLE LOCATION

WEDNESDAY 06/11/2019 03:50



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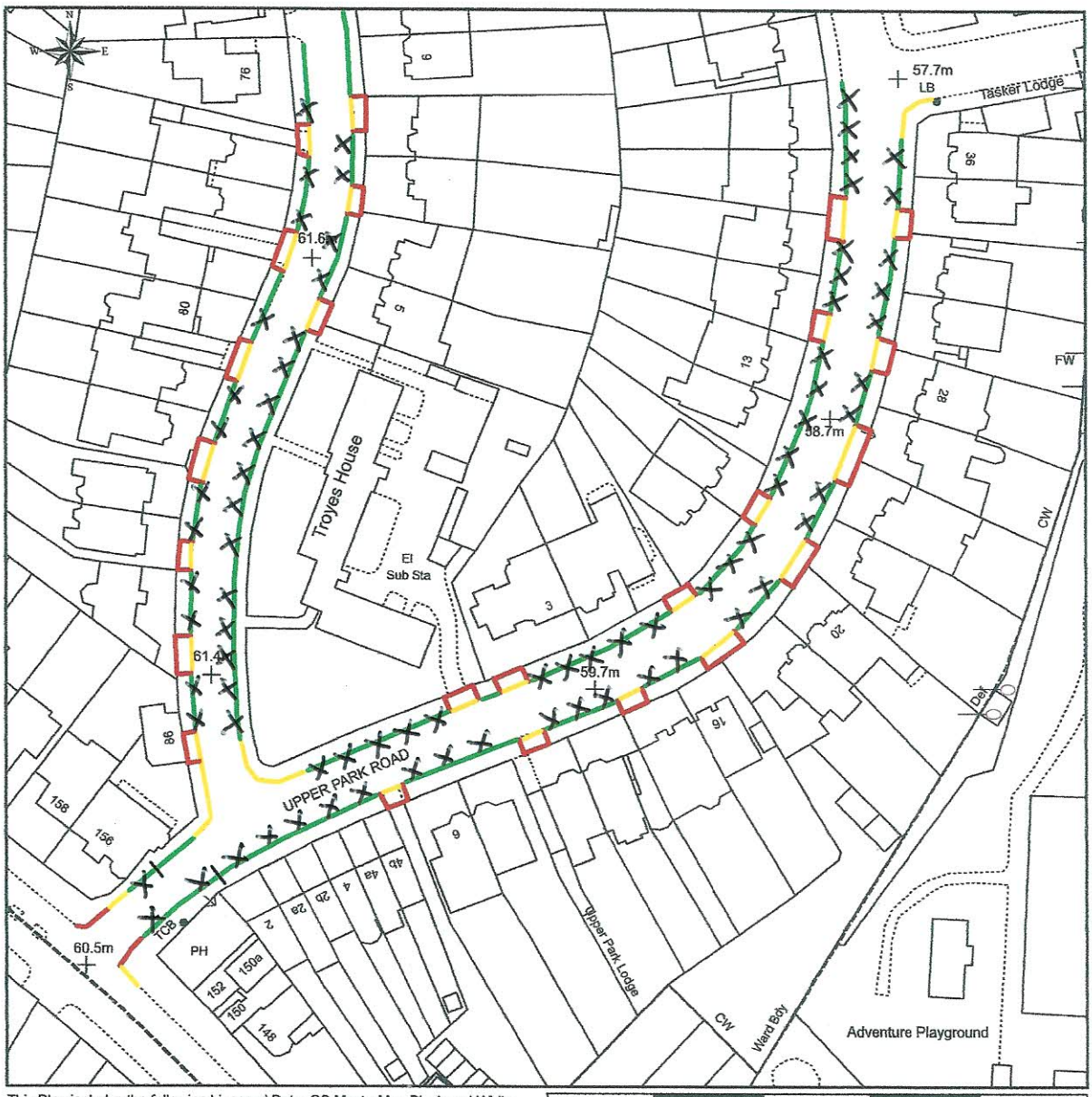
WEDNESDAY 06/11/2019 03:50



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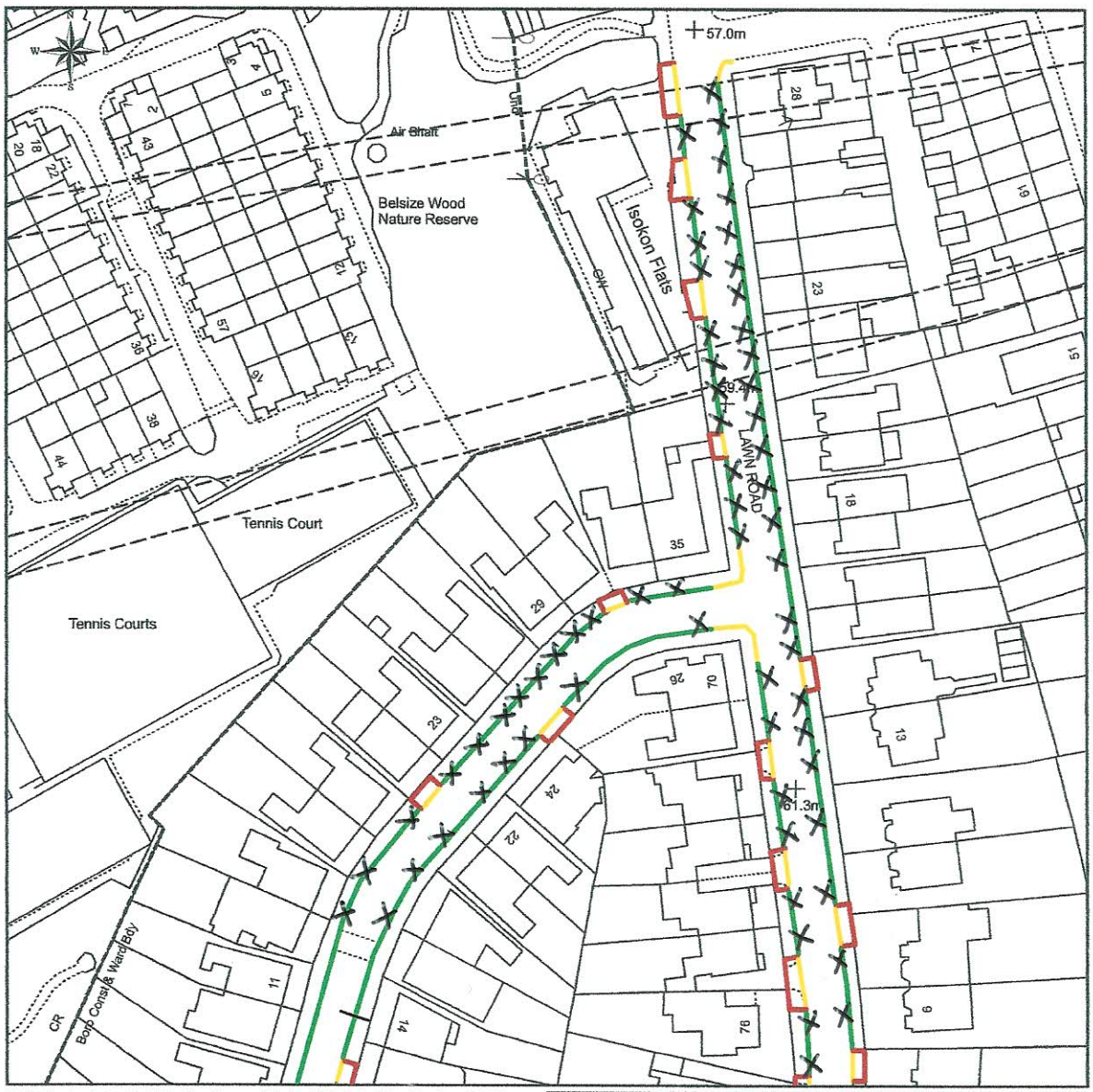
THURSDAY 07/11/2019 04:10



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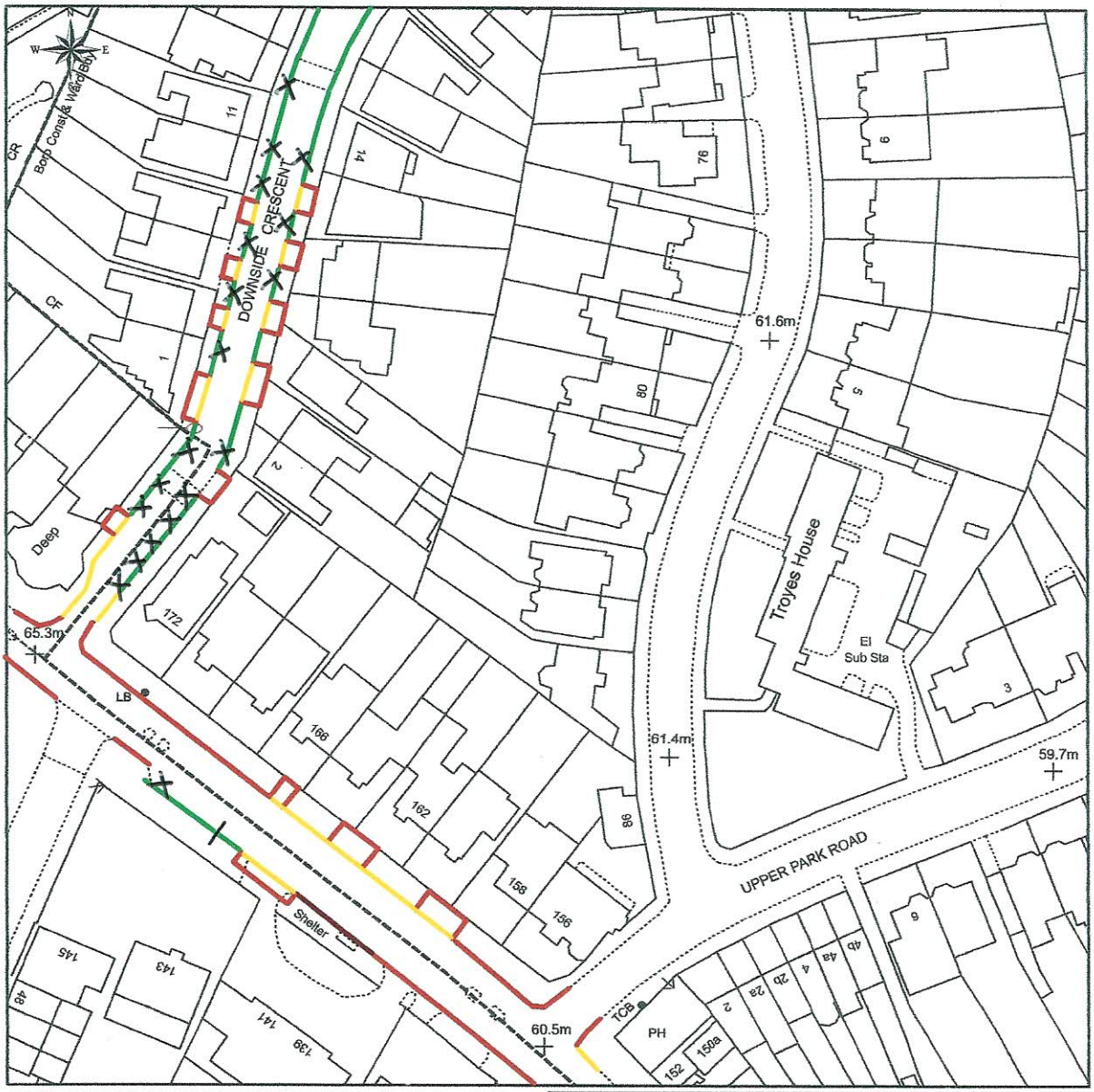

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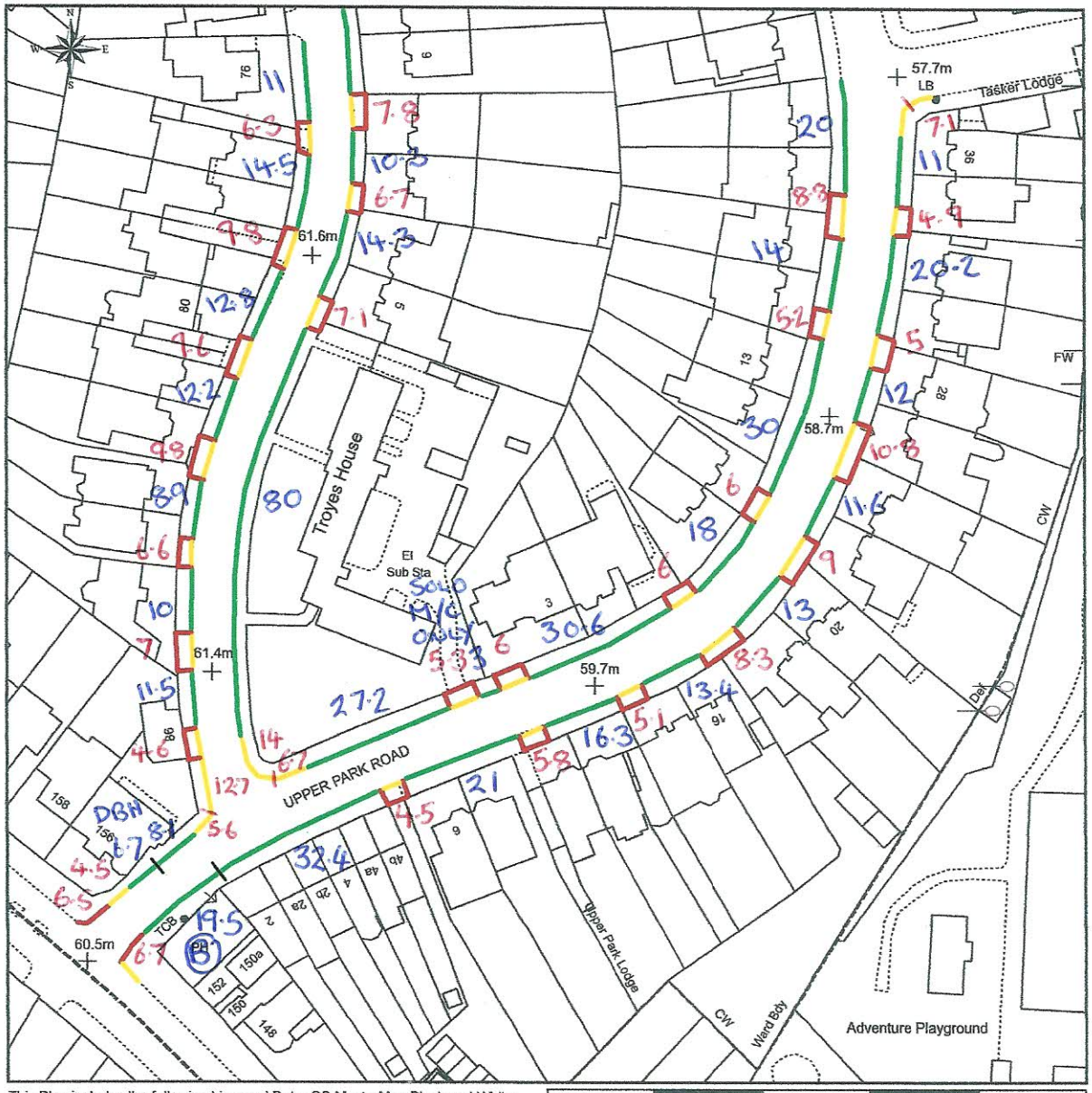
ACCEPTABLE PARKING
SINGLE YELLOW LINE
DOUBLE YELLOW LINE
UNACCEPTABLE PARKING
DROPPED KERB

PARKED VEHICLE LOCATION

THURSDAY 07/11/2019 04:10



0m 20m 40m 60m 80m 100m

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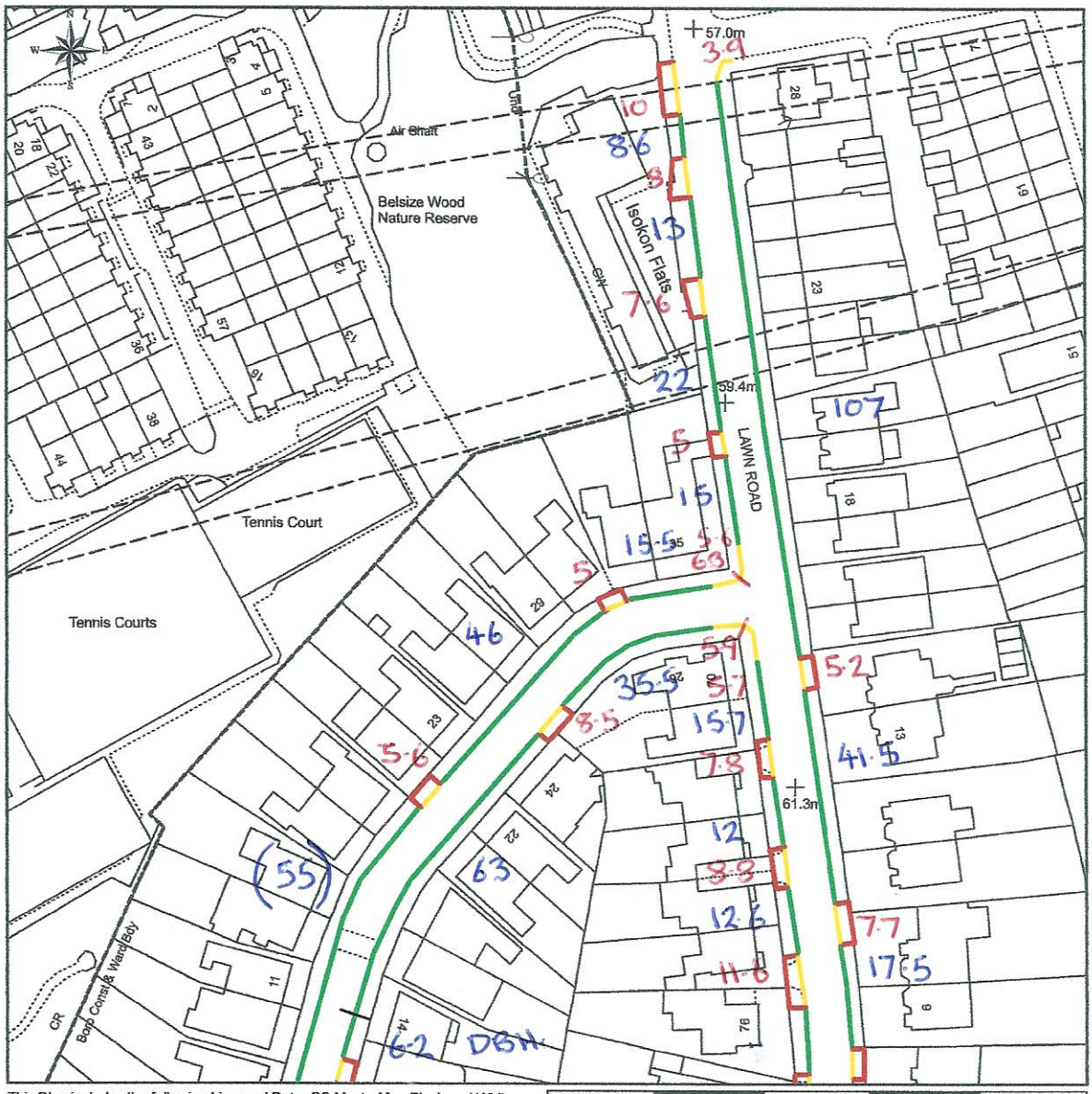
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DROPPED KERB

CONTROLLED PARKING ZONE (CA - B)
ALL PARKING IS PERMIT HOLDER CA - B ONLY
MON - FRI 9.00 AM - 6.30 PM, SATURDAY 9.30 AM - 1.30 PM
UNLESS STATED OTHERWISE

DBH = DISABLED BADGE HOLDER ONLY

(B) = M-F 9.00AM - 6.30 PM, SAT 9.30 AM - 1.30 PM PAY BY PHONE
MAX STAY 4 HOURS



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- DROPPED KERB

CONTROLLED PARKING ZONE (CA - B)
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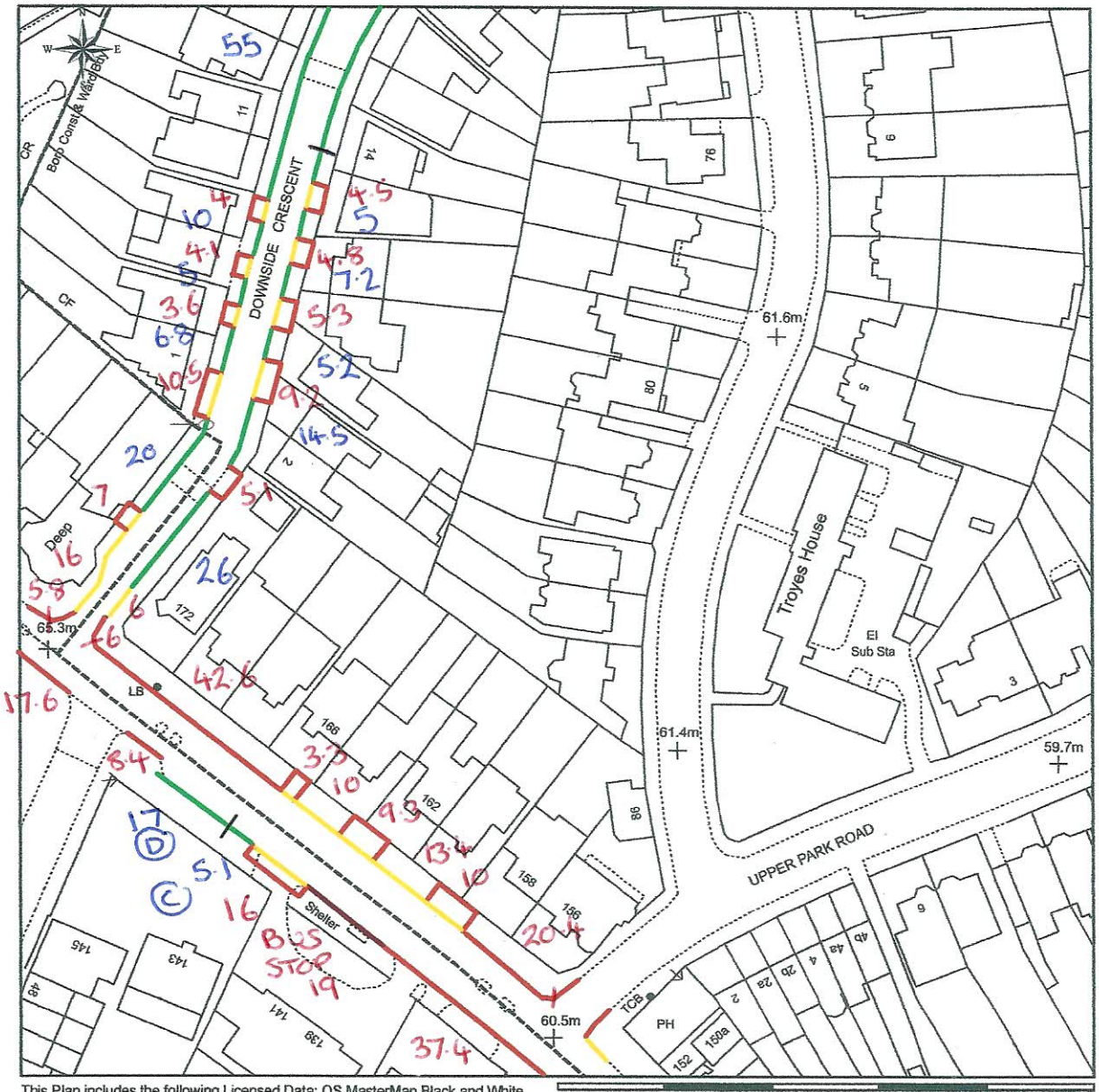
MON - FRI 9.00 AM - 6.30 PM, SATURDAY 9.30 AM - 1.30 PM
UNLESS STATED OTHERWISE

DBH = DISABLED BADGE HOLDER ONLY



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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DROPPED KERB

CONTROLLED PARKING ZONE (CA - B)
ALL PARKING IS PERMIT HOLDER CA - B ONLY
MON - FRI 9.00 AM - 6.30 PM, SATURDAY 9.30 AM - 1.30 PM
UNLESS STATED OTHERWISE

Ⓒ = ELECTRIC VEHICLE RECHARGING POINT ONLY
MAX STAY 3 HOURS ONLY

Ⓓ = MON - FRI 9.00AM - 6.30PM, SAT 9.30AM - 1.30PM
PAY BY PHONE MAX STAY 2 HOURS