PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS LTD

HIGHWAYS TECHNICAL NOTE

Author:	Paul Mew Associates
Date:	January 2020
Project:	P2126: Elleray Hall, Teddington
Subject:	Parking Statement

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Clive Chapman Architects on behalf of the London Borough of Richmond upon Thames to report on parking availability in relation to the proposed development at Elleray Hall, Teddington. A location plan of the site is attached at Appendix A of this report.

1.2 The site comprises the North Lane East car park and Elleray Hall on the north and south side of Middle Lane respectively within Teddington Town Centre.

1.3 Development proposals option A involve the redevelopment of the North Lane East car park to provide four houses (one x two bedroom and three x three bedroom), seven flats (seven x one bedroom) and one car club space. Elleray Hall will be remodelled, and two houses (two x two bedroom) will be built within the site including four parking spaces and a minibus bay.

1.4 Development proposals option B involve the redevelopment of the North Lane East car park to provide a community centre including four parking spaces, one car club space and a minibus bay. Elleray Hall will be redeveloped to provide five houses (three x two bedroom and two x three bedroom) and six flats (two x one bedroom and four x two bedroom). The sketch layout plan for the development proposals are attached at Appendix B of this report.

1.5 The site is not located within a controlled parking zone (CPZ)

2.0 SURVEY OF EXISTING PARKING CONDITIONS

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.

Parking Survey Inventory

2.2 The first stage of the parking assessment is to map out the parking survey 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 OS mapping.

2.3 This parking survey has been conducted in accordance with the Richmond Methodology, which was accepted in pre-application correspondence. A copy of the methodology and pre-application email dialogue with Richmond Council's Highways Department is presented in Appendix C.

2.4 In accordance with the Richmond Methodology, Elleray Road has been excluded from the following summary as it is located within a CPZ. In addition, Elleray Road (behind the shops), Queen's House and the western section of North Place have been excluded from the parking survey results as these are private parking areas. The streets mentioned above are shown separately in Figures 3 a-e.

2.5 The survey area has been split into individual streets or sections of streets comprising the following:

- Elfin Grove
- Broad Street
- Little Queens Road
- Middle Lane
- North Lane
- North Place
- Park Lane
- St Marys Avenue

2.6 In addition, the North Lane West car park and North Lane East car park have been included in the parking survey.

2.7 The parking survey inventory (kerb-side) is presented in Table 1 as follows (additionally refer to Figures 3 a-e):

Table 1. Parking Survey Inventory (kerb-side)

Road	Parking Inventory	
	Total	Disabled
	Kerb-Side	Kerb-Side
	Spaces	Spaces
Elfin Grove	4	0
Broad Street*	21	0
Little Queens Road	33	0
Middle Lane	0	0
North Lane	21	1
North Place	13	0
Park Lane	19	0
St Marys Avenue	40	0
Total	151	1

Source: PMA Survey
*Parking on Broad Street is Pay and Display during 08:30hrs-18:30hrs (Mon-Sat)

2.8 The parking survey inventory in Table 1 shows that there is a total of 151 safe and legal kerb side parking opportunities within the survey area.

2.9 The parking survey inventory for both car parks is presented in Table 2 as follows (additionally refer to Figures 3 a-e):

Table 2. Parking Survey Inventory (car park)

Road	Parking Inventory	
	Total	Disabled
	Parking bays	Parking bays
	Spaces	Spaces
North Lane East car park	21	0
North Lane West car park	86	6
Total	107	6

Source: PMA Survey

Parking Survey Results

2.10 The overnight surveys were undertaken on Sunday 12th May, Tuesday 14th May and Wednesday 15th May at 02:30hrs, 01:45hrs and 04:00hrs respectively. Hourly parking beat surveys were also undertaken on Saturday 11th May from 10:00hrs-15:00hrs and 17:00hrs-20:00hrs as agreed in advance with Richmond Council.

2.11 The results of each parking survey are presented in Appendix D and have been produced to the standards prescribed within the Richmond methodology.

2.12 Table 3 presents the average results from three overnight surveys for unrestricted parking opportunities (kerb-side) within the study area.

Table 3. Average Overnight Parking Survey Results

Road	Unrestricted Kerb-side			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
Elfin Grove	4	5	0	100%
Broad Street*	21	0	21	2%
Little Queens Road	33	25	8	77%
Middle Lane	0	0	0	0%
North Lane	21	23	1	94%
North Place	13	13	0	100%
Park Lane	19	13	8	61%
St Marys Avenue	40	29	13	69%
Total	151	108	51	68%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's
*Parking on Broad Street is Pay and Display during 08:30hrs-18:30hrs (Mon-Sat)

2.13 In accordance with Richmond Methodology, illegally parked cars have been included in the number of cars parked and calculation of parking stress. In turn, the sum of number of cars parked and number of free spaces may be greater than the total number of parking spaces recorded in the inventory.

2.14 Table 4 presents the average results from three overnight surveys for public car parks within the study area.

Table 4. Average Overnight Parking Survey Results

Road	Parking bays			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
North Lane East car park	21	8	13	38%
North Lane West car park	86	1	85	2%
Total	107	9	98	9%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

2.15 The observed average overnight parking stress of available kerb side parking within the survey area is 68%. Of the 151 total kerb side parking opportunities within the study area, an average of 108 cars have been observed to be parked leaving 51 available spaces.

2.16 Where the site is located on North Lane East car park, an average of eight vehicles were observed to be parked here overnight. The redevelopment of North Lane East car park will therefore result in eight vehicles over-spilling onto the local highway or North Lane West car park. It may be the case that residents would prefer to park on the local highway due to safety reasons. In a worst case scenario where residents prefer to park on the adjoining streets, the on-street parking stress levels would increase by 5% from 68% to 73%.

2.17 Table 5 presents the peak-hour (10:00hrs-11:00hrs) results from the 10:00hrs-15:00hrs surveys for kerbside parking opportunities within the study area. Full details are presented at Appendix D.

Table 5. 10:00hrs-11:00hrs Parking Survey Results

Road	Total Kerb-side			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
Elfin Grove	4	4	0	100%
Broad Street*	21	18	4	82%
Little Queens Road	33	29	7	81%
Middle Lane	0	0	0	0%
North Lane	21	27	1	96%
North Place	13	13	0	100%
Park Lane	19	16	5	76%
St Marys Avenue	40	33	9	79%
Total	151	140	26	84%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's
*Parking on Broad Street is Pay and Display during 08:30hrs-18:30hrs (Mon-Sat)

2.18 Table 6 presents the peak-hour (10:00hrs-11:00hrs) results from the 10:00hrs-15:00hrs surveys for public car parks within the study area.

Table 6. 10:00hrs-11:00hrs Parking Survey Results

Road	Parking bays			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
North Lane East car park	21	12	9	57%
North Lane West car park	86	56	29	66%
Total	107	68	38	64%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

2.19 The observed 10:00hrs-11:00hrs parking stress of kerb side parking within the survey area is 84%. Of the 151 total kerb side parking opportunities within the study area, an average of 140 cars have been observed to be parked leaving 26 available spaces.

2.20 Where the site is located on North Lane East car park, 21 restricted spaces are present with an average of 12 vehicles parked here in the AM peak period. The redevelopment of North Lane East car park will therefore result in 12 vehicles over-spilling onto North Lane West car park. North Lane West car park has 29 available spaces, and would be able to accommodate 12 additional vehicles as a result of the loss of North Lane East car park in the AM peak period.

2.21 Table 7 presents the peak-hour (17:00hrs-18:00hrs) results from the 17:00hrs-20:00hrs surveys for kerbside parking opportunities within the study area.

Table 7. 17:00hrs-18:00hrs Parking Survey Results

Road	Total Kerb-side			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
Elfin Grove	4	5	0	100%
Broad Street*	21	20	2	91%
Little Queens Road	33	22	10	69%
Middle Lane	0	0	0	0%
North Lane	21	23	1	96%
North Place	13	12	1	92%
Park Lane	19	16	4	80%
St Marys Avenue	40	28	13	68%
Total	151	126	31	80%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's
*Parking on Broad Street is Pay and Display during 08:30hrs-18:30hrs (Mon-Sat)

2.22 Table 8 presents the peak-hour (17:00hrs-18:00hrs) results from the 17:00hrs-20:00hrs surveys for public car parks within the study area.

Table 8. 17:00hrs-18:00hrs Parking Survey Results

Road	Parking bays			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
North Lane East car park	21	9	11	45%
North Lane West car park	86	37	48	44%
Total	107	46	59	44%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

2.23 The observed 17:00hrs-18:00hrs parking stress of kerb side parking within the survey area is 80%. Of the 151 total kerb side parking opportunities within the study area, an average of 126 cars have been observed to be parked leaving 31 available spaces.

2.24 Where the site is located on North Lane East car park, 21 restricted spaces are present with an average of nine vehicles parked here in the PM peak period. The redevelopment of North Lane East car park will therefore result in nine vehicles over-spilling onto North Lane West car park. North Lane West car park has 48 available spaces, and would be able to accommodate nine additional vehicles as a result of the loss of North Lane East car park.

2.25 The Richmond methodology prescribes a threshold of 85% stress level for when a parking survey area is deemed to suffer from undue parking stress. The overnight parking surveys did not show a higher overall parking stress level than 73% when applying the spill-over of parking from North Lane East car park.

2.26 The results of the overnight 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 overly high or problematic.

2.27 In addition, the weekday and peak period parking surveys demonstrate that the North Lane West car park is able to accommodate the spill-over parking spaces from North Lane East car park during its hours of operation.

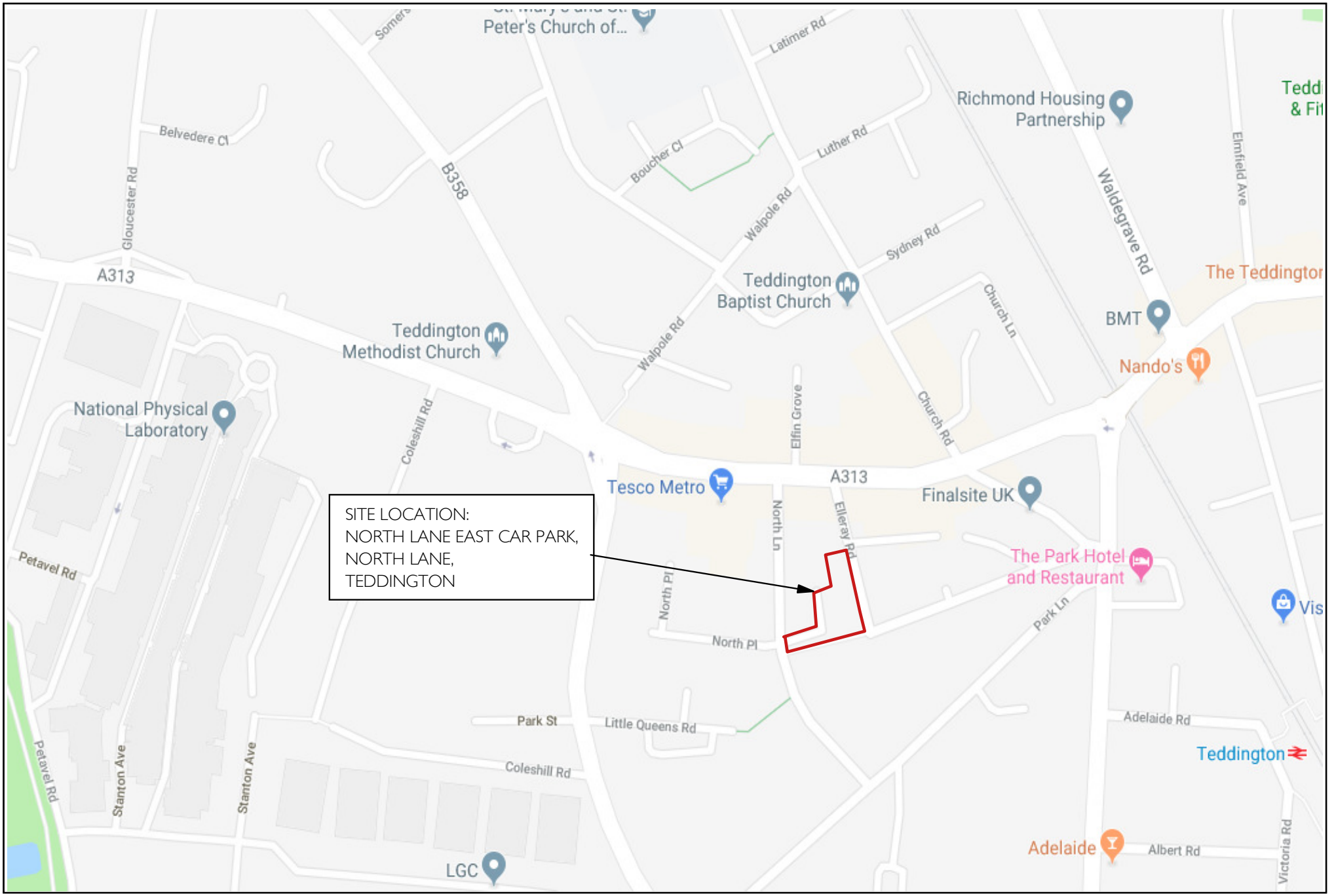
3.0 SUMMARY

3.1 In summary, development proposals option A involve the redevelopment of the North Lane East car park to provide four houses (one x two bedroom and three x three bedroom), seven flats (seven x one bedroom) and one car club space. Elleray Hall will be remodelled, and two houses (two x two bedroom) will be built within the site including four parking spaces and a minibus bay.

3.2 Development proposals option B involve the redevelopment of the North Lane East car park to provide a community centre including four parking spaces, one car club space and a minibus bay. Elleray Hall will be redeveloped to provide five houses (three x two bedroom and two x three bedroom) and six flats (two x one bedroom and four x two bedroom).

3.3 This report has been prepared to assess the parking stress impact of the scheme prior to the submission of a full planning application to the local planning authority.

3.4 It can be concluded that parking stress levels will remain below the 85% threshold prescribed by Richmond Borough Council, following the redevelopment of the North Lane car park. In addition, it is evident that North Lane West car park is able to absorb spill-over parking during the peak weekend periods.



Date: 29-April-2019
Scale: NTS
Source: Google Maps
Drawing No: P2126/PS/01

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P2126: North Lane East Car Park, North Lane, Teddington

Figure 1.

Site Location.

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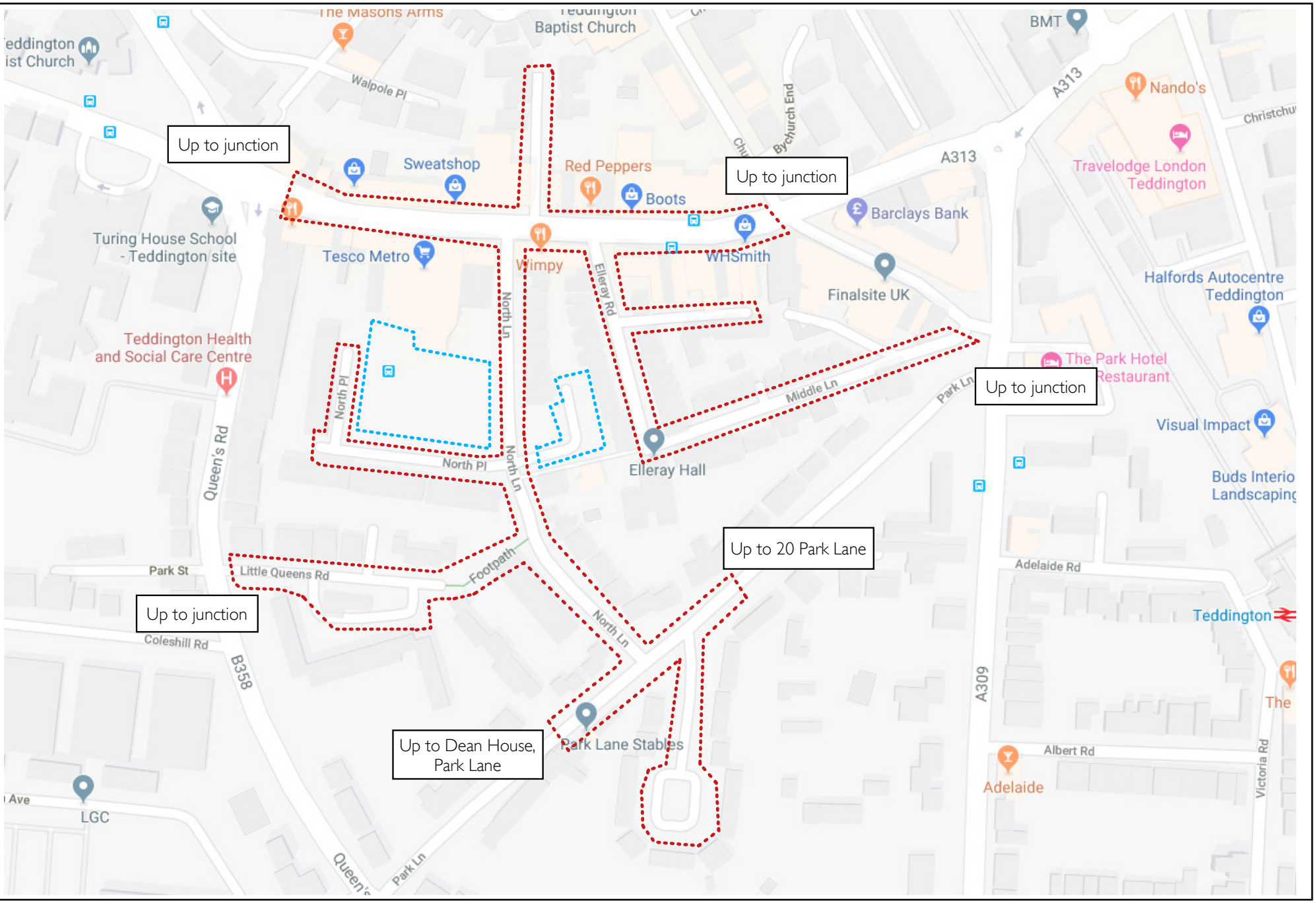

Date: 29-April-2019
Scale: NTS
Source: Google Maps
Drawing No: P2126/PS/02

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P2126: North Lane East Car Park, North Lane, Teddington

Figure 2.

Parking Survey Area.

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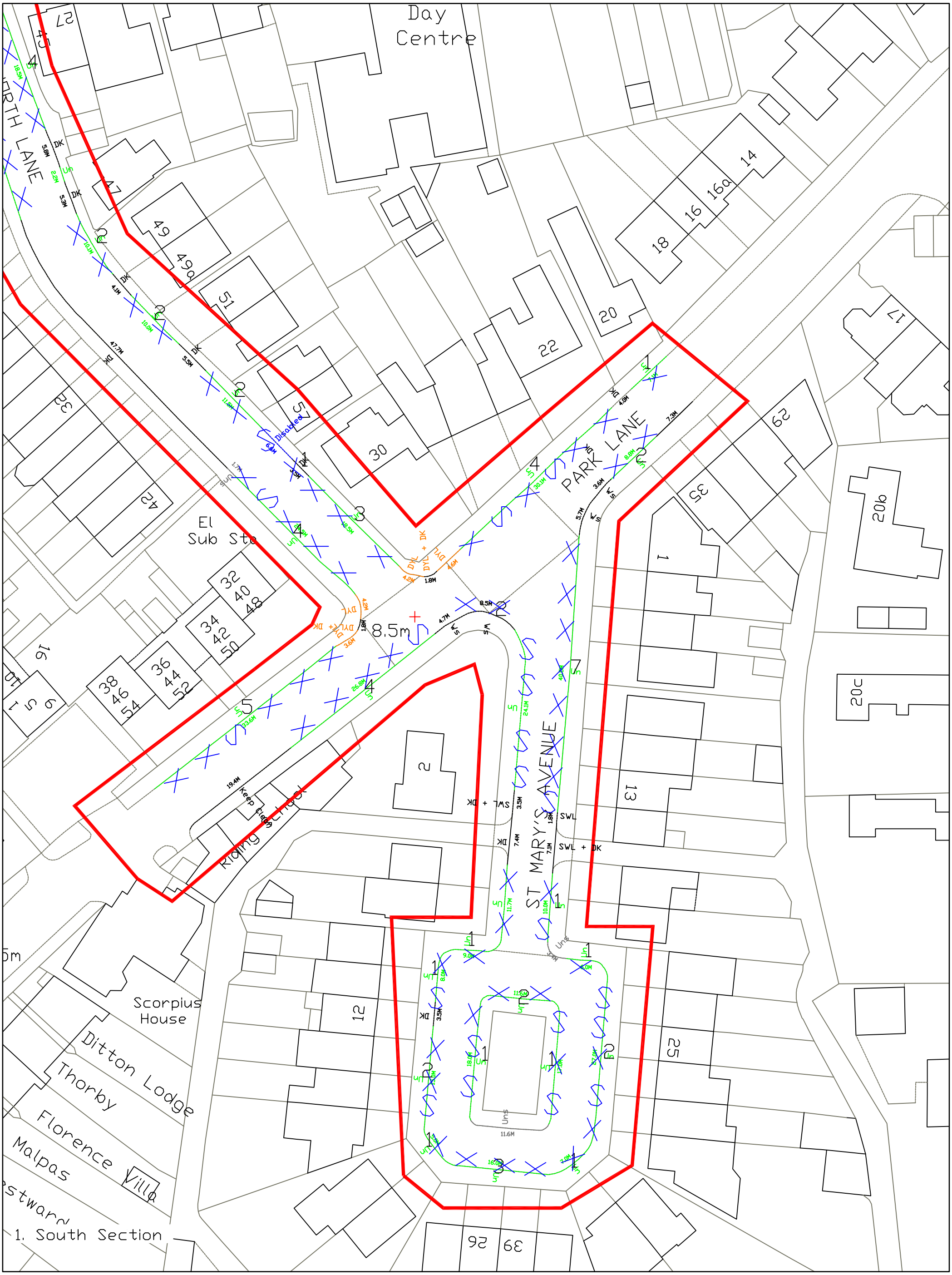

Date: January 2020 Scale: 1:500@A3 Source: Ordnance Survey Drawing No. P2126/PA/03	N	P2126: ELLERAY HALL, TEDDINGTON Figure. 3A Parking Survey Inventory

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Tel: 020 8780 0426
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Date: January 2020 Scale: 1:500@A3 Source: Ordnance Survey Drawing No. P2126/PA/03	N	P2126: ELLERAY HALL, TEDDINGTON Figure. 3B Parking Survey Inventory

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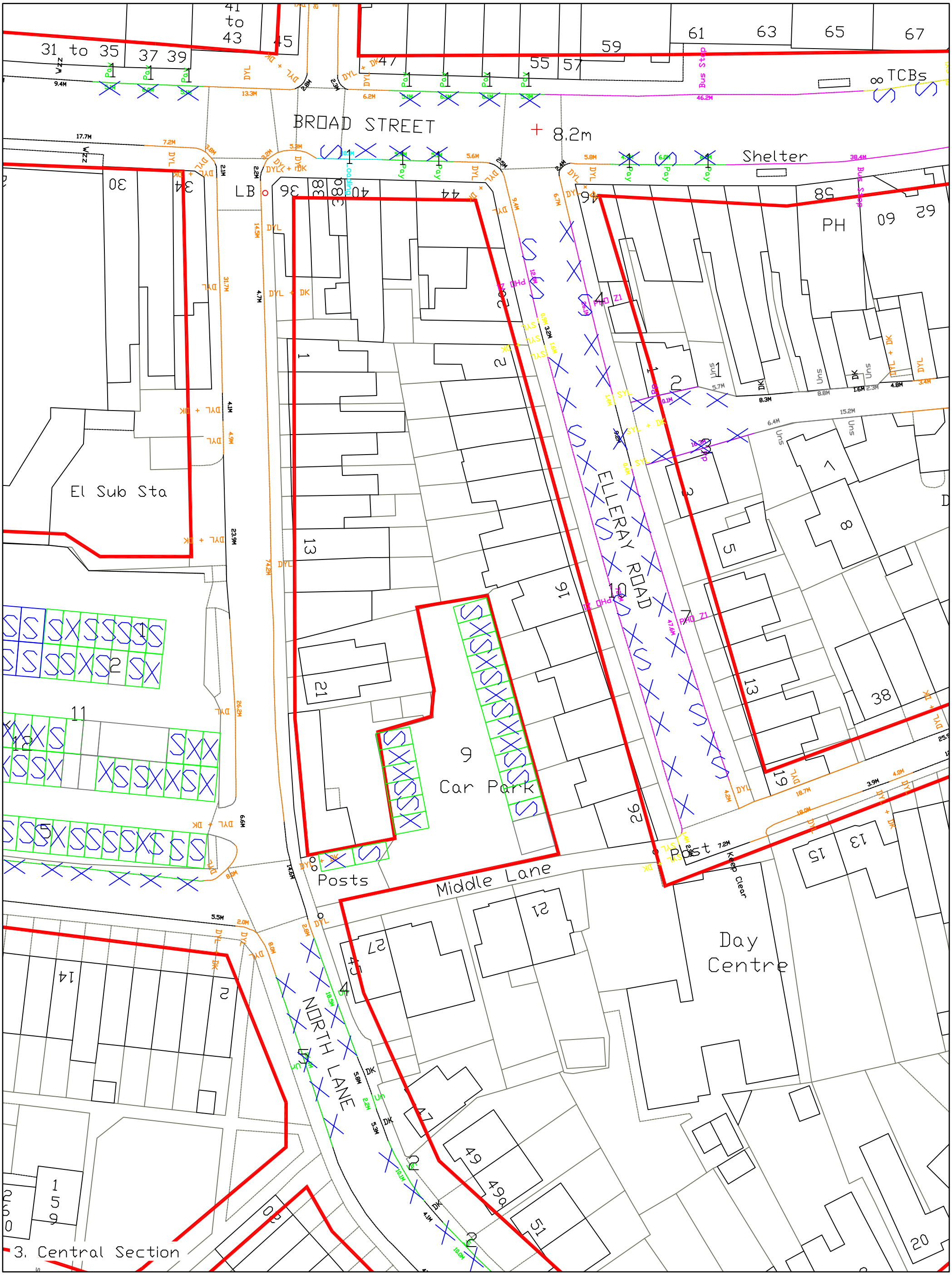

Date: January 2020
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2126/PA/03

N

P2126: ELLERAY HALL, TEDDINGTON

Figure. 3C

Parking Survey Inventory

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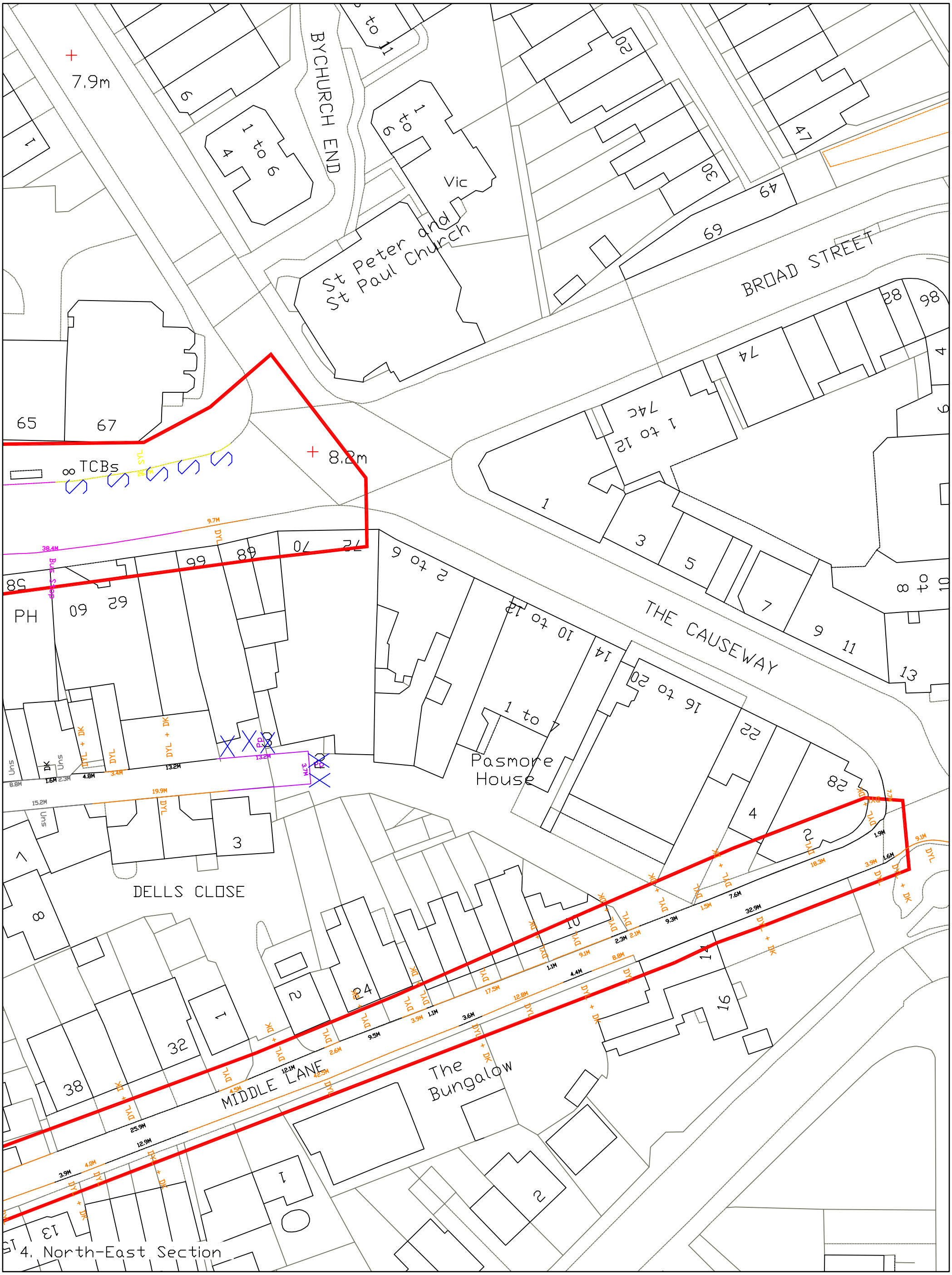

Date: January 2020 Scale: 1:500@A3 Source: Ordnance Survey Drawing No. P2126/PA/03	N	P2126: ELLERAY HALL, TEDDINGTON Figure. 3D Parking Survey Inventory

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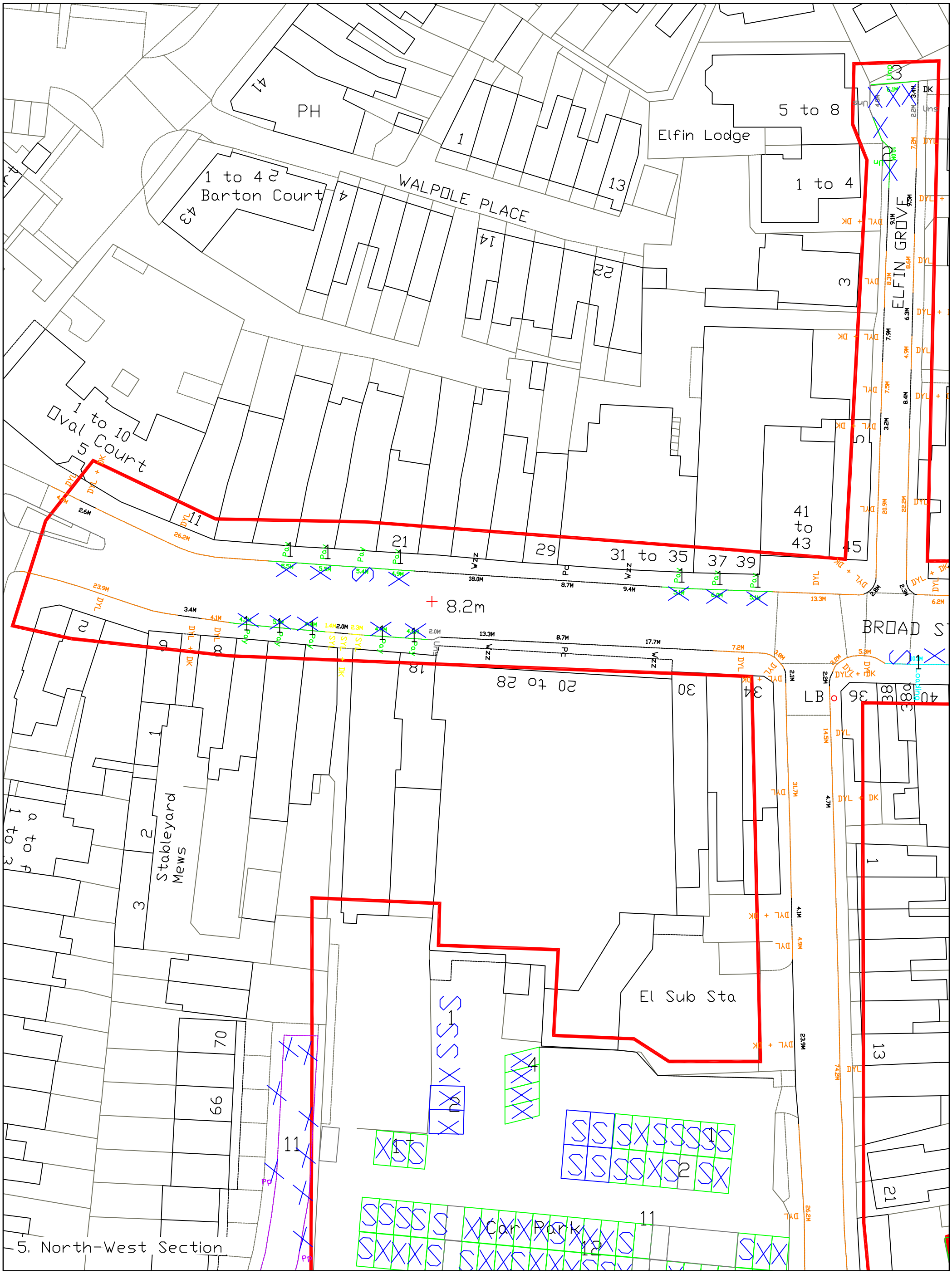

Date: January 2020 Scale: 1:500@A3 Source: Ordnance Survey Drawing No. P2126/PA/03	N	P2126: ELLERAY HALL, TEDDINGTON Figure. 3E Parking Survey Inventory

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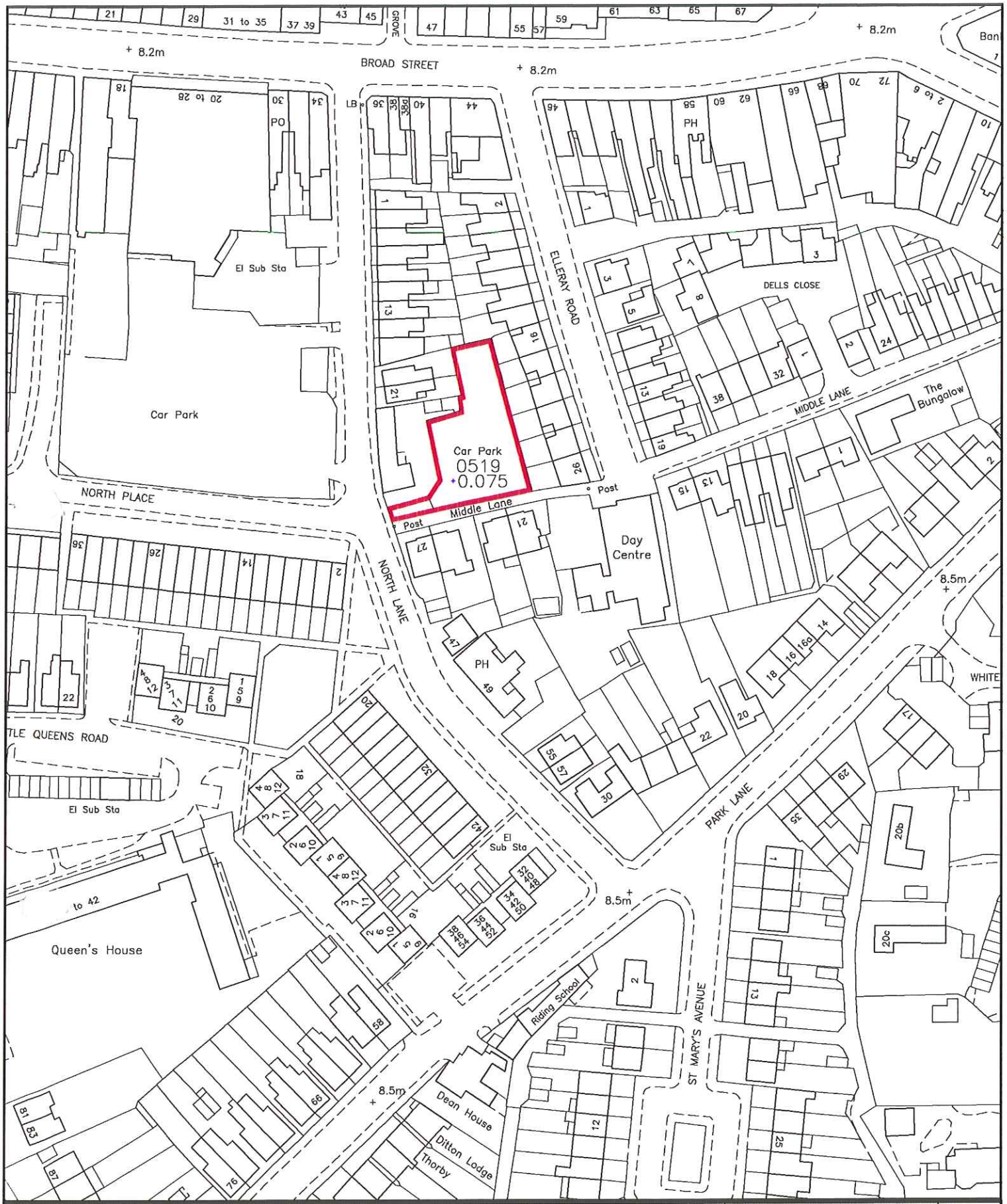

TITLE

0519 NORTH LANE EAST CAR PARK, NORTH LANE, TEDDINGTON

N

Drg. No.

LONDON BOROUGH OF RICHMOND UPON THAMES

Customer & Support Services

Civic Centre, 44 York Street, Twickenham TW1 3BZ Tel No. 0208 891 1411 Fax No. 0208 891 7751

Drawn By

Scale 1:1250

Date MARCH 2002

SCHEDULE OF RESIDENTIAL ACCOMODATION

NORTH LANE CAR PARK AND DEPOT SITE

TYPE	NO.	AREA M2
1: 2B3P HOUSE	1	70
3: 3B5P HOUSE	3	99
4: 1B2P FLAT	7	50

ELLERAY HALL SITE

TYPE	NO.	AREA M2
6: 2B3P HOUSE	2	72
TOTAL	13	

ELLERAY HALL COMMUNITY CENTRE

	AREA M2
GROUND FLOOR	378
FIRST FLOOR	89
TOTAL	467

N

— BROAD STREET CONSERVATION AREA

— REGISTERED BUILDING OF TOWNSCAPE MERIT

1:500 SCALE BAR 0 10 20 30 40m

FEASIBILITY - OPTION A

Project: ELLERAY HALL AND NORTH LANE CAR PARK, ELLERAY ROAD, TEDDINGTON

Drawing: SITE PLAN

Drawing No.: EHT-SK04C

Scale: 1:500 @ A3

Date: 08.04.2019

CLIVE CHAPMAN
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4 EEL PIE ISLAND
TWICKENHAM MIDDX
TW1 3DY
TELEPHONE 020 8891 4837
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ELLERAY ROAD
DELLS CLOSE
MIDDLE LANE
Middle Lane
NORTH LANE
Post
2 STOREY
ELLERAY HALL COMMUNITY CENTRE
1.5 STOREY
MAIN ENTRANCE
CAR CLUB SPACE
TYPE 5 2B3P
TYPE 4 1B2P
TYPE 3 3B5P
2.5 STOREY
TYPE 2 2B4P
13
21
16
26
3
5
7
8
38
32
1
19
15
27
47
49
20
55
57
22
30
18
16a
14
2

SCHEDULE OF RESIDENTIAL ACCOMODATION

ELLERAY HALL SITE

TYPE	NO.	AREA M2
2: 2B4P HOUSE	3	80,80,87
3: 3B5P HOUSE	2	99,105
4: 1B2P FLAT	2	50
5: 2B3P FLAT	4	61
TOTAL	11	

ELLERAY HALL COMMUNITY CENTRE - REPROVISIONED ON NORTH LANE CAR PARK AND DEPOT SITE

	AREA M2
GROUND FLOOR	389
FIRST FLOOR	101
TOTAL	490

N

— BROAD STREET CONSERVATION AREA

— REGISTERED BUILDING OF TOWNSCAPE MERIT

1:500 SCALE BAR 0 10 20 30 40

FEASIBILITY - OPTION B

Project: ELLERAY HALL, ELLERAY ROAD, TEDDINGTON

Drawing: SITE PLAN

Drawing No.: EHT-SK07D

Scale: 1:500 @ A3

Date: 01.04.2019

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Appendix A

Richmond parking survey methodology

Richmond parking survey methodology

The Council has set maximum parking standards for developments in Their Local Plan and these are expected to be met, unless it can be shown that there will not be an adverse effect on on-street parking. Where there is a shortfall of parking on site, a parking survey of the surrounding streets will be required. The Council will use an independent survey company; however applicants may provide their own surveys as long as they follow the methodology outlined below.

Extent of survey area

The area to be surveyed must cover a 200m/2 minute walking distance around the site. This area can be extended/amended in the following ways:

1 If the survey reaches the middle of a street at 200m, the survey area could be extended to the next junction or curtailed to the previous junction with agreement of Transport Planning officers

2 If there are areas within 200m where parking is restricted due to on street restrictions or undesirable (for which justification must be given) the area is to be curtailed

3 Areas outside of Richmond will be excluded

4 Roads in CPZ's adjacent to the site, for which the site would not be able to access parking permits, may be excluded depending on CPZ start time and these roads are to be agreed with Transport Planning officers prior to the survey being undertaken

The Council may require amending of surveys which reveal anomalies or require further investigation once scrutinised.

Survey times

Surveys must only be undertaken during term time and not within public/school holidays/half term or the week before/after to take into account independent school holidays. It is best to contact the Council to confirm acceptable survey dates and dates which coincide with an event in the area, which must also be avoided as these could impact on the results.

For residential surveys 2 x weekday surveys (Monday to Thursday) and one weekend survey on a Sunday between 01h00 and 05h30 are required. This will capture the residential peak parking time.

Commercial and other land use applications will require surveys at other times which are to be agreed with the Council in advance of the survey being undertaken. Similarly, times may be amended for residential surveys where the site is within close proximity to commercial uses or a town centre in which case morning and early evening surveys may also be requested. More detailed surveys may be required if the operational times clash with nearby restaurants, in which case 15 minute interval surveys between 18h00 and 22h00 will also be required. In order to assess commuter parking morning and evening

peak hour surveys will be required for sites within close proximity to railway stations. These should be undertaken between 06h30 – 08h00 and 17h30 – 19h00.

Required information

Surveys must be provided in map form, examples are included at the end of this appendix.

One map shows the inventory for the area and notes all individual bay lengths and types.

Another shows x's as parked cars and s's as empty spaces exactly where they are parked on the night. This will give us a snapshot of exactly how cars are parked in that area, rather than a calculated assumption, which is often incorrect. S's can only be shown where each 's' represents 5.0m.

Noted on the survey maps should be the date and time the survey was undertaken as well as whether the area is within a Community Parking Zone (CPZ) or not. All parking restrictions on street must be noted Double/Single Yellow Lines (D/SYL's), bus lay-by's, zig-zags, kerb build outs, legal footway parking, dropped kerbs, disabled/doctors/loading bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc. If there are marked bays on street these must be shown and dimensioned on the map. The space between crossovers should also be dimensioned although areas of less than 5.0m should not be included in the calculations.

The first 7.5m of a junction is to be omitted, but cars parked within will be considered in the calculations as contributing to on street stress. Illegally parked cars must be shown on the plan and these will be included in the stress calculation.

Surveys undertaken within CPZ's during CPZ hours will need to clearly define various types of bays (Resident permit holders/shared use bays/Business Bays etc).

Where restrictions start early in the morning we may not consider these areas for overnight parking if the surveys show that residents do not park there as they will have to move their cars before the restriction commences. This includes single yellow lines.

The above information can be tabulated, but this table must reflect the information on the inventory map in terms of the available bay numbers i.e. individual lengths of bays divided by 5.0m.

The stress figures must be taken from the results maps and illegally parked cars should be counted. If spaces are noted and tabulated these must only be included if each space represents at least 5.0m. Tabulated results should be by road and include a 'Total' column.

Results

In order to assess the parking stress the tabulation must calculate the number of parked cars shown on the results map of each survey, against total available space calculated from the inventory survey and add the shortfall anticipated from the development using the Council's parking standard maximums.

LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress* or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity.

Example of survey inventory sheet and results maps

Road Name	No Bays	17/6/14 @ 5am	19/7/14 @ 5am	Ave		
	43	37	45	41		
	16	20	21	20.5		
	28	28	28	28		
	34	29	26	27.5		
	22	19	19	19		
	21	13	15	14		
	11	14	11	12.5		
	16	19	19	19		
TOTAL	**191**	**179**	**184**	**181.5**	**All % stress**	**95.02617801**
plus anticipated shortfall of proposal	**191**	**192**	**197**	**194.5**	**plus x cars stress%**	**101.8324607**
plus x cars from approved applications yet to be implemented within the survey area	191	195	200	**197.5**	plus another x cars stress%	**103.4031414**

Example of results table

*As per parking survey study undertaken across LBRuT to assess parking stress levels and parking survey methodology.

Jack Massey

From: Nick Ferguson
Sent: 22 May 2019 16:57
To: Jack Massey
Subject: FW: Elleray Hall, Teddington

Nick Ferguson
Paul Mew Associates
Traffic Consultants
Tel: 0208 780 0426
Email: nick.ferguson@pma-traffic.co.uk
Web: www.pma-traffic.co.uk

From: Clive Chapman [mailto:cc@ccar.co.uk]
Sent: 15 April 2019 11:15
To: 'Marshall, Will' <Will.Marshall@RichmondandWandsworth.gov.uk>
Cc: Nick Ferguson <nick.ferguson@pma-traffic.co.uk>; Hannah Griffiths <hannah@ccar.co.uk>
Subject: RE: Elleray Hall, Teddington

Will

Thanks for this

Best regards

Clive

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS

020 8891 4837 www.ccar.co.uk

From: Marshall, Will [mailto:Will.Marshall@RichmondandWandsworth.gov.uk]
Sent: 15 April 2019 10:40
To: Clive Chapman <cc@ccar.co.uk>
Subject: RE: Elleray Hall, Teddington

Official

Dear Mr Chapman,

Thank you for your e-mail to my colleague Mrs Lindi Louw last week.

Regarding the requirements of the parking survey, your list appears, for the most part, to be correct. However, please note that you need to survey all on-street parking in streets up to 200m walking distance from the site. Also, if part of the development is going to be C3 residential land use, you will need to survey on two neutral mornings of the week (Mon-Thurs) and one weekend morning between 00.30 and 05.30.

I have attached Richmond Borough Council's guidance for reference.

Please do contact me if you have any questions.

Kind regards,

Will Marshall
Principal Transport Planner
Transport Strategy
Environment and Community Services
Richmond and Wandsworth London Borough Councils
Telephone: 020 8871 6603
E-mail: Will.Marshall@RichmondandWandsworth.gov.uk

From: Clive Chapman <cc@ccar.co.uk>
Sent: 11 April 2019 13:05
To: Louw, Lindi <Lindi.Louw@richmondandwandsworth.gov.uk>
Cc: Marshall, Will <Will.Marshall@RichmondandWandsworth.gov.uk>; Jonas, Darius <Darius.Jonas@richmondandwandsworth.gov.uk>; nick.ferguson@pma-traffic.co.uk; Osibogun, Toks <Toks.Osibogun@richmondandwandsworth.gov.uk>; Hannah Griffiths <hannah@ccar.co.uk>
Subject: RE: Elleray Hall, Teddington

Lindi

Many thanks for your prompt reply. So, all change and we look forward to hearing from Will or Darius.

All the best in your new post

Best regards

Clive

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS

020 8891 4837 www.ccar.co.uk

From: Louw, Lindi [mailto:Lindi.Louw@richmondandwandsworth.gov.uk]
Sent: 11 April 2019 12:30
To: Clive Chapman <cc@ccar.co.uk>
Cc: Marshall, Will <Will.Marshall@RichmondandWandsworth.gov.uk>; Jonas, Darius <Darius.Jonas@richmondandwandsworth.gov.uk>; nick.ferguson@pma-traffic.co.uk; Osibogun, Toks <Toks.Osibogun@richmondandwandsworth.gov.uk>; hannah@ccar.co.uk
Subject: RE: Elleray Hall, Teddington

Official

Dear Clive,

It has been a long time since we last spoke and I trust you are well.

I am cc'ing my colleagues in Transport Planning who will be able to advise of parking survey methodology.

As you may know Mary left Richmond and I am now the School Travel Advisor for Richmond Schools.

Will Marshall or Darius Jonas (both cc'd) will be able to advice on the proposed methodology below.

Kind regards,

Lindi Louw
School Travel Advisor for Richmond Schools
Working for Richmond and Wandsworth Councils

Tel: 02088917823 (ext 27823)
Email: Lindi.louw@richmondandwandsworth.gov.uk

Please be aware I work part time and am in the office Wednesdays and Thursdays and you can also reach me by email on Tuesdays.

From: Clive Chapman <cc@ccar.co.uk>
Sent: 09 April 2019 14:37
To: Louw, Lindi <Lindi.Louw@richmondandwandsworth.gov.uk>
Cc: 'Nick Ferguson' <nick.ferguson@pma-traffic.co.uk>; Osibogun, Toks <Toks.Osibogun@richmondandwandsworth.gov.uk>; Hannah Griffiths <hannah@ccar.co.uk>
Subject: FW: Elleray Hall, Teddington

Lindi

I hope I have got your new email address right and this finds you.

We have been commissioned by the Borough to carry out a feasibility study on three small sites in Teddington to provide an enabling development of housing for a new community hall, replacing the existing Elleray Hall.

You may well be aware of the site and the brief, but if not, the councils bid document below summaries their requirements with regards to the parking study, states *'A Parking Study (to include the loss of the existing and the future parking demands) in respect of Teddington Town Centre will be required to inform the feasibility.'*

The question here is that Paul Mew Assoc. who will be carrying out this parking survey say that they would carry out the works in accordance with LBRUT methodology which is a 200m radius of the site rather than just Teddington Town Centre which is rather vague. Can you please confirm that their attached summary of their proposed works is acceptable.

We are very well versed in supporting these types of schemes. On our current level of understanding we see the need to prepare a Parking Statement based on LB Richmond's methodology.

On our current level of understanding we foresee the need to conduct the following set of tasks:

1. Carry out a parking survey inventory of the area surrounding the site to assess existing kerb side capacity plus public pay and display parking (including the development site and the pay and display car park opposite the development site),
2. Plot the inventory to-scale on an Ordnance Survey map base in accordance with LB Richmond methodology,
3. Carry out a Saturday hourly parking beat survey, say between the hours of 1000-1500 and 1700-2000, to capture the peak parking demand associated with shoppers, and also the restaurants on Broad Street,
4. Plot the results of each survey onto a map base labelling cars parked with an 'x' and free spaces with an 's',

5. Calculate existing parking 'stress',
6. Advise on the spare parking capacity on the roads and parking areas in proximity to the development site, and assess the potential impact of the loss of the car park,
7. Document the findings of the above within a Parking Statement.

Best regards

Clive

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS

020 8891 4837 www.ccar.co.uk

From: Hannah Griffiths [mailto:hannah@ccar.co.uk]
Sent: 01 April 2019 12:06
To: 'Nick Ferguson' <Nick.Ferguson@pma-traffic.co.uk>
Cc: Clive Chapman <cc@ccar.co.uk>
Subject: Elleray Hall, Teddington

North Lane East Car Park, Teddington

Dear Nick,

Following your earlier conversation with Clive regarding the site above. The brief is to establish what the current use of the North Lane (East) car park (13 on the map below) is and whether there is any capacity within the local area, including the adjacent North Lane (West) car park (14 on the map below) to justify the loss of parking resulting from developing this site. Please see the attached OS map highlighting the site.

Please see the extract from the councils bid document below summarising their requirements with regards to the parking study, the full document is attached for your information: *'A Parking Study (to include the loss of the existing and the future parking demands) in respect of Teddington Town Centre will be required to inform the feasibility.'*

It was noted in an early meeting with the council that the East car park site may have only been provided on a temporary basis, this has yet to be confirmed by the officers involved. Please note that we will need to confirm your appointment and timescale for undertaking the survey with the council officers and so there may be a delay of a couple of weeks before appointment.

I have attached our early sketch proposal for the site (EHT-SK02) for your information. We are currently showing 7 car parking spaces for the proposed new residential units.

We would be grateful if you could confirm your fee and scope of services bearing in mind the allowance we made within our bid submission for this work as you discussed with Clive.

Kind regards,

Hannah Griffiths

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS

020 8891 4837 www.ccar.co.uk

P2126: ELLERAY HALL, TEDDINGTON

Table 1 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Hourly Parking Beat Survey Results - Saturday 11th May 10:00-15:00																					
	Disabled	Unrestricted	Saturday 11th May 2019 @ 10:00				Saturday 11th May 2019 @ 11:00				Saturday 11th May 2019 @ 12:00				Saturday 11th May 2019 @ 13:00				Saturday 11th May 2019 @ 14:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
Elfin Grove	0	4	4	0	100%	100%	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%	5	0	120%	100%
Elleray Road	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Broad Street	0	21	18	4	86%	82%	17	6	81%	74%	20	2	95%	91%	22	0	105%	100%	21	0	100%	100%	20	2	93%	89%
Little Queens Road	0	33	29	7	88%	81%	28	6	85%	82%	26	7	79%	79%	24	9	73%	73%	27	6	82%	82%	27	7	81%	79%
Middle Lane	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
North Lane	1	21	27	1	129%	96%	26	3	124%	90%	27	1	129%	96%	22	3	105%	88%	23	2	110%	92%	25	2	119%	93%
North Place	0	13	13	0	100%	100%	13	0	100%	100%	12	1	92%	92%	13	0	100%	100%	13	0	100%	100%	13	0	98%	98%
Park Lane	0	19	16	5	84%	76%	16	4	84%	80%	18	4	95%	82%	16	4	84%	80%	16	4	84%	80%	16	4	86%	80%
St Marys Avenue	0	40	33	9	83%	79%	26	15	65%	63%	24	17	60%	59%	22	17	55%	56%	23	19	58%	55%	26	15	64%	62%
Totals	**1**	**151**	**140**	**26**	**93%**	**84%**	**131**	**34**	**87%**	**79%**	**132**	**32**	**87%**	**80%**	**124**	**33**	**82%**	**79%**	**128**	**31**	**85%**	**81%**	**131**	**31**	**87%**	**81%**

Source: PMA Survey

Table 2 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Hourly Parking Beat Survey Results - Saturday 11th May 17:00-20:00															
	Disabled	Unrestricted	Saturday 11th May 2019 @ 17:00				Saturday 11th May 2019 @ 18:00				Saturday 11th May 2019 @ 19:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
Elfin Grove	0	4	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%
Elleray Road	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Broad Street	0	21	20	2	95%	91%	16	7	76%	70%	15	6	71%	71%	17	5	81%	77%
Little Queens Road	0	33	22	10	67%	69%	24	9	73%	73%	23	9	70%	72%	23	9	70%	71%
Middle Lane	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
North Lane	1	21	23	1	110%	96%	21	3	100%	88%	21	3	100%	88%	22	2	103%	90%
North Place	0	13	12	1	92%	92%	10	3	77%	77%	9	3	69%	75%	10	2	79%	82%
Park Lane	0	19	16	4	84%	80%	16	4	84%	80%	15	5	79%	75%	16	4	82%	78%
St Marys Avenue	0	40	28	13	70%	68%	29	13	73%	69%	28	14	70%	67%	28	13	71%	68%
Totals	**1**	**151**	**126**	**31**	**83%**	**80%**	**121**	**39**	**80%**	**76%**	**116**	**40**	**77%**	**74%**	**121**	**37**	**80%**	**77%**

Source: PMA Survey

Table 3 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Overnight Parking Survey Results															
	Disabled	Unrestricted	Sunday 12th May 2019 @ 02:30				Tuesday 14th May 2019 @ 01:45				Wednesday 15th May 2019 @ 04:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
Elfin Grove	0	4	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%	5	0	125%	100%
Elleray Road	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Broad Street	0	21	1	20	5%	5%	0	21	0%	0%	0	21	0%	0%	0	21	2%	2%
Little Queens Road	0	33	26	8	79%	76%	24	8	73%	75%	25	7	76%	78%	25	8	76%	77%
Middle Lane	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
North Lane	1	21	22	2	105%	92%	22	1	105%	96%	24	1	114%	96%	23	1	108%	94%
North Place	0	13	13	0	100%	100%	13	0	100%	100%	13	0	100%	100%	13	0	100%	100%
Park Lane	0	19	14	7	74%	67%	12	8	63%	60%	12	9	63%	57%	13	8	67%	61%
St Marys Avenue	0	40	29	14	73%	67%	28	14	70%	67%	31	12	78%	72%	29	13	73%	69%
Totals	**1**	**151**	**110**	**51**	**73%**	**68%**	**104**	**52**	**69%**	**67%**	**110**	**50**	**73%**	**69%**	**108**	**51**	**72%**	**68%**

Source: PMA Survey

P2126: ELLERAY HALL, TEDDINGTON

Table 4 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Hourly Parking Beat Survey Results - Saturday 11th May 10:00-15:00																					
	Disabled	Unrestricted	Saturday 11th May 2019 @ 10:00				Saturday 11th May 2019 @ 11:00				Saturday 11th May 2019 @ 12:00				Saturday 11th May 2019 @ 13:00				Saturday 11th May 2019 @ 14:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
North Lane East car park	0	21	12	9	57%	57%	14	7	67%	67%	16	5	76%	76%	9	12	43%	43%	8	13	38%	38%	12	9	56%	56%
North Lane West car park	6	86	56	29	65%	66%	59	26	69%	69%	62	23	72%	73%	52	33	60%	61%	49	36	57%	58%	56	29	65%	65%
Totals	**6**	**107**	**68**	**38**	**64%**	**64%**	**73**	**33**	**68%**	**69%**	**78**	**28**	**73%**	**74%**	**61**	**45**	**57%**	**58%**	**57**	**49**	**53%**	**54%**	**67**	**39**	**63%**	**64%**

Table 5 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Hourly Parking Beat Survey Results - Saturday 11th May 17:00-20:00															
	Disabled	Unrestricted	Saturday 11th May 2019 @ 17:00				Saturday 11th May 2019 @ 18:00				Saturday 11th May 2019 @ 19:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
North Lane East car park	0	21	9	11	43%	45%	8	12	38%	40%	9	12	43%	43%	9	12	41%	43%
North Lane West car park	6	86	37	48	43%	44%	31	54	36%	36%	22	63	26%	26%	30	55	35%	35%
Totals	**6**	**107**	**46**	**59**	**43%**	**44%**	**39**	**66**	**36%**	**37%**	**31**	**75**	**29%**	**29%**	**39**	**67**	**36%**	**37%**

Table 6 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Overnight Parking Survey Results															
	Disabled	Unrestricted	Sunday 12th May 2019 @ 02:30				Tuesday 14th May 2019 @ 01:45				Wednesday 15th May 2019 @ 04:00				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
North Lane East car park	0	21	7	14	33%	33%	9	12	43%	43%	8	13	38%	38%	8	13	38%	38%
North Lane West car park	6	86	1	85	1%	1%	1	85	1%	1%	2	84	2%	2%	1	85	2%	2%
Totals	**6**	**107**	**8**	**99**	**7%**	**7%**	**10**	**97**	**9%**	**9%**	**10**	**97**	**9%**	**9%**	**9**	**98**	**9%**	**9%**