

200m Lambeth Methodology parking Survey Parking Beat Survey - 2 overnight parking beats

Job Number & Name: Highgate



Site Number/Name: No 36 Cholmeley Park

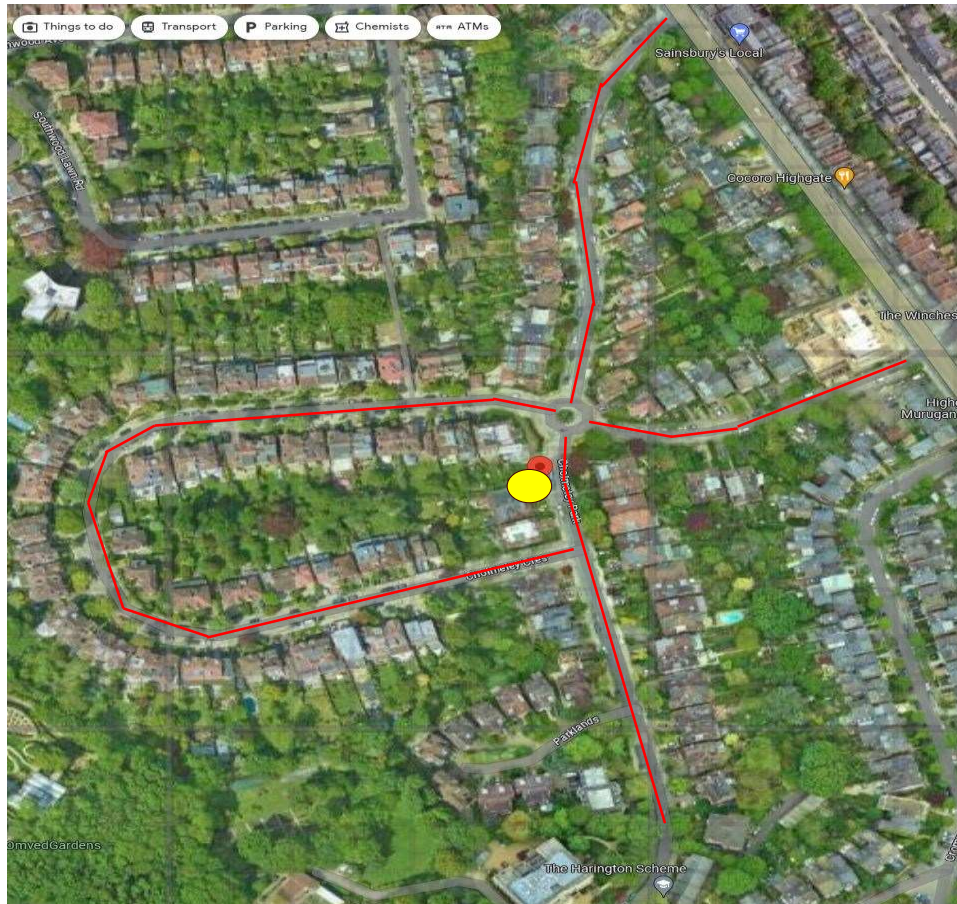
Client: Hatterwan Architects

Date: Wednesday & Thursday Sept 20th & 21st 2023

05:00 hours

Weather: Dry

Survey Site Location: Roads and sections of roads indicated by red lines



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [i.e. between two crossovers]
Unuseable kerb Space	Measured length (in metres) of unusable kerb space - sections left over not divisible by 5m - i.e. 12m/10m [2 spaces] - 2m unusable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type.
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces <i>please refer to OS supplied mapping for survey area and road inventory</i>

Brief Overview Summary Traffic Surveys UK were appointed by **Hatterwan Architects** to carry out a Parking survey for over two days [overnights]

The survey was carried out to current Lambeth Methodology guidelines to 200m from site

The purpose of the survey is to examine the roads within 200 metres walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods.

This information can be used to assess whether there would be sufficient spare capacity for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment and in accordance with the Lambeth methodology parking beats stipulated within the current methodology.

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5.0 metre length for each space (2.4 metres if echelon to the kerb). Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.0 metres [between crossovers]

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle

Likewise survey boundary is curtailed if no parking is possible i.e. junction approach [maybe signalled], narrow restricted road near a bridge or pedestrian crossing, or level crossings etc.

Survey Area/Site Notes The survey area is residential in nature, with CPZ HGA Mon - Fri 1000-1200 restriction.

The survey area is quite with low traffic volumes and is very safe to park.

Some parking bays measure just less than 5m [4.5m] these are parked in so we assessed as a 5m bay. There was no overhang of the vehicles that parked in these shorter bays so no infringement of highway safety



Result overview/observations Overnight Parking stress over the two parking beats resulted in 56% day 1, and 59% day 2. This is an average of 57.5% parking stress.

This is low parking stress in the local area to the site, and equates to around 75 available spaces. In our professional evaluation of the site, the planning application will have no detrimental impact on current parking availability.

05:00 hours



			CPZ [HGA] Mon - Fri 1000-1200				Disabled parking				parked over Crossover OR non parking space			TOTALS			Red Route Parking 0700 - 1900 Mon -Sat				SY Line parking				
5m per vehicle space																									
Street Name			Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress
Cholmeley Crescent			561.8	51.8	510	102	52	51%						0		102	52	51%							
Cholmeley Park			402.5	79.4	318.1	64	37	58%	5	1	0	0%		0		65	37	57%							
Causton Road			106.4	2.4	89	18	14	78%						0		18	14	78%	15	3	0	0%			
TOTALS			1070.7	134	917	184	103	56%	5	1	0	0%		0		185	103	56%	15	3	0	0%	0	0	nil

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Cholmeley Crescent			561.8	51.8	510	102	55	54%						0		102	55	54%							
Cholmeley Park			402.5	79.4	318.1	64	40	63%	5	1	0	0%		0		65	40	62%							
Causton Road			106.4	2.4	89	18	15	83%						0		18	15	83%	15	3	0	0%			
TOTALS			1070.7	134	917	184	110	60%	5	1	0	0%		0		185	110	59%	15	3	0	0%	0	0	nil

05:00 hours



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Date: Thursday Sept 21st 2023 - PARKING PLOT
"X"

05:00 hours



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Site Photos

site photos taken 0515 Sept 20th 2023

Cholmeley Crescent



Cholmeley Crescent



Cholmeley Crescent

Cholmeley Crescent



Cholmeley Park

Cholmeley Park

