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SK JULIEN ROAD LTD

7 JULIEN ROAD,
EALING, LONDON

PARKING ASSESSMENT

November 2021

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Ref: File path P:\ P2585 7 Julien Road Parking Assessment November 2021

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by SK Julien Road LTD in relation to the development at 7 Julien Road, Ealing, London, W5 4XA. The site's location is presented on a map in Figure 1 of this report.
- I.2 In April 2019 a planning application was submitted to the local planning authority, Ealing Council (planning reference 191625FUL), for the construction of three two-storey dwelling houses following the demolition of the existing house. The proposal therefore represents a net increase of two dwellings on the site over existing.
- I.3 The planning application was granted permission with Section 106 agreement in September 2019. The development is currently under construction.
- I.4 The Section 106 agreement imposes a restriction on the ability of future occupiers of the three new dwellings from being able to purchase a permit to park in the adjacent controlled parking zone (CPZ). An excerpt from the Officer's Report accompanying planning application 191625FUL is presented below:

"Concern is also raised on lack of parking. The site is located within a CPZ and the applicant has proposed a car-free scheme. The applicant has also agreed to enter into a S106 agreement with Council to restrict parking permits for future occupiers."

- I.5 It is the applicant's position that a 'car-free scheme' was not proposed as part of the planning application. The applicant has therefore commissioned this study to assess the existing parking conditions on the adjoining roads within the CPZ and the likely impact of the development if no S106 'car-free' restriction is imposed.

2.0 SURVEY OF EXISTING PARKING CONDITIONS

- 2.1 To assess the existing uptake of kerb side parking on the streets in proximity to the site, a parking survey has been carried out.

Parking Survey Inventory

- 2.2 The roads adjoining the site area are within Ealing Council's Permit Holders Only (PHO) zone 'N'. The hours of operation are Monday to Saturday from 9am to 10am and 3pm to 4pm.
- 2.3 The parking surveys' design and execution has been undertaken in accordance with the Lambeth Parking Survey Methodology which is accepted by highway officers at Ealing Council. A copy of the Lambeth Methodology is presented in Appendix A. All kerb space within a 200-metre distance of the site, extended where appropriate, has been measured using a measuring wheel and any on street regulations have been recorded as required by the Lambeth Methodology, extracted below.

"The survey is to cover a two - minute walk - time from the application site, covering all roads within 200 metres of the site. This is based on consideration of how far a resident would reasonably leave their vehicle from their home.

In all cases, the survey area is to be consistent with the local environment. In this respect, the survey area may need to be reduced in size, extended, or other amendments made. The Council may request that the applicant undertakes these amendments or may undertake them itself.

The survey area could be amended, for example: a) if the 200m boundary occurs halfway along a street the survey when the survey area is to be extended to the next junction. b) The survey area can be curtailed if there is no possibility of parking in locations that would fall within the 200m boundary or people would not wish to park there, although satisfactory justification for this must be provided."

2.4 The extent of the survey area covered within this parking assessment is shown in Figure 2.

2.5 All vehicle crossovers and kerb space within five metres of junctions has been eliminated from the survey. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space within defined CPZ bays has been recorded and split into increments of five metres in accordance with Lambeth Council's parking survey methodology.

2.6 The parking survey inventory is presented in Table 1 as follows (additionally refer to Figures 3 a-c):

Table 1. Parking Survey Inventory

Road or Section of Road	PARKING STUDY INVENTORY			
	Kerb Side Inventory			
	Length of parallel kerb side parking PHO 'N' (m)	Total PHO 'N' kerb side parking spaces	Length of parallel kerb side parking 'Restricted' ¹ (m)	Total 'Restricted' kerb side parking spaces
Julien Road	295	59	20	4
York Road	185	37	-	-
Wellington Road	325	65	20	4
Bramley Road	105	21	-	-
Niagara Avenue	15	3	10	2
Northfield Avenue	-	-	60	12
Total	925	185	110	22

Notes:

¹ 'Stop and Shop' and/or maximum stay 30 mins no return within an hour, Monday to Saturday 8am to 630pm

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by dividing the length by 5m and rounding down to the nearest whole number in accordance with the industry standard Lambeth methodology.

Source: PMA Survey

2.7 The parking survey inventory demonstrates that there is a total of 185 safe and legal PHO 'N' parking opportunities within the survey area.

2.8 In addition, there is a total of 22 'restricted' kerb side parking opportunities within the survey area which comprise of 'Stop and Shop' and/or time restricted parking bays which Monday to Saturday from 8am to 630pm for a maximum stay of 30-minutes.

Parking Survey Results

2.9 In accordance with Lambeth Transport's Parking Survey Methodology, one overnight parking survey on two separate typical weekday nights has been carried out to determine the current parking uptake on the streets within the survey area:

"One survey between the hours of 12.30am - 5.30am must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Public Holidays and school holidays should be avoided. Undertaking a survey on a date when an event taking place locally may impact on the results of the survey must also be avoided."

2.10 The average results of the two overnight parking surveys are presented in Table 2. Full details including the number of cars parked during each individual overnight survey is presented in Appendix B. In addition, the location of cars parked has been recorded and is illustrated in Figures 4 a-b.

Table 2. Average Overnight Parking Survey Results

Street Name	Total PHO 'N' kerb side parking spaces	Total no. cars parked in PHO 'N' bays	PHO 'N' parking stress (%)	Total 'Restricted' kerb side parking spaces	Total no. cars parked in 'Restricted' bays	Restricted' parking stress (%)
Julien Road	59	46	78%	4	2	38%
York Road	37	28	74%	-	-	-
Wellington Road	65	50	77%	4	3	75%
Bramley Road	21	16	76%	-	-	-
Niagara Avenue	3	3	100%	2	2	75%
Northfield Avenue	-	-	-	12	0	0%
Total	185	143	77%	22	6	27%

NB: Minor arithmetic errors are due to rounding in the spreadsheet

Source: PMA Survey

- 2.11 The results in Table 2 demonstrate that the average parking 'stress' of PHO 'N' parking bays within the survey area is 77% which is reasonably low. Of the 185 total parking opportunities an average of 143 cars have been observed to be parked leaving 42 spaces free.
- 2.12 The Lambeth parking survey 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.
- 2.13 The broad conclusion of this baseline parking assessment is that parking conditions on the streets adjoining the site are comfortably within maximum capacity and there is a reserve surplus in available kerb side parking in the area during the peak demand for residents parking which is overnight.

3.0 PARKING PERMIT IMPACT ASSESSMENT

Parking Permit Uptake

- 3.1 As discussed, the development comprises of the construction of three two-storey dwelling houses at 7 Julien Road following the demolition of the existing house. The proposal therefore represents a net increase of two dwellings on the site over existing.
- 3.2 To project the actual demand for parking generated by residential development in specific parts of the Borough, local ward census data from the most recent survey in 2011 has been researched.
- 3.3 The 'Lower Layer Super Output Area' (LSOA) has been selected to reflect an average of 1,600 residents adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality. Table 3 presents the 2011 car or van ownership census data for the area immediately adjoining the site.

Table 3. Lower Layer Super Output Area; Car or Van Ownership

Car or Van Availability All Households (KS404EW) - 2011	Ealing 039A	
	LSOA	
	Count	%
All Categories: Car or Van Availability	608	-
No Cars or Vans in Household	158	26%
1 Car or Van in Household	350	58%
2 Car or Van in Household	90	15%
3 Car or Van in Household	7	1%
4 Car or Van in Household	3	0%

Source: Office for National Statistics

- 3.4 Applying the Lower Layer Super Output Area car or van ownership census data, the uplift of two dwellings on the site over existing arising from the permitted development at 7 Julien Road will generate demand for an additional two cars/permits to park. Refer to Table 4.

Table 4. Census Data Car Ownership Projections

CPH	%	2 Dwellings	Total Cars
0	26%	1	0
1	58%	1	1
2	15%	0	1
3	1%	0	0
4	0%	0	0
Total	100%	2	2

Notes:

CPH = cars per household

% = LSOA car ownership data

2 dwellings = the uplift in dwellings over existing

Total cars = the projected additional parking demand

Arithmetic errors are due to rounding's

Impact Assessment

- 3.5 The applicant has commissioned this study to assess the likely impact of the development if no S106 'car-free' restriction is imposed on the three dwellings approved under planning reference 191625FUL at 7 Julien Road, Ealing.
- 3.6 The baseline parking survey results in the previous chapter demonstrate that the average parking 'stress' of PHO bays in the survey area is 77% which is reasonably low. Of the 185 total PHO parking spaces an average of 143 have been observed to be parked, leaving 42 spaces free.
- 3.7 The proposal represents a net increase of two dwellings on the site over existing, as the existing house to be demolished could have generated demand for parking in the adjacent CPZ as no such restriction on obtaining parking permits was imposed on any occupiers of that dwelling.
- 3.8 The uplift of two dwellings on the site over existing arising from the permitted development will generate demand for an additional two cars/permits to park.
- 3.9 An additional two cars parked in zone 'N' parking bays within the study area would increase the observed overnight parking stress by 2% from 77% to 79% which is minimal and insignificant.

- 3.10 It is also noted that a dropped-kerb crossover which served the original dwelling at 7 Julien Road is redundant as part of the permitted development. The reinstatement of the kerb line and the removal of the white line across the dropped kerb would result in there being one additional kerb side parking opportunity in the PHO 'N' bay on Julien Road outside the site, which would partly offset any increase in parking 'stress' locally.
- 3.11 The impact of the development on existing parking stress on the roads adjoining the site is therefore anticipated to be minimal and insignificant and will likely fall within nightly fluctuations in parking patterns on the roads adjoining the site and therefore go unnoticed.
- 3.12 The removal of the S106 'car-free' restriction will therefore not result in conditions prejudicial to the free flow of traffic, highway safety, or neighbouring amenity on the adjoining highway network.

Local Precedent

- 3.13 In June 2020 a planning application was submitted to the local planning authority, Ealing Council (planning reference 202124FUL), for the conversion of a single family dwelling into three self-contained residential units and the provision of one on-site car parking space at 60 Bumham Way, Ealing, W13 9YA. This site is a short distance to the west of 7 Julien Road and is within the same CPZ (PHO 'N').
- 3.14 The planning application was granted permission in August 2020. However unlike the permitted development at 7 Julien Road, the scheme at 60 Bumham Way was not subject to a S106 agreement or planning condition imposing a restriction on the ability of future occupiers of the three dwellings from being able to purchase a permit to park in the adjacent controlled parking zone (CPZ). An excerpt from the Officer's Report accompanying planning application 202124FUL is presented below:

“The site is located within Northfields (Zone N) Controlled Parking Zone with hours of operation Monday to Saturday 9-10am and 3-4pm. However, street view images stretching back to 2014 indicate low parking pressure and many empty on-street bays. Further, the proximity to Boston Manor Underground Station (Piccadilly TFL Service) would indicate the CPZ is in operation to prevent all day commuter car parking. For these reasons it is considered the requirement to enter a S106 legal agreement to prevent future occupiers of the development from obtaining parking permits would not be well-founded.”

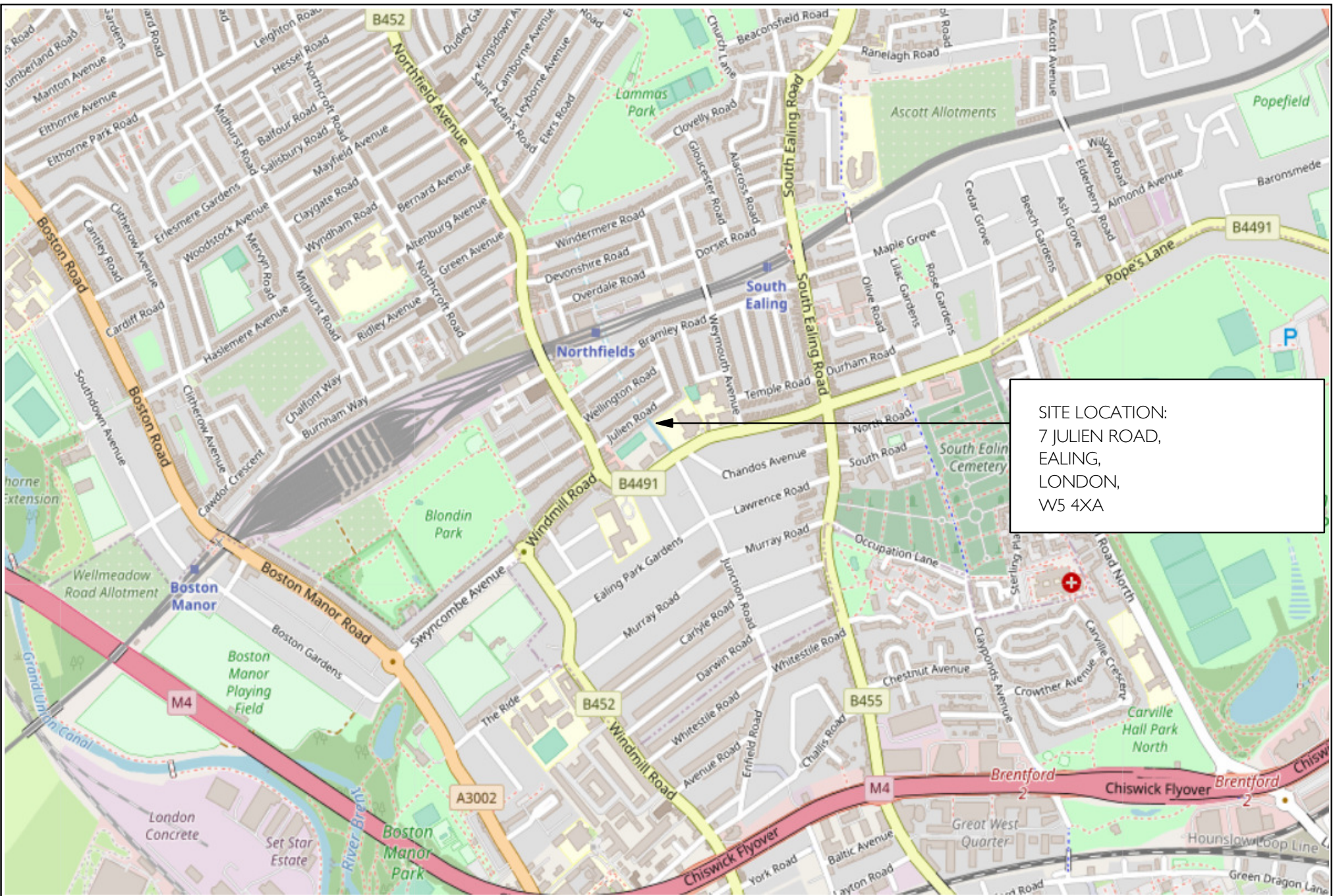
- 3.15 In our opinion the street view images at 7 Julien Road exhibit similar daytime availability of on-street parking bays as at 60 Burnham Way. In addition, the parking survey information in the preceding chapter of this report demonstrates that the observed overnight parking situation (i.e. when the majority of the local residents are at home and parked) at 7 Julien Road is such that any additional demand for permit parking arising from the three new dwellings can be adequately absorbed.

4.0 SUMMARY

- 4.1 To summarise, a planning application submitted to Ealing Council (planning reference 191625FUL) for the construction of three two-storey dwelling houses following the demolition of the existing house at 7 Julien Road, Ealing was recently granted approval subject to a S106 agreement and has since commenced on-site. The proposal represents a net increase of two dwellings on the site.
- 4.2 The Section 106 agreement imposes a restriction on the ability of future occupiers of the three new dwellings from being able to purchase a permit to park in the adjacent CPZ. However, it is the applicant's position that a 'car-free scheme' was not proposed as part of the planning application and this study has been commissioned to assess the likely impact of the development if no S106 'car-free' restriction is imposed.
- 4.3 A parking survey in line with the industry standard Lambeth methodology has been undertaken to assess the current on-street parking levels. The observed average overnight parking stress of PHO 'N' parking opportunities within the survey area is 77% which is relatively low. The site is therefore not in an area of on-street parking stress.
- 4.4 The existing house to be demolished could have generated demand for parking in the adjacent CPZ as no such restriction on obtaining parking permits was imposed on any occupiers of that dwelling. Further, a dropped-kerb crossover which served the original dwelling at 7 Julien Road is redundant as part of the permitted development. The reinstatement of the kerb line and the removal of the white line across the dropped kerb will result in there being one additional kerb side parking opportunity in the PHO 'N' bay on Julien Road outside the site.
- 4.5 The uplift of two dwellings on the site over existing arising from the permitted development will generate demand for an additional two cars/permits to park. An additional two cars parked in zone 'N' parking bays within the study area would increase the observed overnight parking stress by 2% from 77% to 79% which is minimal and insignificant.

- 4.6 The removal of the S106 'car-free' restriction will therefore not result in conditions prejudicial to the free flow of traffic, highway safety, or neighbouring amenity on the adjoining highway network.
- 4.7 On this basis it is our professional view that there are no reasonable or necessary grounds for the Council to impose a restriction on permits for future occupiers of the three new dwellings.
- 4.8 Reference has also been made to a similar recent local development (60 Burnham Way - planning reference 202124FUL) for the conversion of a single family dwelling into three self-contained residential units which is within the same CPZ (PHO 'N') as 7 Julien Road and where the Council did not impose a restriction on the ability of future occupiers from being able to purchase a parking permit.

FIGURES



SITE LOCATION:
 7 JULIEN ROAD,
 EALING,
 LONDON,
 W5 4XA

Date: 05-November-2021
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2585/PA/01

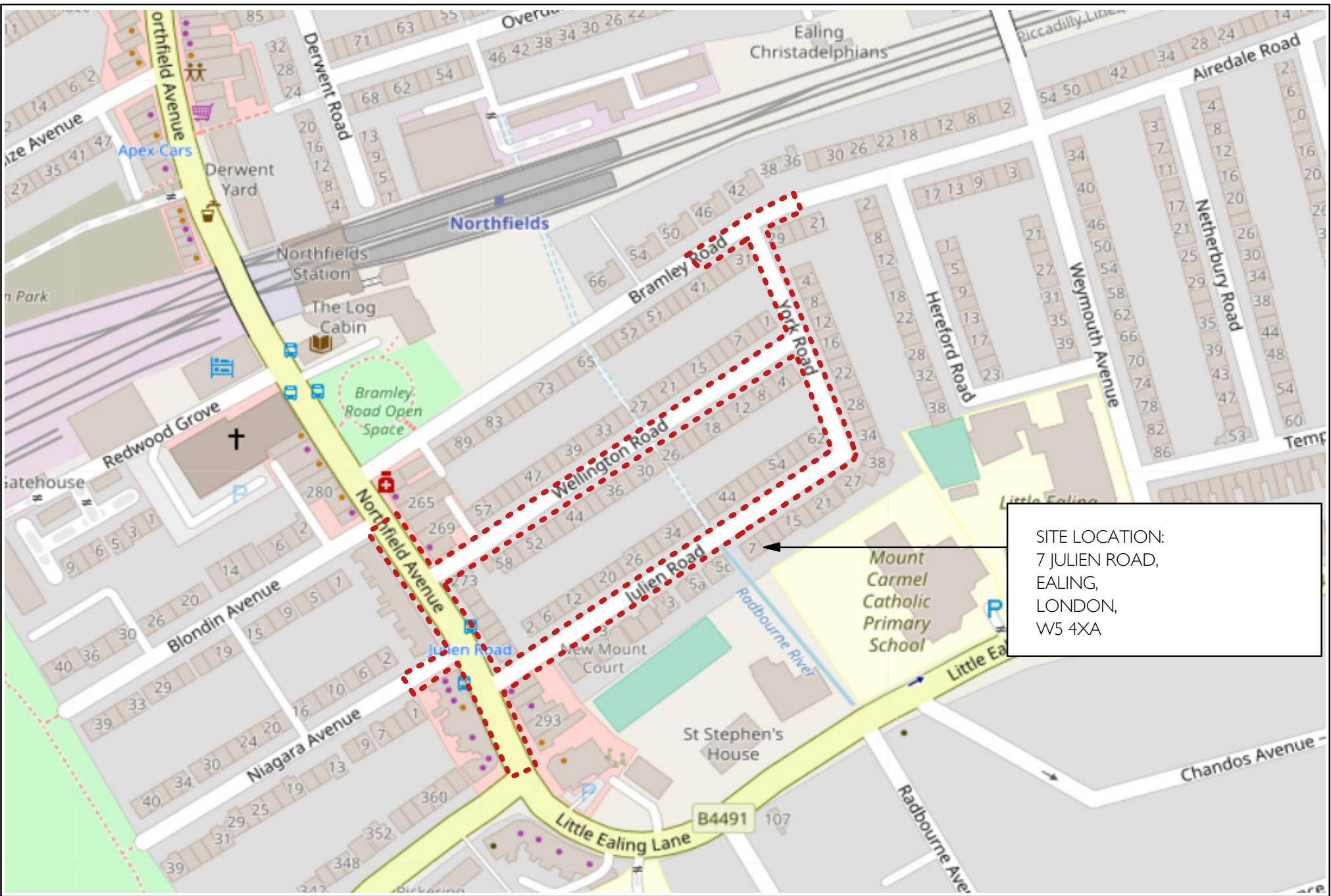


P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



SITE LOCATION:
 7 JULIEN ROAD,
 EALING,
 LONDON,
 W5 4XA

Date: 05-November-2021
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2585/PA/02



P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA

Figure 2.
 Parking Survey Area



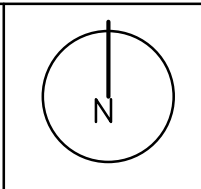
PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



INVENTORY KEY:

Permit Holder N	
Restricted Parking	
Single/Double Yellow Line	
Dropped Kerb (DK)	

Date: 05-November-2021
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2585/PA/3a

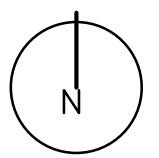


P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA
 Figure 3a.
 Parking Survey Inventory; West Extent

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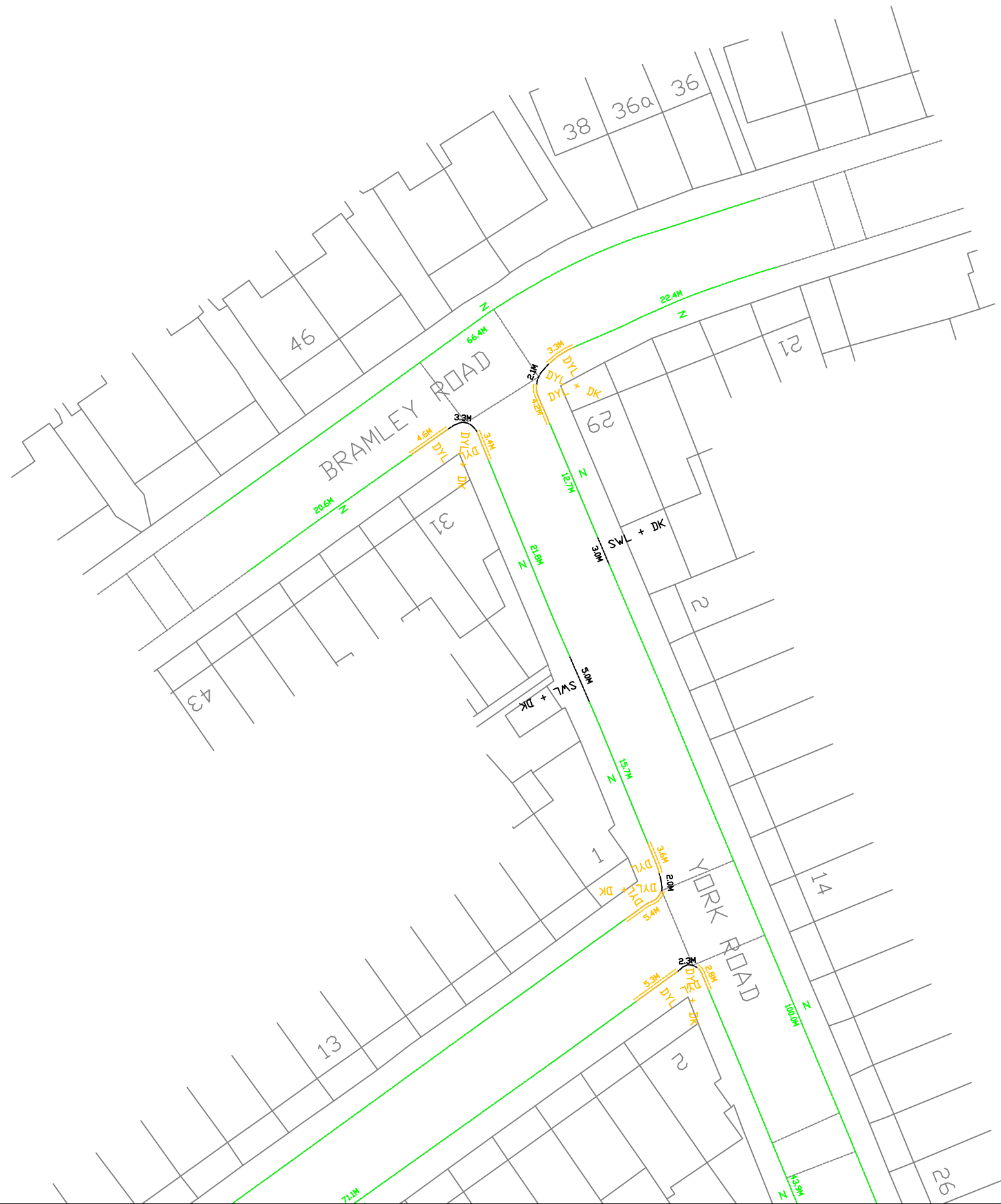


Date: 05-November-2021
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2585/PA/3b

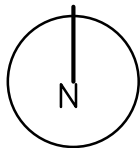


P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA
 Figure 3b.
 Parking Survey Inventory; Central Extent


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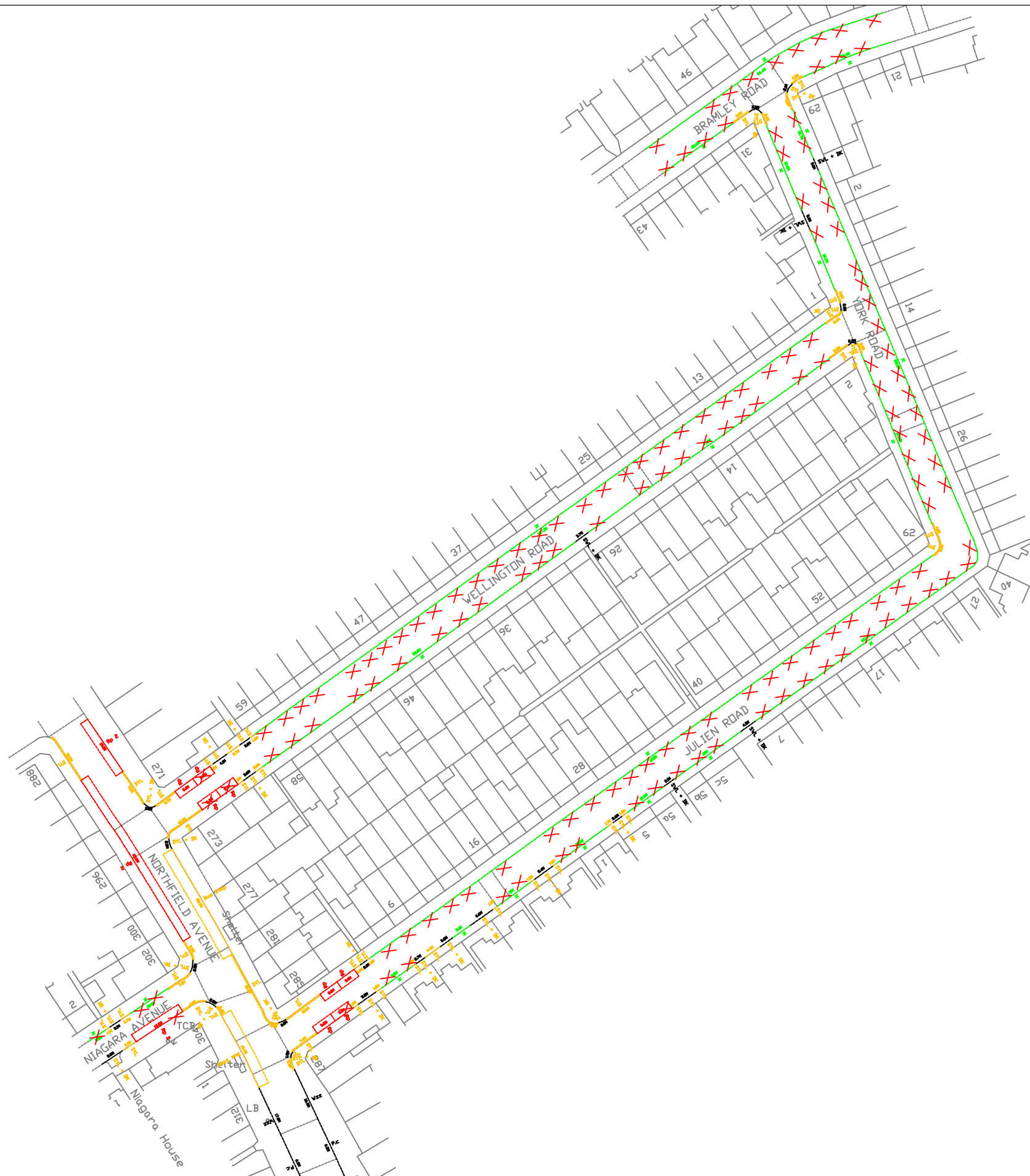


Date: 05-November-2021
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2585/PA/3c



P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA
 Figure 3c.
 Parking Survey Inventory; North Extent

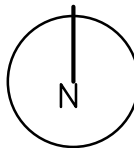

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INVENTORY KEY:

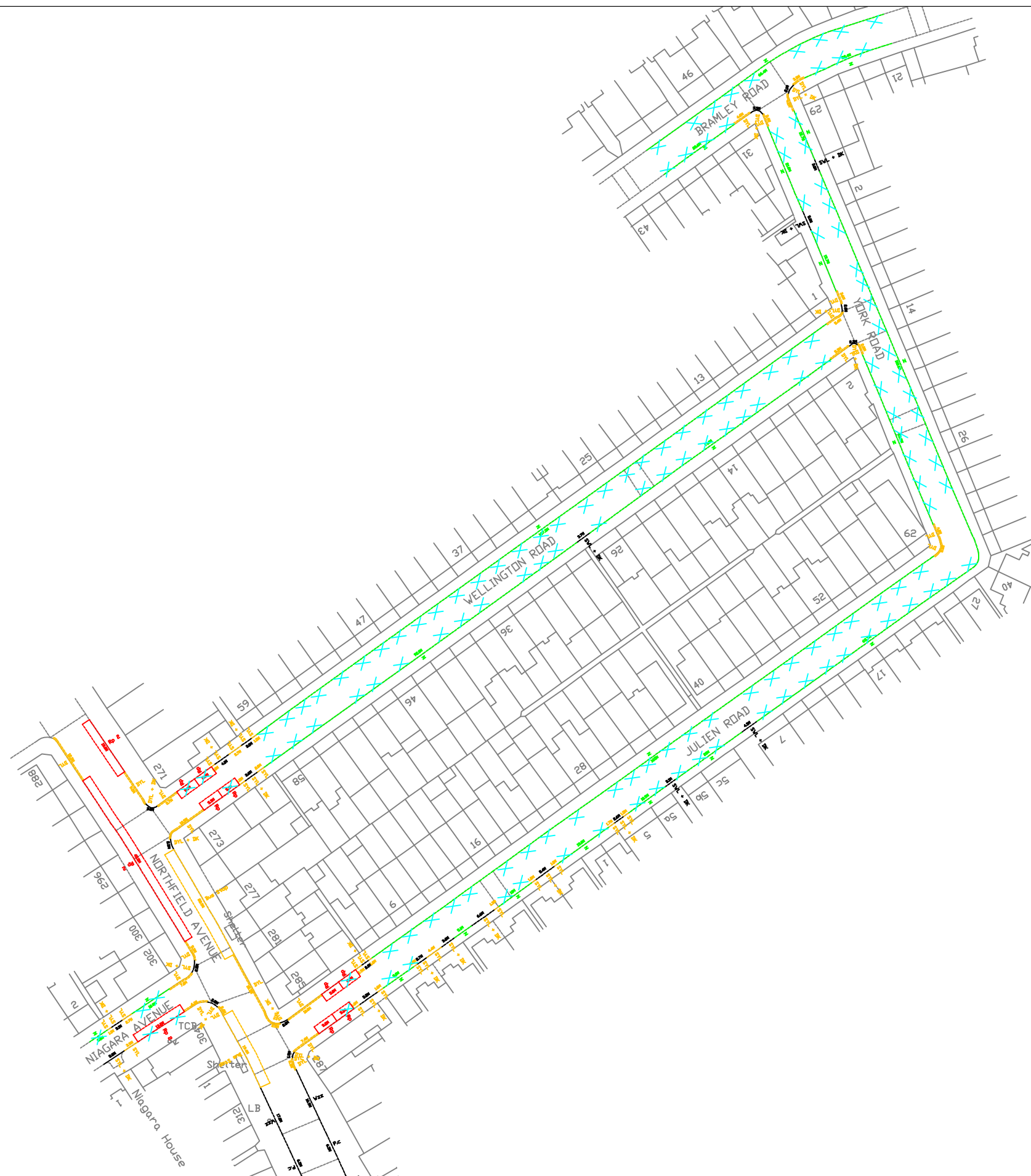
- Permit Holder N
- Restricted Parking
- Single/Double Yellow Line
- Dropped Kerb (DK) DK
- Cars Parked - Survey I x

Date: 10-November-2021
 Scale: NTS@A3
 Source: OS/PMA
 Drawing No. P2585/PA/4a








P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA
 Figure 4a.
 Parking Survey I; Monday 8th November 2021 at 01:30

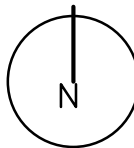

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INVENTORY KEY:

Permit Holder N	
Restricted Parking	
Single/Double Yellow Line	
Dropped Kerb (DK)	
Cars Parked - Survey 2	

Date: 10-November-2021
 Scale: NTS@A3
 Source: OS/PMA
 Drawing No. P2585/PA/4b



P2585: 7 JULIEN ROAD, EALING, LONDON, W5 4XA
 Figure 4b.
 Parking Survey 2; Tuesday 9th November 2021 at 01:30


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APPENDIX A

Lambeth Parking Survey Methodology

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.

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

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.

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

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.

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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 ẹ imoràn 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 wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

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APPENDIX B
Parking Survey Results - Tabulated

P2585: 7 JULIEN ROAD, EALING, W5 4XA

Parking Survey Results

Overnight Parking Survey 1 - Monday 8th November 2021 at 01:30

Street Name	Total PHO 'N' kerb side parking spaces	Total no. cars parked in PHO 'N' bays	PHO 'N' parking stress (%)	Total 'Restricted' kerb side parking spaces	Total no. cars parked in 'Restricted' bays	Restricted' parking stress (%)
Julien Road	59	46	78%	4	1	25%
York Road	37	28	76%	-	-	-
Wellington Road	65	50	77%	4	3	75%
Bramley Road	21	16	76%	-	-	-
Niagara Avenue	3	3	100%	2	1	50%
Northfield Avenue	-	-	-	12	0	0%
Total	185	143	77%	22	5	23%

Source: PMA Survey

Overnight Parking Survey 2 - Tuesday 9th November 2021 at 01:30

Street Name	Total PHO 'N' kerb side parking spaces	Total no. cars parked in PHO 'N' bays	PHO 'N' parking stress (%)	Total 'Restricted' kerb side parking spaces	Total no. cars parked in 'Restricted' bays	Restricted' parking stress (%)
Julien Road	59	46	78%	4	2	50%
York Road	37	27	73%	-	-	-
Wellington Road	65	50	77%	4	3	75%
Bramley Road	21	16	76%	-	-	-
Niagara Avenue	3	3	100%	2	2	100%
Northfield Avenue	-	-	-	12	0	0%
Total	185	142	77%	22	7	32%

Source: PMA Survey

Overnight Parking Average

Street Name	Total PHO 'N' kerb side parking spaces	Total no. cars parked in PHO 'N' bays	PHO 'N' parking stress (%)	Total 'Restricted' kerb side parking spaces	Total no. cars parked in 'Restricted' bays	Restricted' parking stress (%)
Julien Road	59	46	78%	4	2	38%
York Road	37	28	74%	-	-	-
Wellington Road	65	50	77%	4	3	75%
Bramley Road	21	16	76%	-	-	-
Niagara Avenue	3	3	100%	2	2	75%
Northfield Avenue	-	-	-	12	0	0%
Total	185	143	77%	22	6	27%

NB: Minor arithmetic errors are due to roundings in the spreadsheet

Source: PMA Survey