

200m Lambeth Methodology Residential parking Survey Parking Beat Survey - 2 days - beat times: 0500

Job Number & Name: Hayes, Middlesex

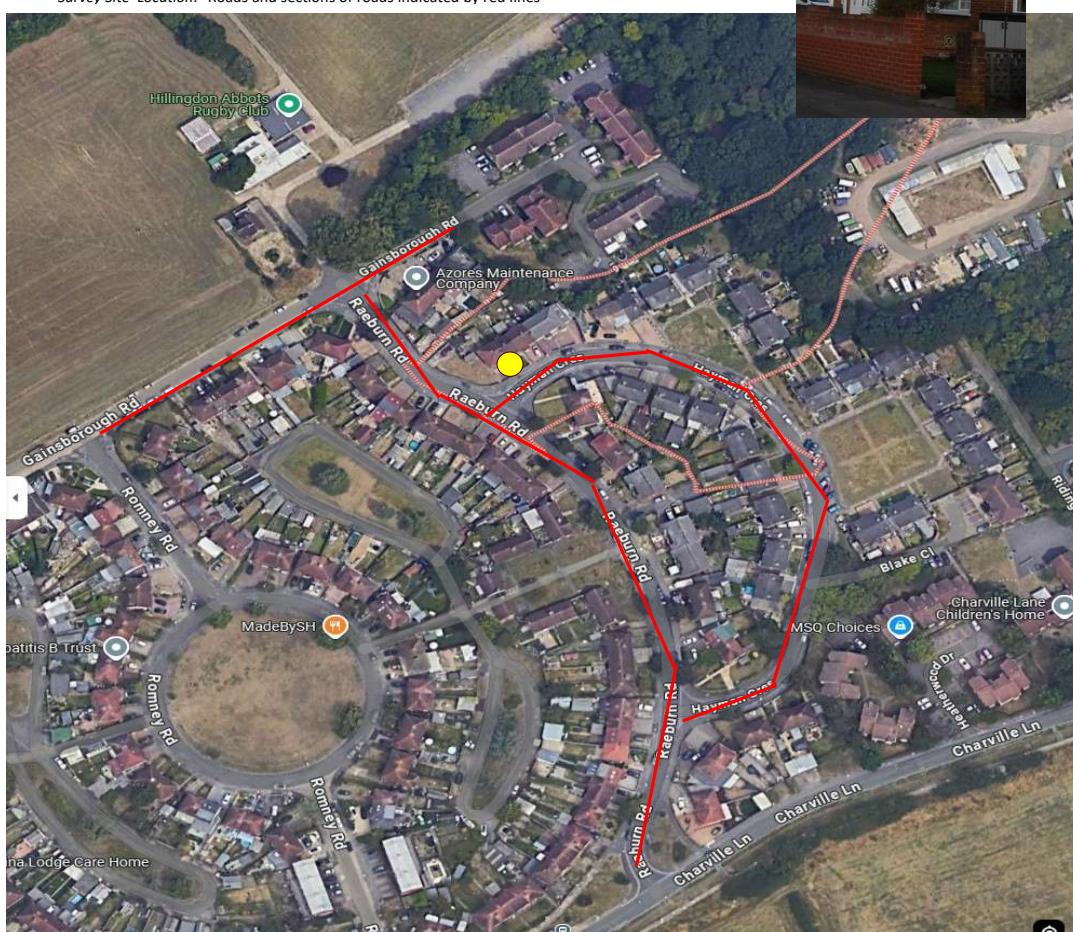
Site Number/Name: 70 Hayman Crescent UB4 8PP

Client: Haycrest Development Ltd

Date: Tuesday & Wednesday April 1st & 2nd 2025

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

please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed by **Haycrest Development Ltd** to carry out a Parking survey for over two days in Hayes

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 completely residential with unrestricted parking

There is some allowed part kerb parking in the survey area, roads are quite narrow so parking has been assessed with highway safety in mind and safe passing to allow access for residents and crossovers.

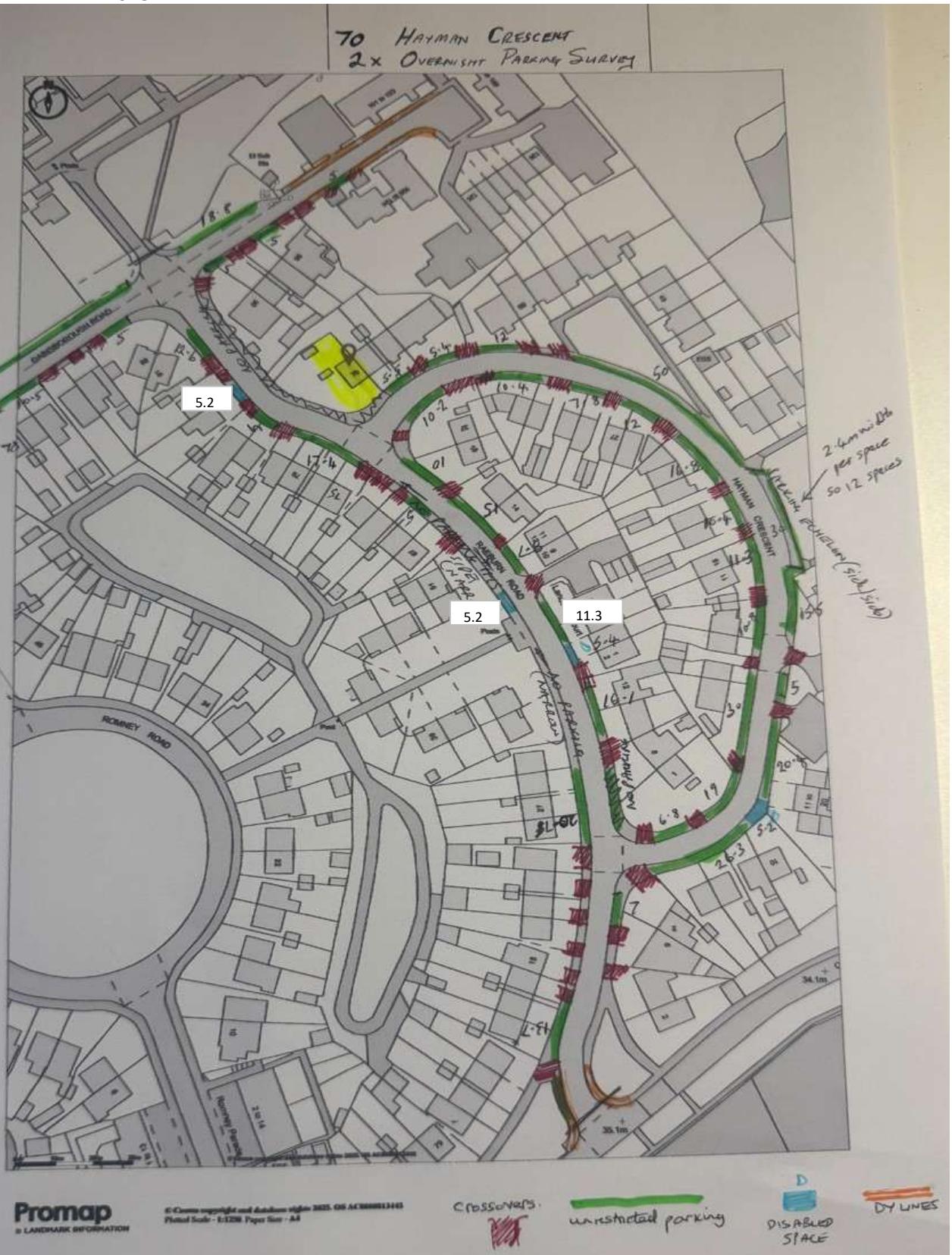
Result overview/observations Parking stress over the two overnight parking beats resulted in 76 % day 1, and 72% day 2, equating to an average parking stress in the survey area of 74%

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5m per vehicle space		Street Name	Total Length of Available Kerb Space	unusable kerb space	Unrestricted parking			Disabled parking			parked over Crossover OR non parking space		TOTALS		Loading Spaces			Electric Charging Spaces		Double Yellow/Keep Clear Line/RR					
					Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
Tuesday April 1st 2025 0500		Hayman Crescent	320.8	22	294	65	52	80%	5	1	1	100%	0	66	53	80%								0	
		Raeburn Road	158.3	18.3	125	25	23	92%	15	3	2	67%	2	28	27	96%									
		Gainsborough Road	165.6	5.6	160	32	15	47%					1	32	16	50%									
		TOTALS	644.7	45.9	579	122	90	74%	20	4	3	75%	3	126	96	76%	0	0	0	nil	0	0	0	nil	0

Hayman Crescent includes echelon parking [2.4m per width space]

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Wednesday April 3rd 2025 0500		Hayman Crescent	320.8	22	294	65	49	75%	5	1	1	100%	0	66	50	76%								0	
		Raeburn Road	158.3	18.3	125	25	22	88%	15	3	2	67%	3	28	27	96%									
		Gainsborough Road	165.6	5.6	160	32	13	41%					1	32	14	44%									
		TOTALS	644.7	45.9	579	122	84	69%	20	4	3	75%	4	126	91	72%	0	0	0	nil	0	0	0	nil	0

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Vehicle Parking Plot "X" April 1st 0500 hrs



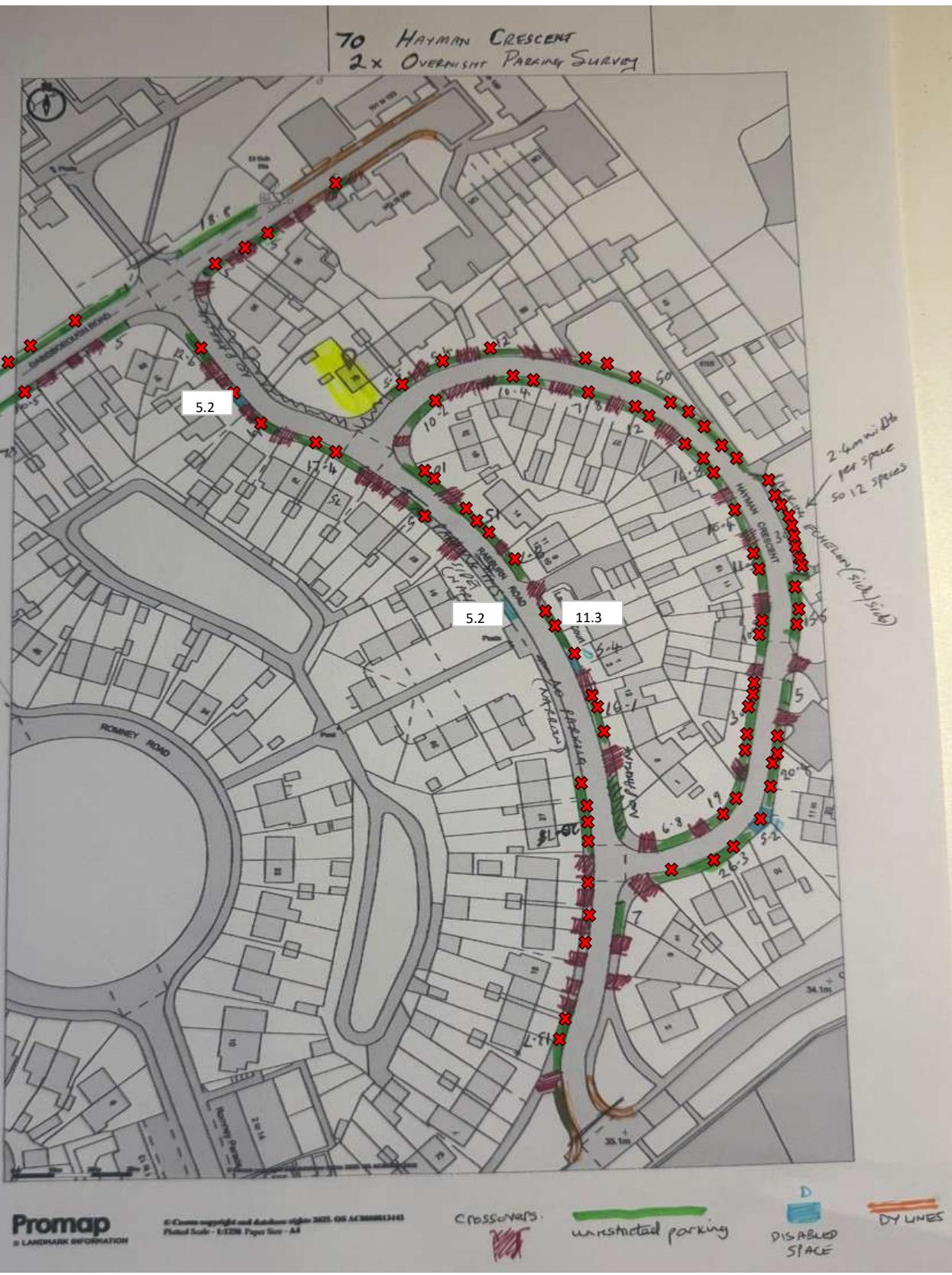
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Vehicle Parking Plot "X" April 2nd0500 hrs



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site photos taken from 0600 hrs during road inventory measuring April 1st

Raeburn Road



Raeburn Road



Raeburn Road



Raeburn Road



Hayman Crescent



Hayman Crescent



Hayman Crescent



Gainsborough Road

