



142 Church Road, Hayes, UB3 2LW

Parking Survey

Wednesday 20th March 2024
Thursday 21st March 2024

Date of Issue: 05/04/2024

Details of Site	
Location	142 Church Road, Hayes, UB3 2LW
Dates	Wednesday 20th March 2024
	Thursday 21st March 2024
Timeperiod	Overnight (00:30-05:30)
Weather	Cool and dry
Comments	<p>The study area includes approximately 200m from the site. The public carpark for Barra Hall Park and St Mary's Church has not been included.</p> <p>There were no suspensions or obstructions during the surveys.</p> <p>On footway parking is allowed and occurred on St Mary's Road.</p> <p>There are long driveways off Hemmen Lane opposite the school that have not been included in the survey.</p> <p>Parking within Kelf Grove and Lych Gate Walk is for residents only.</p> <p>There is an overnight restriction on buses and vehicles over 5 tonnes.</p>
Criteria	<p>Vehicle length assumed for unmarked bays, single lines and unmarked areas is 5.0m.</p> <p>Unacceptable distance for parking from corners is 5.0m.</p>

Details of Methodology

Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Areas excluded from survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity	Distance from corner (for reasons of highway safety - normally between 5m and 10m)
	Crossovers, build outs, traffic islands
	Sections of acceptable parking which are less than 90% of the assumed vehicle length. For a vehicle length of 5m, this is 4.5m
	Single yellow lines may also be excluded for reasons of traffic flow or if the road is a narrow road.
	Where the width of the road is such that parking on both or either side would cause an obstruction. Parking is not permitted on either side when the road is 4.9m or narrower. Parking is only permitted on one side when the road is wider than 4.9m and narrower than 6.7m. An estimation of parking on a narrow road is site specific.
Parking excluded from stress calculation	Where the width of a main road is such that parking on both sides would not allow traffic to move freely in both directions. For free movement of traffic, we consider that the road width must be at least 9.4m if parking is to occur on both sides. The use of this criteria is based on our assessment of the road network.
	Bays may be suspended due to temporary roadworks or due to a non-vehicle (eg skip) occupying a parking space. Suspended bays are removed from the parking supply when calculating the parking stress.
Parking excluded from stress calculation	Any illegal parking in non parking areas is recorded in the parking demand, but not included in the parking stress.

Terminology

Parking Supply	Measurement of each section of parking restriction type (legal or illegal) or unmarked section of road. Sections of road length which are permitted or acceptable for parking are converted into theoretical parking supply by dividing the length by an assumed vehicle length. The result is rounded down to the nearest unit, except when the remaining length is 90% or above and then it is rounded up. Sections of road which are not legal or acceptable for parking (termed non-parking areas) have no parking supply.
Parking Demand	The number of vehicles parked is expressed in Passenger Carrying Units (PCUs). The values are Car (PCU=1.0); LGV (PCU=1.0); OGV (PCU=1.5); BUS (PCU=2.0); Motorcycle within a parking bay (PCU=0.2); motorcycle within a motorcycle bay (PCU=1.0); PCL/E-Scooter (PCU=0.1).
Parking Stress	Calculation to express the number of parked vehicles (parking demand) as a percentage of available parking (parking supply) for each parking type. Stress can be over 100% if vehicles are small, parked closely together or if the length of the parking type is longer than the assumed vehicle length multiplied by the number of theoretical spaces.
Section	The data may be presented in sections. This is normally the side of road between junctions.

Site Photos

142 Church Road, Hayes, UB3 2LW

Church Green



Church Road (Centre)



Church Road (North)



Church Road (South)



142 Church Road, Hayes, UB3 2LW

Freemans Lane



Hemmen Lane



Kelf Grove



Kerstin Close



142 Church Road, Hayes, UB3 2LW

Lych Gate Walk



St Mary's Road (North)



St Mary's Road (West)



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Table 1a: Details of parking capacity by road (March 2024)

Road Name	Free Bays (No Limited Waiting)	Unmarked parking area	TOTAL ON-STREET BAYS	No Waiting (Acceptable) (SYL)	Unmarked Kerbline (Acceptable)	Zig Zag - School	TOTAL NON-BAY SPACES	TOTAL CAPACITY (theoretical spaces)
Church Green	7		7		6		6	13
Church Road (Centre)		5	5				0	5
Church Road (North)			0				0	0
Church Road (South)			0	9			9	9
Freemans Lane			0	15			15	15
Hemmen Lane			0	7	17		24	24
Kelf Grove			0				0	0
Kerstin Close		2	2		9		9	11
Lych Gate Walk			0				0	0
St Mary's Road (North)		8	8	5			5	13
St Mary's Road (West)		18	18				0	18
TOTAL	7	33	40	36	32	0	68	108

Areas where parking is not permitted or acceptable are not included in the above table (eg bus stops, crossovers, corners, double yellow lines).

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Table 1c: Details of available Single Yellow/Red lines/Keep Clear

		Available Spaces	
Road Name	Theoretical spaces	Beat 101 Wed Overnight	Beat 201 Thu Overnight
Church Green	0		
Church Road (Centre)	0		
Church Road (North)	0		
Church Road (South)	9	9	9
Freemans Lane	15	15	15
Hemmen Lane	7	7	7
Kelf Grove	0		
Kerstin Close	0		
Lych Gate Walk	0		
St Mary's Road (North)	5	5	5
St Mary's Road (West)	0		
	36	36	36

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Table 1d: Overnight Parking Capacity

Road Name	Theoretical spaces	Available Spaces during beat	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight
Church Green	13	13	13
Church Road (Centre)	5	5	5
Church Road (North)	0	0	0
Church Road (South)	9	9	9
Freemans Lane	15	15	15
Hemmen Lane	24	24	24
Kelf Grove	0	0	0
Kerstin Close	11	11	11
Lych Gate Walk	0	0	0
St Mary's Road (North)	13	13	13
St Mary's Road (West)	18	18	18
	108	108	108

Restriction Type	Theoretical spaces	Available Spaces during beat	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight
Free Bays (No Limited Waiting)	7	7	7
Unmarked parking area	33	33	33
Total Bays	40	40	40
No Waiting At Any Time (DYL)	0	0	0
No Waiting (Acceptable) (SYL)	36	36	36
No Waiting (Unacceptable) (SYL)	0	0	0
Unmarked Kerbline (Acceptable)	32	32	32
Unmarked Kerbline (Unacceptable)	0	0	0
Zig Zag - School	0	0	0
Total Non-bay areas	68	68	68
GRAND TOTAL	108	108	108

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Table 2: Details of parking demand and stress by road

Road Name	Theoretical spaces	Available Spaces during beats		Parked vehicles (in PCUs)		Parking Stress	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight
Church Green	13	13	13	10.5	10.0	81%	77%
Church Road (Centre)	5	5	5	5.0	5.0	100%	100%
Church Road (North)	0	0	0	0.0	0.0	0%	0%
Church Road (South)	9	9	9	0.0	0.0	0%	0%
Freemans Lane	15	15	15	0.0	0.0	0%	0%
Hemmen Lane	24	24	24	9.5	12.0	40%	50%
Kelf Grove	0	0	0	0.0	0.0	0%	0%
Kerstin Close	11	11	11	8.5	9.5	77%	86%
Lych Gate Walk	0	0	0	0.0	0.0	0%	0%
St Mary's Road (North)	13	13	13	7.0	8.0	54%	62%
St Mary's Road (West)	18	18	18	10.0	9.0	56%	50%
	108	108	108	50.5	53.5	47%	50%

Notes:

Kelf Grove and Lych Gate Walk - parking is for residents only and so is not included in the survey.

Kerstin Close - the three vehicles parked at the end of Kerstin Close were two vehicles next to each other and one vehicle behind (refer to parking location plan).

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Table 3: Details of parking demand and stress by restriction type

Restriction Type	Theoretical spaces	Available Spaces during beats		Parked vehicles (in PCUs)		Parking Stress	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight
Free Bays (No Limited Waiting)	7	7	7	6.0	6.0	86%	86%
Unmarked parking area	33	33	33	23.0	23.0	70%	70%
Total Bays	40	40	40	29.0	29.0	73%	73%
No Waiting At Any Time (DYL)	0	0	0			0%	0%
No Waiting (Acceptable) (SYL)	36	36	36	2.0	2.0	6%	6%
No Waiting (Unacceptable) (SYL)	0	0	0			0%	0%
Unmarked Kerbline (Acceptable)	32	32	32	19.5	21.5	61%	67%
Unmarked Kerbline (Unacceptable)	0	0	0	0.0	1.0	0%	100%
Zig Zag - School	0	0	0			0%	0%
Total Non-bay areas	68	68	68	21.5	24.5	32%	36%
GRAND TOTAL	108	108	108	50.5	53.5	47%	50%