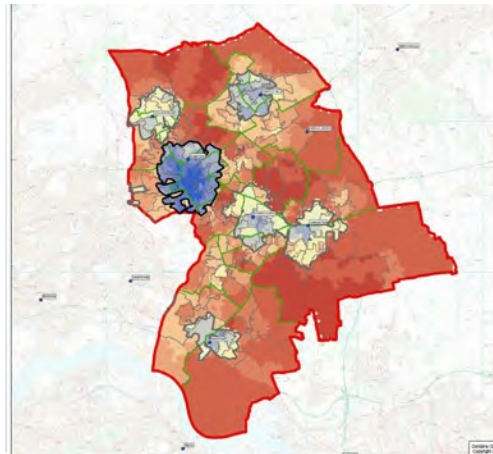


London Borough of Havering

Local Plan - Residential Car Parking Standards



FAIRHURST

Job No: 117511
June 2017




CONTROL SHEET

CLIENT: LONDON BOROUGH OF HAVERING

REPORT TITLE: LOCAL PLAN - RESIDENTIAL CAR PARKING STANDARDS

PROJECT REFERENCE: 117511

DOCUMENT NUMBER: D//I/D/117511/01

Issue & Approval Schedule	Final	Name	Signature	Date
	Prepared by	E Hepplewhite		January 2017
	Checked by	G Clark		January 2017
	Approved by	R Craig		January 2017

Revision Record	Rev.	Date	Status	Description	Signature	
	1	January 2017	DRAFT	Updated	By	G. Clark
					Checked	R. Craig
					Approved	R. Craig
	2	February 2017	Final	Updated following detailed comments from LBH	By	R. Craig
					Checked	G. Clark
					Approved	R. Craig
	3	March 2017	Final	Updated following comments from LBH	By	R. Tweddle
					Checked	G. Clark
					Approved	G. Clark
	4	June 2017	Final	Updated following comments from LBH	By	G.Clark
					Checked	M.Walker
					Approved	M.Walker

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1.0 INTRODUCTION

Introduction

- 1.1. The London Borough of Havering (LBH) is preparing a new Local Plan that will replace existing planning policies set out in the Local Development Framework (LDF).
- 1.2. The Local Plan together with the Mayor’s London Plan will comprise the Development Plan for the Borough and will be the primary basis against which planning applications are assessed and advice is provided to prospective developers.
- 1.3. The Council is seeking to include residential car parking standards for new developments within the new Local Plan.
- 1.4. The London Plan currently sets out residential parking standards to be applied across London (See extract in **Appendix A**), but specifies that in Outer London Boroughs, which generally have less access to good public transport, there is scope for more generous standards. The London Plan uses PTAL (Public Transport Access Level) to determine an accessibility score. PTAL is a measure of connectivity by public transport, which has been used in London for many years. For any selected place a PTAL value is derived which indicates how well the place is connected to public transport services. A PTAL value ranges from zero to six, where the highest value represents the best connectivity. This value is determined by the following factors:
 - Distance to the nearest stations or stops;
 - Waiting times at the nearest stations or stops;
 - Frequency of services at the nearest stations or stops;
 - Proximity to passing major rail stations nearby; and
 - Any combination of all the above.
- 1.5. Recent alterations to the London Plan have sought to reflect the unique characteristics of Outer London, stating that:

‘Outer London boroughs should demonstrate that they have actively considered more generous standards for housing development in areas with low public transport accessibility (generally PTALs 0 -1) and take into account current and projected pressures for on-street parking and their bearing on all road users, as well as the criteria set out in NPPF (Para 39).’
- 1.6. LBH has, therefore, appointed Fairhurst to prepare this residential car parking assessment to consider the suitability of the standards set out in the London Plan as a basis for LBH

parking standards and, where these are not considered satisfactory, to inform the development of more appropriate residential parking standards for the Borough.

Background

- 1.7. The provision of an appropriate level of residential car parking on new developments is seen by LBH as being essential to making LBH a desirable place in which to live. It aims to ensure that residents have the ability to access employment opportunities and essential infrastructure such as schools, health facilities, town centres and leisure and recreation facilities, including open space.
- 1.8. The number of households in LBH is expected to increase by 15.75% between 2011 and 2026, an average yearly increase of 1.06%. The housing stock within LBH comprises mainly semi-detached and terraced properties, with 48.66% of households having two extra rooms. The majority of housing growth has been, and will continue to be, developed around the ‘central’ and ‘urban’ areas of LBH, as these are considered to be the most accessible. These areas have either a mainline railway station (Romford, Upminster and Rainham) or a District Line Underground station (Upminster and Hornchurch). LBH will benefit in coming years from Crossrail services, which will provide access at three stations within the Borough: Romford; Gidea Park and Harold Wood. LBH will also benefit from a new rail station at Beam Park in London Riverside, which will support future growth and development in this area.
- 1.9. There are a number of factors that have led LBH to consider whether the London Plan parking standards are appropriate for LBH. Key factors include
 - The provision of residential parking spaces on recent housing developments in parts of the Borough has caused some concern. This has been linked to on-street parking issues and community tensions, particularly within Romford town centre.
 - LBH has one of the highest levels of cars per household in London, reflecting the position in Outer London and the lack of convenient transport options in some areas.
 - Existing public transport provision is strongly focussed on east-west movements (e.g. into Central London) and does not cater for local north-south journeys within the Borough.
 - Higher car ownership levels reflect changing life-style choices with many households now comprising parents and several family members, who each need to have their own car.
 - The current parking standards set out in the Local Development Framework (2008) are more generous than the London Plan standards.

1.10. These issues are, therefore, to be considered in this assessment together with any other factors that would influence the identification of appropriate parking standards. The standards need to reflect the local context of LBH and provide a balance between the reasonable day to day needs of residents and the wider aims of planning policy to promote sustainable travel.

Scope of Assessment

1.11. The scope of this assessment is to consider residential parking within the Borough and whether the London Plan and the minimum parking standards contained within it are appropriate and meet the requirements of new residential development within LBH. The scope, therefore, has been outlined as follows:

- **Romford** - A detailed review of the parking situation in Romford (the main town in the Borough), where there are existing parking pressures in the town centre despite having generally high PTAL scores of 5-6. The review will seek to identify whether a higher or more flexible parking standard could be more appropriate for any future residential development in and around the town centre.
- **Wider Borough** - A broader review of the characteristics of the wider Borough where PTAL scores are significantly lower – generally 0-2 except within the ‘urban’ areas of (Hornchurch, Upminster, Gidea Park, Harold Wood and Elm Wood) where PTAL scores rise to 3 or more.

1.12. The purpose of this assessment report is to:

- Set out the planning policy context; and
- Draw together and review relevant data that has a bearing on residential parking patterns.

1.13. Based on the above, this assessment will provide information that the Council can draw on when setting residential parking standards in the emerging Local Plan.

Methodology

1.14. The broad methodology adopted for the study is as follows:

Stage 1 – Inception

- Meeting with LBH Client team to establish project parameters, including:
 - Existing parking issues.
 - Existing evidence base on residential parking.
 - GIS data availability from LBH.
 - Emerging local plan policies that could influence the findings of the study.
 - Stakeholder consultations required.
 - Any existing information regarding studies/ findings being undertaken by other London Boroughs.
 - Any planned improvements or initiatives that could affect existing PTAL ratings.
 - The extent of primary survey work to be undertaken.
- Meeting with LBH officers responsible for GIS data, planning and parking control.

Stage 2 – Initial Document Review and Familiarisation

- Review planning policy context.
- Review existing evidence base on parking issues.
- Site visits to specific areas of interest (agreed at inception meeting) to review potential survey and other data collection requirements. Note it was agreed at the inception meeting that existing ‘high level’ data from existing LBH and Transport for London GIS databases would form the basis of the study, except in Romford where detailed parking survey data would be collected to obtain a detailed understanding of the existing issues.

Stage 3 – Data Collection

- Commission primary surveys to assess existing issues and establish appropriateness of existing parking standards in Romford – detailed surveys were undertaken by a specialist data collection company and included surveys of key town centre streets to establish parking volumes (day & night), illegal parking and the reasons why drivers park on-street during the day – established through interviews.
- Undertake walkover/ photographic surveys to supplement detailed survey information.
- Obtain data on public transport services and routes.
- Obtain GIS and Census data from LBH or other sources and set up GIS models.

Stage 4 – Data Analysis

- Collate GIS data on population/ development type and mix/ accessibility/ car ownership/ journey to work/ modal split/ PTAL/ parking etc.
- Add/ digitise data from primary surveys to GIS data sets.
- Create GIS models identifying baseline conditions relevant to residential parking, including NPPF key considerations in relation to:
 - Accessibility;
 - Type/ mix/ use of development;
 - PTAL;
 - Car ownership; and
 - Review evidence regarding on-street parking issues that may affect congestion, residential amenity and air quality.
- Take account of wider current and future policy considerations.
- Take account of parking standards developed by other Boroughs.
- Meeting with LBH Client team to discuss broad results of data analysis and identify any further survey work required.
- Undertake initial analysis, as agreed to assist LBH in setting parking standards for the Borough.

Stage 5 – Draft Report and Client Review

- Produce a draft report outlining the preliminary findings, including ‘direction of travel’ towards identifying the suitability of parking standards for each study area.

Stage 6 – Final Data Analysis

- Finalise analysis and amend report based on Client feedback.
- Apply findings to produce appropriate conclusions.

Stage 7 – Final Report

- Produce final report and presentation materials.

2.0 PLANNING POLICY

National Planning Policy Framework (NPPF)

- 2.1. The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied on a local level. The London Plan and emerging LBH Local Plan are required to be consistent with the NPPF. With regard to parking standards, the NPPF, paragraph 39 states:

‘If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high emission vehicles.*

London Plan

- 2.2. The current version of the London Plan was published in March 2016 and consolidates the London Plan 2011 with alterations undertaken since this date, including alterations to parking standards, published in March 2016. All Local Plans produced by the Boroughs of London should be in general conformity with the London Plan, however there is some flexibility.
- 2.3. The Mayor has adopted the London Planning Statement as Supplementary Planning Guidance (SPG) to provide further guidance on the Mayor’s role in planning, with **Section 2** of this document providing detail on the status of the London Plan. In this respect paragraph 3.4 of the SPG recognises that ‘general conformity’ does not mean that documents have to follow the London Plan in every respect and that the Mayor will only consider that a document is not in general conformity where it either contains an inconsistency, or leaves something out, that could cause significant harm to the delivery of the London Plan as a whole, or its individual policies.
- 2.4. Chapter 6: Transport, of the London Plan, sets out the Mayors approach to transport provision and is supported by a Parking Addendum.
- 2.5. Policy 6.13: Parking, seeks to achieve a balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. The Policy states that the maximum standards set out in Table 6.2 of

the Parking Addendum (see **Appendix A** of this report) should be used to set standards in Development Plan Documents (DPDs). With specific regard to Outer London Boroughs, the Policy 6.13 states the following regarding those boroughs wanting to promote more generous standards; *‘Outer London boroughs should demonstrate that they have actively considered more generous standards for housing development in areas with low public transport accessibility (generally PTALs 0 -1) and take into account current and projected pressures for on-street parking and their bearing on all road users, as well as the criteria set out in NPPF (Paragraph 39).’*

- 2.6. Paragraph 6.42 which provides support text to policy 6.13 states:

‘Boroughs wishing to develop their own standards should take the standards in this Plan as their policy context. But he [the Mayor] also recognises that London is a diverse city that requires a flexible approach to identifying appropriate levels of car parking provision across boundaries. This means ensuring a level of accessibility by private car consistent with the overall balance of the transport system at the local level.’

- 2.7. In this regard, it should be noted that paragraph 6.42 states that borough’s adjoining other regions must also liaise with the relevant authorities to ensure a consistent approach to the level of parking provision. A review of car ownership levels of the London Boroughs (shown visually on **Figure 6**) indicates that LBH is the only borough to the east of Central London that has an average of 1.2 cars per household – all other eastern authorities have lower levels of car ownership.

- 2.8. For information, a summary of the parking standards in other Outer London Boroughs is set out in **Appendix B**. This confirms a broad conformance with the London Plan, with parking standards ranging from ‘significantly less than 1’ to ‘2’ spaces per dwelling depending on a range of factors, although there is some local variation, particularly at the lower end of the standard; e.g. the revised standards adopted by the London Borough of Barnet, which allow 1 to 1.5 parking spaces for 2 bed properties in all locations.

- 2.9. Paragraph 6.42 provides further guidance with regard to the setting of parking standards for Outer London Boroughs stating that:

‘Outer London boroughs should take account of residents’ dependency on the car in areas with low public transport accessibility (generally PTALs 0-1). Where appropriate in these locations Boroughs should consider revised standards (which could include minima) and permitting higher levels of provision there than is indicated in Table 6.2, particularly to

avoid generating unacceptable pressure for on-street parking. This may be especially important in ‘suburban’ areas and for areas with family housing.’

- 2.10. Paragraph 6.42 also specifically allows for a more flexible approach to be taken in limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel. In doing so, authorities should take account of the criteria set out in paragraph 39 of the NPPF. The paragraph goes on to outline that the following should also be taken into account in determining local parking standards:
- the extent to which public transport might be provided in the future;
 - implications for air quality; and
 - impacts of on-street parking measures, such as CPZs, which may also help reduce the potential for overspill parking and congestion, and improve safety and amenity.
- 2.11. The London Plan recognises that PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs, with locational planning and assessment of appropriate parking provision, by measuring broad public transport accessibility levels. However, it does state that at a neighbourhood level TfL would also recommend making use of the Access to Opportunities and Services (ATOS) tool in order to better understand what services are accessible in a local catchment area, by both walking and cycling.
- 2.12. The Mayor of London in the Supplementary Planning Guidance dated March 2016 considers the design of parking as an important consideration to ensure that provision complements development as a whole. In policy terms, the Plan seeks to ensure an appropriate balance between enabling adequate parking provision, whilst not undermining the use of alternative transport modes (walking, cycling and public transport). The flexibility inherent in striking this balance is an important consideration when coming to a view on an appropriate point within the range of provision set out in the standards and, more generally, in the way the standards are implemented in light of local circumstances and broader policy considerations. This view should include the Plan’s approach to air quality and especially in low PTAL ‘suburban’ neighbourhoods in Outer London (generally PTAL 0-1 and exceptionally, parts of PTAL 2).
- 2.13. Such sensitivity resonates with the approach proposed in the NPPF while recognising that in the unique circumstances of London parking is also a strategic issue. Further guidance on implementation of Policy 6.13 Parking, is given in the Plan’s Parking Addendum to Chapter 6, which summarises maximum standards for dwellings of different sizes. This

takes account of the minor alterations to the London Plan, which requires Boroughs to take account of the distinct parking circumstances of those parts of Outer London with particularly low public transport accessibility and provides flexibility in addressing them.

- 2.14. For the avoidance of doubt, the second part of Table 6.2 of the Parking Addendum of the London Plan (see **Appendix A** of this report) relating bedrooms to parking spaces ‘nests’ within’ the (coloured) matrix, provides the overarching framework to relate parking provision, accessibility (PTAL), development and local character.

London Borough of Havering

- 2.15. The current adopted planning policies are contained within the Local Development Framework (LDF). Residential car parking standards are contained within Annex 5 of the Core Strategy which was adopted in 2008 (see extract in **Appendix C**). In general, the LDF car parking standards are similar to those in the London Plan in terms of overall maximum and minimum parking provision, although the thresholds in the London Plan are more restrictive, e.g. the LDF would in some circumstances allow up to 1.5 parking spaces for a 2 bed house, although the London Plan standard is ‘significantly less than 1’ space per 1 / 2 bed property.
- 2.16. The LDF will be replaced by the emerging Local Plan for which this study forms part of the evidence base.

Conclusion

- 2.17. The London Plan sets a range of parking standards that are intended to be applied across London. It does, however, recognise that areas of Outer London do have lower public transport accessibility. Therefore, boroughs should consider more generous standards for housing developments in areas of low public transport accessibility or where on-street parking pressures would be problematic. In these areas the standards outlined in the London Plan should be used to set the context.
- 2.18. It is recognised that the London Plan does use PTAL levels to determine the levels of public transport provision in an area. However, it does also advocate the use of ATOS tools in areas of Outer London, which indicates that the Mayor recognises that the PTAL score does not provide the full picture in all areas of London.
- 2.19. Although the London Plan specifically states that in areas with a PTAL score of 0-2 more generous parking standards can be explored, the NPPF sets out the full range of factors which should be taken into consideration in the determination of parking standards. This

report will explore whether in consideration of these factors, alternative parking standards should be applied in LBH and suggest potential locations.

- 2.20. Overall it is important to recognise that the London Plan standards are the starting point but there is an opportunity to assess the suitability of these standards.

3.0 THE HAVERING CONTEXT

London Plan Maximum Parking Standards

3.1. The parking standards set out in the London Plan are displayed in **Table 1**. These are the standards that should be used by boroughs to set standards in DPDs.

Table 1 – Extract of London Plan (Table 6.2), Residential Parking Standard

Parking for residential development						
	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
Suburban						
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to one space per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to one space per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/ha		100–240 u/ha		215–405 u/ha	
Maximum residential parking standards						
number of beds	4 or more		3		1–2	
parking spaces	up to 2 per unit		up to 1.5 per unit		less than 1 per unit	
Notes:						
All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit						
Adequate parking spaces for disabled people must be provided preferably on-site ¹						
20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.						
In outer London areas with low PTAL (generally PTALs 0–1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.						

3.2. LBH considers that the main factors that set it apart from other London Boroughs are higher car ownership levels and a public transport that does not provide good coverage for journeys within the Borough.

3.3. The following sections of the report, therefore, explore the LBH context in terms of:

- PTAL scores;
- London Plan Setting (Characterisation);
- car ownership;
- travel patterns; and
- modal choice.

The information contained in this report is intended to assist LBH when making decisions on parking standards as part of the preparation of the Havering Local Plan.

About Havering

- 3.4. **Figure 1** indicates the individual wards of LBH. The latest Census data 2011, provides data for smaller areas known as Lower Super Output Areas (LSOA). **Figures 2 and 3** identify the population density and number of dwellings per km² respectively within each LSOA.

Figure 1 – LBH Indicating Ward Boundaries

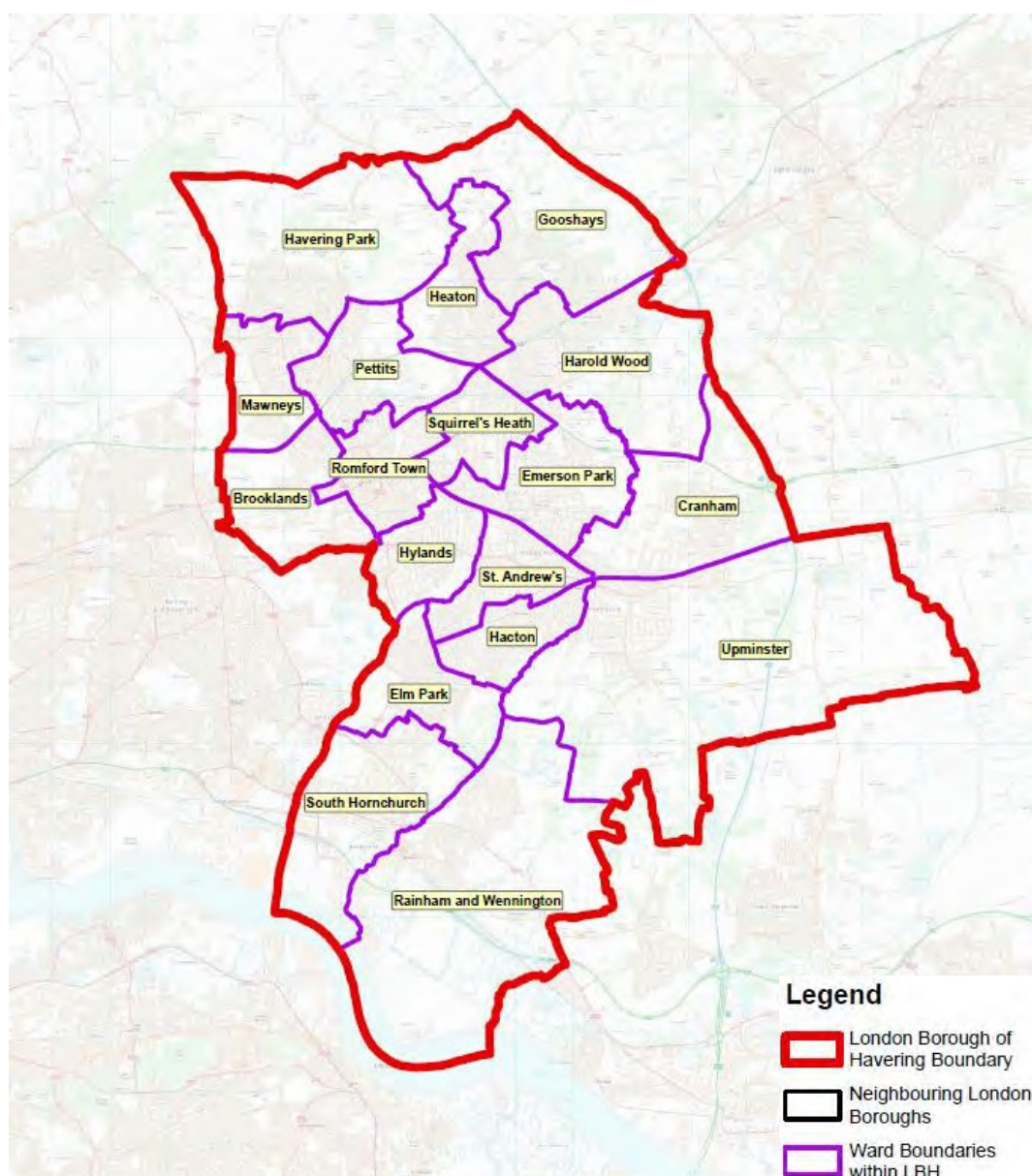
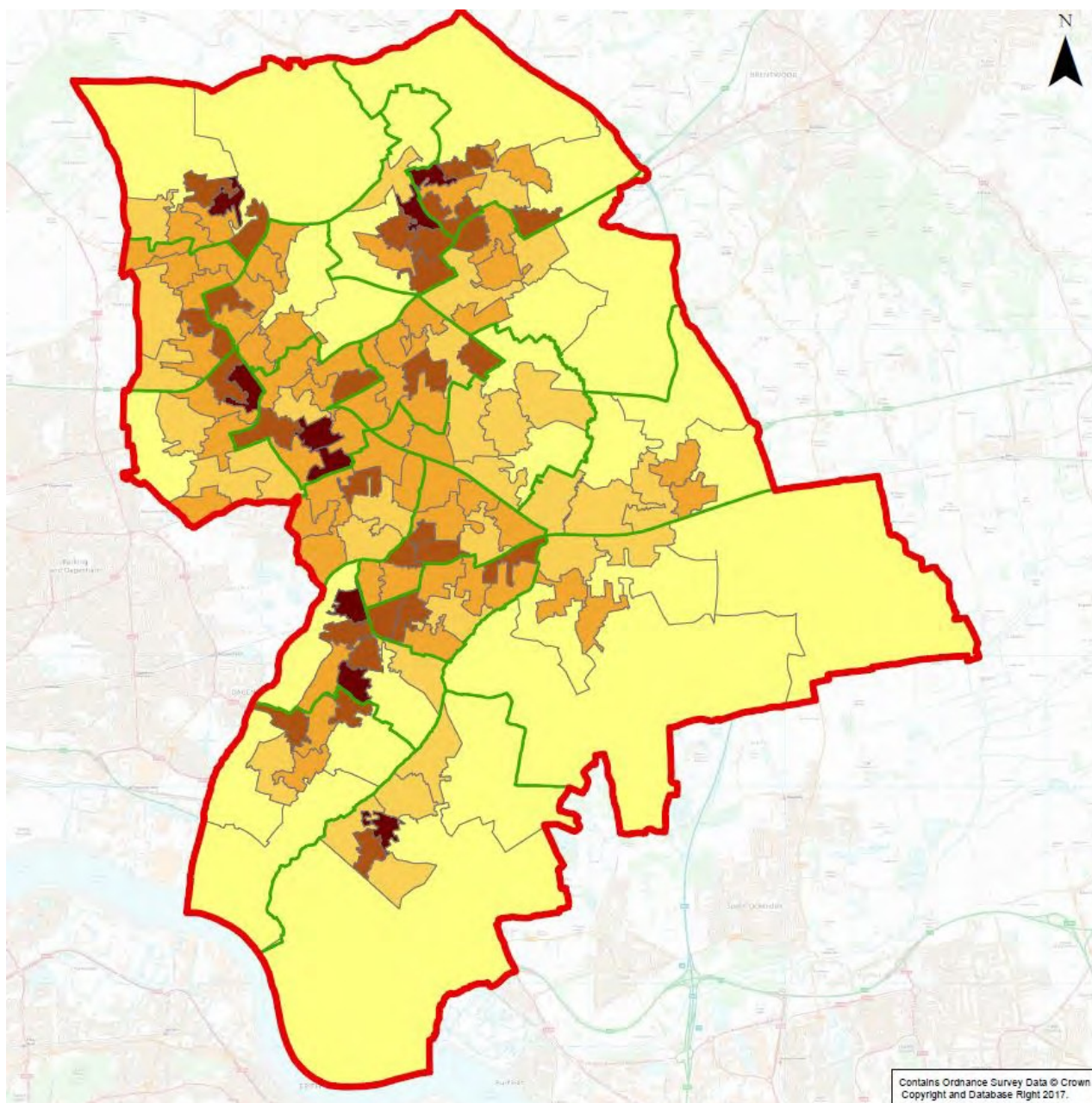


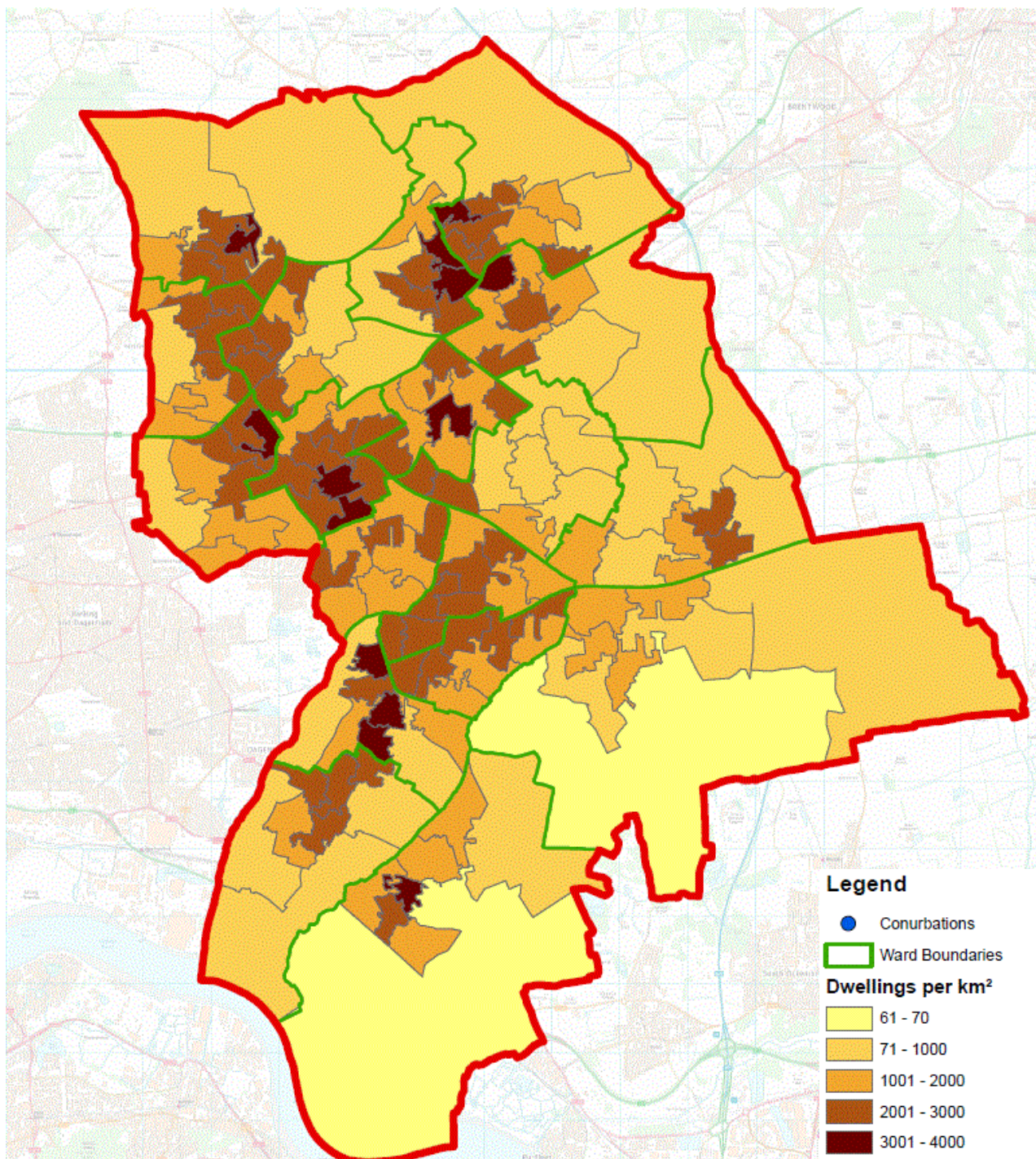
Figure 2 – LBH Population Density by LSOA



Legend

- Conurbations
 - Ward Boundaries
- Population Density (Per KM² - LSOA)**
- | | |
|--|-----------------|
| | 149.3 - 2054.6 |
| | 2054.7 - 3959.9 |
| | 3960.0 - 5865.2 |
| | 5865.3 - 7770.5 |
| | 7770.6 - 9675.8 |

Figure 3 – LBH Dwellings per Square Km by LSOA

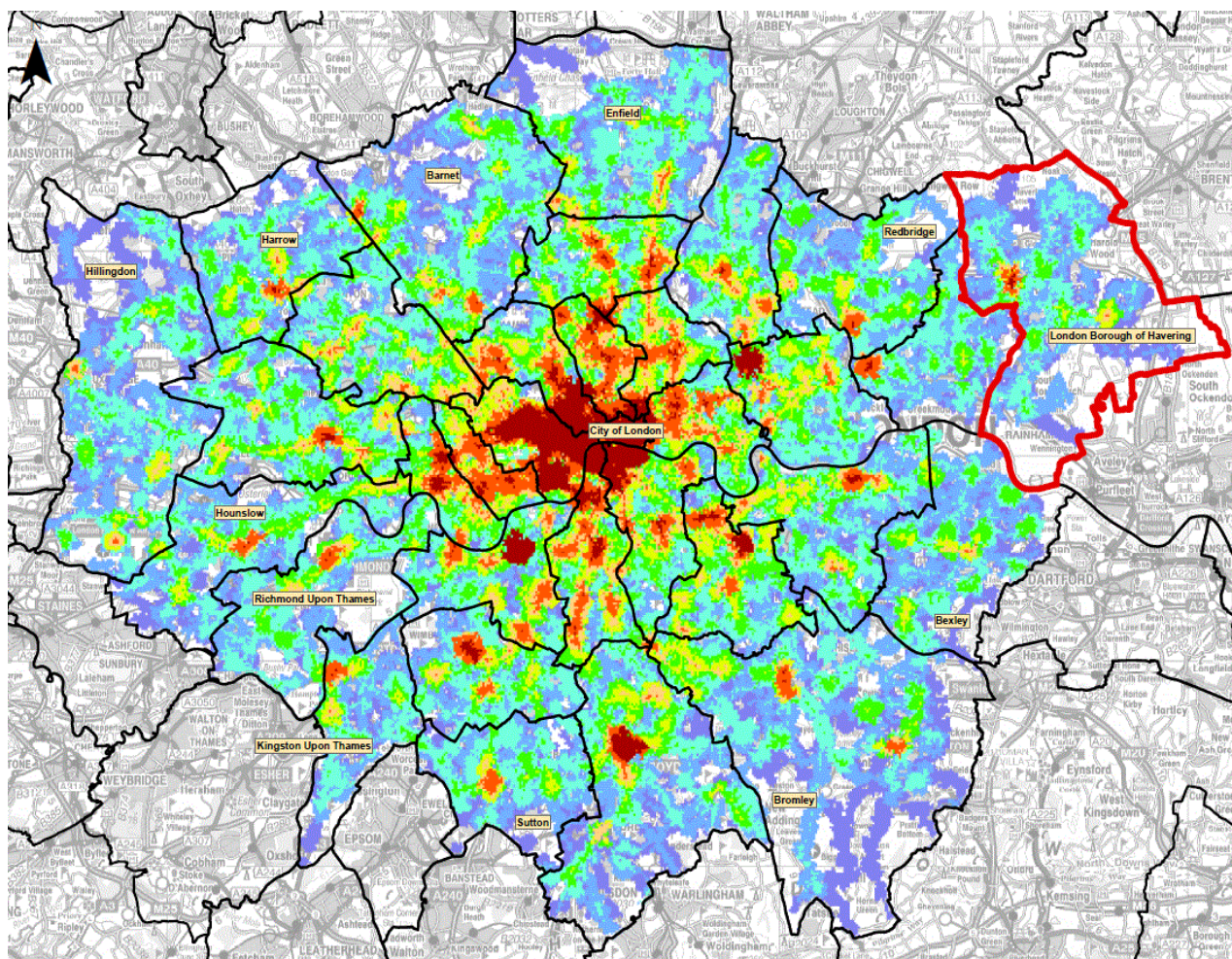


- 3.5. This initial analysis indicates that the main population centres are located in the west and the southwest, around the main towns of Romford, Hornchurch and Rainham. The lowest population densities are in the southeast of the Borough, where there are no main towns and there is a significant proportion of the Borough’s green belt.



LBH PTAL Scores

- 3.6. The PTAL scores across all London Boroughs are illustrated diagrammatically on **Figure 4** and more locally within LBH in **Figure 5**. The PTAL scores and the assumption derived from these in regard to levels of accessibility needs to be carefully considered, as part of the process in determining what the appropriate parking standards should be, as part of residential planning applications within LBH.
- 3.7. The PTAL scores show that 93% of LBH has a PTAL score of 0-2, demonstrating that a large proportion of the borough does not have good access to rail or London Underground stations. PTAL scores around ‘central’ and ‘urban’ areas are higher, with Upminster scoring 5 in the vicinity of the station and Romford being the only place to score 6a/ 6b. There are concerns that the high PTALs in these areas reflect the availability of public transport for journeys to Central London, rather than being representative of the available public transport accessibility for journeys within LBH and out to adjoining Boroughs of Essex. This could contribute to the current need for residents to own a car for day to day local journeys within the Borough despite living in areas with good access to public transport.










Figure 4 – London PTAL Scores



Legend

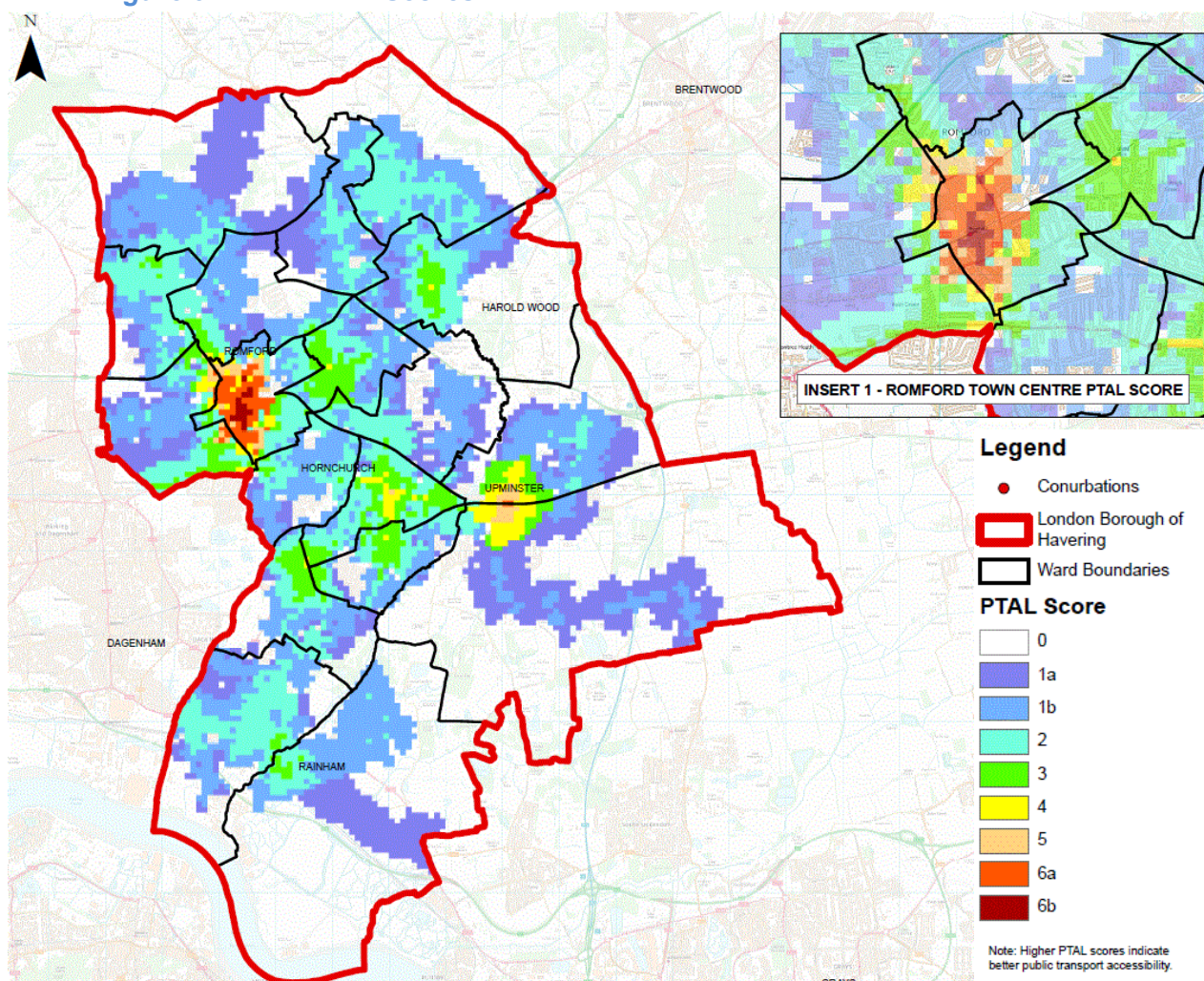
-  London Borough of Havering
-  London Boroughs

London PTAL

-  0
-  1a
-  1b
-  2
-  3
-  4
-  5
-  6a
-  6b

Note: Higher PTAL scores indicate better public transport accessibility.

Figure 5 – LBH PTAL Scores



3.8. As expected, the analysis confirms that PTAL scores within LBH are well below those in more 'central' areas of London.

3.9. It is worth noting that London Borough of Barnet (LBB) produced evidence to support a similar argument as above, which was produced within the LDD 'Development Management Policies Residential Car Parking Standards (2011)', to justify their decision to vary the parking standards for the Borough. The following is a quotation from the LBB document:

'Barnet's concern with PTALs is that the PTAL scores measure ease of access to any public transport route, so a location may have a high score because it has good radial links to Central London, but this is not necessarily a reflection of more general public transport provision'.

3.10. It is considered that there are notable similarities between the Borough of Barnet and LBH as both are located in Outer London and have areas with high PTALs of 6 (e.g. Romford), which may only reflect accessibility in one particular corridor. Thus the daily experience of

a high PTAL may be very different depending whether journeys are made by public transport within the Borough or to/ from London.

- 3.11. A more detailed review has, therefore, been undertaken to assess whether additional relevant factors should be taken into consideration to produce more appropriate residential car parking standards.

London Plan Characterisation

- 3.12. The London Plan identifies the character of each borough into three settings; ‘central’; ‘urban’ and ‘suburban’. The London Plan recognises that defining the setting of an area requires local knowledge and may entail an element of professional judgement, recognising that the character of an area can change over time. Boroughs can define the setting as part of their Local Plan process, drawing on the Mayor’s SPG, local characterisation studies and the London Plan. The London Plan gives advice on characterisation as follows:

‘The ‘central’ setting applies generally to locations in, or within 800 metres walking distance of, the Central Activities Zone, an International, Metropolitan or Major town centre as listed in the town centre network in Annex 2 of the London Plan.’

‘Locations in, or within 800 m of a district centre are generally considered to give an area an ‘urban’ setting. These extend along main arterial routes and substantial parts of the remainder of inner London.’

‘Dwelling size and, indirectly, built form, should primarily reflect the housing requirements of the group for whom housing is provided. To inform this, the matrix sets out appropriate density ranges for dwellings of different sizes using habitable rooms per unit ratios. These run from 2.7 – 3.0 habitable rooms per unit giving densities of 215 – 405 units per hectare in ‘central’ locations with good public transport accessibility, to 3.8 – 4.6 habitable rooms per unit giving densities of 35 – 55 units per hectare in ‘suburban’ locations with low accessibility.’

- 3.13. The categorization of LBH into ‘central’, ‘urban’ and ‘suburban’ zones, based on boundary information supplied by the Greater London Authority, is shown in **Figure 5**.
- 3.14. **Figure 6** gives a broad indication of how the PTAL scores and character zones generally combine to influence residential car parking standards. The colours used in **Figure 6** generally reflect with the colour coding in ‘Table 6.2, Maximum Residential Parking Standard’ of the London Plan to show the predominant maximum parking standard that

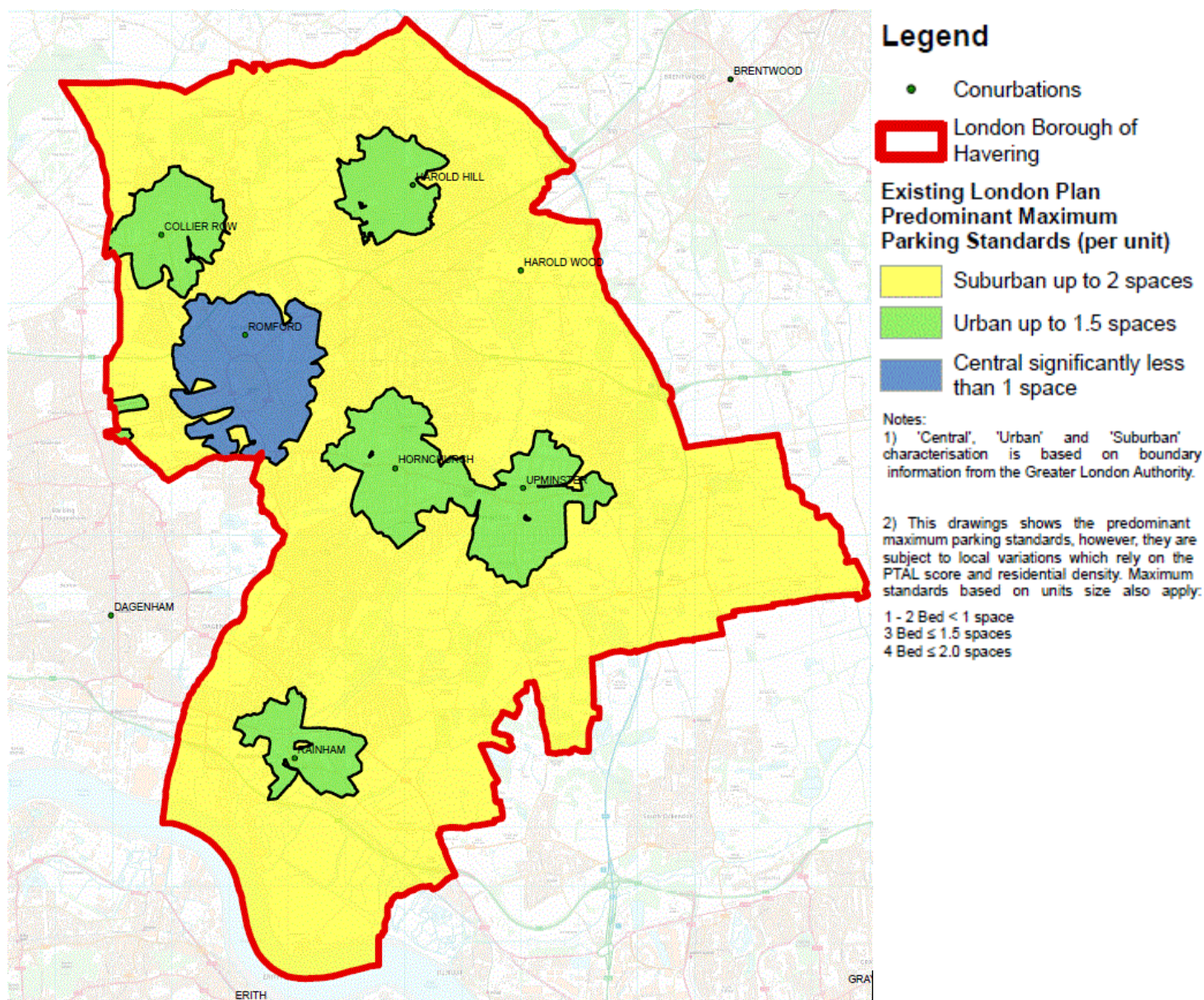
would apply to residential development within each character area. However, there could be variations to both higher or lower standards depending on:

- local variations in PTAL;
- development density; and
- the number of bedrooms, which defines maximum parking provision per unit.

3.15. The effects of local variations would to some extent depend upon how small an area is chosen when applying standards, i.e. whether an average PTAL is adopted across a ward or LSOA. However, in general terms **Figures 5 & 6** confirm that the predominant maximum parking standards in each character area, subject to the variations/ caveats set out above, would be:

- In 'central' areas (i.e. Romford), generally significantly less than 1 parking spaces per unit;
- In 'urban' areas up to 1.5 spaces per unit (for 3+ beds); and
- In 'suburban' areas up to 2 spaces per unit (for 4+ beds).

Figure 6 – LBH – Predominant Maximum Parking Standards Based on the London Plan

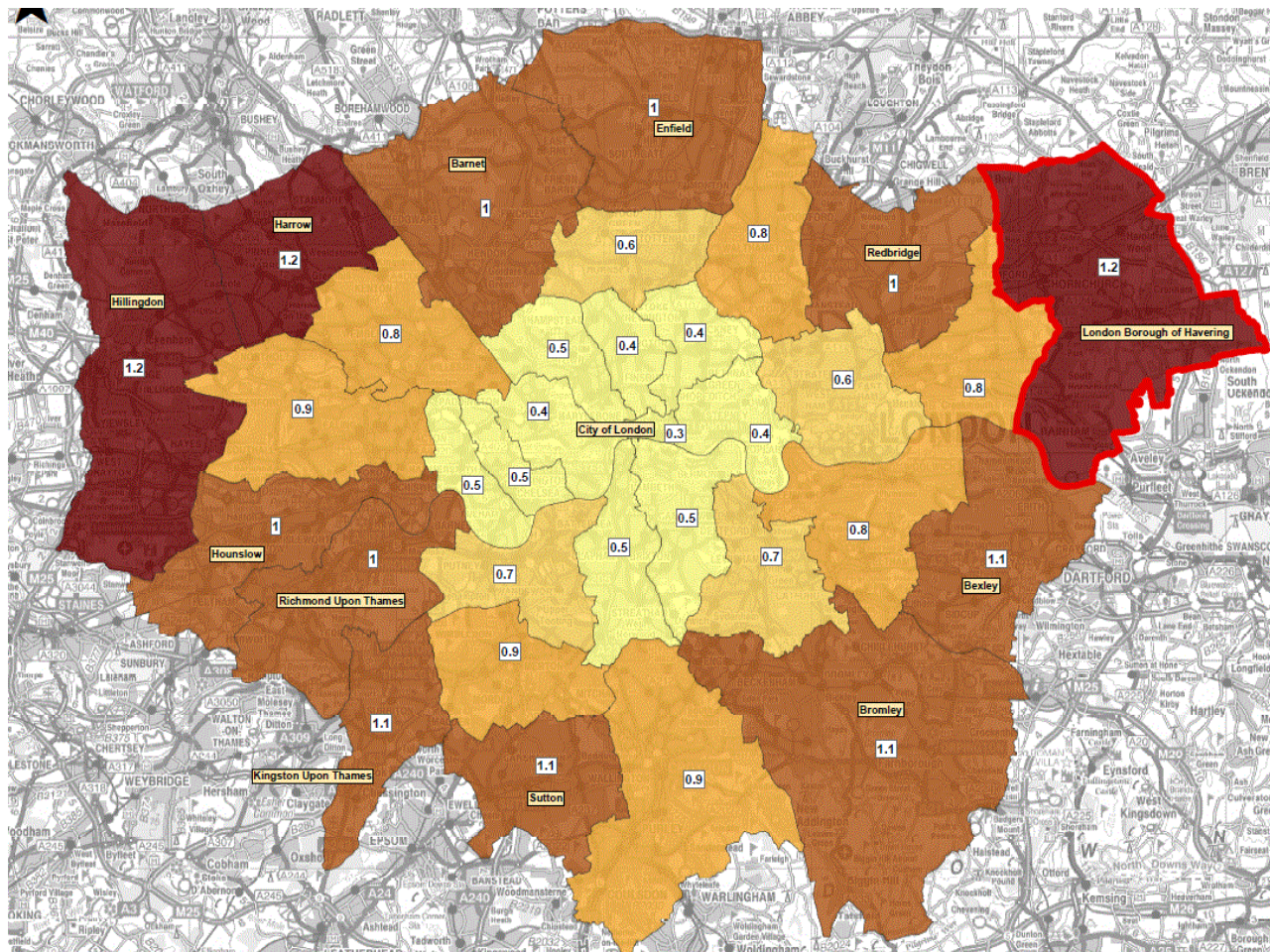


3.16. Overall, **Figure 6** confirms that the only large area of LBH to attract the lowest maximum parking standard, of 'significantly less than 1 car parking space per dwelling' across all residential development, would be around central Romford.

LBH Car Ownership – London Context

3.17. LBH is located in Outer London and is the most north easterly of the Outer London Boroughs. Car ownership levels per household in LBH, taken from 2011 Census data, are shown in the context of all other boroughs in **Figure 7**, and full details are set out in **Table 2**.

Figure 7 – London Car Ownership per Household



Legend

London Borough of Havering Boundary

Cars Per Household

- ≤0.50
- 0.51 - 0.70
- 0.71 - 0.90
- 0.91 - 1.10
- ≥1.11

Table 2 – Car Ownership for the London Boroughs taken from 2011 Census Data.

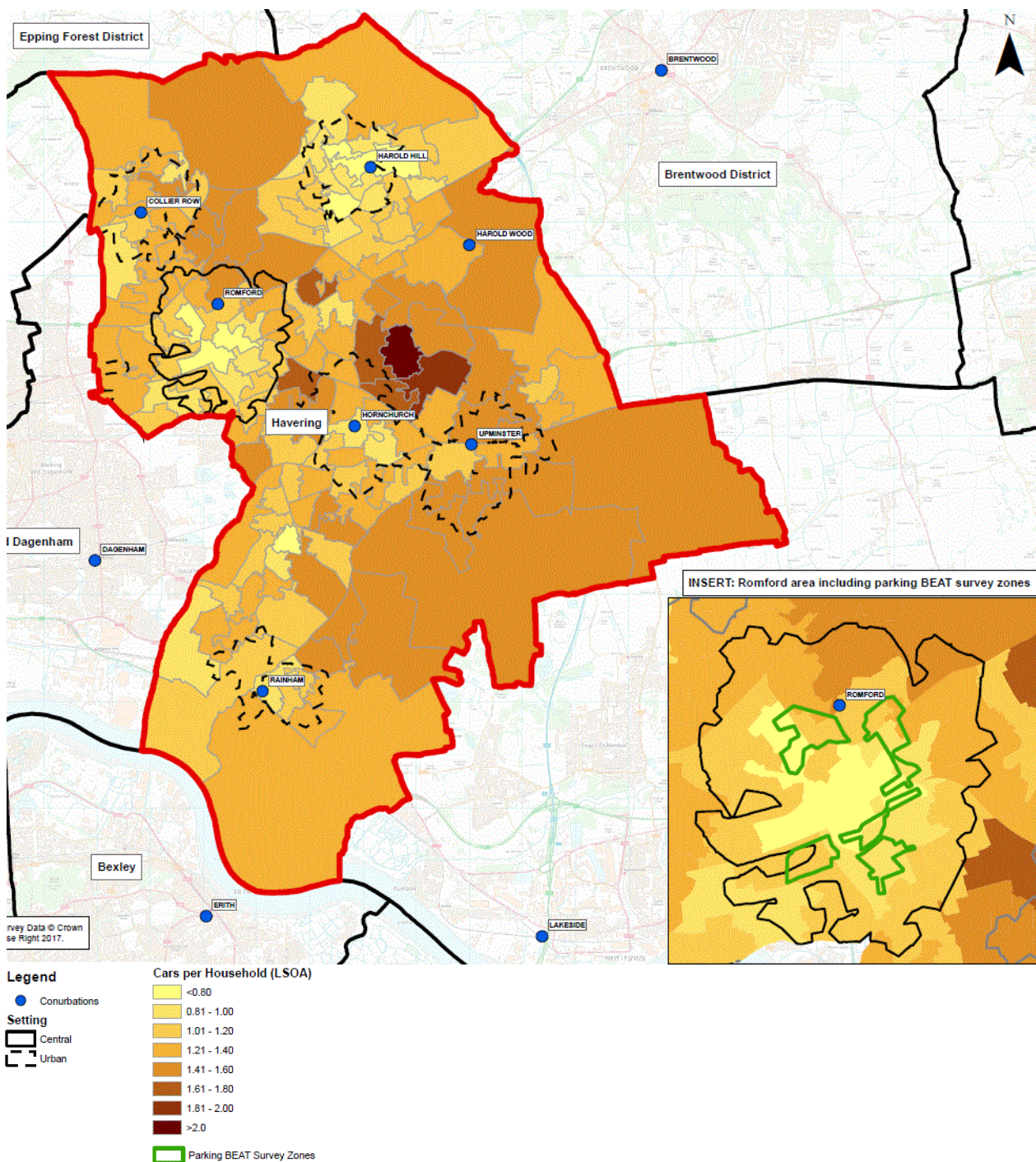
Area name	Total Number of Vehicles	Total Number of Dwellings	Cars / dwelling
LONDON	2,664,414	3358163	0.79
Inner London	725,356	1410639	0.51
Camden	46,601	99828	0.47
City of London	1,692	5513	0.31
Hackney	41,800	102408	0.41
Hammersmith and Fulham	43,843	82390	0.53
Haringey	61,515	104173	0.59
Islington	38,629	96872	0.40
Kensington and Chelsea	44,536	84798	0.53
Lambeth	66,791	132213	0.51
Lewisham	76,507	117651	0.65
Newham	61,092	103212	0.59
Southwark	60,438	123265	0.49
Tower Hamlets	43,589	105379	0.41
Wandsworth	89,513	134619	0.66
Westminster	48,810	118318	0.41
Outer London	1,939,058	1947524	1.00
Barking and Dagenham	56,966	71079	0.80
Barnet	144,717	139346	1.04
Bexley	108,507	95037	1.14
Brent	87,802	112083	0.78
Bromley	153,908	135036	1.14
Croydon	140,049	148099	0.95
Ealing	112,845	127187	0.89
Enfield	119,653	122042	0.98
Greenwich	78,185	103186	0.76
Harrow	100,326	86524	1.16
Havering	117,634	99184	1.19
Hillingdon	122,486	103907	1.18
Hounslow	94,042	96892	0.97
Kingston upon Thames	70,421	65198	1.08
Merton	72,777	80919	0.90
Redbridge	106,339	101348	1.05
Richmond upon Thames	84,918	82482	1.03
Sutton	91,266	79696	1.15
Waltham Forest	76,217	98279	0.78

3.18. The review clearly demonstrates that LBH has the highest average car ownership levels of all the London Boroughs at 1.19 cars per household. This compares to an average of 0.51 cars per household for inner London and 1.00 for Outer London.

LBH Car Ownership – Lower Super Output Area

3.19. LBH intends to review a range of information to help determine the suitability of the residential car parking requirements in the London Plan standards and see if these are appropriate in the context of LBH. In order to assess these standards Lower Super Output Area data has, therefore, been used to give detailed information that reflects local variations. Car ownership levels per LSOA are shown in **Figure 8**.

Figure 8 – LBH – Car Ownership per Household



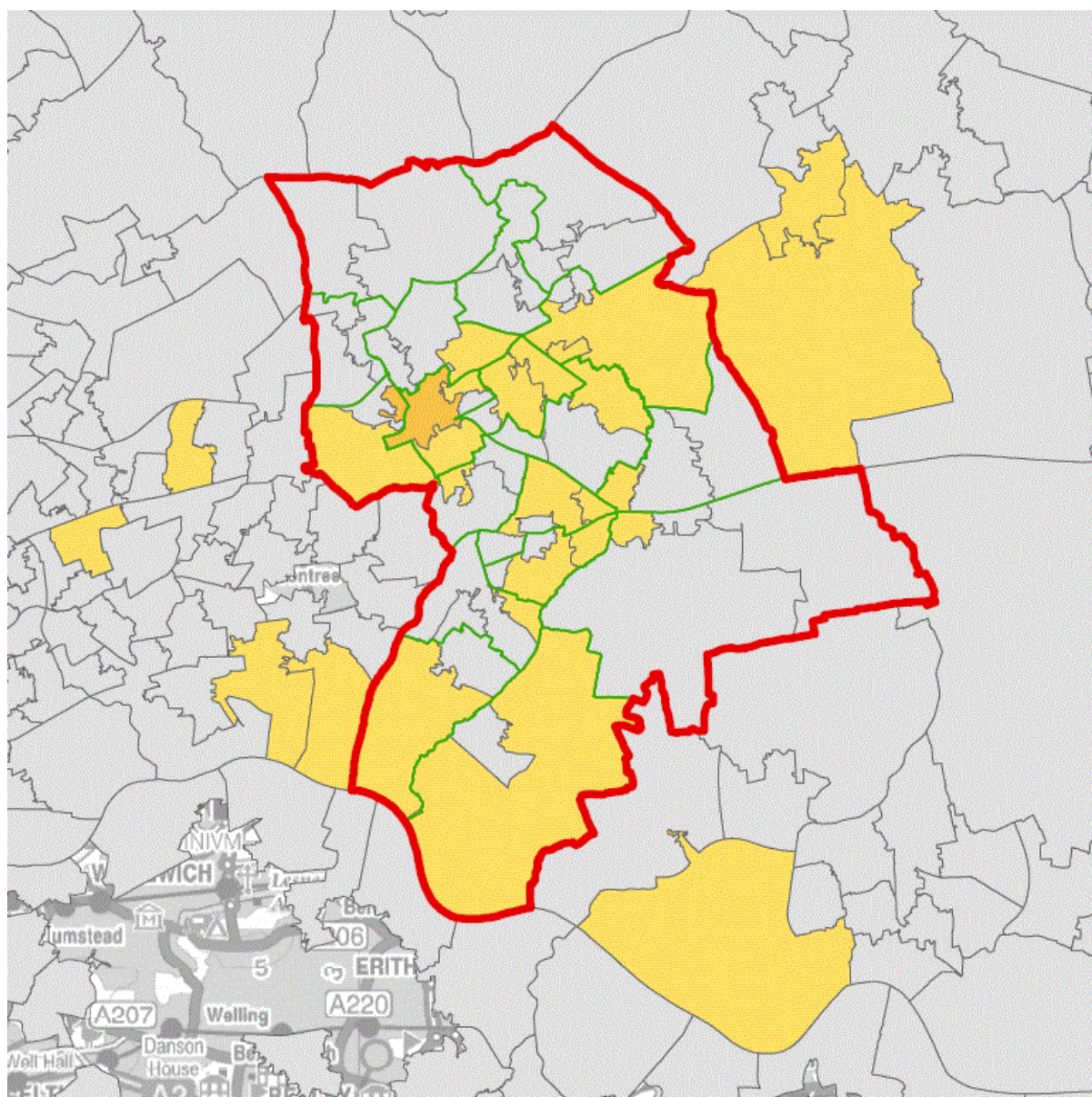
- 3.20. The LSOA level review broadly shows highest car ownership per household in the areas with poorest public transport accessibility, which is as expected with households having to rely on private means of transport. The review confirms that car ownership is below the London average of 0.79 in only a few areas of the Borough, which generally encompass town centres, where there are few residential properties. For example, the inset within **Figure 8** highlights the ‘central’ residential areas of Romford, where there are areas with car ownership of 0.8-1.2 vehicles per household, showing that even around the main town centre of the Borough, there are areas with car ownership above the Outer London average. The residential areas surrounding the commercial centre of Romford were, therefore, selected for more detailed survey work to confirm the current parking situation ‘on the ground’, which is discussed further in **Section 4**.
- 3.21. The situation appears broadly similar in other main ‘urban’ areas of the Borough, with general car ownership levels higher than the London average outside of commercial centres.
- 3.22. In areas of ‘suburban’ categorisation, car ownership varies up to a maximum of just over 2 cars per household. Although this is well above the Outer London average of 1 car per household, it should be noted that there is some flexibility within the London Plan to allow up to 2 spaces in ‘suburban’ areas. This is subject to property size and PTAL levels.
- 3.23. Overall, the findings emphasise that although car ownership varies significantly across the Borough, it is generally high throughout, in comparison to the London average. This is likely to have most impact in areas of ‘central’ and ‘urban’ categorisation, where parking is most likely to be restricted by the current London Plan standards, to levels that would fall significantly below existing car ownership figures.
- 3.24. In addition to PTAL levels, there are other factors which may affect car ownership within LBH. Such factors including affluence correlated directly to higher car ownership levels. An example of this is Emerson Park, with an average income of £910 per household per week, correlating to a car ownership level of 2 cars per household, the highest in the Borough.
- 3.25. Furthermore, car ownership and household income may be increased by other social factors, such as the number of children remaining in the property who own their own cars. This is directly influenced by property prices, with children choosing to live with parents instead of renting or buying their own properties.

- 3.26. Although current figures are available for household income, within the scope of parking standards for new residential development, it is difficult to assess the level of influence this will have on car ownership until the master planning stage of the development.
- 3.27. Overall, it is considered that the initial car ownership analysis is sufficient to confirm that:
- car ownership levels could justify more generous parking standards, particularly in areas with low PTALs; and
 - a localised approach may be appropriate to reflect the large differences in PTAL, car ownership and residential character across the Borough.

Travel to Work Assessment

- 3.28. Journey to work data from the 2011 Census (NOMIS) data was used to establish travel patterns of LBH residents for journeys to/ from work, which are a key element of the overall travel patterns of the Borough.
- 3.29. The journeys to work by driving and public transport are the two main travel modes. The census data is able to identify the destination of people's journeys to work as well as their origin and destination, which are displayed as Middle-Layer Super Output Areas (MSOA). These polygons are generally smaller than wards and one MSOA can fall across many ward boundaries. The data displayed on **Figures 9 and 10** is shown as MSOA (not on a ward by ward basis) and together show the total number of journeys originating in LBH for each of the modes of transport identifying their chosen destination. This is displayed as a percentage of all journeys to work, by the mode considered, originating in LBH.
- 3.30. **Figure 9** identifies the journey to work trips made by car from the LBH to each MSOA. It is interesting to note that this data indicates that a number of car trips are made to Romford, as a key driver destination.

Figure 9 – LBH, Driver Journey to Work Trips by MSOA Destination



Legend

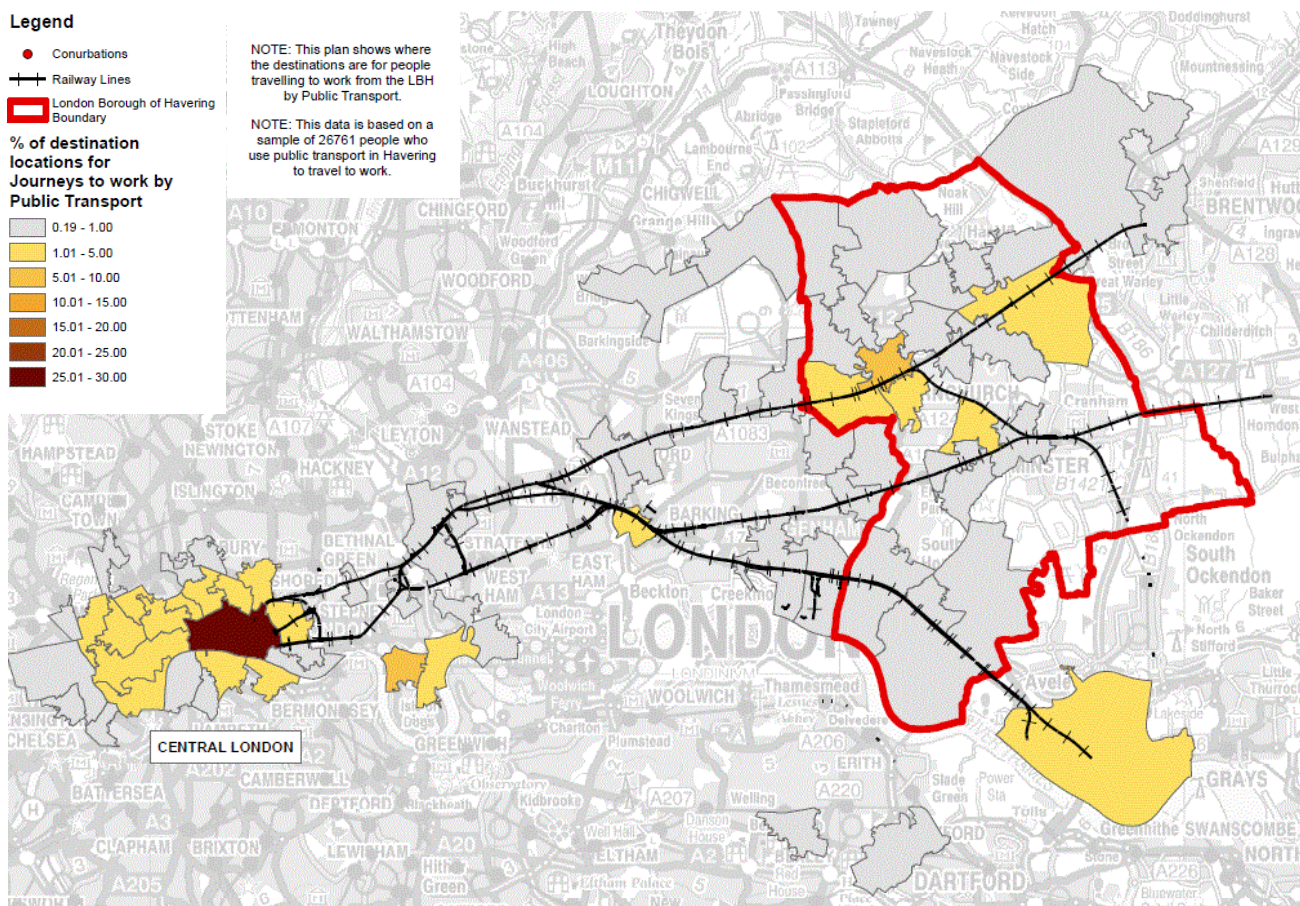
- Conurbations
 - London Borough of Havering Boundary
 - Ward Boundaries
- % of destination locations of Journey to Work by vehicle**
- 0.00 - 1.00
 - 1.01 - 5.00
 - 5.01 - 10.00
 - 10.01 - 15.00
 - 15.01 - 20.00
 - 20.01 - 25.00
 - 25.01 - 30.00

NOTE: This plan shows where the destinations are for people travelling to work from the LBH by vehicle.

NOTE: This data is based on a sample of 45382 people who travel to work via a vehicle from LBH.

- 3.31. The analysis shows Romford attracts the highest percentage of driver trips, which would generally be for work within Romford, although there could be some effects of Romford being a public transport hub i.e. some multi-modal journeys to work where the main part is the car journey to Romford. Other trips are focussed around the main conurbations of Rainham, Upminster, Hornchurch and Harold Hill.
- 3.32. Overall, interrogation of NOMIS data indicates that there is still a reliance on car trips for journeys to work particularly for journeys within the Borough and to neighbouring areas. There are few car driver trips to work destinations in the wider area. There is no data for modal split of non-work related journeys.
- 3.33. **Figure 10** identifies the destination of public transport trips to work originating in LBH.

Figure 10 – LBH, Public Transport Journey to Work Trips by Destination

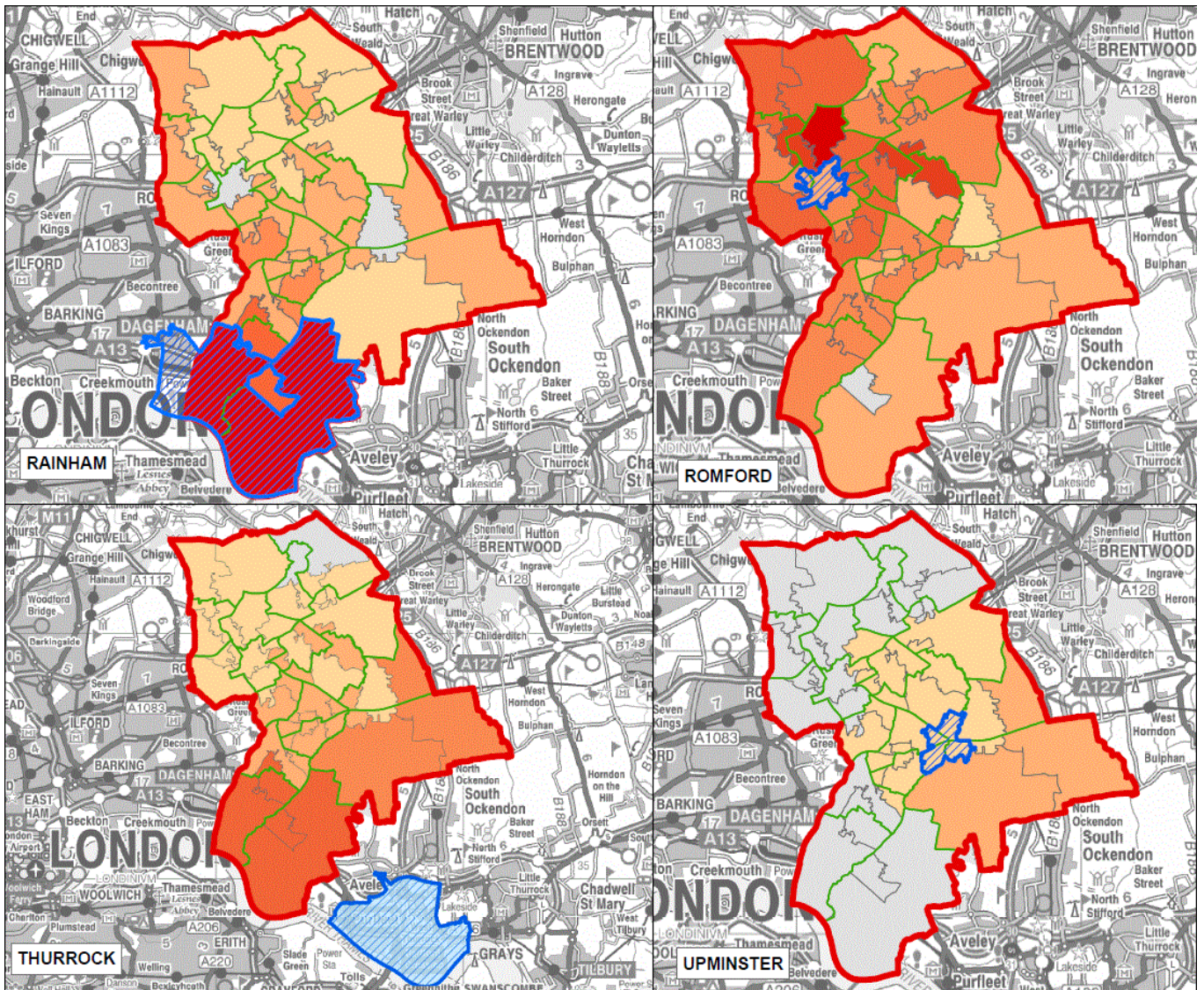


- 3.34. The analysis confirms that the highest number of public transport journeys, by far, is to Central London. The highest number of trips within LBH is, as would be expected, to Romford as the main town in the Borough and also a main transport hub for onward journeys. The other key destination outside of the Borough is Lakeside to the southeast.
- 3.35. Journeys by public transport to the majority of the Borough, away from the main towns of Romford, Hornchurch and Harold Wood, are low in comparison and may reflect the lack of good public transport links away from these main conurbations and in particular the lack of good north to south public transport links. It can be seen in **Figure 9** the rail links through the Borough run east-west and north-south journeys are, therefore, reliant on bus services. These generally run in and out of the main conurbations, rather than providing good links across the Borough.
- 3.36. **Figure 10** displays local public transport links and adds to concerns that the areas of LBH with higher PTAL scores, which generally lie on the main rail routes, have achieved those scores largely due to the ease of access to and from London rather than because of good local public transport provision. This is a key point, as Central London is not a focus of driver trips, which are predominantly locally focussed. More local PTAL scores (excluding journeys to London) would, therefore, be lower in effect. It would be these lower scores that are more likely to impact on local car travel and the resultant need of LBH residents to own a car.
- 3.37. Overall, the analysis suggests that PTAL does not always give the full picture with regard to residential parking standards. Other factors, such as car ownership and the nature of journeys, need to be considered. These factors are likely to be directly related to the limited local level public transport services within LBH, particularly within north-south links.

Travel Analysis for Key Work Destinations

- 3.38. Further analysis of the data has been undertaken to explore the link as to whether the availability of public transport connections influences people's mode choice to key destinations.
- 3.39. This data is presented in **Figures 11 and 12**, which identify destination points of interest from LBH for car trips and **Figures 13 and 14**, which identify key destination points of interest from LBH by public transport.

Figure 11 – LBH, Journey to Work, Origin of Driver Trips to Key Local Destinations



Legend

- Conurbations
- ▭ London Borough of Havering Boundary
- ▨ Destination
- ▭ Ward Boundaries

Vehicle Frequency of origin location per Medium Super Output Area (MSOA)

Number

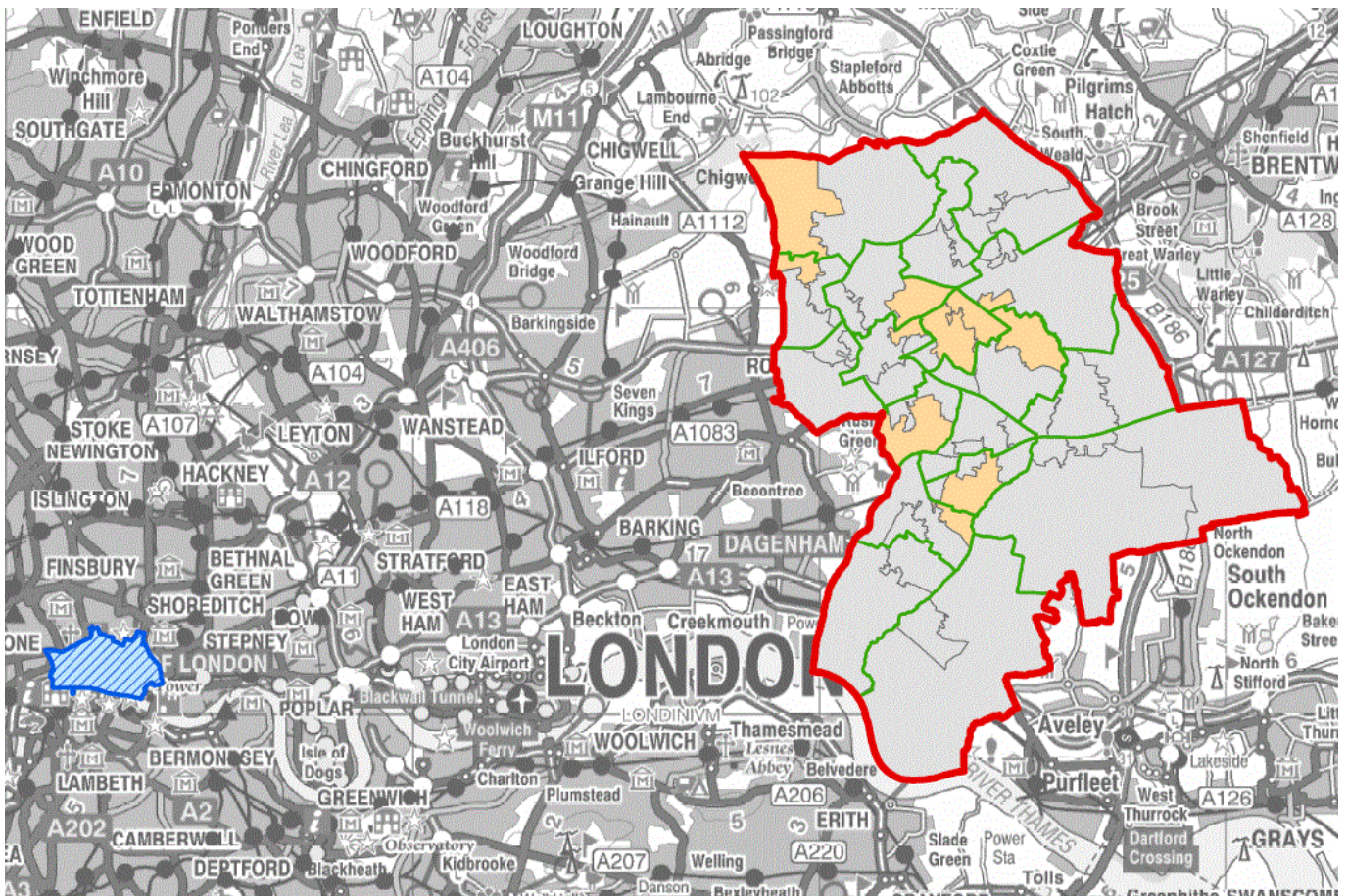
- ▭ >20
- ▭ 21 - 50
- ▭ 51 - 80
- ▭ 81 - 110
- ▭ 111 - 140
- ▭ 141 - 170
- ▭ 171 - 200

NOTE: These values are showing the frequency of origin MSAO locations for journeys to work to the four destinations of interest. The darker the MSAO the more journeys made from this area. The total number of journeys originating in the London Borough of Havering by vehicle is 45382.

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FAIRHURST

Figure 12 – LBH, Journey to Work, Origin of Driver Trips to Central London



Legend

- Conurbations
- ▭ London Borough of Havering Boundary
- ▨ Destination
- ▭ Ward Boundaries

NOTE: These values are showing the frequency of origin MSOA locations for journeys to work to the City of London. The darker the MSOA the more journeys made from this area. The total number of journey originating in the London Borough of Havering by vehicle is 45382.

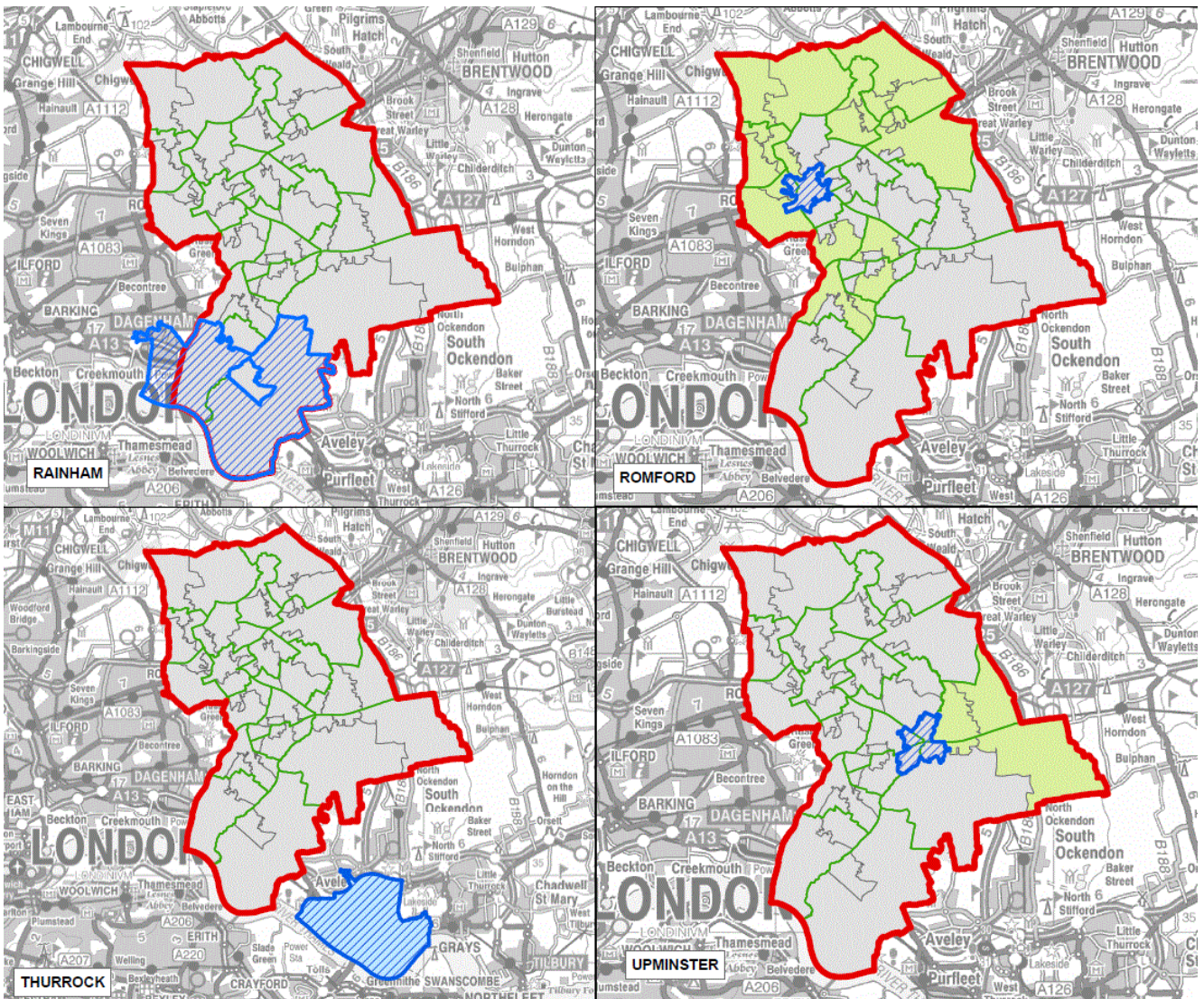
Contains Ordnance Survey Data © Crown Copyright and Database Right 2017.

Vehicle Frequency of origin location per Medium Super Output Area (MSOA)

NUMBER

- ▭ ≤20
- ▭ 21 - 50
- ▭ 51 - 80
- ▭ 81 - 110
- ▭ 111 - 140
- ▭ 141 - 170
- ▭ 171 - 200

Figure 13 – LBH, Journey to Work, Origin of Public Transport Trips to Key Local Destinations



- Legend**
- Conurbations
 - ▭ London Borough of Havering Boundary
 - ▨ Destination
 - ▭ Ward Boundaries

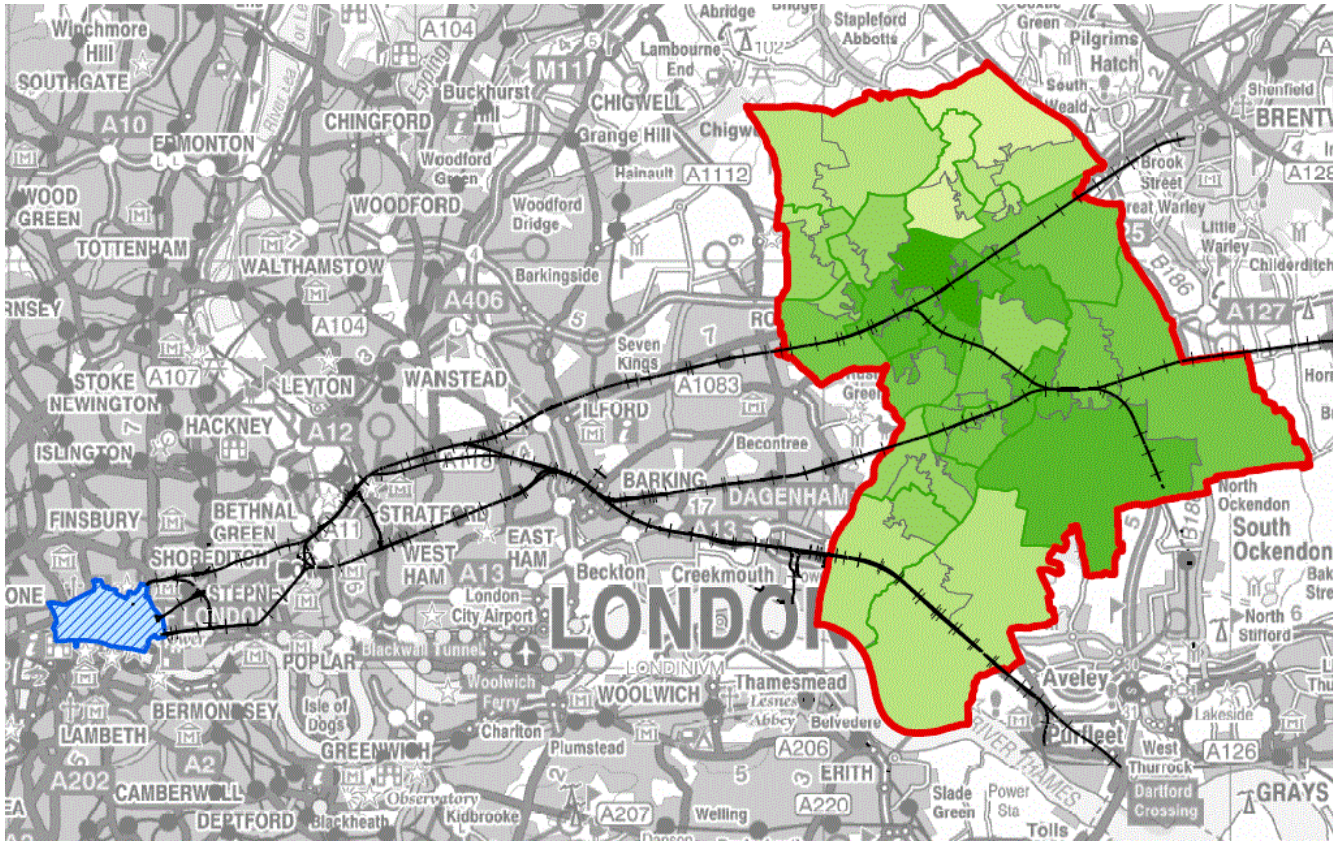
Public Transport Frequency of origin location per Medium Super Output Area (MSOA)

Lightest Grey	≤85
Light Green	86 - 235
Medium Green	236 - 385
Dark Green	386 - 535
Very Dark Green	536 - 685
Darkest Green	686 - 835
Black	836 - 985

NOTE: These values are showing the frequency of origin MSA locations for journeys to work to the four destinations of interest. The darker the MSA the more journeys made from this area. The total number of journey originating in the London Borough of Havering by Public Transport is 26761.

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Figure 14 – LBH, Journey to Work, Origin of Public Transport Trips to Central London



Legend

- Conurbations
- +— Railway Lines
- ▭ London Borough of Havering Boundary
- ▨ Destination
- ▭ Ward Boundaries

NOTE: These values are showing the frequency of origin MSOA locations for journeys to work to the City of London. The darker the MSOA the more journeys made from this area. The total number of journey originating in the London Borough of Havering by Public Transport is 26761.

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Public Transport Frequency of origin location per Medium Super Output Area (MSOA)

Number

≤85
86 - 235
236 - 385
386 - 535
536 - 685
686 - 835
836 - 985

3.40. **Figures 9-14** confirm, for the key destinations considered, that:

- The main mode of travel to work within LBH remains by car, with 48.18% of people driving to work, travelling to local destinations;
- Few people drive to Central London and those trips that do occur originate from various locations across the Borough;
- There are few trips by public transport to destinations within the Borough, except to Romford which attracts trips from the surrounding wards, but few from the southern areas of the Borough; and
- There are a high number of public transport trips to Central London, with the main origin of trips being along the main railway routes.

3.41. Overall, **Figure 11 and 12** confirm that there are a significant number of driver trips at the local level, with public transport trips being more focussed on Central London and, to a lesser extent Romford. The analysis confirms the PTAL scores would not tell the whole story when considering trips at the local level within LBH.

The Romford Experience

3.42. One of the key reasons for commissioning this study is the existing experience of the parking situation within Romford, where the provision of residential parking spaces on recent housing developments reflects Romford's 'central' characterisation. LBH has become concerned that the low provision of off-street residential parking may be linked to on-street parking issues and community tensions; particularly within Romford Town Centre.

3.43. LBH is concerned that part of the pressure comes from increasing car ownership levels in Romford that may, in part, reflect the lack of reach of public transport across the Borough (e.g. there are poor links to the south of the Borough). This adds to general social pressures created from changing life-style choices, with many households now comprising parents and several family members. The family members each are required to have their own car, or who are responsible for works vehicles that are stored overnight, at home in addition to the normal parking demand.

3.44. LBH car ownership reflects the above factors, being significantly higher than the Outer London average.

3.45. Further pressures on town centre parking occur during the day when on-street parking is associated with a range of people that access the town centre, including shoppers, local workers, commuters making onward public transport journeys and visitors to residential

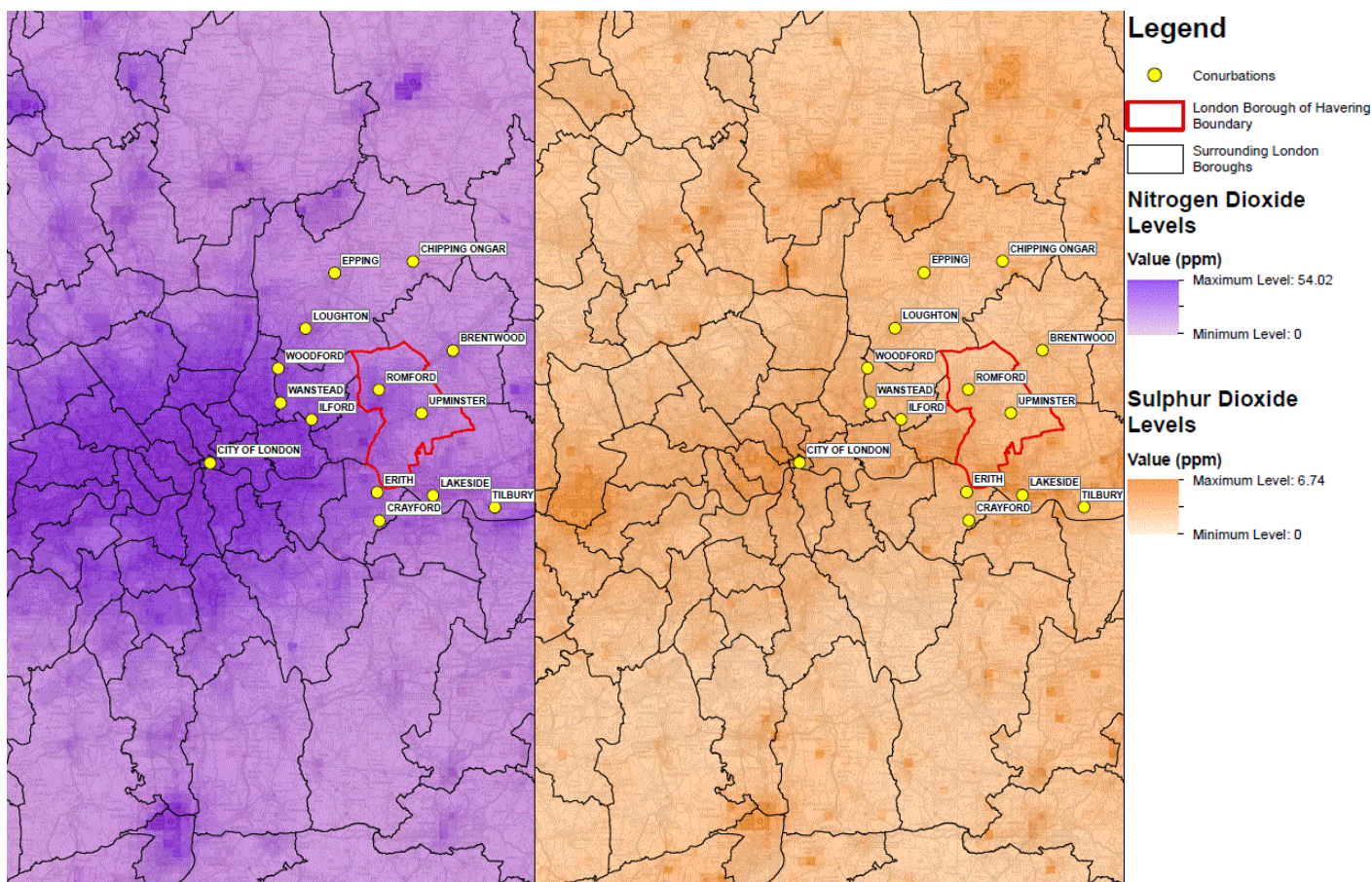
properties. Any overflow of residential car parking into uncontrolled parking areas would, therefore, be problematic.

3.46. These issues combine to produce a situation in and around Romford town centre that the LBH is seeking to understand and plan for. This report will investigate whether part of the solution should be an increase in residential parking standards to reflect the issues of PTAL, car ownership, residential character and existing travel patterns outlined above, together with the additional pressures by other users of the town centre. Under the London Plan, Romford, as a ‘central/ urban’ area with good PTAL scores (generally 5-6 in the town centre) would generally be subject to a maximum parking standard of ‘significantly less than 1 parking space per dwelling’, which is well below car ownership levels for the Borough.

Air Quality

3.47. **Figure 15** displays air quality data for the whole of London.

Figure 15 – Air Quality



- 3.48. LBH is designated as an Air Quality Management Area and within the Borough there are particular pockets of poor air quality (M25, A12, A13 and A127). However, LBH has better Air Quality than most other London Boroughs and LBH has implemented many projects and taken steps to reduce air pollution across the Borough, including launching an air quality publicity campaign.
- 3.49. Air quality projects within the Borough have been used to promote sustainable development by helping to promote use of the sustainable transport network for every day journeys, thus discouraging unnecessary car journeys in order to improve air quality. Discouraging car ownership by reducing parking standards within residential developments is one factor in promoting sustainable development; however the scheme will only work if the public transport network is sufficient to meet the needs of the public.
- 3.50. As demonstrated within Section 3 of this report, it is considered that inter-London public transport is adequate; however less effective transport links within the Borough and to key work destinations, is forcing residents to use cars more. This in turn makes car ownership essential to many residents and this need to be reflected within the parking standard.
- 3.51. It is the Council's intention to continue and enhance this work so that LBH can become an exemplar borough for air quality.
- 3.52. Marginal changes, such as that resulting from a change to residential parking standards would not have a significant impact, although it will be the responsibility of LBH to consider air quality implications or mitigation measures in taking the Local Plan forward.

LBH Context - Conclusions

- 3.53. Some areas of LBH have high PTAL scores, however this is largely a consequence of good links to Central London and there is generally less effective public transport connectivity within the Borough and to neighbouring London Boroughs. This is reflected in the mode choice of LBH residents for commuting within the local area, with few public transport journeys and some of the key strategic local destinations being accessed heavily by private car, e.g. Romford.
- 3.54. LBH, therefore, could argue that a key factor in the high levels of cars per household in London is the lack of convenient and accessible alternative transport options. The car ownership per household in LBH is 1.19 (2011 Census), which is significantly higher than the London average of 0.79 cars per household. Even within Romford, which is characterised as a 'central' area, average car ownership exceeds the London average.

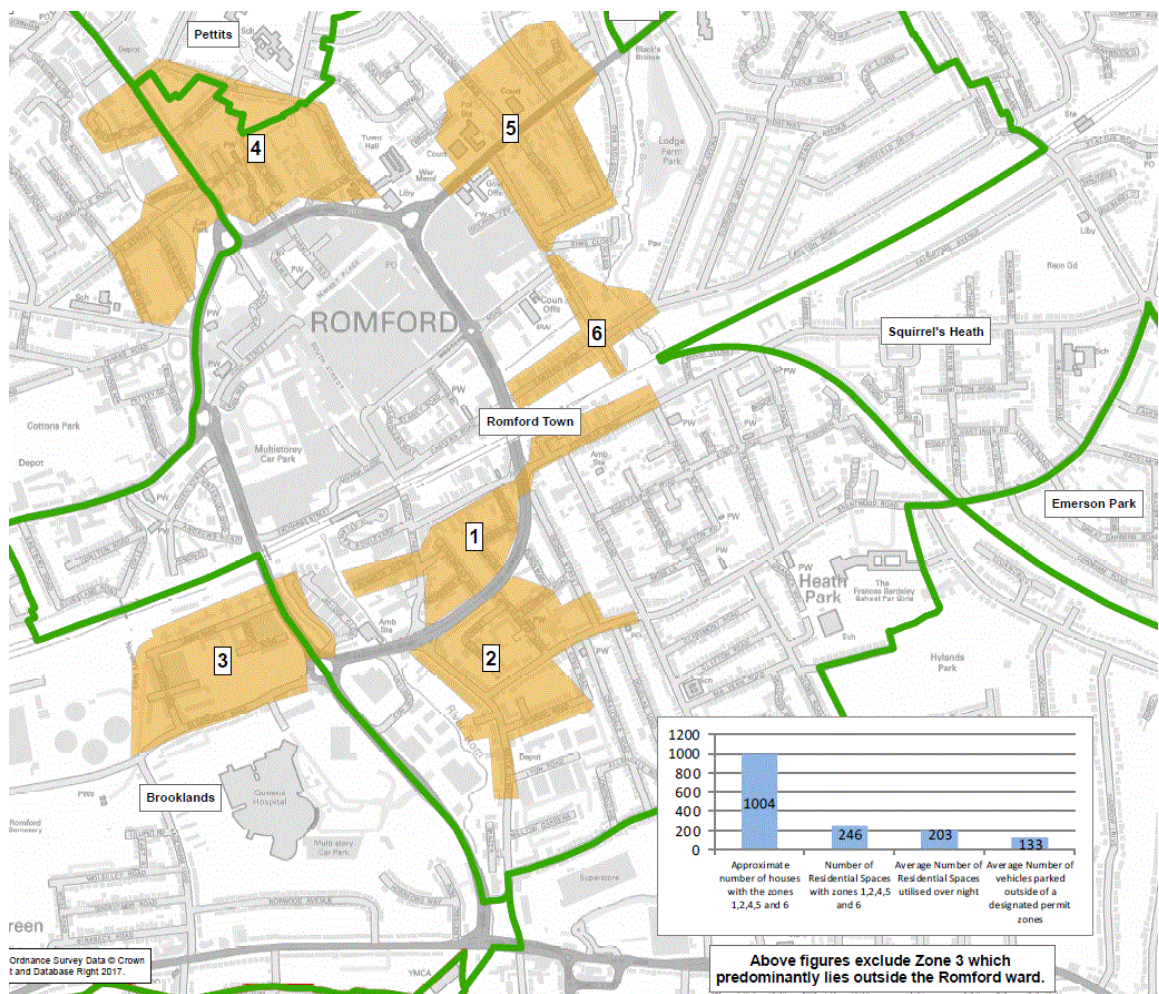
- 3.55. The residential car parking standards set out in the London Plan are of particular concern in central Romford, where existing on-street parking pressures would be exacerbated if future residential developments do not include sustainable levels of car parking for residents.
- 3.56. It can be concluded that the high car ownership levels in LBH are reflective of the more ‘suburban’ way of life experienced in LBH. Many local trips are required to be undertaken by car, thus increasing car ownership levels.
- 3.57. Overall, on the basis of the above, it is clear that PTAL levels and character classification in LBH do not tell the whole story in terms of setting residential parking standards. There are clearly other factors that need to be considered in order to identify appropriate parking standards that reflect the local context of LBH and provide a balance between the reasonable day to day needs of residents and the wider aims of planning policy to promote sustainable travel.

4.0 ASSESSMENT OF RESIDENTIAL PARKING IN CENTRAL ROMFORD

Parking Beat Surveys

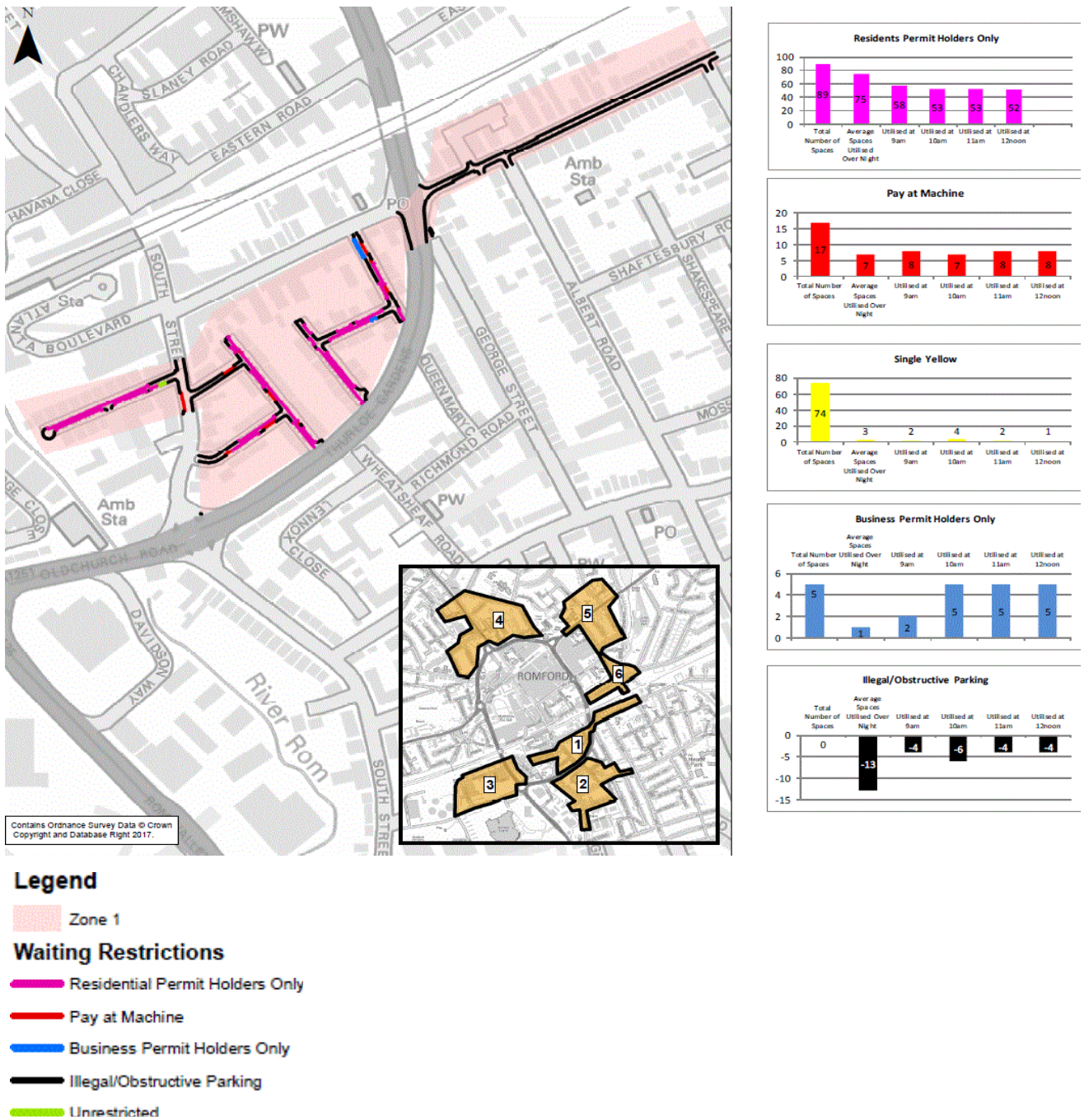
- 4.1. As part of the analysis in deriving parking standards based on the overall context of NPPF Paragraph 39, parking ‘stress’ within one of the densely populated areas of the Borough was considered. Following consultation with officers, the residential zones within the Romford Ward (Romford Town Centre) were assessed.
- 4.2. A Parking Beat Survey (PBS) was undertaken in Romford Town Centre, an area within the Borough which has a high PTAL score. Officers at LBH provided a parking street ‘hot spot’ map displayed in **Figure 16**, which identified the areas within the Borough that experience the highest number of Parking Charge Notices (PCN) or complaints from businesses and residents on illegal or obstructive parking.

Figure 16 – Romford Parking Survey Areas



- 4.3. The PBS was conducted in November 2016. The survey focussed on the five zones, identified by LBH officers as the primary residential zones within Romford Town Centre. It should be noted that only a small part of Zone 3 lies within the Romford Ward, therefore, although the PBS data for this zone is included and discussed, it is not considered within the final assessment of the ward parking situation. A small portion of Zone 4 also lies partially outside the ward boundary; however, as the majority of the zone is within the ward then the data for this zone is included within the final assessment.
- 4.4. To allow the findings of the PBS to be considered in context, the number of residential properties within each zone was estimated from IT data, together with the proportion of properties that have access to off-street parking. It was considered that this level of accuracy was sufficient to confirm any broad findings that may be taken from the PBS.
- 4.5. It was agreed that the parking survey should be undertaken when the highest numbers of residents are at home; generally late at night during the week. A PBS survey was, therefore, commissioned between the hours of 0030-0530 on two separate weekday nights (Tuesday 15th and Thursday 17th November 2016). This was followed up by spot check surveys during the day at 9am, 10am, 11am and 12pm on Thursday 17th November 2016. A copy of the survey results has been included in **Appendix D**. The survey results have also been summarised as Figures, including bar charts, for illustrative purposes in this assessment.
- 4.6. The Zone 1 survey area, together with the main survey result bar charts are shown in **Figure 17**. Within Zone 1 it was estimated (through IT data) that there are approximately 250 dwellings with approximately 85% of those dwellings estimated to have access to off-street parking. **Figure 17** indicates the various waiting and parking restrictions within Zone 1.

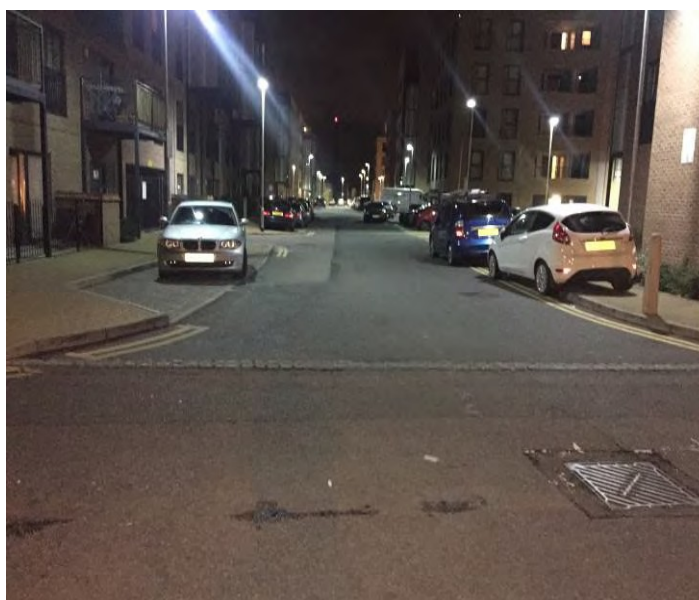
Figure 17 – Parking Survey Zone 1



4.7. The majority of restrictions within Zone 1 are shown as residential permit holder parking only. There are 89 resident permit holder bays, of which an average of 75 (84%) are occupied by residents overnight. The resident permit bays in this zone extend across residential properties, which also have access to off-street parking and as a result not all of the spaces can be used without blocking cars parked on private property, as shown in **Figure 18**. The apparent spare capacity is, therefore, overstated.

- 4.8. The PBS also observed an average of 24 vehicles parking overnight outside of residential permit spaces (e.g. at pay and display machines), including 13 vehicles observed to be parking illegally or obstructing driveways.
- 4.9. During the day, average parking levels within the controlled parking zone remain significant, but are lower than overnight levels. However, it is worth noting that some illegal/ obstructive parking continues to occur.

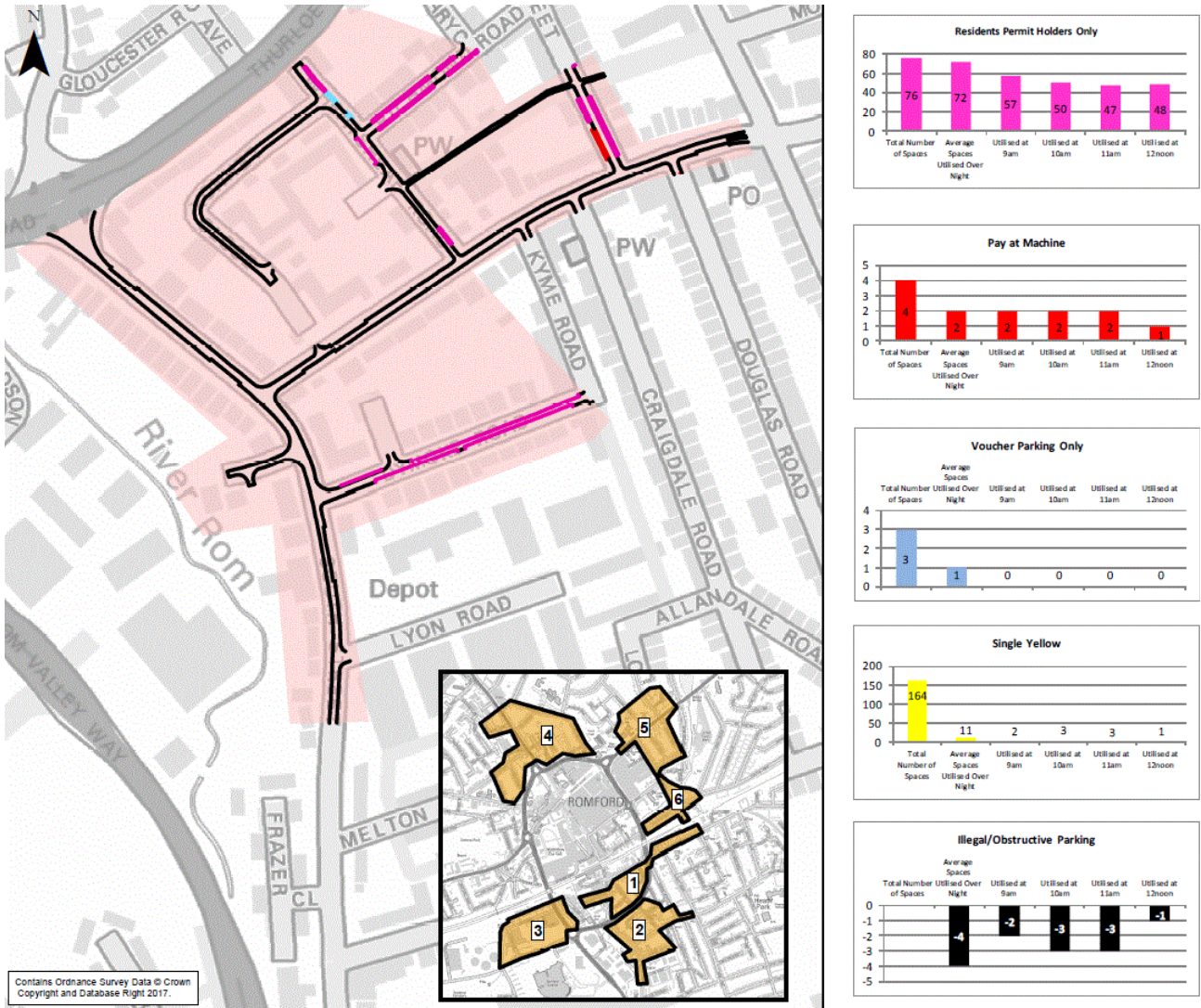
Figure 18 – Parking Survey Zone 1 – Survey Observations



- 4.10. Overall, the survey indicates that despite the high levels of off-street parking there is an over demand for residential parking on-street overnight. A number of vehicles park illegally or inconsiderately.

4.11. The Zone 2 survey area, together with the main survey results are shown in **Figure 19**. Within Zone 2 there are approximately 150 dwellings, with approximately 75% of those estimated to have access to off-street parking.

Figure 19 – Parking Survey Zone 2



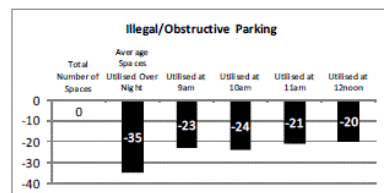
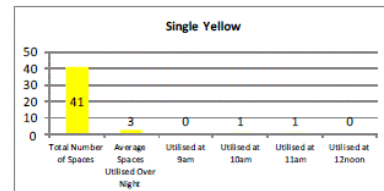
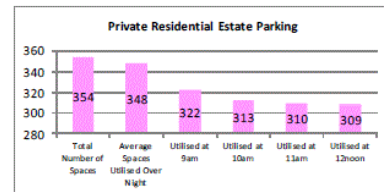
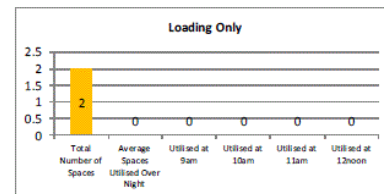
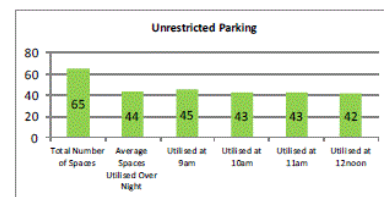
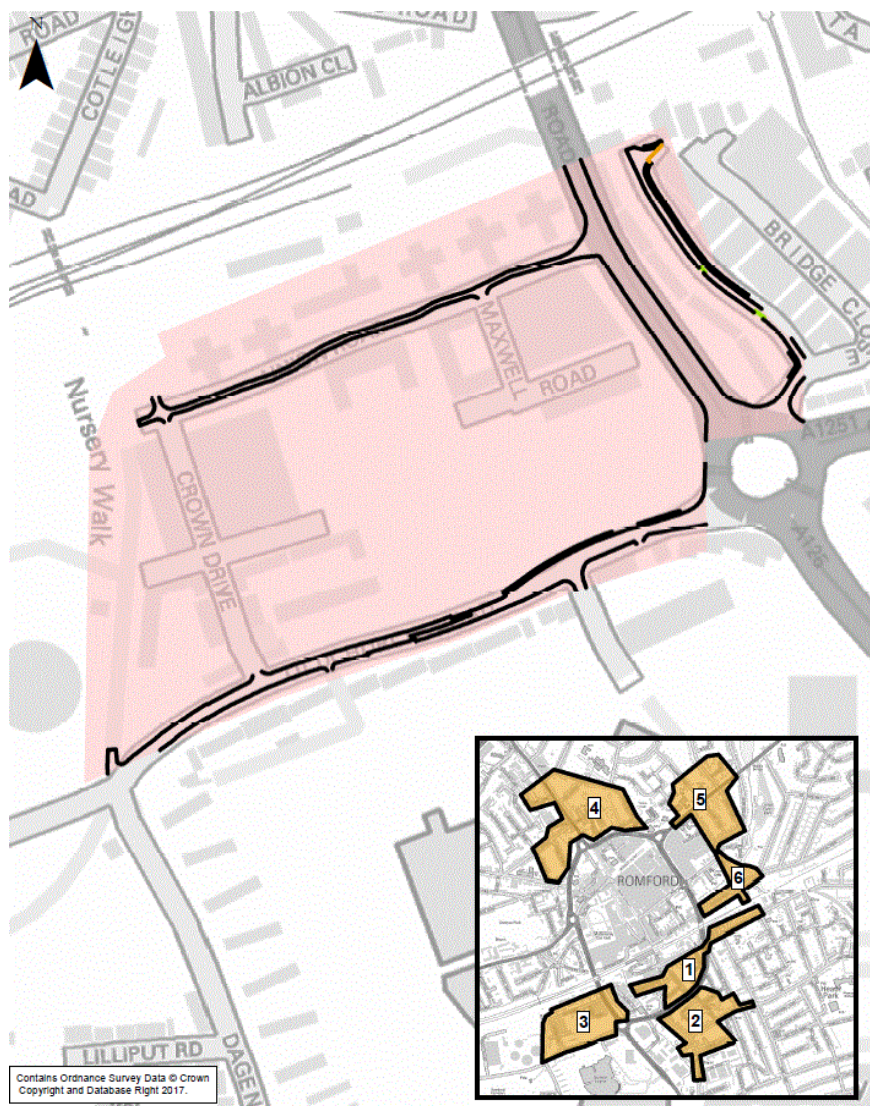
Legend

- Zone 2
- Residential Permit Holders Only
- Pay at Machine
- Illegal/Obstructive Parking
- Voucher Parking Only

4.12. There are 76 resident permit holder bays on-street, of which an average of 72 (95%) are occupied by resident permit holders overnight. Therefore, all space on-street within the controlled parking zone is effectively used overnight.

- 4.13. The PBS also observed an average of 18 vehicles parking overnight outside of residential permit spaces (e.g. at pay and display machines), including 4 vehicles observed to be parking illegally or obstructing driveways.
- 4.14. During the day, average parking levels within the controlled parking zone remain significant, but are lower than overnight levels. However, it is worth noting that some illegal/ obstructive parking continues to occur.
- 4.15. Overall, the survey indicates that despite the good levels of in-curtilage parking there is an over demand for residential parking on-street overnight, with a number of vehicles parking illegally or inconsiderately.
- 4.16. The Zone 3 survey area, together with the main survey results are shown in **Figure 20**. As previously discussed, the data from this zone is set out below for information, but is not used within the final assessment as the zone generally lies outside the Romford Ward.

Figure 20 – Parking Survey Zone 3



Legend

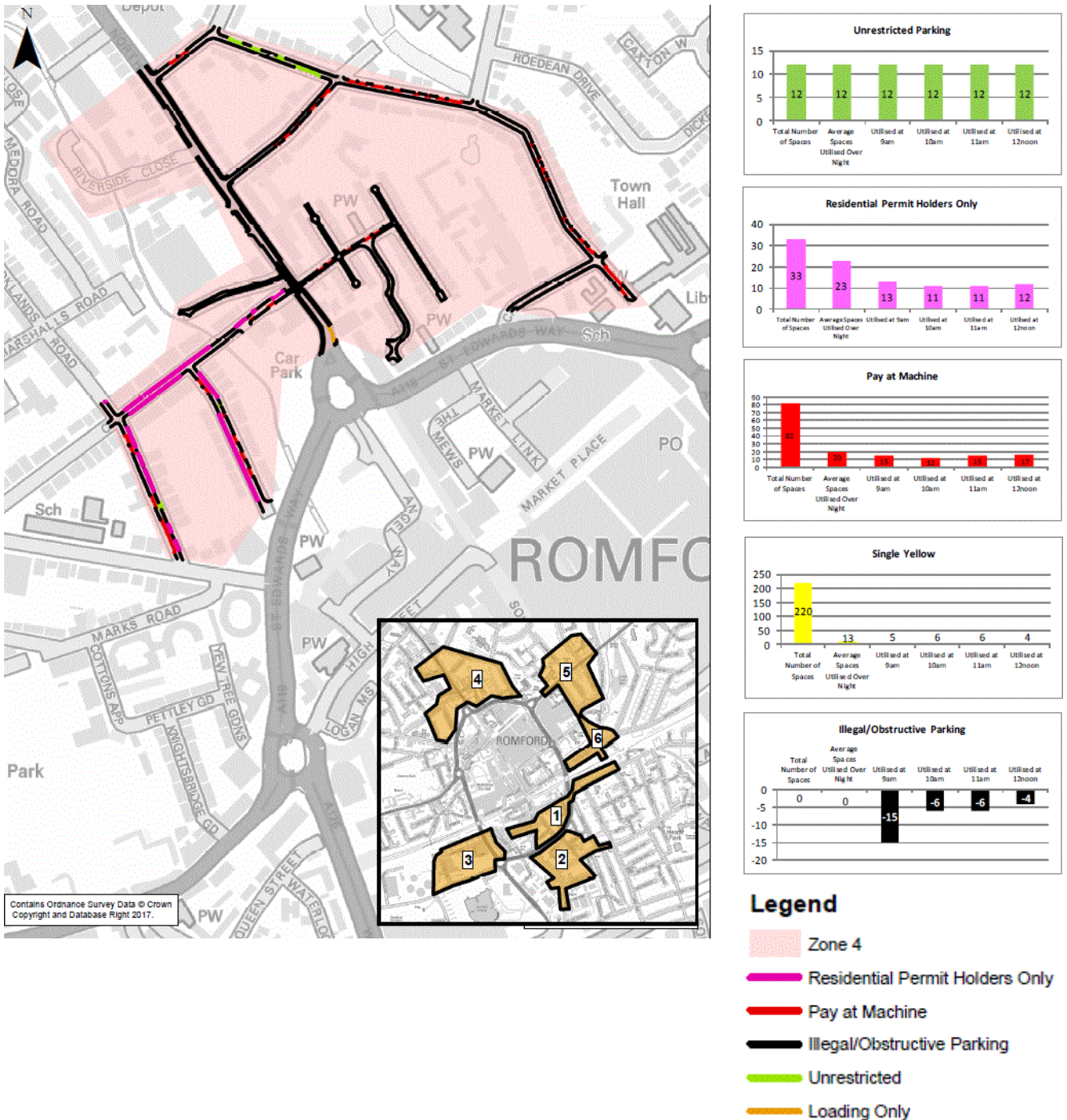
- Zone 3
- Illegal/Obstructive Parking
- Unrestricted
- Loading Only

4.17. The data return from Zone 3 indicates that overnight there is an over demand for residential car parking spaces. There are 354 private residential parking spaces of which an average of 348 (98%) are occupied by residents. However, there is also evidence that there is an over demand for on-street parking. An average of 41 vehicles were observed parking on waiting restrictions (yellow lines) in the zone and an average of 35 vehicles were observed parking illegally or obstructing.

4.18. During the day, average parking levels within the controlled parking zone remain significant, but are lower than overnight levels. However, it is worth noting that significant illegal/ obstructive parking continues to occur.

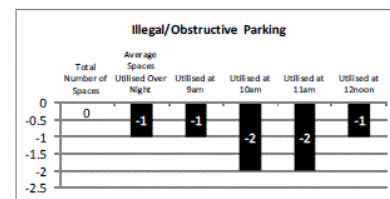
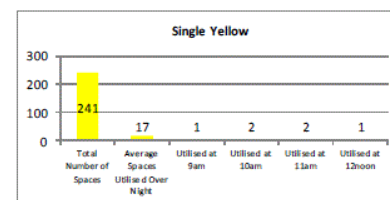
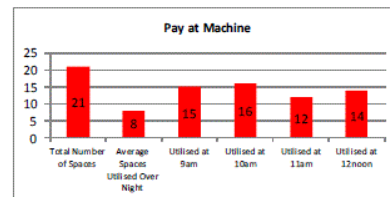
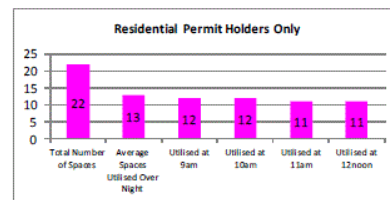
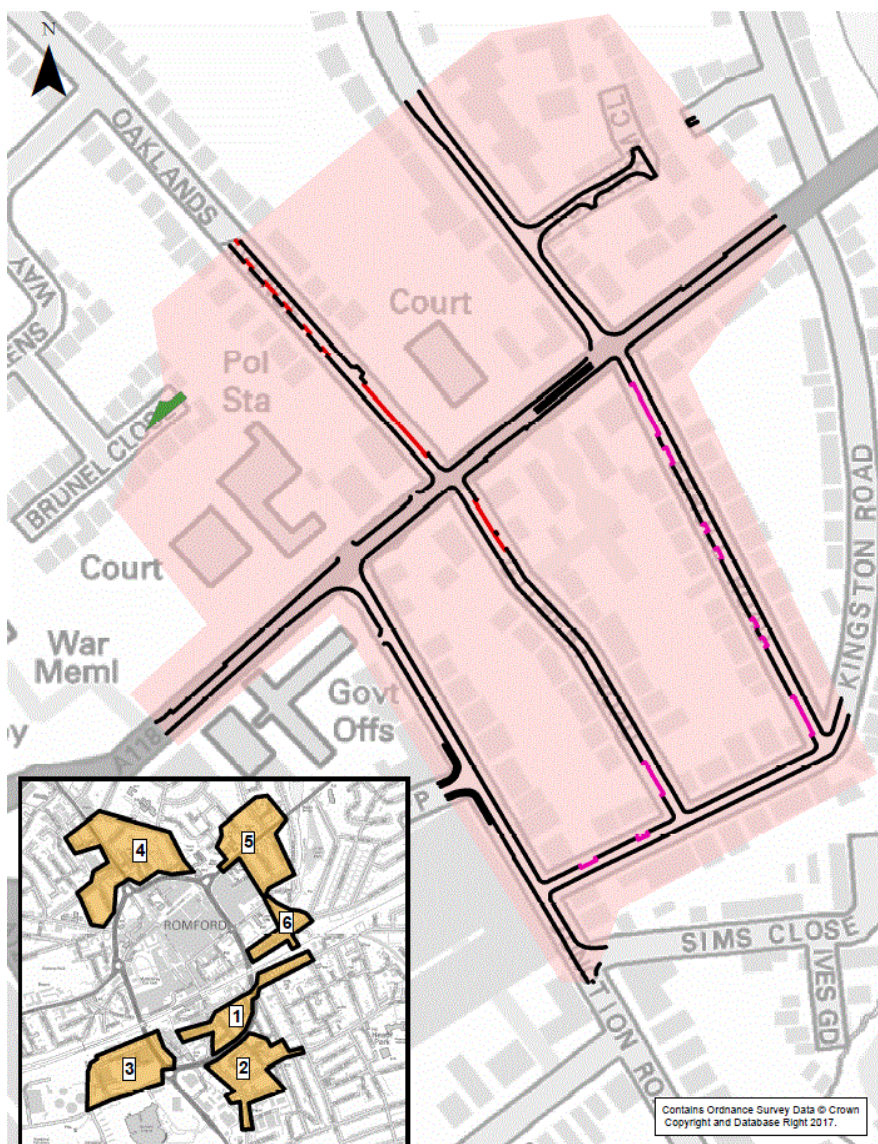
- 4.19. Overall, the survey indicates that there is an over demand for residential parking on-street overnight. A high number of vehicles park illegally or inconsiderately.
- 4.20. The Zone 4 survey area, together with the main survey results are shown in **Figure 21**. Within Zone 4 there are approximately 350 dwellings with approximately 80% of those dwellings estimated to have access to off-street parking.

Figure 21 – Parking Survey Zone 4



- 4.21. The data from Zone 4 indicates that there are 33 resident permit holder spaces of which an average of 23 (70%) are occupied by residents overnight. However, there is also evidence that there is an over demand for on-street parking. An average of 20 vehicles were observed parking at pay & display machines. An average of 13 vehicles were observed parking on waiting restrictions (yellow lines) in the zone. An average of a further 12 vehicles were also parked in unrestricted parking areas overnight.
- 4.22. During the day, average parking levels within the controlled parking zone are lower than overnight levels. However, it is worth noting that some illegal/ obstructive parking occurs during the day, which was not observed overnight.
- 4.23. Overall, the survey indicates that there is an over demand for residential parking on-street overnight.
- 4.24. The Zone 5 survey area, together with the main survey results are shown in **Figure 22**. Within Zone 5 there are approximately 148 dwellings with approximately 95% of those dwellings estimated to have access to off-street parking.

Figure 22 – Parking Survey Zone 5



Legend

- Zone 5
- Residential Permit Holders Only
- Pay at Machine
- Illegal/Obstructive Parking
- Permit Parking Area

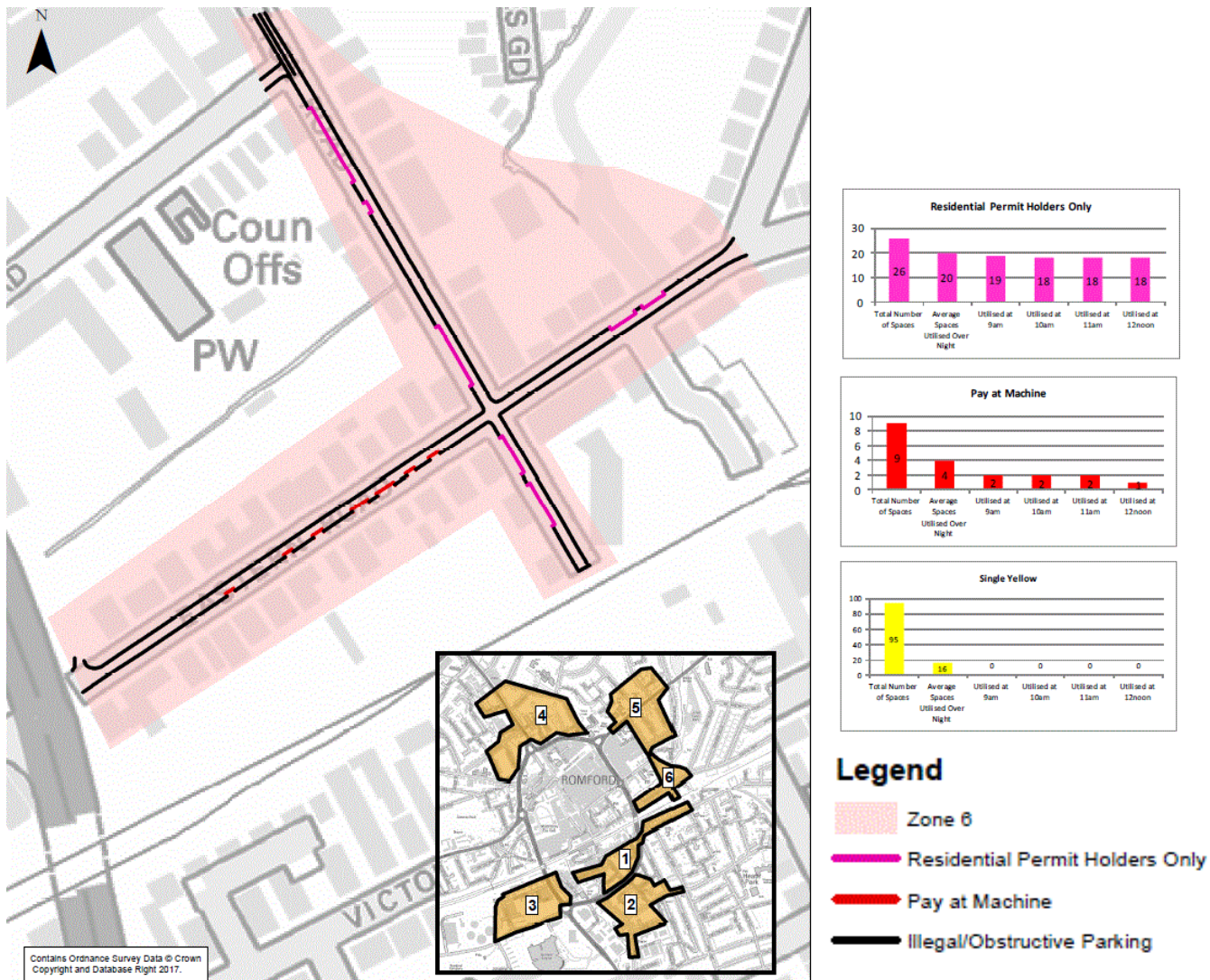
4.25. The data return from Zone 5 indicates that there are 22 resident permit holder spaces of which an average of 13 (59%) are occupied by residents overnight. However, there is also evidence that there is an over demand for on-street parking. Twenty Six vehicles were observed parking on waiting restrictions (yellow lines) and pay and display machines in the zone, with one further vehicle on average parked illegally or obstructing a driveway/ access.

4.26. During the day, average parking levels within the controlled parking zone are similar to overnight levels.

4.27. Overall, the survey indicates that despite the high levels of off-street parking there is still significant demand for residential parking on-street overnight.

4.28. The Zone 6 survey area, together with the main survey results are shown in **Figure 23**. Within Zone 6 there are approximately 102 dwellings, with 95% of those dwellings having access to off-street parking.

Figure 23 – Parking Survey Zone 6



4.29. There are 26 resident permit holder spaces of which an average of 20 (77%) are occupied overnight by residents. However, there is also evidence that there is an over demand for on-street parking. An average of 20 vehicles were observed parking on waiting restrictions (yellow lines) and at pay and display machines in the zone overnight. During the day, average parking levels within the controlled parking zone are similar to overnight levels.

4.30. Overall, the survey indicates that despite the high levels of off-street parking there is still significant demand for residential parking on-street overnight.

Review of Survey Findings

- 4.31. A broad summary of the survey results is shown in **Figure 16**.
- 4.32. Within the entire Romford Ward there are 6,658 cars owned (Census 2011) at a ratio of 0.9 cars per dwelling (7,398 dwellings). Within the PBS zones of the Romford Ward there were approximately 1004 dwellings, of which approximately 75% to 95% had off-street parking. Additionally there was space on-street for around 246 vehicles within the resident permit controlled parking zones (all figures quoted exclude Zone 3, which is largely outside the ward).
- 4.33. Within the 'central' area of the ward covered by the PBS, up to 336 vehicles were observed to be parking on-street during the survey period (this discounts all vehicles observed on-street in Zone 3 as they are not within the defined Romford Ward). Of the 336 vehicles parked on-street, 203 were observed to be residents parked within defined residential permit zones. Of the remaining 133 vehicles (40%) being parked elsewhere, some were parked either illegally or inconsiderately, e.g. obstructing access to off-street parking areas.
- 4.34. Of the approximately 246 residential permit controlled parking spaces available for residents to park their cars on-street within the surveyed area of the Romford Ward, the PBS established that on average up to 203 spaces were used by residents. A number of spaces are neutralised by driveway accesses, so practical occupancy is higher. Some overall capacity was, therefore, theoretically available to permit holders within the residential controlled parking zones, although it is worth noting that there are some streets where the number of vehicles parked significantly exceeded the notional number of spaces available.
- 4.35. From the PBS it is clear that the total demand for on-street overnight residential car parking is greater than the available number of spaces currently available on-street to residents, despite a high proportion of properties having off-street parking. The PBS, therefore, also suggests that local car ownership exceeds the 2011 Census average levels for the entire ward, that of 0.9 vehicles per household. This discrepancy between the wider Census data and the PBS may be as a result that the Census data being six years old and, therefore, not reflecting changes in the ward since 2011, e.g. new residential developments. It could also be affected by the number of non-owned vehicles (e.g. trade vans) that are brought home by staff overnight.
- 4.36. Overall, the PBS detailed in **Appendix D** clearly demonstrates existing overnight on-street parking capacity issues. This is despite the number of properties with off-street parking

matching or exceeding what would typically be achieved from the current London Plan parking standards.

- 4.37. During the daytime there is still significant parking within the PBS zones and, although, the parking within the residential permit areas is less than overnight, there is still some inconsiderate and illegal parking within the residential area as a whole.
- 4.38. As a result of the PBS a further questionnaire survey was undertaken to gain further information on the reasons for parking that occurs within the residential areas.

Parking Questionnaire Survey

- 4.39. A further questionnaire survey was conducted in Zones 1, 3 and 4 to determine why people were travelling to Romford by car and not using public transport – these locations were agreed with LBH to better understand behaviour in areas where parking issues are known to occur. It also asked why the local residents had trouble with parking outside their homes. A survey was conducted in December 2016, with a sample of 88 survey questionnaires completed by drivers using on-street parking. The survey asked the following questions:

- 1. Please indicate which of the following areas you live in?*
- 2. Generally how often do you drive into Romford Town Centre?*
- 3. What are the main reasons for you driving into Romford Town Centre?*
- 4. Where do you normally park?*
- 5. Do you consider there to be enough overall car parking in Romford Town Centre?*

- 4.40. The questionnaire survey results from the 88 respondents provided the following comments:

- 'Not enough space for visitors';
- 'At night parking can be a problem. Sometimes I park on double yellow lines';
- 'People who come and visit me have to park on the double yellow lines';
- 'I have an allocated space, but it is hard for my family to find a space if they visit';
- 'Used to have 2 cars, but had to sell one as I have only been allocated one space';
- 'Two of my cars are parked in Nursery Walk, as there is not enough provision near to my flat';
- 'At night most spaces are taken, so I usually have to park on the grass verge in Nursery Walk';

- 'At night it can get very full and residents park wherever they can find a space'; and
- 'Late at night I sometimes have to park on the double yellow lines'.

4.41. The full results from the questionnaire survey are contained in **Appendix E**.

Romford Parking Conclusions

- 4.42. Under the London Plan the normal parking standard for Romford, as a 'central/ urban' area with good PTAL scores (generally 5-6 in the town centre) would be significantly less than 1 parking space per dwelling. This standard is largely driven by the 'central' characterisation and high PTAL values.
- 4.43. The surveys undertaken within Romford Ward broadly support the findings set out in **Section 3** and indicate that there is insufficient car parking to meet current residential demand. Other pressures on on-street parking within Romford were also demonstrated within the surveys.
- 4.44. The data obtained from the Census (2011) and the Parking Beat Survey (November 2016) suggests that the London Plan Standards for Romford Town Centre do not meet current parking demand, based on:
- car ownership levels;
 - density of population;
 - journey to work patterns, other than to Central London; and
 - existing public transport connectivity for the daily commute.

It is important to note that this reflects the current situation and does not take into account future trends in car ownership and accessibility.

- 4.45. Overall, there are existing parking issues within residential areas of central Romford, particularly overnight. These issues could potentially be exacerbated through future implementation of the existing residential parking standard in the London Plan. The plan predominantly requires significantly less than 1 parking space per unit in 'central' areas and for 1 and 2 bed properties. LBH will need to carefully consider, based on the range of factors that influence the parking standards, how to ensure that residential parking standards in the emerging Local Plan are appropriate and provide sufficient flexibility to meet the existing situation in Romford. They should also strive to ensure that new residential growth in the Borough provides appropriate levels of parking to meet the needs of the community and the aims of wider planning policy.

5.0 GUIDANCE ON SETTING PARKING STANDARDS FOR ROMFORD AND THE WIDER BOROUGH

- 5.1. LBH seeks to provide residential car parking standards within their new Local Plan that are in general conformity with the parking requirements outlined within the London Plan and Mayor’s Supplementary Planning Guidance, but also take into account the unique characteristics of the Borough.
- 5.2. This document sets out an evidence base to guide decisions with respect to appropriate residential car parking standards in the new Local Plan. The evidence was attained through:
- A detailed review of the local context, including data on population, housing density, car ownership, air quality, journey to work patterns and existing residential parking standards;
 - Consideration of the PTAL levels and London Plan character classifications, as they apply to LBH;
 - Undertaking parking beat surveys (November 2016) in primary ‘central’ residential zones of central Romford; and
 - Undertaking a detailed ‘on-street’ questionnaire survey (December 2016) to assist in understanding the background to the parking that occurs in central Romford.
- 5.3. An assessment of the data concluded that it would be reasonable for LBH to introduce a level of control of parking standards in the new Local Plan, whilst remaining in general conformance with the London Plan, to take account of local factors, including:
- The car ownership levels within LBH, which are the highest of all London boroughs and significantly above the Outer London average;
 - The PTAL scores for the Borough, particularly in ‘central’ and ‘urban’ areas, which are significantly influenced, and generally increased, by links to Central London rather than the more local connections that influence the decision of residents to own a car;
 - The evidence of existing on street residential parking issues in central Romford, one of the most accessible locations in the Borough, which could be exacerbated by new residential development with car parking that accords with the London Plan.
- 5.4. The evidence gathered in central Romford indicates that more control of parking standards could be particularly appropriate in relation to the lowest maximum residential

parking standard in the London Plan of ‘significantly less than 1 space per unit’, which would predominantly apply in ‘central’ areas or to smaller residential units.

- 5.5. The level of control applied to the residential parking standard in particular areas would depend on a local review of the local factors identified in this assessment, including car ownership, PTAL (to confirm how relevant this is to local travel) and the local on street parking situation (to determine whether new developments would create an issue). The control applied could potentially include:
- Increasing the maximum standard to permit more generous standards, e.g. in areas with low PTAL or where the measured PTAL is not considered to reflect the local travel situation; and
 - Defining a minimum parking standard, e.g. in areas where further on street parking could exacerbate existing issues or there is a necessary reliance on private car ownership.
- 5.6. Overall, this assessment provides evidence (in Sections 3 & 4) that there is current demand for residential car parking spaces even in some of the most accessible locations. As part of the new Local Plan, through wider regeneration initiatives and parking management, LBH will need to carefully consider the extent to which the issue should or can be addressed. This could be done by modifying residential parking standards for new developments, whilst remaining in general conformity with those of the London Plan.
- 5.7. LBH recognises that any revisions to parking standards for new residential developments would form only part of the picture and will also need to give careful consideration to alternative approaches to simply providing additional car parking provision.
- 5.8. Presently many residents feel they have no option but to have a private vehicle to be able to travel within the Borough and to neighbouring boroughs. As confirmed in this assessment, residents of Havering have good east-west connectivity across the Borough (and into Central London), however, there has historically been limited public transport links north/south, particularly through the bus network.
- 5.9. Significantly, improved transport connections between Rainham and Romford are needed to support the two emerging Housing Zones in the new Local Plan, but also to improve access to Crossrail (coming on line in 2019) and the new station to be built at Beam Park (due to be operational by 2020). In addition to this, improving connections further north in Havering, up to Collier Row and Harold Hill, is important due to their relatively modest

PTAL levels and in order to improve access to Crossrail services for residents in the north of the Borough.

- 5.10. Overall, improving local public transport connections and providing people with alternatives to travel other than the car will help to reduce people’s reliance on a private vehicle in order to travel. These improvements will be important aims of the new Local Plan.
- 5.11. A further key challenge for LBH centres on increasing modal shift away from the private vehicle onto sustainable modes, such as travelling by foot or by cycle. Whilst Havering is likely to remain a borough of very high car ownership (at least in the short and medium term), the Council could explore ways to encourage more people to travel sustainably, particularly for short journeys. In recent years Havering has delivered a number of off-road shared use paths including the Ingrebourne Way and the Rainham to Purfleet path, to provide residents with opportunities to travel within the Borough by sustainable means.
- 5.12. Delivery of attractive pedestrian and cycle facilities on the existing highway network, as well as working with developers to ensure new developments can be properly accessed by foot and by bike (particularly the Romford and Rainham Housing Zones), will provide residents with options to travel sustainably and negate the need to have a private vehicle.
- 5.13. LBH recognises it is important to ensure that residential parking policies are designed to work with other parking policies in a co-ordinated way that provides an appropriate parking solution for new and existing residents. To achieve this a range of strategies will be considered, including:
- Utilising planning conditions and legal agreements to make developers fund the implementation of new or amended controlled parking zones to protect existing residents on surrounding streets;
 - Where appropriate, ensuring property deeds specify that new residents are ineligible for on-street permits;
 - Designing parking controls and new controlled zones in a way that ‘future proofs’ an area from the impact of new developments. This could help reinforce new resident driver behaviour’s and prevent parking problems from occurring in the first place, particularly when on site provision is limited; and
 - Controlling the numbers of parking permits able to be purchased by each eligible property and the prices of permits; and
 - Encouraging car club provision within new residential areas, which can help reduce car ownership by giving residents an alternative, e.g. in high PTAL areas where

many residents commute to work in London via public transport, but still own a car to meet their other travel needs.

- 5.14. Havering was declared an Air Quality Management area in 2006 for both Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The key transport routes of the M25, A12, A13 and A127 are major sources of motor vehicle tailpipe emissions, which contribute to air pollution concentrations within the Borough. Particular junctions within the Borough are also major sources of vehicle tailpipe emissions, including Gallows Corner. There are also a number of Air Quality Focus Areas (locations that have been identified as having high levels of pollution coupled with human exposure) in the Borough. This includes Romford town centre, the A124 Rush Green Road and Rainham. Almost 66% of the NO_x emissions produced in Havering come from motor vehicles.
- 5.15. The Council has recently launched an air quality campaign that looks at raising awareness of the dangers of poor air quality and provides advice and guidance on what residents can do to mitigate against exposure to poor air quality. Promoting alternative modes of travel to encourage people out of their vehicles can help to tackle increased car use.
- 5.16. Through transport programmes such as the Local Implementation Plan (LIP), the Council could consider delivering programmes with an increased focus on sustainable and active travel.
- 5.17. In conclusion, based on the evidence in this assessment it would be reasonable for LBH to amend the residential parking standards set out in the London Plan, whilst remaining in general conformance with the Plan. New LBH Local Plan policies on residential parking would need to be mindful of the need for a balanced approach with other policies related to the wider aims of minimising car use and promoting sustainable travel, including:
- Promoting new residential developments at locations that have good access to local facilities, amenities and employment by sustainable modes of transport;
 - Promoting sustainable travel through improved sustainable transport infrastructure to support residential development, including public transport services that not only meet the needs for day to day journeys to work (e.g. in Central London), but also facilitate access to amenities within the Borough;
 - Co-ordinating residential parking standards with the approach to wider parking policies, including sustainable initiatives (e.g. car clubs) and formal parking controls (e.g. controlled parking zones); and
 - Co-ordinating with wider policies to reduce congestion and improve air quality.

LIST OF FIGURES

Figure	Title	Drawing Reference
FIG 1	LBH Indicating Ward Boundaries	117511/8022
FIG 2	LBH Population Density by Ward	117511/8001
FIG 3	LBH Dwellings per Square Km	117511/8024
FIG 4	London PTAL Scores	117511/8029
FIG 5	LBH PTAL Scores	117511/8025
FIG 6	LBH – Predominant Maximum Parking Standards Based on the London Plan	117511/8033
FIG 7	London Car Ownership per Household	117511/8027
FIG 8	LBH Ward Level – Car Ownership per Household	117511/8002
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FIG 19	Parking Zone 2	117511/8010
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FIG 21	Parking Zone 4	117511/8012
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APPENDIX A

Parking for residential development

Table 6.2 Car parking standards

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/ha		100–240 u/ha		215–405 u/ha	

Maximum residential parking standards			
number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Notes:

All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site²⁰⁶

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address ‘overspill’ parking pressures.

²⁰⁶ Mayor of London. Housing Supplementary Planning Guidance. GLA, 2012. Mayor of London. Accessible London. Supplementary Planning Guidance. GLA, 2014.

APPENDIX B

Table 1 – Parking Standards of Other London Boroughs

Borough	Parking Standard	Reference
London Local Plan	4+ Beds Up to 2 parking spaces per unit 3 Beds up to 1.5 parking spaces per unit 1-2 Beds- Less than 1 parking space per unit	Table 6.2, page 274 of 'The London Plan' (March 2016). These parking standards vary based on area classification and housing density. For a more in depth description, see full Table 1 in Section 3.
Havering	PTAL score 5-6 For Flats – low less than 1 space per unit Car parking spaces considered necessary are 'moderate' at 1.5 – 1 space per unit (In central area predominately Flats, Urban and suburban terraced houses and flats)	Parking standards are implemented from 'Core Strategy and Development Control Policies Development Plan' (2008)
Barking and Dagenham	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	'Planning for the Future of Barking and Dagenham Borough Wide Development policies Development Plan Document' (adopted 2011) outlines in policy BR9 that ' <i>The car parking standards set out in the London Plan will be used as maximum parking standards for new developments</i> '.
Redbridge	PTAL of 0-1 3+ bedroom- 2 spaces per unit 1-2 beds- 1 space per unit PTAL of 6 3+ bedroom- 1 spaces per 5 units (0 if <5 units) 1-2 beds- 1 space per 5 unit (0 if <5 units)	Parking Standards set out in 'Redbridge Local Plan 2015-2030 Pre-Submission draft' (July 2016). This local plan is not yet adopted, however, given the late stage of the document it carries significant weight and therefore these standards take precedent as they are in accordance with the London Local Plan parking standards.
Bexley	1-2 habitable rooms 1 car space per dwelling 3-4 habitable rooms 1.5 car spaces per dwelling With 5 or more habitable rooms 2 car spaces per dwelling	Parking Standards are set in Core Strategy (2012) stating that those contained in Annex 1 of the Bexley's UDP will be replaced by London Plan parking standards.
Brent	1-3 PTAL 4+ beds – 2.0 spaces per unit 3 beds – 1.5 spaces per unit 1-2 beds – 1 space per unit 4 -6 PTAL 4+ beds – 1.2 spaces per unit	'Brent Local Plan Development Management Policies' (2016) sets the parking standards.

Borough	Parking Standard	Reference
	3 beds 1.2 spaces per unit 1 -2 beds 0.75 spaces per unit	
Bromley	Affordable Housing (Social rented only): 3+ bedrooms – 1 space per unit 2 bedrooms – 0.75 spaces per unit 1 bedroom – 0.5 space per unit (or) Flats- 1 per unit Terraced houses- 1.5 per unit Detached/ Linked Houses- 2 per unit	Parking Standards set out in 'Written Statement - Appendix II - Parking Standards' Residential Class C3 Maximum Parking Standards
Ealing	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	<i>Car parking proposals will be considered against the standards set out in the London Plan</i>
Enfield	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	<i>Car parking proposals will be considered against the standards set out in the London Plan</i>
Croydon	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit Allocation will also take into account: <ul style="list-style-type: none"> • The scale and nature of the development; • The public transport accessibility (PTAL) of the site; • Existing parking pressure in the locality; and • Accessibility to local amenities, and the needs of the future occupants of the developments. 	<i>Car parking proposals will be considered against the standards set out in the London Plan</i> 'Development Management Document' (Adopted November 2014) sets out car parking standards in Table 10.1 (which states that parking standards for residential development will be set as per London Plan.
Barnet	Parking standards for Barnet (set out in Policy DM17) are as follows: <ul style="list-style-type: none"> • 2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms) 	Parking standards taken from Local Plan – Development Management Policies adopted 2012. Barnet's parking standards as shown in DM17; demonstrate an approved departure from the London Plan for residential parking standards which was subject to extensive challenge. It differs from the plan for 2 bedroom houses by setting standard for 1.5 – 1 spaces per dwelling which differs from the plan which encourages 1 or less parking spaces per dwelling.

Borough	Parking Standard	Reference
	<ul style="list-style-type: none"> 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms) 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom) 	
Harrow	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	<p>The Development Management Policies DPD (adopted 2013) provides a local interpretation of London Plan parking standards. Proposals that make on-site provision for parking will be supported where:</p> <ul style="list-style-type: none"> The number of vehicle parking spaces (including those with electric vehicle charging points) would have regard to the maximum London Plan standards; and, Proposals involving parking provision that would not be consistent with the London Plan will be assessed having regard to any exceptional operational requirements, any special safety considerations and the desirability of achieving modal shift away from private car use.
Hounslow	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	The 'London Borough of Hounslow Local Plan 2015-2030' (Volume One) states that Hounslow Council will use the standards established in the London Plan for car parking (or as updated by alterations to the London Plan). The London Plan specifies the maximum number of car parking spaces that developments should provide, having regard to the type of development and public transport accessibility.
Hillingdon	Houses detached/semi-detached 1.5 – 2 spaces per dwelling Terraced Houses 1 – 1.5 spaces per dwelling Flats 1 space per dwelling	<p>Parking standards for Hillingdon have been implemented from the Unitary Development Plan (2007) as this is the adopted policy. This document states that once the Local Plan Part 2 is adopted, the policies in the UDP will be replaced.</p> <p>The UDP states that '<i>London Plan parking standards to be used unless a specific London Borough of Hillingdon standard is listed in the appendix and this should be applied</i>'.</p>
Kingston	Adopts the London Local Plan Standard: PTAL 0 -1 up to 2 spaces per unit PTAL 2-4 up to 1.5 spaces per unit PTAL 5-6 up to 1 space per unit	Sustainable Transport SPD (adopted 2013) states that parking standards will be assessed against the standards set in the London Plan (2011) standards should be used as guidance.
Essex	1 bedroom – 1 space per dwelling 2+ bedroom- 2 spaces per dwelling	<p>Due to the distance from London, parking standards are not as restrictive and the Essex County Council's Parking Standards (2009) states that reducing car parking spaces does not discourage the use of cars.</p> <p>Reference: Sustainable Transport SPD- Local Development Framework Royal Borough Of Kingston Upon Thames (Adopted - May 2013)</p>

APPENDIX C

Havering Parking Standards 2008

The densities set out in this density matrix

				Car parking provision	high 2-1.5 spaces per unit	moderate 1.5-1 space per unit	low less than 1 space per unit
				Predominant existing housing type	Detached Semi and Terraced houses	Terraced houses and flats	Mostly flats
LOCATION	PLAN	PTAL	PTAI	SETTING	UNITS PER HECTARE/HABITABLE ROOMS PER HECTARE		
Romford pedshed	1 (1a-1c)	5-6	20.01>	Central			240-435 650-1100
				Urban		55-175 200-450	165-275 450-700
				Suburban		50-110 200-300	80-120 250-350
Upminster Hornchurch Upminster Bridge Gidea Park Harold Wood Elm Park	2	3-4	10.01-20	Urban		50-110 200-300	80-150 250-450
	3 (3a-3b)			30-65 150-200	50-80 200-250		
	3 (3c)						
Rest of Borough	All areas not covered by maps 1-6	1-2	0-10	Urban (Harold Hill and Collier Row District Centres)		50-80 200-250	
				Suburban (All areas outside the PTAL Zones and Harold Hill and Collier Row District Centres)	30-50 150-200		

APPENDIX D

PARKING BEAT SURVEY

ROMFORD TOWN CENTRE



TUESDAY 15TH & THURSDAY 17TH NOVEMBER 2016



1. METHODOLOGY

The method used to conduct this parking beat survey is based on guidance from the 'Lambeth Parking Beat Methodology'.

Each road included as part of this parking beat survey has been measured to establish parking capacity for each section of legal parking available. Where lengthwise parking is available along the kerbside 1 space = 5m long.

Parking capacity has been calculated by measuring each length of road between obstructions (e.g. crossovers, kerb build-outs, illegal parking, etc) then converted into parking spaces by rounding down to the nearest 5m and dividing the length by 5. Parking spaces that have been marked out or are of a crosswise orientation have been counted separately. If the width of the road is such that parking on both sides would cause an obstruction, then only one side of the road has been included as part of the roads capacity calculation. For reasons of highway safety the first 7.5m from a junction has not been counted as part of the capacity calculation.

Vehicles occupying spaces have been counted at set times and recorded according to the type of space they are parked in. A stress calculation has been applied to express the number of parked vehicles as a percentage of available parking for each parking type. Any off-street parking or private parking has not been included in this survey.

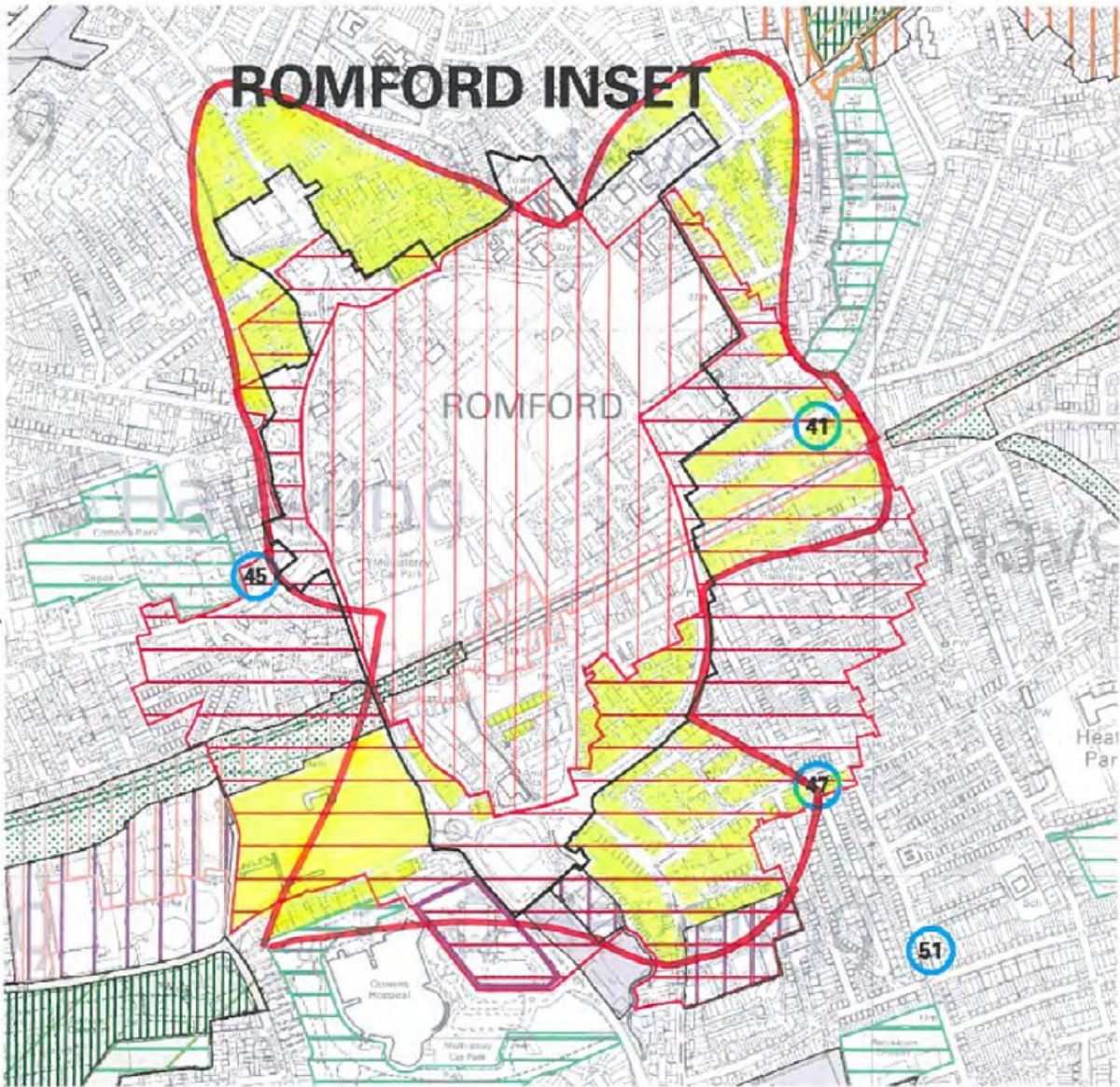
Any illegal or obstructive parking (on double yellow lines, crossovers, keep clear lines etc) has been included as part of the stress calculation for the parking classification category that they are closest to and noted separately (if observed). Skips or any other non-vehicle occupying a parking space have not been included in the stress calculation but have been noted separately (if observed).

2. SURVEY EXTENT

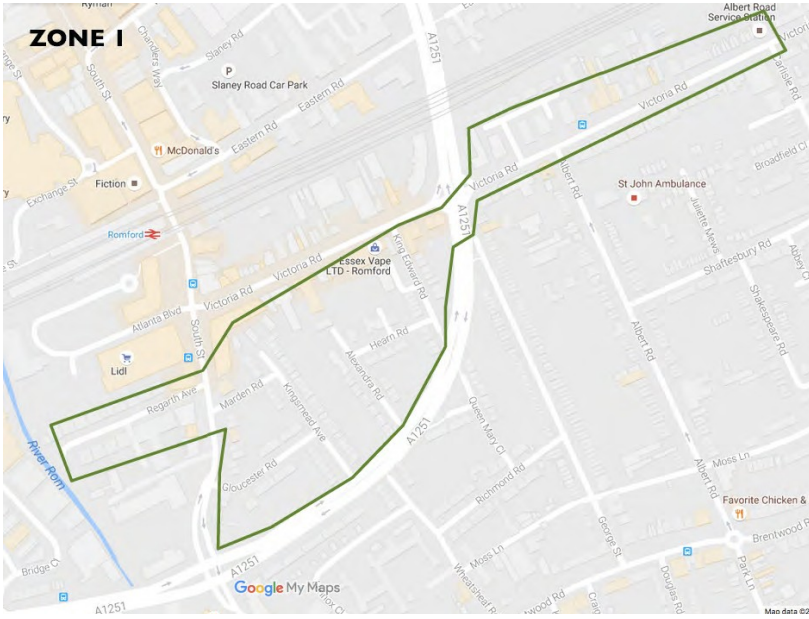
Site Location
6 Zones in Romford Town Centre (See Map)

Date	Times	Beat Frequency
Tuesday 15th November	00:30	1 Snapshot
Thursday 17th November	00:30	1 Snapshot

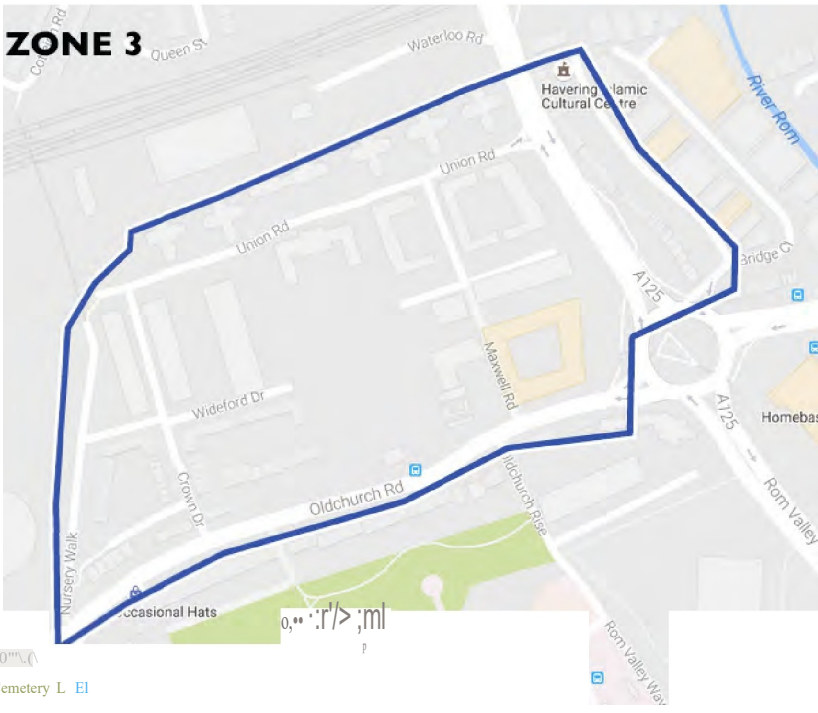
3. SURVEY AREA (Yellow Shadings)



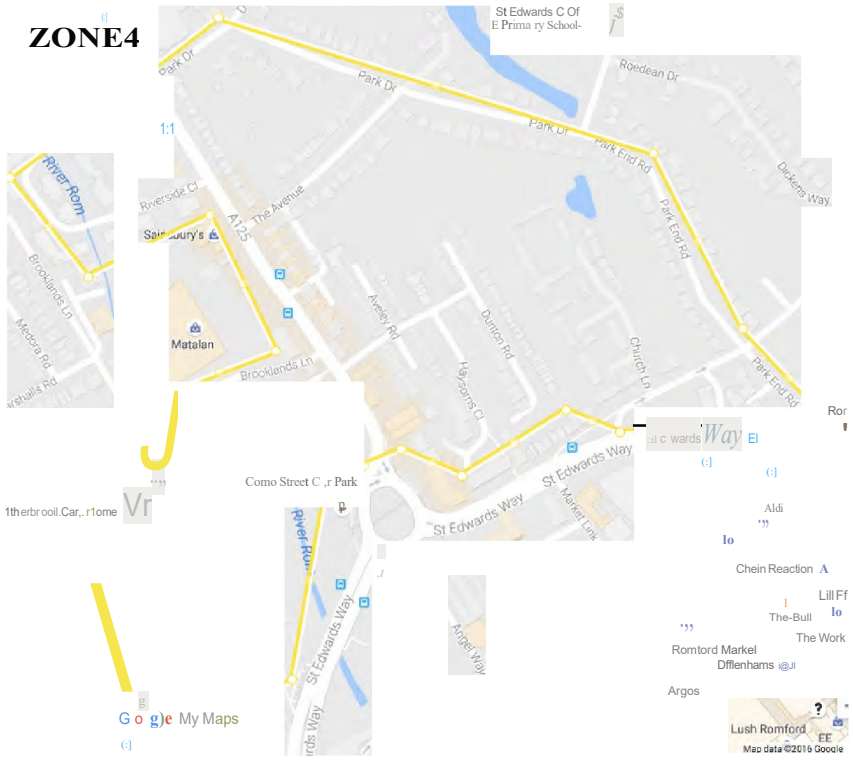
4. SURVEY ZONES



ZONE 3



ZONE 4



5. PARKING CAPACITY OVERVIEW

Road	Zone	Unrestricted	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	Pay at Machine (Mon 8:30am - Sat 6:30pm) Max Stay 2 or 3 Hours	Business Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	Voucher Parking Only - (Mon-Sat 8:30am-6:30pm)	Single Yellow (Overnight/Weekend Parking)	Loading Only	Private Residents Estate Parking	Total Spaces
		Spaces (1 space = 5m)								
Alexandra Road	1	0	24	0	0	0	7	0	0	31
Aveley Road	4	0	0	0	0	0	1	0	0	1
Bournebrook Close	3	0	0	0	0	0	0	0	17	17
Bournebrook Grove	3	0	0	0	0	0	0	0	19	19
Brentwood Road	2	0	0	0	0	0	31	0	0	31
Bridge Close	3	2	0	0	0	0	4	2	0	8
Brooklands Lane	4	0	0	0	0	0	23	0	0	23
Carlton Road	6	0	4	0	0	0	22	0	0	26
Church Lane	4	0	0	0	0	0	21	0	0	21
Como Street	4	0	12	3	0	0	16	0	0	31
Corbridge Mews	1	0	11	0	0	0	0	0	0	11
Crown Drive	3	0	0	0	0	0	0	0	26	26
Dunton Road	4	0	0	0	0	0	7	0	0	7
Dymoke Road	2	0	26	0	0	0	3	0	0	29
Eastern Road	6	0	0	9	0	0	17	0	0	26
Erroll Road	5	0	16	0	0	0	21	0	0	37
George Street	2	0	6	4	0	0	4	0	0	14
Gilbert Road	5	0	4	6	0	0	30	0	0	40
Gloucester Road	1	0	3	5	0	0	12	0	0	20
Haysoms Close	4	0	0	0	0	0	43	0	0	43
Hearn Road	1	0	12	0	1	0	5	0	0	18
Ingrave Road	4	0	0	10	0	0	8	0	0	18
Junction Road	5 & 6	0	22	0	0	0	56	0	0	78
King Edward Road	1	0	5	6	4	0	9	0	0	24
Kingsmead Avenue	1	0	6	3	0	0	2	0	0	11
Kingston Road	5	0	2	0	0	0	15	0	0	17
Lennox Close	2	0	0	0	0	0	35	0	0	35
Linden Street	4	0	8	9	0	0	12	0	0	29
Main Road	5	0	0	0	0	0	45	0	0	45
Marden Road	1	0	0	3	0	0	9	0	0	12
Maxwell Road	3	0	0	0	0	0	0	0	143	143
Moss Lane	2	0	0	0	0	0	15	0	0	15
North Street	4	0	0	0	0	0	33	0	0	33
Nursery Walk	3	63	0	0	0	0	0	0	0	63
Oaklands Avenue	5	0	0	15	0	0	22	0	0	37
Oldchurch Road	3	0	0	0	0	0	37	0	0	37
Olive Street	4	0	13	14	0	0	2	0	0	29
Parish Court	3	0	0	0	0	0	0	0	13	13
Park Drive	4	12	0	20	0	0	21	0	0	53
Park End Road	4	0	0	18	0	0	17	0	0	35
Pettits Lane	5	0	0	0	0	0	34	0	0	34
Regarth Avenue	1	0	28	0	0	0	5	0	0	33
Richmond Road	2	0	19	0	0	0	3	0	0	22
South Street	2	0	0	0	0	0	46	0	0	46
Sydenham Close	5	0	0	0	0	0	18	0	0	18
The Avenue	4	0	0	8	0	0	16	0	0	24
The Maltings	2	0	0	0	0	0	7	0	0	7
Thurloe Gardens	2	0	18	0	0	0	0	0	0	18
Union Road	3	0	0	0	0	0	0	0	136	136
Victoria Road	1	0	0	0	0	0	25	0	0	25
Wheatsheaf Road	2	0	7	0	0	3	20	0	0	30
TOTALS		77	246	133	5	3	779	2	354	1599

6. PARKING BEAT SURVEY STRESS TABLES

TABLE 1

Road	Zone	Unrestricted																			
		Parking Capacity				Occupied								Parking Stress							
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov		Thurs 17 Nov		Thurs 17 Nov				Tues 15 Nov		Thurs 17 Nov		Thurs 17 Nov			
						00:30	00:30	00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00		
Bridge Close	3	5	1	1	2	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%			
Nursery Walk	3	165	33	30	63	43	45	45	43	43	42	68%	71%	71%	68%	68%	67%				
Park Drive	4	60	12	0	12	12	12	12	12	12	12	100%	100%	100%	100%	100%	100%				
Total		230	46	31	77	55	57	57	55	55	54	71%	74%	74%	71%	71%	70%				

TABLE 2

Road	Zone	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)																			
		Parking Capacity				Occupied								Parking Stress							
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov		Thurs 17 Nov		Thurs 17 Nov				Tues 15 Nov		Thurs 17 Nov		Thurs 17 Nov			
						00:30	00:30	00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00		
Alexandra Road	1	120	24	0	24	20	21	15	14	14	12	83%	88%	63%	58%	58%	50%				
Carlton Road	6	20	4	0	4	1	2	1	1	1	1	25%	50%	25%	25%	25%	25%				
Como Street	4	55	11	1	12	10	11	9	7	7	8	83%	92%	75%	58%	58%	67%				
Corbridge Mews	1	55	11	0	11	2	2	1	1	1	1	18%	18%	9%	9%	9%	9%				
Dymoke Road	2	130	26	0	26	26	24	15	12	11	11	100%	92%	58%	46%	42%	42%				
Erroll Road	5	60	12	4	16	7	7	7	7	7	7	44%	44%	44%	44%	44%	44%				
George Street	2	30	6	0	6	2	4	4	4	2	2	33%	67%	67%	67%	33%	33%				
Gilbert Road	5	20	4	0	4	3	3	3	3	3	3	75%	75%	75%	75%	75%	75%				
Gloucester Road	1	15	3	0	3	7	6	4	3	3	4	233%	200%	133%	100%	100%	133%				
Hearn Road	1	60	12	0	12	11	9	9	9	8	8	92%	75%	75%	75%	67%	67%				
Junction Road	6	105	21	1	22	17	19	18	17	17	17	77%	86%	82%	77%	77%	77%				
King Edward Road	1	25	5	0	5	5	5	4	2	2	2	100%	100%	80%	40%	40%	40%				
Kingsmead Avenue	1	25	5	1	6	12	12	10	10	10	10	200%	200%	167%	167%	167%	167%				
Kingston Road	5	10	2	0	2	3	2	2	2	1	1	150%	100%	100%	100%	50%	50%				
Linden Street	4	40	8	0	8	4	4	4	4	4	4	50%	50%	50%	50%	50%	50%				
Olive Street	4	65	13	0	13	9	8	9	9	8	8	69%	62%	69%	69%	62%	62%				
Regarth Avenue	1	140	28	0	28	32	30	25	24	25	25	114%	107%	89%	86%	89%	89%				
Richmond Road	2	95	19	0	19	24	22	19	18	18	18	126%	116%	100%	95%	95%	95%				
Thurloe Gardens	2	90	18	0	18	14	14	12	10	10	11	78%	78%	67%	56%	56%	61%				
Wheatsheaf Road	2	35	7	0	7	7	7	7	6	6	6	100%	100%	100%	86%	86%	86%				
Total		1195	239	7	246	216	212	178	163	158	159	88%	86%	72%	66%	64%	65%				

TABLE 3

Pay at Machine (Mon 8:30am - Sat 6:30pm) Max Stay 2 or 3 Hours																	
Road	Zone	Parking Capacity				Occupied						Parking Stress					
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov			
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00
Como Street	4	0	0	3	3	0	0	2	2	2	2	0%	0%	67%	67%	67%	67%
Eastern Road	6	0	0	9	9	4	3	2	2	2	1	44%	33%	22%	22%	22%	11%
George Street	2	0	0	4	4	2	1	2	2	2	1	50%	25%	50%	50%	50%	25%
Gilbert Road	5	0	0	6	6	0	0	3	3	2	3	0%	0%	50%	50%	33%	50%
Gloucester Road	1	10	2	3	5	3	3	2	2	2	2	60%	60%	40%	40%	40%	40%
Ingrave Road	4	0	0	10	10	6	5	0	0	2	2	60%	50%	0%	0%	20%	20%
King Edward Road	1	0	0	6	6	1	0	3	3	4	4	17%	0%	50%	50%	67%	67%
Kingsmead Avenue	1	0	0	3	3	1	1	1	1	1	1	33%	33%	33%	33%	33%	33%
Linden Street	4	0	0	9	9	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Marden Road	1	0	0	3	3	3	2	2	1	1	1	100%	67%	67%	33%	33%	33%
Oaklands Avenue	5	0	0	15	15	8	7	12	13	10	11	53%	47%	80%	87%	67%	73%
Olive Street	4	0	0	14	14	1	0	1	1	1	2	7%	0%	7%	7%	7%	14%
Park Drive	4	0	0	20	20	5	6	5	3	4	4	25%	30%	25%	15%	20%	20%
Park End Road	4	0	0	18	18	5	7	7	6	6	7	28%	39%	39%	33%	33%	39%
The Avenue	4	0	0	8	8	3	2	0	0	0	0	38%	25%	0%	0%	0%	0%
Total		10	2	131	133	42	37	42	39	39	41	32%	28%	32%	29%	29%	31%

TABLE 4

Business Permit Holders Only - (Mon-Sat 8:30am-6:30pm)																	
Road	Zone	Parking Capacity				Occupied						Parking Stress					
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov			
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00
Hearn Road	1	0	0	1	1	0	0	0	1	1	1	0%	0%	0%	100%	100%	100%
King Edward Road	1	20	4	0	4	1	0	2	4	4	4	25%	0%	50%	100%	100%	100%
Total		20	4	1	5	1	0	2	5	5	5	20%	0%	40%	100%	100%	100%

TABLE 5

		Voucher Parking Only - (Mon-Sat 8:30am-6:30pm)																
Road	Zone	Parking Capacity				Occupied						Parking Stress						
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00	
Wheatsheaf Road	2	0	0	3	3	1	0	0	0	0	0	0	33%	0%	0%	0%	0%	0%
Total		0	0	3	3	1	0	0	0	0	0	0	33%	0%	0%	0%	0%	0%

TABLE 6

		Loading Only																
Road	Zone	Parking Capacity				Occupied						Parking Stress						
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00	
Bridge Close	3	10	2	0	2	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Total		10	2	0	2	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%

TABLE 7

		Private Residents Estate Parking															
Road	Zone	Parking Capacity				Occupied						Parking Stress					
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov			
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00
Bournebrook Close	3	0	0	17	17	18	17	14	14	13	13	106%	100%	82%	82%	76%	76%
Bournebrook Grove	3	0	0	19	19	16	17	15	14	12	12	84%	89%	79%	74%	63%	63%
Crown Drive	3	0	0	26	26	33	32	29	27	25	25	127%	123%	112%	104%	96%	96%
Maxwell Road	3	0	0	143	143	132	134	125	124	125	123	92%	94%	87%	87%	87%	86%
Parish Court	3	0	0	13	13	13	13	13	12	12	12	100%	100%	100%	92%	92%	92%
Union Road	3	0	0	136	136	135	136	126	122	123	124	99%	100%	93%	90%	90%	91%
Total		0	0	318	318	347	349	322	313	310	309	109%	110%	101%	98%	97%	97%

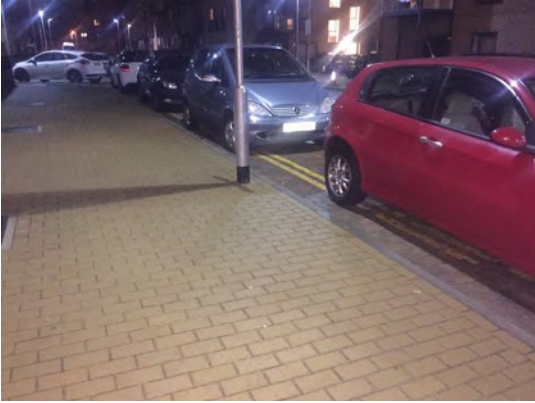
TABLE 8

		Single Yellow (Overnight/Weekend Parking)															
Road	Zone	Parking Capacity				Occupied						Parking Stress					
		Lengthwise Parking (m)	Lengthwise Spaces	Crosswise or Marked Spaces	Total Spaces	Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov				Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov			
						00:30	00:30	09:00	10:00	11:00	12:00	00:30	00:30	09:00	10:00	11:00	12:00
Alexandra Road	1	35	7	0	7	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Aveley Road	4	5	1	0	1	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Brentwood Road	2	155	31	0	31	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Bridge Close	3	20	4	0	4	3	2	0	0	0	0	75%	50%	0%	0%	0%	0%
Brooklands Lane	4	115	23	0	23	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Carlton Road	6	110	22	0	22	2	3	0	0	0	0	9%	14%	0%	0%	0%	0%
Church Lane	4	105	21	0		1	0	0	0	0	0	5%	0%	0%	0%	0%	0%
Como Street		80	16	0		5	5	0	0	0	0	31%	31%	0%	0%	0%	0%
Dunton Road		35	7	0		1	2	1	1	1	1	14%	29%	14%	14%	14%	14%
Dymoke Road		15	3	0		1	0	0	0	0	0	33%	0%	0%	0%	0%	0%
Eastern Road		85	17	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Erroll Road		105	21	0		1	2	0	0	0	0	5%	10%	0%	0%	0%	0%
George Street		20	4	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Gilbert Road		150	30	0		2	0	0	0	0	0	7%	0%	0%	0%	0%	0%
Gloucester Road		60	12	0		1	0	1	1	0	0	8%	0%	8%	8%	0%	0%
Haysoms Close		215	43	0		0	0	1	1	1	0	0%	0%	2%	2%	2%	0%
Hearn Road		25	5	0		0	0	0	1	1	0	0%	0%	0%	20%	20%	0%
Ingrave Road		40	8	0		1	1	0	0	0	0	13%	13%	0%	0%	0%	0%
Junction Road		280	56	0		12	15	0	0	0	0	21%	27%	0%	0%	0%	0%
King Edward Road		45	9	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Kingsmead Avenue		10	2	0		1	0	0	0	0	0	50%	0%	0%	0%	0%	0%
Kingston Road		75	15	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Lennox Close		175	35	0		8	9	1	2	2	1	23%	26%	3%	6%	6%	3%
Linden Street		60	12	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Main Road		225	45	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Marden Road		45	9	0		2	1	0	0	0	0	22%	11%	0%	0%	0%	0%
Moss Lane		75	15	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
North Street		165	33	0		3	1	0	0	0	0	9%	3%	0%	0%	0%	0%
Oaklands Avenue		110	22	0		0	0	1	2	2	1	0%	0%	5%	9%	9%	5%
Oldchurch Road		185	37	0		0	0	0	1	1	0	0%	0%	0%	3%	3%	0%
Olive Street		10	2	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Park Drive		105	21	0		3	1	2	3	3	3	14%	5%	10%	14%	14%	14%
Park End Road		85	17	0		0	0	1	1	1	0	0%	0%	6%	6%	6%	0%
Pettits Lane		170	34	0		0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Regarth Avenue		25	5	0		0	0	1	2	1	1	0%	0%	20%	40%	20%	20%
Richmond Road		15	3	0	3	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
South Street	2	230	46	0	46	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Sydenham Close	5	90	18	0	18	1	0	0	0	0	0	6%	0%	0%	0%	0%	0%
The Avenue	4	80	16	0	16	1	1	0	0	0	0	6%	6%	0%	0%	0%	0%
The Maltings	2	35	7	0	7	2	0	0	0	0	0	29%	0%	0%	0%	0%	0%
Victoria Road	1	125	25	0	25	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Wheatsheaf Road	2	100	20	0	20	1	0	1	1	1	0	5%	0%	5%	5%	5%	0%
Total		3895	779	0	779	52	43	10	16	14	7	7%	6%	1%	2%	2%	1%

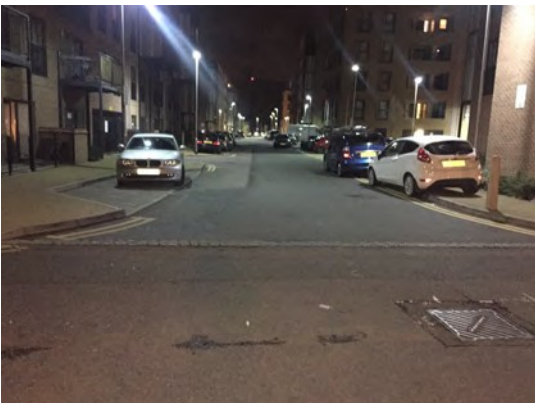
TABLE 9

Illegal/Obstructive Parking								
Road	Zone	Description	Occupied					
			Tues 15 Nov	Thurs 17 Nov	Thurs 17 Nov			
			00:30	00:30	09:00	10:00	11:00	12:00
Gloucester Road	1	Parking On Crossover	4	3	0	0	0	1
Kingsmead Avenue	1	Parking On Crossover	6	6	2	2	2	2
Kingston Road	5	Parking On Crossover	1	0	0	0	0	0
Regarth Avenue	1	Parking On Crossover	4	2	0	0	0	0
Richmond Road	2	Parking On Crossover	5	3	0	0	0	0
Dunton Road	4	Single Yellow	0	0	1	1	1	1
Gloucester Road	1	Single Yellow	0	0	1	1	0	0
Haysoms Close	4	Single Yellow	0	0	1	1	1	0
Hearn Road	1	Single Yellow	0	0	0	1	1	0
Lennox Close	2	Single Yellow	0	0	1	2	2	1
Oaklands Avenue	5	Single Yellow	0	0	1	2	2	1
Oldchurch Road	3	Single Yellow	0	0	0	1	1	0
Park Drive	4	Single Yellow	0	0	2	3	3	3
Park End Road	4	Single Yellow	0	0	1	1	1	0
Regarth Avenue	1	Single Yellow	0	0	1	2	1	1
Wheatsheaf Road	2	Single Yellow	0	0	1	1	1	0
Bournebrook Close	3	Double Yellow	2	2	1	1	1	1
Crown Drive	3	Double Yellow	8	6	5	4	4	4
Maxwell Road	3	Pavement Parking	1	1	2	2	1	1
Maxwell Road	3	Double Yellow	11	10	7	7	5	5
Maxwell Road	3	Informally Parked	9	8	5	6	6	6
Union Road	3	Double Yellow	1	1	1	1	1	1
Union Road	3	Informally Parked	6	4	2	2	2	2
Total			58	46	35	41	36	30

7. SITE PHOTOS



Double yellow parking occurred in zone 3 (more at night) indicating that there are not enough allocated bays for residents



Double yellow and pavement parking in zone 3 at night



Unrestricted parking in Nursery Walk (zone 3) heavily used at night (likely residents overspill parking)



Parking on pavement during the day in Maxwell Road (Zone 3)



Many marked out Residents Permit Holder spaces cannot be parked on as the block private driveways (Zones 1,2,4, 5 and 6)



Unrestricted parking in Nursery Walk (zone 3) also heavily used during the day

4	The Avenue	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	21.8	20		4
4	The Avenue	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	6.8	5		1
4	The Avenue	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	10.2	10		2
2	The Maltings	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	21.8	20		4
2	The Maltings	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
2	The Maltings	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	6.8	5		1
2	The Maltings	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	9.5	5		1
2	Thurloe Gardens	S	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	RO3 Mon - Sat 8:30am - 6:30pm	45.6	45		9
2	Thurloe Gardens	S	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	RO3 Mon - Sat 8:30am - 6:30pm	46.2	45		9
3	Union Road	All	Private Residents Estate Parking	Private Residents Estate Parking	n/a	Private Marked Bays	136	136
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	17.7	15		3
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	23.8	20		4
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	8.2	5		1
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	10.2	10		2
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	10.2	10		2
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	8.8	5		1
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	8.2	5		1
1	Victoria Road	N	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	6.8	5		1
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	8.2	5		1
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	10.2	10		2
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	15.0	10		2
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	10.2	10		2
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
1	Victoria Road	S	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
2	Wheatsheaf Road	E	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	RO3 Mon - Sat 8:30am - 6:30pm	5.4	5		1
2	Wheatsheaf Road	E	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	RO3 Mon - Sat 8:30am - 6:30pm	15.0	10		2
2	Wheatsheaf Road	W	Residents Permit Holders Only - (Mon-Sat 8:30am-6:30pm)	RO3 Mon - Sat 8:30am - 6:30pm	21.8	20		4
2	Wheatsheaf Road	E	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	9.5	5		1
2	Wheatsheaf Road	E	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	12.9	10		2
2	Wheatsheaf Road	E	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	17.0	15		3
2	Wheatsheaf Road	E	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
2	Wheatsheaf Road	E	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
2	Wheatsheaf Road	W	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	5.4	5		1
2	Wheatsheaf Road	W	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	21.1	20		4
2	Wheatsheaf Road	W	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	23.1	20		4
2	Wheatsheaf Road	W	Single Yellow (Overnight/Weekend Parking)	Single Yellow (No Parking Mon - Fri 8:30am - 6:30pm)	17.7	15		3
2	Wheatsheaf Road	E	Voucher Parking Only - (Mon-Sat 8:30am-6:30pm)	Voucher Parking Only RO3C Mon - Sat 8:30am - 6:30pm	n/a	Lengthwise (Marked)	2	2
2	Wheatsheaf Road	E	Voucher Parking Only - (Mon-Sat 8:30am-6:30pm)	Voucher Parking Only RO3C Mon - Sat 8:30am - 6:30pm	n/a	Lengthwise (Marked)	1	1

APPENDIX E



ZONE 1 PAY AT METER PARKING SURVEY

	Parking Area				1. Please indicate which of the following areas you live in (tick one box only)			2. Generally how often do you drive into Romford Town Centre? (tick one box only)					3. What are the main reasons for you driving into Romford Town Centre? (tick as many as apply)				4. Where do you normally park? (tick as many boxes as apply)			5. Do you consider there to be enough overall car parking in Romford Town Centre? (tick one box only)			Please provide any additional comments to support your answer		
	Gloucester Road (5 Metered Spaces)	King Edward Road (6 Metered Spaces)	Kingsmead Avenue (3 Metered Spaces)	Marden Road (3 Metered Spaces)	In Romford Town centre	Within the wider borough of Havering	Outside of London Borough of Havering	Every day	Two or three times a week	Once a week	Once a month	Less frequently	Work	Shopping	Leisure	Other	Company or private car park	Public or shoppers car park	On-street	Yes, at all times during the week	Yes, except for a few peak periods of demand	No, there is not enough parking			
1	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Parking is too expensive
2		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					N/A
3		<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			N/A
4			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					N/A
5				<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Had to come back to top up (old) meter - New meters needed maybe?
6				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Depending on how quick the stopover is - payment will not be made
7	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			More free parking spaces would be great
8		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			N/A
9		<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			N/A
10			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				Pubic car parks are always busy so will park around here
11				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Need more parking spaces
12			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			N/A
13	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		More free parking spaces needed
14				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			In the evening it can be difficult to find where to park
15			<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					N/A
16		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					N/A
17	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					N/A
18	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		Shoppers car park always full. Hospital car park always full so have to park around here.
	5	5	4	4	0	12	6	0	10	7	0	1	1	13	6	10	0	15	15	6	11	1			

ZONE 4 PAY AT METER PARKING SURVEY

	Parking Area							1. Please indicate which of the following areas you live in (tick one box only)			2. Generally how often do you drive into Romford Town Centre? (tick one box only)					3. What are the main reasons for you driving into Romford Town Centre? (tick as many as apply)				4. Where do you normally park? (tick as many boxes as apply)			5. Do you consider there to be enough overall car parking in Romford Town Centre? (tick one box only)			Please provide any additional comments to support your answer	
	Como Street (3 Metered Spaces)	Ingrave Road (10 Metered Spaces)	Linden Street (9 Metered Spaces)	Olive Street (14 Metered Spaces)	Park Drive (20 Metered Spaces)	Park End Road (18 Metered Spaces)	The Avenue (8 Metered Spaces)	In Romford Town centre	Within the wider borough of Havering	Outside of London Borough of Havering	Every day	Two or three times a week	Once a week	Once a month	Less frequently	Work	Shopping	Leisure	Other	Company or private car park	Public or shoppers car park	On-street	Yes, at all times during the week	Yes, except for a few peak periods of demand	No, there is not enough parking		
1	<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
2			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				There is always space to park in Linden St and it's close to the Town Centre.
3				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				I usually park in Como Street car park as you can stay longer but I am only working for 1.5 hours today.
4		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				I am visiting my friend who lives on this street. Parking should be free.
5				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			I'm just parking here to pop to the Tesco Express. There is not enough free parking in Romford.
6				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
7						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
8						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>														I always park here when I use the library and in Como Street car park when I go shopping.
9		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				Tradesman working on house extension
10				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
11						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Too expensive
12						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
13				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				Using parking to go to Tesco Express (didn't pay!)
14						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			The library has no parking facilities so have to use these meters
15						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Using the library briefly
16						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Romford has loads of cheap short term parking which is great
17	<input checked="" type="checkbox"/>								<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
18		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
19		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
20						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
21						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				Lots of parking but should be free
22				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		Home visits. Not enough parking on some of the streets around here.
23				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Better parking here than Ilford
24						<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			

25		✓							✓						✓				✓		✓	✓			
26							✓		✓		✓				✓				✓		✓		✓		
27		✓							✓				✓					✓		✓		✓			
28						✓			✓			✓				✓			✓	✓		✓			I always try around here now to park rather than public car parks
29						✓			✓		✓				✓				✓		✓		✓		More places to park would be great. Eithier paid or unpaid spaces
30						✓			✓			✓				✓		✓	✓	✓					
31						✓			✓		✓				✓		✓	✓	✓		✓				
32						✓			✓			✓				✓		✓	✓		✓				
33				✓					✓				✓			✓	✓		✓	✓		✓			
34						✓			✓		✓				✓			✓		✓		✓			
35						✓			✓			✓			✓	✓	✓		✓	✓			✓	There should be more free parking	
36						✓			✓			✓			✓		✓		✓	✓		✓			
37						✓			✓		✓				✓			✓	✓		✓			Tried to park at the public car park but no spaces	
38						✓			✓			✓			✓	✓	✓		✓	✓	✓				
39						✓			✓				✓			✓			✓	✓				Here visitig a friend, every time will park at pay at meter	
40						✓			✓		✓				✓	✓	✓		✓	✓	✓			Try to come and do my shopping out of peak hours so I don't have to worry about spaces	
41						✓			✓			✓			✓	✓			✓	✓	✓				
42						✓			✓			✓			✓	✓	✓		✓	✓	✓				
43		✓							✓			✓			✓			✓		✓			✓		
44						✓		✓					✓			✓		✓	✓	✓				Parking is not an issue but price of parking is	
45						✓			✓		✓				✓		✓		✓	✓		✓			
46						✓			✓			✓			✓	✓			✓	✓		✓		There isn't a bus that goes past my house and into the town centre so I would rather drive and pay to park and walk to the town centre	
47						✓			✓				✓			✓		✓	✓			✓		Parking is too expensive	
48						✓			✓		✓														
49						✓			✓		✓				✓	✓			✓	✓		✓			
50						✓			✓		✓				✓		✓		✓	✓		✓			
51						✓			✓		✓				✓		✓		✓	✓		✓			
52						✓			✓		✓				✓	✓			✓	✓		✓			
Total	2	7	1	8	0	33	1	5	33	14	5	16	18	8	5	6	30	16	24	5	33	44	24	20	6

ZONE 3 (OLDCHURCH PARK DEVELOPMENT RESIDENTS SURVEY)

	1. How many cars/vehicles do you own?						2. Do you have any difficulty in finding a space to park?		3. If yes, where else do you park	Please provide any additional comments
	0	1	2	3 or more	Yes	No				
	1	✓					✓			
2		✓				✓		n/a	I have an allocated space	
3		✓				✓		n/a	Not enough space for visitors	
4		✓			✓			Double Yellow Lines	At night parking can be a problem. Sometimes I parked on double yellow lines.	
5			✓		✓			Neighbours allocated space	I have an arrangement with my neighbour who does not have a car. He lets me park my second car in his space.	
6	✓					✓		n/a	People who come and visit me have to park on the double yellow lines	
7		✓				✓		n/a	I have an allocated space but it is hard for my family to find a space if they visit.	
8		✓				✓		n/a	Used to have 2 cars but had to sell one as I have only been allocated one space.	
9				✓	✓			Nurse Walk	Two of my cars are parked in Nursery Walk as there is not enough provision near to my flat.	

10	✓				✓	n/a	I cycle everywhere so it's not a problem for me as there is ample of secure bicycle storage
11		✓			✓	Nursery Walk or a space on Maxwell Road if I can find one	I am staying in my friends flat and do not have a space for my car. In the day I can usually find a space on Maxwell Road but at night most spaces are taken so I usually have to park on the grass verge in Nursery Walk.
12		✓			✓	n/a	My wife would like to get a car but there is not enough parking here and nowhere close by so we are trying to manage with one.
13		✓			✓	n/a	I have never had any problems myself but at night it can get very full and residents park wherever they can find a space which is not allocated to a flat
14	✓				✓	n/a	
15	✓				✓	n/a	
16		✓			✓	Nursery Walk	I have a parking space but my girlfriend has to park in Nursery Walk when she visits. It isn't ideal as it's muddy and parking can be very tight.
17		✓			✓	Double Yellow Lines	no other spaces near to my flat. I leave for work very early in the morning though
18	✓				✓	n/a	I rent here and was told the flat came without a parking space
Total	6	10	1	1	6	12	