

Your request:

1. With reference to number two, please would you then supply the number of occasions that cards have been used, and the length of each parking visit.

2. With reference to car journeys, I find it hard to believe that the council holds no data whatsoever on the usage of cars in the borough. If you do not believe you hold this information, please explain how transport planning in the borough happens: what data is used to decide on changes to roads, road layout, access, etc.?

Our response:

1. Please see below for Parking transactions using a RichmondCard in regards to the current resident discounted parking scheme. Data is **not** held in regards to parking durations as requested, i.e. "and the length of each parking visit."

Month	RichmondCard parking transactions
Jun-11	10,993
Jul-11	18,947
Aug-11	20,150
Sep-11	23,262
Oct-11	27,002
Nov-11	30,809
Dec-11	30,676
Jan-12	29,958
Feb-12	29,844
Mar-12	35,652
Apr-12	28,307
May-12	33,582

2. Please see the 'Travel in London Report' attached. Page 265, Table B.1 is used to determine levels of traffic in the Borough, split into all the main modes. This report comes out annually from Transport for London.

We also have a series of annual traffic counters (ATCs) sites around the borough that collect numbers of vehicles. These sites are split into three levels and are set out below:

LOCATION SCHEDULE - RICHMOND

SITE NO.	LOCATION	PRIORITY	MONTH	LAT	LONG	OSGR
1	Hampton Court Bridge, Hampton Court	High	March, June, October & December	51.40507	-0.34146	TQ1545868648
2	Cross Deep (near Valley Mews), Twickenham	High	March, June, October & December	51.44081	-0.33258	TQ1598572637

3	Richmond Bridge, Richmond	High	March, June, October & December	51.456 81	- 0.3078 1	TQ 17666 74456
4	Petersham Road, (near Sandy Lane), Petersham	High	March, June, October & December	51.439 50	- 0.3041 9	TQ 17962 72536
5	The Terrace (near Barnes Bridge), Barnes	High	March, June, October & December	51.471 82	- 0.2537 8	TQ 21379 76213
6	Hammersmith Bridge, Hammersmith	High	March, June, October & December	51.486 31	- 0.2323 6	TQ 22828 77860
7	Upper Sunbury Road, Hampton	Medium	May & November	51.413 65	- 0.3805 2	TQ 12720 69542
8	Hampton Court Road, (adj Ash island), Hampton Court	Medium	May & November	51.408 92	- 0.3492 7	TQ 14905 69065
9	Hampton Court Road, (near Bushy Lodge), Hampton Court	Medium	May & November	51.407 20	- 0.3270 8	TQ 16453 68908
10	Kingston Road (near Kingston Lane), Teddington	Medium	May & November	51.425 72	- 0.3227 6	TQ 16706 70975
11	Uxbridge Road (near Burtons Road), Hampton	Medium	May & November	51.433 83	- 0.3702 1	TQ 13387 71802
12	Staines Road (near golf course), Twickenham	Medium	May & November	51.437 73	- 0.3696 7	TQ 13415 72236
13	Heath Road (near the Green), Twickenham	Medium	May & November	51.444 92	- 0.3397 3	TQ 15478 73082
14	Hanworth Road, Hampton	Medium	May & November	51.455 83	- 0.3737 5	TQ 13087 74243
15	Kew Road, Kew	Medium	May & November	51.471 89	- 0.2930 7	TQ 18650 76157
16	St Margarets Road (near Gordon Avenue), St Margarets	Medium	May & November	51.460 35	- 0.3227 0	TQ 16622 74826
18	Station Road (near Clifton Road, Twickenham	Low	2nd Two weeks in January	51.448 45	- 0.3353 2	TQ 15775 73482
19	Sheen Lane (near Sheen Gate), East Sheen	Low	2nd Two weeks in January	51.457 51	- 0.2676 5	TQ 20454 74599
20	Hertford Avenue, East Sheen	Low	2nd Two weeks in January	51.462 24	- 0.2573 5	TQ 21157 75142
21	Lower Sunbury Road, Hampton	Low	2nd Two weeks in January	51.410 17	- 0.3760 2	TQ 13042 69162
22	Sanycombe Road (near Lawn	Low	2nd Two weeks	51.474	-	TQ

	Crescent), Kew		in January	24	0.2865 9	19094 76428
23	End of Ferry Road (path to Teddington lock) cycle count	Low	2nd Two weeks in January	51.429 42	- 0.3233 5	TQ 16657 71371
24	Sheen Rd (E of Alton Rd), Richmond	High	March, June, October & December	51.461 99	- 0.2957 7	TQ 18489 75051
25	Queens Rd (sw of Park Rd) Richmond	High	March, June, October & December	51.454 57	- 0.2933 5	TQ 18676 74231

We have about 18 moths worth of data for the above sites. We also have about 10 years of ad hoc counts at different site which unfortunately don't provide enough data long enough to plot trends.

Between the two sources we plan our transport. Collecting data is time consuming and expensive so extending what we collect has to be considered with this in view.