Bath Cottage, 95 South End Road, London, NW3 2RJ

Parking Stress Survey Report

PARKING STRESS SURVEY REPORT

Development: Bath Cottage, 95 South End Road, London, NW3 2RJ

Location: London Borough of Camden

Client: Benjamin Scrimgeour

Author: Cassie Hughes

Project Manager: Roger Mortimer

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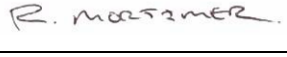
Approvals:

Name	Signature	Title
Roger Mortimer		Project Manager
Penny Winder		Director

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1 INTRODUCTION

Benjamin Scrimgeour has commissioned Alpha Parking Ltd to undertake a parking stress survey around the development site known as Bath Cottage, 95 South End Road, London, NW3 2RJ.

The purpose of the survey is to examine the roads within 200 metres' walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

Further details of the survey project are given in the inception document shown in Appendix A and a plan of the development site and survey area is shown in Figure 1.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. In order to limit the available parking spaces the previous requirements to provide parking within housing developments were dropped and, instead, planning authorities were given new powers to cap the number of spaces that developers might choose to provide. However, reducing the levels of parking space did not necessarily stop the new residents from wanting cars. This tended to put pressure on the parking facilities in surrounding roads and, in some cases, for parking demand to exceed the available capacity.

In response to this a number of local authorities, such as the The London Borough of Lambeth, realised the need to assess such problems at the planning stage and the concept of "planning/parking stress surveys" came into being. These allowed early identification of likely problems and meant that protective measures (often in the form of parking restrictions on the streets) could be brought in with, and funded by, the development. The London Borough of Lambeth produced what are recognised as the standard guidelines on how to approach these surveys the “Lambeth Methodology”. This approach is used as the basis for this survey.

2 PROJECT APPROACH

Alpha Parking Ltd recognises that the parking stress survey method developed by Lambeth Council has become an unofficial standard for this type of work and we use this as a basis for our surveys. This standard approach has an added benefit in allowing the results to be readily understood by anyone familiar with previous surveys.

However, we recommend that survey times and technical standards (such as the nominal length of road occupied by a parked vehicle) are tailored to reflect the preferences of the particular local authority involved and we plan the surveys to reflect these requirements.

Every Planning Department will decide on the parking situation on a case by case basis. This means that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion. As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, residents will begin to have difficulty parking close to their homes. Anything over 95% represents a situation where full capacity has effectively been reached. The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice, but there needs to be flexibility over major developments which can affect roads over much greater distances.

3 METHODOLOGY

Background Assessment

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

Surveys

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment. Within each road, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs.The position of skips was also noted, as well as any other unexpected items on the roads.

Analysis

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5 metres.

4 RESULTS

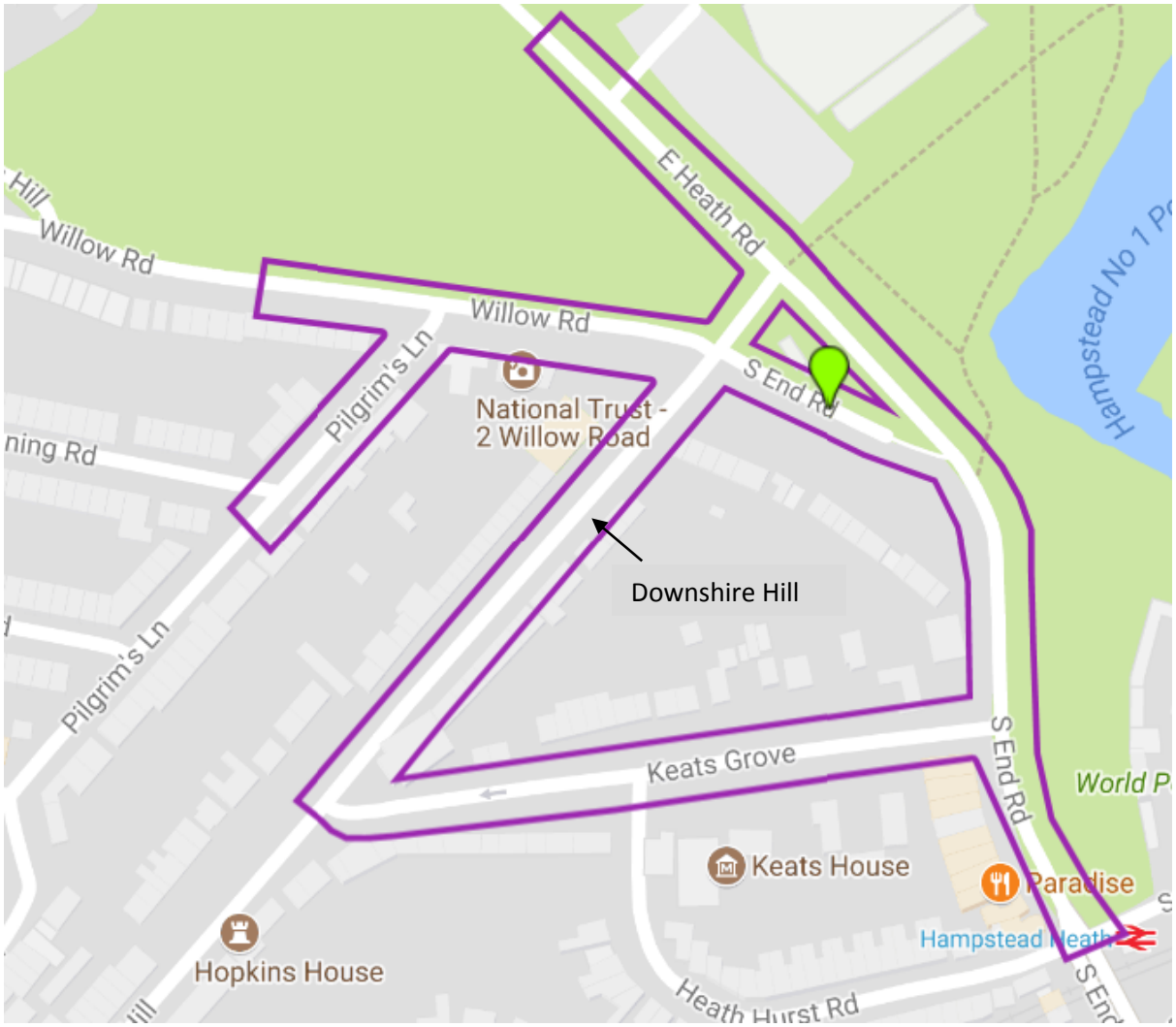
Surveys

The area surveyed is shown on the plan in Figure 1 and the roads surveyed together with any additional comments are listed in Table 1 (located on the following page).

The surveys took place between 01:00am and 05:30am on Monday 25th September & Tuesday 26th September 2017.

Table 1 and 2 shows a detailed breakdown of the results for both days and what restrictions are in place on the streets within the survey area.

Figure 1 – Survey Area



The pin drop shows the property location

Table 1

Day One - Parking Stress Survey results:

	Downshire Hill			East Heath Road			Keats Grove		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled Bay	1	0	0.00%	0	0	0.00%	0	0	0.00%
Doctors Bay	1	0	0.00%	0	0	0.00%	0	0	0.00%
Pay & Display	20	2	10.00%	0	0	0.00%	0	0	0.00%
Resident Permit Holders	51	37	72.55%	0	0	0.00%	16	14	87.50%
Shared Use Bay	0	0	0.00%	0	0	0.00%	0	0	0.00%
TOTAL	**73**	**39**	**53.42%**	**0**	**0**	**0.00%**	**16**	**14**	**87.50%**

	Pilgrim's Lane			South End Road			Willow Road		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled Bay	0	0	0.00%	0	0	0.00%	1	0	0.00%
Doctors Bay	0	0	0.00%	0	0	0.00%	0	0	0.00%
Pay & Display	7	4	57.14%	21	3	14.29%	0	0	0.00%
Resident Permit Holders	17	14	82.35%	20	10	50.00%	44	18	40.91%
Single Yellow Line	0	0	0.00%	15	2	13.33%	0	0	0.00%
TOTAL	**24**	**18**	**75.00%**	**56**	**15**	**26.79%**	**45**	**18**	**40.00%**

Overall Results	Spaces	Usage	Av. Stress
	214	104	48.60%

Day Two - Parking Stress Survey results:

	Downshire Hill			East Heath Road			Keats Grove		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled Bay	1	0	0.00%	0	0	0.00%	0	0	0.00%
Doctors Bay	1	0	0.00%	0	0	0.00%	0	0	0.00%
Pay & Display	20	0	0.00%	0	0	0.00%	0	0	0.00%
Resident Permit Holders	51	39	76.47%	0	0	0.00%	16	13	81.25%
Shared Use Bay	0	0	0.00%	0	0	0.00%	0	0	0.00%
TOTAL	**73**	**39**	**53.42%**	**0**	**0**	**0.00%**	**16**	**13**	**81.25%**

	Pilgrim's Lane			South End Road			Willow Road		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled Bay	0	0	0.00%	0	0	0.00%	1	0	0.00%
Doctors Bay	0	0	0.00%	0	0	0.00%	0	0	0.00%
Pay & Display	7	2	28.57%	21	3	14.29%	0	0	0.00%
Resident Permit Holders	17	14	82.35%	20	10	50.00%	44	14	31.82%
Single Yellow Line	0	0	0.00%	15	3	20.00%	0	0	0.00%
TOTAL	**24**	**16**	**66.67%**	**56**	**16**	**28.57%**	**45**	**14**	**31.11%**

Overall Results	Spaces	Usage	Av. Stress
	214	98	45.79%

5 CONCLUSION

While the parking decisions for developments remains with the Council the results here are not high for a busy London Borough.

The Day 1 result at 48.60% and Day 2 at 45.79% gives an average stress of 47.20%. From our experience, many Councils, especially in London, will consider that this provides capacity for further parking within the area.

Appendix A

A. CONTACT DETAILS

1. Client Contact Name	Benjamin Scrimgeour
2. Client Contact Email address	bscrimgeour@gmail.com

B. DEVELOPMENT DETAILS

3. Development Name	Bath Cottage, 95 South End Road, London
4. Development address (please include post code)	Bath Cottage, 95 South End Road, London, NW3 2RJ
5. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

6. Which Local Authority is requiring the Parking Stress Survey?	London Borough of Camden
7. Local Authority Planning contact:	planning@camden.gov.uk