Parking Demand and Capacity Report

Proposed Residential Development land adjacent to 30 Ellis Close Arundel

Introduction

Parking beat surveys were commissioned from Tracsis plc, Traffic and Data Services for submission in support of this planning application. The surveys were carried out on Wednesday 21st September 2016 and Thursday 22nd September 2016 between 00.30 and 05.00 in the early morning in accordance with the Lambeth Methodology.

Methodology- On Street Parking Beat Surveys

The parking area was prepared in advance of the first survey date by one of the survey supervisors, who used a measuring wheel to assess the number of potential spaces for each parking restriction.
Parking courts, distributor roads, grass verges and open spaces within 200 m of the site were assessed and monitored to establish what capacity there was in the surrounding area to accommodate any parking displaced by the development of the site. The total length of kerb space was measured and then any areas subject to parking restrictions such as dropped kerbs, bus stops, disabled parking bays, permit parking areas, road lining, junctions, narrow or unsafe areas were subtracted from the total to provide the length of unrestricted parking. All potential parking spaces whether legal/ illegal, on street were included within the survey area. Each vehicle parked in the specified area was marked on the plan by a cross for each beat and supplied in electronic format and each space will be assumed 5.0 meters long. The number of cars using the site was also recorded to establish how many would be replaced by the development.

Development proposals

The proposal comprises the construction of 3 x 2 bedroom houses with gardens and provides parking spaces for 6 cars.

Existing Use

The site is owned by the District Council under the Housing Services function (HRA) and is not adopted highway or a public car park, however it is not fenced off and has been used for informal parking for a number of years.
At the time of the surveys, which have been undertaken overnight and can be taken to represent peak demand from residents, a maximum of 7 cars were recorded parked on the site. If the development were to proceed a total of 6 cars could be accommodated on site, some of which would be used by the new occupiers and therefore assuming 1 space is used per dwelling, 4 cars could be displaced.

Offsite Parking Capacity

The results of the parking surveys are contained in the attached summary table.
Within the 200m walking area from the site there were found to be 148 unrestricted parking spaces of which 82 were occupied at the time of the survey (worst case) representing a 58% occupancy level. There were 66 unrestricted parking spaces available.

Overview and Conclusion

Considering the occupancy level and taking into account the small number of cars parked in restricted or undesirable areas, there is sufficient parking capacity available in the locality to accommodate parking displaced by the development proposals.