

No. 9 – 11 London Road, Bognor Regis

Parking Note

Introduction

1. This Note has been prepared by Transport Planning Practice (TPP) to set out the results of a parking stress survey in connection with the proposed redevelopment at No. 9-11 London Road within Bognor Regis town centre.
2. The existing site comprises a plot of land bounded by London Road to the west and Sudley Road to the east.
3. The proposals are to redevelop the site to provide commercial space at ground level with 12 residential apartments being proposed on upper levels, fronting Sudley Road.
4. As no car parking is proposed on-site, the parking stress survey has been undertaken to establish the levels of spare capacity on-street and to understand if additional cars as a result of the proposed development could be accommodated.

Existing site location

5. The entrance to the proposed development fronts Sudley Road. Sudley Road forms part of Bognor Regis town centre and lies in close proximity to High Street and London Road which is the main shopping area in the town. Accordingly, there are numerous local amenities and facilities accessible with a walking distance of the site. Bognor Regis National Rail Station is located approximately 300m from the site (4 minutes' walk).

Proposed development

6. The proposed development includes provision of commercial space at ground level of the building with 12 residential flats on the upper levels. The proposed residential mix is as follows:
 - 2 x studio flats.
 - 9 x 1 bedroom flats.
 - 1 x 2 bedroom flat.
7. Overall, the proposed design and sizes of the apartments are such that they would collectively be able to accommodate 19 residents.
8. The development is proposed to be car-free. Cycle parking will be provided at ground level within the building.

Expected car ownership

9. In order to establish the expected car ownership levels of the proposed residential units, the car/van availability data has been reviewed for the local area based on the 2011 Census Data. This information has been selected for the E01031432 super output area where the site is located as shown in Inset 1. This local area has been selected to match

closely the characteristics of the proposed development in terms of the accommodation type and size.

Inset 1 – Local Area Selected from Census



10. The analysis shows that the existing local area has 409 residents with a total of 115 cars owned. This equates on average to a car ownership level of 0.28 cars per person. If this is applied to the 19 new residents that could be accommodated by the proposed development, this would equate to approximately 5 additional cars.

Parking Stress Survey

11. A parking stress survey was undertaken on Thursday 27th February and Saturday 29th February 2020 to understand how well the on-street bays are utilised and the levels of spare capacity.
12. As there are a variety of parking bays on Sudley Road, the survey was carried out across the whole day rather than overnight only which typically represents residential peak parking demand. Given that this is a town centre location, the survey was also undertaken on a Saturday.
13. The survey covered Sudley Road which is considered to be the most convenient and realistic choice for residents to park. There are no opportunities for parking on London Road.

14. The area of interest provides a number of different on-street bays and traffic regulations and this is shown in Appendix A. In summary these are:
- Permit Holders Bays – these are reserved for permit holders only which would be expected to be mainly local residents although business or visitor permit holders would also be allowed to use these bays.
 - Pay and Display (P&D) Bays – these can be used by anyone as long as a valid ticket is displayed purchased from a machine. These bays are intended for short stay during the hours of operation and permit a max 1 hour stay between 9am – 5pm from Monday to Saturday. Because of this, they are not ideal for residents.
 - Shared Permit Holders/P&D Bays – these can be used either by a permit holder or as P&D.
 - Single yellow lines – these prohibit parking during the controlled hours which operate Monday to Saturday from 9am – 5pm. Outside of these times, parking is allowed.
 - Double yellow lines – these prohibit waiting at all times but allow for loading to take place.

15. A summary of the survey results for the different parking bays are shown in Table 1 and Table 2 for a weekday and Saturday respectively. Full survey results are provided in Appendix B.

Table 1 – Parking stress survey results – weekday (cars parked)

Parking Provision Type	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	Capacity
Total Permit Holders	6	6	7	7	5	6	4	6	7	7	6	7	6	7	8	8	8
Total Pay & Display	3	6	5	4	3	12	17	12	16	18	17	25	23	24	30	31	35
Shared Permit/P&D	0	3	3	4	4	4	3	2	2	4	3	4	2	1	4	4	4
Total Single Yellow	0	0	0	0	0	0	1	1	1	1	1	0	2	2	6	6	7
Total Disabled	2	2	2	1	2	5	5	5	5	5	6	1	3	2	6	6	7

Table 2 – Parking stress survey results – Saturday (cars parked)

Parking Provision Type	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	Capacity
Total Permit Holders	8	8	8	8	8	7	7	7	8	7	7	7	7	6	7	6	8
Total Pay & Display	7	7	6	7	19	14	19	23	29	28	19	20	24	17	26	34	35
Shared Permit/P&D	4	4	3	3	3	4	4	4	4	3	2	4	4	4	4	4	4
Total Single Yellow	0	0	0	1	0	0	0	0	1	2	0	0	1	2	4	7	7
Total Disabled	1	1	1	2	3	3	4	5	4	5	4	4	4	2	4	5	7

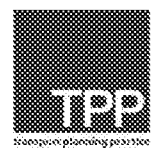
16. The results show that on-street parking is generally well used on Sudley Road both on a weekday and weekend although spare capacity exists especially within the P&D bays for most of the day.
17. The permit holder bays are well used with typically 1 to 2 spare spaces during the day. It is noted that the bays are shown to be full at certain times such as late evening on a weekday and early morning on a Saturday which is when most residents would be expected to be at home.
18. With regard to the P&D bays, they make up the greatest proportion of parking bays on Sudley Road and provide a considerable level of spare capacity throughout the day both on a weekday and weekend. Generally there are at least 5 spaces free most of the time with the exception of late evening on a Saturday when 34 of 35 spaces were being used. As these bays are shown to be largely free in the mornings, the evening use is expected to be associated with visitors to the town centre rather than residents parking.
19. The single yellow lines where parking is allowed after 5pm tend to get busy late in the evening.
20. The shared permit/P&D bays have been observed to be well used although at certain times there is capacity for 1-2 cars.
21. The disabled bays are also well used but the parking demand did not reach full capacity at any time.
22. It has been estimated that the additional parking demand from the proposed apartments could be 5 additional cars. It can be seen from the survey results that there is spare capacity on-street for extra vehicles but the availability is mainly within the P&D bays. In order to suitably accommodate the extra residential demand, some of the P&D spaces would need to be converted to permit holders bays or to operate as shared bays. It can be seen that this change would not negatively impact on the existing P&D users other than during the late evening on a Saturday, however, at this time there was also capacity within permit holders bays.

23. Additionally, there is potential to create additional on-street spaces on Sudley Road as shown in Appendix C. There is an existing lay-by where double yellow lines are in existence a section of which could be converted to parking without having a negative impact on highway safety. Similarly, there is a single yellow line next to the Recital Hall where two extra spaces could be provided. This would need to be discussed and agreed with the Council.

Summary

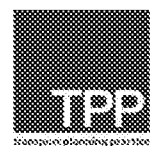
24. This Note sets out results of a parking stress survey undertaken on Sudley Road in connection with the proposed redevelopment at 9-11 London Road which fronts Sudley Road. The proposed development seeks to provide a commercial unit at ground level with 12 flats above (11 x 1 bed units and 1 x 2 bed unit). There is no car parking proposed at the site and it has been estimated that the car ownership associated with the new flats could be in the region of 5 cars.
25. The parking survey was undertaken both on a weekday and on a Saturday. It has been found that overall there is sufficient spare capacity on-street to accommodate the extra cars although the availability is mainly within bays currently reserved for P&D users. These permit short term parking only during the hours of operation and are not ideal for residents. Therefore, a number of the existing P&D bays would need to be converted for permit holders or operate as shared bays. Because these bays provide spare capacity, this change would not result in a negative impact on parking amenity.
26. Additionally, there is potential to provide additional spaces on Sudley Road as shown in Appendix C to increase the overall provision in the area.

Appendices



Appendix A

On-street parking plan

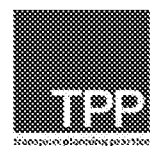






Appendix B

Parking Stress Survey Results



Project : Bognor Regis

Location : Sudley Rd

Day : Thursday

Date : 27/02/2020

SSTOWE Traffic

Location	Description	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	CAPACITY
1	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
2	Single Yellow	0	0	0	0	0	0	1	1	1	1	1	0	2	2	2	2	2
3	Permit Holders	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2
4	Double Yellow	1	0	0	0	0	0	0	0	1	0	1	0	1	1	1	1	1
5	Pay & Display A	1	1	1	1	2	7	9	8	9	9	7	9	9	12	11	12	12
6	Pay & Display B	0	1	0	0	0	4	3	1	4	7	3	6	6	4	6	6	7
7	Single Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5
8	Pay & Display	2	2	2	2	1	1	4	3	3	2	7	9	7	8	10	10	13
9	Disabled	2	2	2	1	1	1	1	1	1	1	2	1	1	1	2	2	3
10	Double Yellow	0	0	0	0	1	1	1	2	3	0	1	1	1	3	3	3	3
11	Disabled	0	0	0	0	1	4	4	4	4	4	4	0	2	1	4	4	4
12	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13	Double Yellow	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
14	Permit Holders	4	4	5	5	3	4	3	4	5	5	4	5	4	5	6	6	6
15	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16	Pay & Display	0	2	2	1	0	0	1	0	0	0	0	1	1	0	3	3	3
17	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2
18	Permit / P&D	0	3	3	4	4	4	3	2	2	4	3	4	2	1	4	4	4

Project : Bognor Regis

SSTOWE Traffic

Location : Sudley Rd

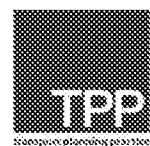
Day : Saturday

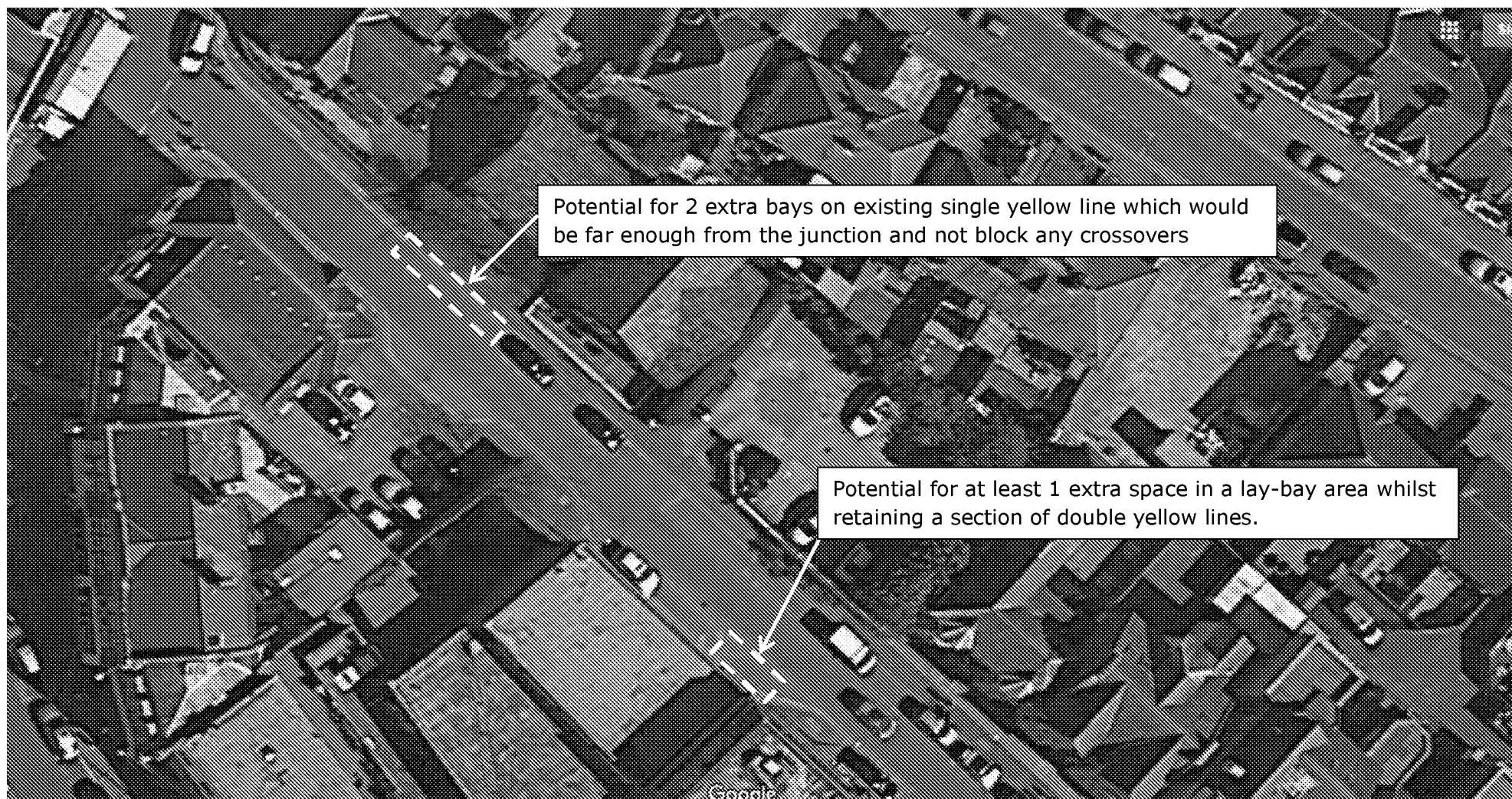
Date : 29/02/2020

Location	Description	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	CAPACITY
1	Double Yellow	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
2	Single Yellow	0	0	0	0	0	0	0	0	1	2	0	0	1	2	2	2	2
3	Permit Holders	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
4	Double Yellow	1	1	1	1	1	1	1	0	1	1	0	0	0	0	1	1	1
5	Pay & Display A	0	0	0	0	8	6	8	10	10	10	8	11	11	8	9	12	12
6	Pay & Display B	1	1	1	2	5	2	4	6	6	6	5	6	6	0	2	7	7
7	Single Yellow	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	5	5
8	Pay & Display	6	6	5	5	5	5	6	6	11	11	5	3	6	7	12	12	13
9	Disabled	1	1	1	1	2	1	2	2	1	1	2	1	1	1	2	2	3
10	Double Yellow	0	0	0	2	2	1	1	3	4	3	3	3	2	2	4	4	3
11	Disabled	0	0	0	1	1	2	2	3	3	4	2	3	3	1	2	3	4
12	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
13	Double Yellow	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14	Permit Holders	6	6	6	6	6	5	5	5	6	5	5	5	5	4	5	4	6
15	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16	Pay & Display	0	0	0	0	1	1	1	1	2	2	1	0	1	2	3	3	3
17	Double Yellow	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2
18	Permit / P&D	4	4	3	3	3	4	4	4	4	3	2	4	4	4	4	4	4

Appendix C

Potential for
additional bays
on-street





Potential for 2 extra bays on existing single yellow line which would be far enough from the junction and not block any crossovers

Potential for at least 1 extra space in a lay-bay area whilst retaining a section of double yellow lines.