

Site Area 2: Brunswick Street & Surrounding Roads
Parking Stress Survey Report

PARKING STRESS SURVEY REPORT

Development: Area 2: Brunswick Street & Surrounding Roads

Location: Reading Borough Council

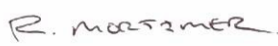
Client: Pegasus Group

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

Pegasus Group has commissioned Alpha Parking Ltd to undertake a parking stress survey around three roads in Reading to establish whether there is enough parking capacity to develop further dwellings in the area.

The purpose of the survey is to examine the roads 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.

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.

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 every half hour between 08:00 and 12:00 noon on Sunday 19th August and every half hour between 19:00 and 22:00 on Monday 20th August.

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.

The map displays the Tilehurst area in Reading. A blue-outlined area is highlighted, encompassing the following streets and features:

- Tilehurst Rd** (North boundary)
- Brunswick St** (East boundary)
- Reservoir Crescent** (West boundary)
- Belle Vue Terrace** (North-west corner)
- Western Rd** (Central street within the blue area)
- Reservoir Crescent** (South-west corner)

Other visible streets include:

- Browlow Rd** (North-east)
- Downshire** (East)
- Downshire Square** (East)
- Bath Rd** (South-east)
- A4155** (South-east)
- Hadon Square** (South-west)
- Hadon St** (South-west)
- ephine Ct** (West)

A large orange building is located in the center-right of the map, and another orange building is visible in the north-east corner.

Table 1 – Day 1

Road Surveyed	Restrictions	No. Available Spaces	Day 1 - Sunday 19th August 2018															
			08:00		08:30		09:00		09:30		10:00		10:30		11:00		11:30	
			Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
Bellevue Terrace	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	6	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	4	67%	4	67%
	Total	6	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	4	67%	4	67%
Brunswick Street	Disabled bay	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	Unrestricted	63	48	76%	47	75%	46	73%	43	68%	41	65%	42	67%	42	67%	39	62%
	Total	64	49	77%	48	75%	47	73%	44	69%	42	66%	43	67%	43	67%	40	63%
Western Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	43	37	86%	36	84%	35	81%	34	79%	32	74%	34	79%	33	77%	31	72%
	Total	43	37	86%	36	84%	35	81%	34	79%	32	74%	34	79%	33	77%	31	72%
Overall		113	91	81%	89	79%	87	77%	83	73%	79	70%	82	73%	80	71%	75	66%

Table 2 – Day 2 & Averages

Road Surveyed	Restrictions	No. Available Spaces	Day 2 - Monday 20th August 2018												AM average		PM average		Overall Average	
			19:00		19:30		20:00		20:30		21:00		21:30							
			Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%						
Bellevue Terrace	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	6	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	5	79%	5	83%	5	81%
	Total	6	5	83%	5	83%	5	83%	5	83%	5	83%	5	83%	5	79%	5	83%	5	81%
Brunswick Street	Disabled bay	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	Unrestricted	63	42	67%	43	68%	44	70%	44	70%	45	71%	46	73%	44	69%	44	70%	44	69%
	Total	64	43	67%	44	69%	45	70%	45	70%	46	72%	47	73%	45	70%	45	70%	45	70%
Western Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	43	38	88%	37	86%	37	86%	36	84%	39	91%	39	91%	34	79%	38	88%	36	56%
	Total	43	38	88%	37	86%	37	86%	36	84%	39	91%	39	91%	34	79%	38	88%	36	83%
Overall		113	86	76%	86	76%	87	77%	86	76%	90	80%	91	81%	83	74%	88	78%	85	75%

Colour coding key	
0% - 50%	Low Stress
51% - 84%	Moderate Stress
85% - 100%	High Stress

5 CONCLUSION

While the parking decisions for developments remains with the Council the results here are moderate for a busy residential area.

The day 1 results give an average stress of 74% for the daytime and day 2 give an average stress of 78% for the evening, this calculates an average stress of 75%. From our experience, many Councils, will consider that this does provide further capacity for parking within the area.

Analysing the roads separately, Western Road has the highest average stress at 83% for both days combined. Brunswick Street has the lowest average stress for both days at 70%. The peak period for parking on day one was at 08:00 and for day two it was 21:30 – these times reflect when the majority of residents have their vehicles parked.

Appendix A

A. CONTACT DETAILS

1. Client Contact Name	Pegasus Group
2. Client Contact Email address	Daniel.Millward@pegasusgroup.co.uk

B. DEVELOPMENT DETAILS

3. Development Name	Area 2
4. Development address (please include post code)	• Bellevue Terrace, RG1 6PB • Brunswick Street, RG1 6NY • Western Road, RG1 6PD
5. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

6. Which Local Authority is requiring the Parking Stress Survey?	Reading Borough Council
7. Local Authority Planning contact:	n/a