

Site Area 1: Canterbury Road & Surrounding Roads
Parking Stress Survey Report

PARKING STRESS SURVEY REPORT

Development: Area 1: Canterbury Road & Surrounding Roads

Location: Reading Borough Council

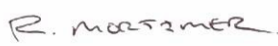
Client: Pegasus Group

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 four 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

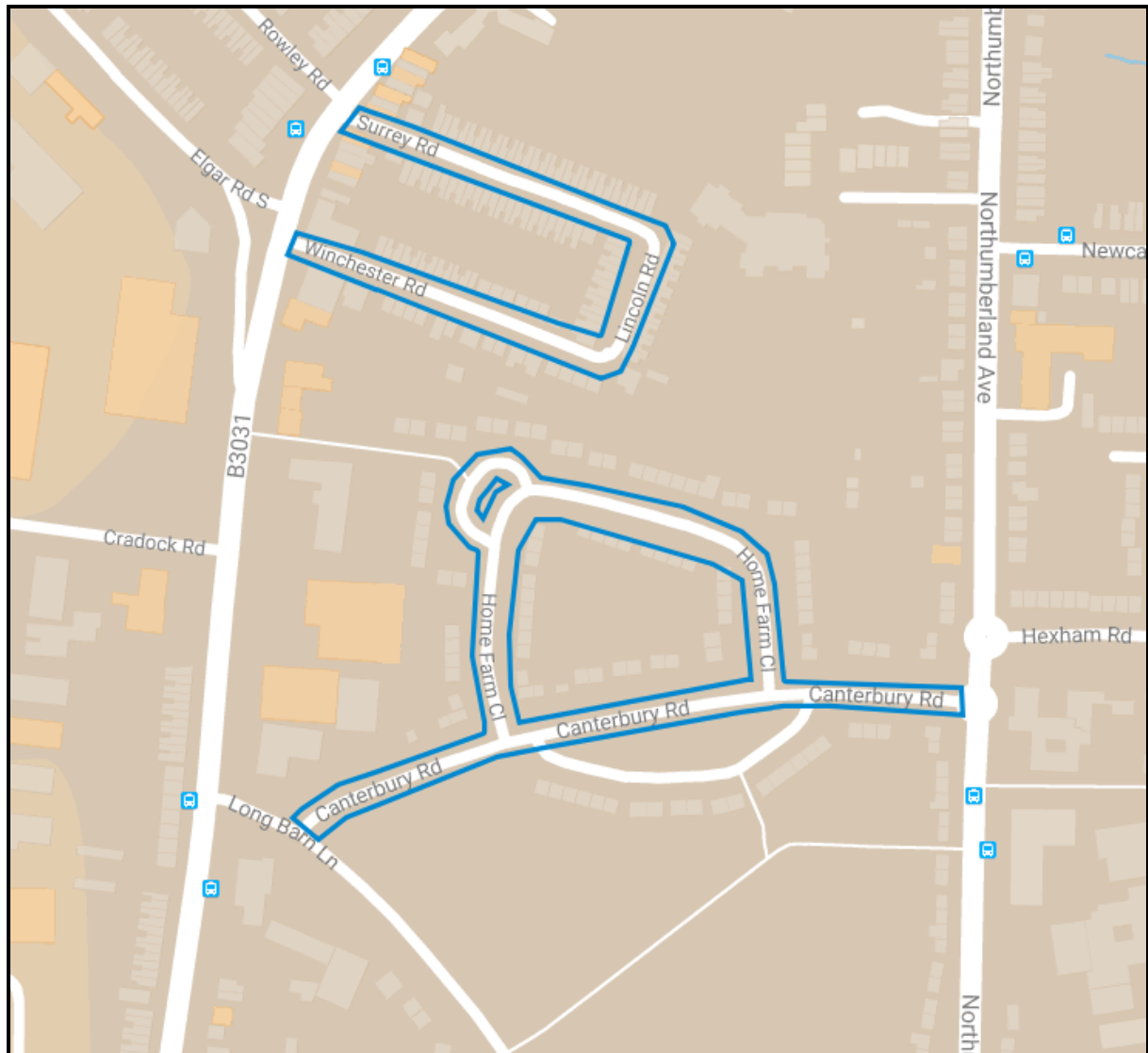
Surveys

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.

Figure 1 – Survey Area



- Katesgrove Court (just off of Winchester Road) is a private car park and has not been included in the results

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	%
Canterbury Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Single yellow line	22	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	25	22	88%	21	84%	20	80%	18	72%	18	72%	17	68%	18	72%	17	68%
	Total	47	22	47%	21	45%	20	43%	18	38%	18	38%	17	36%	18	38%	17	36%
Home Farm Close	Disabled bay	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Single yellow line	2	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	31	22	71%	21	68%	20	65%	20	65%	20	65%	18	58%	17	55%	17	55%
	Total	34	24	71%	23	68%	21	62%	21	62%	21	62%	19	56%	18	53%	18	53%
Lincoln Road	Disabled bay	1	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	20	15	75%	14	70%	14	70%	14	70%	13	65%	13	65%	13	65%	12	60%
	Single yellow line	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	22	16	73%	15	68%	14	64%	14	64%	13	59%	13	59%	13	59%	12	55%
Surrey Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Limited waiting RPH	9	5	56%	5	56%	5	56%	5	56%	5	56%	5	56%	5	56%	5	56%
	Resident permit holder	46	30	65%	30	65%	28	61%	27	59%	27	59%	27	59%	24	52%	23	50%
	Single yellow line	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	55	35	64%	35	64%	33	60%	32	58%	32	58%	32	58%	29	53%	28	51%
Winchester Road	Disabled bay	1	1	100%	1	100%	0	0%	0	0%	0	0%	1	100%	1	100%	1	100%
	Limited waiting RPH	4	2	50%	2	50%	2	50%	2	50%	2	50%	3	75%	2	50%	2	50%
	Resident permit holder	38	25	66%	25	66%	26	68%	26	68%	23	61%	21	55%	19	50%	20	53%
	Single yellow line	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	43	28	65%	28	65%	28	65%	28	65%	25	58%	25	58%	22	51%	23	53%
Overall		201	125	62%	122	61%	116	58%	113	56%	109	54%	106	53%	100	50%	98	49%

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

Table 2 – Day 2 & Averages

Road Surveyed	Restrictions	No. Available Spaces	Day 2 - Monday 20th August 2018												AM average (day 1)		PM average (day 2)		Overall Average (combined)	
			19:00		19:30		20:00		20:30		21:00		21:30							
			Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%						
Canterbury Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Single yellow line	22	1	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	1%	0	0%
	Unrestricted	25	15	60%	18	72%	18	72%	18	72%	19	76%	18	72%	19	76%	18	71%	18	73%
	Total	47	16	34%	18	38%	18	38%	18	38%	19	40%	18	38%	19	40%	18	38%	18	39%
Home Farm Close	Disabled bay	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	2%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Single yellow line	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	13%	0	0%	0	0%
	Unrestricted	31	18	58%	19	61%	20	65%	20	65%	23	74%	24	77%	19	63%	21	67%	20	42%
	Total	34	19	56%	20	59%	21	62%	21	62%	24	71%	25	74%	21	61%	22	64%	21	62%
Lincoln Road	Disabled bay	1	0	0%	0	0%	0	0%	1	100%	1	100%	1	100%	0	25%	1	50%	0	1%
	Limited waiting RPH	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Resident permit holder	20	10	50%	10	50%	12	60%	12	60%	15	75%	15	75%	14	68%	12	62%	13	28%
	Single yellow line	1	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	0	0%	0	17%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	22	10	45%	10	45%	12	55%	13	59%	16	73%	17	77%	14	63%	13	59%	13	61%
Surrey Road	Disabled bay	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Limited waiting RPH	9	3	33%	3	33%	3	33%	4	44%	4	44%	4	44%	5	56%	4	39%	4	9%
	Resident permit holder	46	25	54%	25	54%	27	59%	28	61%	28	61%	30	65%	27	59%	27	59%	27	58%
	Single yellow line	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	55	28	51%	28	51%	30	55%	32	58%	32	58%	34	62%	32	58%	31	56%	31	57%
Winchester Road	Disabled bay	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%	1	63%	1	100%	1	2%
	Limited waiting RPH	4	1	25%	1	25%	1	25%	2	50%	1	25%	0	0%	2	53%	1	25%	2	3%
	Resident permit holder	38	11	29%	13	34%	14	37%	15	39%	16	42%	16	42%	23	61%	14	37%	19	41%
	Single yellow line	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Total	43	13	30%	15	35%	16	37%	18	42%	18	42%	17	40%	26	60%	16	38%	22	50%
Overall		201	86	43%	91	45%	97	48%	102	51%	109	54%	111	55%	111	55%	99	49%	106	53%

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 low for a busy residential area.

The day 1 results give an average stress of 55% for the daytime and day 2 give an average stress of 49% for the evening, this calculates an average stress of 53%. From our experience, many Councils, will consider that this does provide further capacity for parking within the area.

Analysing the roads separately, Home Farm Close has the highest average stress at 62% for both days combined. Canterbury Road has the lowest average stress for both days at 39%. 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 1
4. Development address (please include post code)	• Canterbury Road, RG2 7TB • Home Farm Close, RG2 7TD • Lincoln Road, RG2 0EX • Surrey Road, RG2 0EU • Winchester Road, RG2 0EY
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