

TECHNICAL NOTE

THE OAKS CARE HOME, NEW BRIGHTON ROAD, EMSWORTH

Access and Parking Assessment

Date: March 2019

Ref: PWPA/19/4662/TN01

1 INTRODUCTION

- 1.1 RGP has been commissioned to review access and parking matters at The Oaks Care Home, New Brighton Road, Emsworth, PO10 7QR.
- 1.2 The site is located on the eastern side of New Brighton Road (B2147), a predominantly residential through-road subject to a speed limit of 30mph. The local highway network is not subject to general on-street parking restrictions.
- 1.3 The site accommodates The Oaks Care Home (formally 'Merok House Care Home'), accessed by way of two longstanding vehicle crossovers on the eastern side of New Brighton Road. The site is provided with a longstanding, unmarked car park with capacity for in the order of 8 or 9 vehicles - depending upon how efficiently drivers park - in an independently accessible arrangement. The site forecourt, as existing, is shown below.



Figure 1.1: Site Frontage as Existing

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- 1.4 The site was granted planning consent (planning application reference APP/13/00765) for its redevelopment and extension from the previous 22 bed provision to 30 beds. The application was allowed at Appeal – PINS reference APP/X1735/A/13/2210187 – in March 2014. It should be noted that the Local Planning Authority's reason for refusal did not relate to highway or transportation matters.
- 1.5 Condition 13 of application APP/13/00765 (and also conditioned as part of the recent planning approval APP/18/01124 for external alterations to the building) requires that the existing northern access be closed and replaced with 2 additional car parking spaces to serve the expanded care home to provide a total of 10 on-site parking spaces. The redevelopment works at the care home have now been completed, however the longstanding dual access arrangement and car parking layout remain unchanged.
- 1.6 It is now proposed that the existing access and parking arrangements be retained, with no alterations made. As set out in this Technical Note, the results of an independent car parking survey demonstrate that the parking demands associated with the expanded 30-bed care home are easily accommodated on-site, or locally on-street at all times, with no material impact upon on-street parking stress. As such, it is considered that there is no overriding need to close the northern vehicular access in order to achieve the 2 additional on-site parking bays conditioned as part of application APP/13/00765 and APP/18/01124. Moreover, it is considered that the overall benefits of retaining the longstanding dual access arrangements significantly outweigh the overall benefits of achieving 2 additional parking spaces but closing one of the accesses.
- 1.7 The care home generates servicing trips by a range of rigid delivery vehicles, in addition to occasional ambulances and taxis. At present, these vehicles can conveniently loop through the site and utilise the existing dual access arrangements without issue. The existing dual access arrangement therefore allows for such vehicles to conveniently and efficiently access and egress the site in a forward gear and route through the site in a forward gear, with no requirement for reversing manoeuvres to take place either within the site, or to / from the public highway.
- 1.8 By contrast, the closure of the northern access would completely remove the ability for these manoeuvres to take place, thereby increasing the potential for reversing manoeuvres within the site or to / from the public highway. This would be detrimental to highway safety and convenience, as well as to the amenity of local residents through increased noise disturbance from such activity.

2 PARKING PROVISION

- 2.1 In order to establish parking demands associated with the 30-bed care home, Modal Data Ltd conducted a parking beat survey throughout a typical day at the subject car park and local sections of road within 200m of the site (or extended up to the nearest junction) as per the standard 'Lambeth Parking Methodology'. It is noted that the survey company identified the on-site car parking capacity as being 9 cars.

- 2.2 The local roads subject to the parking survey are not subject to any parking restrictions. The main section of the on-street survey area comprises New Brighton Road. As shown in the photograph below, this road is wide with good levels of forward visibility.



Figure 2.1 – New Brighton Road Towards the South

- 2.3 The survey was undertaken at hourly intervals between 0900 and 1800 hours on Tuesday 26th February 2019, representing a neutral weekday and a normal period of operation at the care home. The surveyed area and full results are attached at **Appendix A** whilst **Figures 2.2** and **2.3** summarise the results of the on-site and off-site surveys.

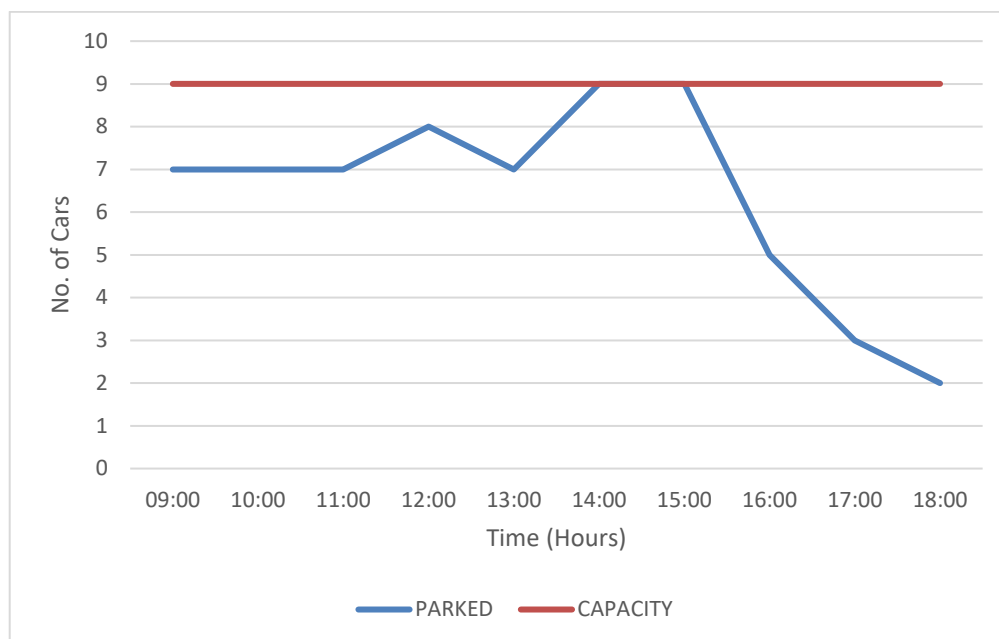


Figure 2.2: Use of Care Home Car Park – Tuesday 26th February 2019

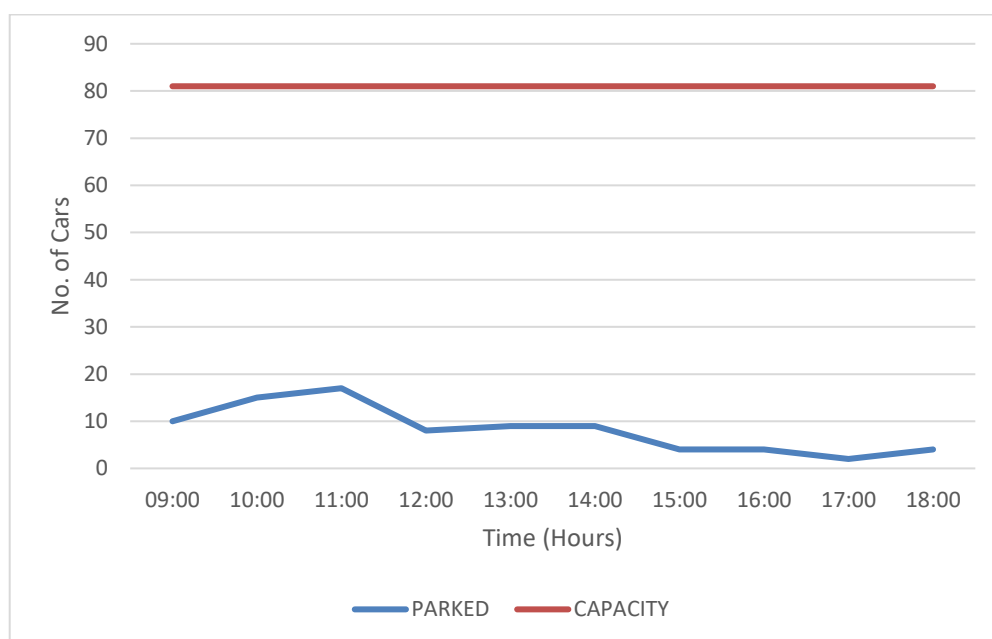


Figure 2.3: Use of On-Street Parking Areas – Tuesday 26th February 2019

- 2.4 As shown in **Figure 2.2** the existing on-site car parking provision was suitable to accommodate the care home's parking demands across the majority of the day, with typically 7 (or fewer) cars parked at the site. It is acknowledged that the car park reached its identified capacity at 1400 and 1500 hours, although the parking demands significantly dropped-off after 15:00 hours and had reduced to just 2 cars by 18:00 hours. It is noteworthy that this coincided with the period when the majority of local residents would likely have been returning home from work.

- 2.5 In terms of on-street parking capacity, based on the standard 'Lambeth Methodology' the local on-street parking areas were calculated by the survey company as having a maximum parking capacity of 81 cars. The results of the on-street parking survey showed that the maximum level of on-street parking amounted to just 17 cars, which occurred at 11:00 hours. This represents a parking stress level of 21%. Even at this period of maximum demand however, there was capacity for 64 additional cars to park on-street locally.
- 2.6 At other times, the level of on-street parking locally amounted to between 5 and 10 cars parked, which were easily accommodated on-street, as shown at **Figure 2.3**.
- 2.7 From the survey results it is not possible to identify whether the incidences of parking on-street were associated with the care home, however it is apparent that there is significant on-street capacity remaining at all times in any event. At the period of maximum parking demand at the care home car park (14:00-15:00 hours) the parking demands on-street amounted to just 4 cars, equating to an on-street parking stress level of just 5%. As such, it is clear that the local road network is not subject to high levels of parking stress, particularly in the middle part of the day when the care home's parking demands are at the highest level. Even at the period of peak parking demands at the care home, the local highway could accommodate up to 77 additional vehicles if needed.
- 2.8 It is significant that the period of maximum on-street parking demand is likely to be overnight (i.e. when the majority of local residents are at home) whilst the vast majority of the care home's parking demands are during the middle part of the day (i.e. when the majority of staff / visitors are at the care home). As such, it is apparent that the care home and nearby residential properties are complementary in terms of their peak periods of parking demand.
- 2.9 Notwithstanding the above, the care home operator is committed to minimising the site's reliance on private car travel and its associated parking (and traffic) impact. Indeed, a Travel Plan Statement was submitted as part of application APP/13/00765 and Condition 12 of application APP/13/00765 requires that this Travel Plan Statement be "*permanently implemented*". As such, there is no overriding need to provide additional on-site parking and such provision would be detrimental to the aim of reducing reliance upon private car travel at the site.

3 ACCESS AND CIRCULATION ARRANGEMENTS

- 3.1 The access and parking arrangement that was consented as part of application APP/13/00765 would see the existing northern vehicular crossover onto the site closed and 2 additional car parking spaces be provided in this location to increase the total parking capacity at the site to 10 spaces. This arrangement is shown in the following figure.

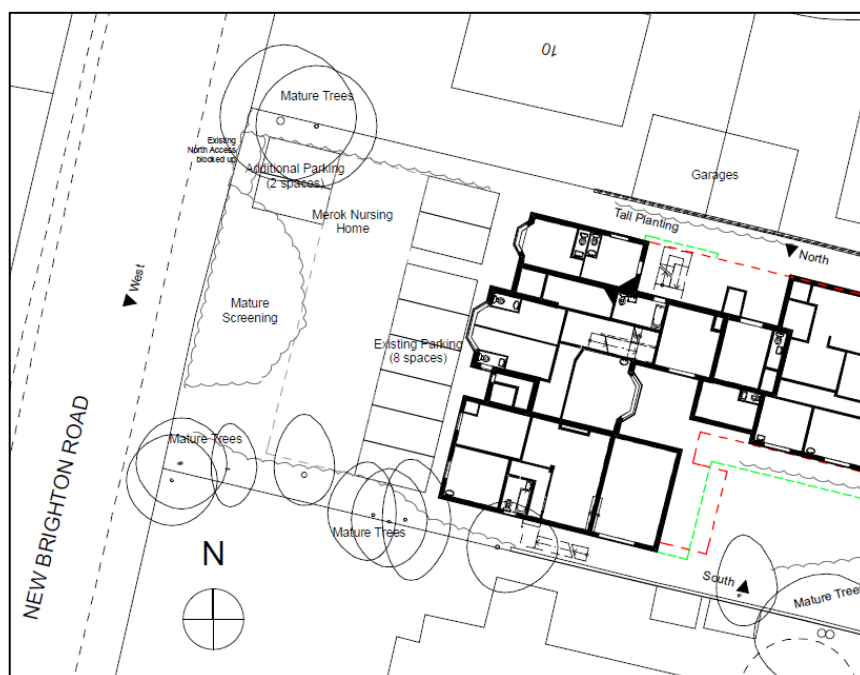


Figure 3.1: Access and Car Park Layout - Consented Application APP/13/00765

- 3.2 It is noteworthy that in practice, a total of 9 cars can reasonably park in an independently accessible arrangement at the front of the building at the current time, as was noted by the survey company. As such, the provision of 10 parking spaces, as per the consented arrangement, would be an increase of just 1 parking spaces against the existing in-practice capacity in any event. Moreover, as is set out at Section 2, the identified parking demands from the expanded care home are easily accommodated on-site, or on-street locally, at the current time with no requirement to increase the on-site provision.
- 3.3 The closure of the northern access would however be detrimental in highway and transport terms given that it would remove the current dual access arrangement that is of significant benefit to the safe and convenient servicing operations at the site. The access arrangements currently allow for delivery vehicles, ambulances and taxis etc. to loop through the site with no reversing manoeuvres required; either within the site or to / from the local highway network. By contrast, the closure of the northern access would then require vehicles to undertake reversing manoeuvres within the site - albeit no formal turning head is included in the consented layout - or to / from the public highway. This may then result in conflict between pedestrians and vehicles within the site or on New Brighton Road. New Brighton Road is a 'B' classified road and is an important through route between Emsworth to the south and Westbourne (and various other destinations) to the north.

- 3.4 The attached swept path **Drawings 2019/4662/001** and **2019/4662/002** demonstrate that the existing arrangement allows rigid delivery vehicles and ambulances to access and egress the site in forward gear, conveniently utilising the loop arrangement through the site. By contrast, the swept path analysis also confirms that the consented arrangement would require servicing vehicles to undertake a number of reversing manoeuvres within the site (if the driver chooses to drive in forwards) or would require drivers to reverse into / out of the site directly from the public highway. It is noteworthy that 7.5 tonne box vans would be unable to turn on site (see **Drawing 2019/4662/002**) and as such would be required to reverse in / out of the access.
- 3.5 Not only would these reversing manoeuvres represent potential safety implications within, and adjacent to, the site but they would increase noise and disturbance, particularly from audible reversing alarms which many such vehicles are fitted with. It would also increase the time that vehicles would need to spend on site due to the time taken to carry out these manoeuvres. Again, it is noteworthy that there is no formal turning area / turning head incorporated into the consented site layout where such manoeuvres would be formalised. The inclusion of any such formalised turning area would just reduce the on-site parking capacity in any event.
- 3.6 It is also significant that the southern access is approximately 3.0 – 3.5 metres wide and therefore insufficient to allow for two-way vehicle flow. The southern access is shown in the following photograph.



Figure 3.2 – Southern Site Access

- 3.7 As such, vehicles would either have to wait on-site, or on New Brighton Road, to allow opposing vehicles to pass. This would further increase the likelihood of vehicle conflict and would increase general disturbance and inconvenience. It would also potentially result in vehicles blocking the footway and carriageway along New Brighton Road, which would be detrimental to the safe and convenient passage of pedestrians and vehicles along New Brighton Road.
- 3.8 It should also be noted that there is no separate pedestrian route from the care home entrance to the footway on New Brighton Road. Whilst this is a longstanding situation, and has operated without issue for many years, this is largely due to the fact that there are currently two points of site access from New Brighton Road. This disperses vehicles, and pedestrians, from the site across two accesses, thereby minimising the likelihood of conflict amongst these various users. By closing the northern access, all vehicular and pedestrian movements associated with the redeveloped 30-bed care home would then be focussed on one single point of access (i.e. the existing southern access). This would effectively double the number of trips at any one point on the site frontage and would double the likelihood of conflict between pedestrians and vehicles, particularly given that the southern access does not allow for two-way vehicle flow.

4 SUMMARY AND CONCLUSIONS

- 4.1 RGP has been commissioned to review access and parking matters at The Oaks Care Home, New Brighton Road, Emsworth, PO10 7QR.
- 4.2 The site was granted planning consent (planning application reference APP/13/00765) for its redevelopment and extension from the previous 22 bed provision to 30 beds in March 2014. These redevelopment works have now been completed. As part of consented planning application APP/13/00765, and as part of recent planning approval APP/18/01124 for external alterations to the building, a planning condition required that the existing northern access to the site from New Brighton Road be closed to allow for 2 additional car parking spaces to be provided. It is now proposed however that the longstanding dual access arrangement and parking arrangements be retained as existing, with no alterations made.
- 4.3 This Technical Note sets out the results of an independent car parking survey, which demonstrates that the parking demands associated with the expanded 30-bed care home are easily accommodated on-site, or locally on-street at all times, with no material impact upon on-street parking stress. As such there is no overriding need to provide additional on-site parking which would be detrimental to the aim of reducing reliance upon private car travel.
- 4.4 Furthermore, the closure of the northern access would be detrimental to the longstanding access and circulation arrangements at the care home. It would focus all site traffic upon one single point of access/egress and would remove the ability for servicing manoeuvres to occur without reversing, leading to additional hazards to road users and pedestrians.

- 4.5 On the basis of the above, it is clear that the overall benefits of retaining the longstanding dual access arrangements significantly outweigh the benefits of providing 2 additional parking spaces.

APPENDIX A

SURVEY AREA



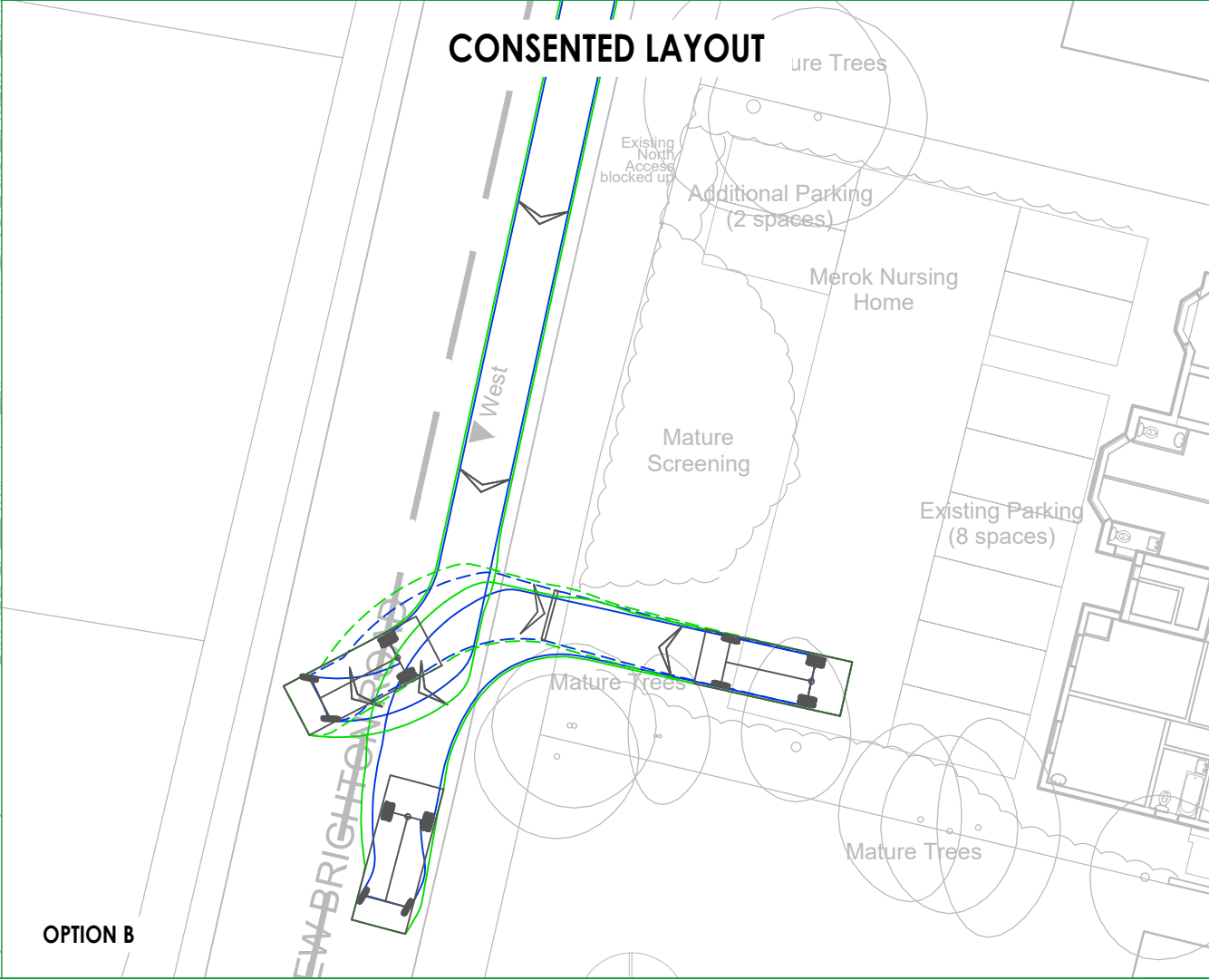
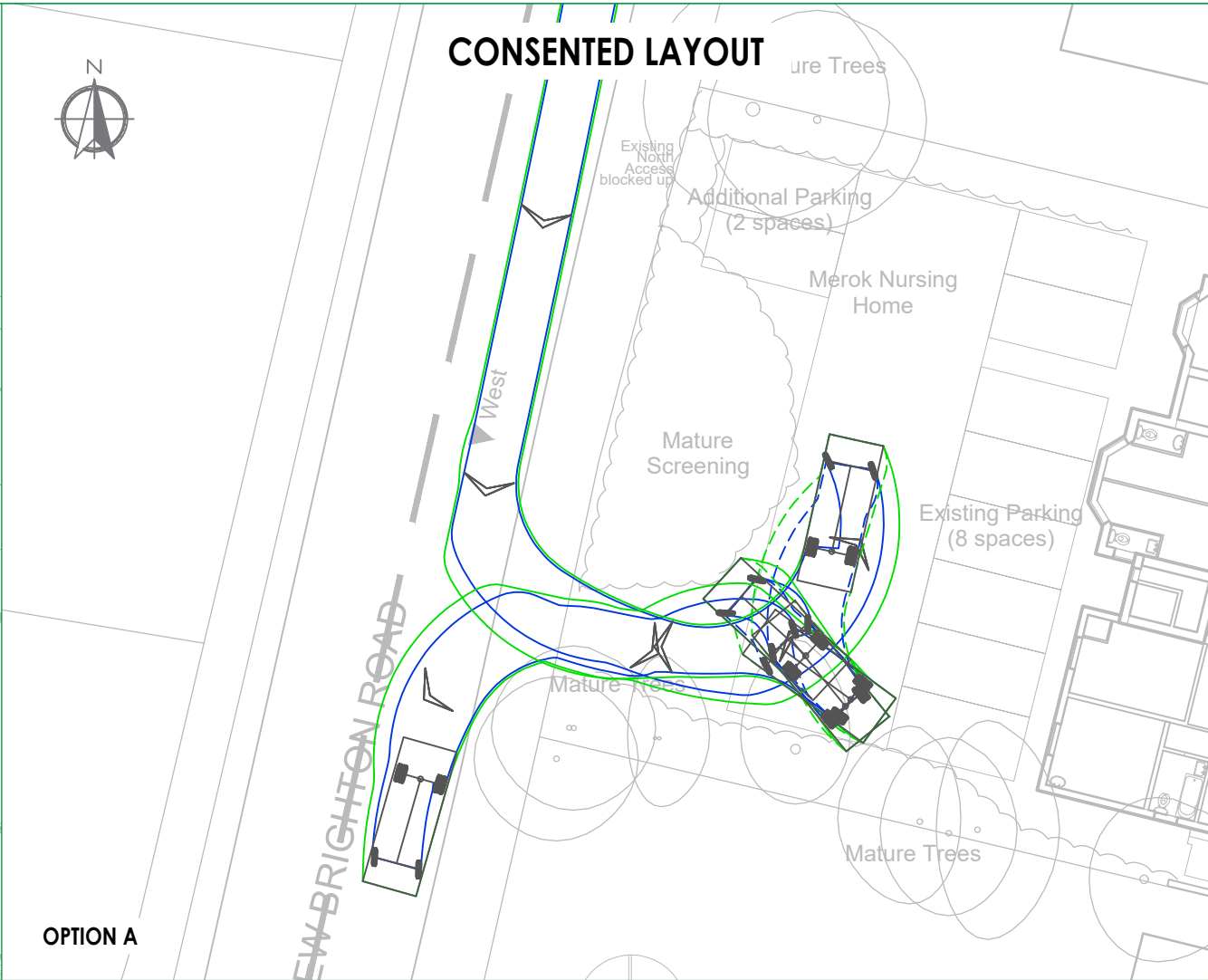
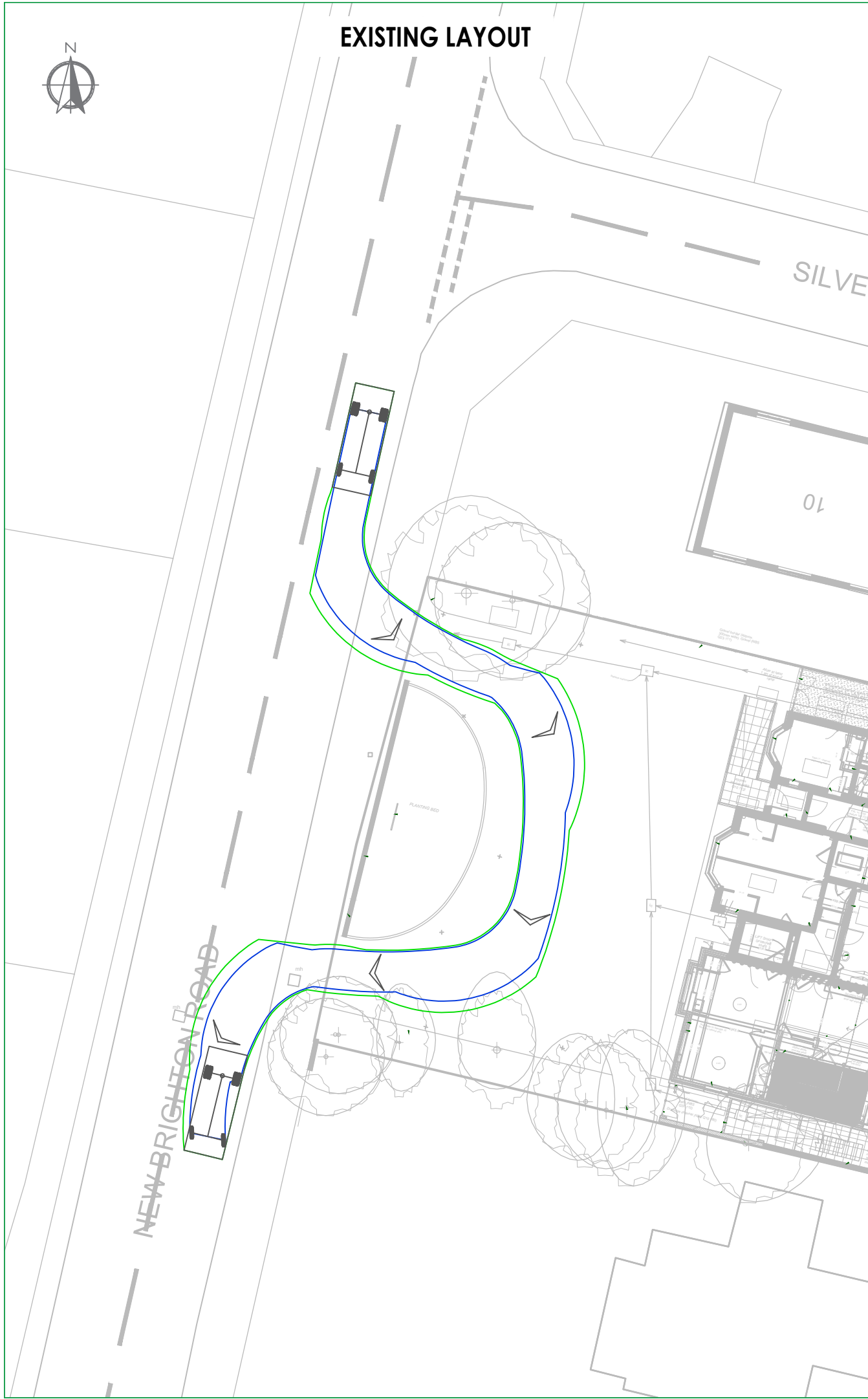
TUESDAY 26TH FEBRUARY 2019

NB. All cars were parked
in lay-by at the mouth of
Christopher Way south

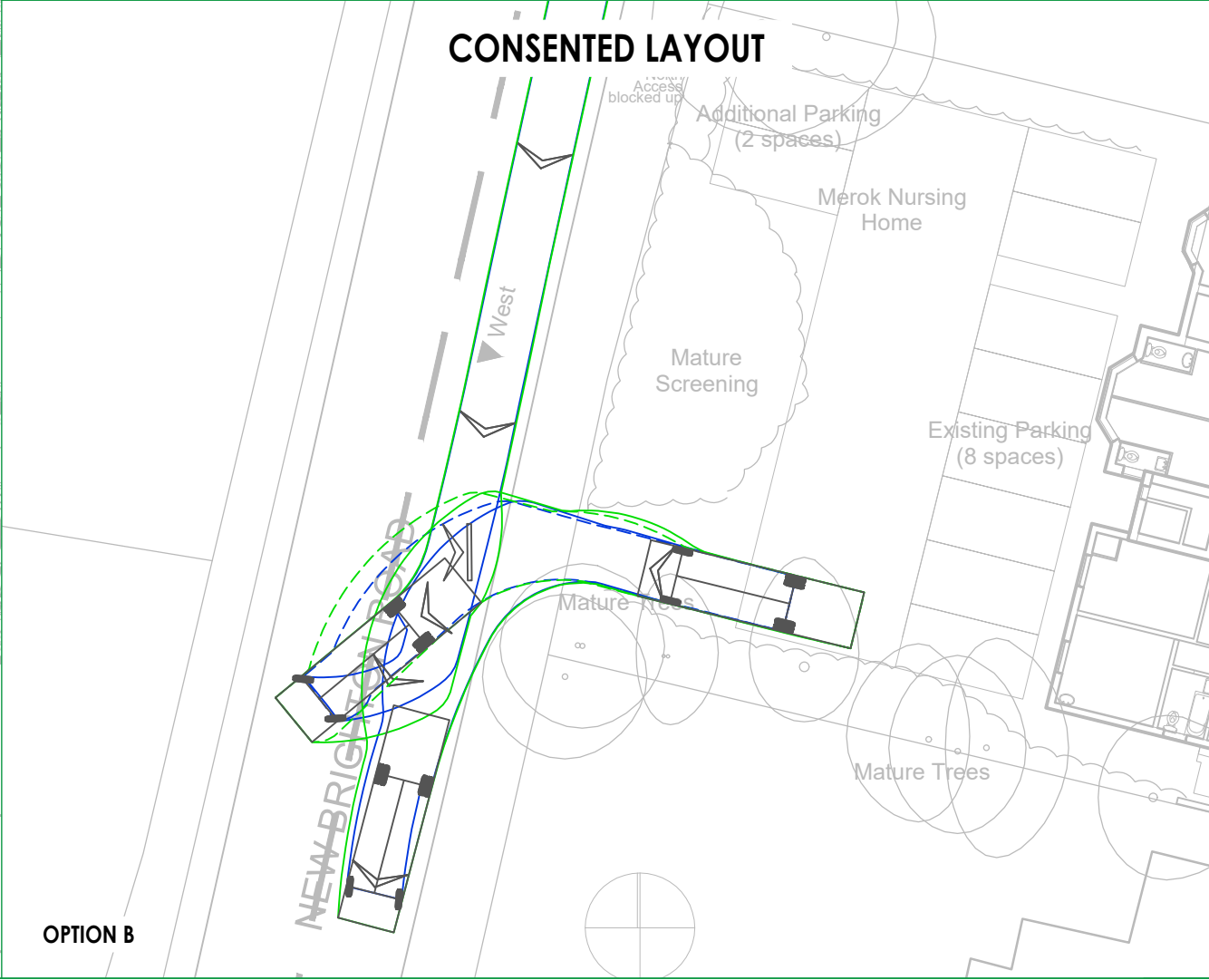
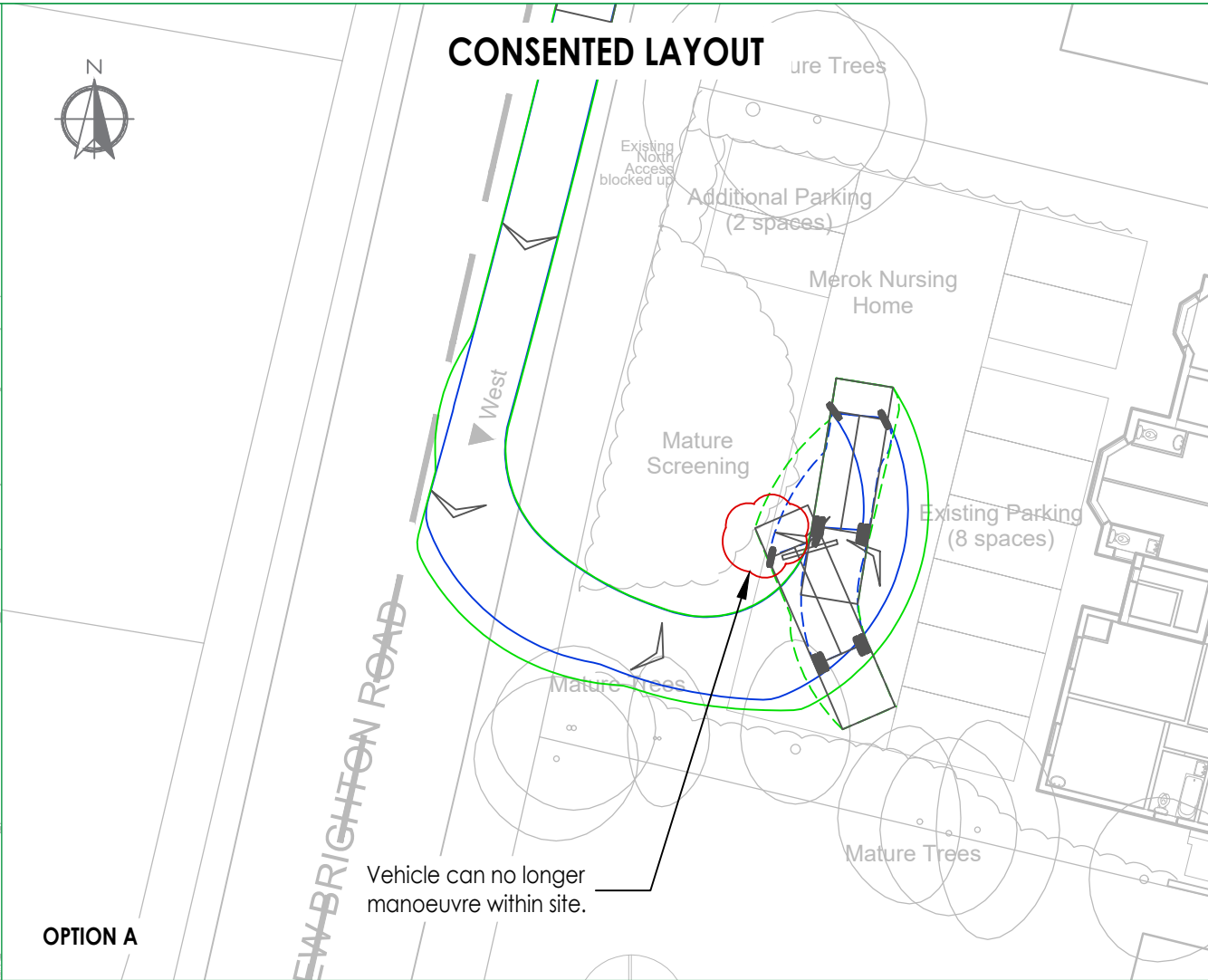
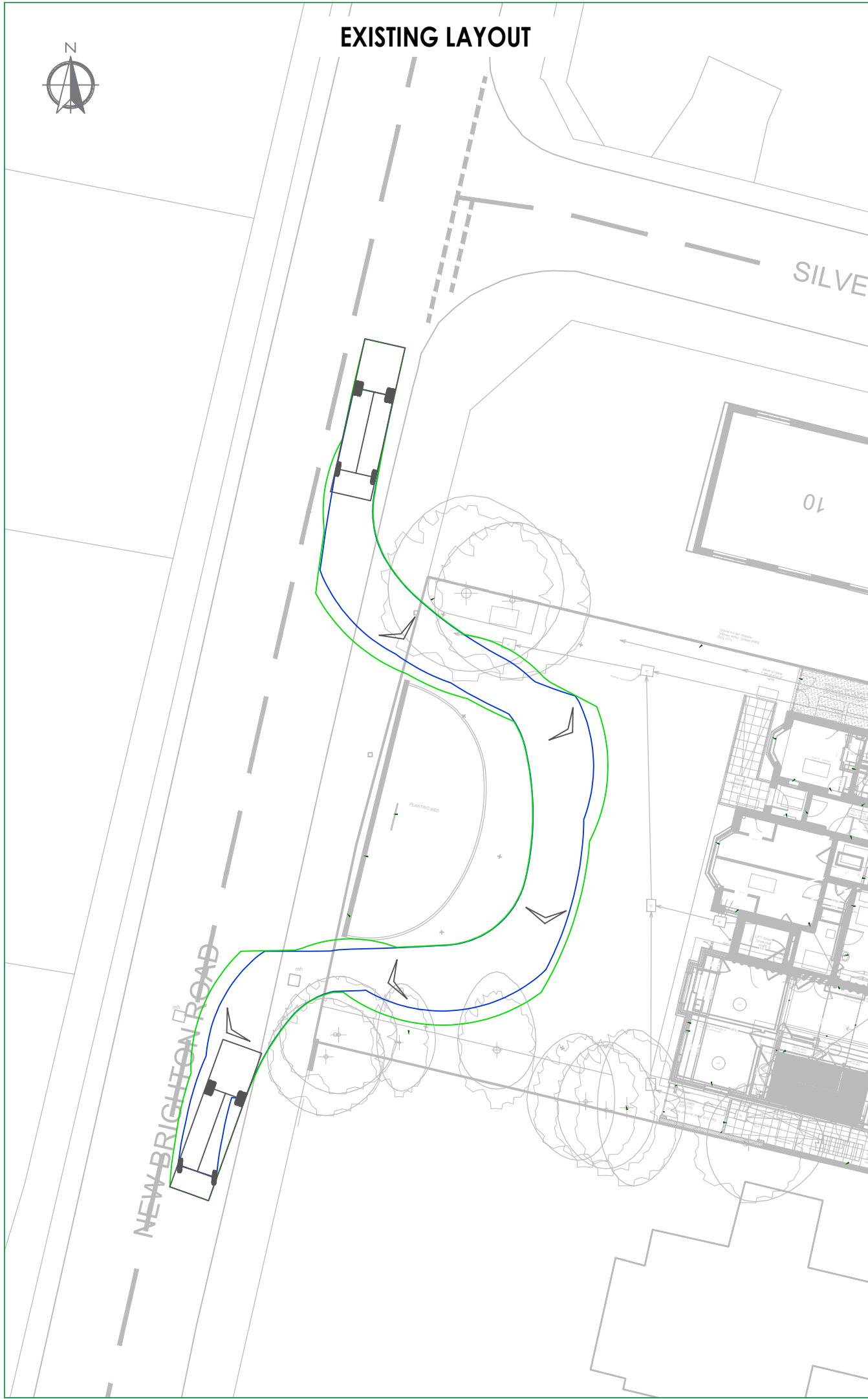
TIME	Care Home Car Park		New Brighton Rd West Side		New Brighton Rd East Side		Silvertrees		Christopher Way	
	PARKED	PARKING STRESS	PARKED	PARKING STRESS	PARKED	PARKING STRESS	PARKED	PARKING STRESS	PARKED	PARKING STRESS
Spaces	9		31		35		5		10	
09:00	7	78%	3	10%	3	9%	3	60%	1	10%
10:00	7	78%	3	10%	7	20%	4	80%	1	10%
11:00	7	78%	1	3%	10	29%	5	100%	1	10%
12:00	8	89%	0	0%	3	9%	4	80%	1	10%
13:00	7	78%	1	3%	3	9%	4	80%	1	10%
14:00	9	100%	1	3%	6	17%	1	20%	1	10%
15:00	9	100%	0	0%	3	9%	0	0%	1	10%
16:00	5	56%	0	0%	3	9%	0	0%	1	10%
17:00	3	33%	0	0%	1	3%	0	0%	1	10%
18:00	2	22%	1	3%	2	6%	0	0%	1	10%

TIME	OVERALL CAPACITY	
	PARKED	PARKING STRESS
	90	
09:00	17	19%
10:00	22	24%
11:00	24	27%
12:00	16	18%
13:00	16	18%
14:00	18	20%
15:00	13	14%
16:00	9	10%
17:00	5	6%
18:00	6	7%

DRAWINGS



NOTES				A3
5.461 0.681 3.2 Ambulance Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Kerb to Kerb Turning Radius 5.461m 2.020m 2.498m 0.225m 1.860m 4.00s 6.500m				
RESIDUAL HAZARDS				
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:				
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.				
This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.				
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rgp Transport Planning and Infrastructure Design Consultants Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk Client PWP Architects Project The Oaks Care Home, Emsworth Drawing Title Ambulance Swept Path Analysis Scale 1:500 Drawn By GSE Checked By DLH Approved By JCS Date March 2019 Drawing No. 2019/4662/001 Rev. -				



NOTES

8.01

4.21

4.25

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.556m

0.351m

2.064m

4.00s

7.400m

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Client

PWP Architects

Project

The Oaks Care Home, Emsworth

Drawing Title

7.5t Box Van Swept Path Analysis

Scale

1:500

Drawn By

GSE

Checked By

DLH

Approved By

JCS

Date

March 2019

Drawing No.

2019/4662/002

Rev.

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