



PARKING SURVEY TECHNICAL NOTE

42 LOMBARDY RISE, WATERLOOVILLE

Parking Survey

Date: May 2018

Ref: MHAR/18/4270s

1 INTRODUCTION

- 1.1 This Parking Survey Technical Note (PSTN) has been prepared by Russell Giles Partnership Ltd (RGP) to support a planning application for a proposed residential development at 42 Lombardy Rise, Waterlooville.

Existing Conditions

- 1.2 The application site is located to the north of Lombardy Rise within a suburban area of Waterlooville, c.1.2km to the south-east of Waterlooville town centre. The application site currently comprises a garden associated with 42 Lombardy Rise.
- 1.3 Lombardy Rise has a range of parking facilities including: on-street spaces, unrestricted parking bays, unrestricted parking courts, and residents only parking courts. The existing parking facilities on Lombardy Rise are demonstrated in **Figure 1.1**.



On-Street Parking



Parking Bays



Unrestricted Parking Court



Restricted Parking Court

Figure 1.1: Existing Parking Facilities on Lombardy Rise

Proposed Development

- 1.4 The proposed development would involve the erection of a single 2 bed house with no on-site car parking spaces. It is proposed that car parking associated with the proposed development would take place on the local road network.
- 1.5 Car parking standards for developments within Havant are set out in the Havant Borough Council's (HBC) document; "Parking – Supplementary Planning Document". The standards require 2 spaces for 2-bedroom units.
- 1.6 The proposed development therefore falls short of HBC's parking standards and as such is expected to result in additional parking demand in the order of 2 spaces on the local road network.

2 METHODOLOGY

- 2.1 In order to assess the existing on-street parking demand in the vicinity of the site, a parking survey has been undertaken by Modal Data Ltd. The survey conducted followed the established 'Lambeth' methodology in the mornings of Wednesday 25th and Thursday 26th April 2018. The 'Lambeth' methodology aims to identify the peak parking conditions for residents by undertaking a survey between 00:30am and 05:30am when residents are typically at home and therefore parked on the local road network.
- 2.2 The standard 'Lambeth' methodology requires parking counts to be undertaken within all viable on-street parking areas within a 200m walking distance of the development site (c. 2.5 min walk). Parked vehicle counts were recorded at 01:00am on both Wednesday 25th and Thursday 26th as per the requirements of the 'Lambeth' methodology.
- 2.3 The parking counts can be compared to the total capacity in the study area to determine the parking stress as a percentage. The maximum parking capacity was established assuming standard passenger car unit (PCU) dimensions of 6.0m length and 2.0m wide. The PCU size provides a robust estimation of the parking capacity in the survey area, as in reality cars can park at a higher density than this unit allows.
- 2.4 In calculating the maximum capacity, care was taken to exclude parking areas in front of dropped kerbs that serve private driveways and disabled parking bays. The study area and maximum parking capacity on each road is demonstrated in **Figures 2.1** and **2.2**. The results of the survey are attached in **Appendix A**.

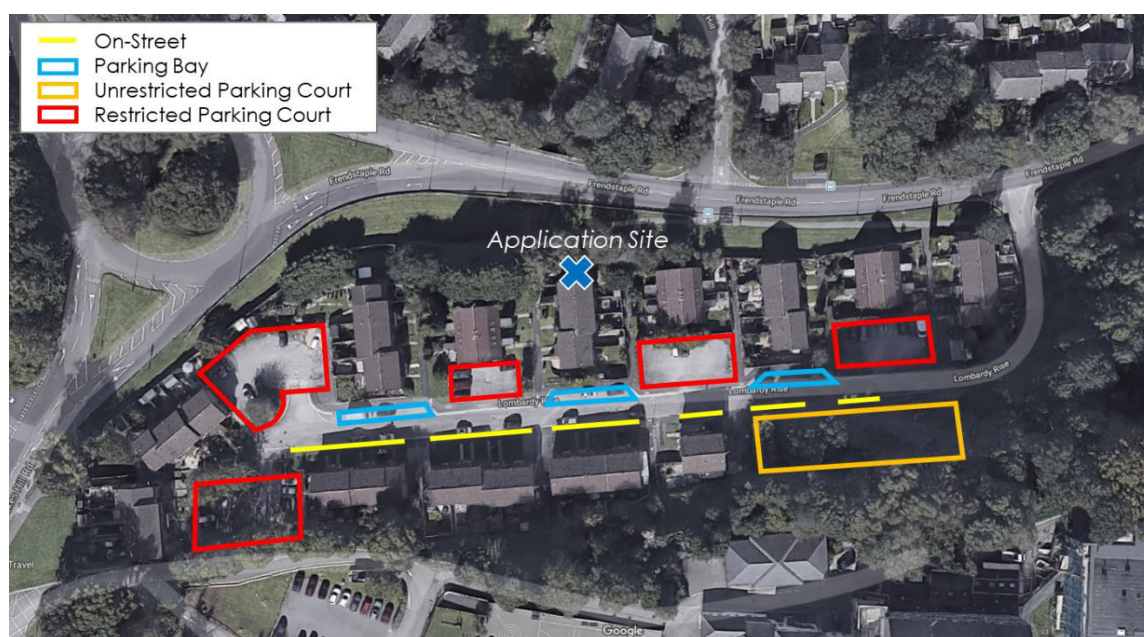


Figure 2.1: Survey Area and Maximum Parking Capacities

	Parking Facility	Maximum Capacity
Restricted	On-Street	15
	Marked Bay	10
	Parking Court	12
	Unrestricted Total	37
Unrestricted	Parking Court	57
	Overall Total	94

Figure 2.2: Maximum Parking Capacities

3 RESULTS

- 3.1 This section summarises the results from the car parking survey conducted by the survey company Modal Data. The survey identifies the remaining capacity in the study area allowing for the demand for 2 additional cars on the local road network that the proposed development would likely generate.
- 3.2 The survey measured parking 'stress' as a percentage of the overall spaces occupied by parked vehicles. The average stress over the two surveys days has been used for the analysis. In order to take a robust view of the remaining parking capacity in the survey area, any restricted parking areas have been omitted from stress analysis as these are unlikely to be used by future residents. A summary of the results is demonstrated in **Figure 3.1**.

Parking Facility	No. of Cars Parked	Total Capacity	Remaining Capacity	Parking Stress
Marked Bay	9	10	2	85%
On-Street / Parking Court	22	27	6	80%
Total	30	37	7	81%

Figure 3.1: Survey Results (2 Day Average) *discrepancies due to rounding

- 3.3 The survey revealed an average parking stress of 81% across the overall study area equating to 7 remaining parking spaces within a 200m walking distance of the site.

4 CONCLUSION

- 4.1 The application proposes the construction of a single 2 bed dwelling with no on-site parking spaces. The proposal provides a shortfall of 2 spaces compared with HBC's parking standards and, as such it is anticipated that the development will generate demand for 2 parking spaces on the local network.
- 4.2 As demonstrated in **Section 3**, the survey identified an average of 7 unrestricted parking spaces available across the overall study area, demonstrating capacity within a 200m walk of the application site.

- 4.3 It is concluded that the parking survey has demonstrated sufficient parking capacity on the surrounding local road network to accommodate the shortfall in proposed on-site parking.

APPENDIX A

Lombardsy Road, Waterloo

Wednesday 25 and Thursday 26 April 2018

MODAL

modaldata.com



-  Double Yellow (No Parking)
-  Available street parking (Unrestricted)
-  Dropped Kerb (No Parking)
-  Marked Bays
-  Residential Parking (Restricted)
-  Extra Parking (Unrestricted)
-  Site Location

Lombardy Rise, Waterlooville

25.4.18 1 AM

MODAL
modaldata.com

[illegible]

Lombardy Rise, Waterlooville

26.4.18 1 AM

MODAL
modaldata.com

[illegible]