

PARKING SURVEY TECHNICAL NOTE

85 GEOFFREY AVENUE, PURBROOK

Residential Development

Date: January 2018

Ref: RTP/17/3991s

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 85 Geoffrey Avenue, Waterloooville. The proposal would involve extension to an existing residential dwelling that would result in the loss of existing on-site car parking facilities.
- 1.2 The site is located on the western side of Geoffrey Avenue at the northern end of the cul-de-sac. The existing site currently has 3 on-site car parking spaces, 2 provided on a driveway and 1 in a garage. The proposed development would result in the loss of the garage parking space and 1 of the driveway spaces.
- 1.3 Havant Borough Council's (HBC) parking standards, as set out in the council's document; "Parking: Supplementary Planning Document" requires 3 spaces per 4 bed dwelling. The proposed provision therefore falls short of HBC's required standard. The shortfall in the parking provision and the loss of 2 existing on-site spaces is expected to result in 2 cars being displaced onto the local road network (LRN).
- 1.4 Geoffrey Avenue is located in a suburban area on the periphery of Purbrook. Many of the properties along Geoffrey Avenue and the surrounding streets do not provide off-street parking facilities, meaning that on-street parking is common on the local roads. Geoffrey Avenue has a c.6m carriageway width and parking occurs on both sides of the carriageway. Parking on footways is common place on Geoffrey Avenue and the surrounding roads. The existing on-street parking conditions on Geoffrey Avenue are demonstrated in **Figure 1.2**.



Figure 1.2: Existing Parking Conditions on Geoffrey Avenue

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'. The survey conducted followed the established 'Lambeth' methodology in the mornings of Tuesday 28th and Wednesday 29th November 2017. The 'Lambeth' methodology aims to identify the peak parking conditions for residents by undertaking a survey early in the morning when residents are typically at home and therefore parked on the local road network.
- 2.2 The survey area includes all feasible on-street parking areas within a 200m walking distance of the development site (c. 2.5 min walk). Parked vehicle counts were recorded at 01:30 on Tuesday 28th and 01:20 on Wednesday 29th as per the standard '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. Due to the prevalence of footway parking, potential spaces which would require vehicles to mount the kerb have been included within the counts to provide a realistic number of available parking spaces. 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 B**.

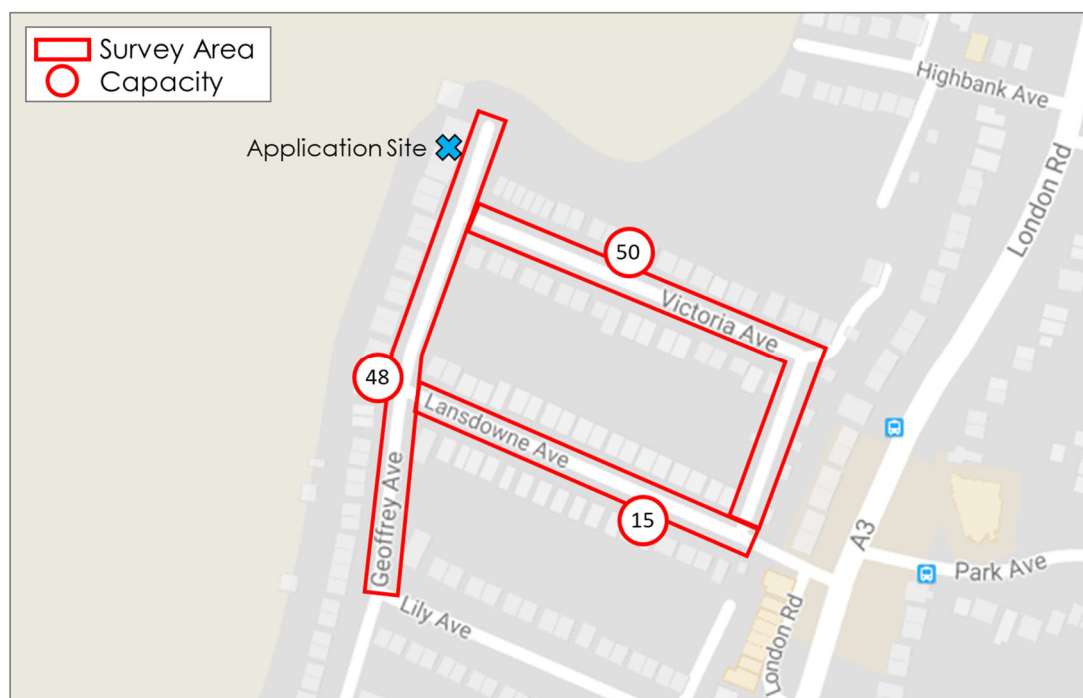


Figure 2.1: Survey Area and Maximum Parking Capacities

Location	Maximum Capacity
Geoffrey Avenue	48
Lansdown Avenue	15
Victoria Avenue	50
Total	113

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 on the 28th and 29th of November 2017. The survey identifies the remaining capacity in the study area allowing for the additional 2 cars on the LRN resulting from the proposed development.
- 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, disabled parking bays 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 4.1**.

Location	No. of Cars Parked	Total Capacity	Remaining Capacity	Parking Stress
Geoffrey Avenue	20	47	28	41%
Lansdown Avenue	22	15	5	70%
Victoria Avenue	36	50	15	71%
Total	66	112	47	58%

Figure 4.1: Survey Results (2 Day Average) *discrepancies due to rounding

- 3.3 The survey revealed an average parking stress of 58% across the overall study area equating to 47 remaining parking spaces within a 200m walking distance of the site. Geoffrey Avenue experienced an average parking stress of 41% equating to 28 available parking spaces which demonstrates that Geoffrey Avenue alone can comfortably accommodate the additional 2 spaces demanded by the development.

4 CONCLUSION

- 4.1 The proposed development would result in the loss of 2 existing car parking spaces and would retain 1 on-site parking space, a shortfall of 2 spaces compared with HBC's parking standards. As a result, it is anticipated that the development will generate demand for 2 on-street parking spaces.
- 4.2 As demonstrated in **Section 3**, the survey identified an average of 28 available spaces on Geoffrey Avenue which would comfortably accommodate the additional on-street parking demand associated with the development. In addition, the survey also identified a total of 47 available spaces across the overall study area demonstrating considerable capacity within a 200m walk of the application site.
- 4.3 It is concluded that the parking survey has demonstrated that there is sufficient parking capacity on Geoffrey Avenue and the surrounding LRN to accommodate the shortfall in on-site parking and the displacement from the proposed development site.

85 GEOFFREY AVENUE

Tuesday 28 November 2017 Time:1.30 am

Observation: In the survey area it is custom for most cars to park half on kerb, to allow easy drive through.



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	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION				OTHER		TOTAL PARKING STRESS					
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTOR CYCLE BAY		PARKED	SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	IN FRONT OF GARAGE	DROPPED KERB	SINGLE YELLOW	HALF ON KERB						
	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE										PARKED	SPACE				
STREET																											
Geoffrey Avenue			6	20					1	1			7	21	33%							12	27	19	48	40%	
Lansdowne Avenue				9									0	9	0%							11	6	11	15	73%	
Victoria Avenue			3	29									3	29	10%			1				31	21	35	50	70%	
TOTALS	0	0	9	58	0	0	0	0	1	1	0	0	10	59	17%	0	0	1	0	0	0	54	54	65	113	58%	

85 GEOFFREY AVENUE

Wednesday 29 November 2017 Time:1.20 am



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	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS		WAITING RESTRICTION				OTHER		TOTAL PARKING STRESS							
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTOR CYCLE BAY								SINGLE YELLOW		HALF ON KERB							
	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS		
STREET																												
Geoffrey Avenue			4	20					1	1			5	21		24%							15	27	20		48	42%
													0	9		0%							10	6	10		15	67%
Lansdowne Avenue				9									5	29		17%			1				30	21	36		50	72%
Victoria Avenue			5	29									5	29	17%							30	21	36	50	72%		
TOTALS	0	0	9	58	0	0	0	0	1	1	0	0	10	59	17%	0	0	1	0	0	0	55	54	66	113	58%		