

Parking Survey

59 London Road

Widley

Report Date: 2nd October 2017

1.0 Introduction:

This Supporting Parking Survey and Report has been prepared by the Martin Ralph Group, on behalf of Mr Justin Todd. This survey has been undertaken at the suggestion of the planning officer. The report has been generated to support the proposed loft conversion at **59 London Road, Widley**. A planning application has been submitted to Havant Borough Council under reference number **APP/17/00766** and is to be read in conjunction with this report.

This document provides data and an assessment for residential development with reference to Paragraphs **32, 35** and **39** of the **Nation Planning Policy Framework**. In particular, this report refers to **Havant Borough Council's Parking Supplementary Planning Documents** paragraphs **4.32** and **4.33**.

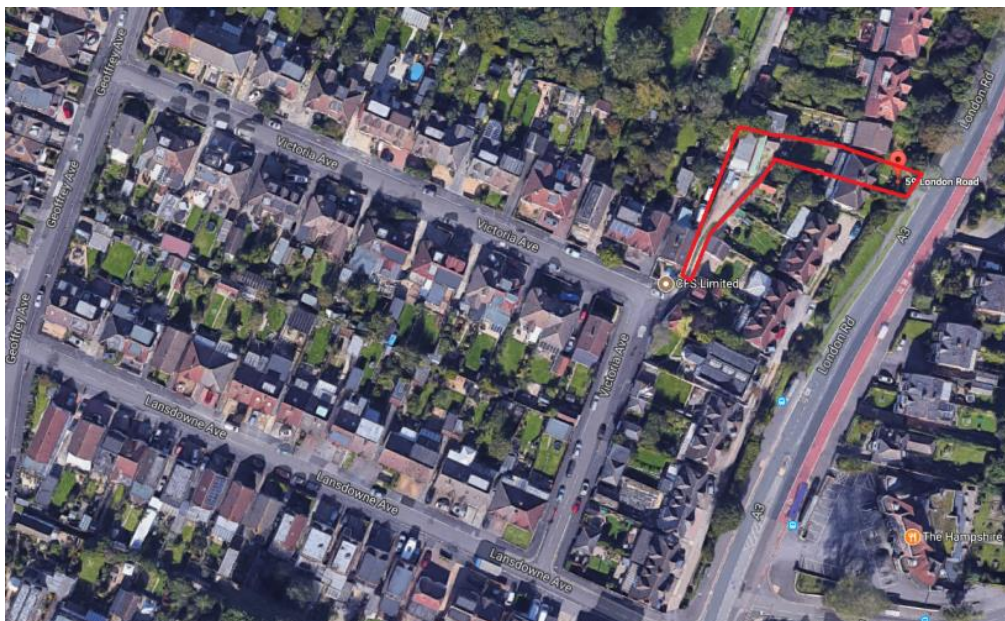


Figure 1: 59 London Road, Widley

2.0 Scope of Survey and method:

A survey was conducted along **Victoria Avenue, Widley**. A count of empty spaces and occupied car parking spaces was taken three times a day for a period of 9 days (23rd of September 2017 to the 1st of October 2017). Surveys were taken in the morning, between 7:30 and 8:00am, midday, between 12:30 and 13:30 and evening, between 17:30 and 18:30 each day.

They surveys were arranged so as to avoid collection of data during quiet periods of off street parking on Victoria Avenue. This was to ensure data was collected during peak times ensuring in any point in time the 'worst case' scenario for off street parking was considered.

Where a parking space was not used correctly i.e. cars parked across driveways or vehicles causing an obstruction, the specific location was recorded and considered when entering survey data.

3.0 Data Analysis

One data method was used to analyse and calculate the parking capacity at both lengths of Victoria Avenue. This was as follows:

- Parking spaces/ bays were not marked out; therefore a typical vehicle parking length of 5.5m was assumed and divided across the length of both lengths of Victoria Avenue.

This method resulted in maximum of 46 off road car parking spaces assumed along the road.

Percentage occupancy has been used as the primary indicator to understand the current parking stresses on Victoria Avenue. This method identifies the number of vehicles parked in relation to the on-street capacity.

4.0 Results:

Results of the parking survey are displayed in table 1 below. Site photos have been included in Appendix A to support the findings from this survey.

Table 1: Parking Survey Data

Date	Time	Total Number of standard car parking spaces	Number of cars parked	Number of Empty spaces	Parking Stress	Photo Reference
23-Sep-17 Saturday	08:00	46	20	26	43%	1
	12:30	46	23	23	50%	No Photo
	18:00	46	25	21	54%	2
24-Sep-17 Sunday	07:45	46	25	21	54%	7
	12:15	46	27	19	59%	No Photo
	18:30	46	29	17	63%	No Photo
25-Sep-17 Monday	07:45	46	25	21	54%	No Photo
	12:30	46	15	31	33%	3
	06:00	46	26	20	57%	No Photo
26-Sep-17 Tuesday	07:45	46	24	22	52%	4
	13:15	46	9	37	20%	No Photo
	06:00	46	27	19	59%	6
27-Sep-17 Wednesday	08:00	46	30	16	65%	No Photo
	12:30	46	13	33	28%	No Photo
	06:00	46	26	20	57%	8
28-Sep-17 Thursday	08:00	46	29	17	63%	No Photo
	12:30	46	14	32	30%	14
	06:00	46	23	23	50%	9
29-Sep-17 Friday	07:45	46	25	21	54%	No Photo
		No Data	No Data	No Data	No Data	No Photo
	06:00	46	24	22	52%	10
30-Sep-17 Saturday	08:00	46	24	22	52%	No Photo
	13:15	46	25	21	54%	12
	06:00	46	31	15	67%	5
01-Oct-17 Sunday	08:00	46	26	20	57%	13
	12:30	46	24	22	52%	11
	06:00	46	25	21	54%	No Photo

Conclusion:

The following conclusions can be drawn from the data presented in Table 1:

- Peak parking times include Saturday, Sunday and some weekday evenings with a parking stress of 67% at the busiest point observed during the survey.
- On average, parking stress observed over the 9 days is deemed at 49%.
- The necessity to accommodate a single extra parking space triggered by the proposed development would have little effect on the current parking situation on Victoria Avenue. A single extra car increases the average parking stress from 49% to 52% and 67% to 70% at the busiest period observed in the survey.

Appendix A:



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6



Image 7



Image 8



Image 9



Image 10



Image 11



Image 12



Image 13



Image 14