



12 Church Road, Northwood Parking Survey

Wednesday 12th June 2024

Thursday 13th June 2024

Date of Issue: 20th June 2024

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Details of Site	
Location	12 Church Road, Northwood
Dates	Wednesday 12th June 2024
	Thursday 13th June 2024
Timeperiod	Overnight (00:30-05:30)
Weather	Cool and dry
Comments	
Criteria	<p>Vehicle length assumed for unmarked bays, single lines and unmarked areas is 5.0m.</p> <p>Unacceptable distance for parking from corners is 5.0m.</p>

Details of Methodology

Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Areas excluded from survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity	<p>Distance from corner (for reasons of highway safety - normally between 5m and 10m)</p> <p>Crossovers, build outs, traffic islands</p> <p>Sections of acceptable parking which are less than 90% of the assumed vehicle length. For a vehicle length of 5m, this is 4.5m</p> <p>Single yellow lines may also be excluded for reasons of traffic flow or if the road is a narrow road.</p> <p>Where the width of the road is such that parking on both or either side would cause an obstruction. Parking is not permitted on either side when the road is 4.9m or narrower. Parking is only permitted on one side when the road is wider than 4.9m and narrower than 6.7m. An estimation of parking on a narrow road is site specific.</p> <p>Where the width of a main road is such that parking on both sides would not allow traffic to move freely in both directions. For free movement of traffic, we consider that the road width must be at least 9.4m if parking is to occur on both sides. The use of this criteria is based on our assessment of the road network.</p>
Parking excluded from stress calculation	Bays may be suspended due to temporary roadworks or due to a non-vehicle (eg skip) occupying a parking space. Suspended bays are removed from the parking supply when calculating the parking stress.
Parking excluded from stress calculation	Any illegal parking in non parking areas is recorded in the parking demand, but not included in the parking stress.

Terminology

Parking Supply	Measurement of each section of parking restriction type (legal or illegal) or unmarked section of road. Sections of road length which are permitted or acceptable for parking are converted into theoretical parking supply by dividing the length by an assumed vehicle length. The result is rounded down to the nearest unit, except when the remaining length is 90% or above and then it is rounded up. Sections of road which are not legal or acceptable for parking (termed non-parking areas) have no parking supply.
Parking Demand	The number of vehicles parked is expressed in Passenger Carrying Units (PCUs). The values are Car (PCU=1.0); LGV (PCU=1.0); OGV (PCU=1.5); BUS (PCU=2.0); Motorcycle within a parking bay (PCU=0.2); motorcycle within a motorcycle bay (PCU=1.0); PCL/E-Scooter (PCU=0.1).
Parking Stress	Calculation to express the number of parked vehicles (parking demand) as a percentage of available parking (parking supply) for each parking type. Stress can be over 100% if vehicles are small, parked closely together or if the length of the parking type is longer than the assumed vehicle length multiplied by the number of theoretical spaces.
Section	The data may be presented in sections. This is normally the side of road between junctions.

Site Photos

12 Church Road, Northwood

Chester Road



Church Road



Emmanuel Road



Gatehill Road



12 Church Road, Northwood

Green Lane



High Street



Northwood Way



Townsend Way



12 Church Road, Northwood

Woodside Road



12 Church Road, Northwood

Table 1a: Details of parking capacity by road (June 2024)

Road Name	Permit Holder Bay	TOTAL ON-STREET BAYS	Unmarked Kerbline (Acceptable)	TOTAL NON-BAY SPACES	TOTAL CAPACITY (theoretical spaces)
Chester Road	16	16		0	16
Church Road		0	9	9	9
Emmanuel Road	21	21		0	21
Gatehill Road		0	31	31	31
Green Lane		0		0	0
High Street		0	4	4	4
Northwood Way		0	33	33	33
Townsend Way		0	23	23	23
Woodside Road		0	3	3	3
TOTAL	37	37	103	103	140

Areas where parking is not permitted or acceptable are not included in the above table (eg bus stops, crossovers, corners, double yellow lines).

12 Church Road, Northwood

Table 1d: Overnight Parking Capacity

Road Name	Theoretical spaces	Available Spaces during beat	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight
Chester Road	16	16	16
Church Road	9	9	9
Emmanuel Road	21	21	21
Gatehill Road	31	31	31
Green Lane	0	0	0
High Street	4	4	4
Northwood Way	33	33	33
Townsend Way	23	23	23
Woodside Road	3	3	3
	140	140	140

Restriction Type	Theoretical spaces	Available Spaces during beat	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight
Permit Holder Bay	37	37	37
Total Bays	37	37	37
No Waiting At Any Time (DYL)	0	0	0
No Waiting (Unacceptable) (SYL)	0	0	0
Unmarked Kerbline (Acceptable)	103	103	103
Unmarked Kerbline (Unacceptable)	0	0	0
Total Non-bay areas	103	103	103
GRAND TOTAL	140	140	140

12 Church Road, Northwood

Table 2: Details of parking demand and stress by road

Road Name	Theoretical spaces	Available Spaces during beats		Parked vehicles (in PCUs)		Parking Stress	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight
Chester Road	16	16	16	10.0	13.0	63%	81%
Church Road	9	9	9	4.0	4.0	44%	44%
Emmanuel Road	21	21	21	14.0	15.0	67%	71%
Gatehill Road	31	31	31	7.0	13.0	23%	42%
Green Lane	0	0	0	0.0	0.0	0%	0%
High Street	4	4	4	3.0	4.0	75%	100%
Northwood Way	33	33	33	5.0	6.0	15%	18%
Townsend Way	23	23	23	19.0	19.0	83%	83%
Woodside Road	3	3	3	0.0	0.0	0%	0%
	140	140	140	62.0	74.0	44%	53%

Notes:

12 Church Road, Northwood

Table 3: Details of parking demand and stress by restriction type

Restriction Type	Theoretical spaces	Available Spaces during beats		Parked vehicles (in PCUs)		Parking Stress	
		Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight	Beat 101 Wed Overnight	Beat 201 Thu Overnight
Permit Holder Bay	37	37	37	24.0	27.0	65%	73%
Total Bays	37	37	37	24.0	27.0	65%	73%
No Waiting At Any Time (DYL)	0	0	0	0.0	1.0	0%	100%
No Waiting (Unacceptable) (SYL)	0	0	0	0.0	0.0	0%	0%
Unmarked Kerbline (Acceptable)	103	103	103	31.0	36.0	30%	35%
Unmarked Kerbline (Unacceptable)	0	0	0	7.0	10.0	100%	100%
Total Non-bay areas	103	103	103	38.0	47.0	37%	46%
GRAND TOTAL	140	140	140	62.0	74.0	44%	53%