



REFERENCE: TBCT/22/10/EP/54BRPSS

CLIENT: EXCEL PLANNING LTD

ADDRESS: 54 BRADENHAM ROAD, HAYES, MIDDLESEX, UB4 8LR

DEVELOPMENT DETAILS: ERECTION OF A PART REAR/SIDE TWO-STOREY EXTENSION & CONVERSION FROM C4 (6 PERSONS) TO SUI GENERIS (9 PERSONS).

DATE: 9/10/2022

PRODUCED BY:

AHARON HORWICH PGDip, MSc, CEnv, MCABE, MCIEH, MIEEnvSc, AMEI, AMIOA



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Introduction

Excel Planning Ltd has commissioned The Building Compliance Team Ltd to undertake a parking stress survey around the development site known as 54 Bradenham Road, Hayes, Middlesex, UB4 8LR

The purpose of the survey is to examine the roads within 200 metres' walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. To limit the available parking spaces, the previous requirements to provide parking within housing developments were dropped and instead, planning authorities were given new powers to cap the number of spaces that developers might choose to provide.

However, reducing the levels of parking space did not necessarily stop the new residents from wanting cars. This tended to put pressure on the parking facilities in surrounding roads and, in some cases, for parking demand to exceed the available capacity.

In response to this several local authorities, such as the London Borough of Lambeth, identified the need to assess such problems at the planning stage and the concept of "planning/parking stress surveys" came into being. These allowed early identification of likely problems and meant that protective measures (often in the form of parking restrictions on the streets) could be brought in with, and funded by, the development. London Borough of Lambeth produced what are recognised as the standard guidelines on how to approach these surveys the "Lambeth Methodology". This approach is used as the basis for this survey.



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Project Approach

The Building Compliance Team recognise that the parking stress survey method developed by Lambeth Council has become an unofficial standard for this type of work and we use this as a basis for our surveys. This standard approach has an added benefit in allowing the results to be readily understood by anyone familiar with previous surveys.

However, we recommend that survey times and technical standards (such as the nominal length of road occupied by a parked vehicle) are tailored to reflect the preferences of the particular local authority involved and we plan the surveys to reflect these requirements.

Every Planning Department will decide on the parking situation on a case by case basis. This means that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion. As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, residents will begin to have difficulty parking close to their homes. Anything over 95% represents a situation where full capacity has effectively been reached. The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice, but there needs to be flexibility over major developments which can affect roads over much greater distances.



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Methodology

Background Assessment

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

Surveys

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment. Within each road, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs. The position of skips was also noted, as well as any other unexpected items on the roads.

Analysis

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5 metres.



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Results

The area surveyed is shown on the plan in Figure 1 and the roads surveyed together with any additional comments are listed in the results table on page 13 of this report.

The surveys took place between 00:30am and 05:30am on Tuesday 4th and Friday 7th October 2022.

The tables show a detailed breakdown of the results for both days on the streets within the survey area.



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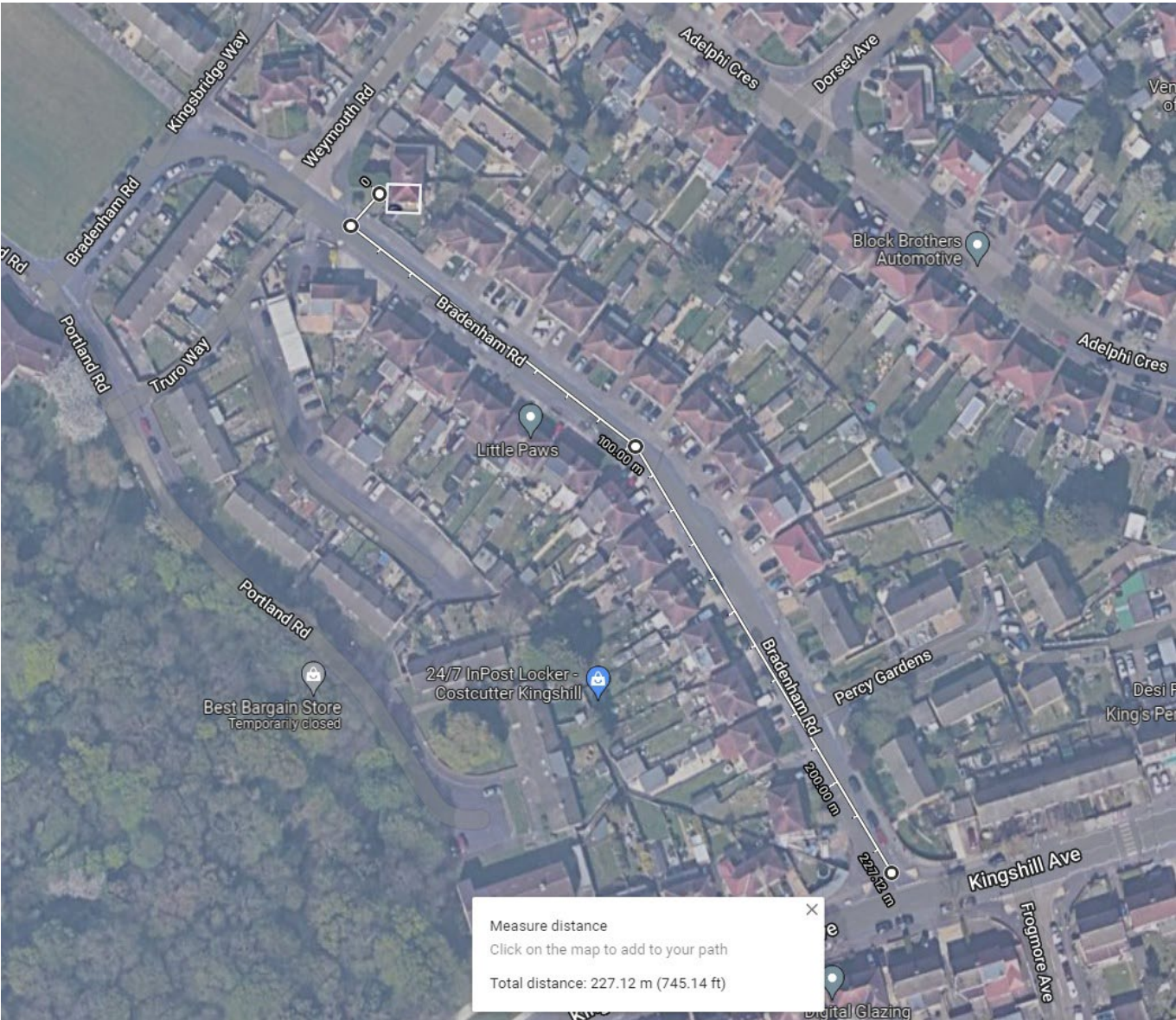


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Routes of survey



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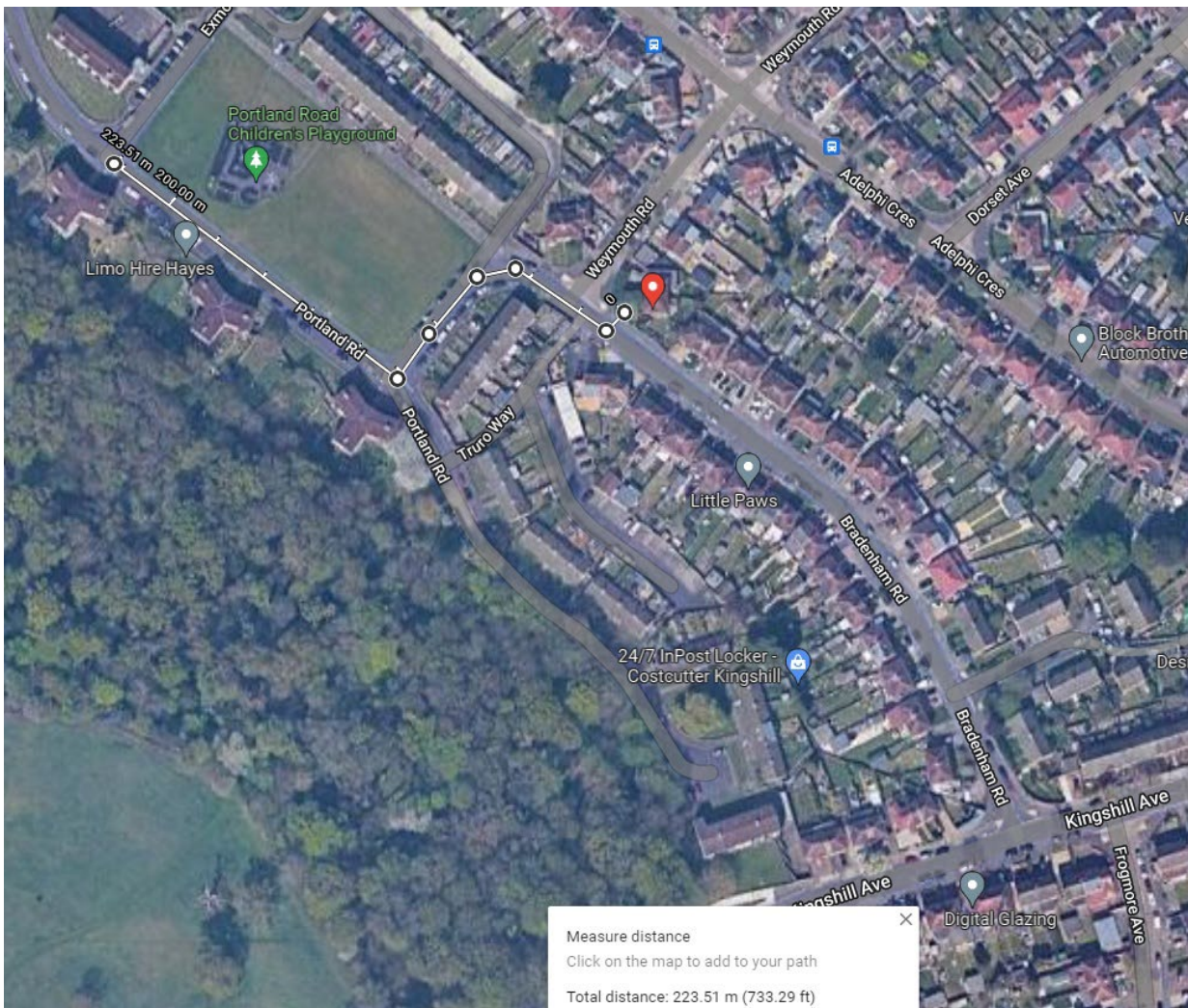
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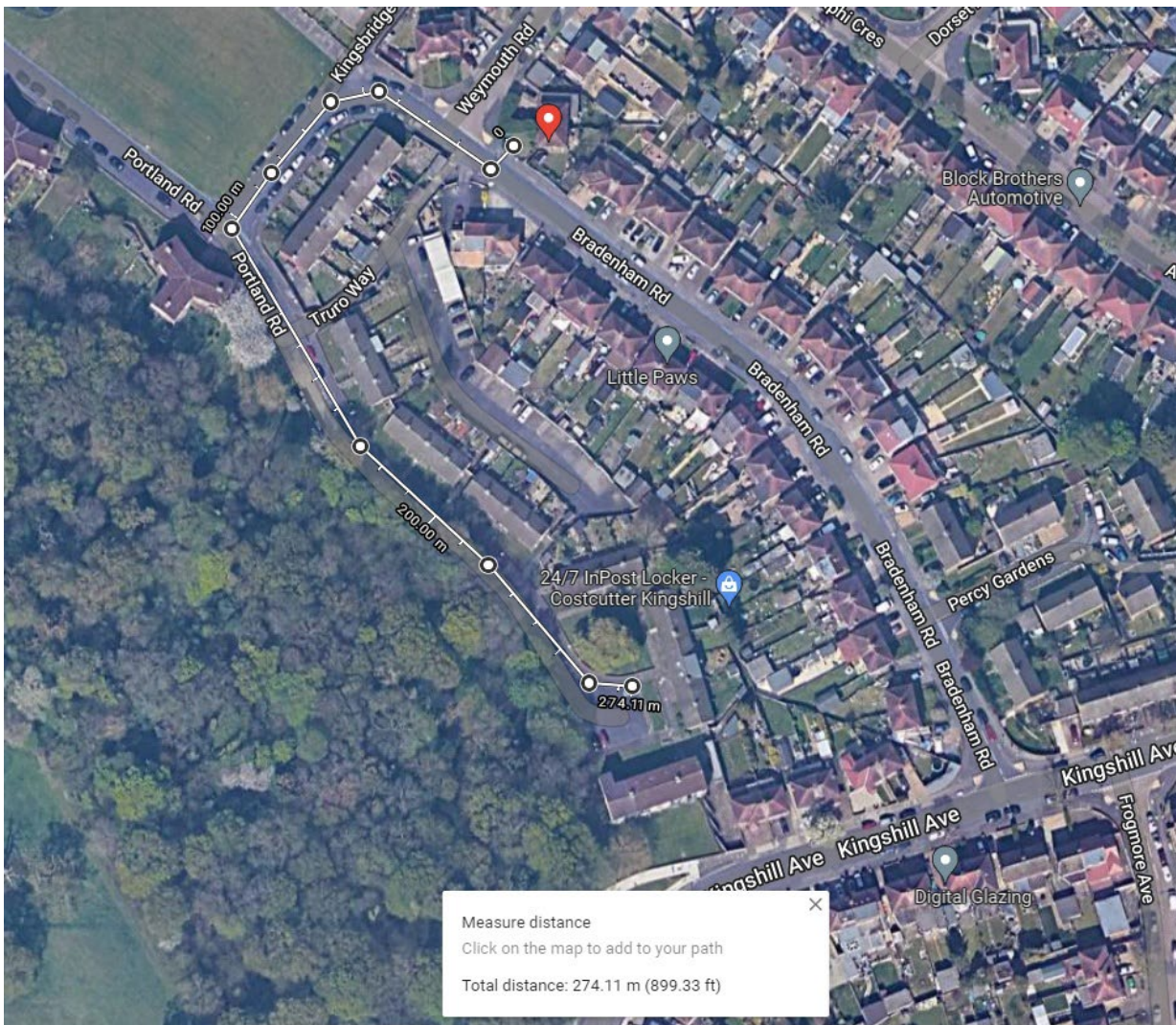
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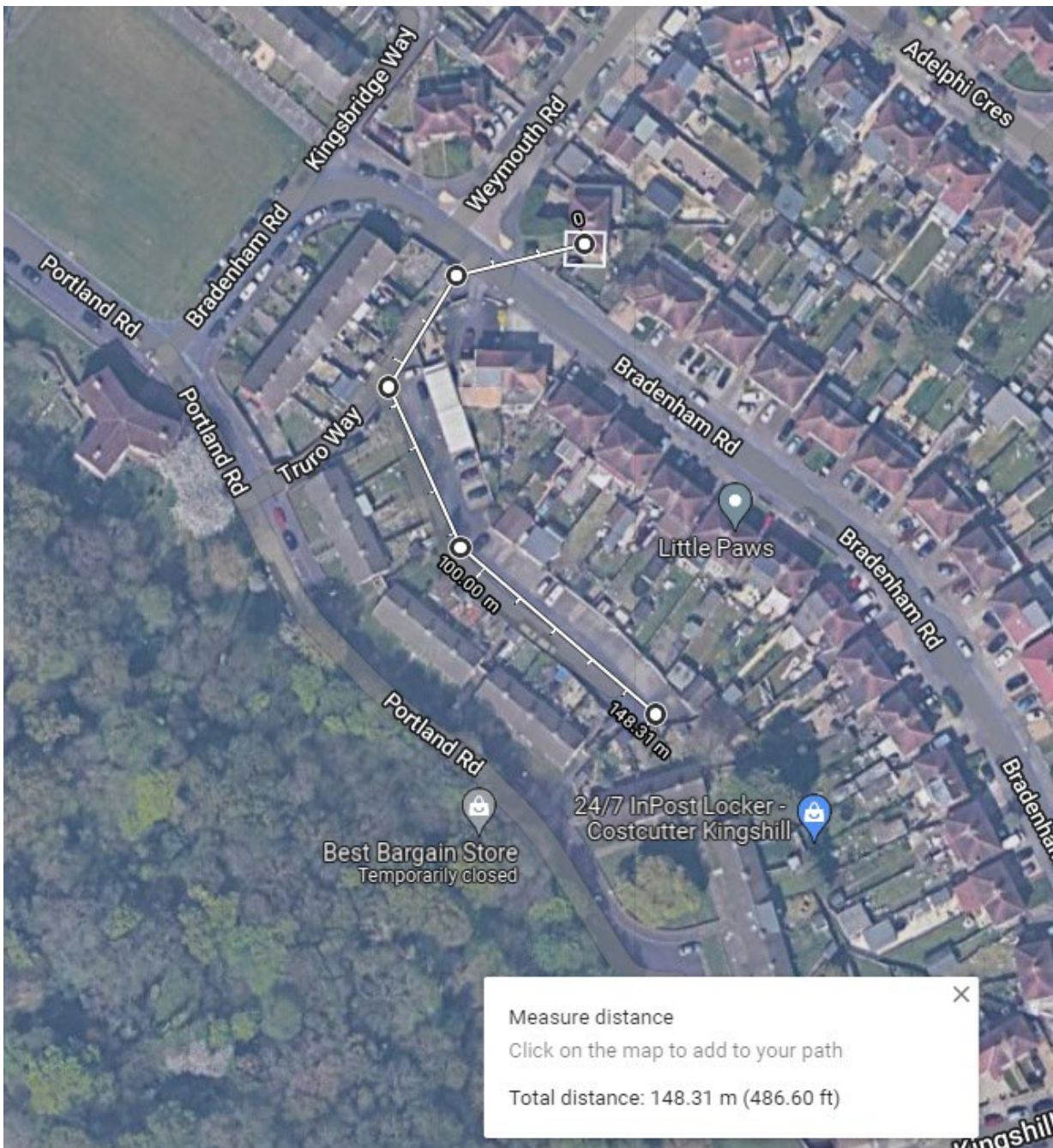
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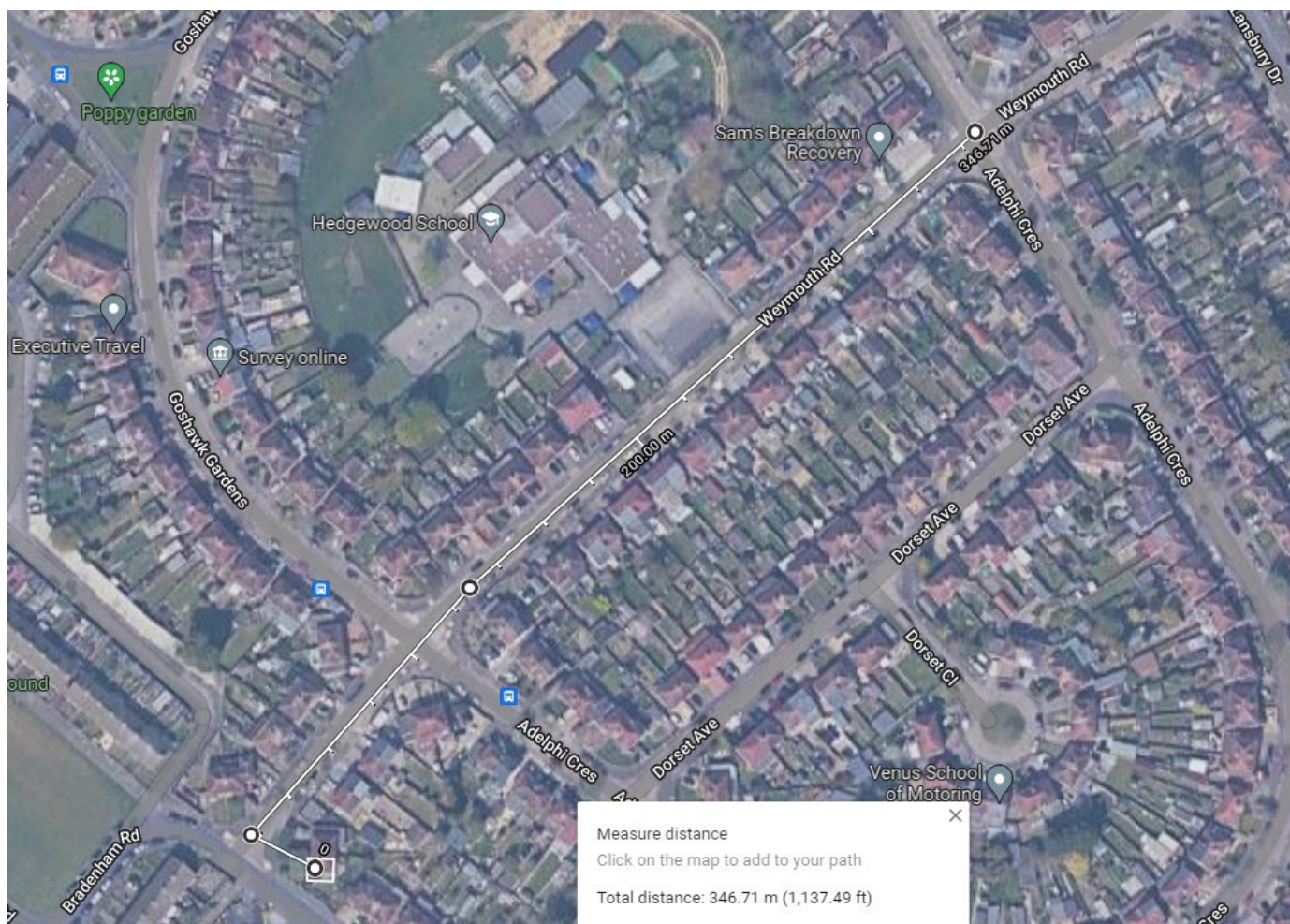
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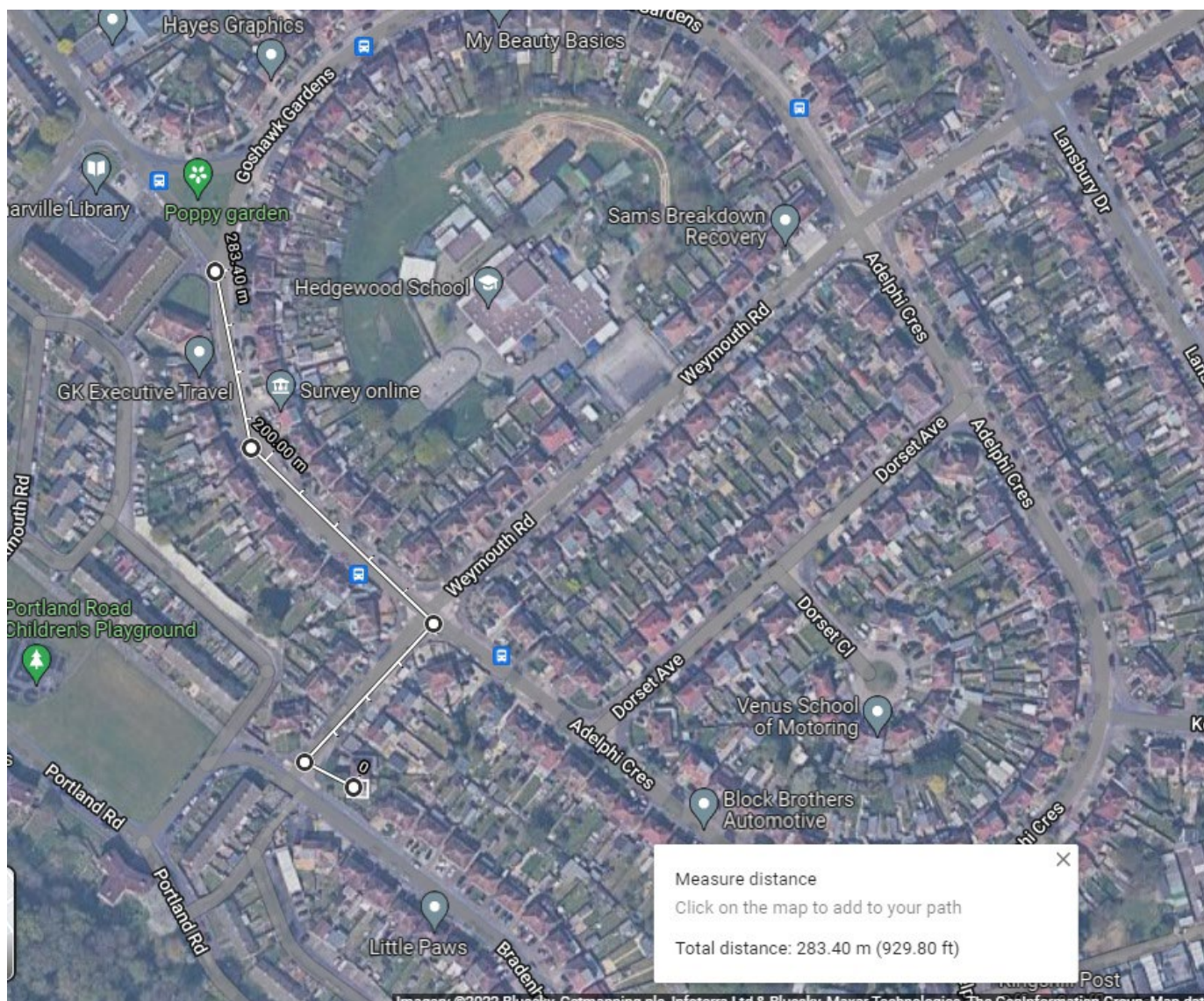



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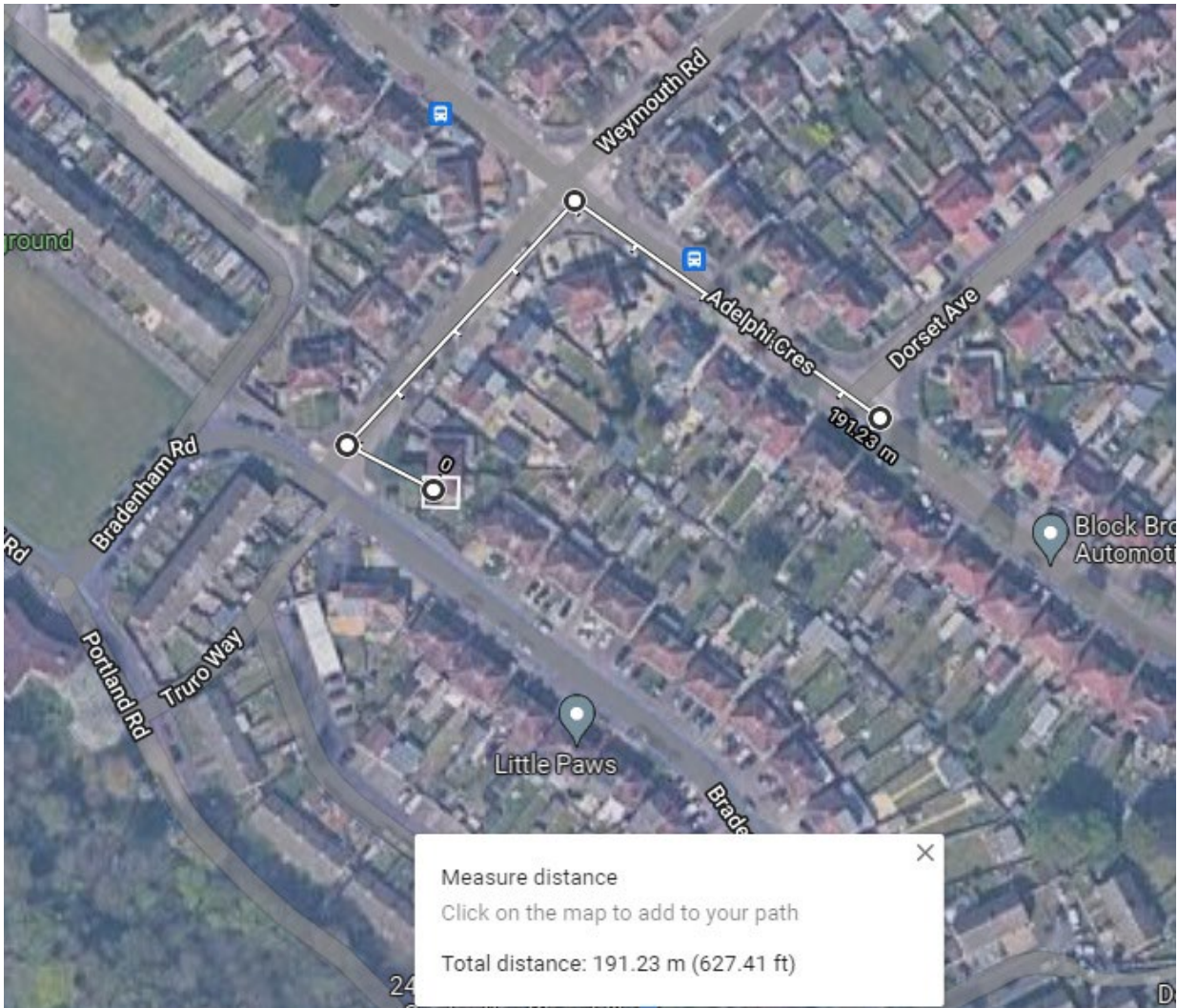


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Results Table

Day 1 Results - 04/10/2022	Number of Parked Vehicles	Number of Vacant Spaces	Total Number of Spaces	Stress (%)
Route 1: Bradenham Road	23	11	34	67.6%
Route 2: Bradenham Road and Portland Road	37	5	42	88.1%
Route 3: Bradenham Road and Portland Road	27	21	48	56.3%
Route 4: Bradenham Road and Truro Way	1	0	1	100.0%
Route 5: Bradenham Road and Weymouth Road	29	14	43	67.4%
Route 6: Bradenham Road and Adelphi Crescent	21	13	34	61.8%
Route 7: Bradenham Road and Adelphi Crescent	22	9	31	71.0%
Total	160	73	233	68.7%

Day 2 – Results - 07/10/2022	Number of Parked Vehicles	Number of Vacant Spaces	Total Number of Spaces	Stress (%)
Route 1: Bradenham Road	21	13	34	61.8%
Route 2: Bradenham Road and Portland Road	37	5	42	88.1%
Route 3: Bradenham Road and Portland Road	29	19	48	60.4%
Route 4: Bradenham Road and Truro Way	1	0	1	100.0%
Route 5: Bradenham Road and Weymouth Road	31	12	43	72.1%
Route 6: Bradenham Road and Adelphi Crescent	24	10	34	70.6%
Route 7: Bradenham Road and Adelphi Crescent	23	8	31	74.2%
Total	166	67	233	71.2%



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Photographs



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Conclusion

While the parking decisions for developments remains with the Council the results here are moderate for a residential area.

The day 1 result at 68.7% and day 2 result at 71.2% give an average occupancy level of 70%, reflecting an average of 70 unoccupied parking spaces during the survey nights. From our experience, many Councils will consider that this provides capacity for further parking within the area.



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