

1. PARKING IMPACT ASSESSMENT

Parking Survey

- 1.1 A parking survey was undertaken to assess the current parking occupancy levels within the streets surrounding the Queens Road development site. These were undertaken within a 200m walking distance of the site with parking capacity measured in accordance with the Lambeth methodology.
- 1.2 Due to the proposed use of the development site it was most appropriate to capture day time parking occupancy on the surrounding streets, as this falls in line with the future operational hours of the development.
- 1.3 Surveys were undertaken on two neutral weekdays (Tuesday 12th and Wednesday 13th December 2017), with hourly observations and vehicle registration numbers recorded between 07:00 and 19:00.
- 1.4 Vehicle occupancy and duration of stay was recorded by parking restriction type. The study area does not lie within a Controlled Parking Zone (CPZ). Queen's Road is a TfL Red Route, with surrounding minor streets providing largely unrestricted parking.
- 1.5 A Public Consultation was conducted in January 2017 to establish whether a CPZ should be implemented in the local area, however according to the Queen's Road Parking Study Report (published June 2017), the consultation found that the majority of residents did not have a parking problem and did not want a parking zone to be implemented. As such it was concluded that a CPZ would not be implemented in the area.

Parking Capacity

- 1.6 The parking survey recorded parking capacity in accordance with Lambeth methodology, assuming required kerbside lengths of 5m per vehicle and considering kerblines availability and restrictions.
- 1.7 The entire study area provides space for approximately 334 vehicles across all restriction types where parking or stopping is permitted during a certain time frame.

1.8 During the study period (07:00 – 19:00) and excluding loading bays and disabled bays, the total parking availability for general use in the study area is 249 spaces.

1.9 Table 6.1 provides a breakdown of parking provision by restriction, where 'unacceptable' refers to spaces obstructing dropped kerb accesses and around junctions and 'acceptable' refers to areas where parking would not be obstructive during permitted hours.

Table 1.1: Study Area Parking Capacity by Restriction

Restriction Type	Enforcement Times	Total Bays	Total Bays (General Use 07:00 – 19:00)
Disabled Bays (Blue Badge)	00:00 - 00:00	11	0
No Waiting at Any Time (DYL)	00:00 - 00:00	0	0
Unmarked Area (Acceptable)	N/A	249	249
Unmarked Area (Unacceptable)	N/A	0	0
No Waiting (SRL) (Acceptable)	07:00 - 19:00	65	0
No Waiting (SRL) (Unacceptable)	07:00 - 19:00	0	0
Red Route Loading Bay/Disabled Bay	10:00 - 13:00	9	0
No Waiting at Any Time (DRL)	00:00 - 00:00	0	0
Bus Stop	00:00 - 00:00	0	0
Crossing - Pelican	00:00 - 00:00	0	0
Total:		334	249

1.10 As shown above, parking for general use during the 07:00 – 19:00 survey period was only permitted in unmarked areas not obstructing dropped kerb access points or junctions. Parking stress will be calculated for these spaces alone as other restriction types will not be impacted by the proposed development.

Survey Results

1.11 The recorded parking stress for each weekday survey has been summarised in Table 1.2 below. These are excluding all restriction types apart from 'Unmarked Area (Acceptable)' as this is the only parking type with influence on the development scheme.

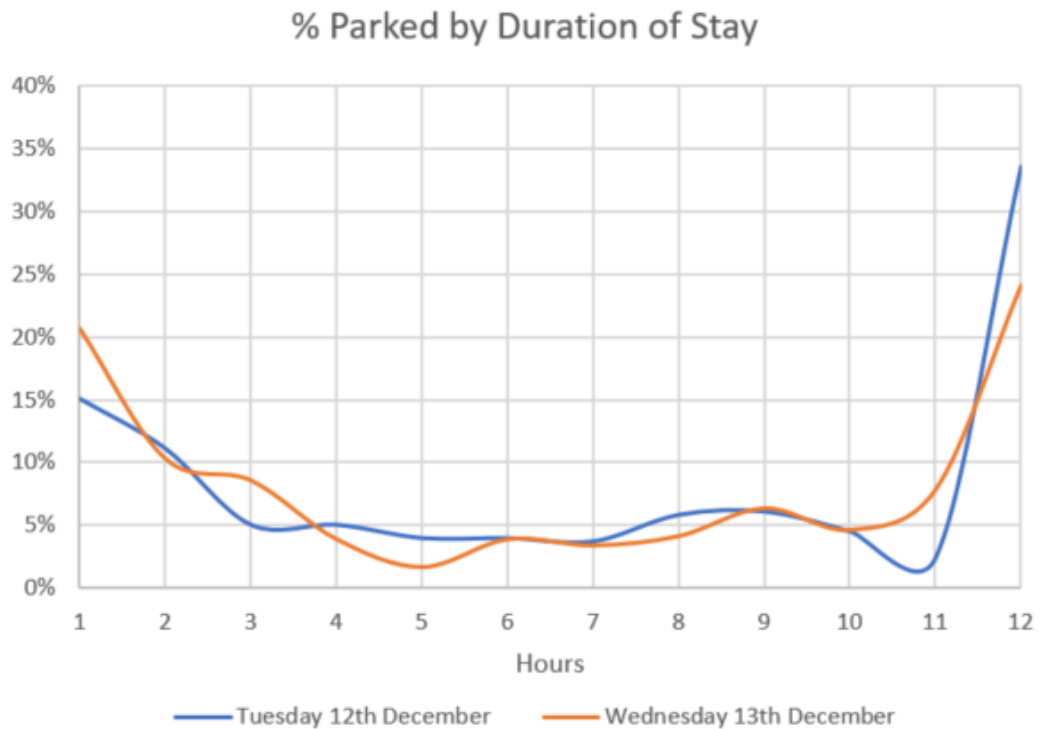
Table 1.2: Recorded Occupancy (07:00 – 19:00)

	Tuesday 12 th December		Wednesday 13 th December	
	Occupancy	Stress	Occupancy	Stress
07:00-08:00	226	91%	226	91%
08:00-09:00	228	92%	225	90%
09:00-10:00	225	90%	219	88%
10:00-11:00	229	92%	239	96%
11:00-12:00	238	96%	237	95%
12:00-13:00	239	96%	229	92%
13:00-14:00	231	93%	227	91%
14:00-15:00	224	90%	228	92%
15:00-16:00	224	90%	225	90%
16:00-17:00	224	90%	206	83%
17:00-18:00	221	89%	208	84%
18:00-19:00	221	89%	211	85%
Full Day Average:	228	91%	223	90%

1.12 As shown above, parking occupancy is high throughout the surveyed period with a general trend towards higher parking stress during the middle of the day.

1.13 A duration of stay analysis was undertaken to understand parking behaviours in the local area. This is illustrated in Chart 1.1, showing the trend of percentage parking by duration of stay.

Table 1.2: Recorded Occupancy (07:00 – 19:00)



1.14 The above demonstrates a clear trend towards vehicles parking either for short 1-2 hour intervals, or for periods of over 12 hours. This would indicate that the local parking stock predominantly serves residential and shopping uses.

Development Impact

1.15 The proposed development will not result in a loss of on-street parking spaces. As demonstrated in Table 1.2, parking occupancy is high throughout the day.

1.16 A staff travel survey is to be undertaken which will provide an understanding of staff travel times and patterns and the potential impact of overspill parking.

1.17 The current high level of parking may be raised as an issue against the development by LBS officers, however it can be argued that the existing precedent of high parking stress in the area is anticipated to serve as a natural deterrent to future car users of the site and create a presumption in favour of more sustainable modes.