Technical Note 1: Parking Technical Note

Site: Land to rear of 141-159 Parkside Avenue, Bexleyheath, DA7 6NP
Prepared by: GR
Approved by: PdeJ
Date: 19th March 2021

motion
84 North Street
Guildford
GU1 4AU

Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

1.1 This Parking Technical Note has been prepared on behalf of Studio 43.4 to support a potential residential development on land to the rear of 147-157 Parkside Avenue, Bexleyheath, DA7 6NP. The site has been the subject of a Permission in Principle application (London Borough of Bexley planning reference 21/00260/PIP) submitted in January 2021.

1.2 The proposals seek to support an application seeking consent for developing between six and nine dwellings on land rear of 147-157 Parkside Avenue, Bexleyheath, Kent.

1.3 This Parking Technical Note provides the details on local on-street parking close to the development site with a view to determining the proposed site parking demand and the potential implications on local on-street parking.

2.0 Survey Details

2.1 The existing on-street car parking levels, or "stress", surrounding the development site have been assessed through the undertaking of manual surveys in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).

2.2 Lambeth Council's parking survey methodology is broadly accepted across Greater London and involves one overnight parking beat between the hours of 00:30 and 05:30 hours on two separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the identified site. The Lambeth methodology states that one parking space should be measured at 5 metres. The survey has made allowance for the specific London Borough of Bexley on-street parking space requirement of 5.5m.

2.3 The local parking network is deemed 'stressed' when on-street parking occupancy exceeds 85% capacity.

Survey Design

2.4 In accordance with the above guidance, parking surveys were undertaken Wednesday 10th March at 01.00 AM & Thursday 11th March 2021 at 00.30AM.

2.5 The Lambeth methodology requires a 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction.

2.6 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:

- Taunton Close;
- Parkside Avenue;
- Parkside Cross;
- Eversley Avenue;
- Castleton Avenue;
- Eversley Road;
- Downbank Avenue; and

- Edendale Road.

2.7 The above roads located within the survey area are shown below in **Figure 2.1.**

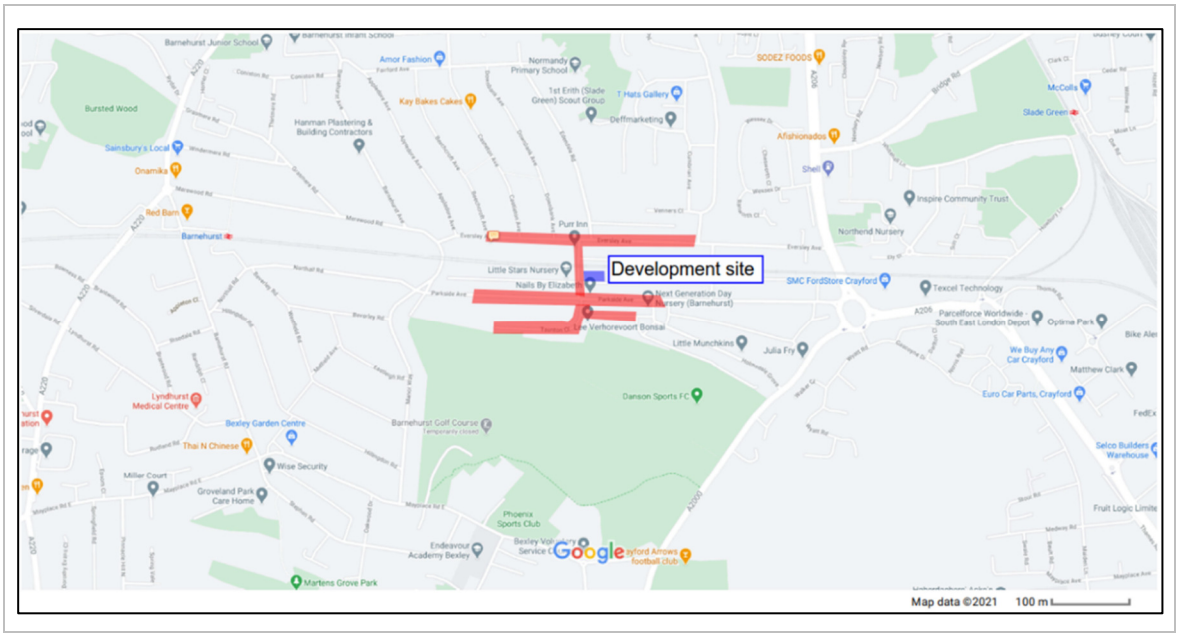


Figure 2.1 Parking Study Area

2.8 The number of existing parking spaces in the survey area were identified from on-street observations and site measurement as part of the analysis. For the purposes of calculating parking stress as defined by the Lambeth guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

2.9 The London Borough of Bexley guidance states a parking space should be measured at 5.5 metres rather than the observed/recommended 5.0 metres set out in the Lambeth methodology. A sensitivity test for the 5.5 metre bays, has been prepared as part of the analysis.

3.0 On-street Parking Analysis

The parking surveys were undertaken by K&M Surveys during the night-time on the 10th and 11th of March to determine the observed on-street parking demands within the 200-metre study area. The parking survey outputs, including scaled plans of the observed parking locations are included for reference at **Appendix A.** The output indicates that across the assessment area there are an equivalent of 156 on-street unrestricted parking spaces within 200 metres of the site.

3.1 Available parking spaces are based on observations made on overnight parking site surveys ('observed spaces'). The number of spaces observed during a snapshot survey does vary based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the 'observed space' numbers. If parking takes place more efficiently then the number of available spaces could likely exceed the 'observed spaces'.

3.2 In terms of car parking occupancy, the London Borough of Bexley approach (5.5m spacing) for the two study periods are set out within Table 3.1 and 3.2 for Wednesday 10th March 2021 and Thursday 11th March 2021.

London Borough of Bexley analysis – sensitivity test results

Street Names	Available Parking Spaces (based on 5.5m spacing)		
	Observed spaces	Used spaces	% Stress
Taunton Close	55	26	47%
Parkside Avenue	5	9	100%
Parkside Cross	11	5	45%
Eversley Avenue	18	13	72%
Castleton Avenue	10	2	20%
Eversley Road	24	30	100%
Downbank Avenue	16	2	13%
Edendale Road	17	11	65%
Total	156	98	63%

Table 3.1 – Survey results - Wednesday 10th March 2021 01:00

Street Names	Available Parking Spaces (based on 5.5m spacing)		
	Observed spaces	Used spaces	% Stress
Taunton Close	55	30	55%
Parkside Avenue	5	9	100%
Parkside Cross	11	7	64%
Eversley Avenue	18	11	61%
Castleton Avenue	10	4	40%
Eversley Road	24	29	100%
Downbank Avenue	16	3	19%
Edendale Road	17	12	71%
Total	156	105	67%

Table 3.2 - Survey results - Thursday 11th March 2021 00:30

Tables 3.1 and 3.2 indicate there were 58 and 51 spaces for the two nights respectively based on the 5.5 metre spacing analysis. This equates to a maximum parking occupancy of 67%.

4.0 Development Related Parking

Predicted residential parking demand

4.1 To provide an indication of the likely car availability associated with the proposed residential unit, a review of census data for the category 'Accommodation Type by Car or Van Availability' has been investigates for the resident population of the output area within which the site is located (2011 output). Since the development

proposal is for a block of flats, a comparison can be made with other flat developments within this output area. The area chosen was the local middle layer output area the site is located within **Table 4.1.**

Number of Cars	Percentage Car Ownership
No Cars	38%
One Car	52%
Two or more Cars	10%
TOTAL	100%

Table 4.1- Car/Van ownership rate Bexley middle layer output area 08 – Flat/Maisonette/Apartment

4.2 Based on flatted developments within the ward the proposed scheme of 9 units would likely result in a maximum of seven additional cars on the network (3 dwellings zero cars, 5 dwellings one car and 1 dwelling with 2 cars).

Development Parking

On-street parking capacity

4.3 The analysis has indicated that the on-street parking demand is operating at a maximum of 67% with the London Borough of Bexley approach to parking distances (5.5 between vehicles). When including the potential development parking demand of seven vehicles, the on-street parking capacity will increase to a maximum of 71%. This level of demand is below the 85% threshold where the network is considered to be at capacity or at a level where the parking provision is stressed.

5.0 Summary and Conclusion

Summary

5.1 This Parking Technical Note has been prepared on behalf of the Studio 43.3 to accompany a planning application for the redevelopment of 147-157 Parkside Avenue, Bexley.

5.2 The on-street parking surveys have been prepared in line with the London Borough of Bexley requirements of 5.5m spacing and the analysis identifies that the existing overnight on street parking occupancy is in the range of 63%-67%.

5.3 The above must be considered alongside the census data assessment, which demonstrates the proposed residential development (flats) could have a maximum parking demand of seven vehicles.

5.4 When including the potential development parking demand of seven vehicles predicted with a new residential development on the site, the on-street parking capacity will increase to a maximum of 71%. As such, the introduction of up to nine dwellings on the site would result in a parking demand below the 85% threshold where networks are considered stressed.

Conclusion

5.5 In conclusion, the analysis described within this TN demonstrates that any parking demand associated with the proposed development can be accommodated on-street and will not impact on-street parking on the local road. On this basis, it is considered that no adverse parking impact will arise from the development.

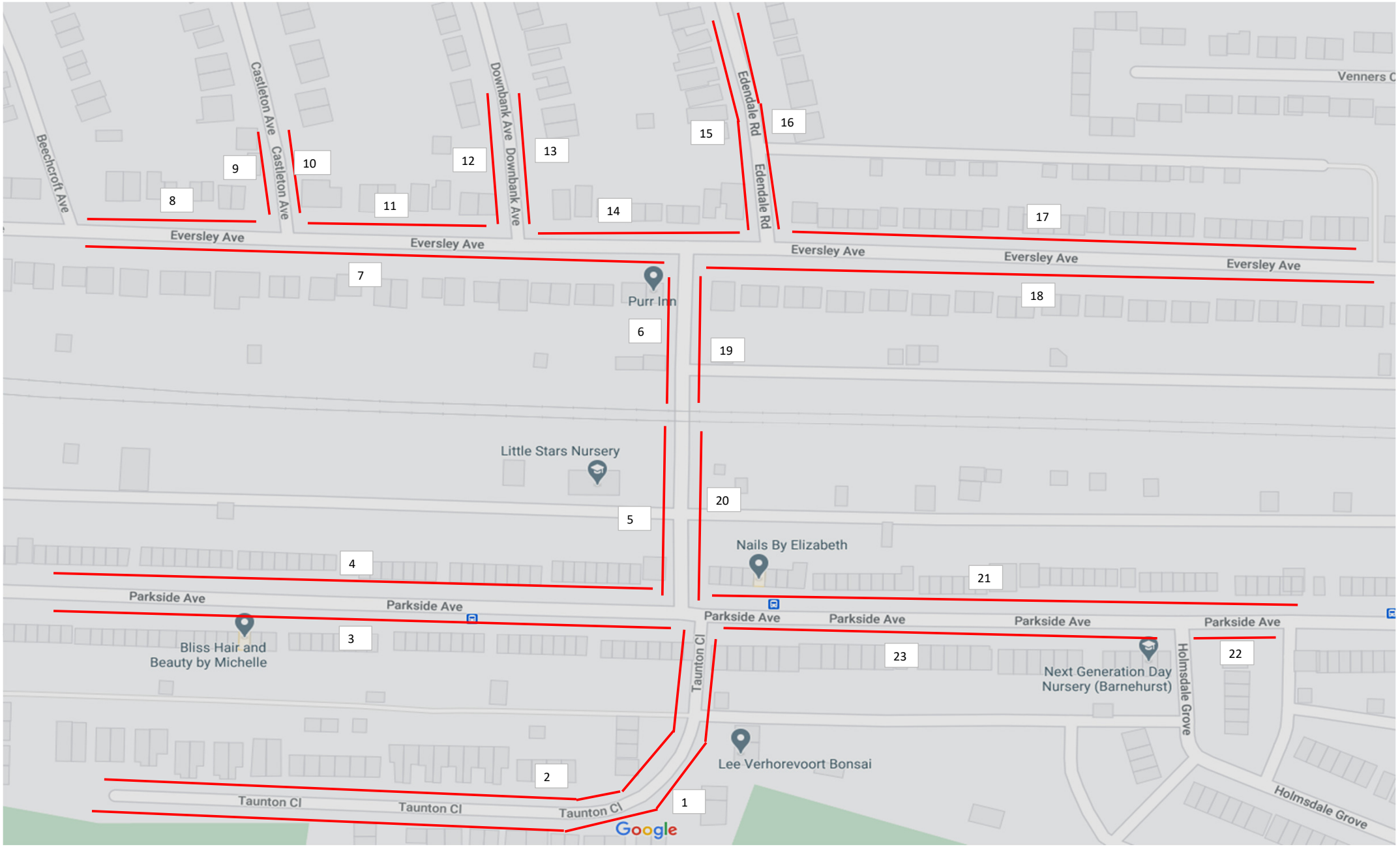
Appendix A

Parking Survey Output Data

K&M TRAFFIC SURVEYS

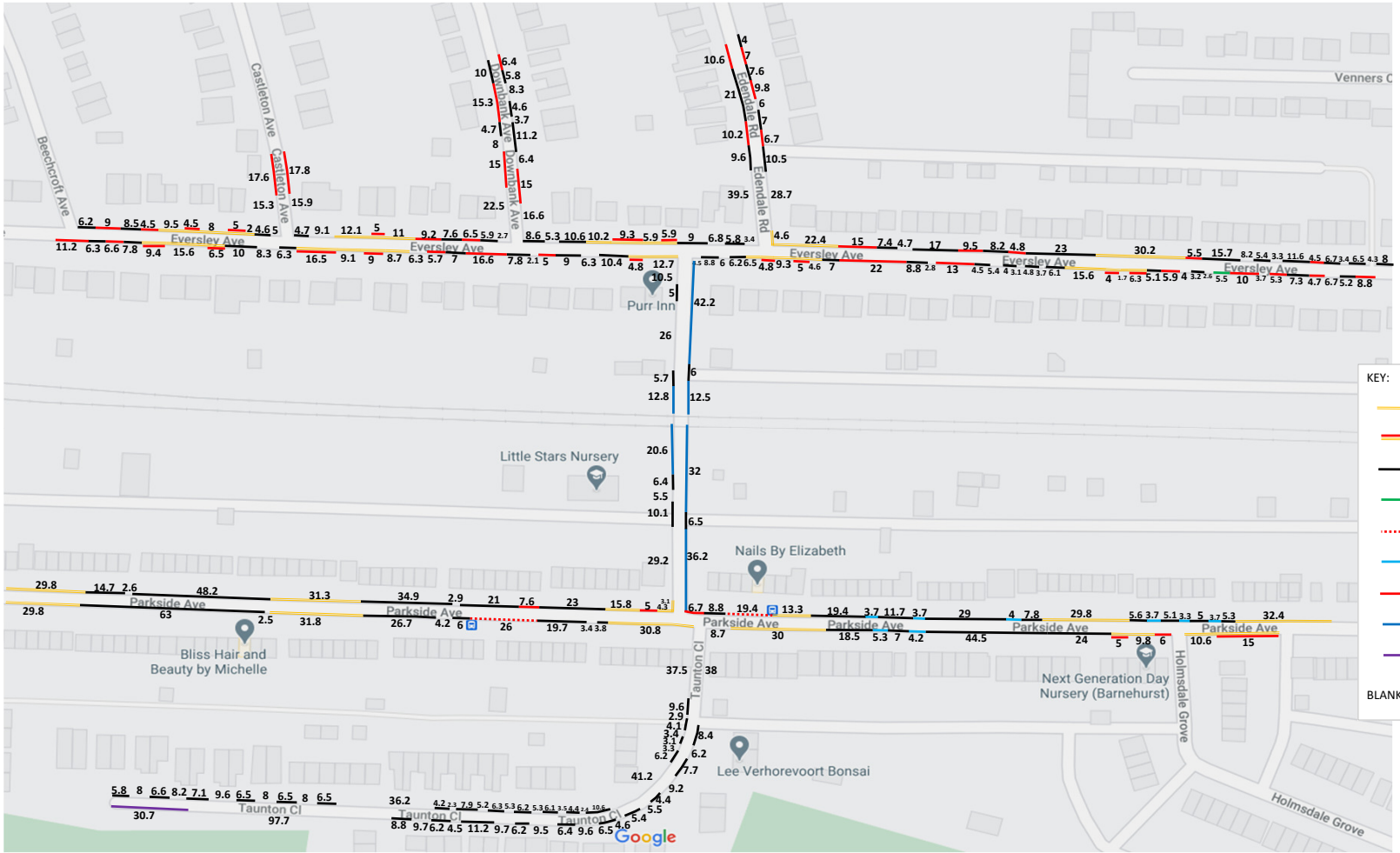
DATE : WEDNESDAY 10TH & THURSDAY 11TH MARCH 2021

LOCATION : PARKSIDE AVE, ERITH, DA7 6DN



K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 10TH & THURSDAY 11TH MARCH 2021 LOCATION : PARKSIDE AVE, ERITH, DA7 6DN



KEY:

- = DOUBLE YELLOW LINE
- = DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS
- = DROPPED KERB
- = DISABLED BAY
- = BUS STOP
- = PAVEMENT PARKING NOT IN MARKED BAYS UNRESTRICTED
- = PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS
- = TOO NARROW UNRESTRICTED
- = NOSE IN PARKING UNRESTRICTED

BLANK = UNRESTRICTED

K&M TRAFFIC SURVEYS

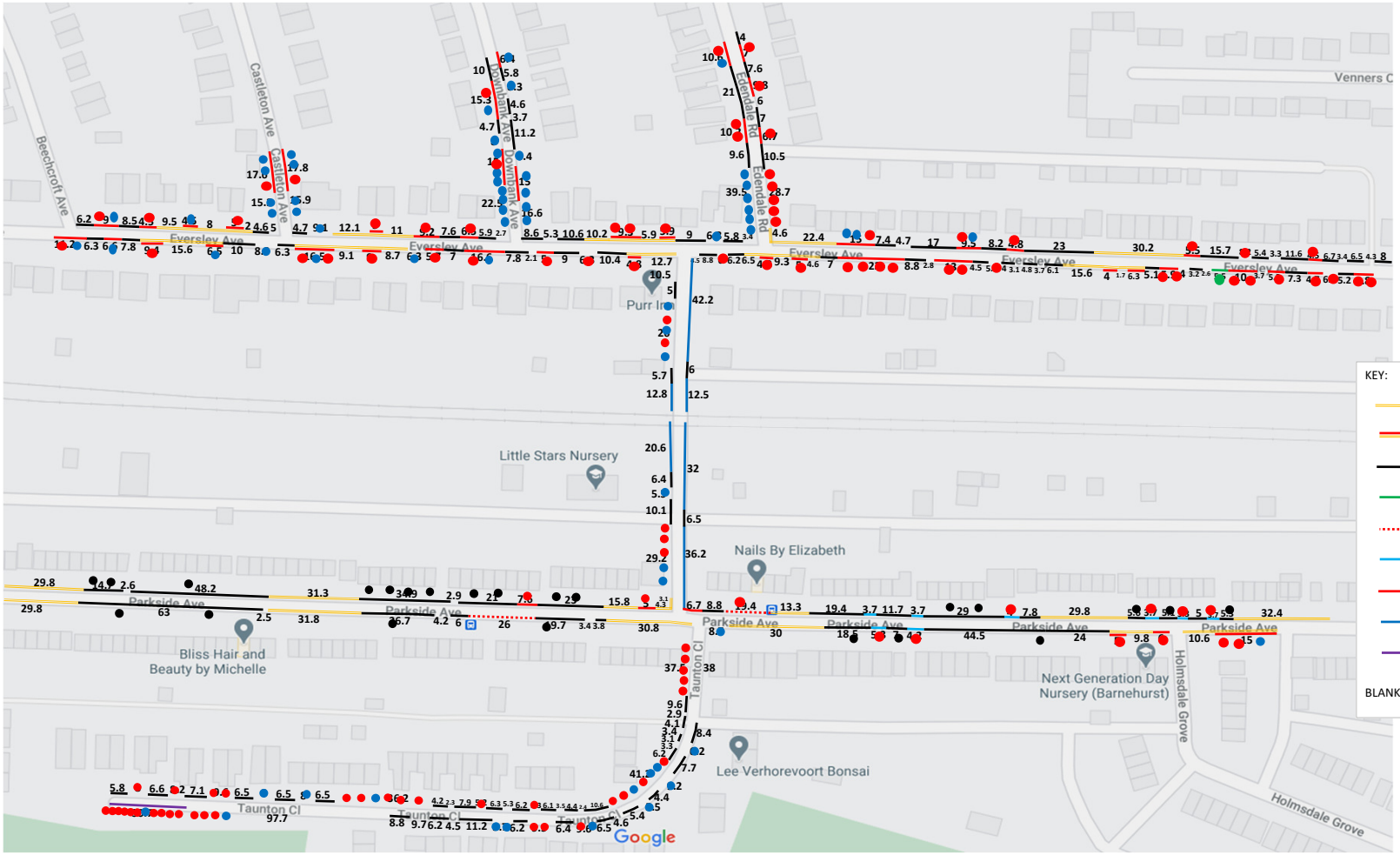
DATE : WEDNESDAY 10TH & THURSDAY 11TH MARCH 2021

LOCATION : PARKSIDE AVENUE, ERITH, KENT DA7 6ND

					WEDNESDAY 10TH MARCH 2021			THURSDAY 11TH MARCH 2021		
					TIME : 01:00			TIME : 00:30		
ROAD NAME	ZONE	RESTRICTION	METRES	5.5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
TAUNTON CLOSE	1	UNRESTRICTED	204.2	30	6	7	46.15%	9	4	69.23%
		DROPPED KERB	71.2							
		NOSE IN PARKING UNRESTRICTED	30.7		10	1	90.91%	11	0	100.00%
	2	DROPPED KERB	107.7							
		UNRESTRICTED	190.3	25	20	6	76.92%	21	6	77.78%
PARKSIDE AVE	3	DOUBLE YELLOW LINE	92.4							
		DROPPED KERB	119.2		4			3		
		UNRESTRICTED	10.1							
		BUS STOP	26							
	4	DOUBLE YELLOW LINE	81.2							
		DROPPED KERB	141.8		11			9		
		UNRESTRICTED	5.5							
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	12.6	1	2	0	100.00%	2	0	100.00%
PARKSIDE CROSS	5	DOUBLE YELLOW LINE	3.1							
		UNRESTRICTED	34.7	6	3	3	50.00%	5	1	83.33%
		DROPPED KERB	16.5							
		TOO NARROW UNRESTRICTED	20.6							
	6	TOO NARROW UNRESTRICTED	12.8							
		DROPPED KERB	10.7							
		UNRESTRICTED	36.5	5	2	3	40.00%	2	3	40.00%
EVERSLEY AVE	7	DOUBLE YELLOW LINE	46.1							
		DOUBLE YELLOW LINE ON ROAD - PAVEMENT BAYS	46.2	6	5	2	71.43%	4	3	57.14%
		DROPPED KERB	64.6							
		UNRESTRICTED	23	3	1	2	33.33%	0	3	0.00%
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	45.1	7	4	3	57.14%	4	3	57.14%
	8	DROPPED KERB	19.3							
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	13.5	1	2	1	66.67%	2	1	66.67%
		DOUBLE YELLOW LINE	19.5							
		DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS	9.5	1	1	1	50.00%	1	1	50.00%
		UNRESTRICTED	5							
CASTLETON AVE	9	UNRESTRICTED	15.3	2	0	2	0.00%	0	2	0.00%
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	17.6	3	1	2	33.33%	2	1	66.67%
	10	PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	17.8	3	1	2	33.33%	2	1	66.67%
		UNRESTRICTED	15.9	2	0	2	0.00%	0	2	0.00%
EVERSLEY RD	11	DROPPED KERB	18.2							
		UNRESTRICTED	11.8	1	0	1	0.00%	0	1	0.00%
		DOUBLE YELLOW LINE	23.1							
		DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS	5		1	0	100.00%	1	0	100.00%
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	13.5	2	2	0	100.00%	2	0	100.00%
DOWNBANK AVE	12	UNRESTRICTED	30.5	5	0	5	0.00%	0	5	0.00%
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	30.3	4	2	4	33.33%	3	3	50.00%
		DROPPED KERB	14.7							
	13	PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	21.4	3	0	3	0.00%	0	3	0.00%
		DROPPED KERB	21.6							
		UNRESTRICTED	35	4	0	4	0.00%	0	4	0.00%
EVERSLEY RD	14	DROPPED KERB	34							
		UNRESTRICTED	15.5	1	0	1	0.00%	0	1	0.00%
		DOUBLE YELLOW LINE	16.1							
		DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS	15.2	2	3	0	100.00%	3	0	100.00%
EDENDALE RD	15	UNRESTRICTED	39.5	6	0	6	0.00%	0	6	0.00%
		DROPPED KERB	30.6							
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	20.8	2	3	1	75.00%	4	0	100.00%
	16	DROPPED KERB	29.1							
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	23.5	3	3	0	100.00%	3	0	100.00%
		UNRESTRICTED	34.7	6	5	0	100.00%	5	0	100.00%
		DOUBLE YELLOW LINE	4.6							
EVERSLEY RD	17	DOUBLE YELLOW LINE	52.6							
		PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	39.3	4	5	3	62.50%	5	3	62.50%
		DROPPED KERB	109.5							
		UNRESTRICTED	23.9	1	1	0	100.00%	1	0	100.00%
	18	PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	69.7	9	14	0	100.00%	13	1	92.86%
		DROPPED KERB	71							
		UNRESTRICTED	42.5	3	3	0	100.00%	3	0	100.00%
		DISABLED BAY	5.5	1	1	0	100.00%	1	0	100.00%
		DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS	20.1	1	2	0	100.00%	2	0	100.00%
		DOUBLE YELLOW LINE	37.7							
PARKSIDE CROSS	19	UNRESTRICTED - TOO NARROW	54.7							
		DROPPED KERB	6							
	20	TOO NARROW UNRESTRICTED	68.2							
		DROPPED KERB	6.5							
PARKSIDE AVE	21	PAVEMENT PARKING NOT IN MARKED BAYS UNRESTRICTED	28.8	1	4	0	100.00%	4	0	100.00%
		DROPPED KERB	97.7		5			4		
		BUS STOP - (ON PAVEMENT)	19.4		1			1		
		DOUBLE YELLOW LINE	75.5							
	22	DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS	15	2	2	1	66.67%	2	1	66.67%
		DOUBLE YELLOW LINE	10.6							
	23	PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS	6	1	1	0	100.00%	1	0	100.00%
		DROPPED KERB	103.8		3			3		
		PAVEMENT PARKING NOT IN MARKED BAYS UNRESTRICTED	9.5		2	0	100.00%	2	0	100.00%
		DOUBLE YELLOW LINE ON ROAD - PAVEMENT BAYS	5		1	0	100.00%	1	0	100.00%
		DOUBLE YELLOW LINE	30							
		UNRESTRICTED	8.7		0	1	0.00%	0	1	0.00%

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 10TH MARCH 2021 LOCATION : PARKSIDE AVE, ERITH, DA7 6DN 01:00 HOURS

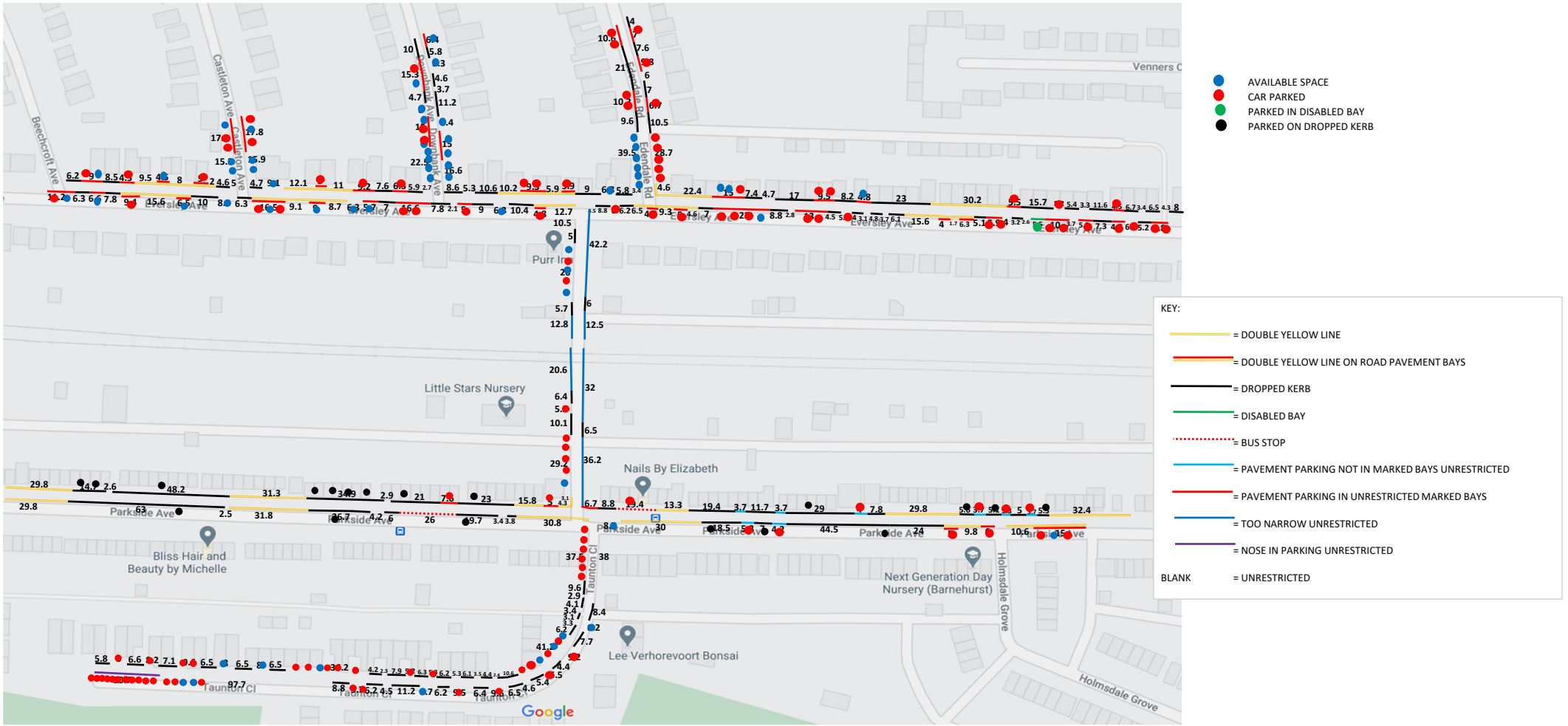


AVAILABLE SPACE
CAR PARKED
PARKED IN DISABLED BAY
PARKED ON DROPPED KERB

KEY:

= DOUBLE YELLOW LINE
= DOUBLE YELLOW LINE ON ROAD PAVEMENT BAYS
= DROPPED KERB
= DISABLED BAY
= BUS STOP
= PAVEMENT PARKING NOT IN MARKED BAYS UNRESTRICTED
= PAVEMENT PARKING IN UNRESTRICTED MARKED BAYS
= TOO NARROW UNRESTRICTED
= NOSE IN PARKING UNRESTRICTED

BLANK = UNRESTRICTED

K&M TRAFFIC SURVEYS

DATE : THURSDAY 11TH MARCH 2021 LOCATION : PARKSIDE AVE, ERITH, DA7 6DN 00:30 HOURS