

The background of the entire page is a repeating pattern of dark blue, semi-transparent car silhouettes, viewed from a top-down perspective, arranged in a staggered grid.

110 Longlands Park Crescent,
Sidcup, DA15 7NQ

Parking Stress Survey

SEPTEMBER 2021

PARKING STRESS SURVEY REPORT

Development: 110 Longlands Park Crescent

Location: Sidcup, DA15 7NQ

Client: Mehmet Construction Ltd

Project Manager: Roger Mortimer

Version No: V01

Date: 22/09/2021

Approvals:

Name	Signature	Title
Roger Mortimer		Project Manager
Penny Winder		Director

CONTENTS PAGE

Introduction.....	4
Project Approach.....	5
Methodology.....	5
Results.....	6
Conclusion.....	11
Appendix A (Contact & Development information).....	12
Appendix B (1:1250 map plan per survey night).....	13

1 INTRODUCTION

Mehmet Construction Ltd has commissioned Alpha Parking Ltd to undertake a parking stress survey around the development site known as 110 Longlands Park Crescent, Sidcup.

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.

Further details of the survey project are given in the inception document shown in Appendix A and a plan of the development site and survey area is shown in Figure 1.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. In order 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 a number of local authorities, such as the London Borough of Lambeth, realised 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.

2 PROJECT APPROACH

Alpha Parking Ltd recognises 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.

3 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 5.5 metre length for each space. Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.5 metres.

4 RESULTS

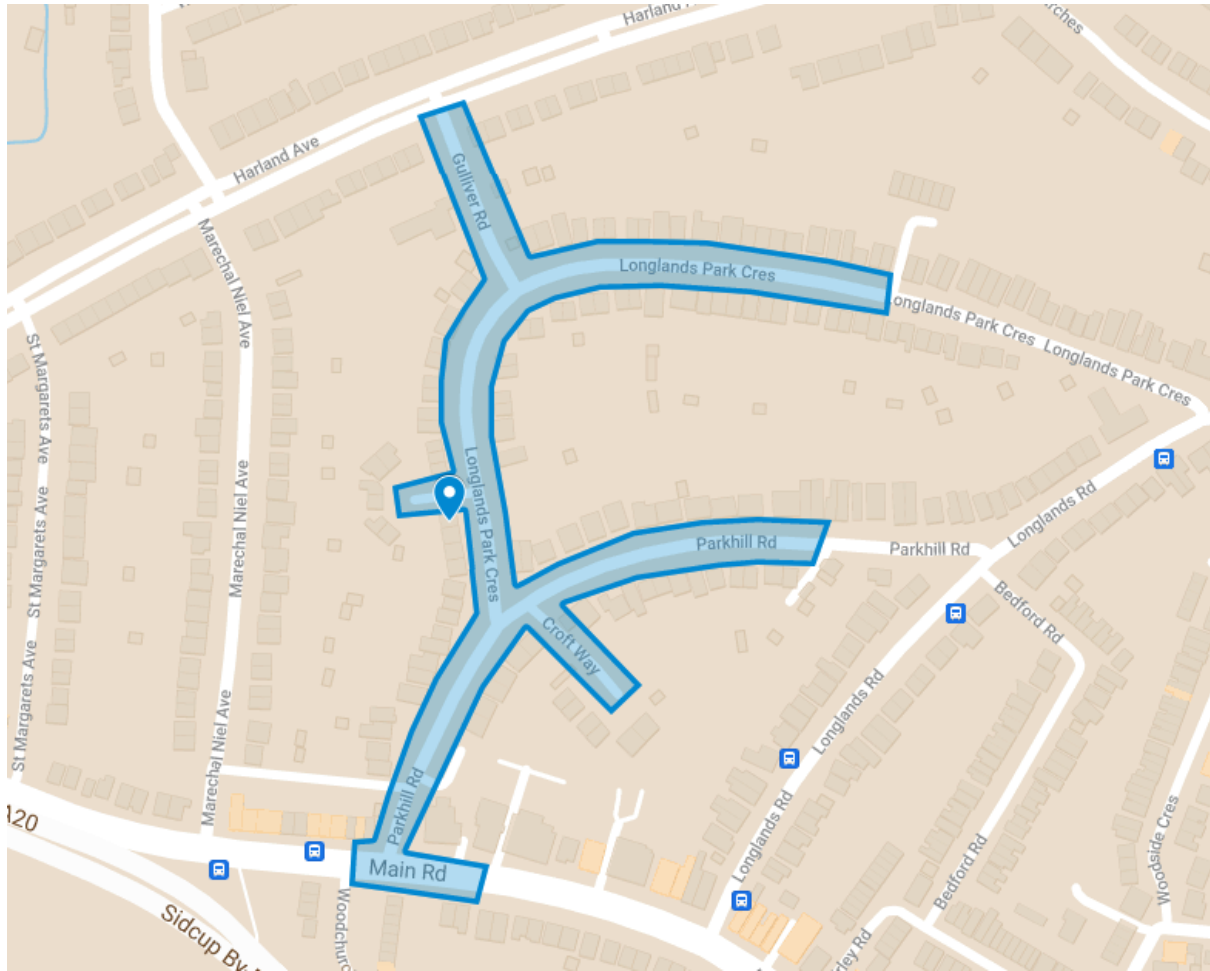
Surveys

The area surveyed is shown on the plan in Figure 1 and the roads surveyed together with any additional comments are listed in Table 1 (located on the following page).

The surveys took place between 01:00am and 05:30am on Thursday 16th and Friday 17th September 2021.

Table 1 and 2 shows a detailed breakdown of the results for both days and what restrictions are in place on the streets within the survey area.

Figure 1. Survey Area



The blue pin point is the site location

Table 1: Day one - Parking Stress Survey results:

	Braemar Gardens			Croft Way			Gulliver Road		
Bay/restriction type	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Unrestricted	0	0	0.00%	1	0	0.00%	8	6	75.00%
TOTAL	0	0	0.00%	1	0	0.00%	8	6	75.00%

	Longlands Park Crescent			Main Road			Parkhill Road		
Bay/restriction type	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Unrestricted	21	10	47.62%	0	0	0.00%	33	28	84.85%
TOTAL	21	10	47.62%	0	0	0.00%	33	28	84.85%

Results	Spaces	Usage	Av. Stress
Total	63	44	69.84%

Table 2: Day two - Parking Stress Survey results:

Bay/restriction type	Braemar Gardens			Croft Way			Gulliver Road		
	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Unrestricted	0	0	0.00%	1	0	0.00%	8	6	75.00%
TOTAL	0	0	0.00%	1	0	0.00%	8	6	75.00%

Bay/restriction type	Longlands Park Crescent			Main Road			Parkhill Road		
	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Unrestricted	21	10	47.62%	0	0	0.00%	33	28	84.85%
TOTAL	21	10	47.62%	0	0	0.00%	33	28	84.85%

Results	Spaces	Usage	Av. Stress
Total	63	44	69.84%

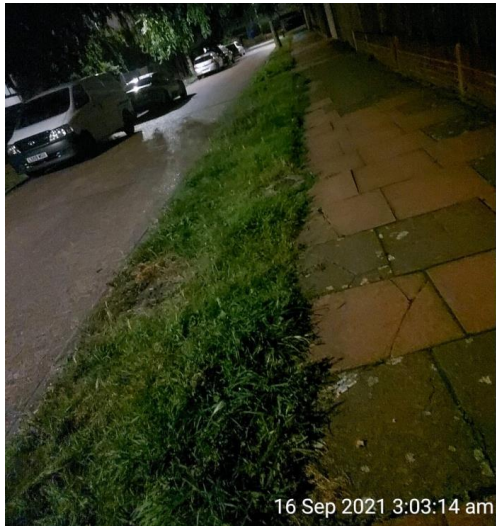
Photographs



16 Sep 2021 2:34:14 am
Croft Way – day 1



17 Sep 2021 3:03:16 pm
Croft Way – day 2



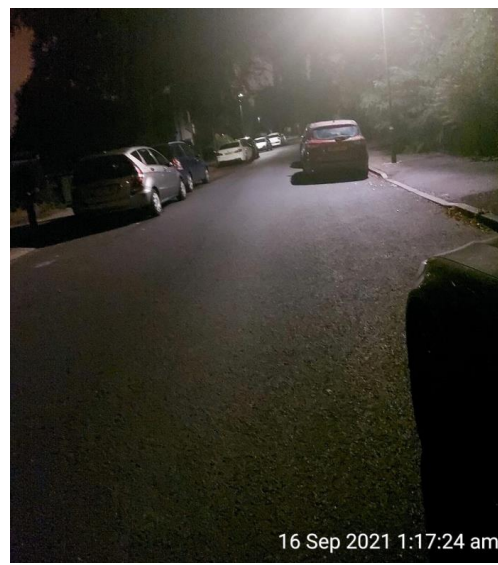
16 Sep 2021 3:03:14 am
Gulliver Way – day 1



17 Sep 2021 2:06:29 am
Gulliver Way – day 2



Longlands Park Crescent – day 1



16 Sep 2021 1:17:24 am
Park Hill Road – day 1

5 CONCLUSION

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

The day 1 and 2 results at 69.84% reflect an average of 19 unoccupied parking spaces during the survey nights. From our experience, many Councils will consider that this provides capacity for further parking within the area.

Appendix A

A. CONTACT DETAILS

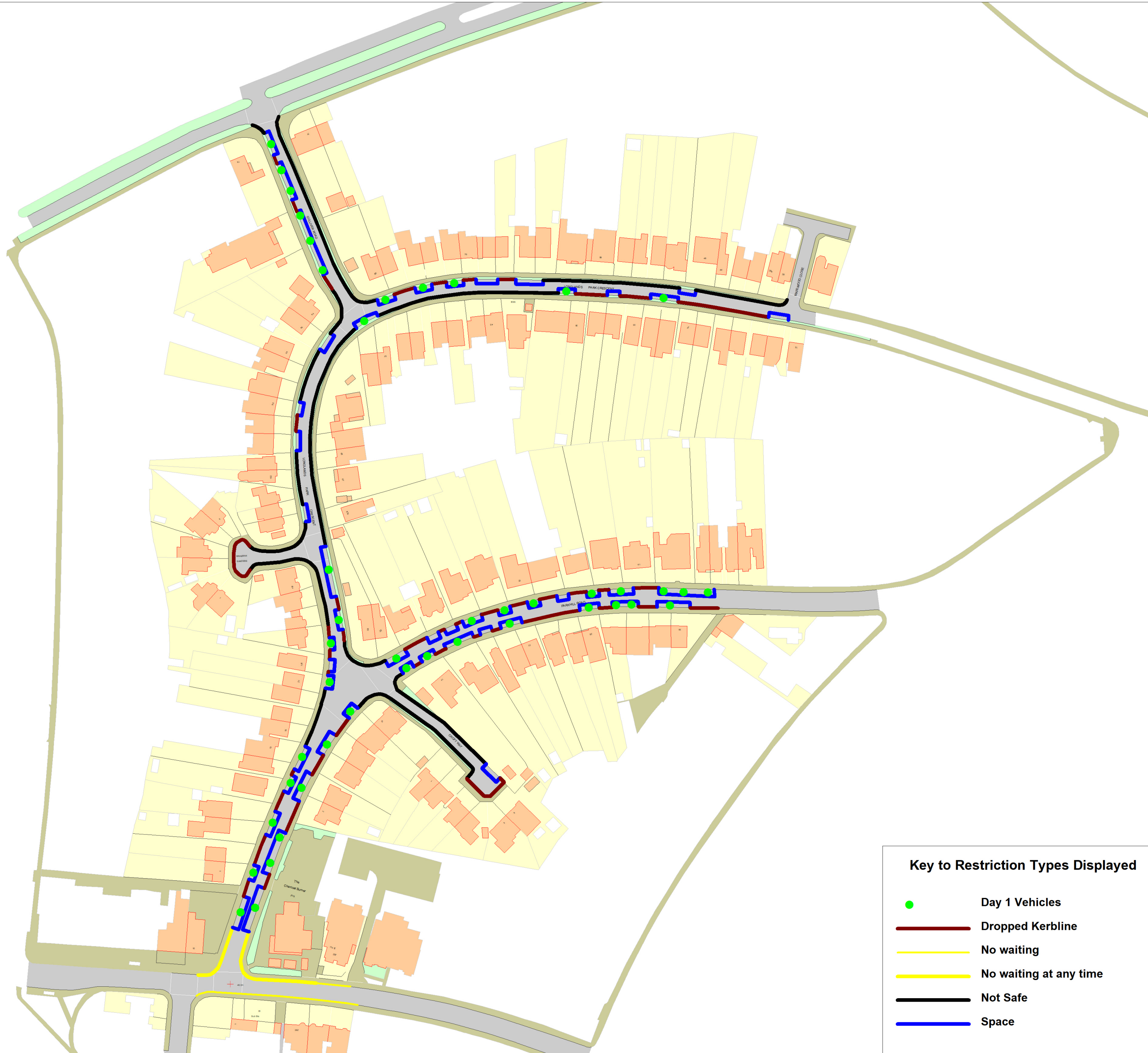
1. Client Contact Name	Mehmet Construction Ltd c/o: Omer
2. Client Contact Job Title	n/a
3. Client Contact Email address	omer@mehmetdevelopments.co.uk

B. DEVELOPMENT DETAILS

4. Development Name	110 Longlands Park Crescent
5. Development address	Sidcup, Bexley, DA15 7NQ
6. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

7. Which Local Authority is requiring the Parking Stress Survey?	London Borough of Bexley
8. Local Authority Planning address:	n/a



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DRAWING TITLE

Day 1 Count

SCALE 1 : 1250

DATE 19/09/2021

DRAWING No.

DRAWN BY

Key to Restriction Types Displayed

- Day 1 Vehicles
- Dropped Kerbline
- No waiting
- No waiting at any time
- Not Safe
- Space



Day 2 Count

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SCALE	1 : 1250
DATE	19/09/2021
DRAWING No.	
DRAWN BY	