

Technical Note 1: Parking Report

Site: 106 Bexley Road, Erith
Prepared by: GR
Approved by: PdeJ
Date: 9th August 2021

1.0 Introduction

- 1.1 This Parking Technical Note has been prepared on behalf of Studio 43.4 to support a planning application for an approved redevelopment of site on Bexley Road, Bexley.
- 1.2 The parking input seeks to support a development of an approved planning permission from the London Borough of Bexley, application reference 19/02740/FULM. The approved proposals comprise alterations and extensions to an existing building to provide 13 flats with associated parking and amenity space.
- 1.3 This Parking Technical Note provides the details on local on-street parking close to the development site with a view to increasing the number of dwellings on the site and the implications on local on-street parking. The new scheme proposes a total of 16 dwellings comprising of 7 no. 1-bed, 8 no. 2-bed dwellings and 1 no. 3-bed dwelling.

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.
- 2.3 The local parking network is considered to be 'stressed' when on-street parking occupancy exceeds 85% capacity.
- 2.4 Further parking analysis has been carried out to reflect the London Borough of Bexley's parking guidance which assumes one parking space should be measured at 5.5 metres.

Survey design

- 2.5 In accordance with the above guidance parking surveys were undertaken Tuesday 23rd February 2021 at 04:10 hours and Wednesday 24th February 2021 at 05:10 hours.
- 2.6 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.
- 2.7 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:
 - Bexley Road;
 - Meyer Road;
 - Lesney Park; and
 - Debrabant Close.
- 2.8 The above roads in the immediate vicinity of the site are shown in **Figure 2.1**.

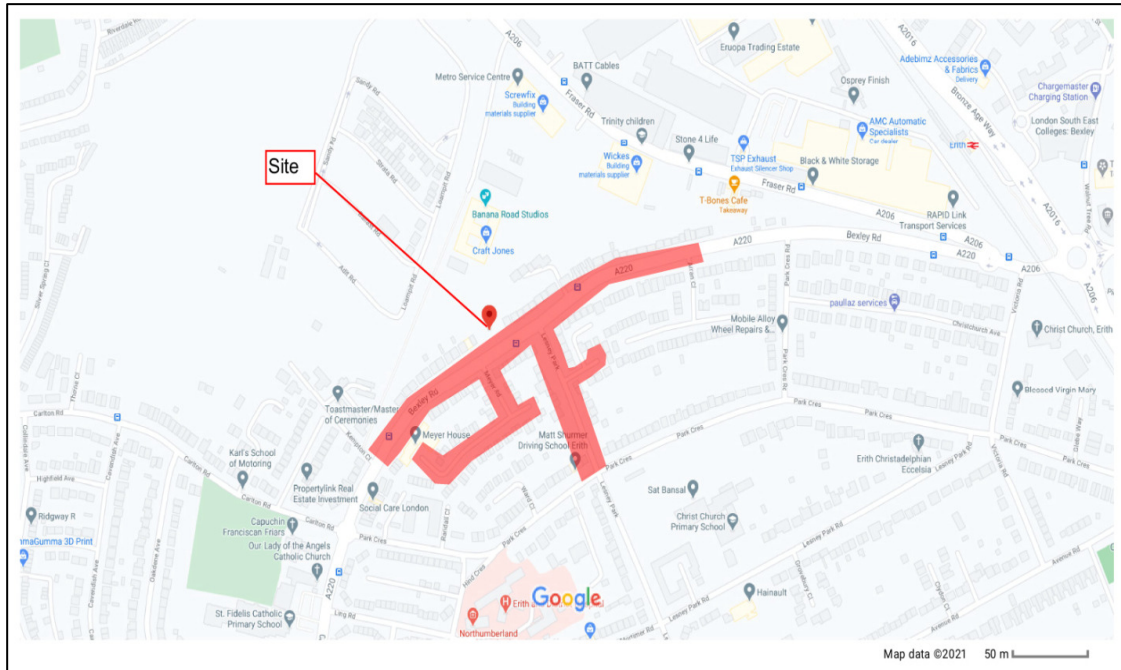


Figure 2.1 - Parking Study Area.

2.9 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.

2.10 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

3.1 The parking surveys were undertaken by Benchmark Data Collection on the 23rd and 24th February provide a summary of the observed parking 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 106 on-street unrestricted parking spaces within 200 metres of the site.

3.2 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'.

3.3 In terms of car parking occupancy, the Lambeth Methodology survey (5.0m spacing) results for the two study periods are set out within Table 3.1 and 3.2 for Tuesday 23rd February 2021 Wednesday 24th February 2021 respectively and the London Borough of Bexley approach (5.5m spacing) results are set out in Table 3.3 and 3.4.

Lambeth Methodology analysis results

Street Names	Available Parking Spaces (based on 5.0m spacing)		
	Observed spaces	Used spaces	% Stress
Bexley Road	59	34	58
Meyner Road	23	19	83
Lesney Park	19	5	26
Debrabant Close	5	2	40
Total	106	60	57

Table 3.1 - Summary of parking stress 5.0 Metres Tuesday 23rd February 2021

Street Names	Available Parking Spaces (based on 5.0m spacing)		
	Observed spaces	Used spaces	% Stress
Bexley Road	59	31	53
Meyner Road	23	20	87
Lesney Park	19	6	32
Debrabant Close	5	1	20
Total	106	58	55

Table 3.2 - Summary of parking stress 5.0 Metres Wednesday 24th February 2021

- 3.4 Tables 3.1 and 3.2 indicate there were 46 spaces available on the first night and 48 spaces available on the second night based on 5.0 metre spacing analysis. This equates to a maximum parking occupancy of 57%.

London Borough of Bexley analysis – sensitivity test results

Street Names	Available Parking Spaces (based on 5.5m spacing)		
	Observed spaces	Used spaces	% Stress
Bexley Road	49	34	69
Meyner Road	19	19	100
Lesney Park	18	5	28
Debrabant Close	4	2	50
Total	90	60	67

Table 3.3 - Summary of Parking stress 5.5 Metres Tuesday 23rd February 2021

Street Names	Available Parking Spaces (based on 5.5m spacing)		
	Observed spaces	Used spaces	% Stress
Bexley Road	49	31	63
Meyner Road	19	20	105
Lesney Park	18	6	33
Debrabant Close	4	1	25
Total	90	58	64

Table 3.4 - Summary of parking stress 5.5 Metres Wednesday 24th February 2021

3.5 Tables 3.3 and 3.4 indicate there were 30 spaces and 32 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 investigated 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	43%
One Car	49%
Two or more Cars	9%
TOTAL	100%

Table 4.1 - Car/Van ownership rate Bexley middle layer output area 05.

4.2 Based on flat developments within the ward, the proposed development of 16 units would likely result in ten cars.

Development Parking

Approved site layout

4.3 The approved scheme includes 13 flats within the single building and is provided with 13 off-street parking bays. The ground floor proposals for the approved scheme are presented on **Figure 4.1**.



Figure 4.1 - 106 Bexley Road – Approved ground floor layout.

New Development Proposals

- 4.4 The new scheme will increase the building footprint to provide a total of 16 dwellings comprising of 7 no. 1-bed, 8 no. 2-bed and 1 no. 3-bed dwellings. The layout will include 12 off-street car parking spaces including two dedicated electric car charging points (approx. 20% of overall provision) and one accessible parking space. A dedicated covered cycle store will be provided within the site boundary accommodating up to 20 cycles.
- 4.5 The proposed site layout as presented in **Figure 4.2** below.



Figure 4.2 - 106 Bexley Road – Proposed ground floor layout.

- 4.6 The predicted car parking demand for the proposed 16 no. flats scheme is 10 cars and this will be contained within the proposed 12 off-street car parking spaces.

On-street parking capacity

- 4.7 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 (5.5m between vehicles).

5.0 Summary and Conclusion

- 5.1 The surveys in line with the Lambeth Methodology (5.0 metre spaces) identify that the existing overnight on-street parking occupancy is in the range of 55%-57% of capacity. The proposed development of 106 Bexley Road has planning approval provide thirteen flats with 13 off-street parking spaces. Utilising the London Borough of Bexley requirements of 5.5m spacing between vehicles, the existing overnight on-street parking occupancy is in the range of 64%-67% of capacity.
- 5.2 A revision of the approved scheme has been developed and this seeks to provide 16 new dwellings with 12 off-street car parking spaces.
- 5.3 The proposals for the new development proposals must be considered alongside the census data assessment, which demonstrates the proposed 16 no. unit residential development could have a parking demand of ten vehicles, therefore the proposed new dwellings will introduce a maximum of ten parked cars overnight which would be accommodated the proposed off-street parking spaces.
- 5.4 On-street parking occupancy on the surrounding area has been calculated further to site surveys and the analysis has been based on London Borough of Bexley requirements of 5.5 metre spaces. The findings of this technical report show that the development proposals will allow the predicted car parking demand to be accommodated within the site and there will be no impact on the existing local road network.

Appendix A

Parking Survey Output Data

106 BEXLEY ROAD, ERITH DA8 3DT - PARKING STRESS SURVEY - TUESDAY 23/02/2021 04:10

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF UNRESTRICTED 5m PARKING SPACES	NUMBER OF VEHICLES PARKED	UNRESTRICTED PARKING STRESS %
BEXLEY ROAD	868.2	361.9	59	34	58
MEYER ROAD	447.6	171.9	23*	19	83
LESNEY PARK	341.2	113.2	19	5	26
DEBRABANT CLOSE	123.8	33.7	5	2	40
TOTAL	1780.8	680.7	106	60	57

*Includes single marked bays less than 5m

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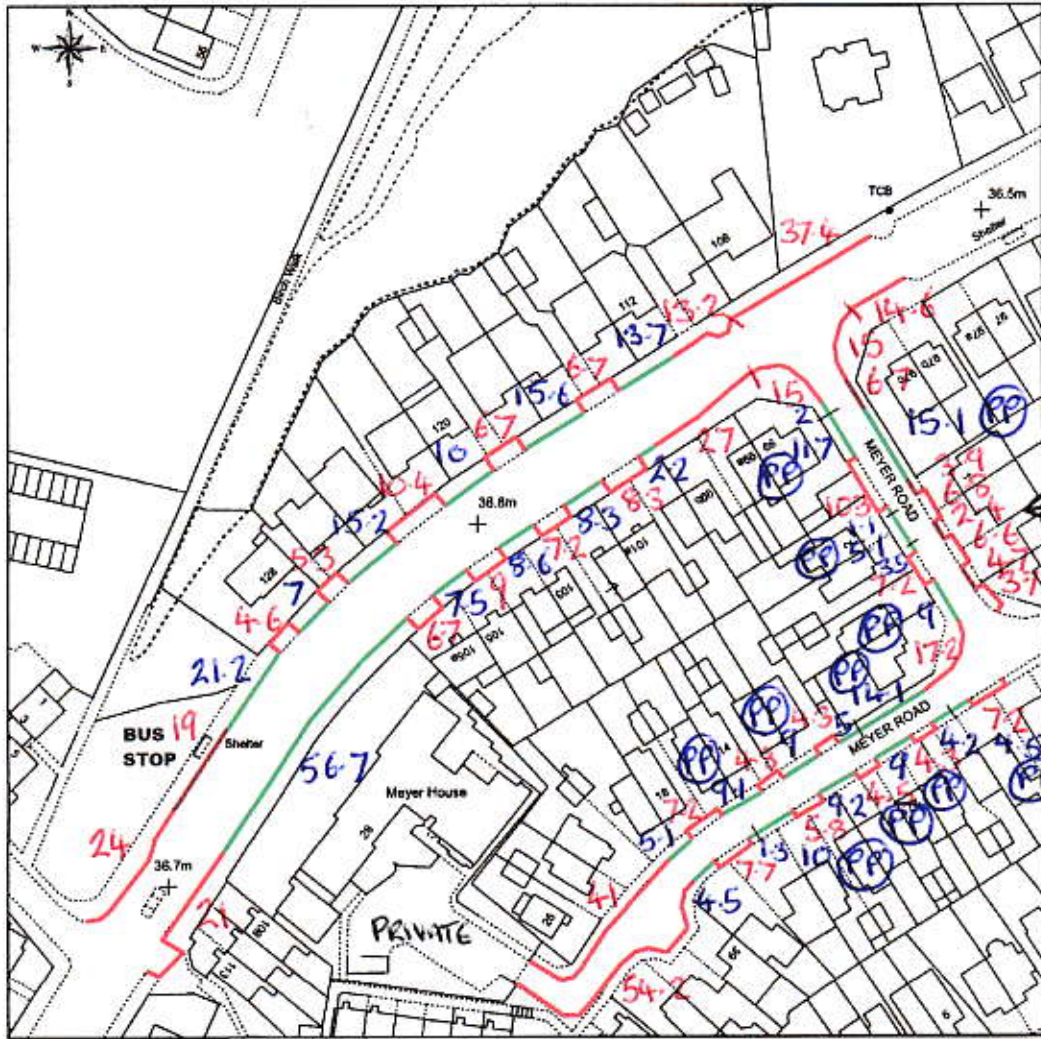
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF UNRESTRICTED 5.5m PARKING SPACES	NUMBER OF VEHICLES PARKED	UNRESTRICTED PARKING STRESS %
BEXLEY ROAD	868.2	361.9	49	34	69
MEYER ROAD	447.6	171.9	19*	19	100
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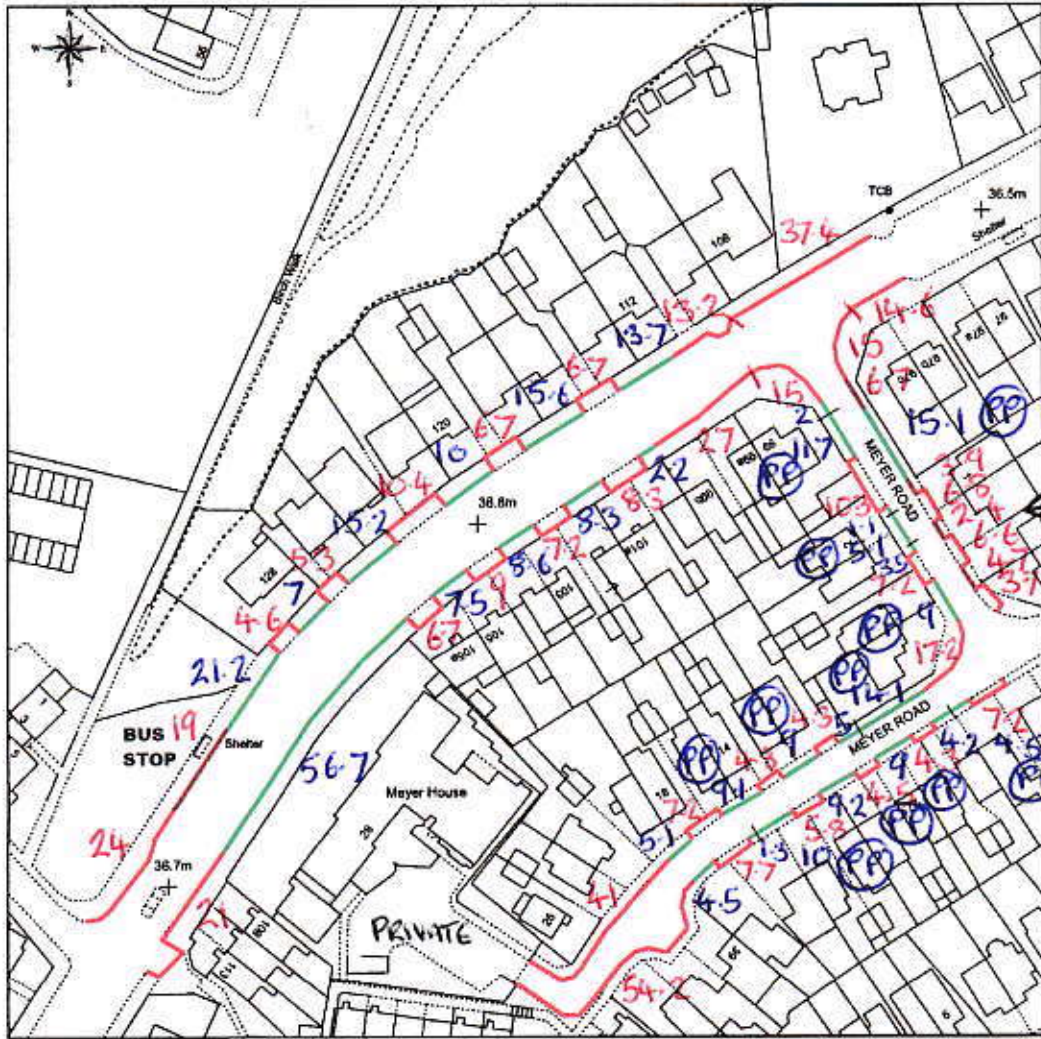
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PARKING RESTRICTIONS

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
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PP = PAVEMENT PARKING BAY

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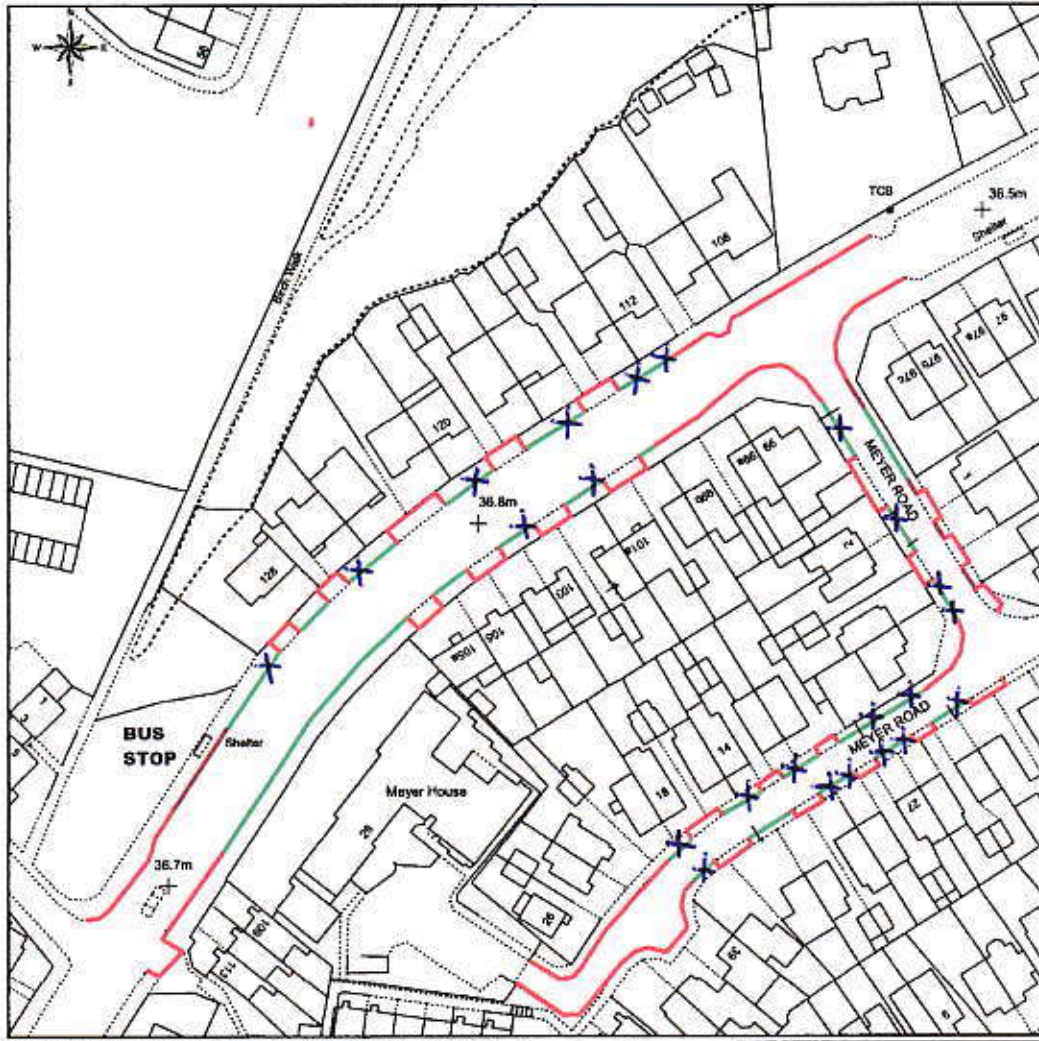
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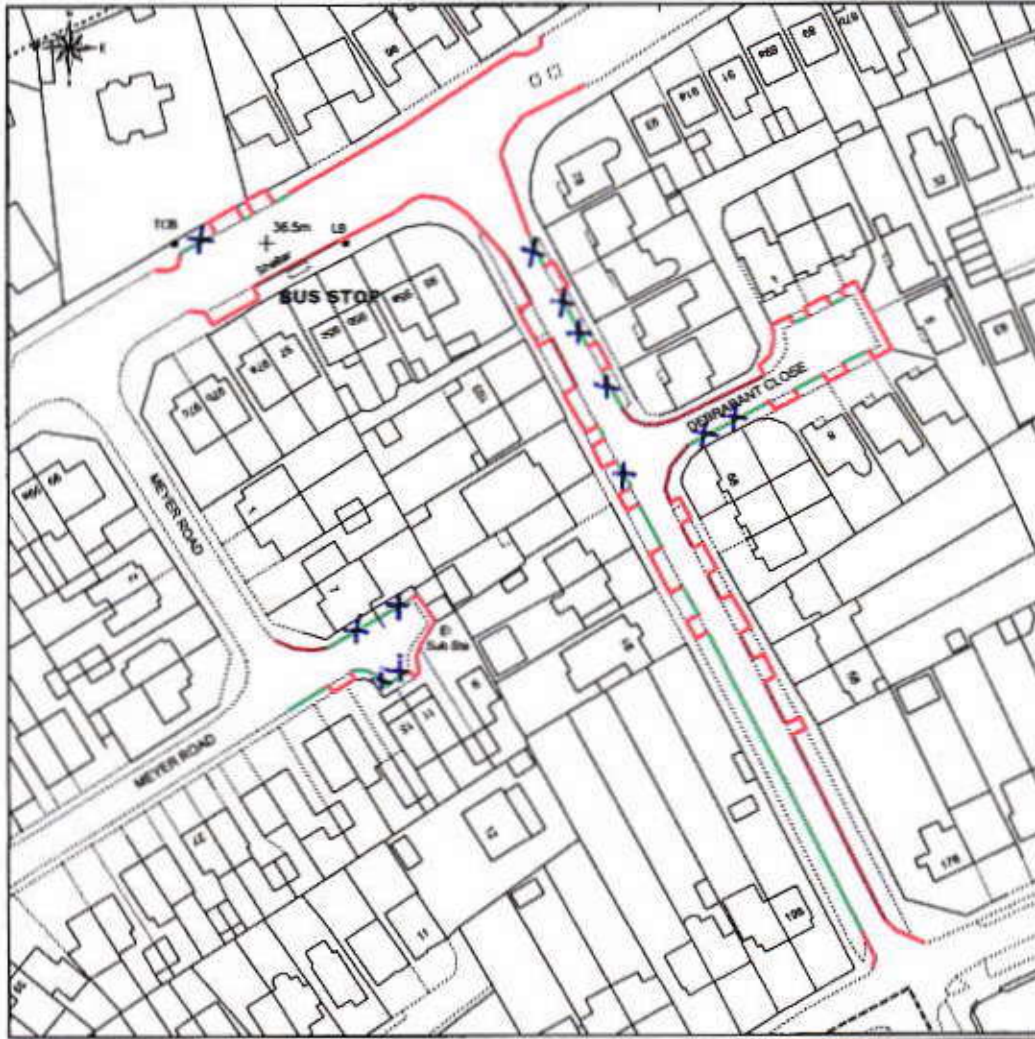
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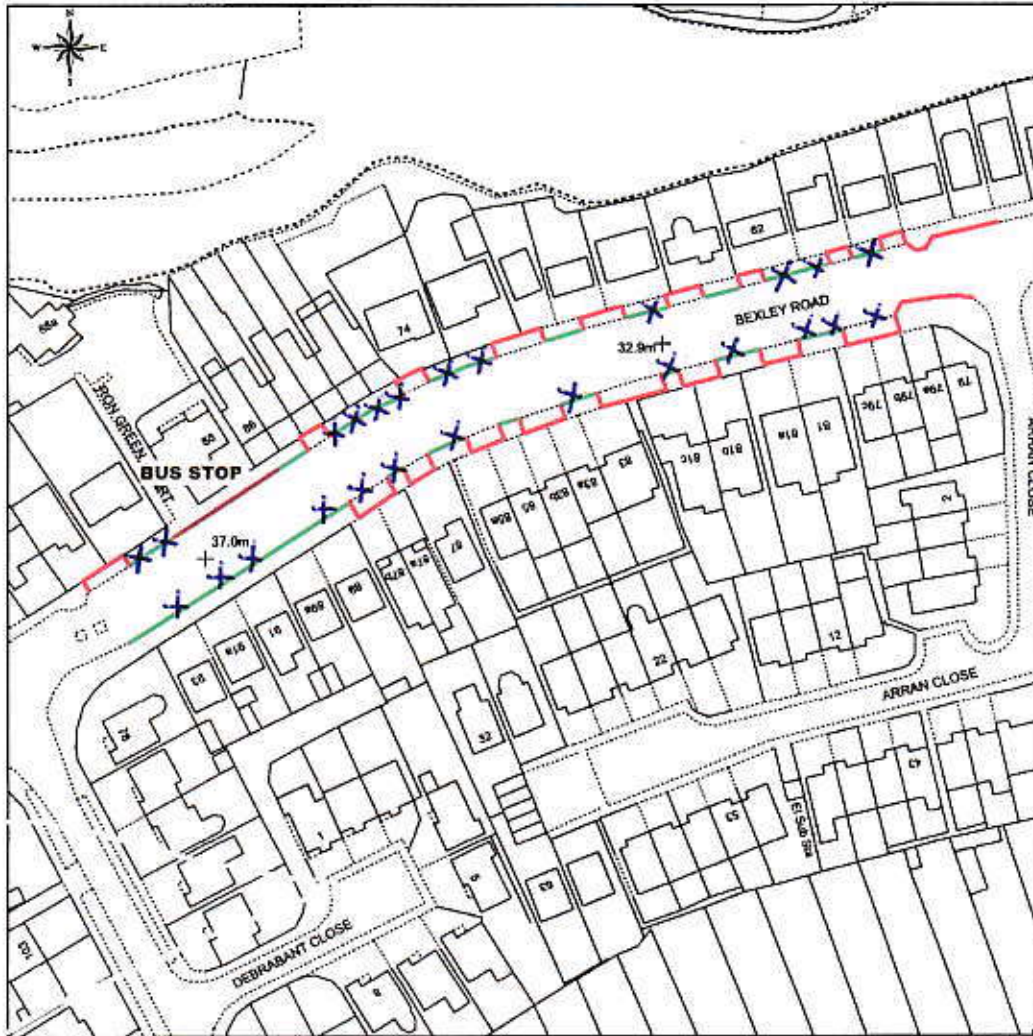
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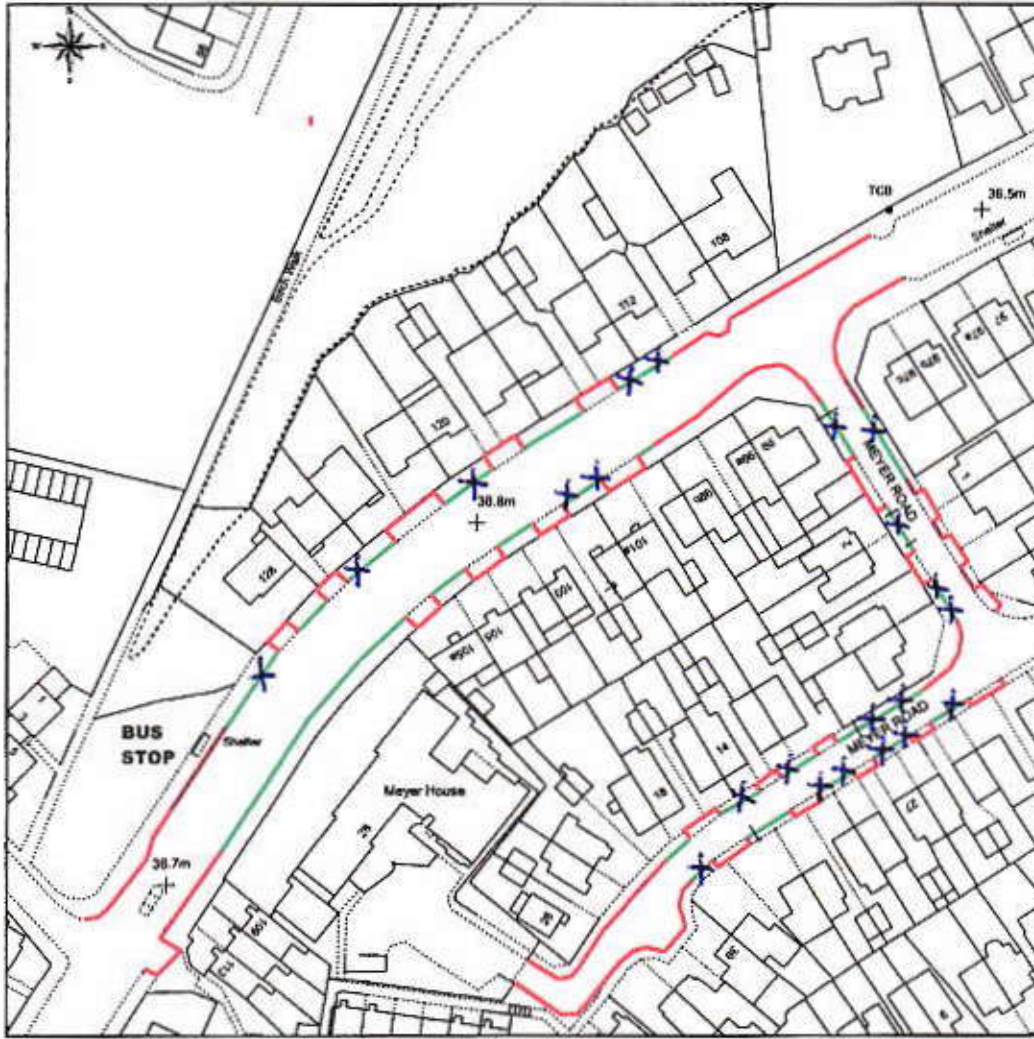
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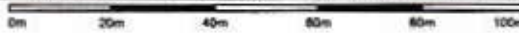
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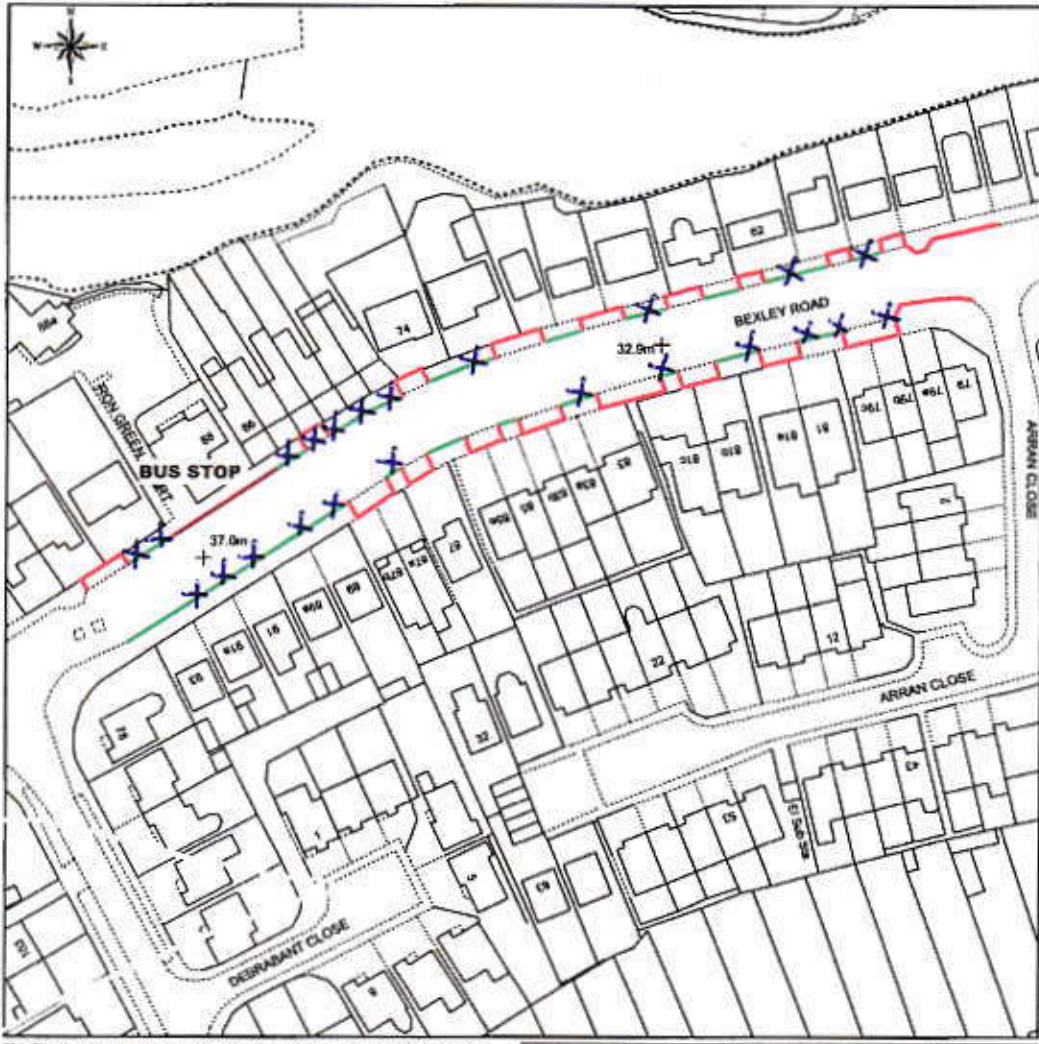
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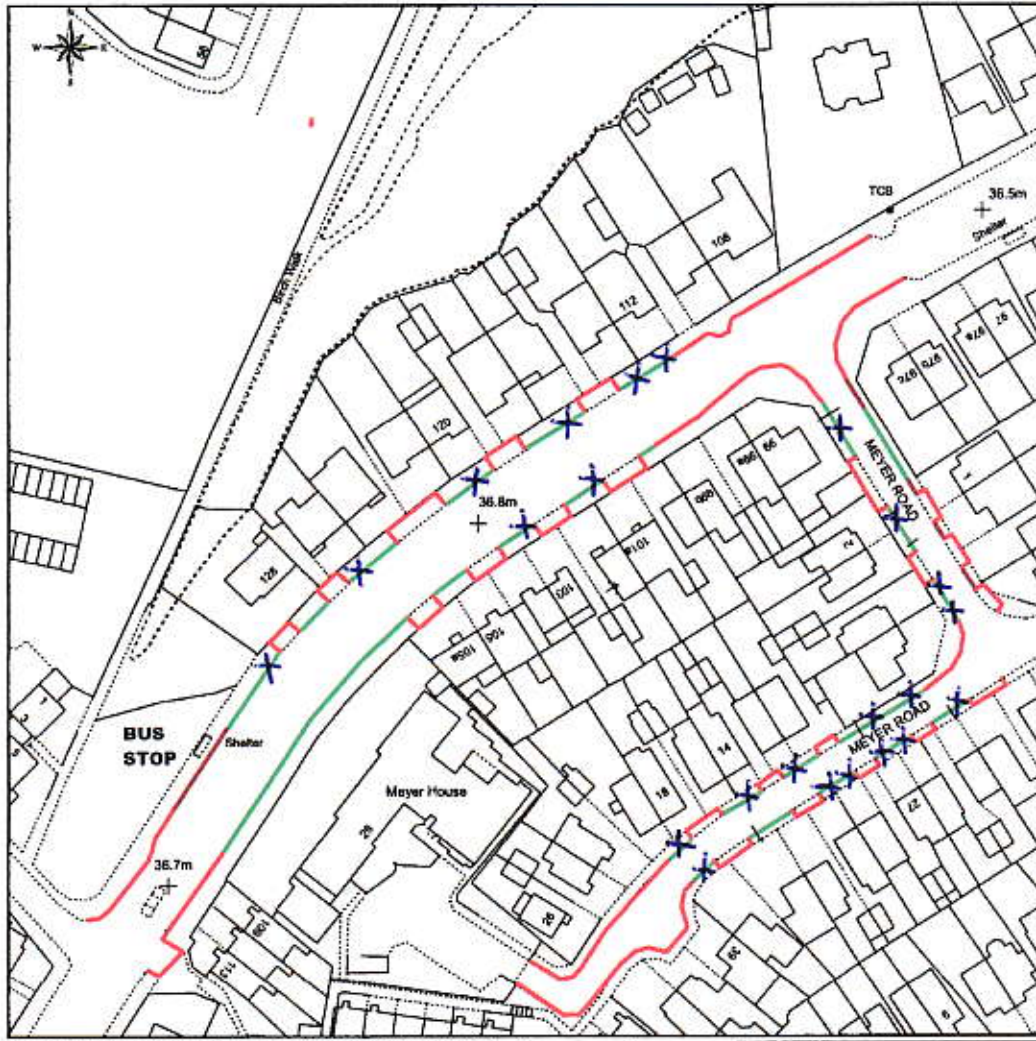
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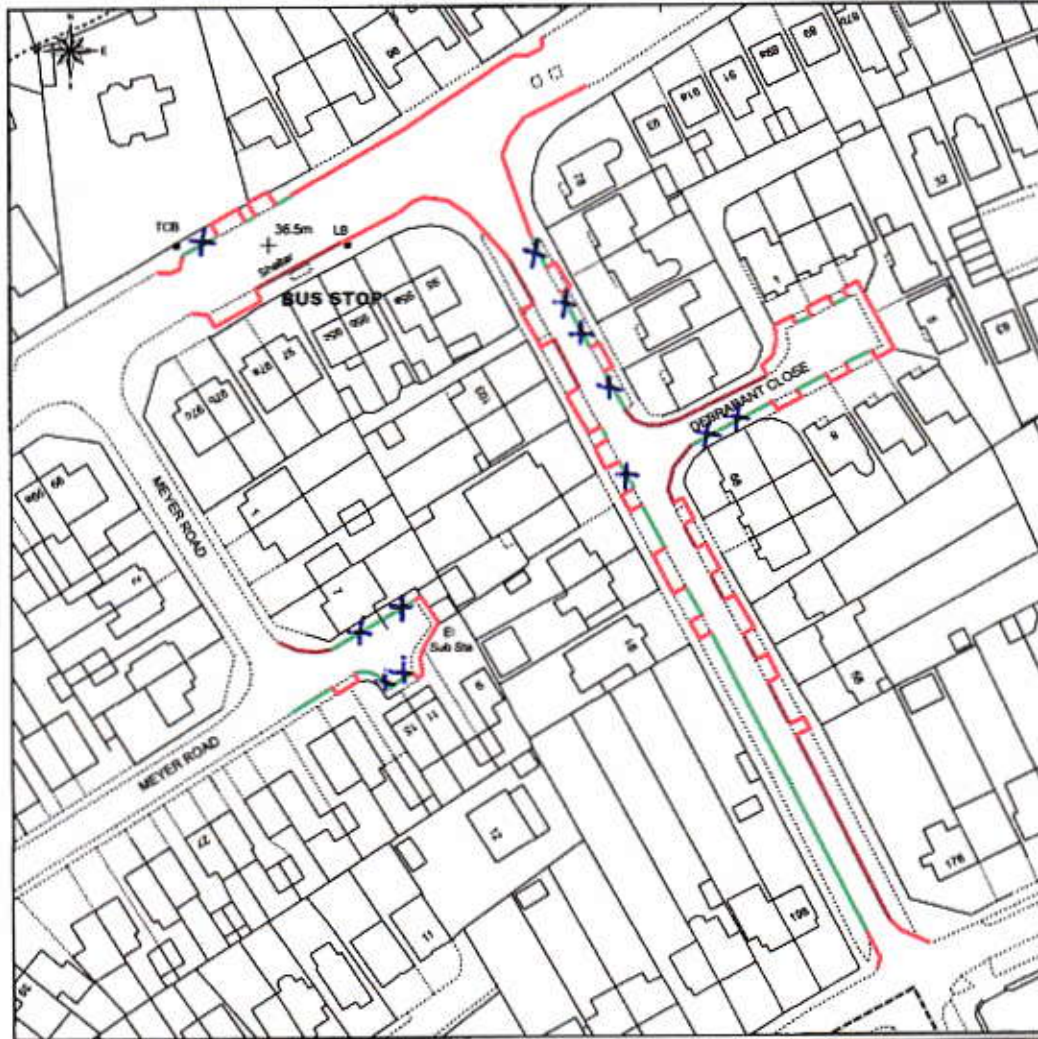
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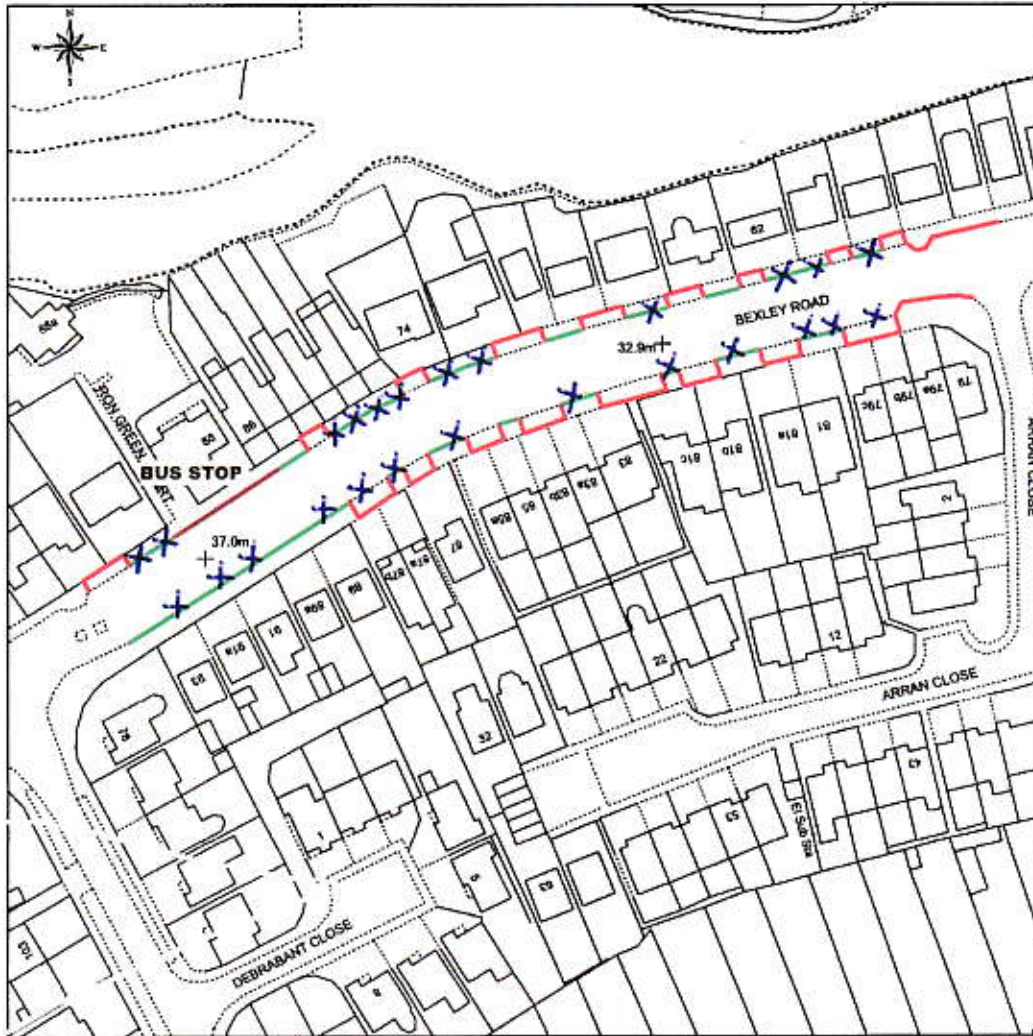
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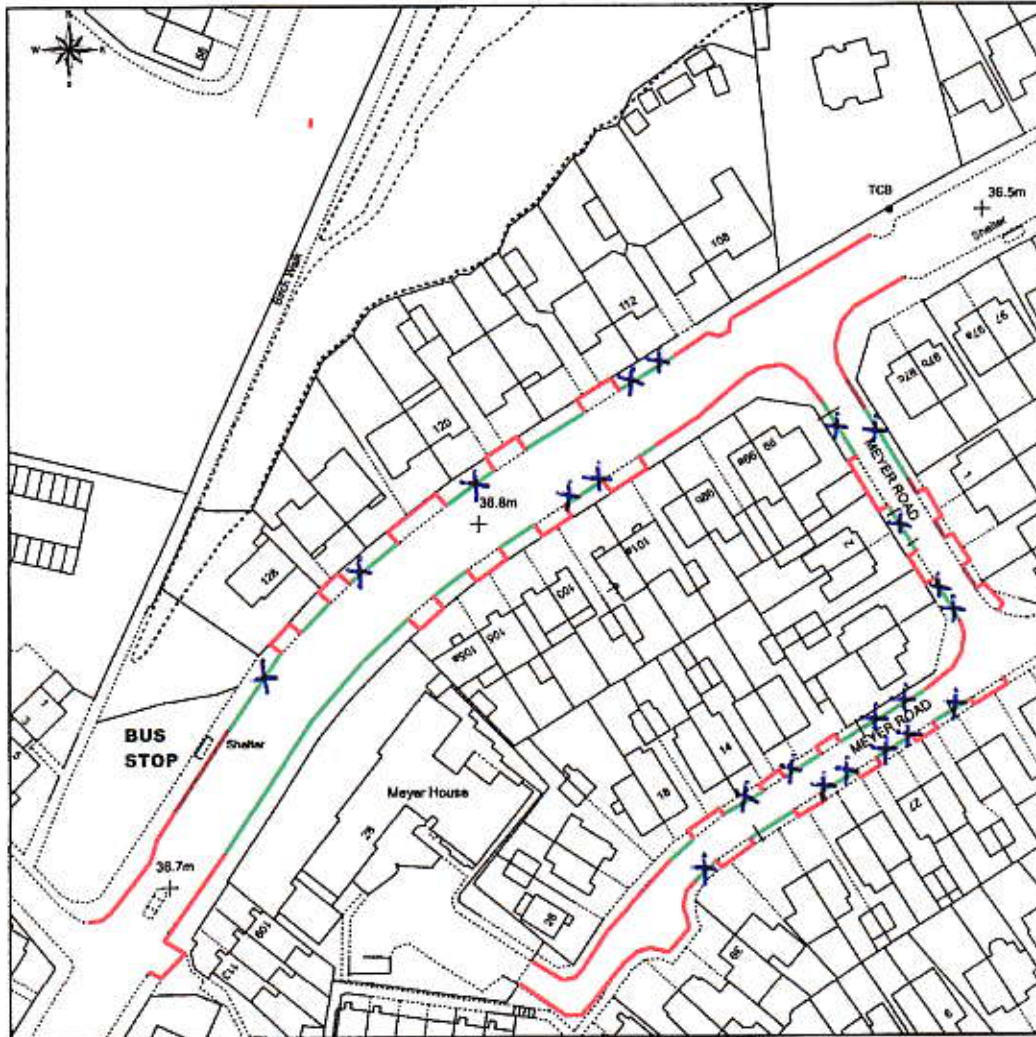
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PARKED VEHICLE LOCATION

TUESDAY 23/02/2021 — 04:10



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0m 20m 40m 60m 80m 100m

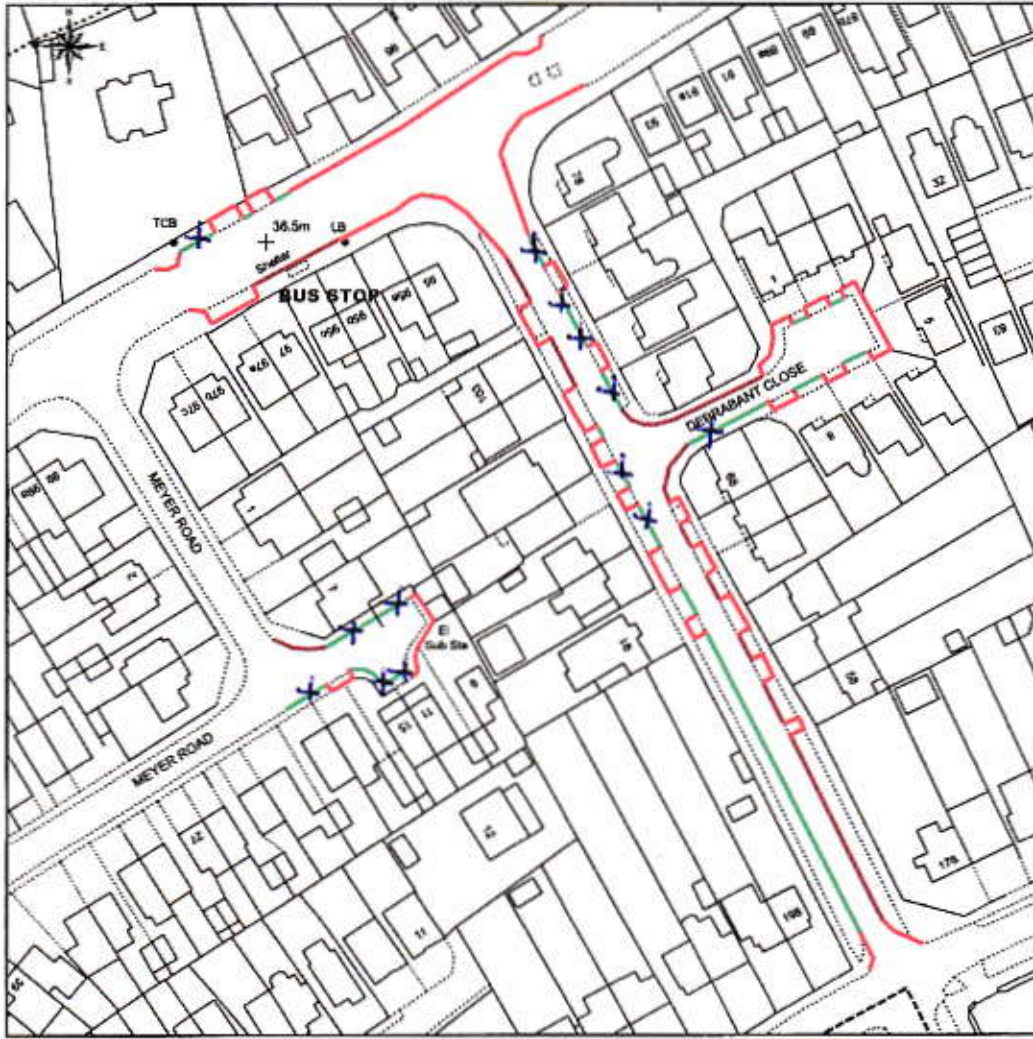
Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 24/02/2021 - 05:10



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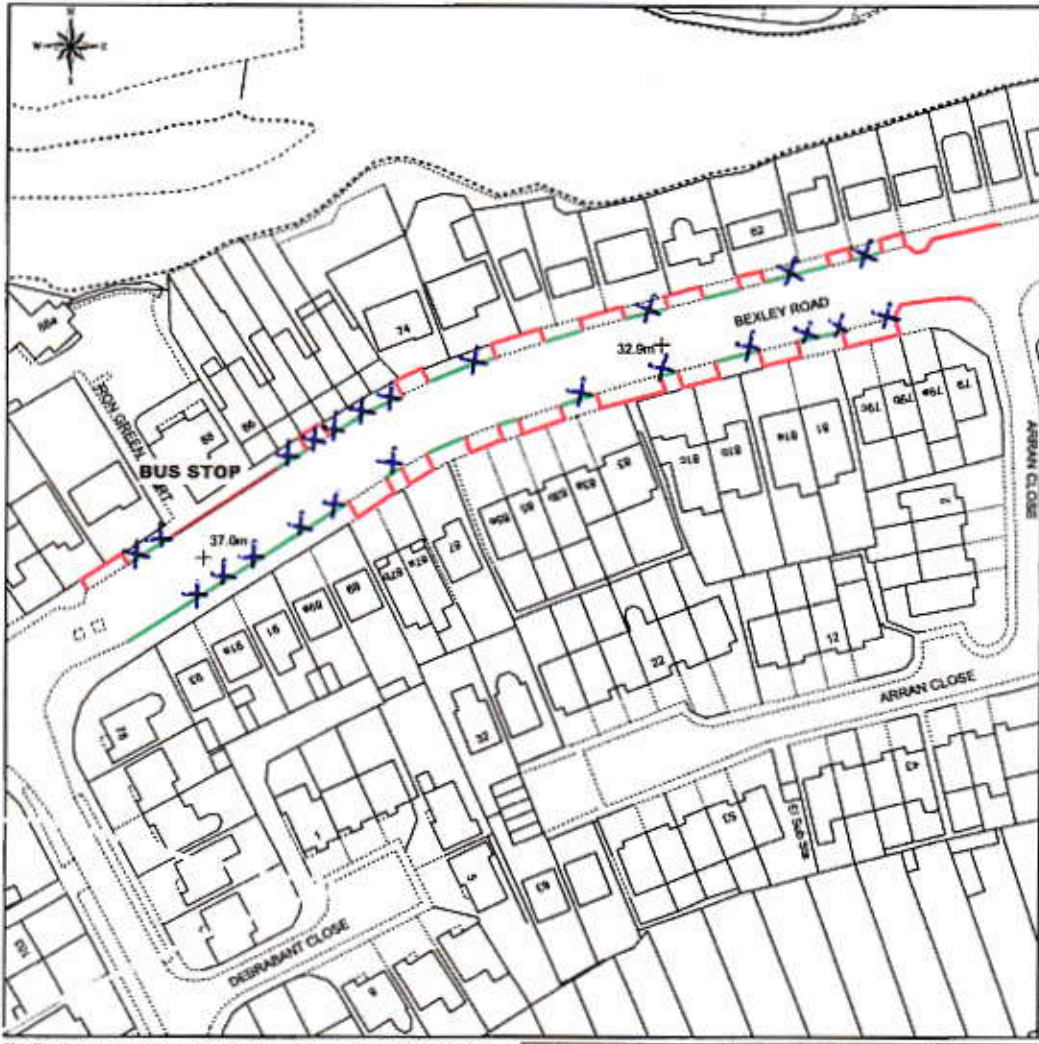
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