

Project	7 Bedford Street, Leamington Spa
Title	Parking Survey Summary
Date	24/11/2021
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Version	1



1. Introduction

- 1.1 Integrated Transport Planning (ITP) has been commissioned by Mr Garry Moloney to undertake a parking beat survey and prepare this summary note to support an application for the redevelopment of 7 Bedford Street, Leamington Spa from a single retail unit to a mixed-use retail and residential block.
- 1.2 A parking beat survey has been requested by Warwick District Council in a letter dated 28th October 2021 (WDC ref: W/21/1866) and further correspondence has since taken place between ITP and Lucy Hammond (Principal Planning Officer – WDC) by email. This is required in order to validate the application, in line with adopted parking standards and Local Plan policy.
- 1.3 We understand that Warwickshire County Council, in their role as Local Highway Authority, have not yet been consulted for their views on the application, however given the scale of the proposals (four apartments), we would not anticipate further assessment requirements.
- 1.4 The intention of this Parking Survey Summary is to present the surveyed availability of parking spaces on the surrounding public highway to demonstrate that the proposed development will not result in the displacement of parking demand and avoid the future residents being made ineligible to apply for residents parking permits.
- 1.5 Whilst the applicant foresees future residents being less reliant on private cars due to the highly accessible location, it is not desirable for the development to be excluded from the ability to obtain permits if there is a legitimate requirement by future residents.

2. Proposed Development

- 2.1 The proposed development consists of the demolition and reconstruction of the existing retail unit with the addition of four standard residential apartments. There will be 1no. one-bedroom apartment and 3no. two-bedroom apartments. Further details of the proposed development can be found in the accompanying Design and Access Statement (BPN Architects).

Figure 2-1: Proposed development visual (Bedford Street)



Source: BPN Architects

- 2.2 Secure internal cycle storage will be provided to the rear of the ground floor retail unit, accessed via the apartment entrance from Bedford Street.

3. Car Parking Context

- 3.1 Bedford Street itself does not offer any parking for residents' parking permit holders, however dwellings within this zone can currently apply for L0 permits from Warwickshire County Council on an annual basis. These are valid within Leamington Spa town centre, within the vicinity of the proposed development.
- 3.2 All surrounding streets within at least 200 metres of the site are controlled under various Traffic Regulation Orders enforceable by Warwickshire County Council. A plan has been included in **Appendix 1**.

- 3.3 There are a mix of part-time restrictions (e.g. daytime and evening pay and display) and 24-hour restrictions (loading and disabled parking bays) that respond to the needs of the town centre as a primarily retail-led centre, with other commercial and residential uses.

4. Parking Standards

- 4.1 The adopted parking standards for Warwick District Council (June 2018) start with a baseline requirement for 7no. spaces to serve the proposed mix of one and two-bedroom apartments.
- 4.2 Given the characteristics of the proposed development, it is considered that the following criteria for reduced parking provision, as set out in paragraph 4.4 of the adopted parking standards, apply such that the required number of spaces can be justifiably reduced from the standard baseline:

'Parking provision which falls below the prescribed standards may be considered appropriate where the applicant can demonstrate specific circumstances in respect of one or more of the following:

1) *'Lower provision may be justified where the application site is located within an area which is highly accessible (for example within the town centres as defined in the Local Plan)'*

- 4.3 The site is a short walk from a wide range of amenities and many bus services that call on the Parade, less than 200 metres away (2-minute walk). There is very little need to own a car to access a full range of services and jobs both within the town and externally with the railway station also less than a kilometre from the site.

2) *'There is evidence that significantly less/or significantly more parking demand would be generated than that specified in the standards.'*

- 4.4 Based on the most recent available census data (2011), households within Leamington Spa town centre had on average 0.9 cars per household. This compares with an average of 1.35 cars per household for the District as a whole. Since the adopted parking standards are applicable across the whole District, it is reasonable to expect that demand will be lower than specified for this highly accessible town centre location.
- 4.5 The areas of the town centre selected to provide these statistics include a wide range of properties including multi-bedroom houses on roads such as Beauchamp Avenue and Binswood Avenue, therefore applying a similar factor to the proposed one and two-bedroom apartments will be highly robust. Full calculations, including a map of the surveyed areas is included in **Appendix 2**.

3) 'The development meets other planning objectives and would not unacceptably worsen the parking situation.'

4.6 The development will provide appropriate infill and help to diversify the town centre by introducing sustainable residential elements above retail. It is not physically possible, nor is it desirable, to provide on-plot parking as this would lose the active retail element of the scheme only to be replaced by a garage door at street level.

4.7 Based on criteria 1-3 set out above, it is considered appropriate to consider a reduced car parking demand of four cars – one per proposed apartment. In considering the available capacity for on-street car parking, this is the figure taken forward in the remainder of this note. This remains highly robust since:

- The figure of 0.9 cars per household taken from the Census has been rounded up to one car per household
- Regardless of rounding up, this is a highly robust figure that includes a wide range of properties, including those much larger than the proposed one and two-bedroom apartments
- As a new development, residents choosing to live here will be aware of the unallocated parking provision without pre-existing expectations to be able to park directly outside their property. It will therefore naturally appeal more to households who rely less on cars as a mode of transport.
- The demand is per individual apartment and therefore it is not the case that all four cars will necessarily be parked at the same time or coincide with existing peak periods

4) 'There is sufficient capacity for on street parking (whether within a Resident's Parking Zone or not) without detrimentally affecting the safety or convenience of other residents and occupiers.'

4.8 As required by Warwick District Council, the standardised parking survey methodology has been completed, as set out in Appendix A of the adopted parking standards (**Appendix 3**)

4.9 The snapshot surveys were conducted across two weeknights and during Saturday daytime, to reflect the town centre location of the proposed development:

- 12th November 2021 00:30 (Thursday into Friday)
- 20th November 2021 12:30 (Saturday)
- 23rd November 2021 05:00 (Monday into Tuesday)

4.10 The survey included streets within 200 metres walking distance of the site and parking bays available with the relevant parking permit (L0). A separate count was undertaken

of pay and display and similar bays where parking was unrestricted overnight. Full details of the surveyed area, street and bays is included in **Appendix 4**.

- 4.11 It was agreed that off-street car parking would be scoped out of the surveys since the purpose of the study was to determine eligibility for on-street parking permits.
- 4.12 A summary of the parking availability is shown in Table 4-1. In each of the survey periods there are at least four parking spaces available to L0 residents' parking permit holders, demonstrating that there is capacity for the proposed development whilst retaining significant spare short-stay capacity for visitors.

Table 4-1: Parking survey summary

Type	12/11/21 00:30		20/11/21 12:30		23/11/21 05:00	
	Stress	Available spaces	Stress	Available spaces	Stress	Available spaces
Daytime residents' permit parking	84%	8 ¹	96%	4	90%	9
Uncontrolled overnight parking	17%	85	87%	13	15%	87

- 4.13 Understandably the survey period with the highest parking demand was midday on Saturday. Given that permit holder spaces are also available to pay and display users, it is hard to distinguish residents from shoppers during this period. It is noted that there remained available capacity on streets that are not open to permit holders and therefore there remains flexibility for visitors to naturally be displaced to alternative streets should the availability of permit parking bays be reduced slightly by the proposed development.
- 4.14 There is also a significant off-street parking resource available across several council and privately operated surface and multi-storey car parks locally. As well as providing for shoppers, season tickets are available to residents.
- 4.15 Whilst not surveyed, there also remain a large availability of loading and disabled parking bays in the vicinity of the site, including along the site frontage on Bedford Street. These will be unaffected by the proposed development and therefore will not interfere with the continued servicing and operation of the nearby retail units. Further details are presented in **Appendix 1**.

¹ An error capturing the survey data for Portland Street on 12th November means that the quoted number of available spaces is likely to be an underestimation. The parking stress percentage has therefore been calculated excluding the capacity of Portland Street for this date. The resulting data for this date is more robust given the smaller pool of potential parking spaces available.

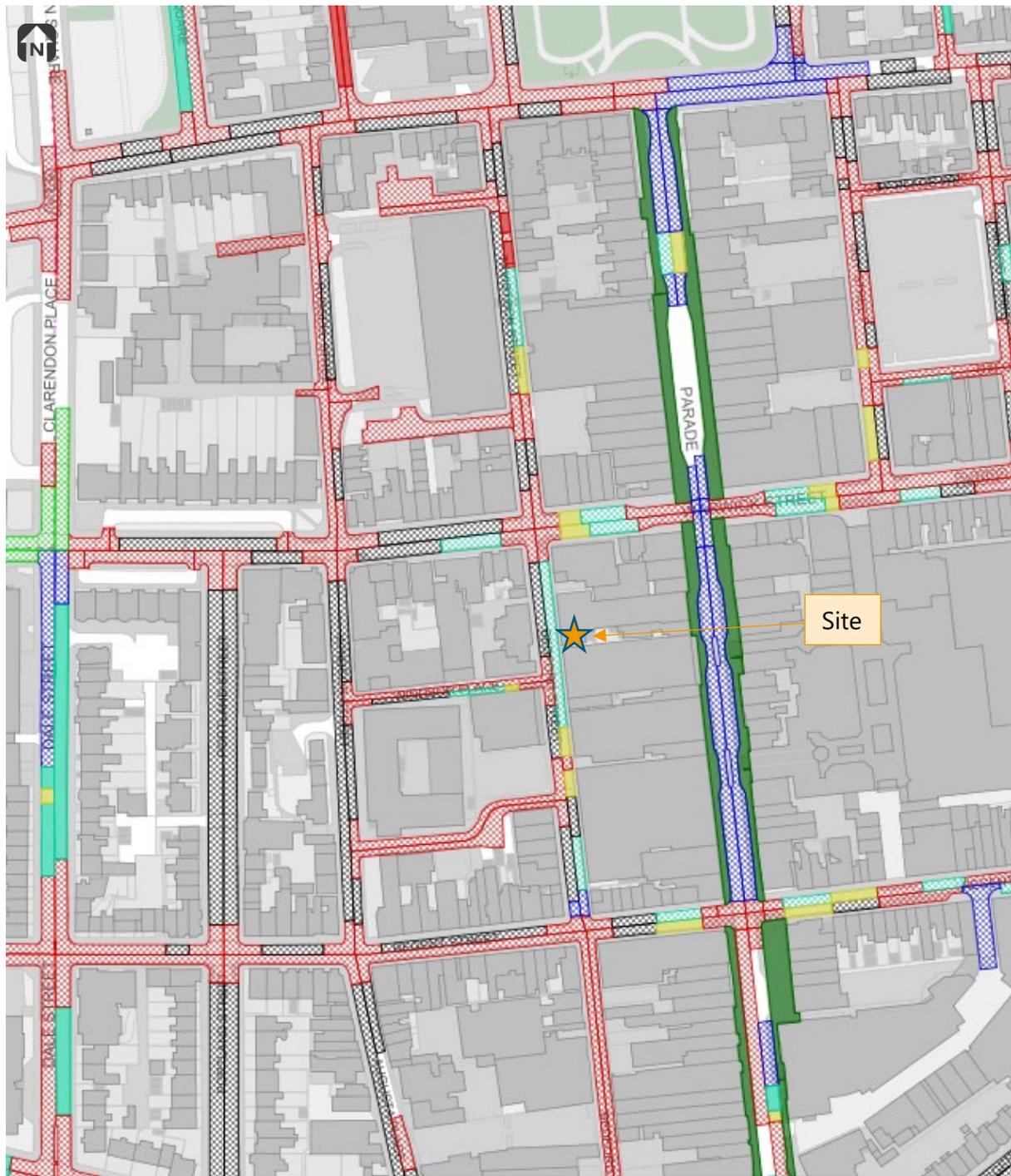
5. Conclusion

- 5.1 This Parking Survey Summary has first justified a reduction from the baseline parking standards, based on a range of criteria set out in the same adopted standards, and secondly demonstrated that there is sufficient capacity to accommodate this demand within the on-street parking provision.
- 5.2 The site is located within the highly accessible Leamington Spa town centre, benefitting from its proximity to a wide range of amenities and sustainable transport services more conveniently than could be achieved by car.
- 5.3 Census data supports the fact that car ownership amongst existing residents in the vicinity of the site is significantly lower than the average for the District. This includes a range of property sizes including those significantly larger than the proposed one and two-bedroom apartments.
- 5.4 The development will provide a high-quality infill development that will retain the existing retail element, whilst diversifying with sustainable residential uses, helping to maintain the vibrancy of the town centre.
- 5.5 Acknowledging these points, the parking beat survey, conducted to Warwick District Council specification, has confirmed that capacity remains to accommodate the proposed development without detriment to existing residents, businesses and other users.

Appendix 1

Existing Parking Restrictions

7 Bedford Street, Leamington Spa – Parking Survey Summary



Legend	
Yellow box	Disabled Badge Holders Only
Green box	Footway Parking
Light blue box	Limited Waiting
Blue box with diagonal lines	Loading Only
Pink box	No Stopping
Red box	No Waiting
Blue box	No Waiting / No Loading
Red box with diagonal lines	No Waiting At Any Time
Green box with diagonal lines	No Waiting At Any Time / No Loading
Blue box with diagonal lines	No Waiting At Any Time / No Loading At Any Time
Orange box	Partial Footway Parking
Black box with diagonal lines	Pay & Display Bays
Grey box	Permit Holders Only
Dark green box	Other Enforceable

Appendix 2

Car and Van Availability

2011 Census

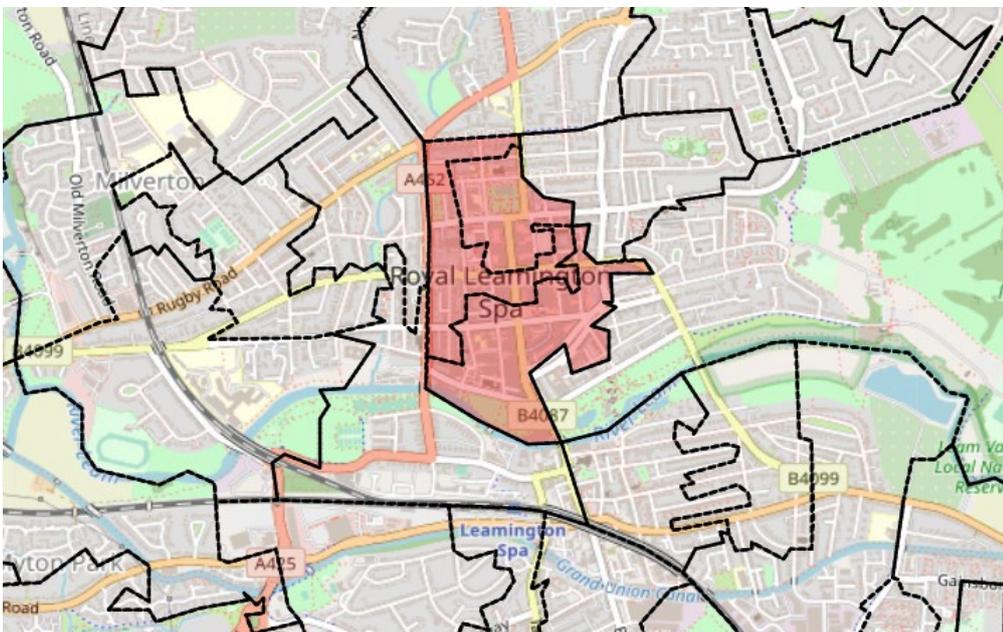
QS416EW - Car or van availability

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population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

Cars	Isoa2011:E01033253 : Warwick 007H	Isoa2011:E01033256 : Warwick 007I	Town Centre Combined	ualad09:Warwick
All categories: Car or van availa	751	707	1,458	58,679
No cars or vans in household	254	286	540	10,848
1 car or van in household	320	283	603	24,086
2 cars or vans in household	143	115	258	18,413
3 cars or vans in household	30	12	42	3,928
4 or more cars or vans in house	4	11	15	1,404
sum of All cars or vans in the ai	712	604	1,316	79,020
Vehicles per household	0.95	0.85	0.90	1.35

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Appendix 3

Warwick District Council Parking Survey Methodology

(Parking Standards – Appendix A)

APPENDIX A

Residential parking survey methodology

The following guidelines should be followed when undertaking a survey, as required by the Parking Standards SPD and the Local Validation List. The guidelines are based upon the Lambeth Methodology, which is a widely accepted methodology for such surveys. If these guidelines are not followed, the Council and the Local Highway Authority may not be able to make a full and proper assessment of the planning proposal. This in turn could result in further survey work being required and delays in the determination of a planning application. It could also result in refusal of planning permission.

Extent of the survey

The parking survey should cover the area in which residents of a proposed development may want to park. The criteria set out below should demonstrably inform the extent of the survey area. However, common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included with the survey information submitted. If inadequate justification is provided for a survey area, then amendments may be required or a recommendation made accordingly.

- Any area of a street which lies within 200m walking distance (approximately a 2 minute walk) of the site. Note that this distance should be measured along the street(s) up to a point of 200m from the site, and **NOT** illustrated as a 200m isochrone (circle) radiating from the site.
- In addition to the above, where a distance of 200m would be part way along a street, the survey should be extended to the nearest junction, or other appropriate location along the street. This is in recognition of the fact that people are unlikely to stop part way along a street at an imaginary 200m line.
- Any off street or public car parks as appropriate within 200m walking distance of the site.

Exclusions from the survey

- If the site is in a **Residential Parking Zone (RPZ)**, any parking bays in adjoining RPZs should be excluded as future residents would not be eligible to park/apply to park in these.
- If the site lies adjacent to, but not in, a **RPZ**, then all streets within that RPZ must be excluded, as residents would not be eligible to park in them.
- Locations where residents are unlikely to be able to/want to park. For example where access may be restricted, or where actual or perceived safety concerns exist.

Survey times

Residential parking surveys should be undertaken when the highest numbers of residents are at home; generally late night during the week. Therefore as a minimum, the following is required:

- Two snapshot surveys on two separate weekday nights (i.e. Monday, Tuesday, Wednesday, or Thursday)
- The snapshot surveys should be undertaken between the hours 00:30 – 05:30

Leamington Spa

- In addition to the other criteria set out, any survey undertaken within the six wards of Leamington Spa must be undertaken in the Higher Education term-time (University of Warwick principally though University of Coventry, and Mid Warwickshire College may also be relevant)

Surveys should not be undertaken:

- In weeks that include one or more public holiday – it is also recommended that the weeks immediately following or preceding public holidays should be avoided.
- In school holidays - it is also recommended that the weeks immediately following or preceding school holidays should be avoided
- On or close to a date when a local event is taking place, as this may impact the results of the survey.

Additional surveys

Additional surveys may be required where a proposed development would be located close to land uses which may increase parking demand at certain times. For example:

- Town centre locations
- Regular specific uses close to the site (e.g. Place of Worship, community hall, sports club): additional surveys should be undertaken when these are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with residential parking. In these cases, surveys between the hours of 07:00 – 08:30 and 18:00 – 19:00 may be required, noting the amount of parking on a 15 minute basis over this time.
- Railway stations/other areas of commuter parking: additional morning and evening peak hour surveys will be required to assess the impact of commuter parking. These should be done between 07:00 – 08:00 and 17:30 – 18:30.

Applicants should contact Local Highway Authority prior to undertaking a survey if there is any doubt about the requirements.

It should be noted that some factors may not become apparent until the survey has been submitted to the Council for consideration. For example, the survey itself might reveal anomalies that require further investigation, or a subsequent officer site visit may reveal circumstances that require amendments.

Required information

The following information should be included with the survey results, to be submitted with a planning application:

- The date and time of the survey
- A description of the area noting any significant land uses in the vicinity which may affect parking within the survey area (e.g. Places of Worship, restaurants, pubs, bars, hospitals, large offices, town centres)
- Any unusual observations (e.g. suspended parking bays, spaces out of use because of road works or presence of skips etc)
- A drawing (preferably 1:1250) showing the site location and the extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines, bus lay-bys, kerb build outs, and crossovers (vehicular accesses etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas within a Residents Parking Zone (RPZ)

Details of RPZs can be found **here**. As noted above, only streets within the RPZ in which the development site is located should be counted in the parking survey.

Only Permit Holder Bays (PHB) and shared bays which allow resident parking (these may be shared with Pay and Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 6 (each vehicle is assumed to measure 6m), and rounding down to the nearest whole number.

For example: A parking bay measures 47m in length.

$$47/6 = 7.83$$

7.83 spaces should be rounded down to the nearest whole number.

Therefore the number of parking spaces is calculated to be 7.

The capacity of each separate parking bay must be calculated separately and then added together to give the total number of parking spaces on each street in the survey area.

The results should generally be presented in the following format (figures given as an example):

STREET NAME	TOTAL LENGTH (M) OF PARKING SPACES	NO. OF PHB SPACES	NO. OF CARS PARKED IN PHB BAYS	PHB PARKING STRESS (%)
A	350	58	58	100
B	250	41	31	75.6
C	150	25	10	40
TOTAL	750	124	99	79.8

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays. The number of cars parked in these areas should be counted and presented separately.

Areas not in a RPZ

All areas of unrestricted parking should be counted. To calculate the parking capacity, each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines etc) must be measured. Each length between obstructions must then be converted into parking spaces by dividing by 6m (each vehicle is assumed to be 6m in length), and rounding down to the nearest whole number – see the worked example above. The capacity of each section of road must be calculated separately and then added together to give the total number of parking spaces for each street in the survey area.

The distance between crossovers should be measured in units of 6m. For example, if the distance between two crossovers or a crossover and another obstruction is 14m, then only 12m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 10m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

STREET NAME	TOTAL LENGTH (M) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (M)	NO. OF PARKING SPACES	NO. OF CARS PARKED ON UNRESTRICTED LENGTH OF ROAD	UNRESTRICTED PARKING STRESS (%)
A	400	350	58	58	100
B	300	250	41	31	75.6
C	200	150	25	15	60
TOTAL	900	750	124	104	83.9

Understanding the results

The results of the survey will be analysed by the Local Planning Authority and the Local Highway Authority in accordance with the Local Development Plan, and any supplementary policy adopted by the above authorities.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or otherwise of each proposed development. Applicants can review pending and approved planning proposals in the vicinity of their scheme using WDC's interactive mapping.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5m to park, meaning that additional cars can be accommodated.

APPENDIX B

Template Unilateral Undertaking

Appendix 4

Survey Area and Results

Key



200 m

Surveyed Parking

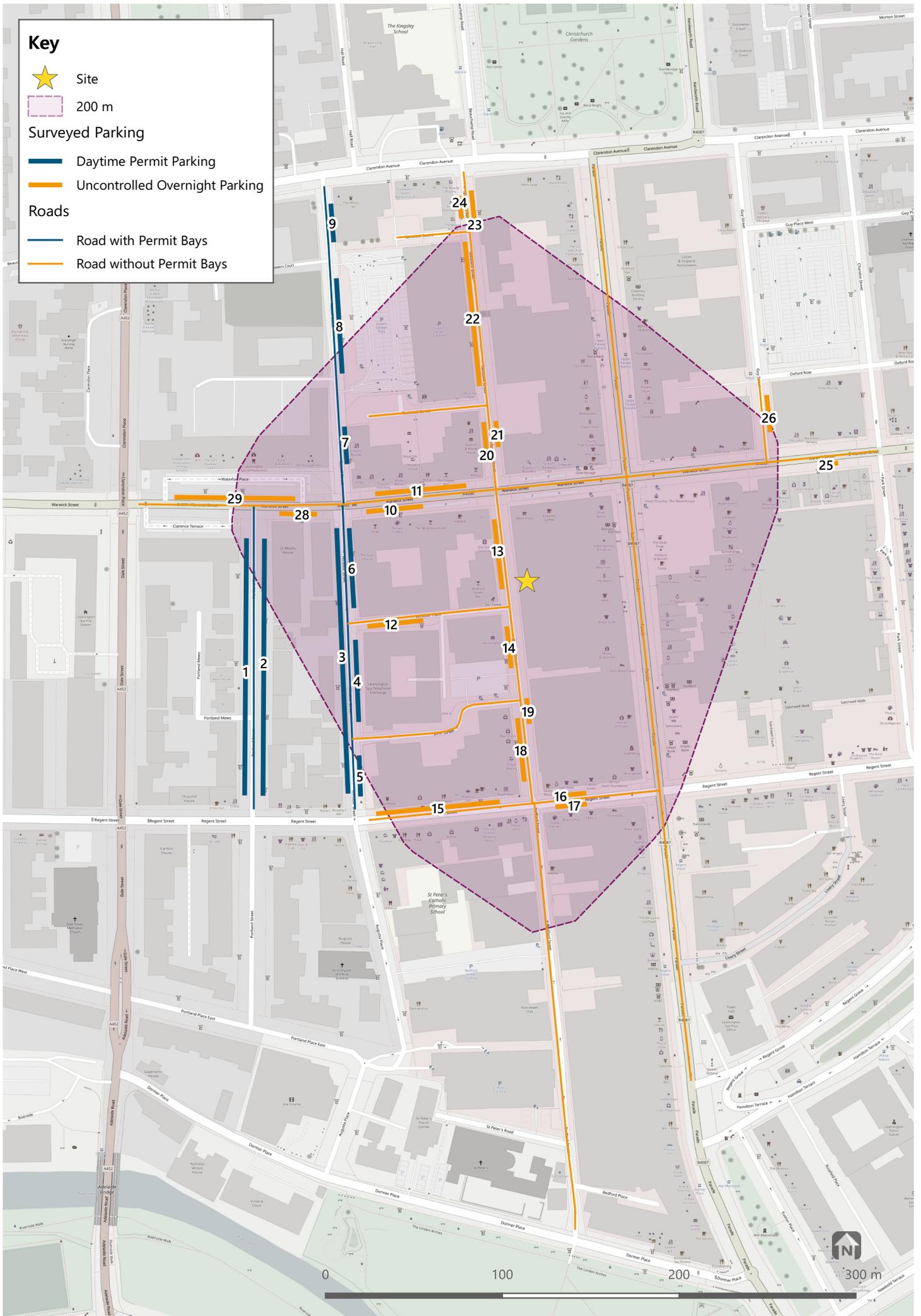
Daytime Permit Parking

Uncontrolled Overnight Parking

Roads

Road with Permit Bays

Road without Permit Bays



Street	Bay ID	Length (m)	H-bar markings (m)	Type	12th November 2021 00:30 (Thursday into Friday)				20th November 2021 12:30 (Saturday)				23rd November 2021 05:00 (Monday into Tuesday)			
					Capacity (spaces)	Parked Cars	% Utilisation	Free Spaces	Capacity (spaces)	Parked Cars	% Utilisation	Free Spaces	Capacity (spaces)	Parked Cars	% Utilisation	Free Spaces
					Portland Street	1	144	6	Daytime Permit Parking	Data error	Data error	Data error	Data error	23	20	87%
Portland Street	2	144	16	Daytime Permit Parking	Data error	Data error	Data error	Data error	21	18	86%	3	21	21	100%	0
Windsor Street	3	150	30	Daytime Permit Parking	20	20	100%	0	20	20	100%	0	20	17	85%	3
Windsor Street	4	42	0	Daytime Permit Parking	7	5	71%	2	7	8	114%	-1	7	6	86%	1
Windsor Street	5	20	0	Daytime Permit Parking	3	2	67%	1	3	3	100%	0	3	3	100%	0
Windsor Street	6	44	12	Daytime Permit Parking	5	5	100%	0	5	6	120%	-1	5	5	100%	0
Russell Street	7	24	0	Daytime Permit Parking	4	3	75%	1	4	4	100%	0	4	5	125%	-1
Russell Street	8	48	0	Daytime Permit Parking	8	4	50%	4	8	8	100%	0	8	6	75%	2
Russell Street	9	20	0	Daytime Permit Parking	3	3	100%	0	3	3	100%	0	3	3	100%	0
Warwick Street	10	30	0	Uncontrolled Overnight Parking	5	1	20%	4	5	4	80%	1	5	0	0%	5
Warwick Street	11	58	0	Uncontrolled Overnight Parking	9	6	67%	3	9	8	89%	1	9	1	11%	8
Windsor Place	12	35	0	Uncontrolled Overnight Parking	5	1	20%	4	5	6	120%	-1	5	1	20%	4
Bedford Street	13	42	0	Uncontrolled Overnight Parking	7	2	29%	5	7	7	100%	0	7	0	0%	7
Bedford Street	14	23	0	Uncontrolled Overnight Parking	3	0	0%	3	3	4	133%	-1	3	3	100%	0
Regent Street	15	75	0	Uncontrolled Overnight Parking	12	1	8%	11	12	12	100%	0	12	0	0%	12
Regent Street	16	21	0	Uncontrolled Overnight Parking	3	1	33%	2	3	3	100%	0	3	1	33%	2
Regent Street	17	21	0	Uncontrolled Overnight Parking	3	2	67%	1	3	3	100%	0	3	2	67%	1
Bedford Street	18	37	0	Uncontrolled Overnight Parking	6	1	17%	5	6	5	83%	1	6	1	17%	5
Bedford Street	19	17	0	Uncontrolled Overnight Parking	2	0	0%	2	2	2	100%	0	2	0	0%	2
Tavistock Street	20	29	0	Uncontrolled Overnight Parking	4	0	0%	4	4	4	100%	0	4	1	25%	3
Tavistock Street	21	19	0	Uncontrolled Overnight Parking	3	0	0%	3	3	3	100%	0	3	0	0%	3
Tavistock Street	22	83	0	Uncontrolled Overnight Parking	13	0	0%	13	13	7	54%	6	13	1	8%	12
Tavistock Street	23	23	0	Uncontrolled Overnight Parking	3	0	0%	3	3	1	33%	2	3	1	33%	2
Tavistock Street	24	16	0	Uncontrolled Overnight Parking	2	0	0%	2	2	0	0%	2	2	0	0%	2
Warwick Street	25	18	0	Uncontrolled Overnight Parking	3	0	0%	3	3	2	67%	1	3	0	0%	3
Guy Street	26	26	0	Uncontrolled Overnight Parking	4	0	0%	4	4	4	100%	0	4	0	0%	4
Warwick Street	28	22	0	Uncontrolled Overnight Parking	3	1	33%	2	3	3	100%	0	3	2	67%	1
Warwick Street	29	72	0	Uncontrolled Overnight Parking	12	1	8%	11	12	11	92%	1	12	1	8%	11

Totals

Daytime Permit Parking	50	42	84%	8	94	90	96%	4	94	85	90%	9
Uncontrolled Overnight Parking	102	17	17%	85	102	89	87%	13	102	15	15%	87