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TRANSPORT TECHNICAL NOTE

80A ROSE HILL, OXFORD OX4 4HS

Proposed Residential Development

Parking Stress Study prepared on behalf of City Estates Ltd

September 2022

Reference: P22062 TN/PC

INTRODUCTION

1 Crosby Transport Planning is instructed by City Estates Ltd (the 'applicant') to undertake an assessment of existing parking stress levels within the vicinity of their residential development proposals at 80A Rose Hill, Oxford OX4 4HS, for which Oxford City Council ('Oxford CC') is the local administrative authority.

2 In March 2022, a planning application (Oxford CC planning reference 22/00589/FUL) was submitted for the conversion of the existing three-bedroom flat (use class C3) to a five-room House in Multiple Occupation ('HMO') (use class C4). The existing flat is car-free and this would remain the case following the proposed conversion.

3 Post-submission comments have been received from Oxfordshire County Council ('Oxfordshire CC') as local highways authority, who have stated:

"The proposed development does not provide any parking provisions and is likely to result in an increased demand for on-street parking. It is noted that demand for on-street parking in the streets surrounding the site (Courtland Road and Ashhurst way) is already high, with informal parking occurring. No evidence has been provided to demonstrate that there is capacity to accommodate further on-street parking. Therefore, it is deemed that any increase in on-street parking generated from the proposals would be unacceptable, as it could prevent existing residents from parking on-street, and could lead to informal parking obstructing footpaths or access to driveways".

4 During subsequent post-submission discussions with Oxford CC and Oxfordshire CC, it has been confirmed that the highways authority would expect the conversion to result in a net increase for on-street parking of one vehicle. Further details regarding the expected parking demand are provided within paragraphs 25 to 27 of this report.

5 This report sets out the findings of on-street parking surveys which have been undertaken in accordance with the widely-adopted Lambeth Methodology to assess the current levels of on-street parking demand within the vicinity of the application site. Consideration is then given to the expected impact of the conversion on the observed levels of on-street parking demand in order to determine whether the impact would lead to an *unacceptable* increase in on-street parking.

EXISTING ON-STREET PARKING

6 Existing on-street parking occupancy levels, or 'stress', in streets surrounding the development site have been assessed by undertaking manual parking surveys.

7 The parking surveys have been undertaken in accordance with the 2021 'Lambeth Council Parking Survey Guidance Note'. Lambeth Council's parking survey methodology is the most established guidance document for parking studies within London and across England.

Survey Design – Time Period

8 In accordance with section 2 of the guidance, a parking survey for a residential development should be undertaken outside of school holidays and on a weekday, overnight between 00:30hrs and 05:30hrs, as this is generally the time period when residential parking is at its highest as the highest number of residents will be at home.

9 Accordingly, the overnight surveys for this assessment were undertaken on Tuesday 13 and Thursday 15 September 2022 at 00:30hrs on both nights.

Survey Design – Study Area

10 The parking survey guidance advises that a survey area should cover streets within a 200m walking distance of a point of interest, as this is the distance most residents would wish to park within. Where the 200m boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. Common sense should be applied in all cases when considering the extent of the survey area

11 The extent of the survey area covered within this parking assessment is shown in **Figure 1** below.

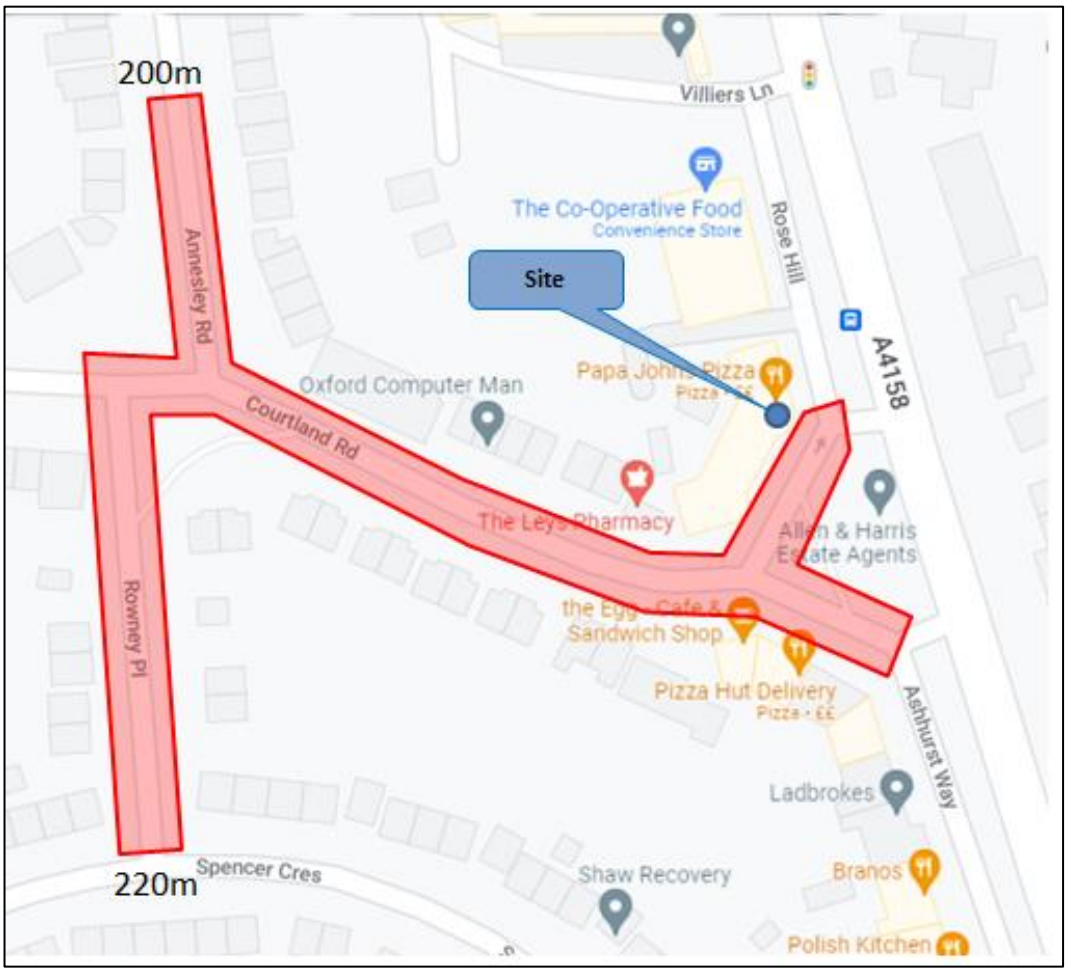


Figure 1: Area of Parking Stress Survey (extract from Parking Survey at Appendix A)

12 The focus of the survey area is the length of Courtland Road between its junctions with the A4158 Rose Hill and Rowney Place, Rowney Place to the junction with Spencer Crescent and a length of Annesley Road within a 200m walk distance of the site.

13 Whilst some lengths of road to the east of the A4158 are within an acceptable walk distance, it was considered that the A4158 may act as a barrier to residents looking for a space and therefore all roads to the east of the A4158 were excluded from the survey. Immediately to the north of the site, Rose Hill is one-way (southbound) and all parking served off it is in echelon parking bays which are available for a maximum stay of 30 minutes between 9am to 4pm on Monday to Saturday. Therefore it was deemed unlikely that future residents that may be searching for a space would choose to do so along this section of Rose Hill.

14 Additionally, Ashhurst Road to the south of Courtland Road is one-way (southbound) and so, again, it was considered likely that future residents at the site would consider other more local streets first rather than this street. Also, the first 90 metres of the road is subject to a parking restriction of up to 1 hour between 8am–630pm, with unrestricted parking not commencing until beyond that, i.e. already a 160 metre walk distance from the application site.

15 All on-street parking availability within the study is in the form of unmarked unrestricted kerbside parking. Where parking restrictions are necessary to ensure the freeflow of traffic, they are enforced through single and double yellow lines. Parking elsewhere within the study area is controlled by way of vehicle crossovers and dropped kerbs.

16 The numbers of parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where a minimum length of 5.0 metres was observed, this was counted as an available parking space. Any individual lengths of space less than 5.0 metres were not regarded as a parking space. All vehicle crossovers and dropped kerbs were measured on-site and eliminated from available kerb space, in accordance with guidance.

17 Also, in accordance with guidance, any unrestricted kerb lengths within 5-10 metres of a junction, as observed, were not considered as available parking spaces and excluded from the calculations.

Survey Results and Analysis

18 The complete parking survey findings are presented in **Appendix A**, which show that the study area includes the potential for 56 on-street unrestricted spaces that could be used by residents throughout the day and overnight.

19 In terms of parking occupancy, or 'stress', the overnight survey results for the study area are set out below in **Table 1**.

Street Name	Total Length of Parking Spaces (m)	Tuesday 13 September 2022			Thursday 15 September 2022			Average		
		No. of Unrestricted Parking Spaces	No. of Cars Parked	% Stress	No. of Unrestricted Parking Spaces	No. of Cars Parked	% Stress	No. of Unrestricted Parking Spaces	No. of Cars Parked	% Stress
Courtland Road	169	27	14	58.3%	27	15	55.6%	27	14.5	53.7%
Rowney Place	115.5	19	5	26.3%	19	5	26.3%	19	5	26.3%
Annesley Road	64	10	5	50%	10	6	60%	10	5.5	55%
TOTAL	**348.5**	**56**	**24**	**42.9%**	**56**	**26**	**46.4%**	**56**	**25**	**44.6%**
Notes:										

Table 1: Parking Stress Survey Results – All Unrestricted Parking Spaces

20 The overnight surveys show a total parking demand of 24-26 vehicles within unrestricted kerbside spaces within the study area across both nights, with space for 30-32 cars remaining. The equivalent total stress level for the surveyed area averaged across both nights equates to 44.6%**.**

21 What constitutes a level of 'high parking stress' is not well defined in published guidance however stress levels of greater than 85%-90% are typically deemed by councils to be 'high'. It can therefore be concluded that the existing parking stress levels surrounding the application site are not 'high'.

22 The Lambeth Methodology requires a separate note to be made of any areas where cars can park legally overnight, but not for 24 hours. This would typically be single yellow line markings or marked bays with daytime restrictions. Within the study area there are lengths of single yellow line restrictions on Courtland Road which restrict parking between 8am-630pm on Monday to Saturday. No vehicles were observed parked along these single yellow lines within the study area on either night.

23 Although the one-way sections of Rose Hill and Ashhurst Way were excluded from the study area, on-street parking was noted. Observations showed between 0-1 out of 8 marked bays (including 2 disabled bays) on Rose Hill were occupied across both nights and 7-8 cars were parked within the 90m marked bay along Ashhurst Way, with 10-11 spaces available.

24 Three cars were observed parked across driveways on both nights which can be assumed to be associated with occupants of the adjacent dwellings parking there for convenience, rather than due to a lack of parking availability.

DEVELOMENT PARKING DEMAND

25 The locally-adopted car parking standards are set out within Policy M3 of the Oxford Local Plan 2036. For dwellings of any size, the parking standard is *1 space per dwelling (to be provided within the development site, where feasible)*.

26 For HMOs, the Local Plan states that parking standards should be decided case by case on their merit. In this case and in the absence of a specific evidence base for the current Local Plan, it would not be unreasonable to refer to the council's previous parking standards for HMOs as set out within their Local Development Framework *Parking Standards, Transport Assessments and Travel Plans* SPD, adopted February 2007. This requires a maximum provision of 1 space per 2 habitable rooms.

27 On the basis of the above, it is reasonable to assume that for the purposes of the parking stress analysis, the proposed scheme would result in a net increase for on-street parking of one vehicle.

NEARBY CONSENTED DEVELOPMENTS

28 In accordance with the Lambeth Methodology, a review of local, recently consented development has been undertaken in order to take into account any potential cumulative parking demand arising from forthcoming development in the area.

29 Whilst there have been various property extensions and conversions granted by Oxford CC, there are no developments that are considered to have any significant parking implications within the surrounding area.

ON-STREET PARKING WITH DEVELOPMENT

30 Table 2 below summarises the future parking stress projection taking into account the additional demand of one vehicle as a result of the proposed conversion scheme.

	SURVEY DAY 1			SURVEY DAY 2			AVERAGED		
	Spaces	Parked	Stress	Spaces	Parked	Stress	Spaces	Parked	Stress
13/15 Sept. 2022 Surveys	56	24	42.9%	56	26	46.4%	56	25	44.6%
With Proposed Development	56	25	44.6%	56	27	48.2%	56	26	46.4%

Table 2: Assessment of Potential Parking Impacts with Proposed Scheme

31 On the basis that the potential development could lead to up to one additional car parked on the surrounding roads overnight, the level of parking stress within the local study area would increase marginally from 44.6% to 46.4%.

CONCLUSIONS

32 Paragraph 111 of the NPPF 2021 states "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

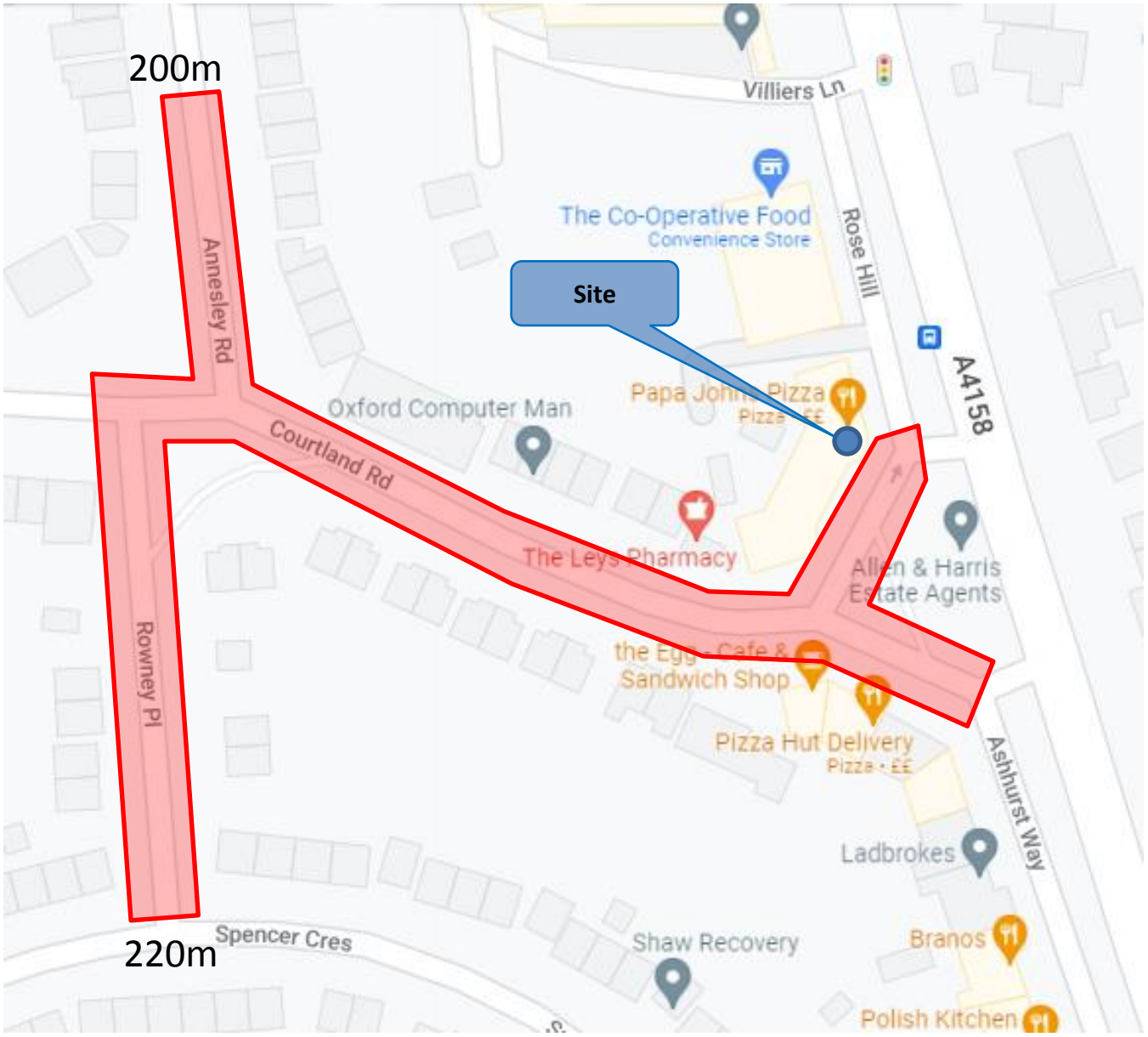
33 Having used the preferred Lambeth Methodology to determine the existing baseline and then considered the potential net parking demand resulting from the proposed development, the overall parking stress on roads within the vicinity of the site would increase marginally from 44.6% to 46.4%, still significantly below the 'high' 85%-90% threshold.

34 Based on the findings of the analysis it is considered that the local streets do not have a high level of parking stress and it is considered that the potential development would lead to a minor impact on parking levels, with some 29-31 parking spaces remaining available with the localised study area.

35 Based upon clear empirical evidence and established methodology, it can therefore be concluded that the proposed conversion scheme would cause no unacceptable or unsafe impacts on parking levels in the locality and thus there is no justifiable reason to recommend refusal of the scheme on transport and parking grounds.

APPENDIX A:

Parking Stress Survey Results

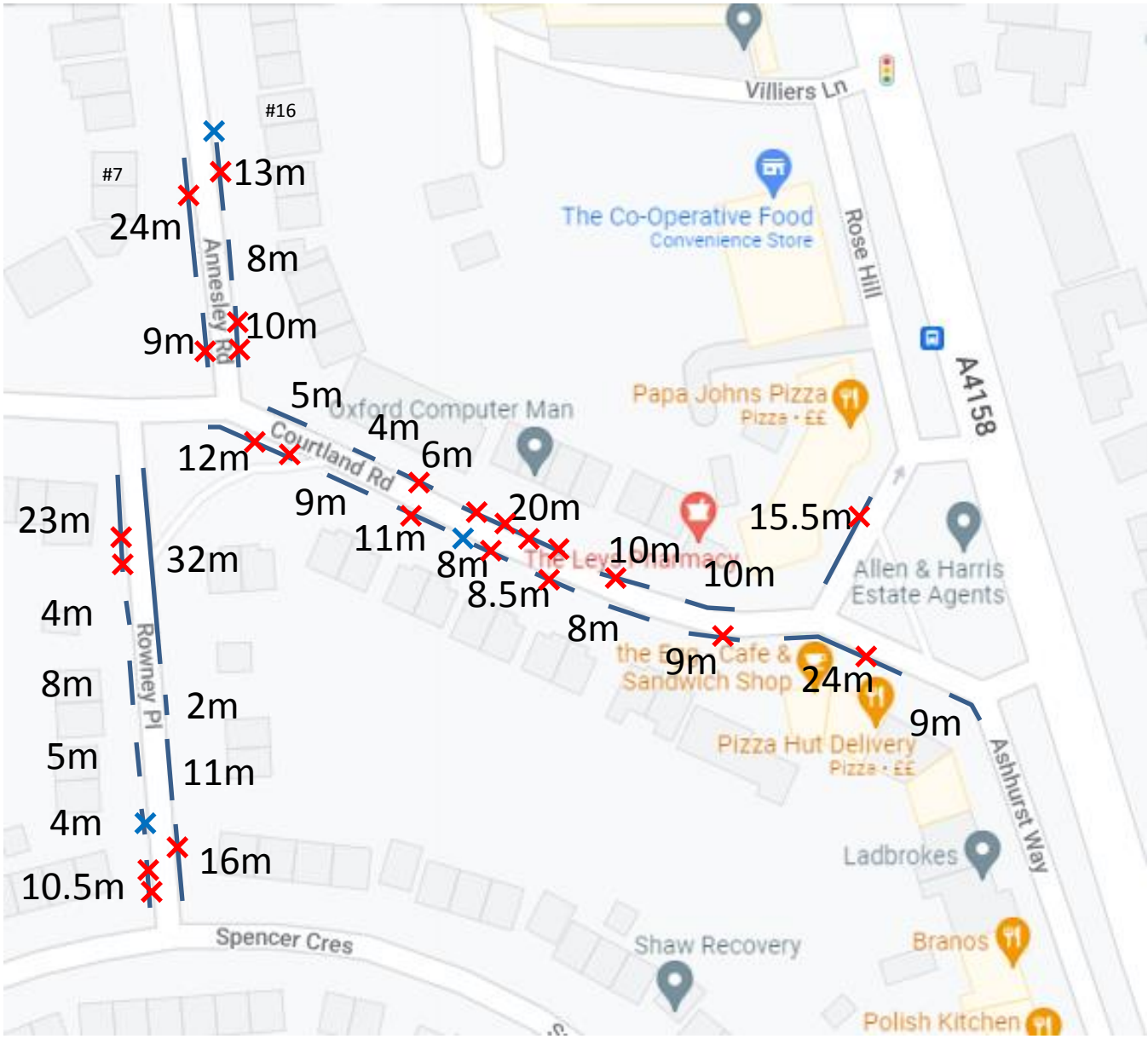


Extent of Stress Survey Area
80A Rose Hill, Oxford OX4 4HS

N

Stress Survey Area Zones
80A Rose Hill, Oxford OX4 4HS

N



Key:

5.5m Unrestricted Kerb and Length

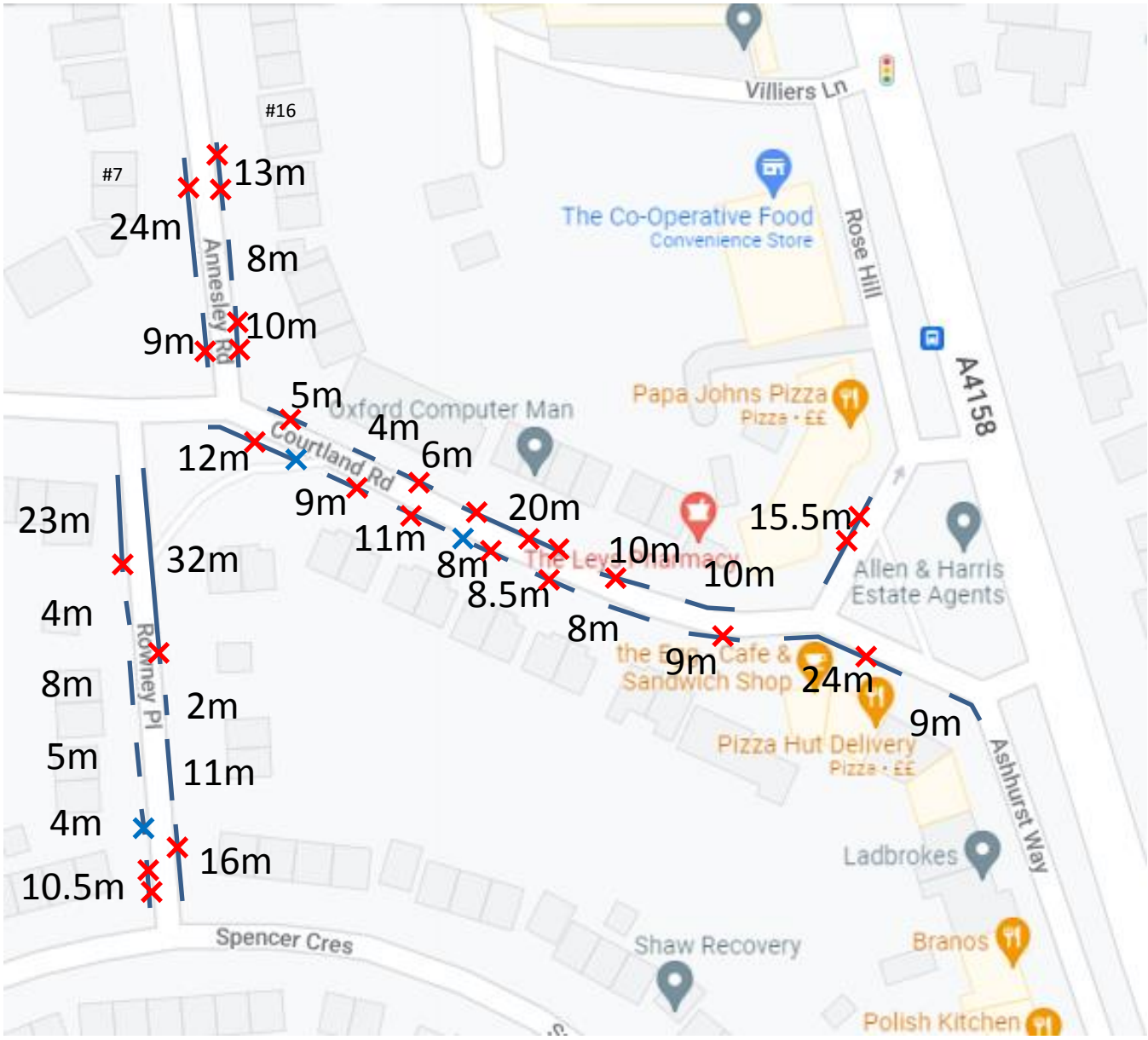
Parked Vehicle (Unrestricted Kerb)

Parked Vehicle (Dropped Kerb)

Stress Survey – Tuesday 13 September 2022 – 00:30hrs

80A Rose Hill, Oxford OX4 4HS

N



Key:

5.5m Unrestricted Kerb and Length

Parked Vehicle (Unrestricted Kerb)

Parked Vehicle (Dropped Kerb)

Stress Survey – Thursday 15 September 2022 – 00:30hrs

80A Rose Hill, Oxford OX4 4HS

N

DATE: TUESDAY 13 AND THURSDAY 15 SEPTEMBER 2022

LOCATION : COURTLAND ROAD, OXFORD

					TUESDAY 13 SEPTEMBER 2022 TIME 00:30			THURSDAY 15 SEPTEMBER 2022 TIME : 00:30		
ROAD NAME	ZONE	RESTRICTION	METRES	SPACES (5.0M)	OBSERVED PARKED	VACANT SPACES	% STRESS	OBSERVED PARKED	VACANT SPACES	% STRESS
COURTLAND ROAD	1	UNRESTRICTED	5	1	0	1	0.0%	1	0	100.0%
		UNRESTRICTED	4	0	0	0		0	0	
		UNRESTRICTED	6	1	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	20	4	4	0	100.0%	3	1	75.0%
		UNRESTRICTED	10	2	1	1	50.0%	1	1	50.0%
		UNRESTRICTED	10	2	0	2	0.0%	0	2	0.0%
		UNRESTRICTED	15.5	3	1	2	33.3%	2	1	66.7%
		DROPPED KERB / DRIVEWAY ACCESS								
		SINGLE YELLOW LINE NO WAITING MON-SAT 8AM-630PM								
	2	UNRESTRICTED	12	2	2	0	100.0%	1	1	50.0%
		UNRESTRICTED	9	1	0	1	0.0%	1	0	100.0%
		UNRESTRICTED	11	2	1	1	50.0%	1	1	50.0%
		UNRESTRICTED	8	1	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	8.5	1	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	8	1	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	9	1	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	24	4	1	3	25.0%	1	3	25.0%
		UNRESTRICTED	9	1	0	1	0.0%	0	1	0.0%
		DROPPED KERB / DRIVEWAY ACCESS			1			2		
		SINGLE YELLOW LINE NO WAITING MON-SAT 8AM-630PM								
	3	SINGLE YELLOW LINE NO WAITING MON-SAT 8AM-630PM								
		DOUBLE YELLOW LINES								
ROWNEY PLACE	4	UNRESTRICTED	23	4	2	2	50.0%	1	3	25.0%
		UNRESTRICTED	4	0	0	0		0	0	
		UNRESTRICTED	8	1	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	5	1	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	4	0	0	0		0	0	
		UNRESTRICTED	10.5	2	2	0	100.0%	2	0	100.0%
		DROPPED KERB / DRIVEWAY ACCESS			1			1		
	5	UNRESTRICTED	16	3	1	2	33.3%	1	2	33.3%
		UNRESTRICTED	11	2	0	2	0.0%	0	2	0.0%
		UNRESTRICTED	2	0	0	0		0	0	
		UNRESTRICTED	32	6	0	6	0.0%	1	5	16.7%
		DROPPED KERB / DRIVEWAY ACCESS								
ANNESLEY ROAD	6	UNRESTRICTED	24	4	1	3	25.0%	1	3	25.0%
		UNRESTRICTED	9	1	1	0	100.0%	1	0	100.0%
		DROPPED KERB / DRIVEWAY ACCESS								
	7	UNRESTRICTED	13	2	1	1	50.0%	2	0	100.0%
		UNRESTRICTED	8	1	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	10	2	2	0	100.0%	2	0	100.0%
		DROPPED KERB / DRIVEWAY ACCESS			1					
TOTAL		UNRESTRICTED	348.5	56	24	32	42.9%	26	30	46.4%