



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

Mr Perminder Ahuja

1 FOREST ROAD, NG22 9PL

TRANSPORT STATEMENT

October 2023

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Ref: File path P:\ P2835 1 Forest Road Transport Statement April 2023

1.0 INTRODUCTION

- 1.1 Paul Mew Associates (PMA) is instructed by Mr Perminder Ahuja to assist in the planning application relating to conversion of the first floor of 1 Forest Road into 7 self-contained apartments.
- 1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in **Appendix A**.
- 1.3 The local planning authority is the Newark & Sherwood District Council.
- 1.4 The local highway authority is the Nottinghamshire County Council.
- 1.5 The site currently comprises of a commercial unit on the first floor on the corner of Forest Road and Sherwood Drive in Ollerton district centre. The building is a modern flat roof commercial unit constructed out of buff brick and render with commercial units at ground floor (currently a Well+ Pharmacy and Bargain Booze convenience store). Surrounding buildings to the east and west are in commercial use at ground floor, lying in the primary shopping frontage for the district centre. Further to the south on Sherwood Drive are community facilities such as a Church and Town Hall with residential properties to the north and beyond the commercial units to the east, south and west.
- 1.6 The property is bounded by A6075 Forest Road to the north and Sherwood Drive to the east. The site is located in New Ollerton. The area is noticeably mixed-use in character as it is a high street mainly of commercial and residential use.
- 1.7 The building is not of any architectural or historic merit and does not lie within the conservation area.
- 1.8 The proposal is for the conversion of the first floor of the building to 7 no. self-contained apartments. The proposed plans are shown in **Appendix A**.

- I.9 A pre-application advice was submitted in September 2022 planning reference (PREAPP/00271/22).
- I.10 Throughout the consultation Newark & Sherwood District Council and Nottinghamshire Highways stated;

Impact on Highways Safety

“Spatial Policy 7 of the Core Strategy seeks to ensure that vehicular traffic generated does not create parking or traffic problems. Policy DM5 of the DPD requires the provision of safe access to new development and appropriate parking provision. There do not appear to be any on-site parking facilities proposed to serve the 7 residential units. The Council’s Recommended Minimum Car Parking Standards set out that in service centres such as Ollerton there is a requirement for 1 parking space per 1 bed dwelling, 2 spaces per 2 bed and 3 spaces per 3 bed. The Council’s Parking SPD explains that in order to accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy and to implement Paragraph 110 of the Framework, the Council will seek to encourage the minimum car parking standards as outlined above for new residential development. These figures should be viewed as the recommended minimum standards as the starting point. The SPD does however go on to state that in some circumstances, where appropriate, such as the change of use proposals in sustainable locations or with site specific constraints, the Council will consider car parking provision below the recommended standards. However, applicants are required to explain their approach in the supporting Design and Access Statement or other supporting documents submitted with the planning application to justify why a reduced parking provision should be accepted in this case.

“It is unclear from the enquiry what the first floor has lawful use for at present, but the ground floor appears to be used for retail purposes. 1 Forest Road appears to have a vehicular access onto Sherwood Drive, beside no 22 but it is unclear what this serves and who has access to it. It does not appear wide enough to facilitate 2 vehicles to pass one another off the public highway. Ollerton is considered a Service Centre in the LPA’s own parking standards, which requires 1 car parking space, per 1 bedroom dwelling and 2 parking spaces per 2–3-bedroom dwelling. The same ratios apply for cycle parking. The proposal appears to provide no parking of any kind. Therefore, at this time, if a planning application were to be submitted then it would be necessary to supply further information to address the aforementioned queries to enable the Highway Authority to provide substantive observations.” On the basis of the information presented it is not possible to conclude whether the proposal would be acceptable in this regard and I have concerns that a lack of parking provision could result in the scheme being unacceptable from a highways perspective.”

- 1.11 This report has been prepared to provide information on the traffic and parking impact of the proposals to be submitted as part of the planning application to the Newark & Sherwood District Council.

2.0 SITE ACCESSIBILITY AUDIT

- 2.1 The site is located within Ollerton which is identified as a service centre. Service Centres have a range of local facilities, normally including a secondary school, good public transport and local employment and act as a focus for service provision for a large local population and a rural hinterland. The extent of the main built-up areas of service centres are defined by an urban boundary and this site is located in Ollerton District Centre and its primary shopping frontage
- 2.2 There are also a number of primary and secondary schools located within reasonable walking and cycling distance of the site. The Forest view Academy is the closest school to the site and is a circa 500m (7-minute) walk distance west of the site.
- 2.3 There are numerous other primary and secondary schools within 5km of the site.
- 2.4 The nearest bus stops to the site are located on Briar Road opposite the site. The northbound and southbound stops are circa 70m walk distance opposite of the site. These stops are served by the 14, 15, 15A and SA Sherwood Arrow.
- 2.5 A summary of the routes within a 10 minute walk can be found at **Table I** below.

Table I: Bus Services

Route	Destinations	VPH (Vehicles per Hour)
14	Kirton, Boughton, Ollerton, Forest Town, Mansfield Bus Station	1
15	Kirton, Boughton, Ollerton, Forest Town, Mansfield Bus Station	1
15A	Kirton, Boughton, Ollerton, Forest Town, Mansfield Bus Station	1

SA	Ollerton, Rufford Country Park, Farnfield, Redhill, Nottingham, Victoria Bus station	1.5
305	Clipstone, Lidgett, Edwinstowe, Ollerton, Boughton	1

- 2.6 There are footways on both sides of Forest Road. These footways align the whole length of the road.
- 2.7 Forest Road has a dedicated cycle route.
- 2.8 The following chapter sets out the results of the baseline overnight parking surveys.

3.0 EXISTING PARKING CONDITIONS

3.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

Parking Survey Inventory

3.2 The local planning authority does not prescribe a parking survey methodology for this type of study however we have considerable experience in carrying out this type of work. Our assessments are predominantly based on the London Borough of Lambeth parking survey methodology document. A copy of the document is presented in **Appendix B**. The Lambeth methodology is commonly accepted across the majority of Council's. The adoption of the methodology for this assessment is therefore considered to be robust and acceptable.

3.3 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto ordnance survey (OS) mapping.

3.4 The parking survey area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in **Figure 2**.

3.5 The survey area has been split into individual streets or sections of streets comprising the following:

- Briar Court
- Briar Road
- Forest Road Car Park
- Sycamore Road

- 3.6 All vehicle crossovers and kerb space within five metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of kerb space between crossovers / junctions has been recorded and split into increments of five metres in accordance with Lambeth Council’s parking survey methodology (see Appendix B).
- 3.7 The parking survey inventory is presented in Table 2 as follows (additionally refer to Figures 3 a-g).

Table 2. On-street Parking Survey Inventory

Street	PARKING STUDY INVENTORY				
	Unrestricted Kerb Side Inventory				
	Length of kerb side parking (m)	Parallel Bays	End-on Bays	Disabled	Total no. of parking spaces
Briar Court	30	6	3	0	9
Briar Road	125	25	0	0	25
Forest Road Car Park	15	3	70	12	73
Sycamore Road	100	20	0	0	20
Total	270	54	72	12	126

- * A number of Perpendicular parking spaces have been included within the survey area
- * Total no. Parking spaces is calculated by dividing the length of kerb side parking (m) by the length of one parking space (2.4 m for perpendicular parking and 5 m for parallel parking)

- 3.8 The parking survey inventory in Table 2 shows that there are a total of 126 safe and legal unrestricted kerb side parking opportunities within the survey area.

Parking Survey Results

- 3.9 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

- 3.10 The overnight surveys were undertaken on Monday 20th March 2023 and Tuesday 21st March 2023 at 0400 and 0030 respectively.
- 3.11 The results of the overnight parking surveys are presented in **Appendix C** and have been produced to the standards prescribed within the Lambeth methodology.
- 3.12 Table 3 presents the average results from both overnight surveys.

Table 3. Average Overnight Parking Survey Results

Road	Overnight Parking Survey Average		
	Unrestricted		
	Total Spaces	Cars Parked	Parking Stress (%)
Briar Court	9	1	12%
Briar Road	25	5	20%
Forest Road Car Park	73	6	8%
Sycamore Road	20	3	13%
Total	126	14	11%

- 3.13 The observed average overnight parking stress of unrestricted kerb side parking opportunities within the survey area is 11%. Of the 126 total kerb side parking opportunities within the study area, an average of 14 cars have been observed to be parked leaving 112 available spaces.
- 3.14 The Lambeth methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 3.15 The average overnight parking stress of unrestricted kerb side parking opportunities within the survey area is 11%. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not close to maximum capacity.

4.0 PARKING POLICY & DEVELOPMENT IMPACT

- 4.1 As discussed, the proposals comprise of the creation of 7 self-contained flats. No parking will be provided under the proposals.
- 4.2 The area immediately around the site features double yellow lines, unrestricted parking and controlled parking further afield, including a range of pay and display and resident only parking.
- 4.3 Newark & Sherwood Council's Recommended Minimum Car Parking Standards 1 set out that in service centres such as Ollerton there is a requirement for 1 parking space per 1 bed dwelling, 2 spaces per 2 bed and 3 spaces per 3 bed. The Council's Parking SPD explains that in order to accord with Spatial Policy 7 (bullet 5) of the Amended Core Strategy and to implement Paragraph 110 of the Local Development Framework 2021, the Council will seek to encourage the minimum car parking standards as outlined above for new residential development.
- 4.4 In accordance with the Council's residential car parking standards, the proposed 7 dwellings will require a minimum of 11 parking spaces.
- 4.5 In accordance with the Council's cycle parking standards, the proposed 7 dwellings will require a minimum of 11 cycle spaces.
- 4.6 The Newark & Sherwood Local Development Framework SPD does however go on to state that in some circumstances, where appropriate, such as the change of use proposals in sustainable locations or with site specific constraints, the Council will consider car parking provision below the recommended standards.
- 4.7 No car parking spaces will be provided under the proposal. A total of 11 Long cycle parking provisions will be provided in line with requirements.

- 4.8 To further assist the application of the Council's parking standards, and to project the actual demand for parking generated by residential development in specific parts of the Borough, local ward census data from the most recent survey in 2011 has been researched.
- 4.9 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.
- 4.10 Table 4 presents the 2011 car or van ownership census data for the area adjoining the application site.

Table 4. Middle Output Area; Car or Van Ownership

Car or Van Availability by All accommodation types.	Enfield 020D	
	MSOA	
	Count	%
All Categories: Car or Van Availability	381	-
No Cars or Vans in Household	199	52%
1 Car or Van in Household	155	41%
2+ Cars or Vans in Household	27	7%

- 4.11 As is shown in Table 4, car ownership levels amongst households within the area adjoining the application site is reasonably low with 52% of households being car free with 41% having one car/van and relatively low for two or more cars or vans with 7%. Applying this car or van ownership census data, the proposed seven dwellings will generate demand for four cars. Refer to Table 4.

Table 4. Census Data Car Ownership Projections

CPH	%	7 Dwellings	Total Cars
0	52%	3.7	0.0
1	41%	2.8	2.8
2	7%	0.5	1.0
Total	100%	7	3.8

Notes:

CPH = cars per dwelling

% = MSOA car ownership data

7 Dwellings = the proposed development
Total cars = the projected parking demand
Arithmetic errors are due to rounding's

- 4.12 The proposed provision of no off-street car parking spaces for the residential dwellings is therefore less than the predicted parking demand and therefore the development is anticipated to result in 4 additional vehicle parked onto the adjoining highway.
- 4.13 The parking survey results summarised in Chapter 3 of this report demonstrate that the average parking stress of unrestricted kerb side parking opportunities in the survey area is 11% (14 cars parked in 126 spaces leaving 112 'available' spaces).
- 4.14 An additional 4 car parked would only increase the existing observed parking stress by 3% from 11% to 14%.
- 4.15 Taking an unlikely worst-case scenario that the proposal generates demand for parking up to the Council's minimum parking standards, an additional demand for eleven car might be parked on the roads within the study area.
- 4.16 Even with the possibility of eleven car to be parked on the adjoining road, the overall scheme is well within the acceptable parking stress. The Lambeth methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 4.17 An additional 11 cars parked would only increase the existing observed parking stress by 9% from 11% to 20%. The development is projected to have no detrimental effects on parking capacity, highway safety and neighbouring amenity in the surrounding area. The impact of development is therefore anticipated to be minimal and insignificant.

- 4.18 In summary the development will not result in adverse conditions on the adjoining highway. The proposal is therefore considered to be acceptable from a highway's perspective.

Refuse Collection

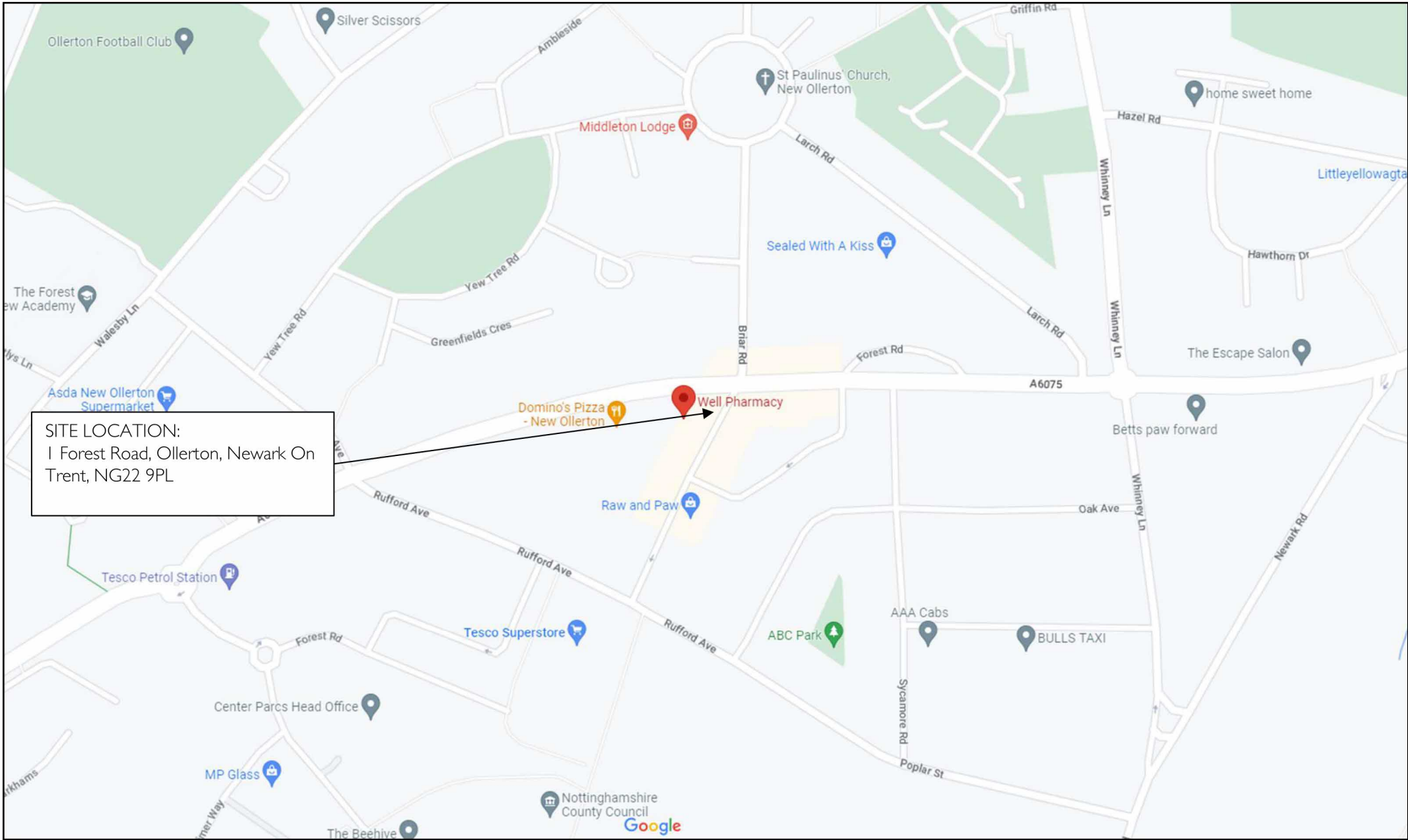
- 4.19 The servicing requirements of the planned residential dwellings are expected to be mostly accommodated from the adjoining highway as per the extant arrangements for the existing neighbouring properties. Access arrangements for the proposed flats would be serviced (in terms of deliveries, refuse collections, and emergency service access) from the kerb side on Sherwood Drive.
- 4.20 The proposed servicing arrangements are considered to be satisfactory and in accordance with the Council's policy requirements.

5.0 SUMMARY

- 5.1 The proposal is for the conversion of the first floor of the building to 7 no. self-contained apartments. No car parking is proposed.
- 5.2 This parking study has been undertaken to assess the current on-street parking levels adjoining the site, and in order to determine the impact of the development in relation to current highway capacity, highway safety, and neighbouring amenity.
- 5.3 The survey results demonstrate that the average overnight parking 'stress' of unrestricted kerb side parking within the identified survey area is 11%.
- 5.4 Taking an unlikely worst-case scenario that the proposal generates demand for parking up to the Council's Minimum parking standards, an additional demand for 11 cars might be parked on the roads within the study area. An additional 11 cars parked would only increase the existing observed parking stress by 9% from 11% to 20%.
- 5.5 An additional 11 car parked on the roads within the study area is likely to fall within nightly fluctuations in parking patterns on the roads adjoining the site and therefore largely go unnoticed.
- 5.6 The proposal will therefore not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity.
- 5.7 The proposed site access and parking layout arrangements are acceptable and in accordance with the Council's requirements.
- 5.8 The servicing requirements of the planned residential dwellings are expected to be mostly accommodated from the adjoining highway as per the extant arrangements for the existing dwelling as well as the neighbouring properties. Access arrangements for the proposed flats would be serviced (in terms of deliveries, refuse collections, and emergency service access) from the kerb side on Sherwood Drive.

- 5.9 The servicing arrangements for the development are satisfactory.
- 5.10 Cycle parking is proposed in accordance with the Council's 'Residential Cycle and Car Parking Standards & Design Guide' SPD.
- 5.11 The proposal is considered to be acceptable on all highways aspects.

FIGURES

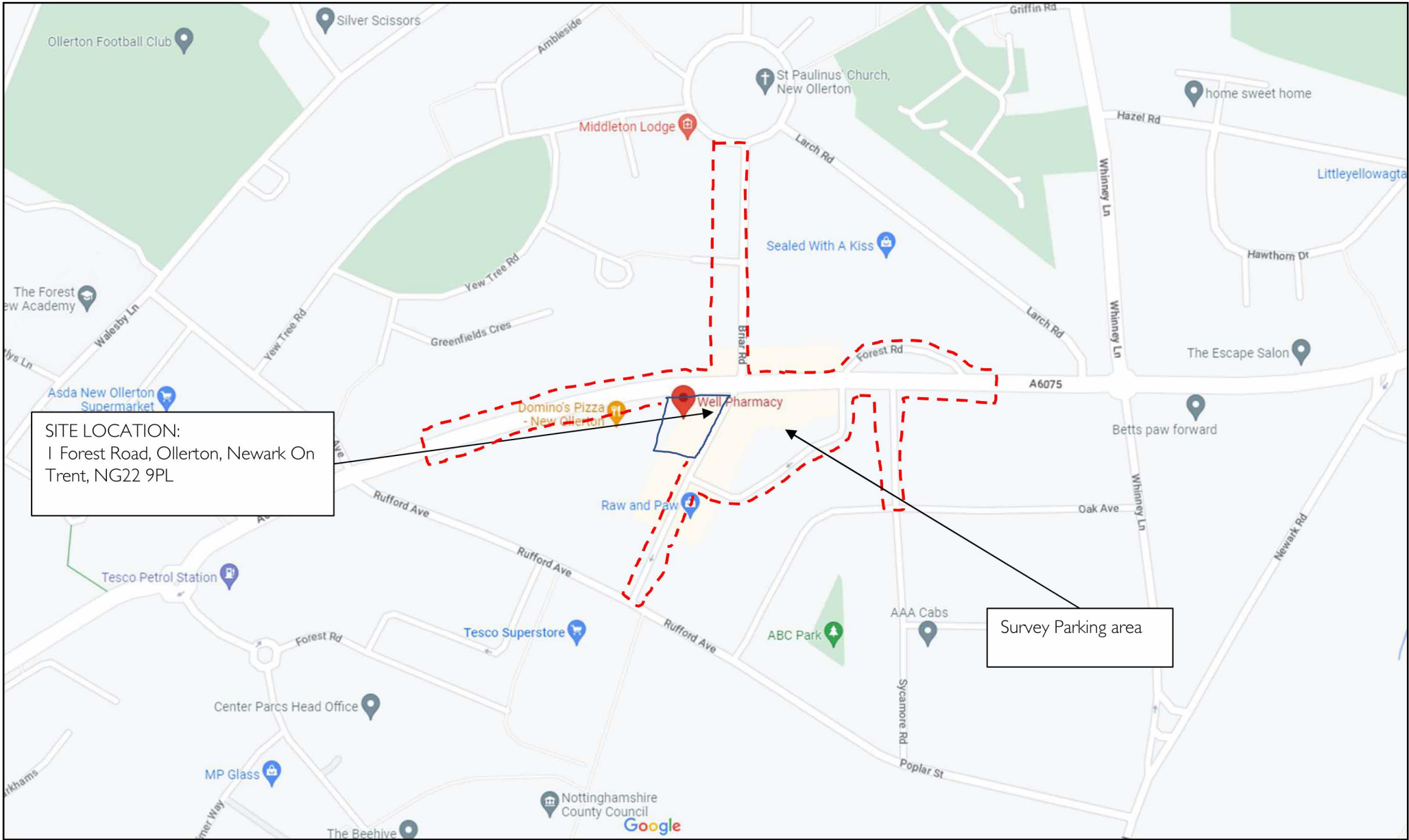


Date: 13-03-23
 Scale: NTS
 Source: Google Maps
 Drawing No: P2835/TS/01



P2835: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL

Figure 1.
 Site Location Map

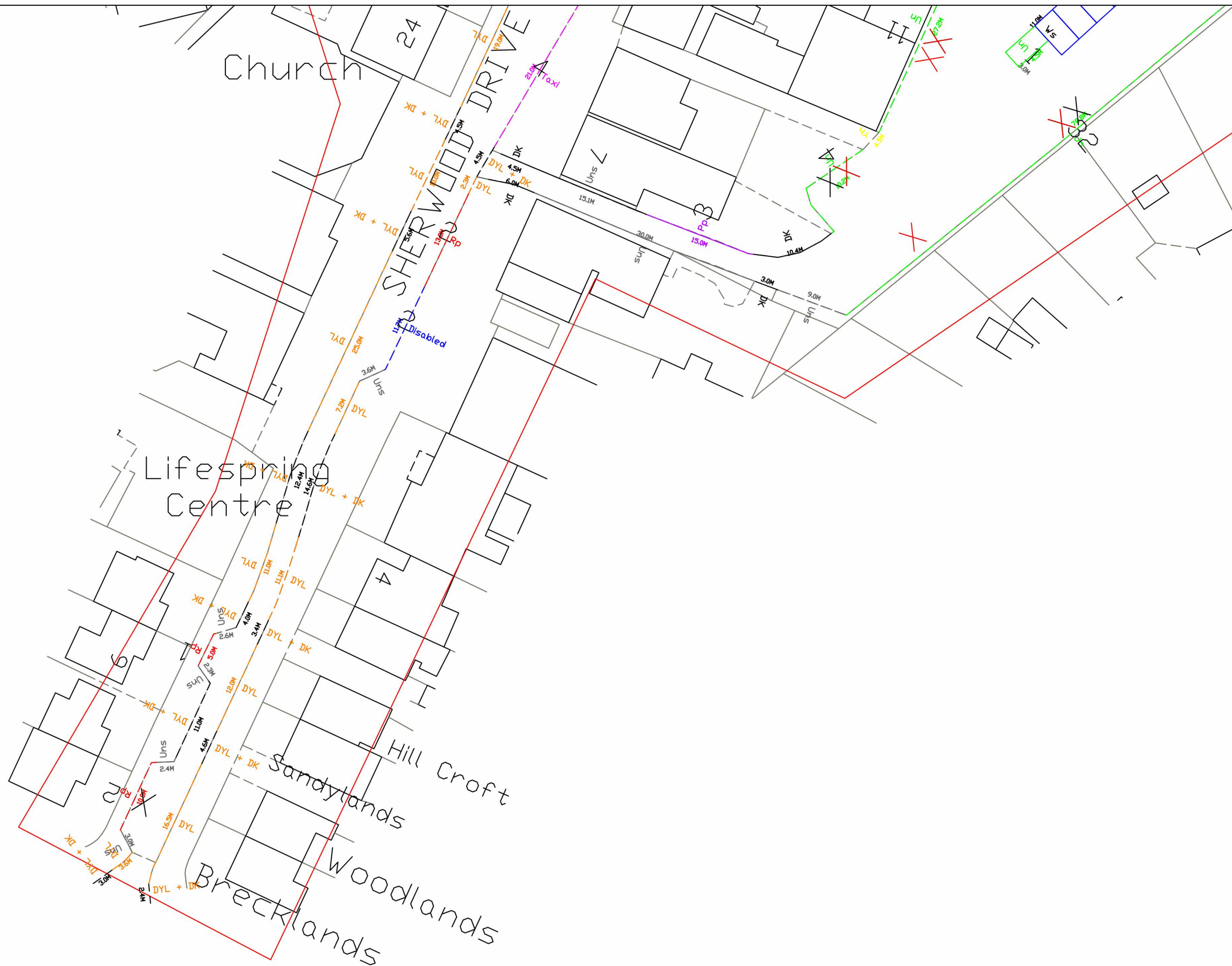


Date: 13-03-23
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 Drawing No: P2835/TS/02



P2835: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL
 Figure 2.
 Survey Location Area

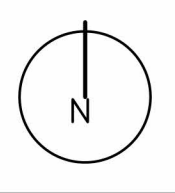

 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk



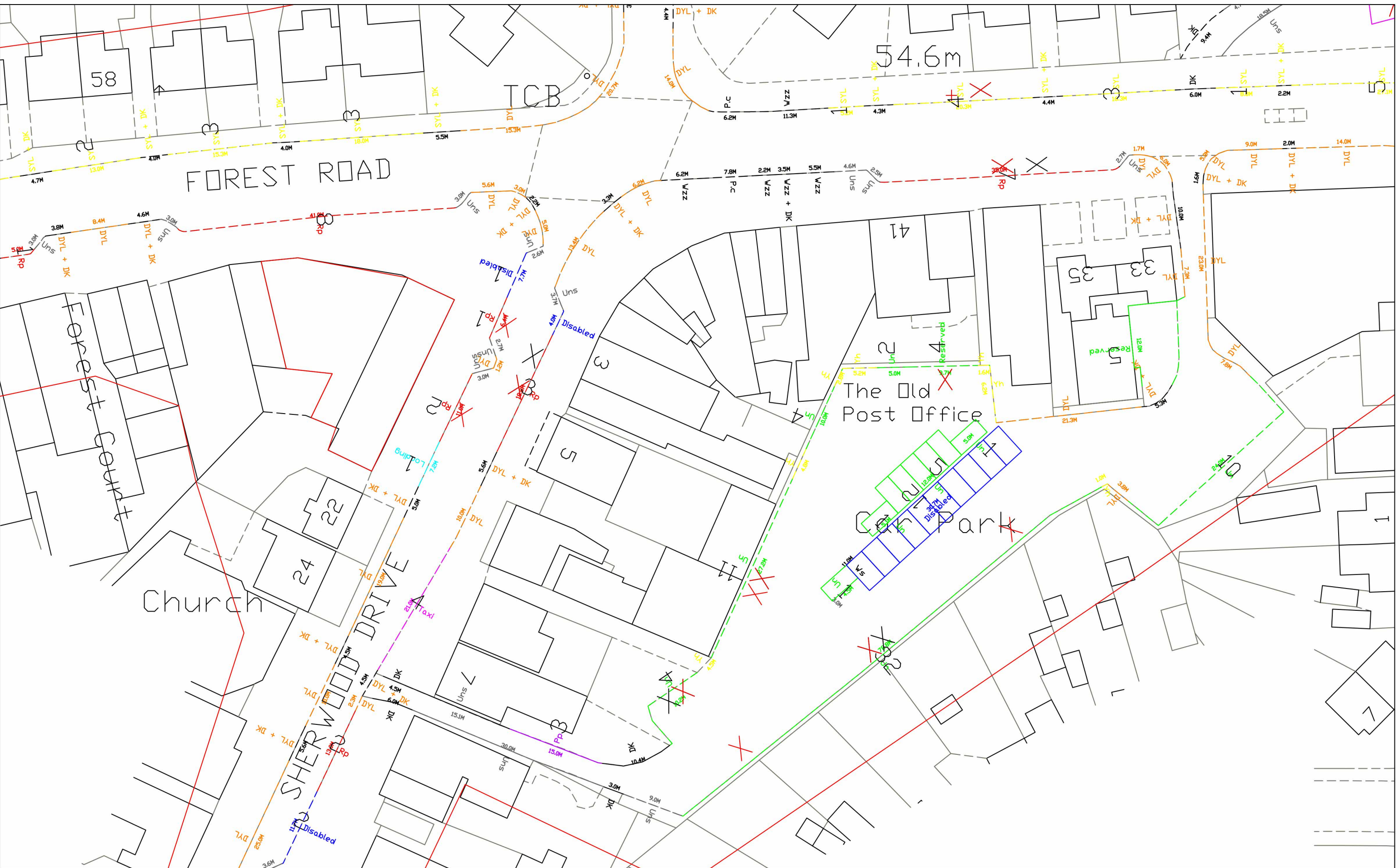
KEY

Unrestricted Parking	
Single Red Line	
DYL / SYL	
Unsuitable	
D/K	
Disabled	
Forecourt Parking	
Electric Vehicle EV	

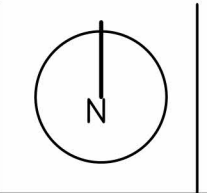
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 Drawing No. P2735/TS/3



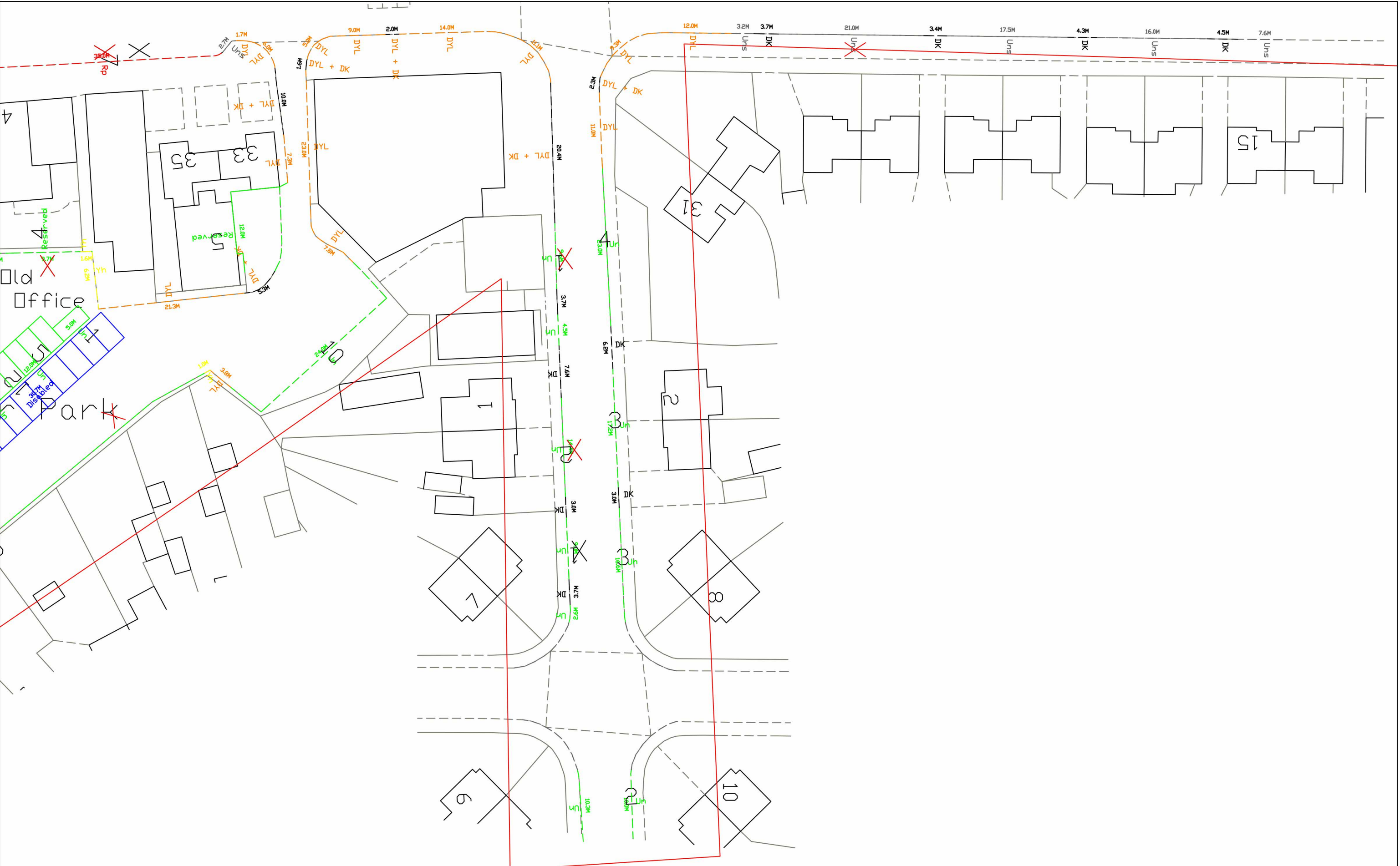
P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.a
 Parking Survey Inventory



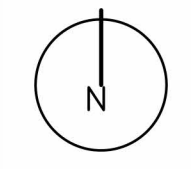
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P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.b
 Parking Survey Inventory



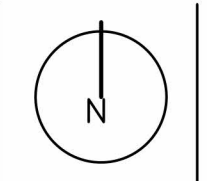
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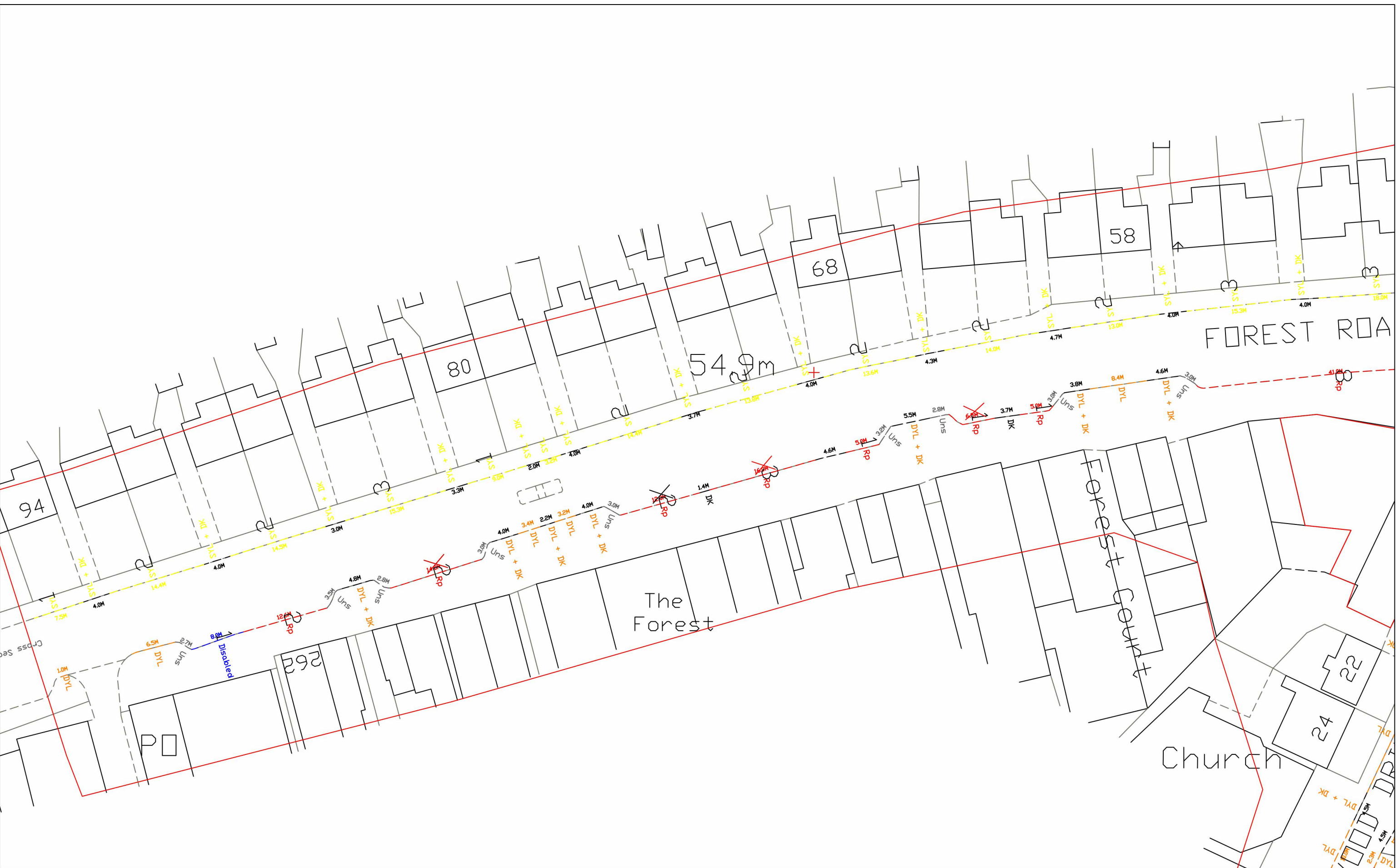
P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.c
 Parking Survey Inventory



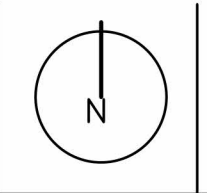
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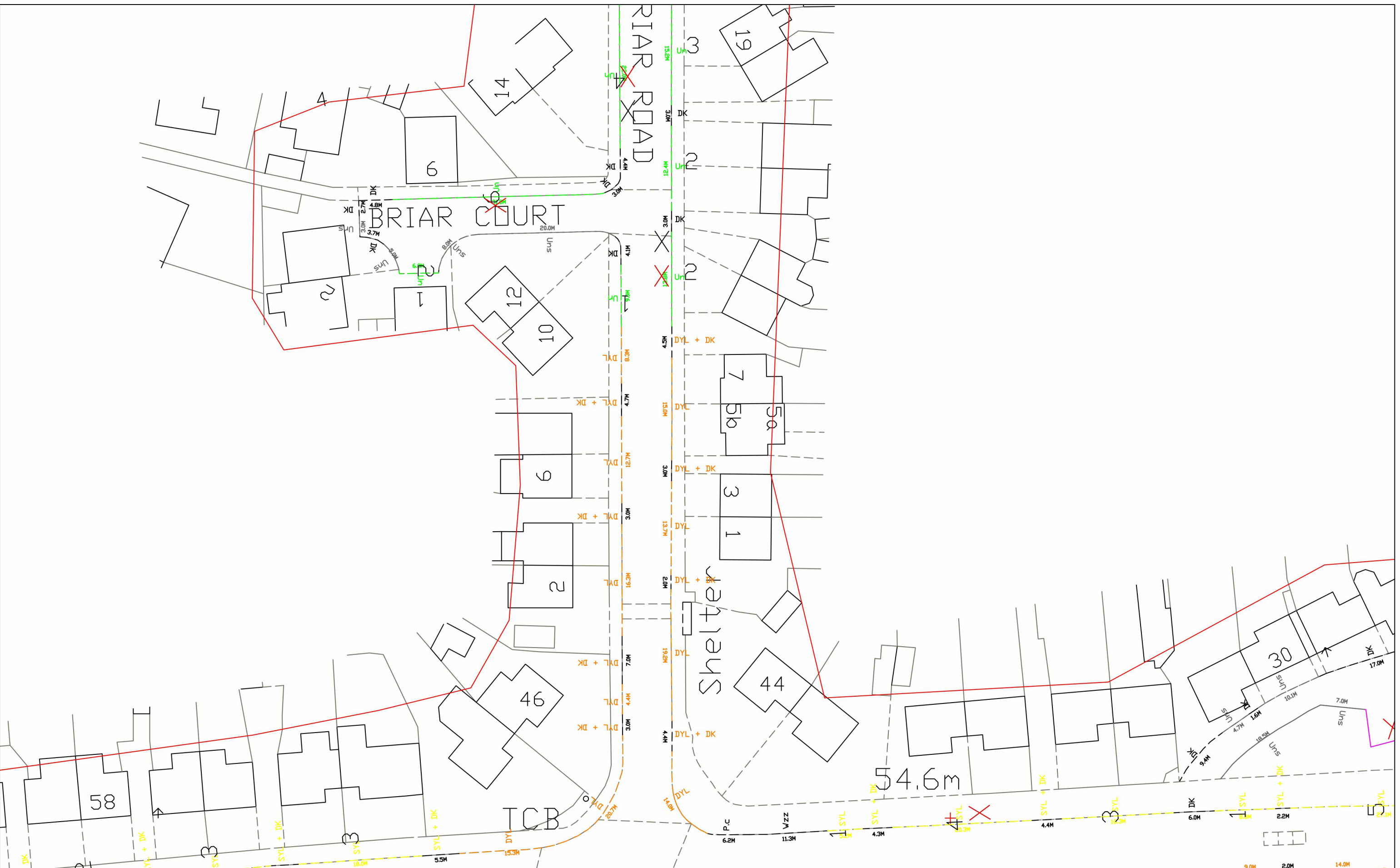
P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.d
 Parking Survey Inventory



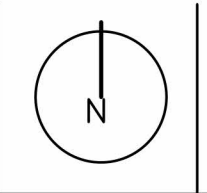
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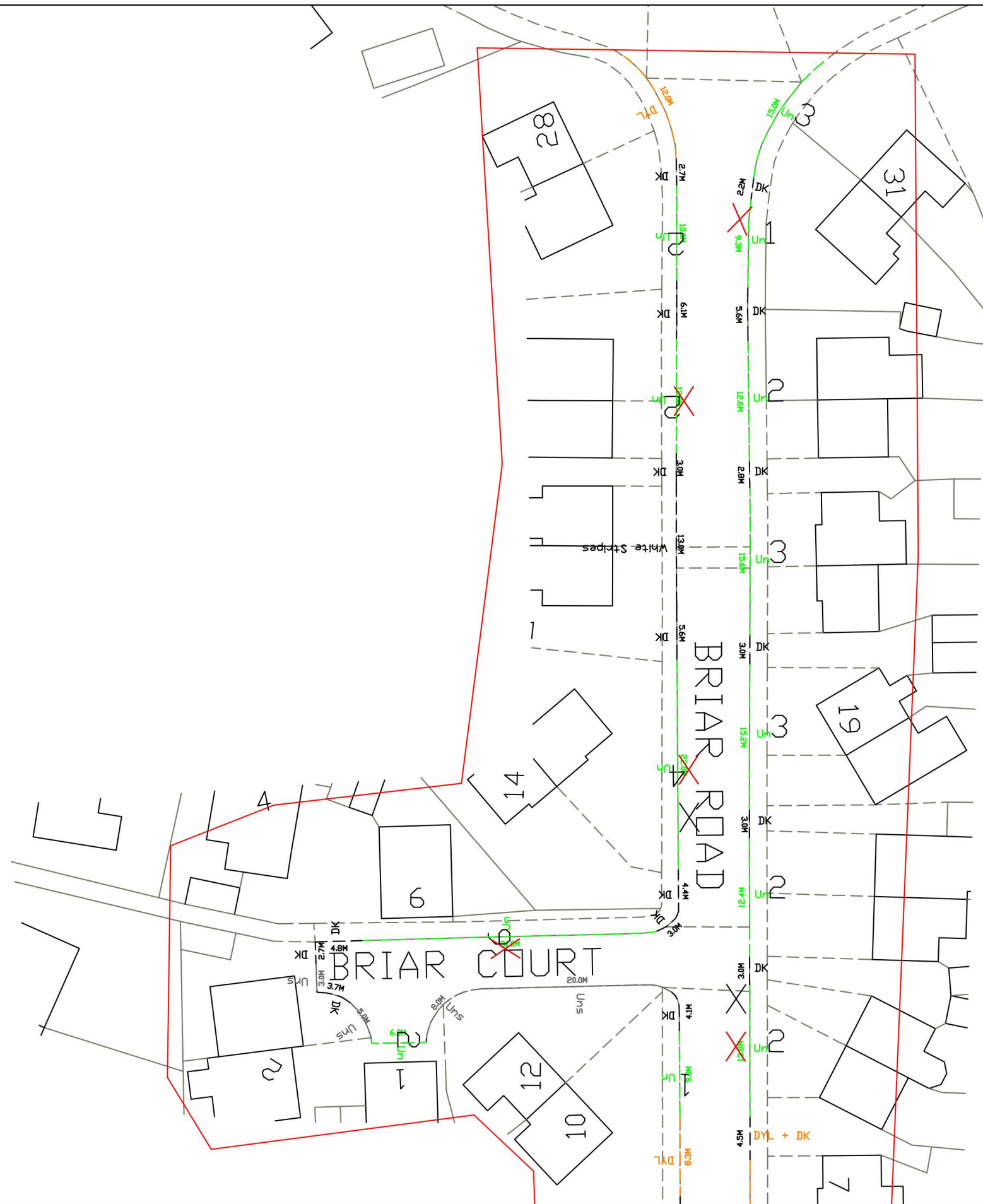
P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.e
 Parking Survey Inventory



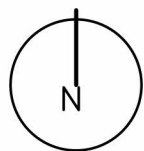
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 Drawing No. P2735/TS/3



P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.f
 Parking Survey Inventory



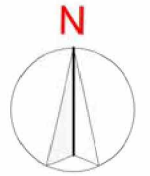
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P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Figure 3.g
 Parking Survey Inventory

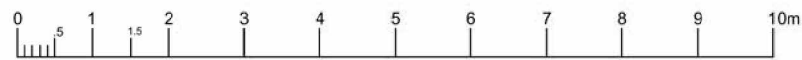
APPENDIX A

Site Boundary and Floor Plans



PROPOSED FIRST FLOOR PLANS
4 FLATS IN THE MAIN AREA
and 3 FLATS OVER THE SHOP

TOTAL AREA = 438m2



Pardis Design & Construction 22 Oakfield Gdns, Greenford Middlesex UB6 8SD		
Address: 1, FOREST ROAD NEW OLLERTON NOTTINGHAMSHIRE NG22 9PL		
Drawing: PROPOSED PLANS		
Date: 21/07/2022	Scale: 1:100	A3
JOB No. 36	Drawing No. FOR.22.36.01	Rev.

APPENDIX B

Lambeth Parking Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.

If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.

Areas that fall outside of Lambeth should be excluded.

Places where drivers are unlikely to want to park, for example:

- If there is no possibility of parking somewhere within the 200m boundary
- If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

The date and time of the survey.

A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).

Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.

A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red 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 Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents 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 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road 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 RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

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 (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m 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 5m 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 Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

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

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fe Ìmoràn yí, ní èdè Òmíràn, ẹjǫ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

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London SW9 9SP

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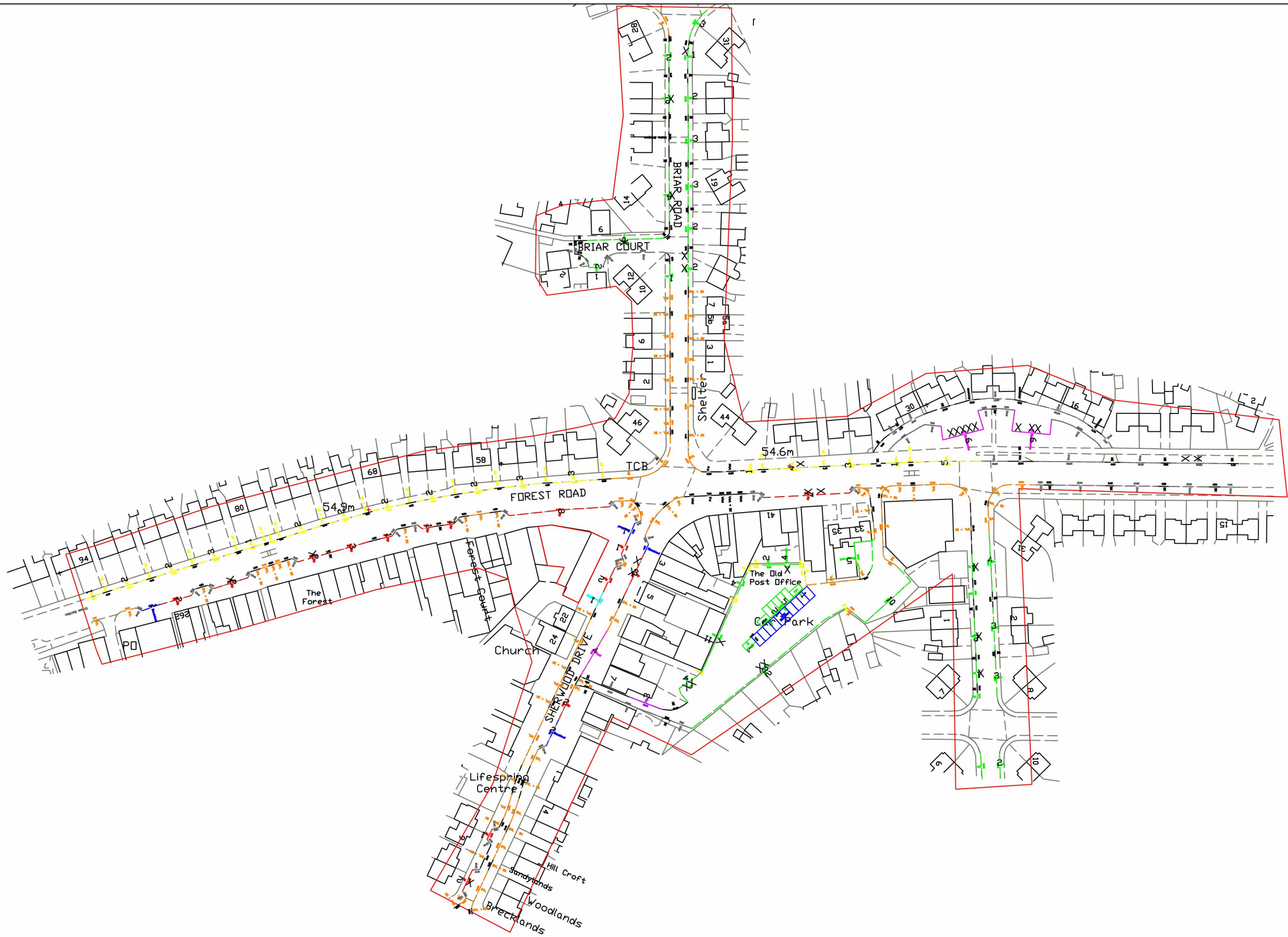
Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

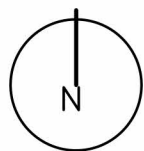
www.lambeth.gov.uk

APPENDIX C

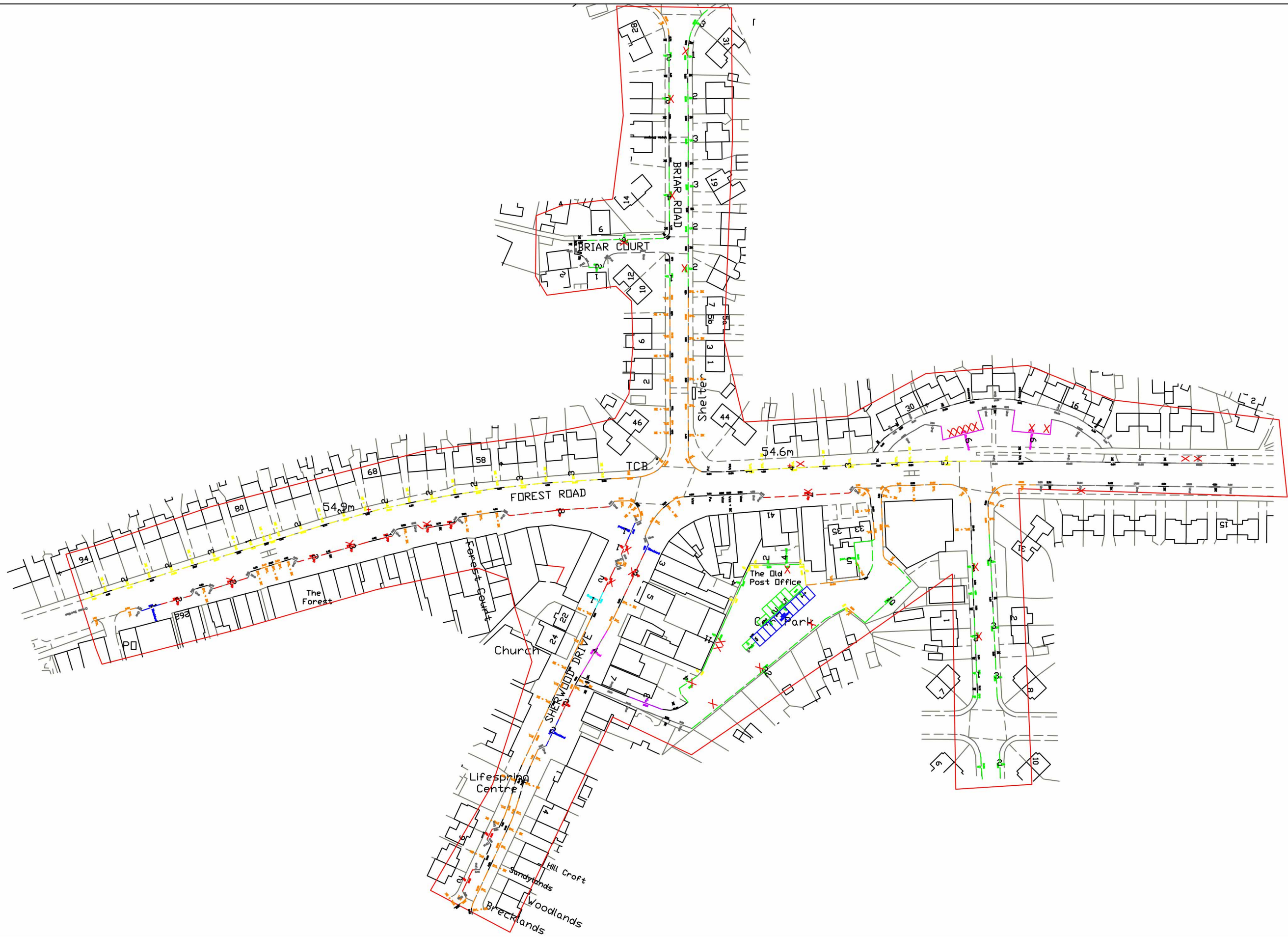
Parking Survey Results



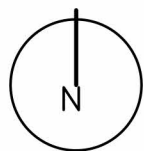
Date: April 2023
 Scale: NTS
 Source: OS/PMA
 Drawing No. P2735/TS/C



P2735: I Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Appendix C
 Parking Survey Results - Night 1



Date: April 2023
 Scale: NTS
 Source: OS/PMA
 Drawing No. P2735/TS/C



P2735: 1 Forest Road, Ollerton, Newark On Trent, NG22 9PL.
 Appendix C
 Parking Survey Results - Night 2