



OBTRADA

Methodology

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 (*i.e. Monday, Tuesday, Wednesday or Thursday*).

Additional survey times for all developments

Additional survey times may be necessary where the development site:

- Is a town centre location
- Has regular specific uses close to the site (eg. place of worship, education etc)
- Has commercial uses close to the site
- Is close to railway stations/areas of commuter parking

In the above circumstances, developers should contact the Case Officer for further advice regarding the scope of the parking survey.

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.

Extent of survey

All roads within 200m (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.

People searching for a parking space are unlikely to stop halfway 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. Surveys will be assessed based on practical driving routes so advanced confirmation that the extent of a survey is acceptable should be sought.

The following areas should be **excluded** from surveys:

- If the site is in a CPZ, any parking bays in an adjoining CPZ
- Any CPZ bays within the survey area where the site itself does not fall into a CPZ
- Private roads and housing estate roads
- Places where drivers are unlikely to park, for example:
 - Locations where parking is restricted due to the width of the road or waiting restrictions are in place.
 - Areas that may present highway or personal safety issues, or difficulty in accessing the parking, such as on a major road, in areas with poor surveillance, etc.

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 for refusal made accordingly.

Required Information

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

- The date and time of the surveys.
- 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. places of worship, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.).
- All areas excluded from the survey with an explanation why they have been excluded.
- 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.

Methodology

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, bike hangars etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number.

Example 1: a road has a lot of driveways that restrict the amount of kerb space available for on-street parking. The length of kerb between the first two driveways may measure 8m. This would only provide 1 parking bay ($8/5=1.6=1$). The distance to the next driveway may be 12m which would provide 2 spaces ($12/5=2.4=2$) This calculation would have to be done for every length of road between every driveway. To provide the total amount of kerb space available for on-street parking.

Example 2: a road has a series of kerb build-outs. The distance between the first two measures 47m in length which would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate section of road between build-outs must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

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.

Project Details

Address: **168 Rowan Road, London**

Survey Dates and Times:

Tuesday 22nd and Wednesday 23rd October 2024

Prior to services commencing

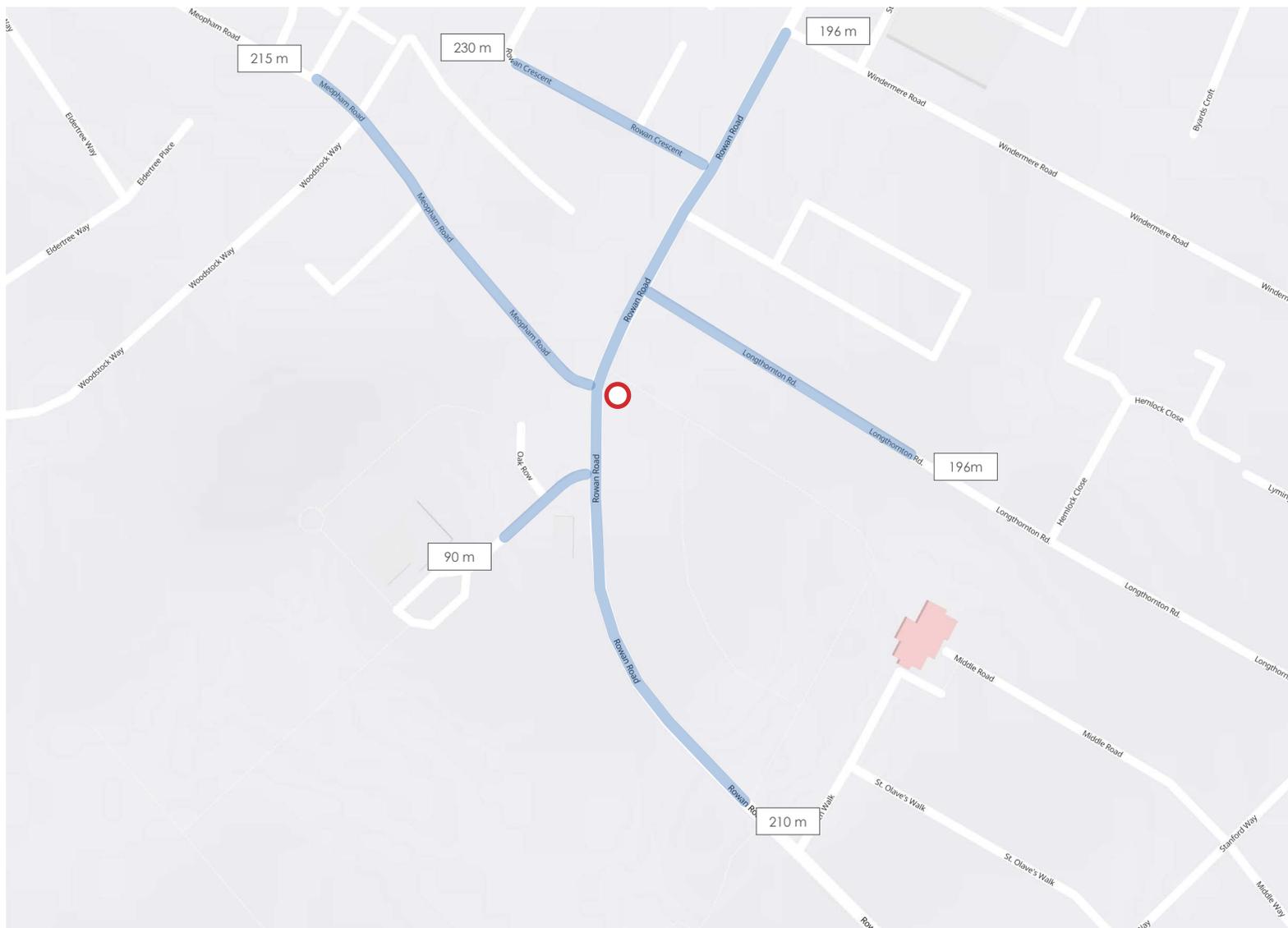
- Satellite mapping of the location is to be viewed to understand the extent of the survey.
- Plans and drawings for conducting the services must be completed.
- Risk assessment to be formulated

Additional Notes:

- **Rowan Road**
 - There are many sections of single yellow "No Waiting" between the hours stated. Vehicle are permitted to park here outside the restriction timeframe, therefore this has been included as available parking.
 - Whilst no vehicles parked directly on these single yellows, vehicles tend to park on the footway which is illegal in London unless signs permit it. As there are none of these signs on the surveyed area of Rowan road, these vehicles are deemed unsuitable.
- **Rowan Crescent**
 - There are sections of single yellow "No Waiting" between the hours stated. Vehicle are permitted to park here outside the restriction timeframe, therefore this has been included as available parking.
- **Longthornton Road**
 - No notes of worth.
- **Meopham Road**
 - There are sections of parking on the footway available and these have been included in the results.
- **Crematorium (off Rowan Road)**
 - No notes of worth.

Survey Extent

Site Address: 168 Rowan Road, London
 200m Residential Lambeth Parking Survey



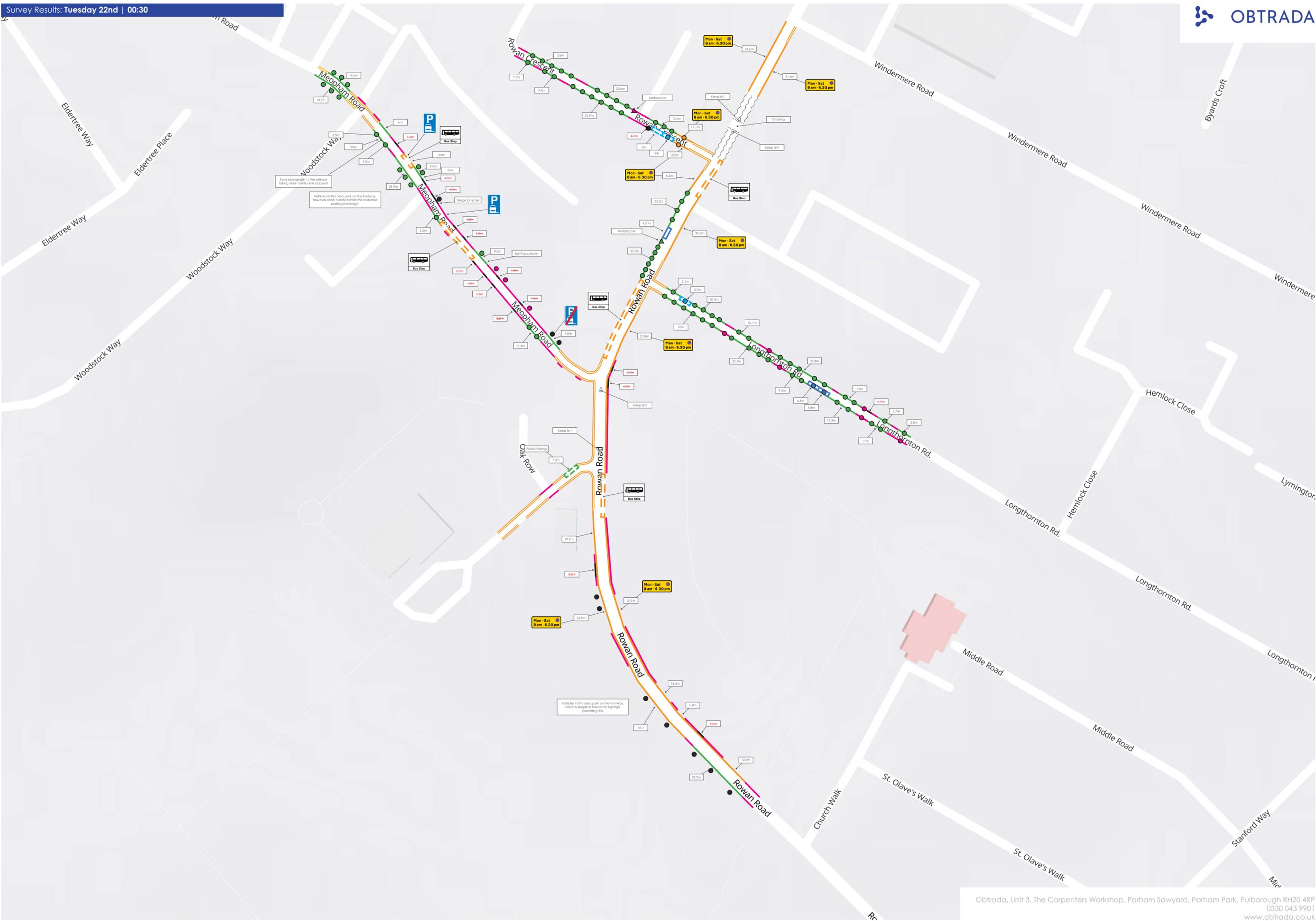
Main Legend

	Parked Vehicle / Parked Other (colour denotes location)
	Unrestricted parking
	Disabled
	Florist Parking
	EV Space
	Bus Stop
	Unsuitable
	Dropped Kerb
	Single Yellow
	Double Yellow
	Note / Measurement
	Availability omitted based on length or suitability

* When the kerb space measures less than 5m, these sections have been omitted from the results as it would be unsuitable to park. eg. **2.5m**

** Sections omitted from the survey include locations where parking is restricted due to the width of the road or waiting restrictions are in place. Areas that may present highway or personal safety issues, or difficulty in accessing the parking, such as on a major road, in areas with poor surveillance, blocking access etc.







0485 - 168 Rowan Rd, Streatham, London
22/10/2024

Location	Available Parking									Parking Restriction									Total Legal Parking			Restriction					Other		Total Parking Stress					
	Unrestricted Road			Unrestricted Footway			Disabled			EV			Single Yellow			Florist Parking			Other			Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Unsuitable	Other	Parked	Parked	Parked	Spaces	Total Parking Stress
	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)													
Rowan Road	10	16	87.8				0	1	6.1				0	44	246							10	61	16%				7				17	61	28%
Rowan Crescent	21	19	106.8							1	2	10	2	4	22							24	25	96%				1				25	25	100%
Longthornton Road	32	32	176.2				2	2	12.4	1	1	5.7										35	35	100%	6							41	35	117%
Meopham Road	3	4	26.8	14	15	91.8																17	19	89%	3			3				23	19	121%
Crematorium (off Rowan Road)																0	1	7.3				0	1	0%								0	1	0%
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
TOTALS	66	71	397.6	14	15	91.8	2	3	18.5	2	3	15.7	2	48	268	0	1	7.3	0	0	0	86	141	61.0%	9	0	0	11	0	0	0	106	141	75.2%

Kerb length for each section details the total meterage of parking.

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.

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23/10/2024

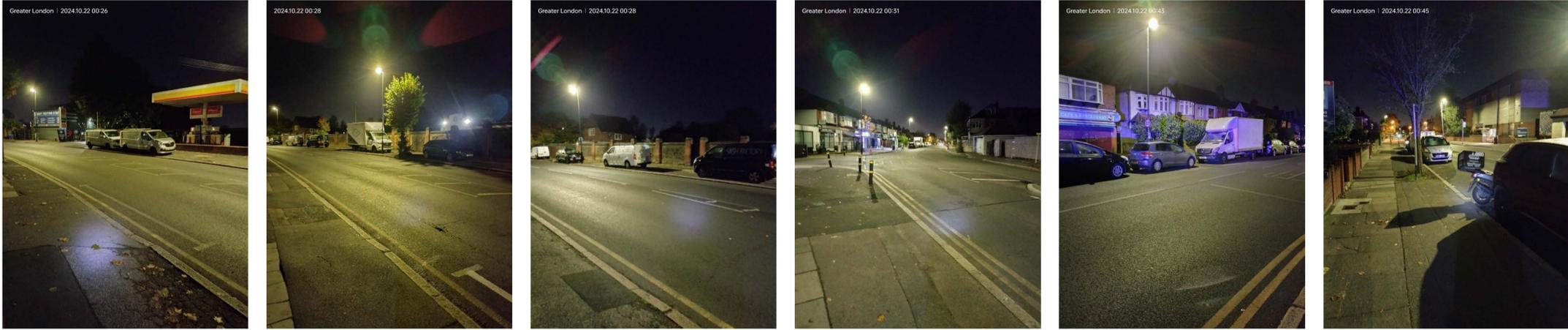
Location	Available Parking									Parking Restriction									Total Legal Parking			Restriction					Other		Total Parking Stress					
	Unrestricted Road			Unrestricted Footway			Disabled			EV			Single Yellow			Florist Parking			Other			Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Unsuitable	Other	Parked	Parked	Parked	Spaces	Total Parking Stress
	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)	Parked	Spaces	Total Kerb Length (M)													
Rowan Road	9	16	87.8				1	1	6.1				0	44	246							10	61	16%				7				17	61	28%
Rowan Crescent	19	19	106.8							1	2	10	2	4	22							22	25	88%				1				23	25	92%
Longthornton Road	32	32	176.2				2	2	12.4	0	1	5.7										34	35	97%	6							40	35	114%
Meopham Road	2	4	26.8	10	15	91.8																12	19	63%	3			2				17	19	89%
Crematorium (off Rowan Road)																0	1	7.3				0	1	0%								0	1	0%
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
																						0	0	N/A								0	0	N/A
TOTALS	62	71	397.6	10	15	91.8	3	3	18.5	1	3	15.7	2	48	268	0	1	7.3	0	0	0	78	141	55.3%	9	0	0	10	0	0	0	97	141	68.8%

Kerb length for each section details the total meterage of parking.

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there

Rowan Road



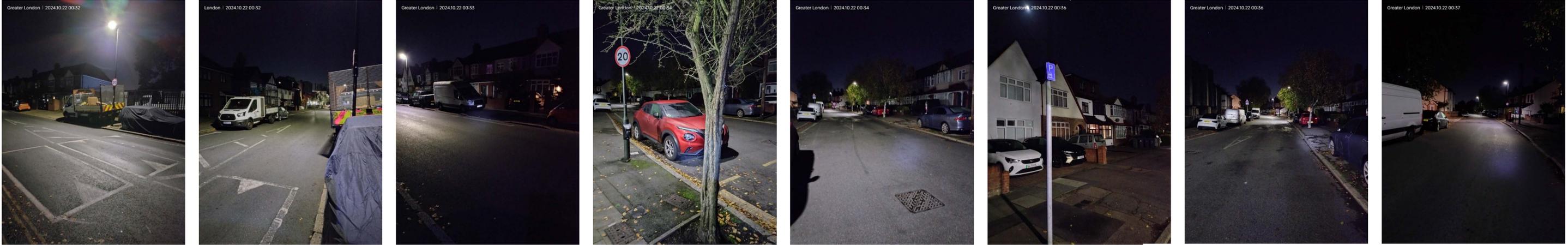
Rowan Crescent



Longthornton Road



Meopham Road



Rowan Road



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Meopham Road

