

<b>Project Name:</b>	18 Bridge Road, Southampton
<b>Document Reference:</b>	020.0922/PTN/1
<b>Document Name:</b>	Parking Technical Note
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

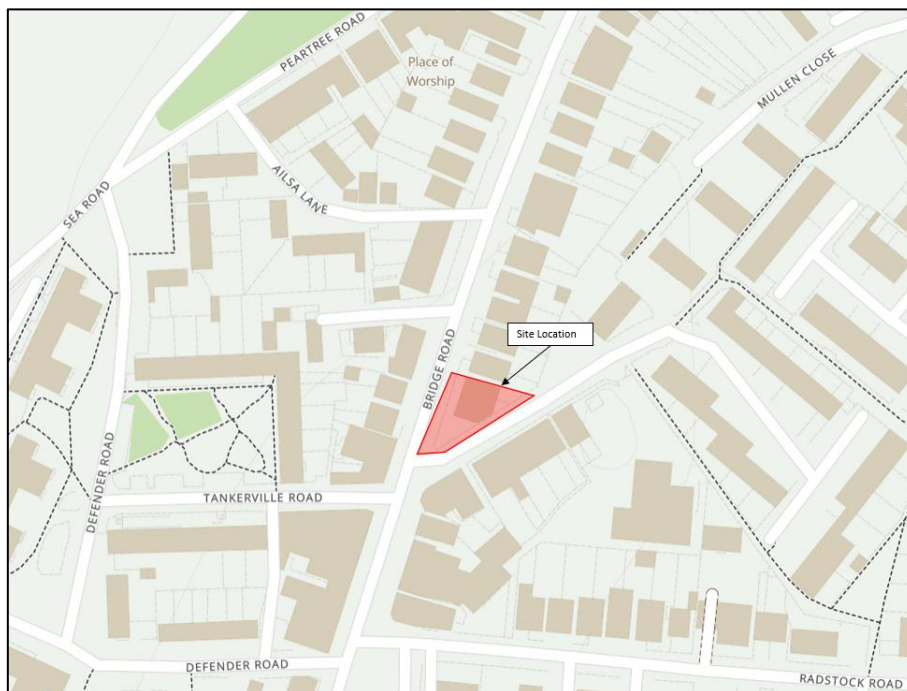
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**1. INTRODUCTION**

1.1 This Parking Transport Note (PTN) has been prepared by Paul Basham Associates on behalf of Sanders Design Services to support a live planning application (Planning Reference: 23/01424/FUL) for the proposed change of use from a 6-bed dwelling to a 7 person HMO at 18 Bridge Road, Southampton. The site location is shown in **Figure 1**.



**Figure 1: Site Location**

- 1.2 The site has been subject to a planning application for the proposed change of use of a 6 bed dwelling to a 7 person HMO, and although Southampton City Council's (SCC) Highways department did not raise an objection to the application, local residents commented on the existing local parking stress on the road network surrounding the site. In response to these comments, the highways officer requested that parking surveys are undertaken.
- 1.3 Southampton City Council provide specific parking standards to serve HMO residents which are set out in the Houses in Multiple Occupation Supplementary Planning Document (2016). Outlined within the standards, the maximum provision for a 7-bedroom HMO is 3 car parking spaces.
- 1.4 The existing 6-bedroom dwelling has 1 allocated parking space, and this is proposed to remain as part of the proposed change of use application. As with the existing scenario for residents of 18 Bridge Road, any additional parking demand is accommodated on the local road network.
- 1.5 This report seeks to address the concerns raised by the planning officer at Southampton City Council as part of the application. To support the application parking surveys have been completed to assess the parking capacity on the local highway network and to determine if the parking demand of 2 parking spaces can be accommodated.

## 2. PARKING SURVEY METHODOLOGY

- 2.1 To further guide the parking methodology a review of the London Borough of Lambeth's parking survey methodology with SCC's adaptation was undertaken.
- 2.2 Lambeth Council have specific requirements for parking surveys within the Borough. The requirements detailed in the 'Lambeth Council Parking Survey Guidance Note' are generally regarded as the most detailed, and the 'Lambeth Style Parking Survey Methodology' is therefore used as general guidance for most highway authority parking surveys. Southampton City Council have adapted the requirements of the methodology slightly.
- 2.3 Relevant requirements of the Lambeth model parking survey in Southampton are as follows:
  - An area of 250m (or a 2.5-minute walk) around a site:
  - Two surveys should be undertaken on 'normal days': ideally one weekday and one weekend day during peak demand, which is between 22:00 and 06:00;
  - Should not be undertaken in weeks that include Public Holidays and school holidays.

2.4 The Lambeth Council Parking Survey Guidance Note states that the following information should be included in the survey results, to be submitted to the Council:

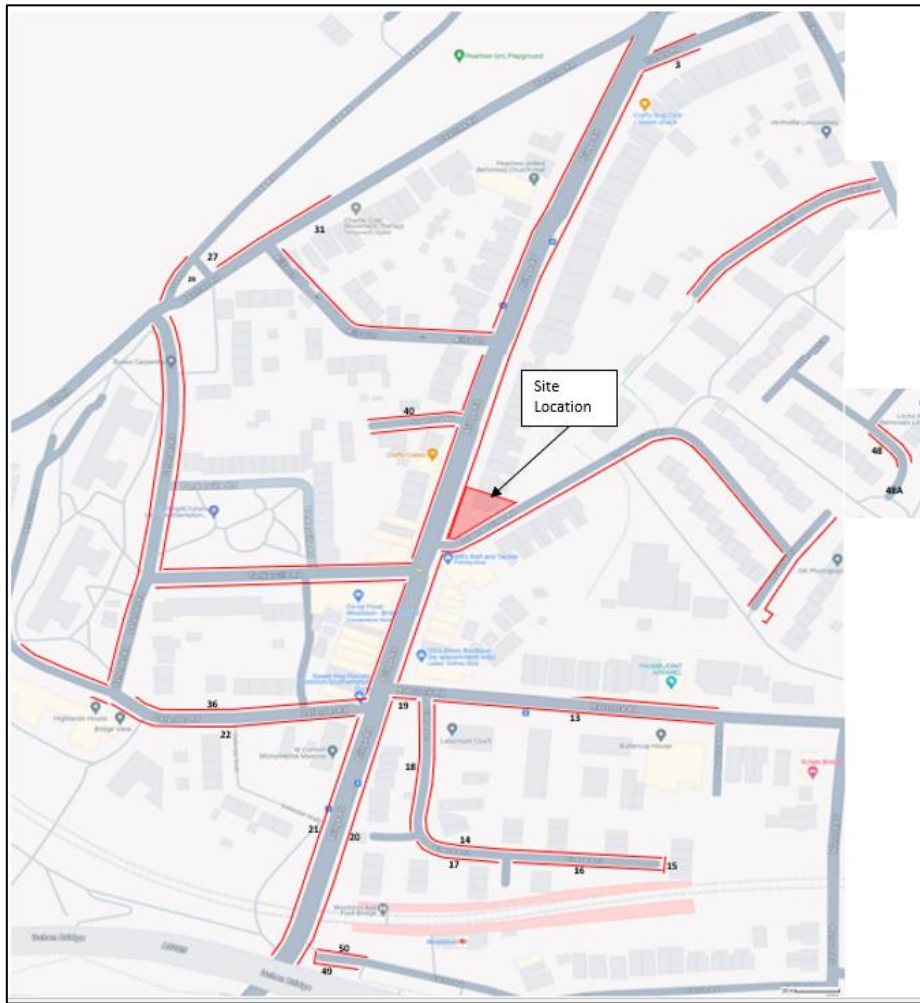
- The date and time of the survey:
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.);
- Any unusual observations e.g. suspended parking bays, spaces out of use because of road works or presence of skips etc.:
- A drawing 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 buildouts, 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:

2.5 The Lambeth methodology states the locations where cars can legally park overnight should also be identified.

### 3. PARKING SURVEYS

3.1 Car parking beat surveys were undertaken on Tuesday 16<sup>th</sup> January 2024 at 04:30 hours and Sunday 21<sup>st</sup> January 2024 at 04:30 hours. The surveys covered all unrestricted spaces, unrestricted marked bays, disabled parking bays and single yellow lines within a 250m walk from the site location, in line with the Lambeth Methodology and SCC's requirements.

3.2 The roads included within the survey were Bridge Road, Tranby Road, Lower Mortimer Road, Radstock Road, Vineyard Road, Defender Road, Wharncliffe Road, Spa Road, Peartree Road, Tankerville Road, Shamrock Road, Aisla Road, Mullen Close, Swanage Close and Grafton Road. The extent of the survey area can be found in **Figure 2**.



**Figure 2:** Parking Survey Scope

- 3.3 The results of these parking surveys are summarised within **Table 1** and **Table 2**, with the full survey outputs attached as **Appendix A**, which includes a map demonstrating where vehicles were parked. The number of parked vehicles includes all parked vehicles at the time of the surveys, some of these vehicles were improperly parked in spaces that were not considered as observed spaces in line with the Lambeth methodology.
- 3.4 It should be noted that on Tuesday 16<sup>th</sup> January, roadworks were in place along sections of Bridge Road and Tranby Road but had finished and were no longer present by Sunday 21<sup>st</sup> January. We therefore do not believe this roadworks would have impacted on the results. On Bridge Road, Radstock Road, Vineyard Close, and Shamrock Road car parking restrictions are in place between Monday – Saturday 08:00 – 18:00 but is unrestricted outside of those times.

Tuesday 16<sup>th</sup> January at 04:30

Location	Total Available Parking (all spaces)	Tuesday 16th January at 04:30		
		No. of Parked Vehicles	No. of Spaces Empty	Total Occupied %
Bridge Road	51	30	19	59%
Tranby Road	1	0	0	0%
Lower Mortimer Road	35	24	11	69%
Radstock Road	21	20	4	95%
Vineyard Road	28	14	14	50%
Defender Road	53	45	5	85%
Wharncliffe Road	16	15	1	94%
Spa Road	8	7	0	100%
Pear tree Road	9	9	0	100%
Tankerville Road	31	21	8	68%
Shamrock Road	13	8	5	62%
Aisla Road	0	0	0	N/A
Mullen Close	20	9	9	45%
Swanage Close	25	6	19	24%
Grafton Road	3	1	2	33%
<b>Total</b>	<b>314</b>	<b>209</b>	<b>97</b>	<b>67%</b>

Table 1: Tuesday Parking Survey Results

3.5 Table 1 demonstrates that on Tuesday 16<sup>th</sup> January 2024, across the whole survey area, car parking capacity was utilised at 67%, equating to 97 unoccupied spaces. It should be noted that 29 of these available spaces were in areas with daytime parking restrictions.

Sunday 21<sup>st</sup> January 2024

Location	Total Available Parking (all spaces)	Sunday 21 <sup>st</sup> January at 04:30		
		No. of Parked Vehicles	No. of Spaces Empty	Total Occupied %
Bridge Road	51	28	27	55%
Tranby Road	1	2	0	100%
Lower Mortimer Road	35	24	10	69%
Radstock Road	21	22	3	100%
Vineyard Road	28	15	14	54%
Defender Road	53	43	6	81%
Wharncliffe Road	16	16	0	100%
Spa Road	8	7	0	100%
Pear tree Road	9	9	0	100%
Tankerville Road	31	24	4	77%
Shamrock Road	13	10	3	77%
Aisla Road	0	0	0	N/A
Mullen Close	20	10	9	50%
Swanage Close	25	5	20	80%
Grafton Road	3	2	0	100%
<b>Total</b>	<b>314</b>	<b>217</b>	<b>96</b>	<b>69%</b>

Table 2: Sunday Parking Survey Results

3.6 **Table 2** demonstrates that on Sunday 21<sup>st</sup> January 2024, across the whole survey area, car parking capacity was utilised at 69%, equating to 96 unoccupied spaces.

*Parking Survey Summary*

3.7 In summary, utilising the Lambeth methodology adapted to SCC requirements, 97 spaces were vacant on the Tuesday survey and 96 spaces were vacant on the Sunday survey. The results of the car parking survey demonstrate that there is ample on-street parking capacity available within 250m of the site to accommodate the demand for 2 parked vehicles associated with the development and based on SCC's parking standards for an HMO.

3.8 As aforementioned The Lambeth methodology states the locations where cars can legally park overnight should also be identified. The Lambeth methodology also states that surveys should be undertaken when the highest number of residents are at home; generally late at night during the week and therefore it is overnight parking that is assessed.

3.9 The local road network does include areas where on-street parking during the day is not permitted, where single yellow lines are present. At the time of the survey 29 and 26 spaces were available on the two respective nights. If these were discounted from the survey, the number of available spaces during the survey period there would still be 68 – 70 available spaces. There is therefore sufficient parking available to support the proposed development (potential parking demand for 2 spaces) without resulting in a detrimental impact on the local road network.

3.10 Based on the above it is not considered that the reduced parking provision of the development would result in a detrimental impact on the operation, capacity or safety on the highway network, in line with Paragraph 115 of the National Planning Policy Framework.

#### **4. SUMMARY AND CONCLUSIONS**

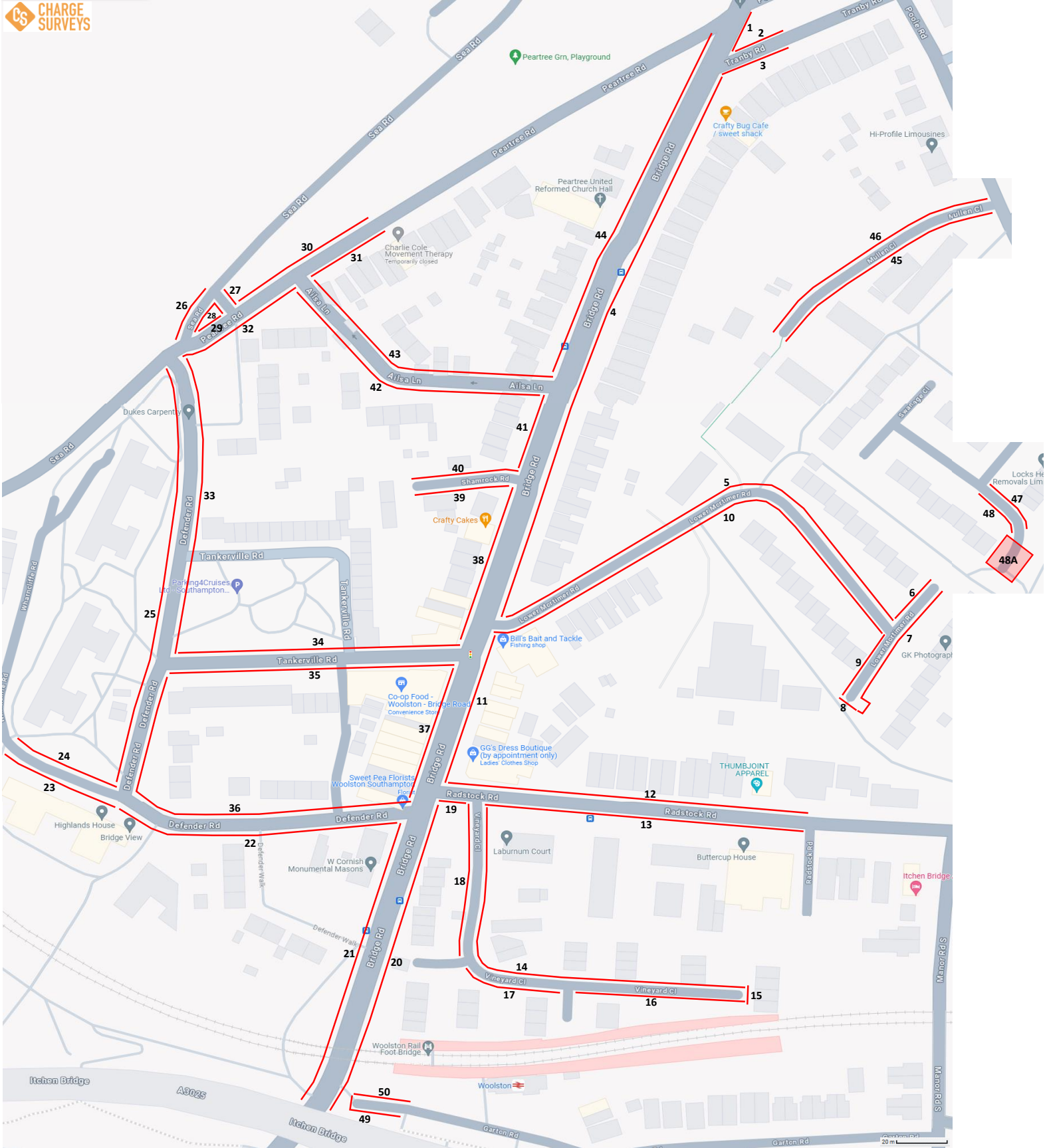
4.1 This PTN has been prepared by Paul Basham Associates to support a live planning application (ref 23/01424/FUL) for the proposed change of use from a 6-bed dwelling to a 7 person HMO at 18 Bridge Road, Southampton.

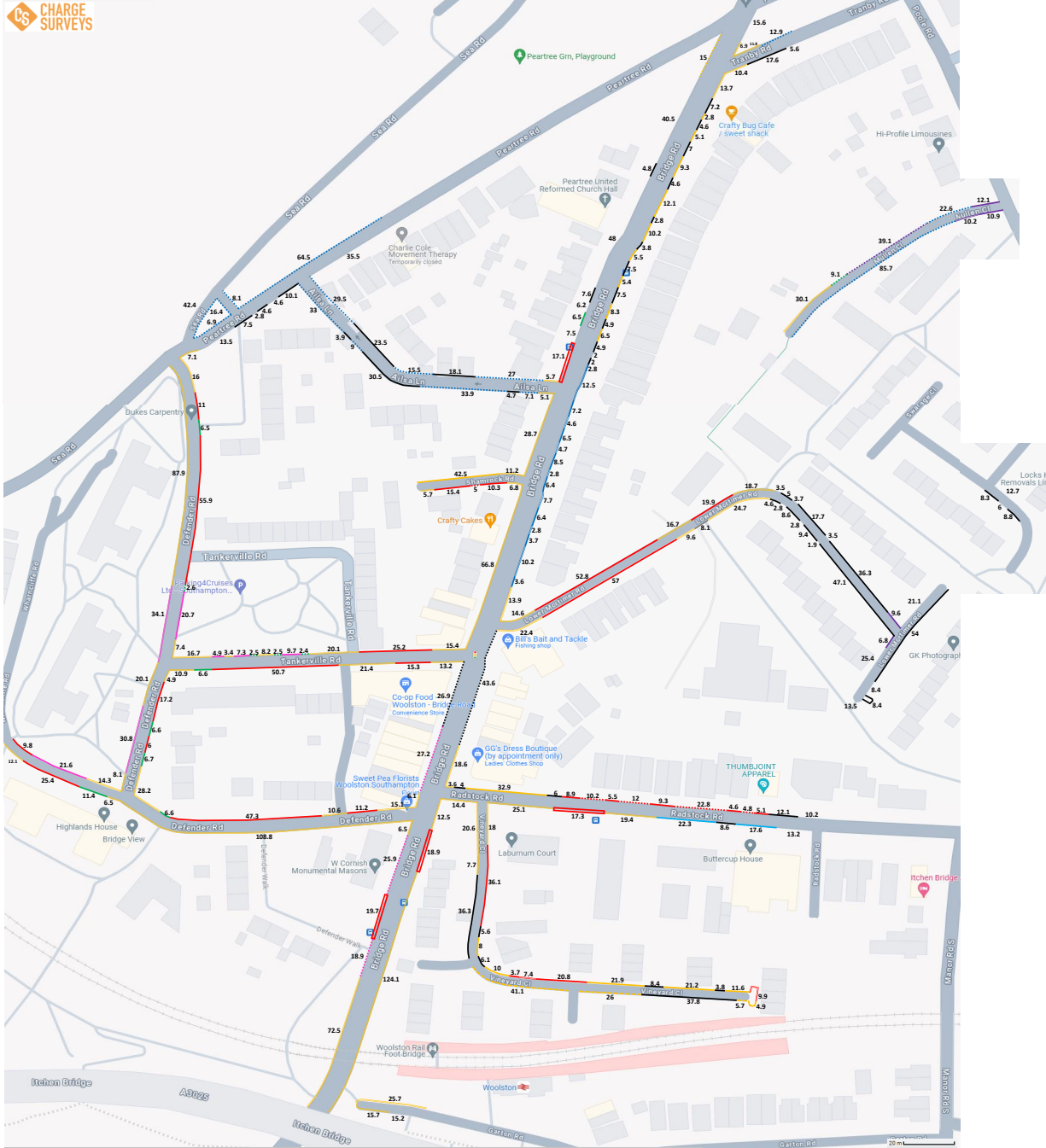
4.2 SCC's parking standards require parking provision for up to 3 vehicles, associated with the HMO's operation. The proposed application includes one retained parking space, clear of the public highway, therefore a review of local capacity to accommodate up to 2 additional vehicles has been undertaken.

- 4.3 Two overnight parking surveys were undertaken on Tuesday 16<sup>th</sup> and Sunday 21<sup>st</sup> January within a 250m radius of the site in accordance with the Lambeth Methodology and SCC's requirements.
- 4.4 The results of the survey demonstrate that 97 on-street parking spaces were available on the Tuesday and 96 parking spaces were available on the Sunday all within 250m of the site.
- 4.5 The surveys demonstrate that there is sufficient available capacity across the local road network to accommodate the parking demand of 2 parking spaces associated with the development.
- 4.6 Based on the above it is not considered that the reduced parking provision of the development would result in a detrimental impact on the operation, capacity or safety on the highway network, in line with Paragraph 115 of the National Planning Policy Framework.
- 4.7 We would therefore encourage Southampton City Council to look favourably upon this development in relation to highways.

## Appendix A



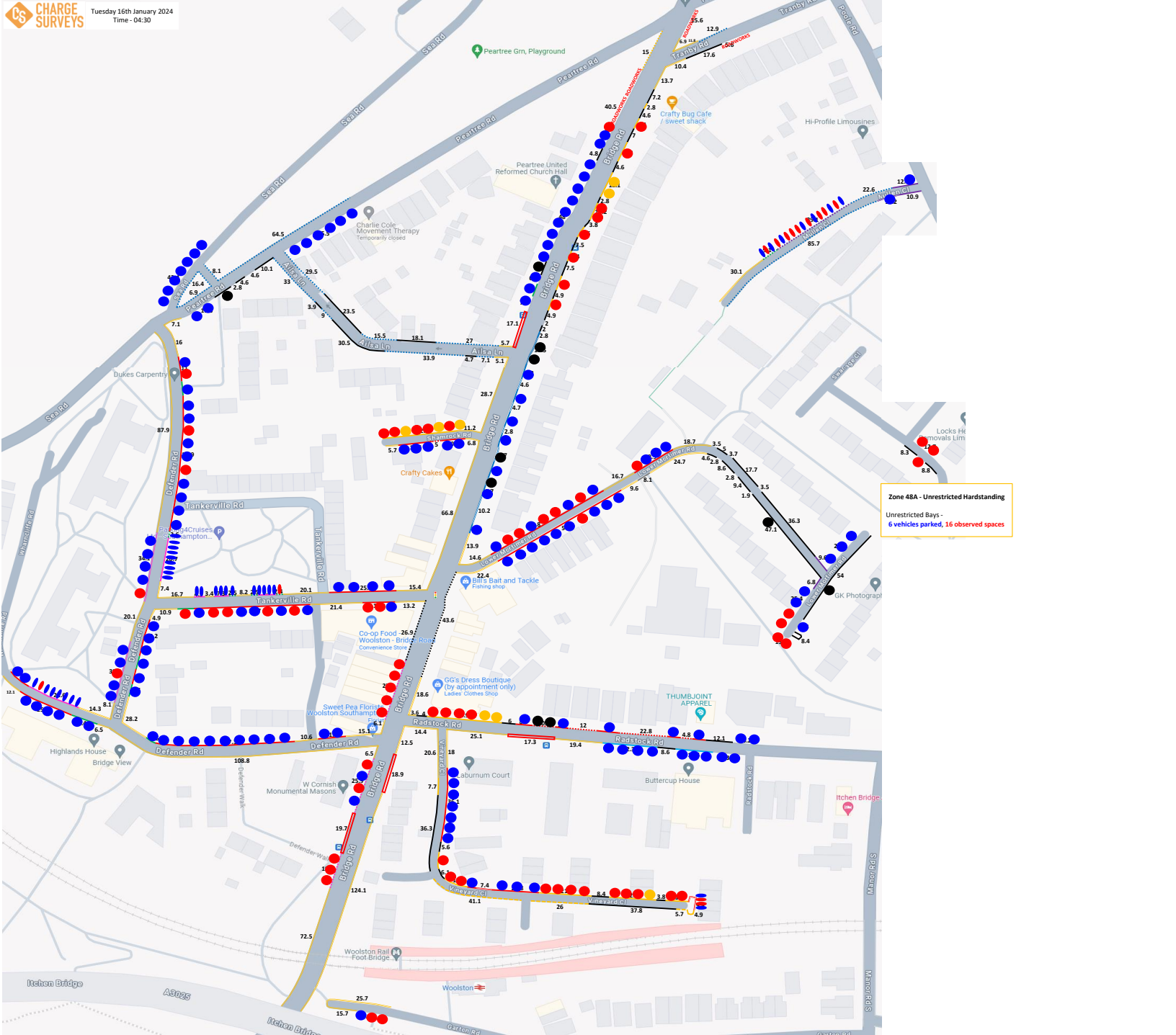




**KEY:**

- = SINGLE YELLOW LINE MON-SAT 0800-1800
- = SINGLE YELLOW LINE MON-SAT 0800-1800 - TOO NARROW
- = DOUBLE YELLOW LINE
- = DOUBLE YELLOW LINE / ROADWORKS
- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = ACCESS
- = DISABLED BAY
- = NOSE IN PARKING DISABLED BAY / DROPPED KERB
- = 30 MINS MON-SAT 0800-1800
- = BUS STOP
- = A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY
- = A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY / DROPPED KERB
- = A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY / NOSE IN PARKING
- = A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY / LAYBY
- = A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY NOSE IN PARKING / DROPPED KERB
- = NOSE IN PARKING RESIDENTS ONLY
- = CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700
- = UNRESTRICTED BUT WOULD NOT PARK
- = UNRESTRICTED TOO NARROW
- = UNRESTRICTED PARKING BAY
- = UNRESTRICTED PARKING BAY / DROPPED KERB
- = UNRESTRICTED VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD
- BLANK = UNRESTRICTED





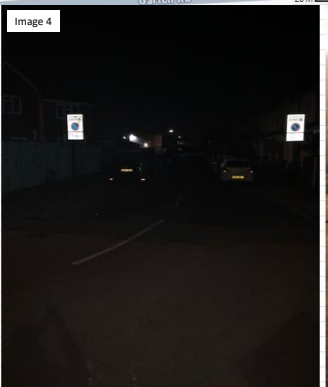
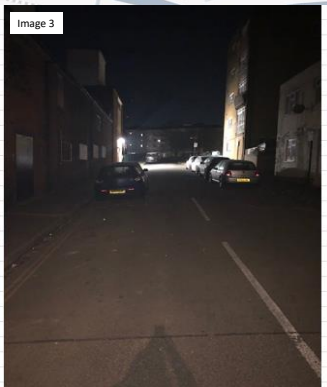
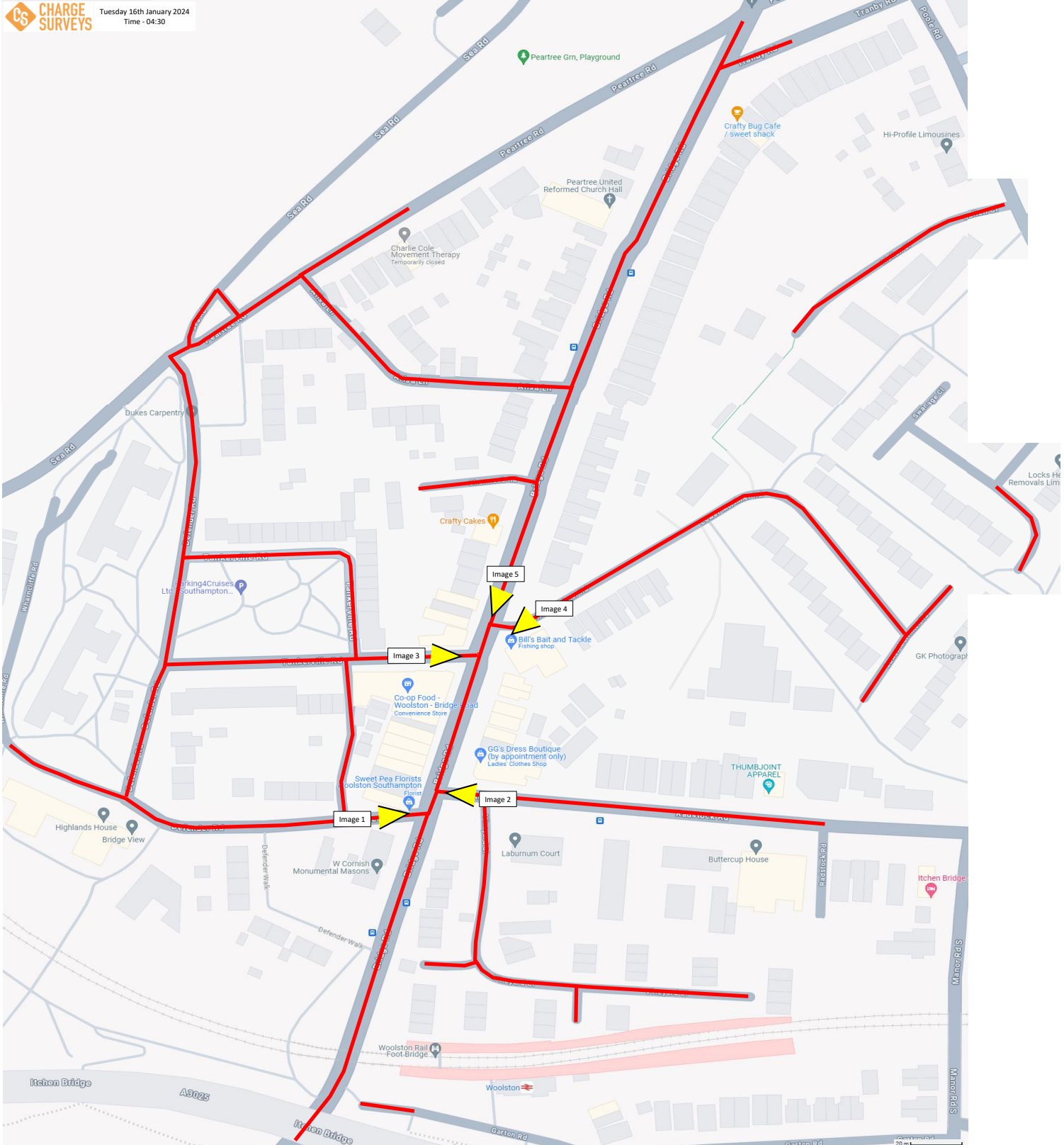
**Zone 48A - Unrestricted Hardstanding**  
 Unrestricted Bays -  
 6 vehicles parked, 16 observed spaces

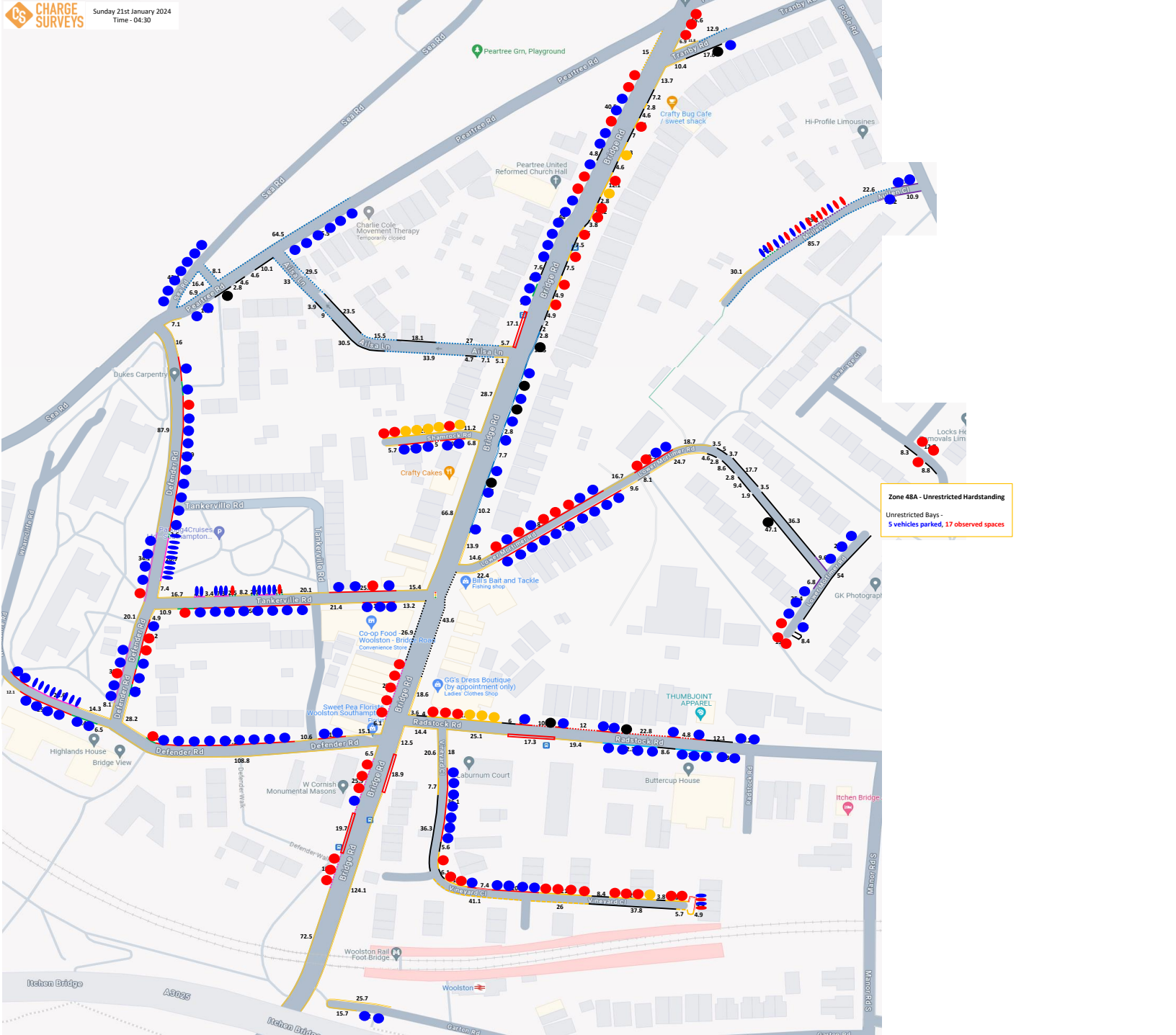
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- · - · - = UNRESTRICTED PARKING BAY / DROPPED KERB
- = UNRESTRICTED VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD
- = UNRESTRICTED

**KEY:**

- = PARKED VEHICLE
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB





**KEY:**

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- - - SINGLE YELLOW LINE MON-SAT 0800-1800 - TOO NARROW
- = DOUBLE YELLOW LINE
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