

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 are based on The London Plan 2021. Developers are particularly advised to read Chapter 10 (London's Transport) of The London Plan 2021, and the policies and standards, particularly Policy T6 – Car Parking, contained therein.

Lambeth Council will seek to maximise trips made by sustainable modes in the borough and reduce the use of the private car in accordance with the Lambeth's Transport Strategy and policies within the Lambeth Local Plan 2021. This includes car-free and permit free developments in most areas, ongoing expansion of Controlled Parking Zones, as well as promotion of cycling in the borough and high-quality cycle parking within developments.

The Transport Strategy sets out the Council's strategic vision for Transport in Lambeth.

Developers are advised to read Section 8: Transport and Communications of the Lambeth Local Plan 2021.

The Planning Department will not validate a residential planning application that is located outside of the Controlled Parking Zone (CPZ) without a parking survey unless prior advice to the contrary has been obtained in writing from the Council's Transport Planning Team. Locations of the Controlled Parking Zones can be found on the Council's website.

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.

Even for developments where on-site parking is proposed this may not accommodate all vehicles generated by a development, so a parking survey may still be required. An assessment of potential vehicle ownership of future occupants is expected to be undertaken to understand the scale of any overspill parking. This is to be based on local census information for car and van ownership. The cumulative effect of other consented development in the immediate area is also to be taken into account when assessing the effect of parking on street.

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.

Type of Development

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).

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 Case Officer for further advice.

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.

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.

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.

Parking Restrictions

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 individual 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 parking bay on a road must be calculated separately and then added together to give a total number of parking spaces for each road. This is to be done for all roads 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

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.

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

3. Understanding the Results

The results of the parking survey will be analysed by the Council in accordance with The London Plan 2021 and policies in the Lambeth Local Plan 2021, 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. For example small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.