

# Technical Note

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Project:	<b>Mint Street Park Hammerhead</b>	Job No:	<b>60318870-C099</b>
Subject:	<b>Parking Stress Survey</b>		
Prepared by:	<b>Laura Gomez</b>	Date:	<b>03 July 2014</b>
Checked by:	<b>Alex Ben-Eghan</b>	Date:	<b>04 July 2014</b>
Approved by:	<b>Karl Chan</b>	Date:	<b>04 July 2014</b>

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## 1. Introduction

CONWAY AECOM has been commissioned by Southwark Council to undertake a parking stress survey in the Mint Street area.

The survey is in support of proposals being considered by Southwark Council to extend Mint Street Park by the stopping up of the highway at Mint Street. In order to facilitate and maintain access especially for larger vehicles, it is proposed to remove one parking space on Weller Street at the junction with Mint Street.

This report explains the findings of an on-street parking stress survey undertaken to assess the existing levels of parking demand in the area.

## 2. Methodology & Survey Area

As agreed with Southwark Council, the parking study was undertaken in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009). This survey methodology is the most established guidance document for parking studies in London.

Parking stress is a measure of the demand for parking and is defined as the number of vehicles parked in relation to the on-street capacity. This is usually expressed as a percentage figure of the overall capacity. For example, 75% parking stress indicates that three-quarters of all available parking spaces on a road are taken up by parked vehicles.

## 3. Survey Area

The survey area covered as part of the assessment is shown in Appendix 1 and is bordered by Southwark Bridge Road, Great Suffolk Street, Borough High Street and Marshalsea Road. The area is mainly residential but also provides access to some small to medium scale businesses and a school.

Borough Underground Station is in close proximity at the junction of Borough High Street and Marshalsea Road.

The Lambeth methodology requires a survey area to cover streets within a 200m walking distance from the point of interest. The available kerb space within the area was measured and the different parking restrictions noted.

Details of this inventory are shown in Appendix 2.

The entire area is within Southwark Council's Controlled Parking Zone (CPZ) C2. The area north of Southwark Bridge Road forms part of (CPZ) C1 so was not included in the study. The CPZ is operational and restricts parking to Permit Holders on;

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- Mondays-Fridays 8.30am to 6.30pm

There are also a few shared bays incorporating both Pay-and-Display and Permit Holder bays.

Details of the area under consideration with illustrations of current restrictions are shown on Appendix 1.

## 4. Survey Times

The surveys were undertaken on 2<sup>nd</sup> and 3<sup>rd</sup> July 2014 between 12.30am and 5.30am. This is a time when residential parking is anticipated to be the highest as residents will be at home. Two beats were undertaken during this period in order that an average figure could be obtained.

Additional surveys were undertaken between 6pm and 9pm on each survey day due to the site being in close proximity to the Borough Underground Station. Surveys undertaken during this period would help capture the occurrence or impacts of any commuter parking.

## 5. Results & Observations

The number of cars parked on each road within the survey area on each night has been counted and used in the calculation of parking stress. **Table 1** shows results for Resident Permit Holders (RPH) bays and shared bays incorporating Pay-and-Display restrictions.

**Table 2** shows the results for areas where cars could be legally parked overnight consisting of areas with Single Yellow Line (SYL) and Single Red Line (SRL) restrictions.

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

The inventory shows that the survey area has 134 permit holder bays (of which 17 are Pay-and-Display bays, 6 Disabled bays and 2 Car Club bays). The overnight survey shows a total parking demand of 97 vehicles within the survey area, equivalent to a parking stress of 72%.

Very little parking occurs on Single Yellow Lines and Single Red lines and the parking stress within these unrestricted areas is approximately 1%.

Further breakdown of the results are shown in Appendix 3.

At the time of the study, the northern section of Vine Yard which has single yellow line restrictions had barriers and fencing in place. "No parking" cones were also in place during the 3rd July 2014 survey on the shared bays on the western end of Great Suffolk Street.

However, the bays on this section of Great Suffolk Street remained mostly vacant the previous evening although no parking cones were observed.

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Shaping Southwark's Highways



*Heras fencing on Vine Yard*

*No parking cones on Great Suffolk St.*

Street Name	Total length of parking bay space (m)	No. of bay parking spaces	Total No. of cars parked in RPH Bays and Shared Bays	RPH Parking Stress (%)
Weller Street	30.5	6	6	100.0
Trundle Street	31.2	6	5	83.3
Mint Street	43.8	8	8	100.0
Caleb Street	0.0	0	0	0.0
Marshalsea Road	97.2	18	15	83.3
Quilp Street	0.0	0	0	0.0
Disney Street	0.0	0	0	0.0
Disney Place	0.0	0	0	0.0
Sturge Street	0.0	0	0	0.0
Dorrit Street	0.0	0	0	0.0
Ayres Street	53.5	10	9	90.0
Redcross Way	37.2	6	5	83.3
Sawyer Street	9.9	2	2	100.0
Southwark Bridge Road	51.9	10	2	20.0
Vine Yard	0.0	0	0	0.0
Sanctuary Street	26.7	5	3	60.0
Lant Street	61.4	11	10	90.9
Sudrey Street	0.0	0	0	0.0
Bittern Street	25.2	5	4	80.0
Toulmin Street	58.0	11	9	81.8
Pickwick Street	0.0	0	0	0.0
Quilp Street	0.0	0	0	0.0
Great Suffolk Street	184.8	36	19	52.8

**Table 1: Resident Permit Holders and Pay-and-Display bays**

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Street Name	Total length of SYL/SRL parking spaces (m)	No. of SYL/SRL parking spaces	Total No. of cars parked in SYL / SRL	SYL/SRL Parking Stress (%)
Weller Street	72.7	11	0	0.0
Trundle Street	133.1	24	1	4.2
Mint Street	180.2	33	1	3.0
Caleb Street	81.4	16	0	0.0
Marshalsea Road	111.0	22	2	9.1
Quilp Street	60.0	11	0	0.0
Disney Street	0.0	0	0	0.0
Disney Place	0.0	0	0	0.0
Sturge Street	161.7	32	0	0.0
Dorrit Street	18.6	3	1	33.3
Ayres Street	230.1	41	2	4.9
Redcross Way	13.6	2	1	50.0
Sawyer Street	106.8	21	1	4.8
Southwark Bridge Road	0.0	0	0	0.0
Vine Yard	67.4	12	1	8.3
Sanctuary Street	97.6	17	1	5.9
Lant Street	278.5	48	4	8.3
Sudrey Street	181.2	34	2	5.9
Bittern Street	46.9	8	1	12.5
Toulmin Street	74.6	13	1	7.7
Pickwick Street	0.0	0	0	0.0
Quilp Street	53.1	11	4	36.4
Great Suffolk Street	62.9	11	3	27.3

*Table 2: Night time unrestricted parking (6.30pm-8.30am)*

## 6. Summary & Conclusions

The overnight parking stress in streets surrounding Weller Street has been calculated to be 72% within the Resident Permit Holder Bays (RPH) although the parking stress on Weller Street is at approximately 97%. The proposed removal of the parking space on Weller Street, (a reduction from 6 spaces to 5 spaces) will result in a parking stress level of 116% on Weller Street.

Although the removal of the parking space on Weller Street is expected to result in a higher parking stress on Weller Street, the opportunity to make use of the spare capacity on the wider network (which has a 72% parking stress) should not be overlooked.

It may be possible for the Highway Authority to investigate the introduction of an additional parking space elsewhere where alignment and visibility requirements permit to offset the loss of the parking space on Weller Street.

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However, if the option of providing an additional space is not explored or considered feasible, it is not expected that the loss of the parking space on Weller Street will have a significant impact on parking within the area.



*Weller Street (RPH) parking bays*