

# Welbeck Avenue Residential Parking Study

On behalf of Dr Julian Jenkinson

## Introduction

Consultant Planning Services is instructed by Dr Julian Jenkinson to carry out a Residential Parking Survey following the request by Southampton City Council, the Local Planning Authority, to provide additional evidence regarding the availability of on street parking in the vicinity of Land at the rear of 82 Welbeck Avenue.

This request has been made by the Development Management Highways Engineer following the receipt of third party comments in relation to a current planning application for the erection of a three bedroom detached house; Planning Application Reference Number **13/00466/FUL**.

## Methodology

In accordance with advice received from the Local Planning Authority the Residential Parking Study has been carried out broadly following the Lambeth Transport Residential Parking Survey Methodology<sup>1</sup>. In order to conduct the Residential Parking Study in Southampton some minor modification to the methodology has necessarily been adopted and these have been agreed in advance with the Highway Authority, this primarily relates to the availability of data in relation to the Southampton Highfield Controlled Parking Zone 6 (CPZ-6), GIS and mapping resources and the unit of measurement associated with a recognised parking bay.

Surveys were conducted on weekday nights from 04:30 and completed by 05:30, there were no Public Holidays or School Holidays and the surveyor was unaware of any special event(s) taking place in the locality.

The Council had not advised of any requirement to amend or alter the Study period or advised of any known local events that may have affected the Study.

The Study area comprises largely residential land uses. It is acknowledged that there is a school, Recreation Ground and a number of Rest Homes within the Study area although none of these are considered to have significantly influenced the survey data. The Drummond Arms PH is located at the eastern periphery of the Study area; it was observed that there was significant available car parking on Somerset Road.

The Study area covered all roads within a 200m radius of the application site, centered on the front façade of the existing building on site; see Map 1. The Study area is considered to be consistent with the local environment and no adjustments were considered necessary. The area was agreed in advance with the Council.



200m radius centered on the site

Surveys were conducted in late June; the weather was fine at the time of the surveys and on the day immediately preceding the conduct of the surveys. The Study area includes a mixture of properties many of which have off street parking available, although there are some notable exceptions to this general rule.

Although not required in association with the analysis of the Residential Parking Study it is good practice to take photographs to support the data and the Highway Engineer has recommended that these are submitted. Accordingly, these have been supplied as separate Appendices to the Study.

### Study Area

The majority of the Study area covered within the 200m radius is located within the CPZ-6, refer to Map 2. Within this area it is noted that there are three sections of highway which are not subject to restrictions associated with the Traffic Regulation Order and these have been noted separately in the table of results.



Only a small section of highway, at the eastern extremity of the Study Area, is located outside of CPZ-6 and has been included within the table of results as providing unrestricted parking. On-street parking restrictions within the Study area are shown on Map 3.

Due to the nature of the area and the mix of restricted and unrestricted parking within and outside of CPZ-6, a hybrid table of results has been utilized to record the findings associated with the Surveys. See Tables below.

### Study Results

The Study has been conducted in order to capture the maximum demand for residential parking within a realistic 2 minute walking distance of the application site.

Third party concerns with the current development proposal relate to the potential increase in parking stress from the introduction of an additional dwelling within the area and the Council has identified a potential concern in relation to the demand for Permit Parking within CPZ-6.

Surveys were conducted in the early hours of 19<sup>th</sup> and 26<sup>th</sup> June 2013, the results from which are provided in Table 1 and Table 2 respectively.

Parking is limited to permit holders only or for up to 2 hours between 8am and 6pm in association with the CPZ-6 streets. The urban clearway provides for no stopping between 8am and 6pm Mon to Fri. Single yellow lines provide for no parking between 8am and 6pm Mon – Sat, with double yellow lines providing no stopping. Bus stops on Welbeck Avenue and Shaftesbury Avenue are equipped with castle-kerbing and associated no stopping provisions.

The Study follows the Methodology required by the Council and has identified that for the vast majority of the area, there is not currently a significant level of parking stress, with on-street availability being generally good. It is apparent that the higher percentage returns are associated with those in Welbeck Avenue and Holyrood Avenue, however even these figures do not indicate significant parking stress. It is noted that Holyrood Avenue comprises a series of close-knit semi-detached properties with very few properties having access to off street car parking.

In Welbeck Avenue a significant extent of highway is subject to no stopping restrictions associated with the number of junctions affecting this length of highway as well as two bus stops. Many of the properties fronting the highway have vehicular access and associated dropped crossings which serve to limit the number of on-street spaces.

On-street parking was available in the immediate vicinity of the application site on Welbeck Avenue at all times throughout the survey. The vacancy rate for parking in the Study area associated with permit parking bays reveals an average of 57% availability.

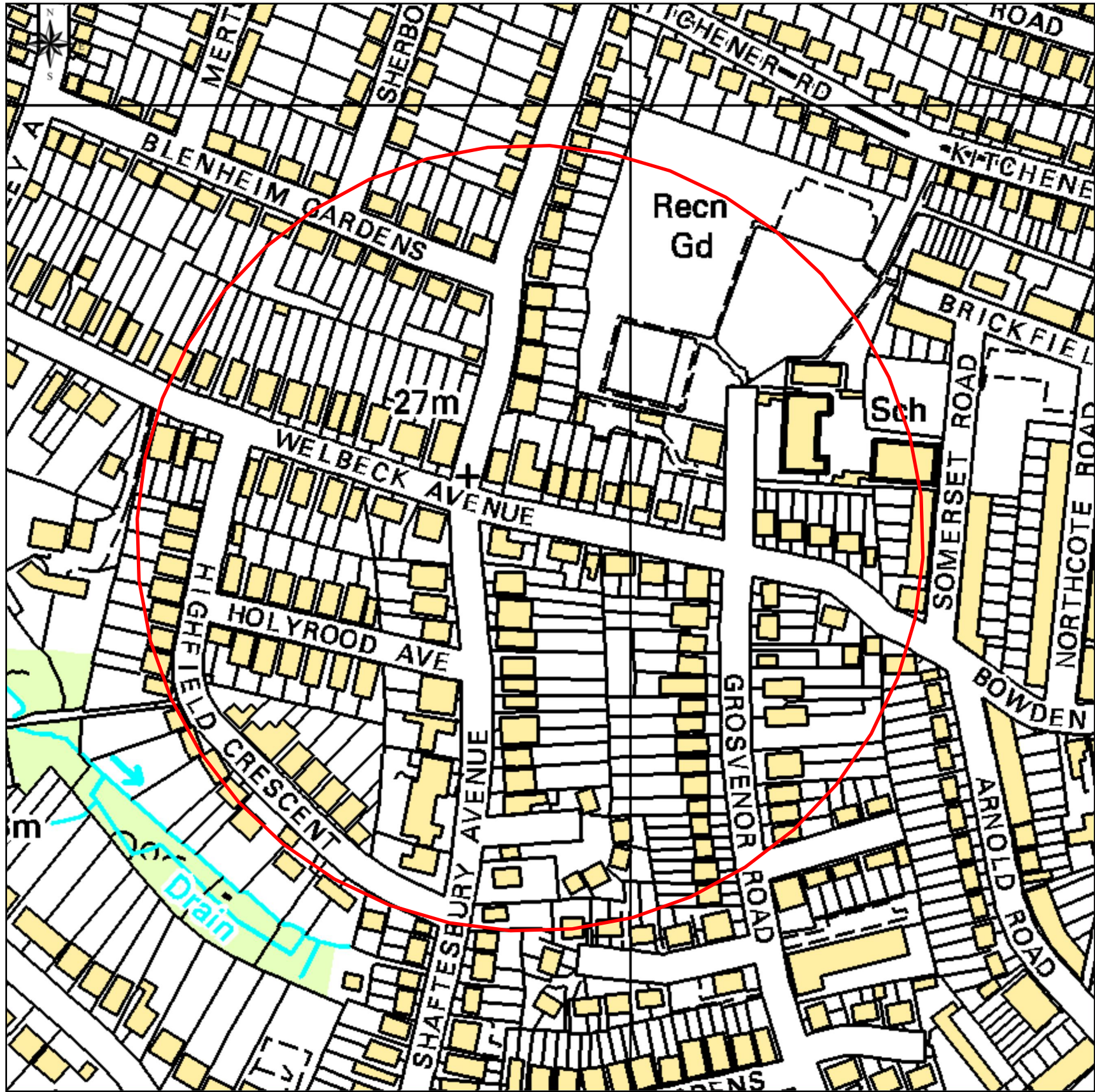
### Conclusions

The Study of on street car parking within the area surrounding the application site reveals significant levels of parking availability and it is considered that the parking in the Study area is not suffering undue parking stress.

The provision of an additional house within the CPZ-6 will not affect the amenities of existing residents and locally adequate on-street car parking can be found within a convenient walking distance of both existing and the proposed residential property.

Lambeth Transport & Highways Department, August 2004 (revised February 2005)

# Highfield CPZ No.6 Parking Study



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50m 100m 150m 200m 250m

Scale: 1:2500, paper size: A3

CPS/J.024/

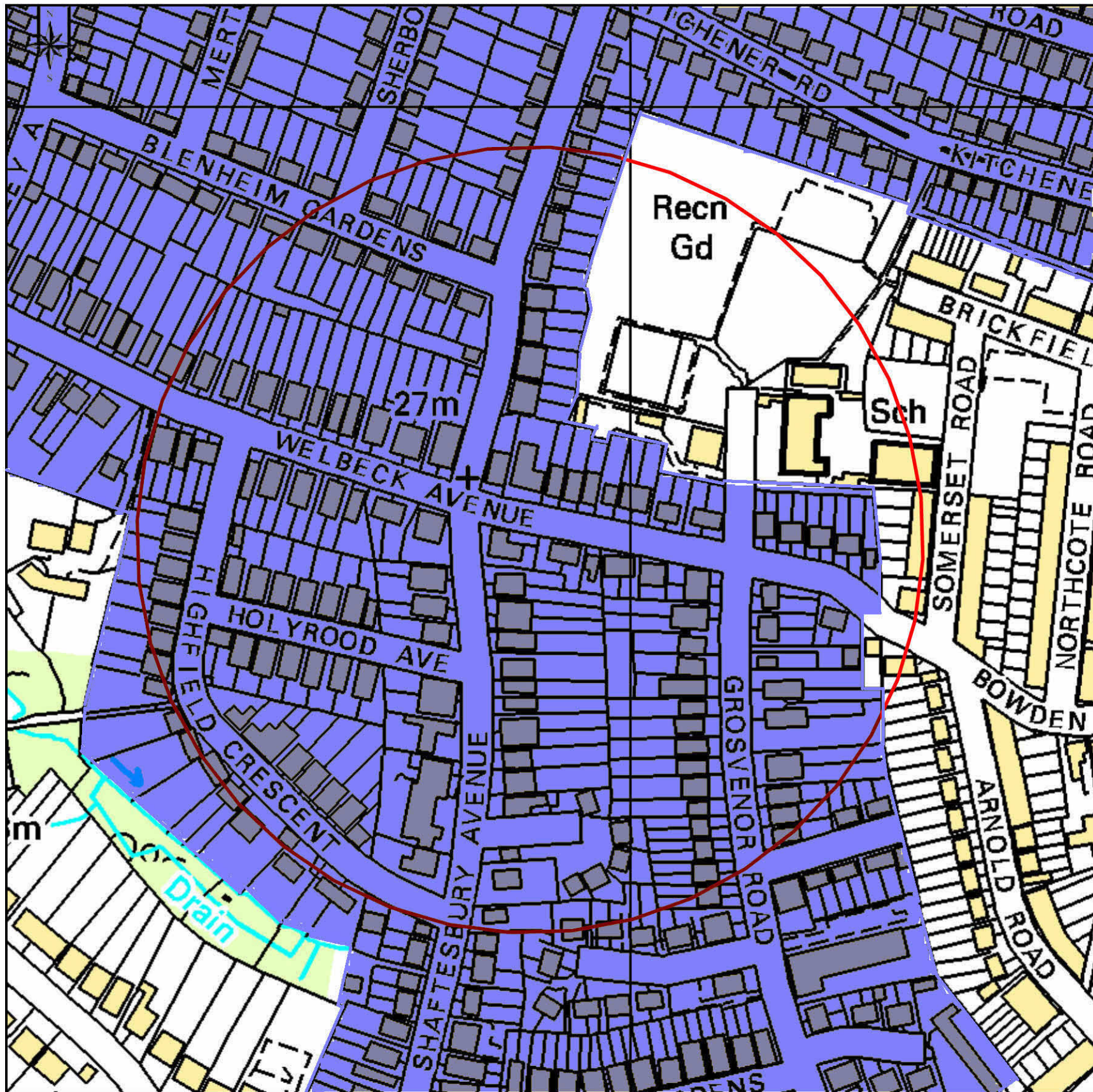
200m radius plot

Supporting Evidence for Planning Application  
13/00446/FUL

Land adj 82 Welbeck Ave  
Highfield  
SOUTHAMPTON  
SO17 1SR

**Map 1.**

# Highfield CPZ No.6 Parking Study



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50m 100m 150m 200m 250m

Scale: 1:2500, paper size: A3

## Map 2.

Key:



200m boundary



Area of Highfield CPZ No.6

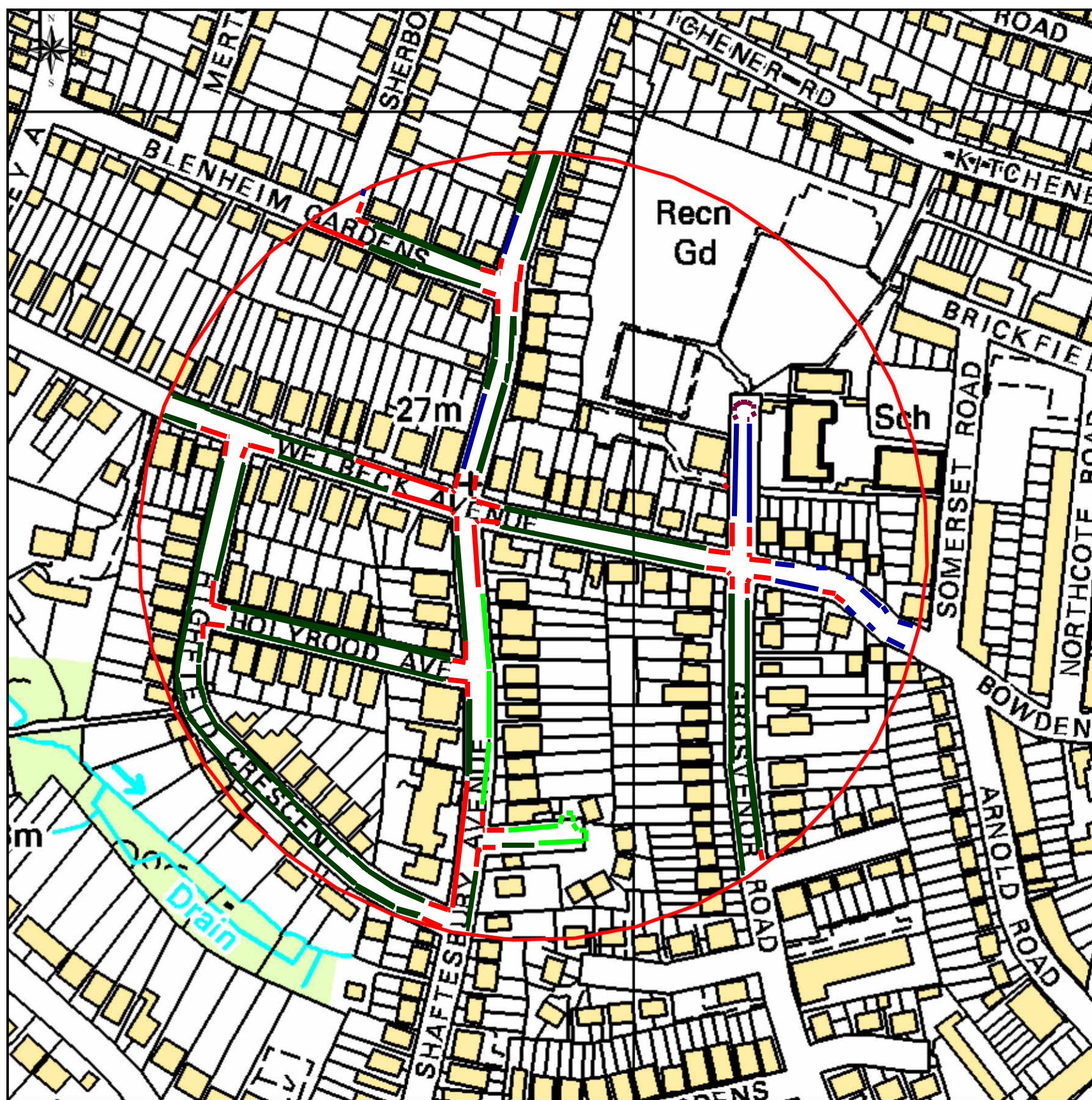
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50m 100m 150m 200m 250m

Scale: 1:2500, paper size: A3

## Map 3.

-  TRO Parking - Permit Parking
-  TRO Parking - No Waiting at any Time
-  TRO Parking - No Waiting Mon - Sat  
8 am - 6 pm
-  TRO Parking - Clearway Mon - Fri  
8 am - 6 pm
-  Unregulated Parking

CPS/J.024/

200m radius plot

Supporting Evidence for Planning Application  
13/00446/FUL

Land adj 82 Welbeck Ave  
Highfield  
SOUTHAMPTON  
SO17 1SR

**Table 1.**

Street Name	Total length (m) of kerb space	No of parking spaces	No of cars parked in RPH bays	RPH Parking Stress	No. of SYL parking spaces	No. of cars parked on SYL	SYL Parking Stress	Length of unrestricted parking	No of parking spaces	No of cars parked on unrestricted	Unrestricted Parking Stress
Welbeck Avenue	315	42	22	52%	-	-	-	135 <sup>i</sup>	23	3	13%
Shaftesbury Avenue	290	17	3	18%	12	0	0%	-	-	-	-
Royston Close	70	3	0	0%	2	0	0%	-	-	-	-
Grosvenor Road	275	40	11	28%	-	-	-	-	-	-	-
Upper Grosvenor Road	-	-	-	-	-	-	-	120	8	4	50%
Highfield Crescent	520	75	33	44%	-	-	-	-	-	-	-
Holyrood Avenue	230	40	24	60%	-	-	-	-	-	-	-
Upper Shaftesbury Avenue	200	24	12	50%	-	-	-	65	11	4	36%
Blenheim Gardens	115	11	3	27%	-	-	-	-	-	-	-
Sherbourne Road (section)	-	-	-	50%	-	-	-	11	2	1	50%
<b>Totals</b>	<b>2015</b>	<b>252</b>	<b>108</b>	<b>43%</b>	<b>14</b>	<b>0%</b>	<b>0%</b>	<b>331</b>	<b>44</b>	<b>12</b>	<b>27%</b>

<sup>i</sup> The defined boundary of CPZ-6 is shown as running south along the eastern boundary of No.113 Welbeck Avenue and then dog-legging in the street to run south along the western boundary of No.96 Welbeck Avenue. However, the street at this point is not marked with residents parking bays and there are no highway signs to indicate the operation of the CPZ, the only apparent TRO provisions being double yellow lines on the southern corner outside 92 Welbeck Avenue.

**Table 2.**

Street Name	Total length (m) of kerb space	No of parking spaces	No of cars parked in RPH bays	RPH Parking Stress	No. of SYL parking spaces	No. of cars parked on SYL	SYL Parking Stress	Length of unrestricted parking	No of parking spaces	No of cars parked on unrestricted	Unrestricted Parking Stress
Welbeck Avenue	315	42	27	64%	-	-	-	135 <sup>i</sup>	23	4	17%
Shaftesbury Avenue	290	17	3	18%	12	0	0%	-	-	-	-
Royston Close	70	3	0	0%	2	0	0%	-	-	-	-
Grosvenor Road	275	40	12	30%	-	-	-	-	-	-	-
Upper Grosvenor Road	-	-	-	-	-	-	-	120	8	3	83%
Highfield Crescent	520	75	32	43%	-	-	-	-	-	-	-
Holyrood Avenue	230	40	24	60%	-	-	-	-	-	-	-
Upper Shaftesbury Avenue	200	24	10	42%	-	-	-	65	11	5	45%
Blenheim Gardens	115	11	4	36%	-	-	-	-	-	-	-
Sherbourne Road	-	-	-	-	-	-	-	11	2	1	50%
<b>Totals</b>	<b>2015</b>	<b>252</b>	<b>112</b>	<b>44%</b>	<b>14</b>	<b>0</b>	<b>0%</b>	<b>331</b>	<b>42</b>	<b>13</b>	<b>31%</b>

<sup>i</sup> The defined boundary of CPZ-6 is shown as running south along the eastern boundary of No.113 Welbeck Avenue and then dog-legging in the street to run south along the western boundary of No.96 Welbeck Avenue. However, the street at this point is not marked with residents parking bays and there are no highway signs to indicate the operation of the CPZ, the only apparent TRO provisions being double yellow lines on the southern corner outside 92 Welbeck Avenue.



Welbeck Ave jct. Somerset Rd.



U. Grosvenor Rd. jct. Welbeck Ave.



Grosvenor Road jct. Welbeck Ave.



Grosvenor Rd jct. Grosvenor Gdns.



Welbeck Ave jct. U. Grosvenor Rd.



Shaftesbury Ave jct. Welbeck Ave.



Royston Close jct. Shaftesbury Ave.



Highfield Cres. jct. Shaftesbury Ave.



Highfield Cres. jct. Holyrood Ave.



Holyrood Ave. jct. Highfield Cres.



Holyrood Ave. jct. Shaftesbury Ave.



Highfield Cres. jct. Welbeck Ave.





Welbeck Ave. jct. Grosvenor Rd.



U. Shaftesbury Ave. jct. Welbeck Ave.



Blenheim Gds. jct. U. Shaftesbury Av.



Sherbourne Rd. jct. Blenheim Gds.



Welbeck Ave. jct. U. Shaftesbury Ave.



Welbeck Ave. jct. Somerset Rd.



U. Grosvenor Rd. jct. Welbeck Ave.



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Welbeck Ave. jct. U. Grosvenor Rd.



Shaftesbury Ave. jct. Welbeck Ave.



Royston Close jct. Shaftesbury Ave.



Shaftesbury Ave. jct. Highfield Cres.



Highfield Cres. jct. Shaftesbury Ave.



Highfield Cres. jct. Church footpath



Highfield Cres. jct. Holyrood Ave.



Highfield Cres. jct. Welbeck Ave.



**Holyrood Ave. jct. Highfield Cres.**



**Holyrood Ave. jct. Shaftesbury Ave.**



**Welbeck Ave. jct. Grosvenor Rd.**



**U. Shaftesbury Ave. jct. Welbeck Ave.**



**Blenheim Gds. jct. U. Shaftesbury Av.**



**Sherbourne Rd. jct. Blenheim Gds.**



**Welbeck Ave. jct. U. Shaftesbury Ave.**



**Welbeck Ave. jct. The Finches**