

Project Name:	18 Bridge Road, Southampton
Document Reference:	020.0922/PTN/1
Document Name:	Parking Technical Note
Prepared By:	Tom Purnell (February 2024)
Checked By:	Adam Ford (February 2024)
Approved By:	Kim Hammonds (February 2024)

Revision Record					
Rev	Date	Ву	Summary of Changes	Aprvd	

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

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.
- 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 16th January 2024 at 04:30 hours and Sunday 21st 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.



020.0922/PTN/1



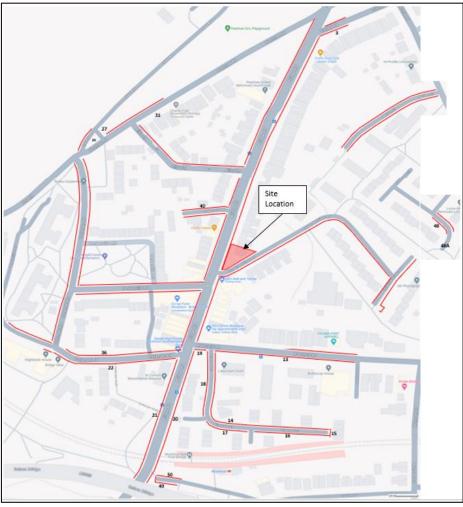


Figure 2: Parking Survey Scope

- 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 incudes 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 16th January, roadworks were in place along sections of Bridge Road and Tranby Road but had finished and were no longer present by Sunday 21st 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.



020.0922/PTN/1



	Total	Tu	esday 16th January at 04:	30
Location	Available Parking (all spaces)	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%
Peartree 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%
Total	314	209	97	67%

Tuesday 16th January at 04:30

Table 1: Tuesday Parking Survey Results

3.5 **Table 1** demonstrates that on Tuesday 16th 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.

	Total Sunday 21 st January at 04:30				
Location	Available Parking (all spaces)	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%	
Peartree 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%	
Total	314	217	96	69%	

Sunday 21st January 2024

 Table 2: Sunday Parking Survey Results





3.6 **Table 2** demonstrates that on Sunday 21st 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 16th and Sunday 21st 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.

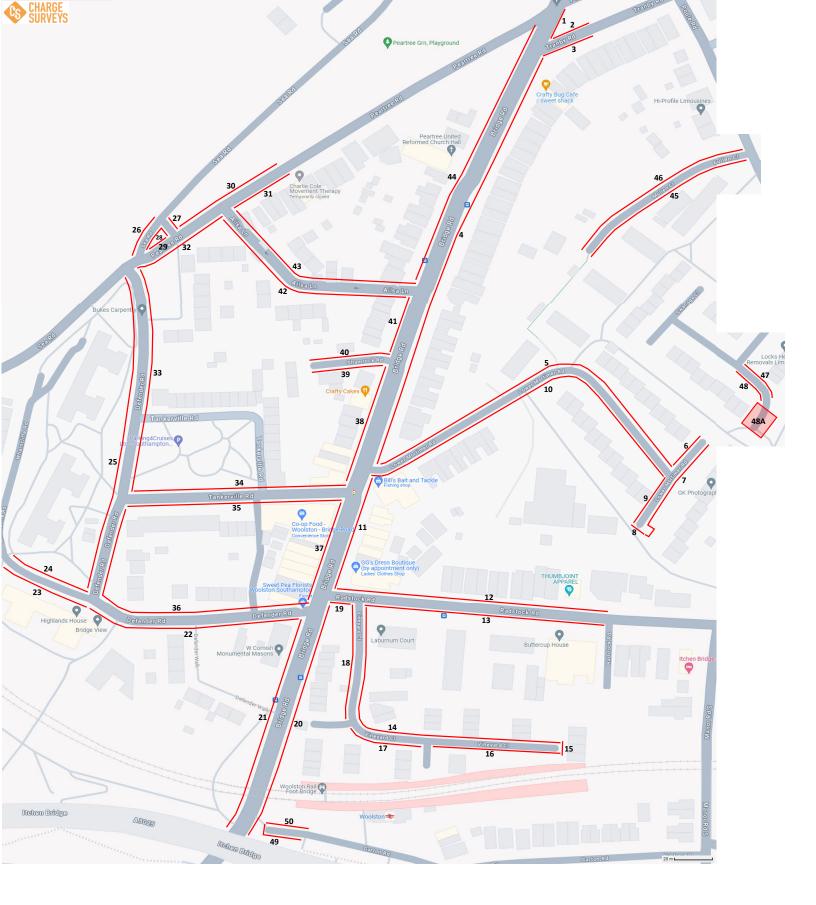


Appendix A



Paul Basham Associates

020.0922/PTN/1







ION : 18 Bridge Rd, Sou	uthampton S	019 7GR	1			16th Janua FIME - 04:3	1	Sunday 21st Janua TIME - 04:3
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES OBSERVED SPACES
BRIDGE ROAD	1	UNRESTRICTED DOUBLE YELLOW LINE	15.6 6.9 11.8	3	0	0	#DIV/0!	0 3
ERIDGE ROAD TRANEY ROAD TRANEY ROAD BRIDGE ROAD VINEYARD CLOSE RADSTOCK ROAD BRIDGE ROAD BRIDGE ROAD DEFENDER ROAD DEFENDER ROAD DEFENDER ROAD DEFENDER ROAD DEFENDER ROAD DEFENDER ROAD	2	DOUBLE YELLOW LINE UNRESTRICTED TOO NAAROW UNRESTRICTED	11.8 12.9 5.6	1	0	0	#DIV/0!	1 0
	3	DROPED KRB DOUBLE YELLOW LINE DOUBLE YELLOW LINE	17.6 10.4 27.6					1
BRIDGE ROAD	4	DROPPED KERB SINGLE VELICW LINE MON-SAT 0800-1800	56.8 65.2	10	2	8	20.0%	2 8
		UNRESTRICTED UNRESTRICTED PARKING BAY UNRESTRICTED PARKING BAY (DROPPED KERB	2 45.1 45.3	5	7	0	100.0%	7 0
	5	DOUBLE YELLOW UNE A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DROPPED DE KEBB	50 72.7 59	13	7	6	53.8%	6 7
	6	UNRESTRICTED UNRESTRICTED BUT WOULD NOT PARK UNRESTRICTED	10.7 9.6 21.1	4	3	0	100.0%	3 0
MORTIMER ROAD	7	DROPPED KEBB UNRESTRICTED UNRESTRICTED	62.4 8.4 13.5	1 2	1 1 0	0	100.0% 0.0%	1 0 0 2
	9	UNRESTRICTED BUT WOLLD NOT PARK UNRESTRICTED BUT WOLLD NOT PARK DROPPED KERB	24.5 6.8 69.7	4	2	2	50.0%	3 1
	10	UNRESTRICTED DOUBLE YELLOW LINE	7.5 56.7		1			1
	-	ACCESS A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY PEDESTRIAN CONSING	8.1 57 43.6	11	9	1	90.0%	10 0
RIDGE ROAD	11	DOUBLE YELLOW LINE DOUBLE YELLOW LINE	18.6 3.6					
	12	DROPPED KEIB SINGE VELLOW LINE MON-SA TOBOL-1800 A) CONTROLLED ZONE STADIUM EVENT DAY'S 1200-1700, PERMIT HOLDERS OR 31 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY	22.1 32.9 33.4	6 4	2 5	4 0	33.3% 100.0%	3 <u>3</u> 60
DSTOCK ROAD		A) CONTROLLED ZONE STADIUM EVENT DAY'S 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY / DROPPED KERB UNRESTRICTED UNRESTRICTED	49.8 10.2 13.2	2	2 2 2	0	100.0%	2 2 0 2 0
	13	CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700 DROPPED KEBB DDUBLE YELLOW LINE	39.9 8.6 44.5	7	7	0	100.0%	7 0
		BUS STOP DOUBLE YELLOW LINE	44.5 17.3 18					
	14	A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DOROPED KERB SINGLE VELICAMLINE MENASET REPOSERO	DROPPED KER8 23.9 23.9 21.0 21.0 21.0 21.0 21.0 21.0 21.0 21.0	100.0%	12 0 1 12			
	15	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	7.4 9.9	4	2	2	50.0%	2 2
NEYARD CLOSE	16	SINGLE YELLOW LINE MON-SAT 0800-1800 - TOO NARROW DROPPED KERB	ONE STADULIN EVENT DAYS 2003-700, PERMAT HOLDERS OR 1. HOUR NO SAME STREET WITHIN THE SAME DAY / NOSE IN PARKING 9.9 4.0 2 2 5000000000000000000000000000000000000					
	17	DROPPED KERB	41.4 36.3					
DSTOCK ROAD	10	DOUBLE YELLOW LINE DOUBLE YELLOW LINE	20.6 14.4					
BRIDGE ROAD	20	BUS STOP	18.9					
	21	30 MINS MON-SAT 0800-1800 BUS STOP	44.8 19.7	8	2	5	28.6%	1 6
EFENDER ROAD	22	DOUBLE YELLOW LINE DOUBLE YELLOW LINE DISABELD BAY	108.8 18.6 11.4	2	2	0	100.0%	2 0
ARNCLIFFE ROAD	24	A) CONTROLLED ZONE STADUUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1. HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY A) CONTROLLED ZONE STADUUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1. HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY A) CONTROLLED ZONE STADUUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1. HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DOUBLE YELLOW LINE DOUBLE YELLOW LINE DOUBLE YELLOW LINE	25.4 9.8 21.6 14.3	5 1 8	4 2 7	0 0 1	100.0% 100.0% 87.5%	4 0 2 0 8 0
-	25 26	A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY / LAYBY UNRESTRICTED	116.1 64.9 42.4	12 8	8	2	80.0% 100.0%	8 2 7 0
SPA ROAD	27 28 29	UNRESTRICTED TOD NARROW UNRESTRICTED TOD NARROW UNRESTRICTED TOD NARROW	8.1 16.4 6.9					
EARTREE ROAD	30 31	UNRESTRICTED TOO NARROW UNRESTRICTED	64.5 35.5	7	6	0	100.0%	6 0
	32	DROPED KEB UNRESTRICTED DOUBLE YELLOW LINE	22.2 20.9 7.1	2	2	0	100.0%	2 0
FENDER ROAD	33	DOUBLE YELLOW LINE A) CONTROLLED ZONE STADIUM EVENT DAYS 1220–1200, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DISABITE DAY	23.4 66.9 6.5	13	9	3	75.0%	10 1 1 0
		NOSE IN PARKING DISABLED BAY / 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 / DROPPED KERB	2.6 20.7	1	1 8	0	100.0%	1 0 1 0 8 0
	34	DOUBLE YELLOW LINE 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 DISABLED BAY / DROPPED KERB	63.8 21.9 7.4	9	9	0	100.0% 66.7%	9 0 1 2
KERVILLE ROAD	35	A) CONTROLLED ZONE STADIUM EVENT DAYS 1220-1200, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DOUBLE YELLOW UNE A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-7100, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY	25.2 45.5 66	5	4	0	100.0%	3 1 11 0
		DISABLED BAY DOUBLE YELLOW LINE	6.6 58.8	1	0	1	0.0%	0 1
EFENDER ROAD	36	A) CONTROLLED ZONE STADIUM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1. HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY DISABLED BAY DOUBLE YELLOW LINE	81.7 19.9 6.1	15 3	15 3	0	100.0%	13 2 2 1
BRIDGE ROAD	37	30 MINS MON-SAT 0800-1800 PEDESTRAW CROSSING DOUBLE YELLOW LINE	27.2 26.9 66.8	5	0	5	0.0%	0 5
AMROCK ROAD	39	DOUBLE YILLOW LINE A) CONTROLLED ZONE STADUIM EVENT DAYS 1200-1700, PERMIT HOLDERS ON HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY A) CONTROLLED ZONE STADUIM EVENT DAYS 1200-1700, PERMIT HOLDERS OR 1 HOUR NO RETURN TO SAME STREET WITHIN THE SAME DAY NOSE IN PARKING / DROPPED KERB SINGLEY LUTURNUK MON MONA FORDO-1800 SINGLEY LUTURNUK MON MONA FORDO-1800	12.5 25.7 42.5	5	5	0	100.0%	5 0
BRIDGE ROAD	40 41	SINGLE FELLOW LINE MODULADU UNE DOUBLE YELLOW LINE DOUBLE YELLOW LINE	42.5	•	3	2	37.3%	<u> </u>
	42	DOBUBE FELLOW LINE UNRESTRICTED TOO NARROW DROPPED KERB	5.1 83 39.1					
AILSA LANE	43	UNRESTRICTED TOO NARROW DROPPED KERB DOUBLE YELLOW UNE	72 41.6 5.7					
		BUS STOP UNRESTRICTED	17.1 102.2	19	13	1	92.9%	13 5
RIDGE ROAD	44	DISABLED BAY DROPPED KERB DOUBLE YELLOW LINE / RADIWORKS	6.5 12.4 15	1	1	0	100.0%	1 0
	45	UNRESTRICTED BUT WOULD NOT PARK UNRESTRICTED VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD	10.9 10.2	2	1	0	100.0%	1 0
IULLEN CLOSE		UNBESTRICTED TOD NAAROW DOUBLE YFLLOW LINE NOSE IN PARKING DSARLED BAY	85.7 30.1 9.1	3	2	1	66.7%	2 1
	46	NOSE IN PARKING RESIDENTS ONLY UNRESTRICTED TOO NAAROW UNRESTRICTED UT VOULD NOT PARK	39.1 22.6 12.1	15	5	8	38.5%	5 8
	47 48	UNRESTRUCTO UNRESTRUCTO DROPPED KEB UNRESTRUCTO	12.7 17.1 6	2	0	2	0.0%	0 2
VANAGE CLOSE	i	UNRESTRICTED CAR PARK HARDSTANDING		1	6	1 16	0.0%	5 17
VANAGE CLOSE	48A 49	UNRESTRUCED CAR YAME MANUS JAKUNG UNRESTRUCED DOUBLE YELLOW LINE	15.2 15.7	22 spaces 3	1	2	33.3%	2 0

erved spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g. 1 vehicle parking over 2 spaces)









Charge Surveys Ltd