



Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

Parking Survey

Client: Synergy Asset Management Group Ltd

Project: King Street, Barwell

Date: May 2025

Document Status: Final



1. Introduction

1.1 Overview

The Transportation Consultancy Ltd ('ttc') have been commissioned by Synergy Asset Management Group Limited to prepare a Parking Survey, which records and assesses the car parking capacity surrounding the property at 16 King Street, Barwell, LE9 8GQ.

1.2 Parking Survey Methodology

Lambeth Council published guidance on parking beat surveys in 2012. The methodology is accepted nationally and widely adopted by local highways authorities. Unless specified at the local level in a policy context, the 'Lambeth Methodology' is the adopted de facto guidance from which to calculate on-street parking demand.

For residential developments, relevant requirements of the Lambeth Methodology are as follows:

- Survey to cover an area of 200m (or a 2-minute walk) around a site
- Survey to be undertaken when high number of residents are at home (snapshot surveys to be undertaken between 00:30-05:30)
- Surveys to be undertaken on two separate weekday nights
- Surveys should not be undertaken in weeks that include Public Holidays and school holidays
- Surveys calculate parking capacity by dividing parking length by 5 (each vehicle assumed to measure 5m) and rounding down to the nearest whole number

Parking stress (or % occupancy) is a measure of demand for parking and is defined by 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 is taken up by parked vehicles.

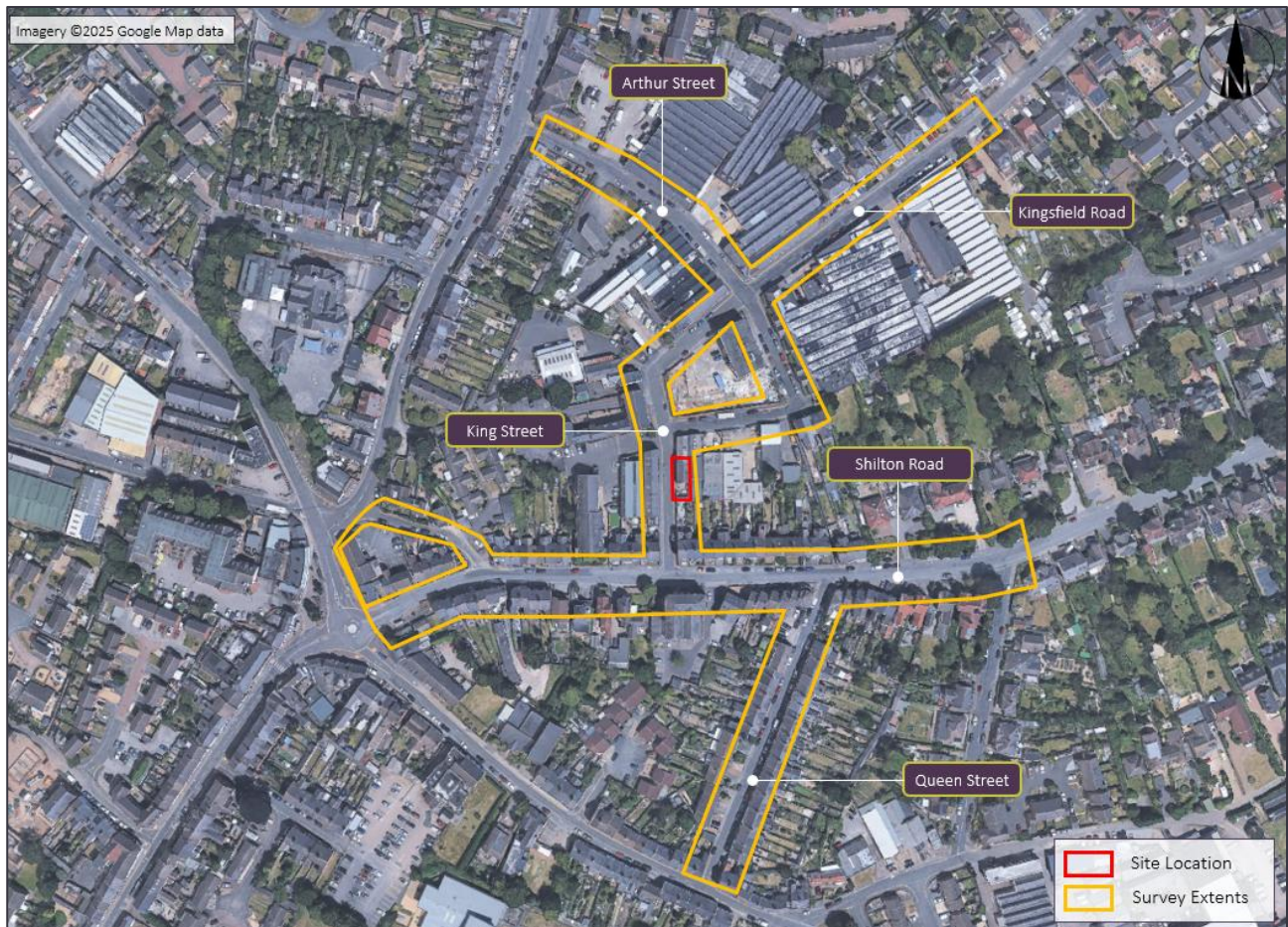
It is important to note that stress levels of over 100% stress (or 100% occupancy level) are indeed possible. For example, small cars may need less space than 5m to park, meaning that additional cars can be in fact be accommodated.

1.3 Park Beat Survey Results

The parking beat survey was undertaken on Tuesday 20th May 2025 and Wednesday 21st May 2025 between the hours of 00:30-05:30 within 200m walk distance of the site from the future pedestrian access point. During the Parking Beat Survey, no unusual incidences were recorded within the vicinity of the proposed development.

The following walking catchment has been identified, which utilises the above methodology. The survey extent is illustrated within **Figure 1.1**.

Figure 1.1 Survey Extent (200m Walking Catchment)



Based on this survey extent, the length of available and unavailable parking has been quantified. These two categories have been defined below:

- **Available Parking:** On-street provision where there are no permanent or temporary restrictions inhibiting parking availability. Parking is typically parallel or perpendicular to the carriageway.
- **Unavailable Parking:** Areas of carriageway with permanent or temporary restrictions, including:
 - ▶ Traffic Regulation Order (TRO) restrictions i.e. Double yellow lines.
 - ▶ Private access markings (white lining or 'H' bar marking).
 - ▶ Construction works within the carriageway i.e. Skips, Cones.

1.4 Parking Surveys

During the survey, no unusual incidences were recorded within the vicinity of the site, and the local highway network was observed to be operating as usual.

The parking survey findings are summarised in **Table 1.1** below.

Table 1.1 Parking Beat Survey Results

Street Name	Theoretical Parking Capacity (based on measured kerb length)	Tuesday 20 th May			Wednesday 21 st May		
		No. Vehicles Parked (observed)	No. Spaces Available (5m)	Theoretical Stress (%)	No. Vehicles Parked (observed)	No. Spaces Available (5m)	Theoretical Stress (%)
Arthur Street	37	14	11	38%	20	10	54%
George Street	6	6	0	100%	5	1	83%
King Street	7	8	1	114%	9	2	129%
Kingsfield Road	16	4	6	25%	3	6	19%
Shilton Road	29	20	0	69%	28	0	97%
East Green	2	7	0	350%	7	0	350%
Queen Street	37	45	0	122%	45	0	122%
TOTAL	134	104	18	78%	117	19	87%

On Tuesday 20th May, the overall theoretical parking stress was observed to be 78%, which equates to 18no. theoretical parking spaces remaining free and available for use within a 200m walk distance. East Green, whilst indicating a theoretical capacity of 2no. spaces, was observed to accommodate 7no. vehicles. In some scenarios this is often possible as small cars require less space than 5m to park in areas of high demand. In addition, cars were observed to park on H-Bar marking or over 'keep clear' marking. The H-Bar marking is not legally enforceable and is often parked on by the occupants of the adjacent property which benefits from the H-Bar. H-Bar markings were not included within the on-street capacity calculations, but the vehicles observed to be parked on them were included within the total number of vehicles parked.

Arthur Street, King Street and Kingsfield Road all afforded theoretical parking capacity based on the length of carriageway and a compliant 5m parallel parking bay. As is often the case, unallocated parking practices can result in more capacity being achieved through the use of smaller cars and/or shorter headway between vehicles. Conversely, where there is lower demand and ample on-street parking space, drivers tend to leave larger spaces between vehicles. These spaces may be able to accommodate a small car, but on the basis of establishing the number of 5m parallel bays, measurements of available spaces were taken during the survey, which confirmed 18no. 5m+ spaces were available on this survey night.

On Tuesday 21st May, the overall theoretical parking stress was observed to be 87%, which equates to 19no. theoretical parking spaces remaining free and available for use within a 200m walk catchment. Again, East Green reported 7no. parked vehicles on this section of road. Arthur Street, King Street, George Street and Kingsfield Road all afforded parking capacity.

1.5 Summary

Two weekday snapshot parking surveys have been undertaken based on the methodology set out within the *Lambeth Parking Methodology*. The surveys have demonstrated that there is sufficient capacity on-street to

accommodate any parking demand from the proposed development without detrimentally affecting the safety or convenience of other residents in the surrounding local highway network.

As a result of the assessment conducted within this Technical Note, it is considered that the development proposals will be immaterial and will not have a 'severe' or detrimental impact upon the local road network.

1.6 Sustainable Location

Notwithstanding the availability for on-street parking, the site location is highly sustainable. At the heart of NPPF is a presumption in favour of sustainable development. This is reflected in Section 10 of the document where it is noted that development should be focused in locations which are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes.

The closest bus stop is situated approximately 152m walk distance from the site on Shilton Road. This stop (Stop ID: leijatga) provides a service every 15-minutes to Leicester / St Margaret's Bus Station.

Services and facilities situated at the High Street ('The Square'), are accessible within an approximate 200m distance of the site equivalent to a 3-minute walk journey.

2. Summary and Conclusions

The Transportation Consultancy Ltd ('ttc') have been commissioned by Synergy Asset Management Group Limited to prepare a Parking Survey, which records and assesses the car parking capacity surrounding the property at 16 King Street, Barwell, LE9 8GQ.

The findings in this Technical Note have demonstrated the following:

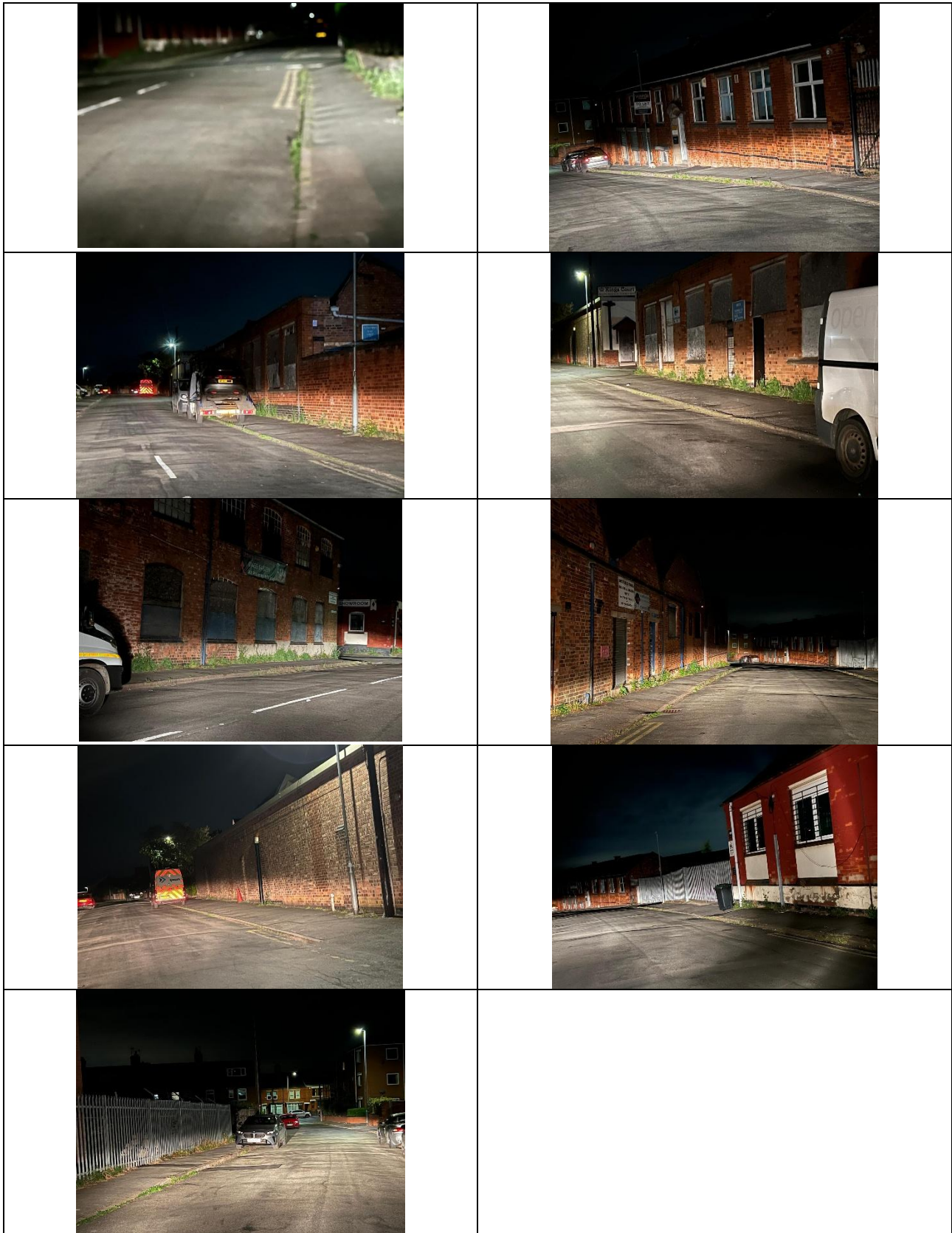
- In accordance with the methodology outlined in the *Lambeth Methodology*, car parking surveys have been undertaken to determine if there is sufficient capacity on-street to meet the required provision.
- The car park survey revealed that there is sufficient capacity on-street to accommodate any car parking demand based on the parking stress approach, which considers total parking length, divided by 5m.
- Notwithstanding the available parking capacity, it should be noted the site is situated within a highly sustainable location with access to public transport and key services/amenities within a short walk distance. This removes the reliance on short private car journeys and the reliance on the private car.

As a result of the information presented, it can be concluded that the on-street parking provision in close proximity to the proposed development has the capacity to safely accommodate any parking requirements from the proposed development.

Appendix A

Photographic Evidence

Tuesday 20th May



Wednesday 21st May