24 DOBIE STREET BARNSLEY SOUTH YORKSHIRE S70 4JH

PARKING STRESS SURVEY & ANALYSIS

CONTENTS .

INTRODUCTION 1

1.1 This document details a parking Survey to support a planning application for the proposed residential development at 24 Dobie Street, Barnsley, South Yorkshire, S70 4Jh in to 8 apartments.

1.2 The proposed development may require on-road spaces, therefore a parking survey has been carried out to ensure that parking can be accommodated on street.

1.3 On-street parking availability has been assessed by way of a car parking beat survey. The survey covers an area within a 200 meters/2minute walking distance from the site, ensuring all roads are measured with consideration observed.

1.4 This document will explain the methodology behind the survey, provide evidence and analyse the result of the survey.

METHODOLOGY DETAILS 2

2.1 The parking beat survey has been carried out in accordance with the LHA off street parking survey standards for developments, which are detailed below

2.2 On at least one weekday (Tuesday, Wednesday or Thursday) and one weekend night (Friday night / Saturday morning or Saturday night / Sunday morning) between the hours of 01.00am and 05.00am in the same week

2.3 The site location and scope of the survey is shown in Figure 1. The survey was conducted on the following roads:

- Dobie Street
- Freeman Street
- Dobie Street
- Beckett Hospital Terrace
- Cope Street (partial up until number 36 Coper Street & Warren Quary Lane junction)
- Dillington Road
- Bank Street
- Walnut Close (partial up until parking bays)
- Kelsey Terrace
- Wilkinson Street

2.4 The following streets were not included in the scope of the survey as they did not meet the minimum clear carriageway requirement of 3.7m

- Hibbert Terrace

2.5 The weekday survey was carried out on Wednesday 25th September between the hours of 01.00am and 05.00am and the weekend survey was carried out on Sunday 29th September between the hours of 01.00 and 05.00am

2.6 The surveys have been carried out during term time to ensure that it demonstrates a true representation of parking stress and availability within the vicinity of the site during peak resident home times.

2.7 Assessments were based on 2mins walking distance or 200m from the site, as measured along all the roads with practical driving routes, extending to the next junction or shortened to the previous one if necessary, or taken to a suitable location along the road.

2.8 Parking capacity has been calculated using usable length of road (length of road minus parking restrictions, dropped kerbs and 4m at the junctions) this has then been divided by 6m to approximate the number of potential parking spaces.

2.9 Photographs were taken with a clear timestamp showing the time and date of each street and location are noted. The results have been plotted onto an OS base map and are highlighted green.

Site Street: Dobie Street is a wide side road measuring approximately 300 metres in length. It is a residential road with mix of terraces and bungalows with 4 adjoining roads.

Dobie Street View from Cope Street End

Area Description: There were no significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. places of worship, restaurants, bars & clubs, train stations, hospitals, large offices)

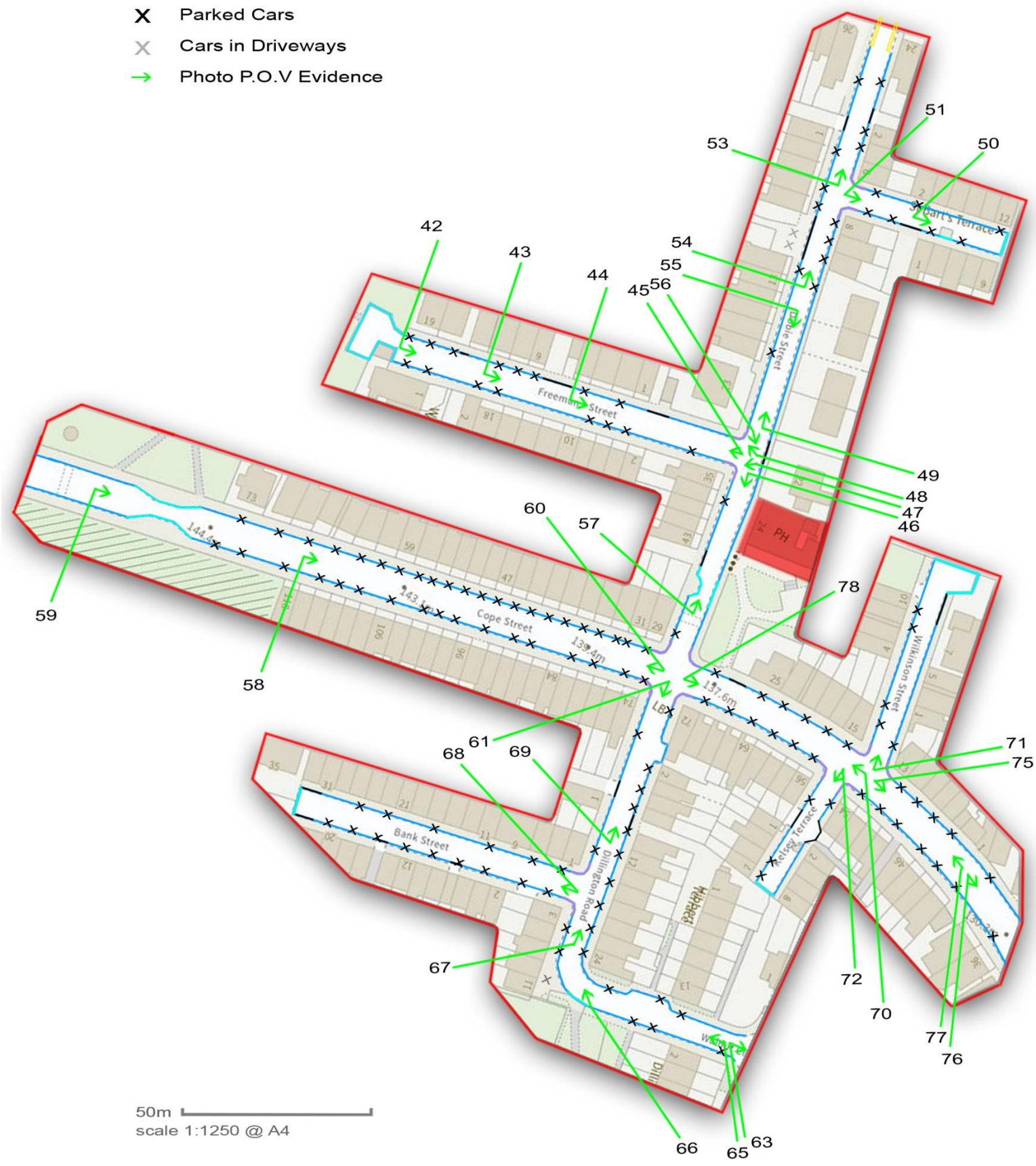
Excluded Areas: Turning Areas

Unusual Observations: None (e.g. Skips, road works)

Map of Site Area: Figure 1

Date of Survey: Sunday 22th September 2024 02:00 – 03:00

Map of Parked Cars & Photograph P.O.V



Results Tables:

All areas of unrestricted parking have been counted to calculate parking capacity of each length of road between obstructions (such as curb build outs, driveways, yellow lines), rounding down to the nearest number and converted into parking spaces by dividing the length by 6 & rounding down to the nearest number.

Street Name	Total Length (m) of Kerb Space	Length or Unrestricted parking (m)	No. of Parking Spaces	No. of Cars Parked on Unrestricted length of road	Unrestricted Parking Stress (%)
Dobie Street	278	234	39	15	38%
Freeman St.	167	153	25	16	64%
Beckett H. Ter.	51	44	7	7	100%
Cope St	531	481	80	62	77%
Dillington Rd.	96	90	15	10	66%
Bank St.	136	119	19	15	78%
Walnut Cl.	132	132	22	10	45%
Kesley Terrace	61	46	7	4	57%
Wilkinson St.	94	80	13	5	38%

Evidence:

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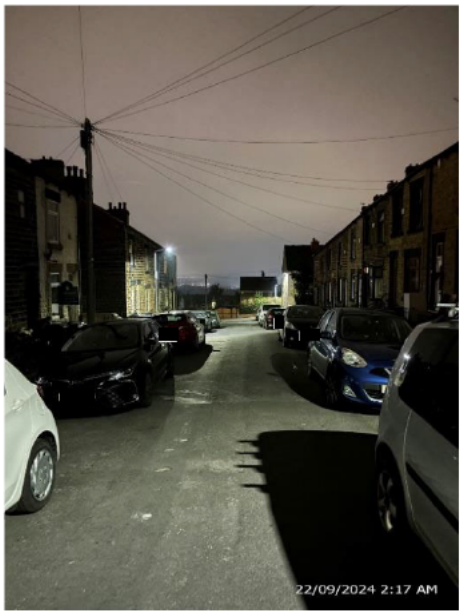

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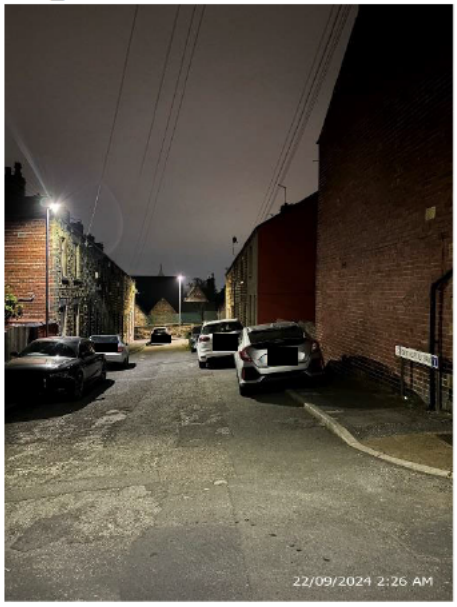

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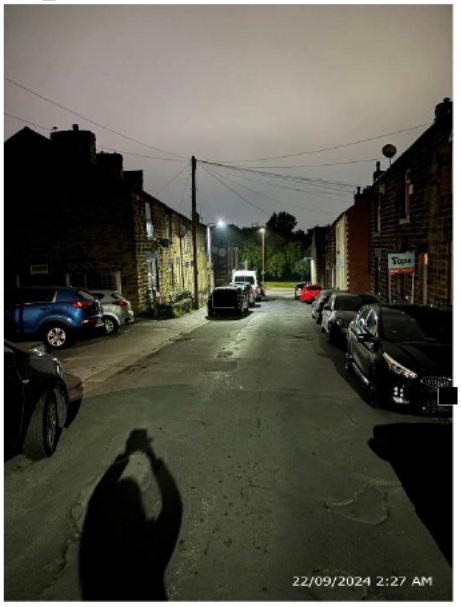

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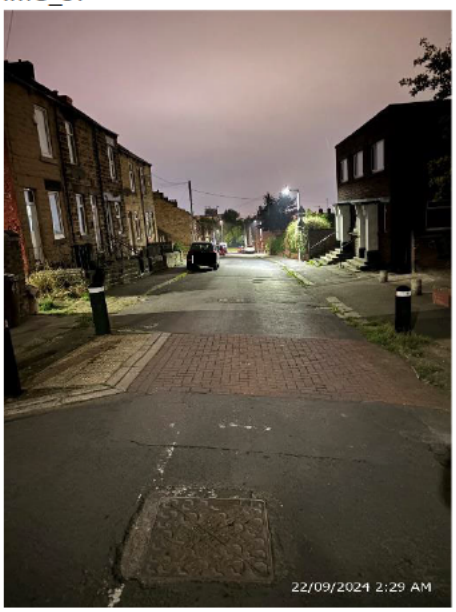

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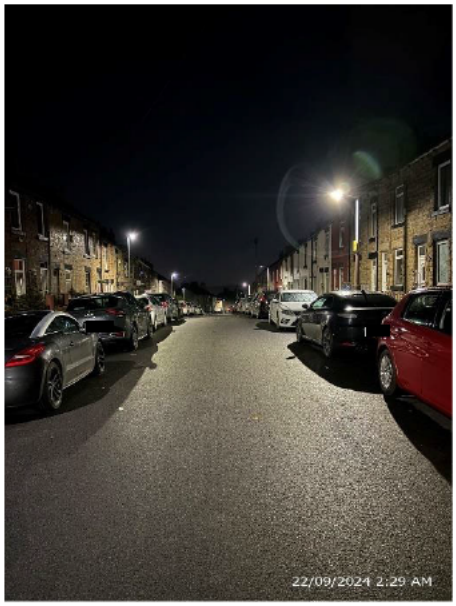

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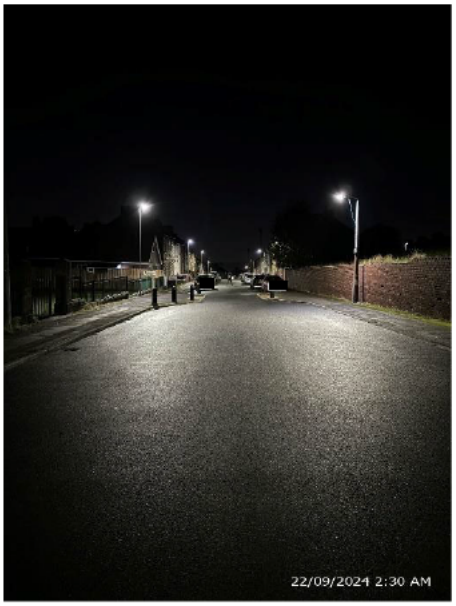

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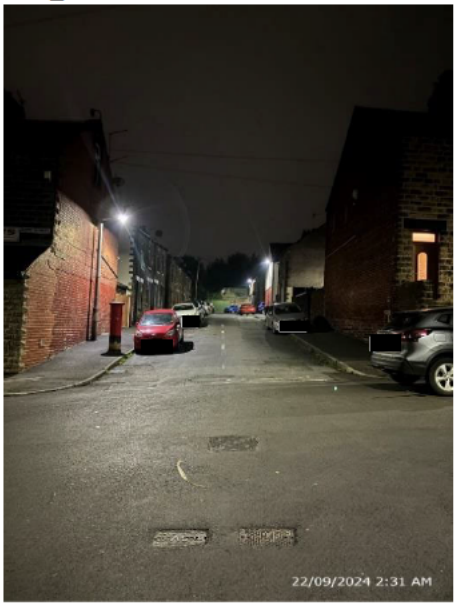

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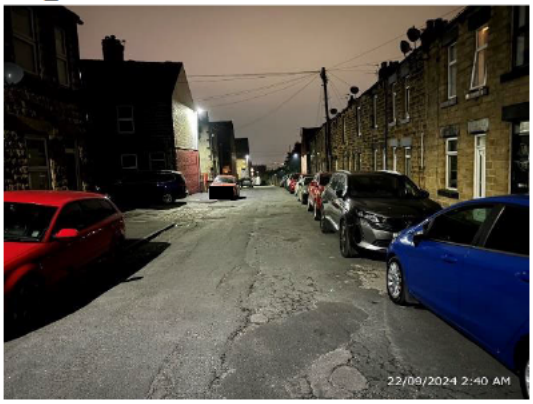

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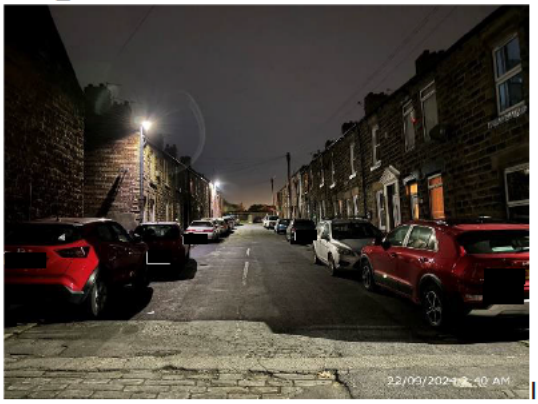

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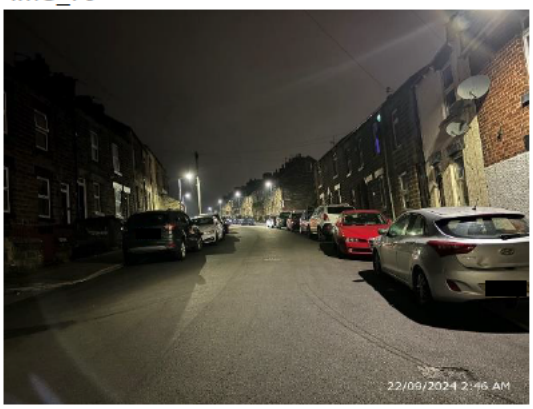

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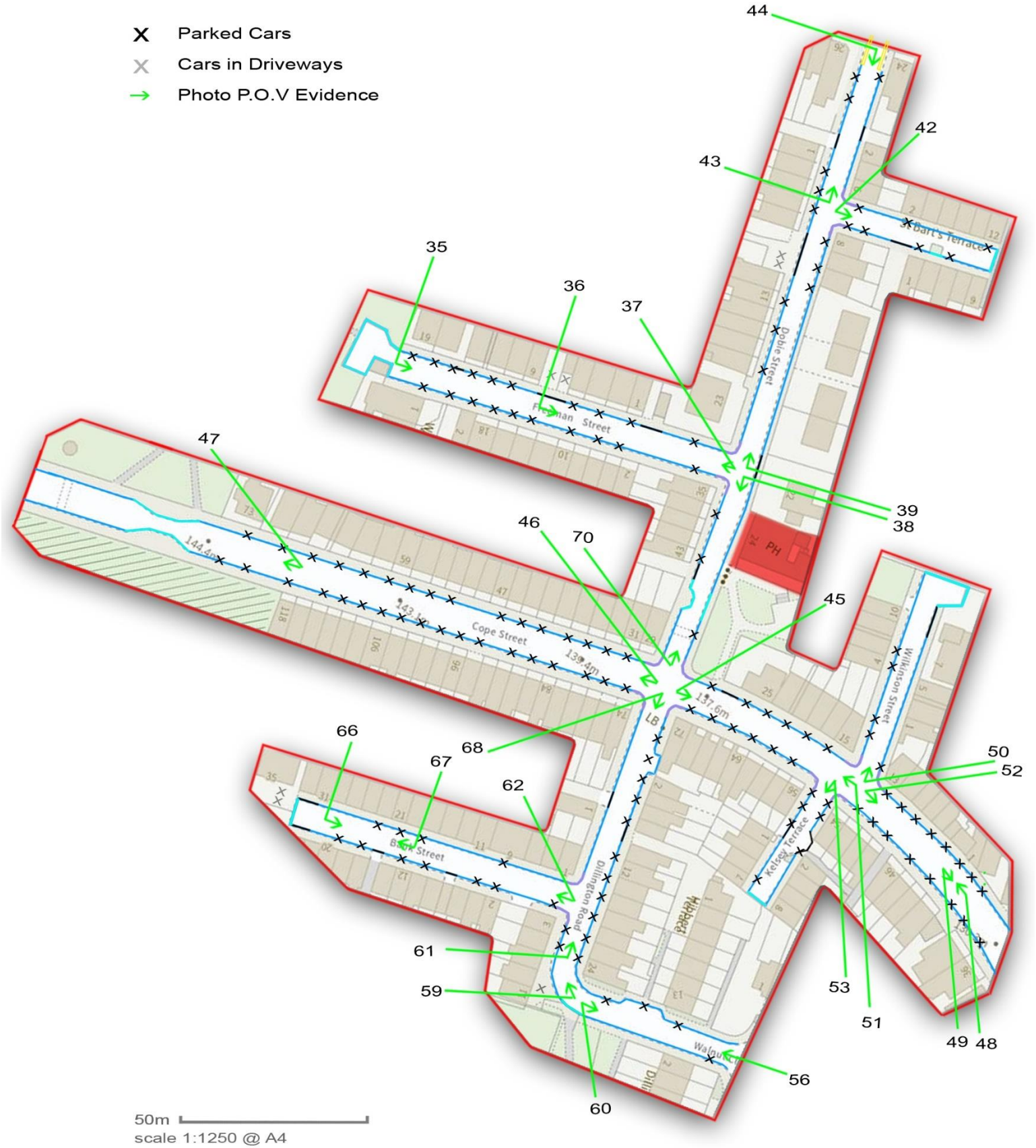
Map of Parked Cars & Photograph P.O.V



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All areas of unrestricted parking have been counted to calculate parking capacity of each length of road between obstructions (such as curb build outs, driveways, yellow lines), rounding down to the nearest number and converted into parking spaces by dividing the length by 6 & rounding down to the nearest number.

Street Name	Total Length (m) of Kerb Space	Length or Unrestricted parking (m)	No. of Parking Spaces	No. of Cars Parked on Unrestricted length of road	Unrestricted Parking Stress (%)
Dobie Street	282	238	39	15	38%
Freeman St	171	157	25	20	80%
Beckett H. Ter	54	48	7	7	100%
Cope St.	535	485	80	62	77%
Dillington Rd	100	96	15	9	59%
Bank St.	140	123	19	11	57%
Walnut Cl.	136	136	22	8	36%
Kesley terrace	64	50	7	7	100%
Wilkinson St	98	84	13	5	38%

Evidence

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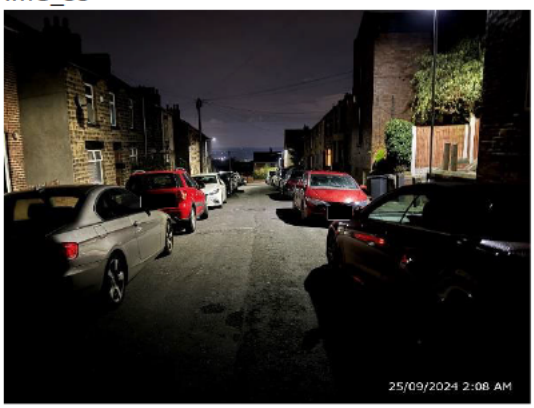

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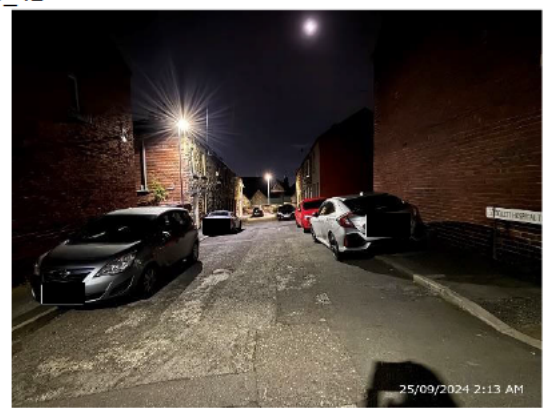

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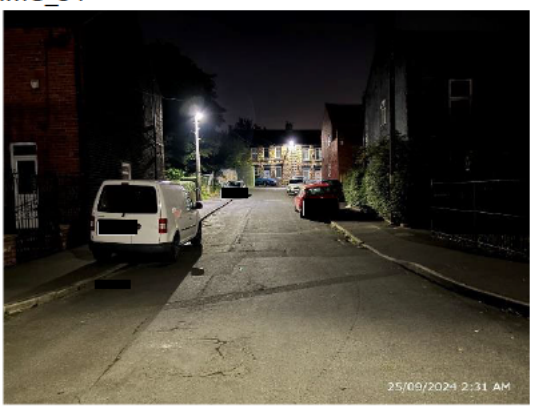

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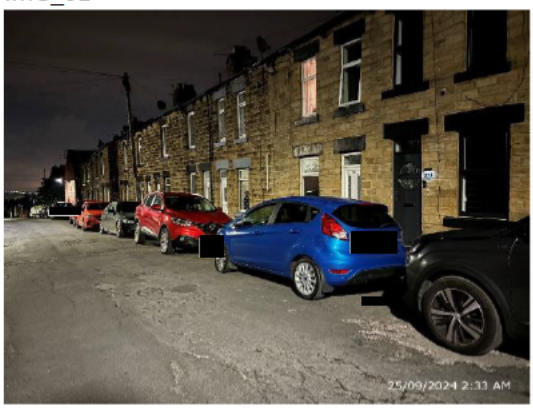

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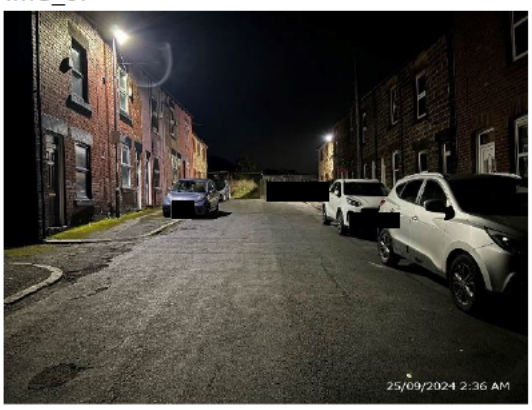

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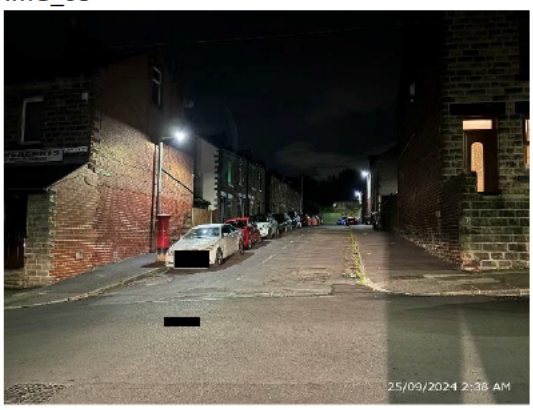

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CONCLUSION 4

4.1 The parking beat survey indicates that there is a maximum of 227 legal parking spaces within the survey area, these spaces are without any parking restrictions.

4.2 The number of 6 meter parking spaces available during the weekend survey carried out on Sunday 22nd September between the hours of 01.00am and 05.00am was 83 spaces

4.3 The number of 6m parking spaces available during the weeknight survey carried out on Wednesday 25th September between the 01.00am and 05.00am was 83 spaces

4.4 There are 39 legal parking spaces on the proposed development road of Dobie Street. With 24 available on both nights of the survey with 11 being directly outside and adjacent to the proposed site

4.5 There is a discrepancy between the number of spaces available and the number of cars parked during the two surveys, this is due to the fact that the available spaces were calculated based on 6m space and small cars may need less space than 6metres to park, meaning that additional cars can be accommodated

4.6 The site benefits from excellent walking distance to the town centre as well as excellent accessibility to public travel therefore reducing the need for a car.

4.7 Based on the findings there is sufficient parking capacity to accommodate the proposed development.