

# Parking Survey Results

## Cycleway Ealing to Greenford



08 January 2020

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## Survey Brief

LB Ealing requested that Sustrans commission parking surveys for sections of the proposed Cycleway alignment in order to establish the existing parking demand in the area. This report presents the methodology, and results of the survey data.

The report also identifies where parking reallocation could be proposed, subject to public consultation, in order to facilitate the introduction of Cycleway Ealing to Greenford.

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## Survey Methodology

### Survey company assumptions

Nationwide Data Collection Ltd (NDC) was commissioned to undertake the parking surveys analysed within this report.

The method used by NDC to calculate the maximum parking capacity for each street was to:

1. Identify the length of kerbside bays within each restriction type (i.e. marked with Double Yellow lines, permit holder bays etc.);
2. Divide the length of each bay by 5.0m (the assumed length of a motor vehicle), to provide a total number of parking 'spaces' available.

However, this provided a total parking capacity that also included bays that provide 'informal' parking, such as bays marked with single yellow and double yellow lines, bus stops, and kerbside bays with dropped kerbs (e.g. at pedestrian crossings, access to residential properties etc.).

## Sustrans data readjustments

To calculate the practical parking capacity for each street, we excluded kerbside bays that would provide 'informal' parking from the data, and looked at bays that would provide 'formal' parking only – permit holder bays, pay & display bays, and shared user bays (both permit, and pay & display). This also provided a more conservative view of the parking capacity for each street.

We also recalculated the number of 'formal' parking 'spaces' in each street by adjusting the length of a standard motor vehicle to approx. 4.5m<sup>1</sup> to reflect a more realistic view of how the street would be used (e.g. 9.0m bays would likely facilitate two parked cars; rather than one, as assumed by the NDC's methodology).

## Data collection

The utilisation of each bay was recorded at prescribed intervals during the survey period, to determine the parking demand of the study area.

The maximum utilisation for each street is calculated by taking the highest recorded volume of vehicles parked on each street. Where a count has been undertaken at the same time, but on different days, the average utilisation has been calculated. This provides a realistic demand for parking on each street.

Two parking surveys were undertaken on: 12th & 13th June 2019, and 17th & 18th September 2019.

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<sup>1</sup> Some spaces have been adjusted to be less than 4.5m in length to account for a minor vehicle overhang

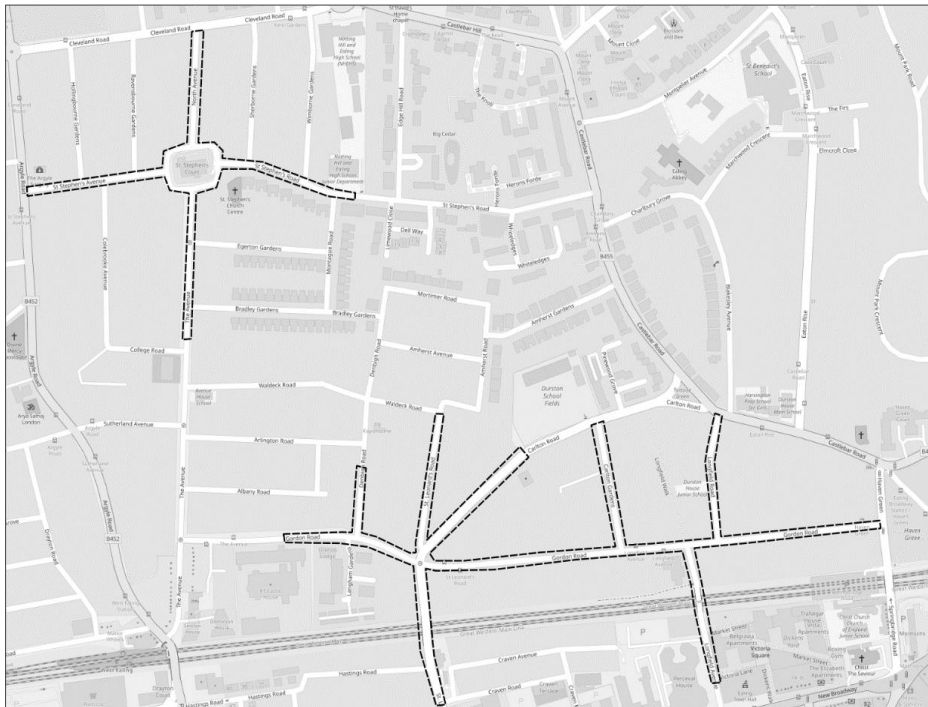
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# June 2019 Parking Survey

## Survey Area

The parking survey undertaken in June 2019 comprised the study area indicated in the map below (Map 1.) and included the following roads:

- The Avenue
- St Stephen's Avenue (central postcode W13 8HX)
- North Avenue
- St Stephen's Road
- Gordon Road (central postcode W5 2AL)
- Denbig Road
- St Leonard's Road
- Carlton Road
- Carlton Gardens
- Longfield Road
- Longfield Avenue



Map 1 Map of June 2019 survey area

## June 2019 survey beats

Counts were undertaken within the survey area at the following times:

00:30			
07:00	07:15	07:30	07:45
08:00	08:15	08:30	08:45
17:00	17:15	17:30	17:45
18:00	18:15	18:30	18:45

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## September 2019 Parking Survey

In September 2019, additional counts were undertaken for the Gordon Rd area to gather data on parking demand at additional time intervals to the June 2019 surveys, i.e. during times when parking restrictions on Gordon Rd are in force – 9-10am; 3-4pm.

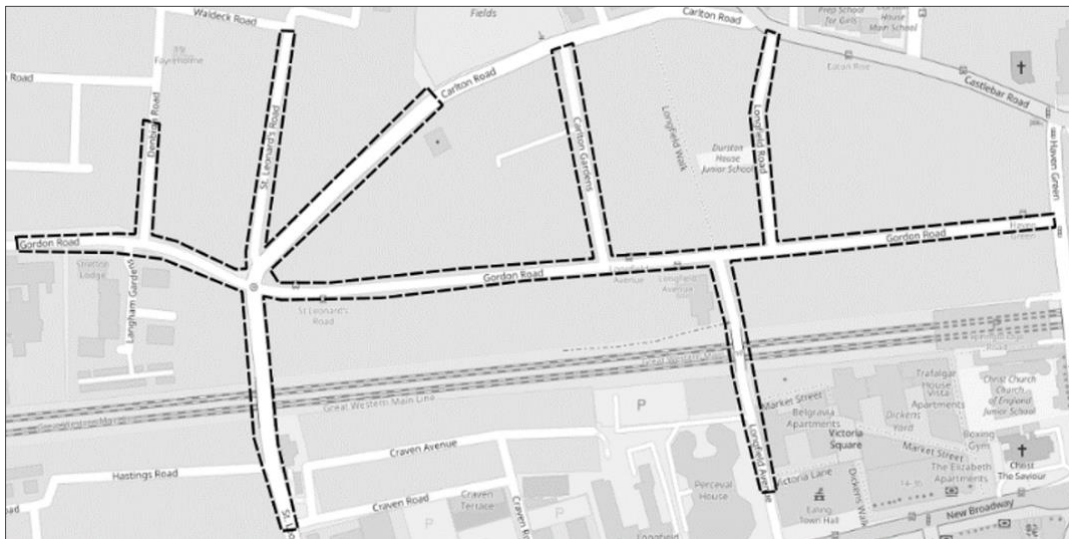


*Parking restrictions on Gordon Road (source, Google Streetview)*

## Survey Area

The parking survey undertaken in September 2019 comprised the study area indicated in the plan below and included the following roads:

- Gordon Road (central postcode W5 2AL)
- Denbigh Road
- St Leonard's Road
- Carlton Road
- Carlton Gardens
- Longfield Road
- Longfield Avenue



Map 2 Map of September 2019 survey area

## September 2019 survey beats

Counts were undertaken within the survey area at the following times:

04:45

09:15

15:15

09:30

15:30

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## Survey Results

The maps below have been formatted so that each road of the study area is coloured according to the maximum utilisation (as a percentage) of ‘formal’ parking spaces recorded within 15-minute periods for the duration of the survey. The roads have been formatted in blue, through green to red, with blue indicating the lowest figure recorded and red indicating the highest.

### St Stephen’s Rd area (June 2019 survey)



Map 3

As Map 3 illustrates, the average maximum utilisation of ‘formal’ parking spaces during the June survey was lowest on St Stephen’s Avenue (including the roundabout) and St Stephen’s Rd, at 30.0% utilisation.

Of significance for the proposed Cycleway alignment is the average maximum count of vehicles within ‘formal’ parking spaces on St Stephen’s Avenue (25 vehicles recorded, from a capacity of 84 spaces). The June parking survey would therefore suggest that ‘formal’ parking capacity on St Stephen’s Avenue can be reduced without impacting the current maximum parking demand on the road.

Further details of the average maximum count for the St Stephen’s Rd area are set out in Table 1.

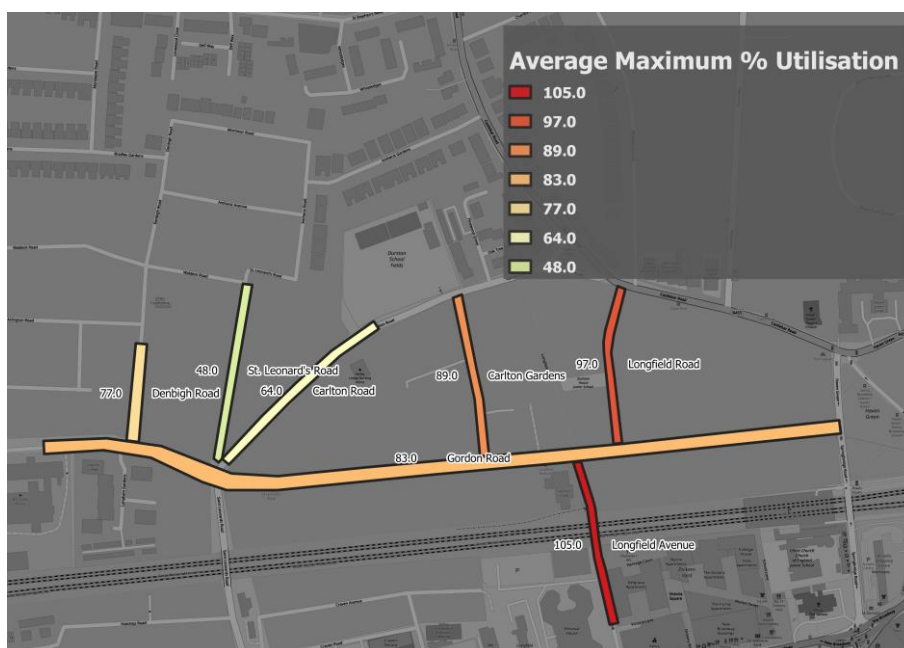


Table 1 St Stephen's Rd area (June 2019 survey)

Site	Average maximum Count	Capacity	Maximum % Utilisation	Survey beat time
The Avenue	10	22	45%	07:00 – 07:45
St Stephen's Avenue	25	84	30%	00:30; 18:00 – 18:45
North Avenue	15	38	39%	07:00 – 08:45
St Stephen's Road	14	46	30%	08:00 – 08:45
All Combined	64	190	34%	N/A

Table 1 shows that at average maximum utilisation, St Stephen's roundabout and the streets that radiate from it have a combined parking utilisation of 34% (64 vehicles recorded within the total of 190 spaces). This indicates that a significant number of parking spaces could be removed in this area without adversely impacting on the ability to park in the area, based on current demand.

### Gordon Rd area (combined June 2019 and September 2019 surveys)



Map 4

As Map 2 illustrates, the maximum parking utilisations observed during both survey periods were on Longfield Rd and Carlton Gardens, with Longfield Avenue (pay & display parking only) reaching full capacity during the survey.

Of significance for the proposed Cycleway alignment is the maximum utilisation of 'formal' parking spaces on Gordon Road of 83% (50 vehicles recorded within the total of 60 spaces). The parking surveys would therefore suggest that 'formal' parking capacity on Gordon Road can be reduced somewhat without impacting on the current maximum parking demand for the area.

Further details of the average maximum count for the Gordon Rd area are set out in Table 2.

Table 2 Gordon Rd area (combined June 2019 and September 2019 surveys)

Site	Average Maximum Count	Maximum % Utilisation	Survey beat time
<b>Gordon Road</b>	50	83%	17:00 – 17:45
<b>Denbigh Road</b>	22	77%	09:15 – 09:30
<b>St Leonard's Road</b>	32	48%	07:00 – 07:45
<b>Carlton Road</b>	46	64%	09:15 – 09:30
<b>Carlton Gardens</b>	42	89%	15:15 – 15:30
<b>Longfield Road</b>	32	97%	15:15 – 15:30
<b>Longfield Avenue</b>	21	105%	15:15 – 15:30
<b>All Combined</b>	245	76%	N/A

The combined total of the maximum recorded counts represents a 76% utilisation of formal parking spaces for the area surrounding Gordon Road (245 from 324 spaces). This suggests that parking capacity in the wider Gordon Road area may be reduced by up to 79 spaces (24%) without impacting on the current maximum parking demand on the area.

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## Appendix

- Average maximum parking counts for each survey beat
- Survey area map