

Land at Romsey Road, Eastleigh

Mixed Use Development

Car Parking Management Plan

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Prepared by: [REDACTED]
Julian Hudson MA(Oxon) MSc MSc MCIHT

Reviewed by: [REDACTED]
Richard Hemming BEng MEng CEng MICE

	Structural Engineering
	Civil Engineering
	CDM Consultants
	Sustainability and BREEAM
	Traffic and Transport
	Flood Risk Assessments
	Highway Engineering
	Event Engineering

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1.0 Introduction

- 1.1** Scott White and Hookins were commissioned to produce this Parking Management Plan for the proposed development of land at Romsey Road, Eastleigh. The first version of this plan was published in March 2016; now that the construction work is close to completion this revised version of the Parking Management Plan has been provided.
- 1.2** The approved scheme involved the demolition of three existing three-storey buildings which currently provide office space for organisations including Age UK and One Community (a community development charity); formerly Knight Polson Solicitors and Rothmans Chartered Accountants also occupied buildings within the site.
- 1.3** Following demolition, a new block has been erected to accommodate a number of small office uses on the ground floor and a total of 49 no. self-contained flats on the upper floors. One Community and Age UK will retain a presence in the proposed office facilities.
- 1.4** 43 no. allocated residential car parking spaces will be available to the rear of the proposed building, and 11 no. allocated car spaces will be made available for the commercial uses; there will also be two disabled parking spaces and two office visitor spaces to the front of the buildings, as well as a minibuss and deliveries drop-off area. A total of 12 no. electric buggy charging points will be provided, and 24 no. cycle spaces within a dedicated storage facility to the rear of the building.
- 1.5** A carriage driveway to part of the front of the building will be created using existing vehicular crossovers onto Romsey Road, with the other two crossovers removed and restored to footway with full height kerbs.

2.0 Parking Management Plan

2.1 Residential Parking

- 2.1.1 The proposed development includes car parking on-site for 43 vehicles, in a part open, part under-croft car park to the rear of the site. These car parking spaces are allocated to specific flats. There is no incentive to sub-let these for profit unless residents do not have a car, as the whole development will be ineligible for on-street parking permits.
- 2.1.2 According to the Transport Assessment, the residential development will generate 117 vehicle trips per day, i.e. 2.4 trips per dwelling. This suggests that the majority of daily car trips will be the journey to and from work.
- 2.1.3 Six of the proposed dwellings will not be provided with on-site car parking, and none of the dwellings will be eligible for on-street car parking permits. This means that consideration is required as to how to mitigate the parking demand associated with these 6 dwellings that are not provided with on-site parking. While they will be functionally car-free dwellings, future residents may look into alternative provision if they wish to retain a car for private use.
- 2.1.4 The following location within Eastleigh Town Centre provides off-street permit parking opportunities;
- Mitchell Road Multi-Storey Car Park (448 spaces); 640m from site. The current tariff for this facility is £370 per quarter, £740 per half annual or £1,480 per year.
- 2.1.5 As part of the Travel Plan residents will be given memberships to the Co-Wheels Car Club, which operates several vehicles within easy walking distance of the development site. These will also assist in mitigating demand for car use, and residents will have the option of extending these memberships if they find the vehicles useful.
- 2.1.6 In addition, the site is well served in terms of public transport, with the bus and rail stations both within easy walking distance of the site. There are 12 electric buggy charging and storage points which will also be of great use to older residents, while walking and cycling also are catered for in and around the site. These opportunities will also assist in reducing the appeal of car use and therefore the need for more restrictive forms of parking management.

2.2 Office Parking

- 2.2.1 The 11 no. car parking spaces allocated to the proposed offices are divided between bays for One Community (7) and Age UK (4). These will each be fitted with lockable bollards to prevent their use by unauthorised vehicles.
- 2.2.2 According to the Local Authority's car parking standards, these offices can be permitted up to 1 car space per 100sqm floor area. This would mean that OC should be permitted up to 6 car spaces and AU up to 3 car spaces.
- 2.2.3 However, Eastleigh Borough Council is also very keen to prevent any overspill car parking from occurring on the highway network, and so in this context the modest additional parking provision is seen as being justifiable.
- 2.2.4 Furthermore, the proposed offices are themselves subdivided into a number of small, tenanted rooms for use by voluntary organisations and groups. This also adds to the justification for additional car parking provision.
- 2.2.5 It is of great importance that the parking management strategy for these offices is robust, as otherwise overspill car parking could still be an issue. Age UK will have up to 4 tenant users, and One Community will also have 4 tenant users. In terms of desk space, OC appear to have capacity for up to 45 staff and AU capacity for up to 15 staff. While it is expected that fewer than 60 staff would be on site at any one time, clearly it will not be possible for the majority to park on site.
- 2.2.6 First and foremost, it must be made clear to organisations wishing to use the office rooms that car parking will not be available unless by specific prior arrangement with Age UK or One Community respectively. This should be prominently featured on any websites, marketing materials and tenancy agreements. At the same time, travel information by all modes should be distributed widely (and this will also form part of the Travel Plan).
- 2.2.7 In addition, if people arrive at the site by car and do not have parking arrangements already in place, the reception staff need to be trained to move them on quickly to local public car parks, in order to prevent any unsafe or illegal car parking on the site or highway network. As a last resort, there are a handful of 2-hour short stay car parking bays on Archers Road and Newtown Road which can be used within these parameters – if they are free.

2.3 According to data provided by Age UK and One Community, the following existing uses are accommodated at their premises (correct as of 2016):

Age UK:

No paid staff, except for two cleaners. There are fourteen volunteers, organising Monday to Friday activities for older people. Four volunteers will attend the site each day, with the exception of Thursdays when eight volunteers will be on-site.

Day time Activities

Mondays: Ping Pong Club, Book Club, Dance Club.

Tuesdays: Dance and Friendship Club

Wednesdays: Tai Chi, Gardening Club, Age Concern Singers.

Thursdays: Computer classes, Coffee Mornings, Toe Nail Cutting Service, Lunch Club

Fridays: Curling, Table Tennis Club.

(Tai Chi - External tutor)

(Toenail cutting- external Podiatrist)

Evening Activities

Monthly lets to History Society and Twinning Association.

Weekly Dance class individuals and groups

Weekly St John Ambulance meeting

Weekly Dance fit Class

One Community:

33 regular staff, (including 10 Drivers who will need to come in, 12 Care and Respite sitters, 3 Aromatherapists, 12 Home support workers, and approximately 90 volunteers). Of all these, approximately 19 staff and 30 volunteers may visit the site each day.

Facilities will include office accommodation, a carers' centre, a volunteer centre, an information centre, a payment centre, meeting rooms for OC and the voluntary sector; activities include transport fleet management, counselling services, aromatherapy, social functions, craft work, art work, choir, and a day centre for older people across 7 days a week from 7.30 am until 10.30 pm at night.

2.4 Servicing & Delivery Arrangements

- 2.4.1** Residential refuse and recycling will be stored in two storage areas towards the rear of the site. The site management company will take the relevant bins to the temporary storage area **at the front of the site** on collection days, and return them to the stores after collection has been completed.
- 2.4.2** Waste storage will be located at the front of the site in two dedicated storage areas. The waste collection vehicle can enter the site from the Romsey Road and leave in a forward gear, using the proposed carriage driveway as a waiting area while bins are emptied into the vehicle.
- 2.4.3** Deliveries to residential properties will also be able to use the front carriage driveway in order to enter the site and leave in a forward gear. This could include food delivery trucks, delivery vehicles for other domestic goods and potentially vans when moving people in or out of the residential properties.

2.5 Visitor Parking and Disabled Parking

- 2.5.1** Two car spaces adjacent to the front carriage driveway are designated as visitor car parking. These are intended to be used for visitors to the offices only; again office staff should be trained to move on any additional vehicles attempting to park unsafely or illegally within the carriage driveway to the detriment of the free flow of traffic trying to access the driveway.
- 2.5.2** A further two car spaces within the front carriage driveway are designated as disabled car parking spaces.
- 2.5.3** The other function of the carriage driveway is to allow minibuses to pick up and drop off visitors to Age UK and/or One Community events. This will greatly assist with sustainable travel to and from the site associated with the clubs and events that are routinely held at the offices. During events, minibuses should not wait at the site however, but will be obliged to find alternative parking off-site. Again, the responsibility for ensuring this happens should be shared between the office staff and the site management company.
- 2.5.4** The improved drop-off facilities are designed to prevent minibuses stopping on Romsey Road as currently occurs; this is another benefit of the new development.

3.0 Summary

3.1 The following table summarises the provisions made, whom they are made for and who shall be responsible for ensuring that the provisions are managed properly.

Facility	User(s)	Responsibility
43 Allocated Car Spaces	Allocated Residential Flats	Site Management Company
Co-Wheels Membership	All Residential Flats	Site Management Company
11 Allocated Car Spaces	Allocated Office Users	One Community/Age UK
Residential Waste Storage	All Residential Flats	Site Management Company & EBC Waste Collection contract
Office Waste Storage	All Office Users	
Carriage Driveway	Residential deliveries, waste collection, Office minibus pickup/drop-off	Offices and Site Management Company
Visitor Car Space	All Offices	Offices and Site Management Company

3.2 This second table summarises the restrictions which will be put in place, to whom they will apply, and again who shall be responsible for ensuring that these are kept to.

Restriction	User(s)	Responsibility
No on-street permit parking	All Residential Flats	Residential Sales Team/EBC
6 Car-Free Dwellings	Specific Residential Flats	Residential Sales Team/ Site Management Company
Office Parking Management	Allocated Office Users	One Community/Age UK

3.2.1 In addition to the provisions of this Parking Management Plan, the Travel Plan for the proposed development scheme will also be developed over time to form an effective tool for car parking demand mitigation and car parking management.