

Survey of residential parking at recent flat developments in Dumbarton

Surveyor's brief

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1. Introduction

The Carvill Group wishes to develop flats at Dumbarton Harbour site (see plan). The proposal is to provide off-street parking for residents at 120% (i.e. 12 parking spaces for every 10 flats) but the Council want 150%. Carvill argue that the site is adjacent to the town centre and no more than 500 metres from Dumbarton Central railway station, and that consequently people will be discouraged from owning more than one car per household.

The development will be relatively better off people compared to the average in Dumbarton. However, it is still aimed at people looking for homes within easy commuting distance of Glasgow trying to avoid high housing prices. The flats will be very much cheaper than the equivalent in Glasgow and are not expected to attract people at the high-end of the housing market.

Collecting evidence

The purpose of this survey is to establish how much parking demand there is at other recent housing developments in Dumbarton, expressed as a ratio of demand to provision and the number of dwellings.

The survey must be accurate and factual, and the surveyor must be concerned only with recording the facts and must disregard the significance of the results. The aim is therefore to survey other recent residential schemes in Dumbarton that are similar to the Carvill scheme in the following respects:

- Similar dwelling types (flats)
- Similar location in terms of access to facilities (see above)
- Similar target occupiers (socio economic characteristics).

Six sites have been identified, as described on the following pages and table, and shown on the maps at the end. In selecting the sites the following factors were taken into account:

- The car parking is communally provided and visible. (Garage parking cannot be surveyed, so schemes including garages were excluded)
- The parking appeared likely to be used only by the residents and their visitors.
- It should be clear whether other cars parked nearby (on or off street) are related or not to the selected flats.

2. Survey brief to be followed for each site

Survey between, say 12.30am and 5am. This is to ensure as many as possible of the residents are at home and their cars are present.

Task 1

Verify that the number of flats, and the number of parking spaces shown on the table is correct.

Fill in the table where there are blanks

Ignore shaded areas of the table, these will be dealt with in the office later.

Task 2

Count the number of cars present in the car parking area provided as part of the development. Include light vans in the count. Ignore cycles, motor cycles and large vehicles

Task 3

Look at the **other parking** available in the street adjacent to the development, and at any nearby off-street parking.

If cars are parked in these areas as **close** as possible to the development, then we may conclude that they belong to residents of the development (for example residents parking cars where they can keep an eye on them). In this case, again:

- **count** the number of cars
- write down the **registration numbers**

Task 4

Complete the unshaded parts of the Table with the information you have gathered

Make a note that you think may be relevant in interpreting the results.

That's it!

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SURVEY RESULTS

Site 1 1-6 Woodyard Road

There is a public car park opposite by the river. If cars are parked here or on the street outside the block of flats, they may belong to residents of the flats, so count them. If they are parked further away from the block of flats than would be necessary, ignore them (people never park further away than they need to!).

1-6 Woodyard Road

Cars parked in the private off-street car park (estimated 30 spaces)	Cars parked elsewhere probably owned by residents – if any
Off street car parking spaces = 30, cars parked here = 9	Public car park opposite = 24 spaces, cars parked here = 0 No parking spaces on road

Site 2 Leven Street – Castleview Court

The off-street car park is adjacent and marked private parking. It can be surveyed wholly from the street,

There is other parking available to residents, including on the street outside the flats. Residents might choose to park on the street so that they can see their car from the flat. If cars are parked here they are very likely to be owned by residents (or their visitors) because there are no reasons for others to park there at night.

Castleview Court

Cars parked in car park (10 spaces total)	Cars parked elsewhere probably owned by residents – if any
Cars = 7	Cars parked on road = 0

Site 3 No 21 Castlegreen Crescent (not labelled on map as such)

Continue down Veven Street and enter the cul-de-sac scheme from Castlegreen Street (only). The cul de sac divides into two and there is a block of flats at the end of each “arm”. No 21 Castlegreen is located at the end of the left arm next to the railway.

The private car park is in front of the flats and can be seen from the street.

No 21 Castlegreen

9 flats

Cars parked in car park (12 spaces total)	Cars parked elsewhere (if any) probably owned by residents of the flats
Off street parking spaces = 12, cars parked here = 6	Cars parked next to off street car park = 0

Site 4. No 32 Castlegreen Crescent

Located at the end of the right hand “arm” of Castlegreen Crescent (like a mirror image of No 21 in the layout) next to the railway.

The car park is adjacent and wholly visible from the street.

No. 32 Castlegreen Crescent

9 flats

Cars parked in car park (12 spaces total)	Cars parked elsewhere probably owned by residents – if any
Off street parking spaces = 12, cars parked here =7	Cars parked next to off street car park = 1

Site 5. Park Street Block of flats on the right hand side

Entrance to rear off-street parking through archway under the flats. The car park is not visible from the street and is private property.

32 flats

Cars parked in car park (48 spaces total)	Cars parked elsewhere probably owned by residents – if any (Include here any cars parked on the street in front of the block of flats, by the front doors.) Consider also at the car park opposite side of street
Total number of flats = 32 Off street car parking spaces = 48, cars parked here = 31	Car park opposite block of flats contains 25 spaces, cars parked here = 12 Spaces available on Park Street = 8 (roughly), cars parked here = 5

Site 6. Strathleven Place

Four blocks of flats on the east side of Strathleven Place, adjacent to the railway

26 flats

Cars parked in car parks 2 main car parks, totalling 48 spaces	Cars parked elsewhere probably owned by residents – if any
Cars parked off street = 34	Additional parking spaces = 0, cars parked elsewhere = 0

Comments on survey results (see summary table)

The survey is of only 6 sites, but represents recently built apartment developments in the inner part of Dumbarton and East Dumbarton.

Half of the sites surveyed had parking in excess of the 120% ratio to dwellings proposed on the Carvill site. The ratios needed to accommodate the peak car demand observed at these three sites (with a 10% additional allowance for residents cars not present on the survey night) would be 133%, 142% and 166% respectively.

Half of the sites surveys had a peak parking demand well below the 120% ratio proposed for the Carvill site, respectively 56%, 78% and 100%.

The sites with above-ratio demand may have included some cars present that were not associated with the apartments, but it was not possible to verify this.

There appeared to be no correlation between the parking demand and the proximity to the town centre or railway station.

Conclusion

The evidence provided by the survey tended to support the Council's case for a parking ratio of 150% rather than 120% as proposed by Carvill. However the following points should be made:

1. The Carvill site is closer to the town centre than any of the survey sites, and thus have somewhat better access to facilities without the need for a car.
2. Carvill would be actively promoting low car ownership for occupant of the scheme, including the possibility of financial incentives for not owning a car/second car, such as charging for parking space separately from the price of an apartment.