



NENE VALLEY

Transport Planning

FEBRUARY 9, 2026

PARKING SURVEY REPORT

17-21 WHARF ROAD, NEWPORT NP19 8ET

NENE VALLEY TRANSPORT PLANNING LTD

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INTRODUCTION

- 1.1 This Parking Survey Report has been prepared in support of the proposed change of use at 17–21 Wharf Road, Newport to a neighbourhood supermarket (Use Class E). The purpose of the survey is to establish the existing on-street parking conditions within the vicinity of the site and to assess the capacity of the surrounding highway network to accommodate any potential parking demand associated with the development.
- 1.2 Given that on-street parking availability has previously been cited as a matter of concern, it is appropriate that a robust and transparent survey methodology is applied to quantify existing parking stress and provide an evidence-based assessment.
- 1.3 The parking survey has been undertaken in accordance with the widely recognised Lambeth Methodology, which is commonly applied by local authorities and transport practitioners to assess on-street parking stress in urban environments. The methodology provides a structured approach to recording parking accumulation, identifying available kerbside capacity, and calculating parking stress levels.
- 1.4 In line with best practice, the survey area extends to a 200-metre walking radius from the site, reflecting a reasonable and commonly accepted walking distance for on-street parking associated with small-scale retail and commercial development. This catchment ensures that all streets likely to be influenced by the proposal are appropriately assessed.
- 1.5 This document will explain the methodology behind the survey, provide evidence and analyse the result of the survey.

METHODOLOGY

- 2.1 The Parking Beat Survey was conducted by NVTP in accordance with the Lambeth Methodology for parking surveys, which is widely recognised as industry best practice for assessing local parking demand and capacity. The methodology provides a robust framework for recording parking occupancy, turnover, and availability, ensuring that results are transparent, repeatable, and reliable for use in the planning process.
- 2.2 The survey was undertaken in relation to 17-21 Wharf Road, Newport NP19 8ET. In line with established practice, the survey area was defined as all available on-street parking spaces located within a 200-metre walking distance of the site. This distance represents a reasonable catchment for drivers seeking alternative parking opportunities and is consistent with accepted standards for assessing the effect of development proposals on surrounding highway conditions.
- 2.3 Parking surveys were undertaken within the defined 200-metre study area surrounding 17–21 Wharf Road, Newport, at intervals selected to capture representative daytime and early evening parking demand conditions. A total of three survey periods were undertaken on 4th February, a neutral weekday falling outside of school holidays and unaffected by abnormal events or seasonal pressures. The survey date was chosen to provide a typical representation of on-street parking demand.
- 2.4 Data collection was carried out systematically using the Lambeth beat survey methodology, whereby surveyors walked each street within the study area and recorded the occupancy status of every individual legal parking space during each survey period. This approach ensures consistency, transparency and repeatability of the data. Survey observations were conducted during the following time periods:
- 10.00-11.00
 - 15.00-16.00
 - 18.00-19.00
- 2.5 These timeframes were selected to correspond with the proposed supermarket’s likely operating hours and to capture a range of parking conditions, including late morning activity, mid-afternoon demand, and early evening residential parking accumulation. The evening survey period (18:00–19:00) is particularly important in assessing residential parking stress at a time when residents are likely to have returned home from work, thereby providing a robust assessment of peak on-street demand within the study area.
- 2.6 Collectively, the selected survey periods provide a balanced and proportionate understanding of parking behaviour during times when the proposed development would be operational, ensuring that the assessment is both realistic and policy-compliant.
- 2.7 Figure 1 shows the extent of the survey which includes the following:
- Archibald Street
 - Phillip Street

2.8 Although Glebe Street falls marginally within a 200-metre walking distance of the site, it has not been included within the detailed survey area. Access between Glebe Street and the application site requires pedestrians to cross Wharf Road (B4237), which is a principal urban route carrying higher traffic volumes than the surrounding residential streets. Whilst formal crossing facilities are available, the need to cross this arterial route reduces the likelihood that drivers would reasonably choose to park on Glebe Street in preference to streets located on the same side of Wharf Road as the site. On this basis, Glebe Street does not represent a realistic or natural overspill parking option associated with the development.

2.9 Similarly, Oxford Street has not been included within the survey area. Oxford Street operates as a cul-de-sac with limited turning provision and constrained geometry. Vehicles entering the street would be required to manoeuvre in a confined area in order to exit, which may deter drivers unfamiliar with the area from using it for short-stay retail parking. Given these operational characteristics, Oxford Street is not considered a practical or attractive parking alternative and has therefore been excluded from the study area.

2.10 The surveys have been carried out during term time to ensure that it demonstrates a true representation of parking availability within the vicinity of the site.

2.11 Parking capacity has been calculated using usable length of road this has then been divided by 5m to approximate the number of potential parking spaces. The following features have not been included as 'useable' road space:

- Dropped kerbs (whether for driveways or pedestrian crossings)
- Double yellow lines
- Solid centre lines (if parking would cause drivers to cross the line)
- Red lines
- Zig-zag markings
- Yellow boxes
- Clearways
- Bus stops and lay-bys
- Kerb build-outs
- Locations within 5m of junctions

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

Figure 1 Site location and scope of survey



RESULTS

Survey 1: Wednesday 4th February 10.00-11.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Archibald Street	279.8	55	46	48.1	9	83.6
Phillip Street	90.6	18	9	48.4	9	50
Total		73			18	75.34

Table 1 Survey results:: Wednesday 4th February 10.00-11.00

Figure 2 Survey 1 results. Available parking highlighted in green.



17-21 Wharf Road, Newport NP19 8ET

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 2: Wednesday 4th February 15.00-16.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Archibald Street	279.8	55	43	60.6	12	78.18
Phillip Street	90.6	18	8	52.5	10	44.44
Total		73			22	69.86

Table 2 Survey 2 results : Wednesday 4th February 15.00-16.00.

Figure 3 Survey 2 results. Available parking highlighted in green.



17-21 Wharf Road, Newport NP19 8ET

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 3: Wednesday 4th February 18.00-19.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Archibald Street	279.8	55	52	19.6	3	94.55
Phillip Street	90.6	18	12	31.3	6	66.67
Total		73			9	87.67

Table 3 Survey 3 results: Wednesday 4th February 18.00-19.00

Figure 4 Survey 3 results. Available parking highlighted in green.



17-21 Wharf Road, Newport NP19 8ET

Title: Parking Survey Plan

Scale: 1/1250 @ A4

CONCLUSION

- 4.1 This Parking Survey has been undertaken in accordance with the Lambeth Methodology to provide a robust and transparent assessment of existing on-street parking conditions within 200 metres of 17–21 Wharf Road, Newport. Surveys were conducted on a neutral weekday (4th February) across three representative time periods aligned with the proposed operating hours of the neighbourhood supermarket.
- 4.2 The results demonstrate that during the late morning (10:00–11:00) and mid-afternoon (15:00–16:00) survey periods, parking stress across the study area remained below the commonly referenced 85% threshold associated with the onset of significant parking pressure. Overall parking stress during these periods was recorded at 75.34% and 69.86% respectively, indicating that spare capacity was available within both Archibald Street and Phillip Street.
- 4.3 During the early evening period (18:00–19:00), overall parking stress increased to 87.67%, reflecting the typical pattern of residential parking accumulation as residents return home. Whilst Archibald Street recorded a higher level of occupancy at this time (94.55%), Phillip Street continued to demonstrate available capacity (66.67%). Importantly, this survey period reflects a peak residential condition rather than a daytime commercial demand profile.
- 4.4 In interpreting these results, it is relevant that the proposed development comprises a modest-scale 133m² neighbourhood supermarket serving primarily local top-up shopping needs. The previously assessed trip generation indicates that peak-hour “new” vehicle movements associated with the store would be limited in scale, particularly once pass-by and diverted trips are accounted for. The development therefore would not be expected to materially increase parking stress during daytime periods, and evening demand associated with the store would be limited by its scale and operational characteristics.
- 4.5 Planning Policy Wales (Edition 12) and TAN 18 require development proposals to be assessed proportionately and resist refusal on transport grounds unless impacts would be unacceptable or severe. The Newport Local Development Plan similarly seeks to ensure that development provides appropriate access and parking without giving rise to highway safety concerns. The survey evidence demonstrates that the surrounding highway network retains capacity during daytime operational periods and that any marginal increase in parking demand associated with the development would not result in a severe or unacceptable impact.
- 4.6 Overall, the findings of this survey indicate that the proposed neighbourhood supermarket can be accommodated within the existing on-street parking environment without materially worsening conditions. When considered alongside the site’s sustainable location, the availability of public transport, and the provision of on-site parking and cycle facilities, the development is considered acceptable in parking and transport terms.

EVIDENCE SURVEY 1





4 Feb 2026 10:40:54
11 Phillip Street
Newport
Wales





4 Feb 2026 10:39:52
8 Phillip Street
Newport
Wales





4 Feb 2026 10:36:25
69 Archibald Street
Newport
Wales







4 Feb 2026 10:34:33
59 Archibald Street
Newport
Wales







EVIDENCE SURVEY 2









4 Feb 2026 15:19:11
9 Phillip Street
Newport
Wales







4 Feb 2026 15:16:04
65 Archibald Street
Newport
Wales





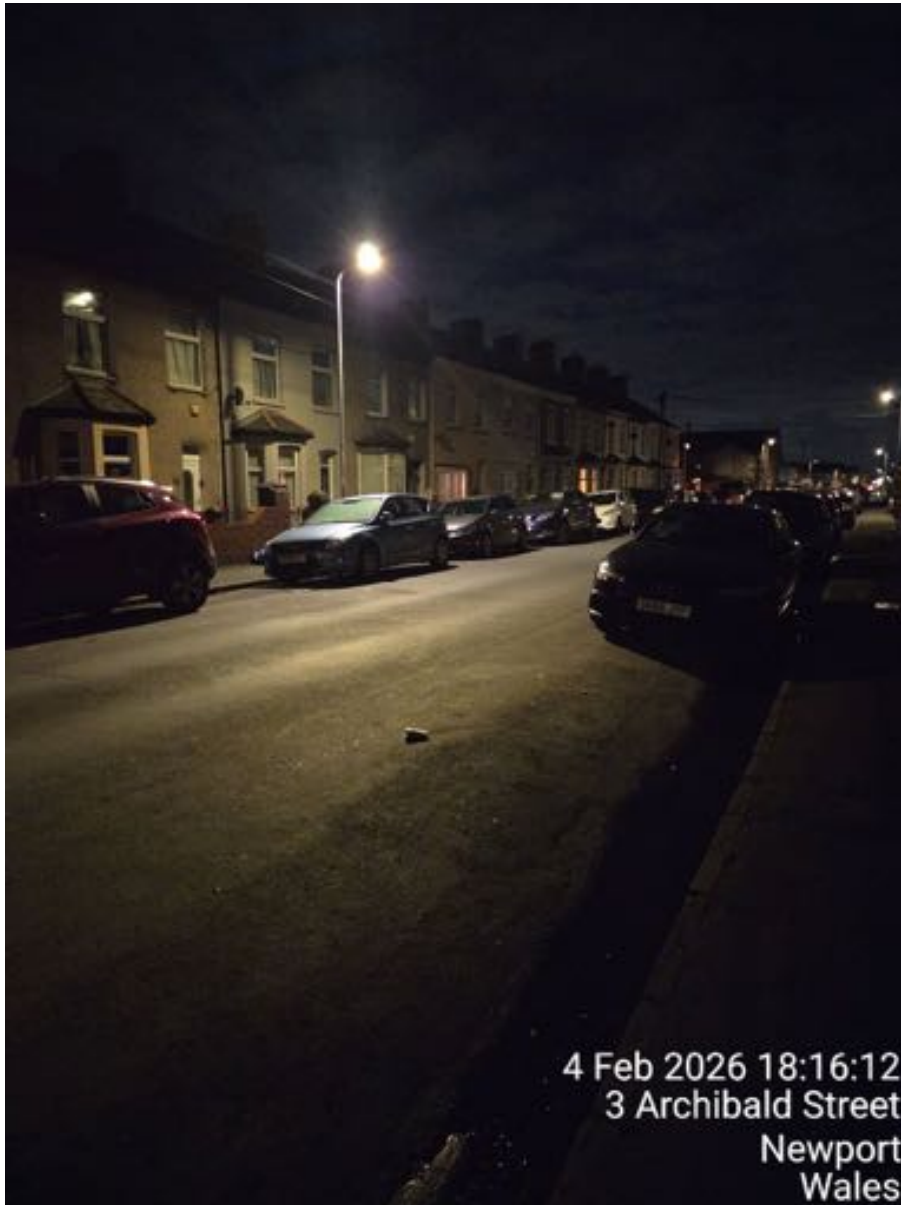






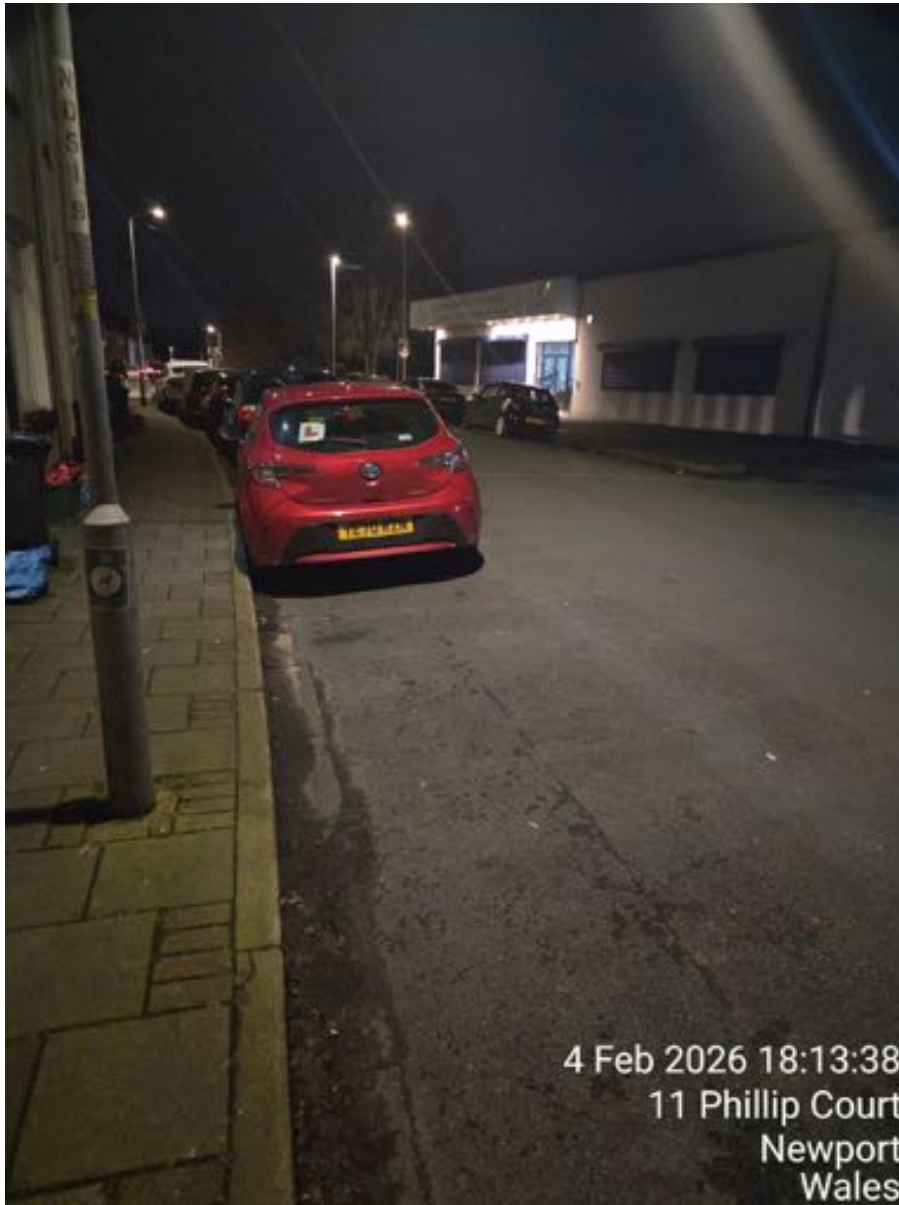
EVIDENCE SURVEY 3







4 Feb 2026 18:14:10
12 Phillip Street
Newport
Wales



4 Feb 2026 18:13:38
11 Phillip Court
Newport
Wales





4 Feb 2026 18:12:29
23 Phillip Street
Newport
Wales



