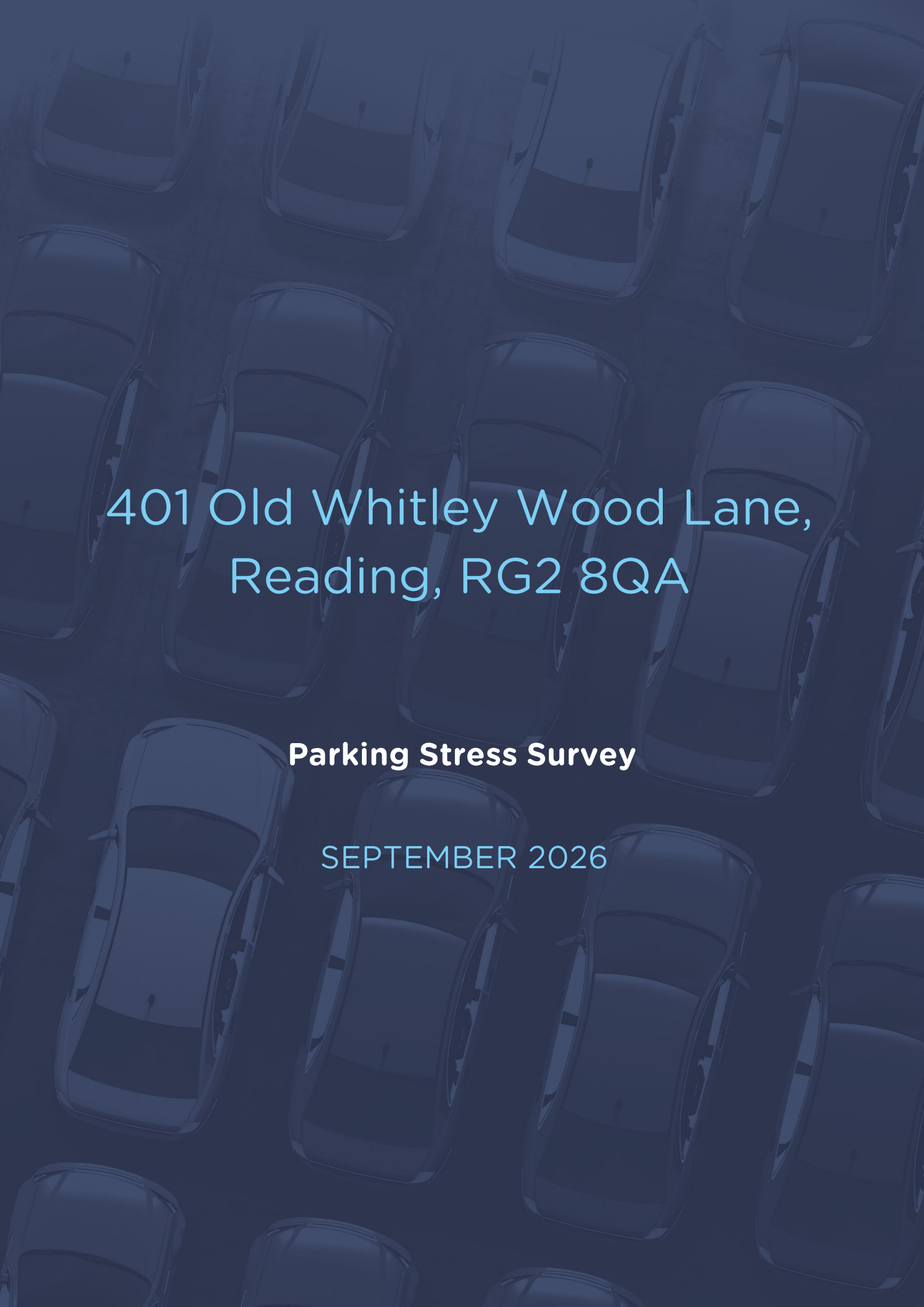


401 Old Whitley Wood Lane, Reading, RG2 8QA

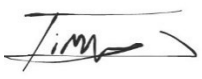
Parking Stress Survey

SEPTEMBER 2026

PARKING STRESS SURVEY REPORT

Development:	401 Old Whitley Wood Lane
Location:	Reading, RG2 8QA
Client:	Tamu Pye Lhu Sangh UK
Version No:	V01
Submission date:	05/10/2026

Approvals:

Name	Signature	Title
Tim Winder		Director

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1 INTRODUCTION

Tamu Pye Lhu Sangh UK has commissioned Alpha Parking Ltd to undertake a parking stress survey around 401 Old Whitley Wood Lane in Reading. The survey was conducted in the surrounding roads within a 200 metres' walking distance of the site. The main purpose of this survey is to establish the parking levels near to the survey site at peak times to support the planning permission for a change of use from a Primary School F1(a) to a Community Hall F1(b).

The on-street survey reflects the existing levels of parking stress as a percentage of the occupied kerbside space. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the site or whether special measures would be needed to manage the pressure for parking spaces.

Further details of the survey project are given in the document shown in Appendix A and survey area is shown in Figure 1.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. In order to limit the available parking spaces, the previous requirements to provide parking within developments were dropped and, instead, planning authorities were given new powers to cap the number of spaces that developers might choose to provide. However, reducing the levels of parking space did not necessarily stop the new residents from wanting cars. This tended to put pressure on the parking facilities in surrounding roads and, in some cases, for parking demand to exceed the available capacity.

In response to this, a number of local authorities, such as the London Borough of Lambeth, realised the need to assess such problems at the planning stage and the concept of "planning/parking stress surveys" came into being. These allowed early identification of likely problems and meant that protective measures (often in the form of parking restrictions on the streets) could be brought in with, and funded by, the development. London Borough of Lambeth produced what are recognised as the standard guidelines on how to approach these surveys the "Lambeth Methodology".

2 METHODOLOGY

Alpha Parking Ltd recognises that the parking stress survey method developed by Lambeth Council has become an unofficial standard for this type of work and we use this as a basis for our surveys with certain technicalities adjusted to the development type.

Every Planning Department will decide on the parking situation on a case by case basis meaning that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion.

As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, site users will begin to have difficulty parking closeby. Anything over 95% represents a situation where full capacity has effectively been reached which may lead to queuing and overspill on the Highway at peak times.

For the on-street surveys, the use of a 200 metre walking distance to define the roads affected by the development are accepted as standard practice for this type of development following the Lambeth Methodology.

Background Assessment

Following the clients requirements, an initial assessment was made taking into account the following factors:

- Peak times and days for the development including weekend use.
- The size and nature of the development.
- Setting of development; predominantly residential.

Surveys

The survey days and times were determined based on the findings of the background assessment. As the proposal involves a change of use from Class F1(a) to Class F1(b) within a predominantly residential area, two weekday overnight surveys were undertaken on Thursday and Friday. These surveys were conducted between 00:30 and 05:00 to capture typical overnight residential parking patterns.

As the proposed use is a Community Hall, which is expected to operate at weekends, a Saturday survey was also undertaken during the proposed opening hours. Hourly parking counts were carried out between 13:00 and 22:00 to capture parking demand throughout the period of operation, including the times when the highest number of users were expected to be accessing the proposed development.

Analysis

For the on-street surveys, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs.

The lengths of any restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs, or unsafe areas to park in were excluded from the calculation, as were any lengths of less than 5 metres. Any perpendicular parking bays were divided by 2.5 metres.

3 RESULTS

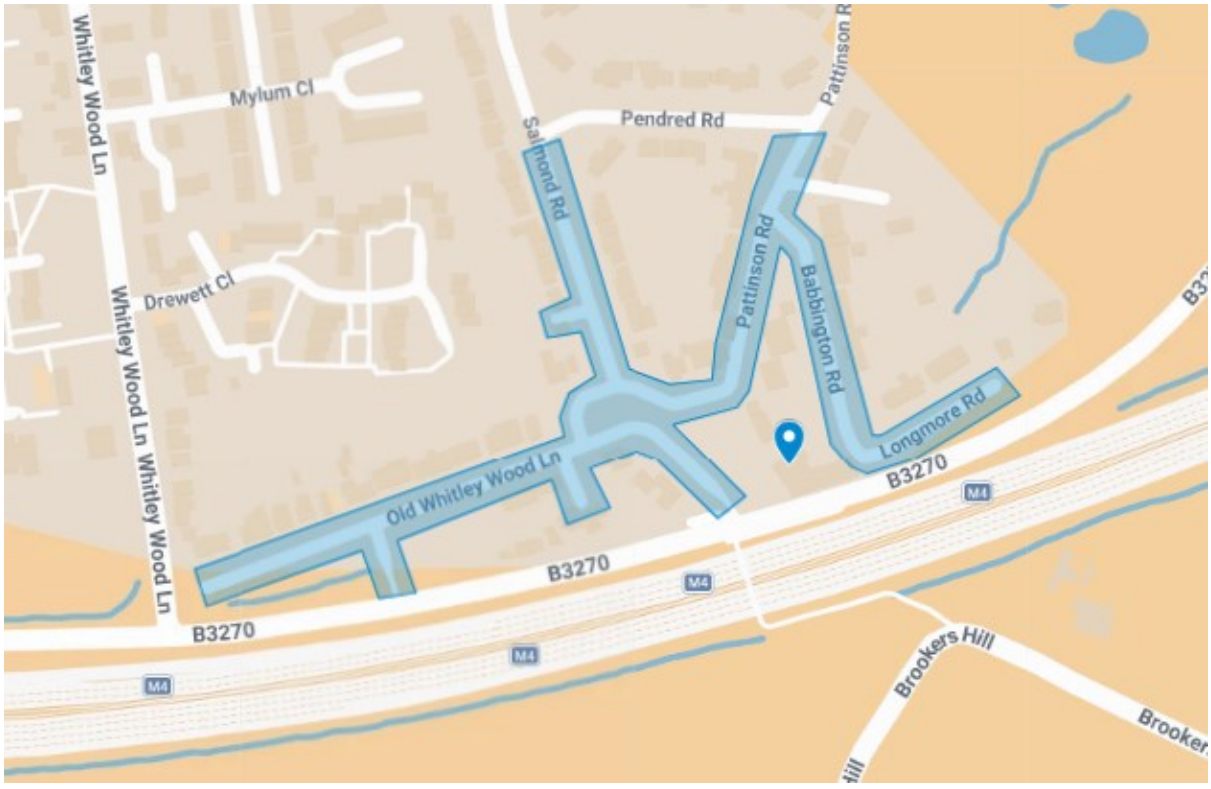
Surveys

The on-street area surveyed is shown on the plan in Figure 1 below.

The overnight surveys were undertaken between 00:30 and 05:00 on Thursday 24th and Friday 25th September 2026 to capture peak residential parking demand. The Saturday daytime survey was undertaken on 26th September 2026, with hourly surveys carried out between 13:00 and 22:00, corresponding with the proposed operating hours of the Community Hall.

Table 1 provides a detailed breakdown of the survey results for each day and time period, together with details of the parking restrictions in place on the streets within the survey area.

Figure 1. Survey Area



- The blue pin point is the site location.
- Roads highlighted in light blue have been surveyed.

Tamu Pye Lhu Sangh UK
401 Old Whitley Wood Lane, Reading, RG2 8QA

Table 1 : - Parking Stress Survey results:

Colour coding key:
Stress above 60%
Stress above 85%

Survey day / beat time			Overnight counts				Saturday day time counts																Overnight average		Day time average	
			Thu		Fri		13:00		14:00		15:00		16:00		17:00		18:00		19:00		20:00		21:00		22:00					
Road Name	**Restriction type**	**Capacity**	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*	*Occ*	*%*
Old Whitley Wood Lane	Unrestricted	11	8	73%	8	73%	9	82%	9	82%	7	64%	7	64%	7	64%	7	64%	8	73%	8	73%	9	82%	9	82%				
	TOTAL	**11**	**8**	**73%**	**8**	**73%**	**9**	**82%**	**9**	**82%**	**7**	**64%**	**7**	**64%**	**7**	**64%**	**7**	**64%**	**8**	**73%**	**8**	**73%**	**9**	**82%**	**9**	**82%**	**8**	**73%**	**8**	**73%**
Pattinson Road	Unrestricted	2	2	100%	2	100%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	50%	1	50%				
	TOTAL	**2**	**2**	**100%**	**2**	**100%**	**1**	**50%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**1**	**50%**	**1**	**50%**	**2**	**100%**	**0.3**	**15%**
Babbington Road	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%				
	TOTAL	**0**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**
Longmore Road	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%				
	TOTAL	**0**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**0%**
Salmond Road	Unrestricted	15	3	20%	3	20%	5	33%	6	40%	6	40%	8	53%	6	40%	6	40%	5	33%	5	33%	4	27%	4	27%				
	TOTAL	**15**	**3**	**20%**	**3**	**20%**	**5**	**33%**	**6**	**40%**	**6**	**40%**	**8**	**53%**	**6**	**40%**	**6**	**40%**	**5**	**33%**	**5**	**33%**	**4**	**27%**	**4**	**27%**	**3**	**20%**	**6**	**37%**
	TOTALS	**28**	**13**	**46%**	**13**	**46%**	**15**	**54%**	**15**	**54%**	**13**	**46%**	**15**	**54%**	**13**	**46%**	**13**	**46%**	**13**	**46%**	**13**	**46%**	**14**	**50%**	**14**	**50%**	**13**	**46%**	**14**	**49%**

Sample time & date stamp photographs:

Old Whitley Wood Lane

Old Whitley Wood Lane

Old Whitley Wood Lane

Old Whitley Wood Lane

Pattinson Road

Pattinson Road

Pattinson Road

Pattinson Road

Salmond Road

Salmond Road

Salmond Road

Salmond Road

4 CONCLUSION

Whilst parking decisions for developments remain with the Council, the results indicate a relatively low level of parking stress for a residential area.

When considering the overnight results, the Thursday and Friday results were both 46%, reflecting a calculated average of 15 unoccupied parking spaces during the survey nights, all of which were located within unrestricted sections of road.

The results for the Saturday daytime surveys show a slightly higher average of 49%, reflecting a calculated average of 14 unoccupied parking spaces. The peak level of parking stress was 54%, observed at 13:00, 14:00 and 16:00 hours.

From our experience, many Councils may consider that these results provide some capacity for additional parking within the area, which could accommodate parking demand generated by the Community Hall.

Appendix A

A. CONTACT DETAILS

1. Client Contact Name	Tamu Pye Lhu Sangh UK
2. Client Contact Job Title	n/a
3. Client Contact Email address	c/o: Pitamber - pitamber.pg@outlook.com

B. DEVELOPMENT DETAILS

4. Development Name	401 Old Whitley Wood Lane
5. Development address	Reading, RG2 8QA
6. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

7. Which Local Authority is requiring the Parking Stress Survey?	Wokingham Borough Council
8. Local Authority Planning address:	n/a