

TECHNICAL NOTE 1

DATE:	08 November 2019	CONFIDENTIALITY:	Restricted
SUBJECT:	Hale Parking Survey Analysis		
PROJECT:	70058877 - Hale & Sale Moor Place Plans	AUTHOR:	Amy Astill
CHECKED:	James Outterside	APPROVED:	James Outterside

OFF-STREET PARKING

The car parks shown in Figure 1 and listed below were surveyed between 09:00 and 21:00 over the course of Thursday 19/09/2019, Friday 20/09/2019 and Saturday 21/09/2019:

- Victoria Road Car Park;
- Cecil Road East Car Park; and
- An informal parking area opposite Cecil Road East Car Park (referred to as CP3).



Figure 1: Surveyed Car Parks

Over the course of the survey period Brown Street car park was closed due to the works associated with planning application 95514/FUL/18. As such, the results of the parking survey represent a 'worst case scenario'. Upon completion, the Brown Street site will provide 57 spaces for public parking which will include four accessible bays and four electric vehicle charging bays, over and above those available on the days of the survey.

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A peak hour period when the cumulative occupancy of the three off-street car parks was greatest was established for each survey day. The occupancy data is summarised in Table 1.

Table 1: Car Park Occupancy: Busiest single hour in each day

	Victoria Road Car Park (capacity: 43 standard bays, 3 disabled bays)				
	Standard		Disabled	% Occupancy	
Thursday 19/09/19 12-1pm	43		3	100%	
Friday 20/09/19 1-2pm	40		2	91%	
Saturday 21/09/19 12-1pm	29		0	63%	
	Cecil Road East Car Park (capacity: 122 standard bays, 12 disabled bays, 2 parent & child bays)				
	Standard	Disabled	Parent & Child	Illegal	% Occupancy
Thursday 19/09/19 12-1pm	122	6	1	2	96%
Friday 20/09/19 1-2pm	114	12	2	6	99%
Saturday 21/09/19 12-1pm	74	10	2	4	66%
	CP3 Car Park (capacity: 23 unmarked bays)				
	Unmarked		% Occupancy		
Thursday 19/09/19 12-1pm	22		96%		
Friday 20/09/19 1-2pm	23		100%		
Saturday 21/09/19 12-1pm	19		83%		

The data included in Table 1 shows that the three car parks were busiest on Thursday 19th September and Friday 20th September while Saturday 21st September was the least busy day.

The results of the survey revealed that CP3 was the busiest car park overall with an average occupancy of 77% across the course of the day. Cecil Road East Car Park was the least well used with an average occupancy of 56% while Victoria Road Car Park recorded an average occupancy of 73%.

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Figure 2 shows an hourly occupancy profile for Victoria Road Car Park. The graph shows that overall occupancy was greater on the two weekdays in comparison to the Saturday. The car park was at capacity or close to reaching capacity between 10:00 and 13:00 on the Thursday and Friday, whereas the busiest period on Saturday 21st was 21:00.

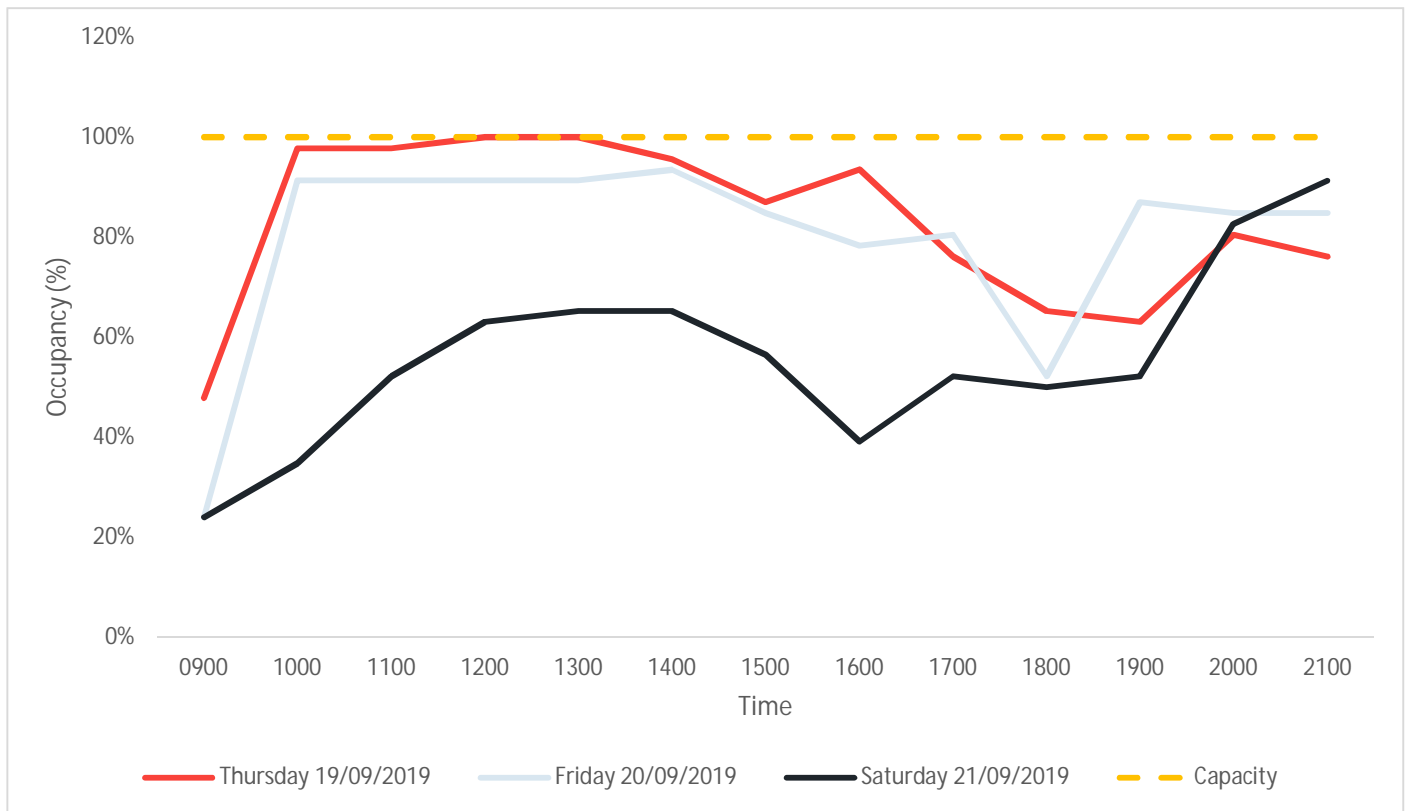


Figure 2: Victoria Road Car Park Hourly Occupancy Profile

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Figure 3 shows an hourly occupancy profile for Cecil Road East Car Park. The graph shows that overall occupancy was greater on the two weekdays in comparison to the Saturday. The car park was at capacity or close to reaching capacity between 10:00 and 13:00 on the weekdays whereas the maximum occupancy on Saturday 21st September was 66% between 11:00 and 12:00.

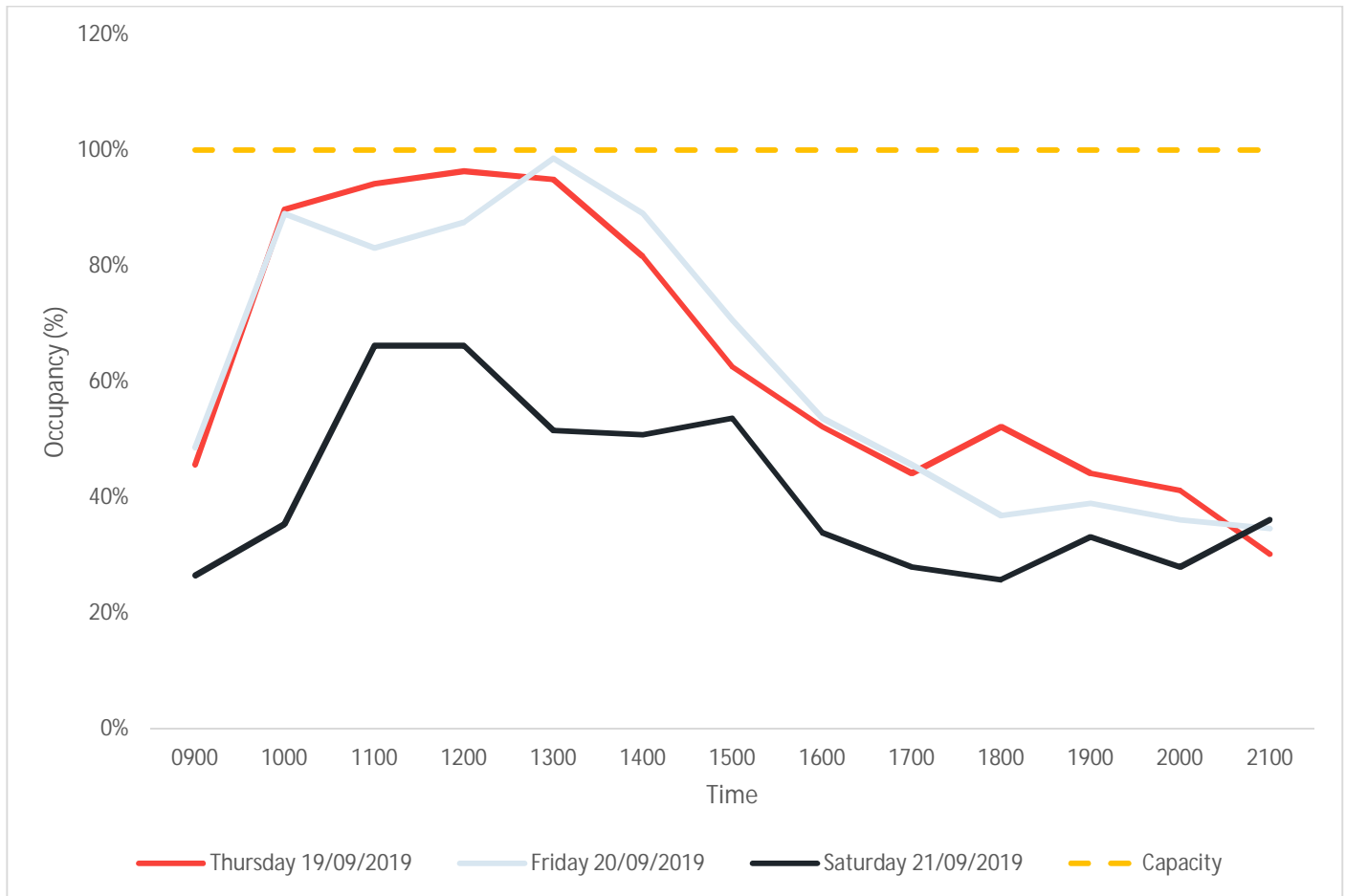


Figure 3: Cecil Road East Car Park Hourly Occupancy Profile

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Figure 4 shows an hourly occupancy profile for CP3 Car Park. The graph shows that overall occupancy was greater on the two weekdays in comparison to the Saturday. The car park was at capacity or close to reaching capacity between 09:00 and 13:00 on the weekdays whereas the maximum occupancy on Saturday 21st September was 87% at 14:00.

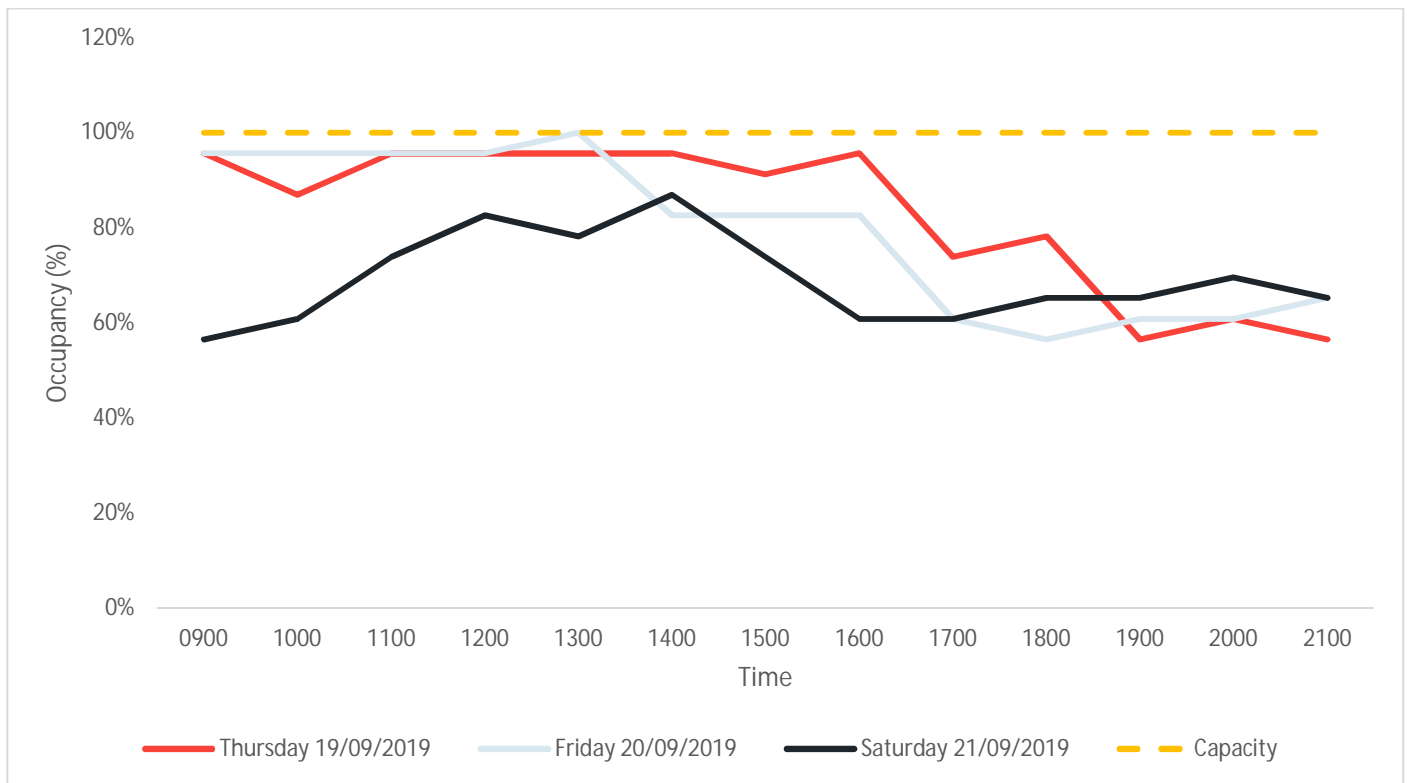


Figure 4: CP3 Hourly Occupancy Profile

ON-STREET PARKING

The streets listed in **Error! Reference source not found.** (see Appendix A at the end of this note) were surveyed between 09:00 and 21:00 over the course of three days: Thursday 19/09/2019, Friday 20/09/2019 and Saturday 21/09/2019.

The stated capacity for each street was based on the number of medium sized cars that could park safely without causing any obstruction to the footways.

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A peak hour period when the cumulative occupancy of the 29 streets was greatest was established for each survey day. The data is summarised in **Error! Reference source not found.** (see Appendix A).

Occupancy percentages were calculated by dividing the number of occupied parking spaces by the number of unoccupied spaces. As stated on Page 5, the capacity was based on the number of medium sized cars that could park safely without causing obstruction to the footways.

Figure 5 shows an hourly occupancy profile for the on-street parking in Hale. The graph shows that overall occupancy was slightly greater on the two weekdays in comparison to the Saturday. There are no distinct peaks or troughs in the average occupancy over the three-day survey period, although there is a slight fall

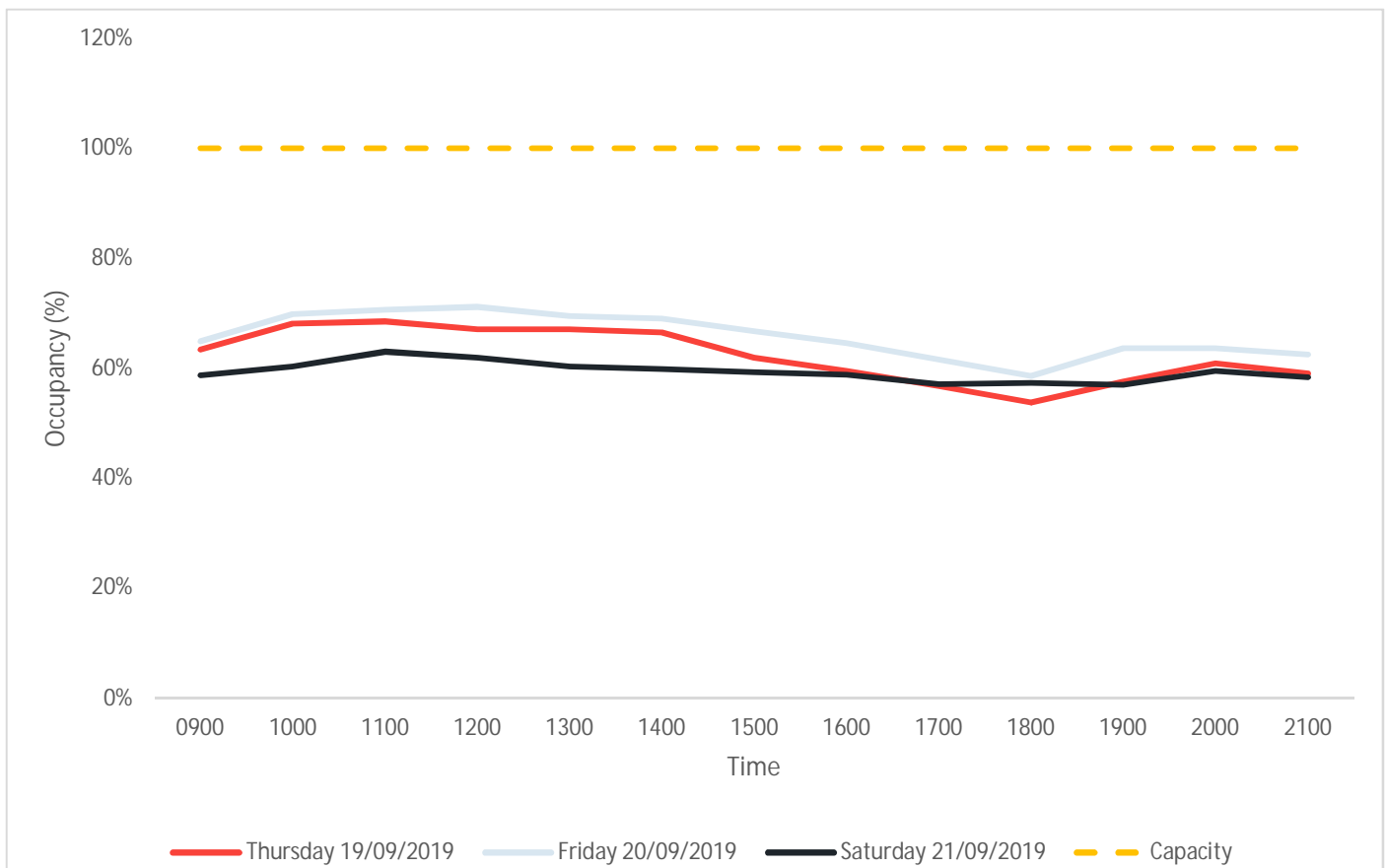


Figure 5: On-Street Parking Hourly Occupancy Profile

in occupancy in the early evening (when shoppers and employees have left the area but residents are yet to return).

Occupancy plans have been produced to summarise the percentage figures included in **Error! Reference source not found.** The percentages on the plans represent the total occupancy of all types of spaces

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(both publicly available and not publicly available), including parking bays, permit and unmarked spaces on each street and within each car park. The percentages do not include vehicles parked illegally, vehicles parked in loading bays or taxis in taxi ranks.

Ashley Road has been split into three sections and is therefore represented by three different percentage figures. The sections are as follows:

- Stamford Rd / Langham Rd / B5163 Ashley Rd junction to level crossing;
- Level crossing to Leigh Road T-junction; and
- Leigh Road T-junction to Cecil Road (S) T-junction.

Thursday Data

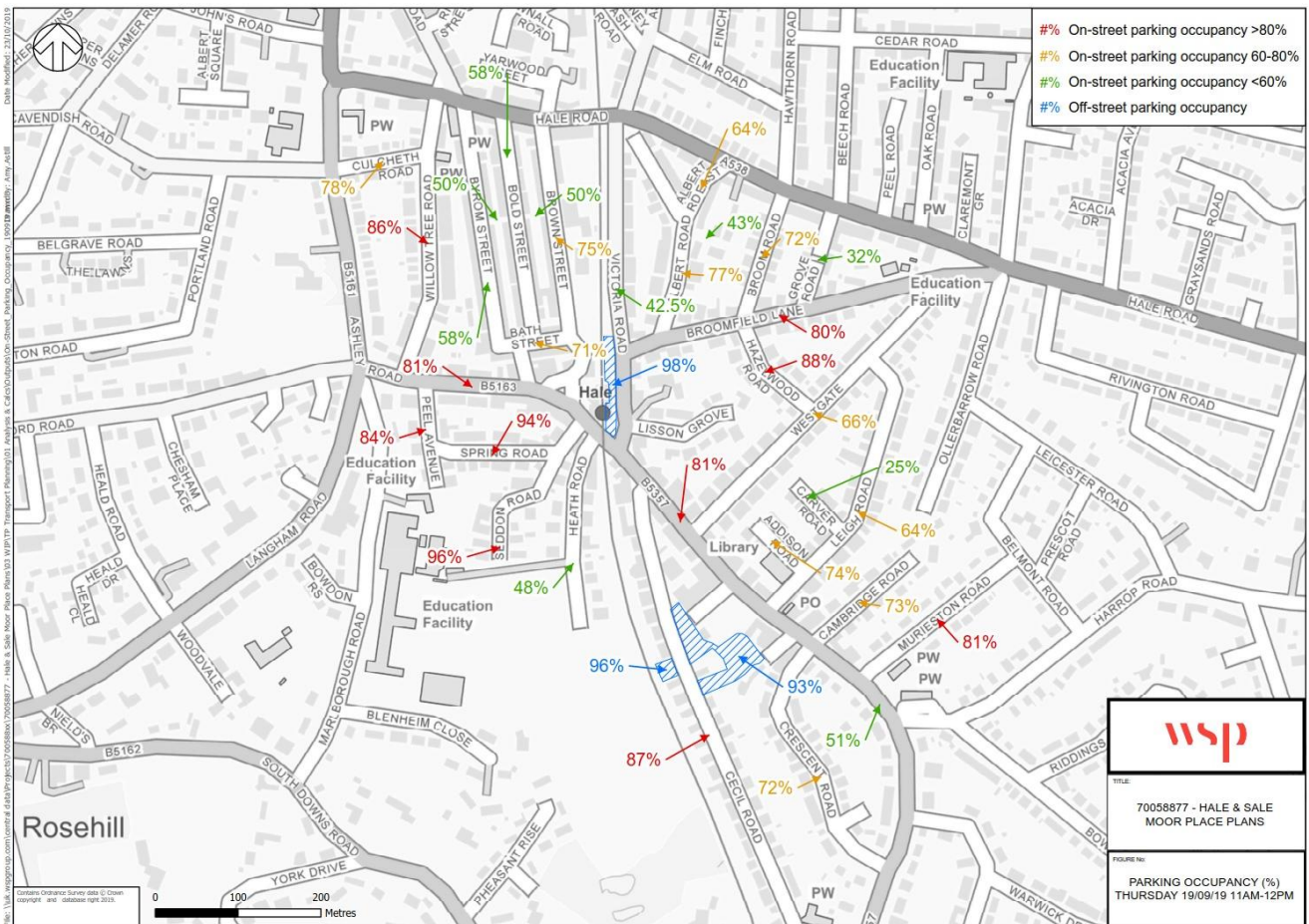


Figure 6: Parking Occupancy (%) Thursday 19/09/19

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11am-12pm was the busiest hour period for on-street parking on Thursday 19th September. Figure 6 shows a general trend of more on-street parking spaces being occupied with greater proximity to Ashley Road. Seddon Road and Spring Road were the busiest with on-street parking occupancy levels of 96% and 94% respectively. Other busy streets with occupancy percentages greater than 80% included:

- Peel Avenue
- Willow Tree Road
- Broomfield Lane
- Murieston Road
- Cecil Road
- Hazelwood Road; and
- The western and central sections of Ashley Road.

The majority of the busiest streets, represented by red percentages on Figure 6, possess unmarked spaces and/or parking bays. The exceptions are Cecil Road and the western end of Ashley Road where there are bays for resident permit holders.

The quietest streets with occupancy percentages less than 60% were:

- Byrom Street
- Bold Street
- Victoria Road
- Grove Road
- Carver Road
- Heath Road
- Thorn Grove; and
- The eastern section of Ashley Road.

Most of the quietest streets (Byrom Street, Bold Street, Carver Road, Thorn Grove), represented by green percentages on Figure 6, possess spaces which are available only for those with permits. However, Heath Road presents as an anomaly as it recorded an occupancy percentage of only 48% despite having approximately fifty unmarked spaces and being surrounded by very busy streets.

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Friday Data

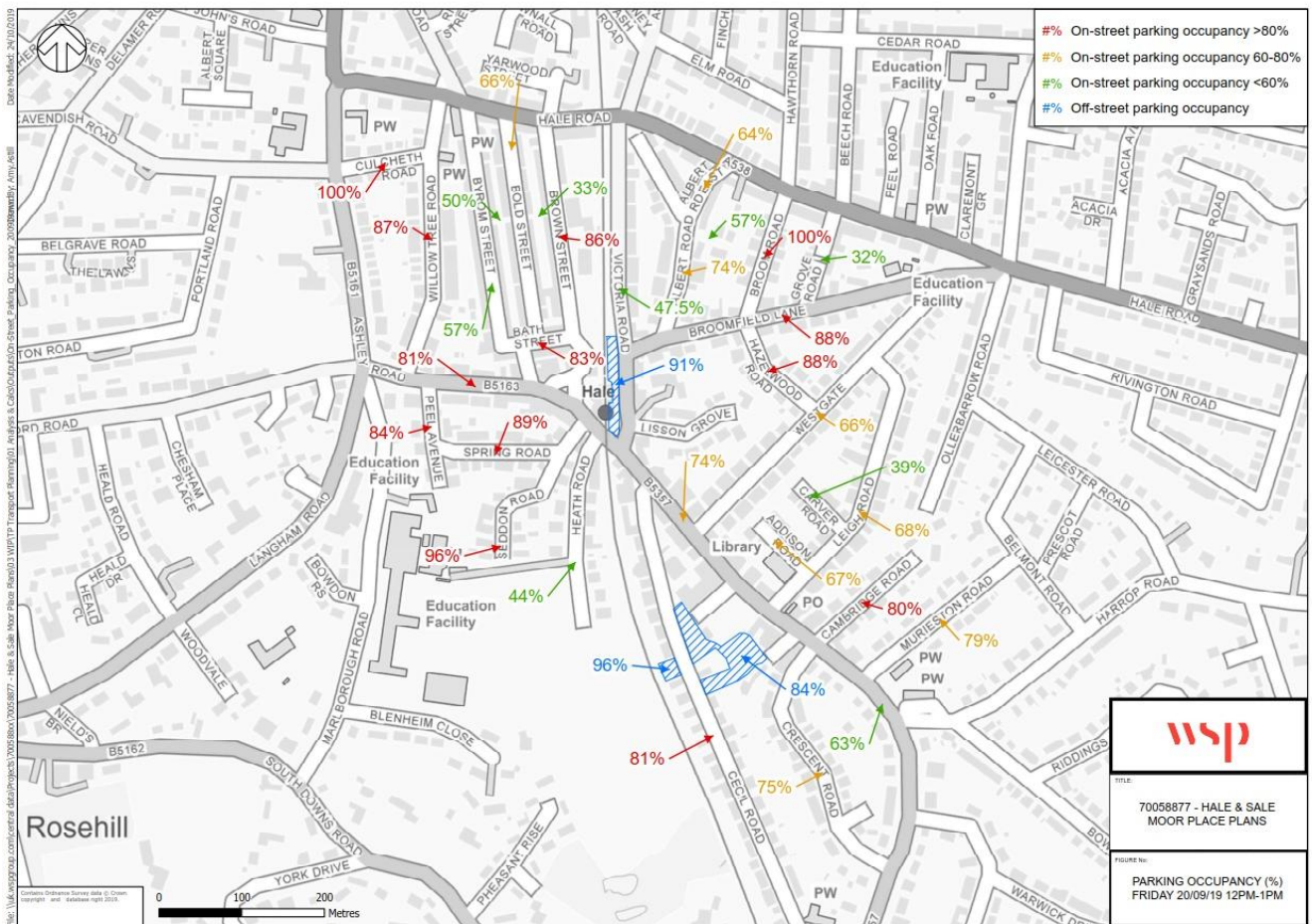


Figure 7: Parking Occupancy (%) Friday 20/09/19

12-1pm was the busiest hour period for on-street parking on Friday 20th September. Culcheth Road and Broom Road were the busiest with on-street parking occupancy levels of 100%. Culcheth Road provides approximately 23 unmarked spaces while Broom Road can accommodate 18 vehicles for permit holders only. Other busy streets with occupancy percentages greater than 80% included:

- Spring Road
- Seddon Road
- Peel Avenue
- Willow Tree Road
- Bath Street
- Cecil Road
- Brown Street
- Broomfield Lane

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- Hazelwood Road
- Cambridge Road; and
- The western section of Ashley Road.

The majority of the busiest streets, represented by red percentages on Figure 7, possess unmarked spaces and/or parking bays. The exceptions are Cecil Road, Bath Street, Brown Street and the western end of Ashley Road where there are bays for resident permit holders.

The quietest streets with occupancy percentages less than 60% were:

- Byrom Street
- Victoria Road
- Grove Road
- Thorn Grove
- Carver Road
- Heath Road; and
- The eastern section of Ashley Road.

Some of the quietest streets (Byrom Street, Carver Road, Thorn Grove), represented by green percentages on Figure 7, possess spaces which are available only for those with permits. However, Heath Road presents as an anomaly as it recorded an occupancy percentage of only 44% despite having approximately fifty unmarked spaces and being surrounded by very busy streets.

Off street car parks were again busy although some space was available at Cecil Road East (84% occupied).

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Saturday Data

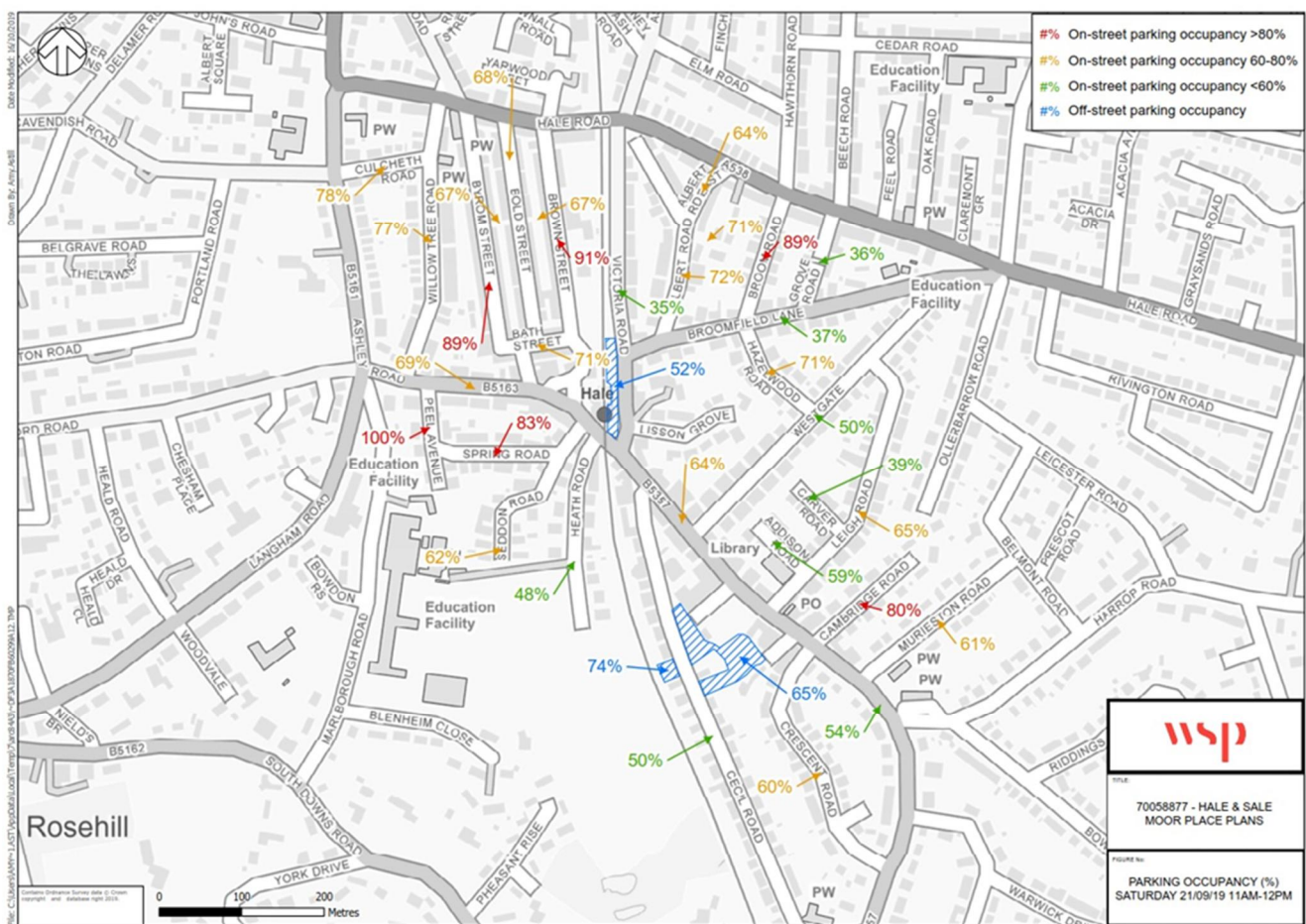


Figure 8: Parking Occupancy (%) Saturday 21/09/19

11am-12pm was the busiest hour period for on-street parking on Saturday 21st September. Pele Avenue recorded the greatest on-street parking occupancy percentage (100%). It can accommodate approximately 19 vehicles in unmarked spaces. Other busy streets with occupancy percentages greater than 80% included:

- Spring Road
- Byrom Street
- Brown Street
- Broom Road; and
- Cambridge Road.

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Cambridge Road and Spring Road possess unmarked spaces for parking while the other busy streets, represented by red percentages on Figure 8, provide bays for permit holders only.

The quietest streets with occupancy percentages less than 60% were:

- Victoria Road
- Heath Road
- Cecil Road
- Grove Road
- Broomfield Lane
- Westgate
- Carver Road
- Addison Road; and
- The eastern section of Ashley Road.

Off street car parks were less busy on a Saturday with spaces available at all three locations. Overall, Spring Road and Peel Avenue had on-street parking occupancies greater than 80% during the peak hours on all three survey days.

The following streets had on-street parking occupancy levels greater than 80% during the peak hours on the two weekday survey days (Thursday 19th and Friday 20th):

- Seddon Road
- Willow Tree Road
- Hazelwood Road
- Cecil Road
- Broomfield Lane; and
- The western section of Ashley Road.

On-street parking occupancy levels greater than 80% were recorded during the peak hours on Friday 20th and Saturday 21st on:

- Brown Street; and
- Cambridge Road.

Availability of public parking on-street

The above figures include all on-street parking, both publicly available and residents permit parking.

To provide a further perspective, we have also analysed the availability of public parking on-street.

The following three plans show the availability of publicly available parking. Two numbers, one on top of the other, are displayed for each street and car park. The bottom number represents the total number of publicly available parking spaces per street or car park while the top number represents the number of unoccupied publicly available spaces during the peak hour. Again, the capacity was based on the number of medium sized cars that could park safely without causing obstruction to the footways.

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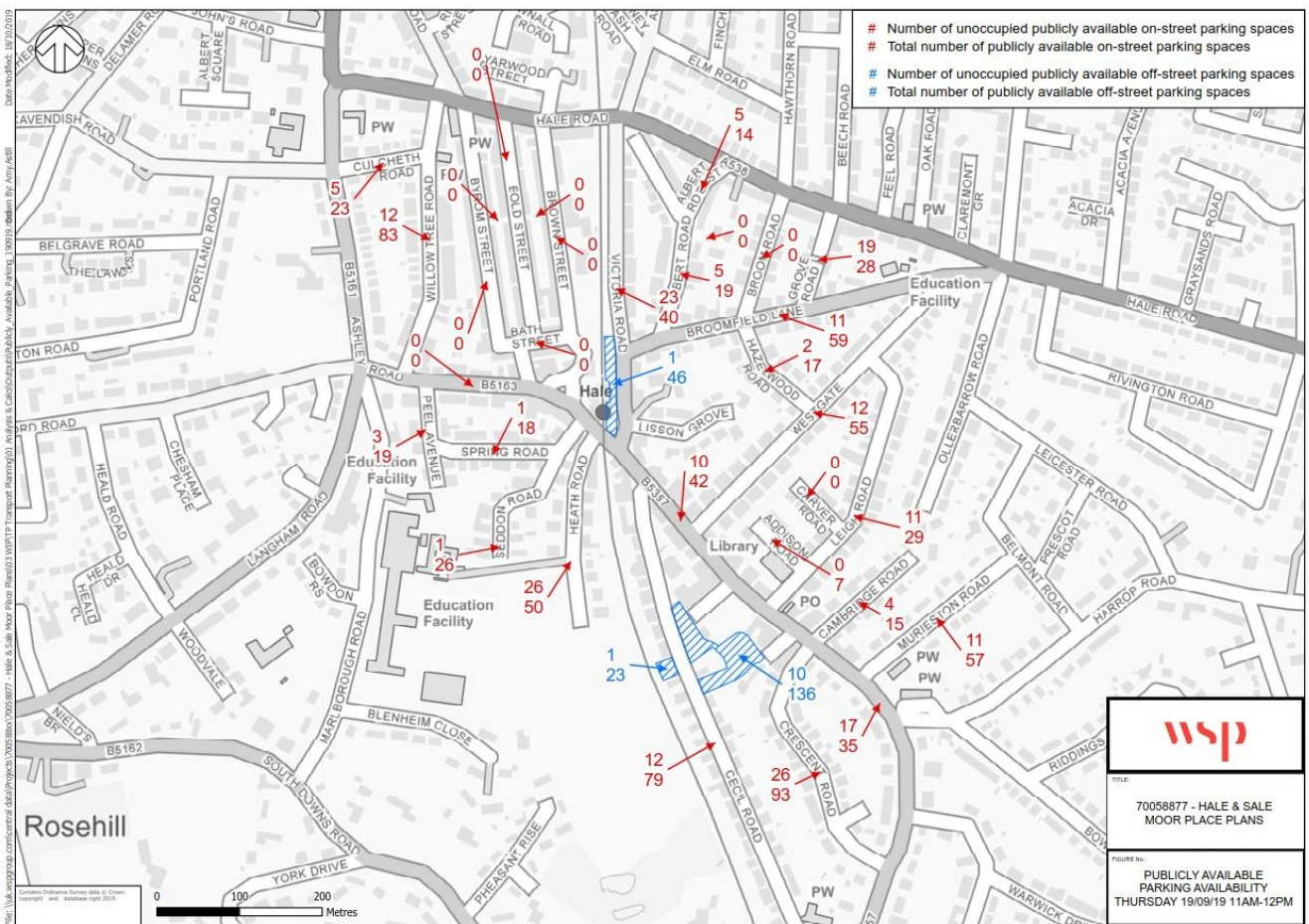


Figure 9: Publicly Available On-Street Parking Availability Thursday 19/09/19

During the peak hour on Thursday 19th September (11am-12pm) there were 216 (27%) unoccupied publicly available on-street parking spaces. 592 (73%) of the publicly available on-street parking spaces were occupied.

Twelve spaces were available in off street car parks, ten of which were in Cecil Road East.

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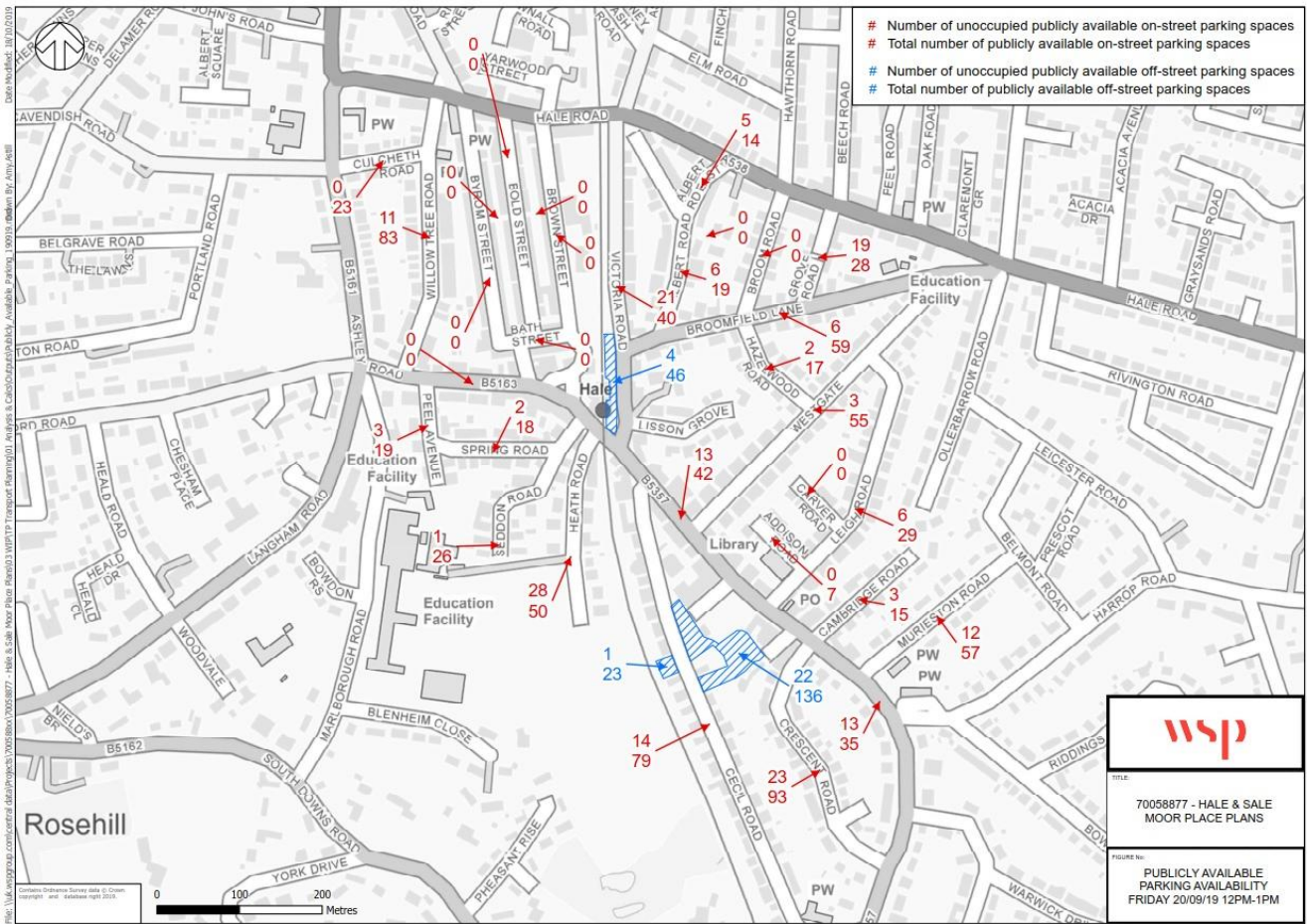


Figure 10: Publicly Available On-Street Parking Availability Friday 20/09/19

During the peak hour on Friday 20th September (12pm-1pm) there were 191 (24%) unoccupied publicly available on-street parking spaces. 617 (76%) of the publicly available on-street parking spaces were occupied.

27 spaces were available in off street car parks, 22 of which were in Cecil Road East.

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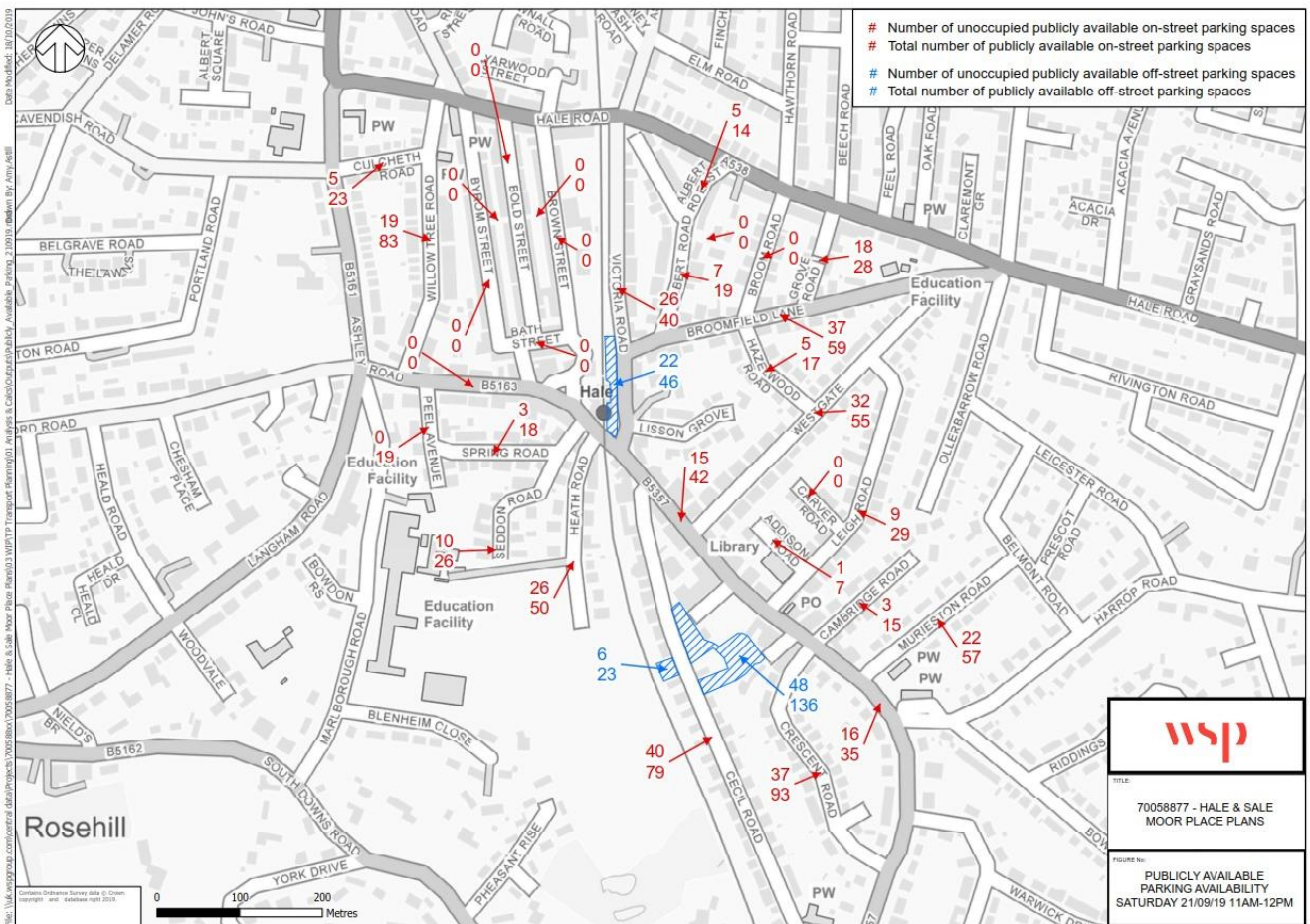


Figure 11: Publicly Available On-Street Parking Availability Saturday 21/09/19

During the peak hour on Saturday 21st September (11am-12pm) there were 336 (42%) unoccupied publicly available on-street parking spaces. 472 (58%) of the publicly available on-street parking spaces were occupied.

76 spaces were available in off street car parks, 48 of which were in Cecil Road East and 22 of which were in Victoria Road.



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SUMMARY & RECOMMENDATIONS

We have summarised below the public (i.e. not including resident's permit) spaces available during the peak hours on each of the three days.

	Victoria Rd	Cecil Road	"CP3"	On-street (within our defined survey area)
Overall Public Capacity	46	136	23	808
Available spaces on Thurs 11:00-12:00	1	10	1	216
Available spaces on Fri 12:00-13:00	4	22	1	191
Available spaces on Sat 11:00-12:00	22	48	6	326

It can therefore be seen that there is availability of parking within the wider survey area, indeed even at the peak hours on a Thursday and Friday over 20% of the surveyed parking stock was available.

It is accepted that the majority of this availability lies away from the locations in the centre of the village where people most wish to visit and to park. However the areas surveyed all lie within circa 500 metres of the centre of the village, and as such it could be considered possible to park in these areas and walk to the village centre for persons without a mobility restriction.

It is however accepted that for short duration trips (e.g. convenience shopping in local stores) such a walk distance could prove a disincentive.

Bearing in mind the above, it can be concluded that parking within the village needs to be maintained at approximately its current quantum. However, there remains the opportunity to rationalise and adjust the existing quantum of parking in a number of specific areas, in order to create beneficial public realm interventions, whilst keeping the overall numbers across the village approximately neutral.

One option may be the removal of the signalised pedestrian crossing on Ashley Road and associated zig-zag lines. This could potentially be replaced by informal crossings with build outs (i.e. areas where the pavement extends out towards the carriageway, in between the on-street parking bays, allowing pedestrians to view oncoming traffic and cross in a safe manner).



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Such an arrangement would need to be accompanied by features to encourage vehicles to travel through Hale at slower speeds (e.g. gateway features and changes to road surfacing).

This proposal would allow the existing on-street parking along Ashley Road to be spread along a greater length, permitting the informal crossings with build outs to be put in place. This would facilitate greater pedestrian permeability between the two sides of Ashley Road without loss of any overall parking numbers.

Finally it should be reiterated that over the course of the survey period Brown Street car park was closed and as such the results of the parking survey represent a 'worst case scenario'. Upon completion, the Brown Street site will provide 57 spaces for public parking which will include four accessible bays and four electric vehicle charging bays, over and above those available on the days of the survey.