

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 5 January 2015

Portfolio:	Planning and Development
Subject:	Titchfield Village Parking Review
Report of:	Director of Planning and Development
Strategy/Policy:	Local Plan: Adopted Core Strategy (August 2011) and Publication Development Sites and Policies Plan (February 2014)
Corporate Objective:	Protect and Enhance the Environment Maintain and Extend Prosperity

Purpose:

To consider and, if appropriate, approve recommendations for changes to the parking arrangements in Titchfield Village Centre, including The Square, Barry's Meadow Car Park and Titchfield Community Centre Car Park.

Executive summary:

An assessment of the use of main car parks in Titchfield Village Centre has been carried out following the approval of proposals to carry out a review of car parking in the Village at the Executive Decision Meeting on 15 April 2013. The proposals included recommendations to undertake local consultation with interested parties and survey work to establish the patterns of use of the main car parks and provide evidence to support bringing forward a package of measures to improve the existing parking arrangements.

This Report provides a summary of the data collection exercise carried out in May 2014 and describes the recommended options identified for implementation in the three main car parks in Titchfield Village.

Recommendation:

That the Executive supports the proposal and recommendations to change the parking arrangements in Titchfield Village Centre, comprising:

- (a) for The Square, to introduce 8 extra spaces restricted to 30-minute parking (no return within one hour) between 8am and 6pm Monday to Sunday, resulting in a total of 13 spaces with this restriction; and in addition to convert one space in the south-western corner of The Square to motor-cycle parking only;
- (b) for Barry's Meadow Car Park, to withdraw existing parking permits for business users previously issued for this car park; and

(c) for Titchfield Community Centre Car Park, to re-arrange the internal layout of the car park to create an estimated 25 to 30 extra parking spaces.

Reason:

To maintain and enhance the vitality and viability of Titchfield Village Centre by improving parking arrangements for visitors, residents and businesses.

Cost of proposals:

It is provisionally estimated that the total cost of implementing the changes would be in the range £5,000 to £6,000.

- Appendices:**
- A: Location of Car Parks**
 - B: Comments Received at the 25 February 2014 CAT Meeting**
 - C: Daily Occupancy of Parking Spaces in The Square**
 - D: Duration of Stay for Barry's Meadow Car Park**
 - E: Duration of Stay for Titchfield Community Centre Car Park**
 - F: Proposed Changes to The Square**

Background papers: None

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Executive Briefing Paper

Date: 5 January 2015

Subject: Titchfield Village Parking Review

Briefing by: Director of Planning and Development

Portfolio: Planning and Development

INTRODUCTION

1. Approval to undertake a Parking Review in Titchfield Village Centre was agreed at the Executive Meeting on 15 April 2013. Following approval to carry out the Review, the main car parks in the Village Centre were surveyed in July 2013 to assess the usage of parking spaces and enable solutions to be drawn up for addressing identified problems.
2. An analysis of results from the July 2013 survey was presented at a Special CAT Meeting held on 25 February 2014 to discuss parking in Titchfield Village. As a result of concerns raised in respect of these results providing an adequate explanation of car park usage, a new data collection exercise was authorised to supplement the results of the earlier survey.
3. The particular objective of the new survey, undertaken in May 2014, was to obtain a better understanding of the patterns of use of the main car parks and the causes of difficulties experienced by residents, businesses and visitors when parking in the Village Centre. In particular, it was considered necessary to collect data that would enable the correlation of duration of stay of individual vehicles to turnover of parking spaces and total occupancy of each car park.
4. Information from the May 2014 surveys has provided the primary evidence base for bringing forward proposals as part of the Village Parking Review. The options considered were intended to meet the principal aims of the Review as set out in the report to the Executive Meeting for Decision on 15 April 2013, and to address concerns communicated to Fareham Borough Council, including those received at CAT Meetings.
5. The main parking areas covered in the Titchfield Village Parking Review are listed below with their current capacities and restrictions. Locations are shown in Appendix A.
 - The Square (31 parking spaces, with the majority of spaces unrestricted)
 - Barry's Meadow Car Park (60 parking spaces, with a 3-hour limit)
 - Titchfield Community Centre (92 parking spaces, with a 24-hour limit)
6. This paper summarises the main findings of the Review, including the results of the survey carried out in May 2014 and assessment of options considered to resolve the

problems identified.

7. The principal findings of the Review were presented at the Autumn CAT Meeting in Titchfield on 8 October 2014, chaired by Cllr Miss T.G. Harper, and subsequently presented to a meeting of the Titchfield Village Trust.
8. The Titchfield Village Parking Review is complementary to and contemporaneous with the development and implementation of proposals by the Borough Council to modify the on-street parking arrangements in South Street.

PARKING SURVEY PROGRAMME 2014

9. Although durations of stay of parked vehicles could be determined from the July 2013 survey, it was not possible from the data collected in this survey to ascertain the total occupancy of car parks at a given time nor to assess the usage of spaces by individual vehicles. The chosen method of surveying for the 2014 Programme therefore recorded partial number plates as vehicle identifiers via 'beat surveys', with surveyors repeating their circuits (beats) every 30 minutes throughout the day. This is a well-established methodology deployed on many previous surveys and provides reasonably precise information on the timing of parking events in individual spaces without the requirement to interview vehicle occupants.
10. The design of the new survey was informed by an analysis of responses received at the 25 February 2014 CAT Meeting and subsequently in correspondence with Fareham Borough Council. A summary of comments received is presented in Appendix B.
11. A total of 86 responses were received, covering a range of points including suggestions on how to change the existing parking arrangements in The Square, specific provision for residents or selected groups of drivers, and better enforcement of regulations. The highest numbers of responses related to the potential impact of new measures on parking in West Street and effect of delivery vehicles on restricting traffic movements in The Square.
12. A specification and programme for the data collection exercise were agreed with Hampshire County Council's Traffic Survey Team. Complementing the main survey, Fareham Borough Council officers were also in attendance to record general observations of parking in the Village Centre and the effect of deliveries in The Square.
13. The parking survey was undertaken over a continuous 12-hour period (7am to 7pm) on 4 days in May 2014, avoiding public holidays and local special events to represent as far as possible average yearly conditions, and covering both the variation between days of the week and different weeks. The survey days were:
 - Tuesday, 13 May 2014
 - Friday, 16 May 2014
 - Saturday, 17 May 2014
 - Tuesday, 20 May 2014
14. By ensuring that data recording in each car park was consistent and synchronised, it would also be possible to construct a detailed picture of the status of all parking areas during periods of high demand. This would assist in assessing the impact of proposals for one car park on the remaining parking areas within the Village Centre.

SURVEY RESULTS

15. The combined data set derived from the May 2014 survey could be used to determine turnover of spaces and duration of stay for individual vehicles in both the two main car parks and The Square. This was particularly relevant for The Square where it was considered necessary to assess both characteristics in combination in order to explain the current patterns.

Headline Figures for The Square (31 spaces)

16. Whilst there is strong demand for short-term parking (up to 30-minutes) in The Square, the spaces are also used for longer term-parking during the day resulting in fewer spaces being available for visitors.
17. The occupation of spaces in The Square over longer time periods was found to be a combination of vehicles present at the start of the survey (0700 hours) and leaving later in the day, and vehicles arriving during the morning peak and staying until the end of the survey period. A number of spaces were also occupied by the same vehicle continuously throughout the day.
18. It was also evident that the 5 existing spaces restricted to 30-minute parking operated efficiently, with a good turnover of short-term visits.
19. With regard to occupancy of spaces, the survey data showed that:
 - Parking spaces are regularly full or close to full on all days
 - More than 50% of available spaces are occupied at all times during the day
 - Appendix C shows graphically the occupancy of spaces every 30 minutes over the 12-hour survey period on Tuesday 13 May 2014.
20. In terms of duration of stay the predominant demand was for short-term parking, as evidenced by the figures below:
 - 85% of total visits are for 30 minutes or less
 - 94% of total visits are for 2 hours or less
 - 1% of total visits are longer than 8 hours.
21. In terms of parking restrictions:
 - There is an efficient use of the 5 spaces restricted to 30-minutes parking (8am to 6pm)
 - Disabled parking bay restrictions are generally adhered to.
22. Taken together, these results show a high demand for short-term parking in The Square and general compliance with existing restrictions that apply to a number of spaces. However, it is also apparent that the parking area operates at or close to capacity at certain times during the day and that often there are only a few spaces available.
23. It was also observed that vehicles parked in the space on the south-west corner of The Square restricted visibility for drivers turning to or from West Street, and comments were received by the Borough Council to the effect that this also inhibited to a degree the safe crossing of The Square by pedestrians.

Headline Figures for Barry's Meadow (60 spaces, 3-hour limit)

24. In terms of duration of stay, the main demand is for visits of 2 hours or less, as illustrated by the statistics below and Appendix D plotting the results for Tuesday 13 May for Barry's Meadow Car Park:
- 55% of total visits are 30 minutes or less
 - 83% of total visits are 2 hours or less
 - 3% of total visits are longer than 8 hours
25. In terms of car park occupancy, Barry's Meadow Car Park operates at or close to capacity on weekdays, typically in the period between 1000 and 1300 hours.

Headline Figures for Titchfield Community Centre (92 spaces, 24-hour limit)

26. In terms of duration of stay around one third of visits (36%) are for longer than 2 hours and only 32% stay for 30 minutes or less, as illustrated by the statistics below and Appendix E plotting the results for Tuesday 13 May for the Community Centre Car Park:
- 32% of total visits are 30 minutes or less
 - 64% of total visits are 2 hours or less
 - 1% of total visits are longer than 8 hours
27. In terms of car park occupancy, Titchfield Community Centre Car Park operates at or above capacity during busy weekday periods.

Other Survey Observations

28. With regard to parking elsewhere in the Village Centre, it was observed that at busy times there was overspill parking on yellow lines on High Street, coincident with periods when the other parking areas, including the spaces at the southern end of South Street, were recorded as full. However, there was no evidence of significant visitor parking in West Street either at these times or during other survey periods.
29. Due to their size and unloading, it was noticeable that delivery vehicles associated with The Cooperative store located in the south-eastern corner of The Square were liable to cause disruption to both through traffic and parking manoeuvres in the immediate vicinity of the store.

PROPOSALS

Proposed Changes to The Square

30. The analysis of survey data showed that whilst there is strong demand for short-term parking (up to 30 minutes), spaces are also used for longer-term parking during the day and this resulted in reduced availability of spaces with The Square.
31. Since alternative parking areas designated as long-term (up to 24-hours) are available in the Village Centre, it is proposed that the 30-minute parking restriction is extended to include other spaces in The Square.
32. This is supported by the evidence from the survey that the 5 existing spaces with the 30-minute restriction are characterised by a healthy turnover.
- 33. *The proposal for The Square is therefore to introduce a further 8 spaces restricted to 30-minute parking (no return within one hour) between 8am and 6pm***

Monday to Sunday.

34. ***The additional 8 designated spaces would be located in the south-eastern corner of The Square, adjacent to the existing spaces, and adding to the 5 existing restricted spaces, to provide a single block of 13 clearly identified '30-minute' restricted spaces. These spaces are delineated in Appendix F.***
35. Several other options were considered but are not recommended for taking forward at this stage. These were:
- The introduction of a 2-hour limit on parking in The Square
 - A residents' parking scheme for The Square

Proposed Changes to Barry's Meadow Car Park

36. As can be seen from the survey results a large majority of visits are for 2 hours or less, with the average stay longer than the equivalent figure for The Square. Interview data from previous surveys has indicated that a significant number of visits were associated with the nearby doctors' surgery.
37. Although turnover is satisfactory, the Car Park operates with little or no spare capacity during periods of high demand.
38. ***The proposal for Barry's Meadow Car Park is therefore to withdraw existing parking permits for business users previously issued for the Car Park. This would free up spaces allowing more visitors to use the Car Park.***
39. ***The withdrawal of business permits would be timed to coincide with the availability of additional spaces in the Community Centre Car Park, as referred to in Paragraph 41 below.***

Proposed Changes to Titchfield Community Centre Car Park

40. The survey results indicate that the average duration of stay is longer than for the other car parks: around one third of visits are one third or less; one third are between 30 minutes and 2 hours; and one third are above 2 hours. Turnover is satisfactory, however the car park operates at or above nominal capacity with the expectation that additional demand may be generated by drivers transferring from The Square.
41. ***The proposal for The Community Centre Car Park is therefore to re-arrange the internal layout of the car park to create more spaces than currently available. It is estimated that this should provide an additional 25 to 30 spaces overall.***
42. ***This proposal would deliver an increase in total number of long-term spaces available, compensating for the displacement of vehicles linked to the withdrawal of permits for Barry's Meadow Car Park.***

PANEL CONSIDERATIONS

43. A presentation of results from the May 2014 surveys and proposed changes to the parking arrangements in Titchfield Village Centre was given by officers to the Members of the Planning and Development Policy Development and Review Panel (P&D PD&R) Meeting held on 4 November 2014.

44. Following the comments received by Panel Members generally endorsing the proposals, an additional measure was put forward for The Square, as follows:
- 45. *It is proposed that the single space in the south-western corner of The Square be converted to 'Motor-cycle' parking only.***

RISK ASSESSMENT

46. Potential risks associated with the safety of road and off-street car park users will be fully taken into account in the implementation of the proposals.

FINANCIAL IMPLICATIONS

47. It is provisionally estimated that the cost to Fareham Borough Council of implementing the recommended changes would be in the range £5,000 to £6,000. The necessary level of funding for this work would be available from the pre-authorised parking strategy budget.

CONSULTATIONS

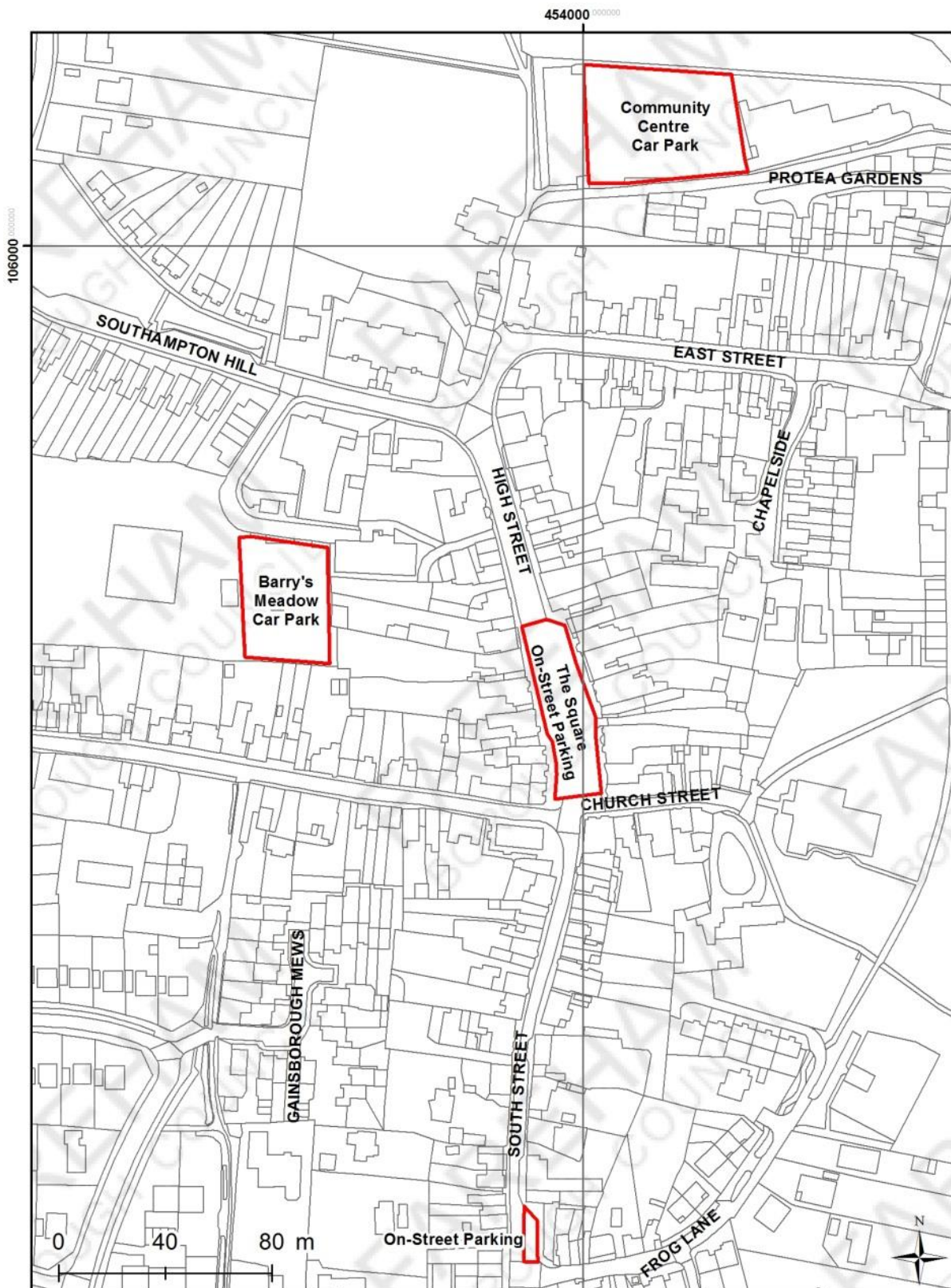
48. Residents and local Councillors have been fully informed of the process of developing these proposals through CAT meetings arranged by Fareham Borough Council in Titchfield Village.

CONCLUSIONS

49. A package of complementary measures is proposed which in combination is considered will resolve the difficulties currently experienced in car parking in Titchfield Village Centre, as evidenced by the analysis of data from the parking surveys conducted in May 2014. In particular, these proposals are designed to improve the balance between short and long term parking in order to increase the turnover of spaces and provide limited additional capacity.
50. Should these measures be approved, implementation would be programmed to ensure that businesses and other users of the car parks could benefit from the increased provision of long-term spaces. At the same time shoppers and other visitors would be able to take advantage of the greater availability of short-term spaces in the Village Centre.
51. In The Square, designating more spaces with restricted 30-minute parking should free-up more spaces for short term parking and improve the turnover of spaces.
52. In Barry's Meadow Car Park, withdrawing existing business permits should allow more short term visits. This would be timed to coincide with the provision of additional spaces in the Community Centre Car Park.
53. In Titchfield Community Centre Car Park, creating extra parking spaces within the boundaries of the existing car park should provide more capacity for long term parking.
54. The provision of Disabled bays would be unaffected by these changes, and one space in The Square would be allocated to motor-cycle parking only.

Reference Papers: None

Appendix A – Location of Car Parks

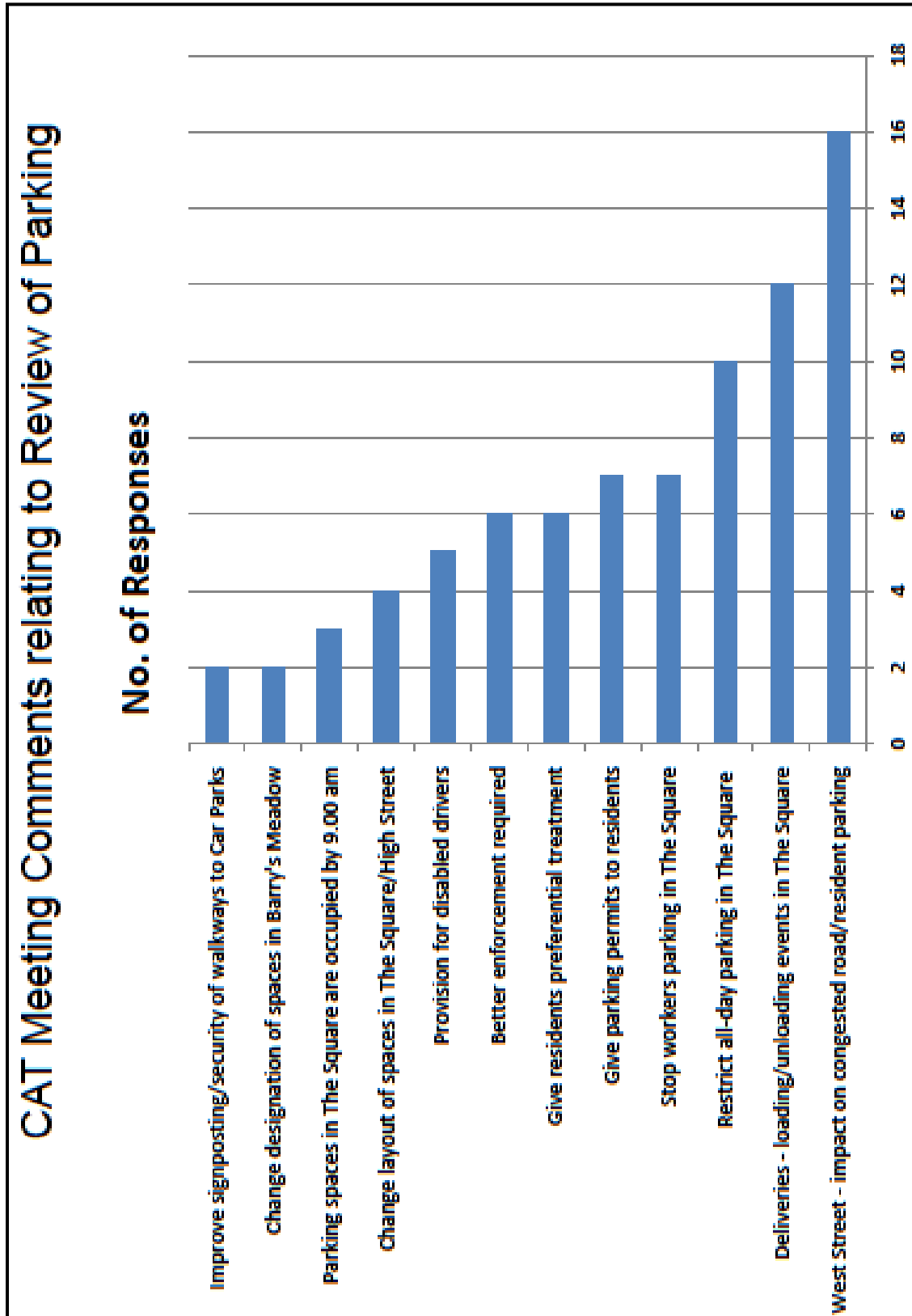


Titchfield Village Car Parks

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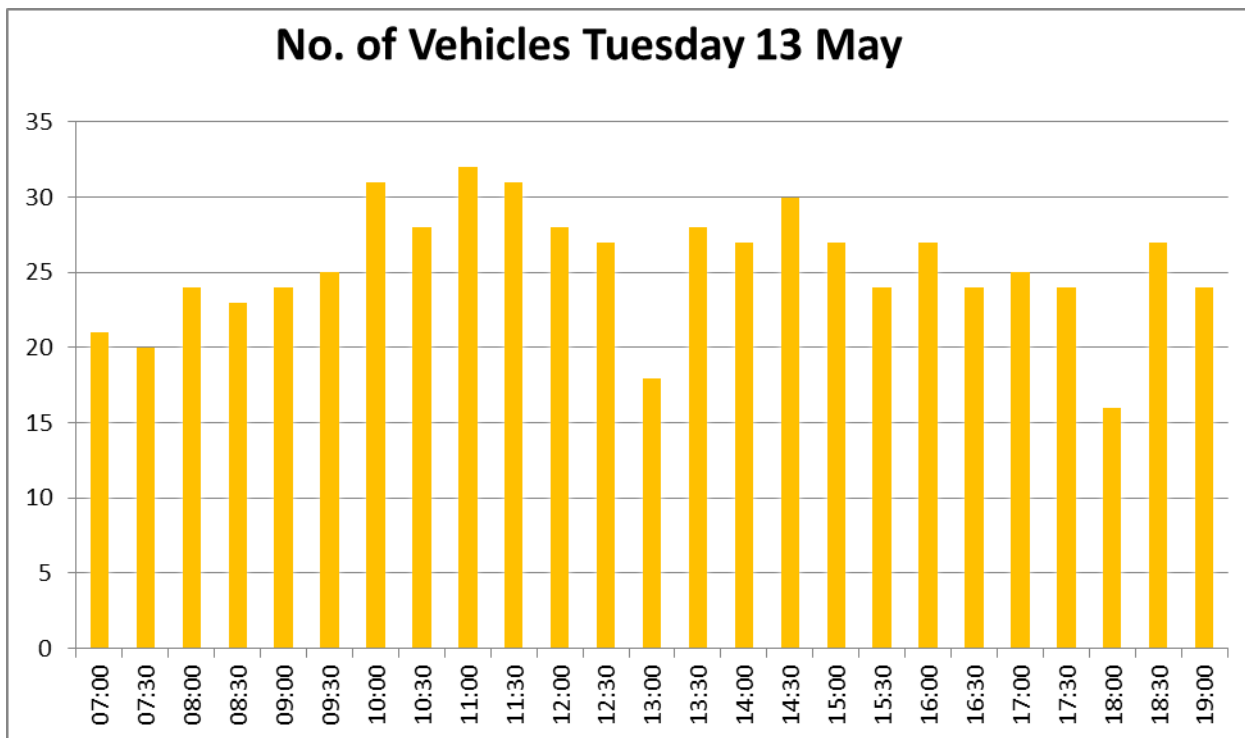
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Appendix B – Comments Received at the 25 February 2014 CAT Meeting



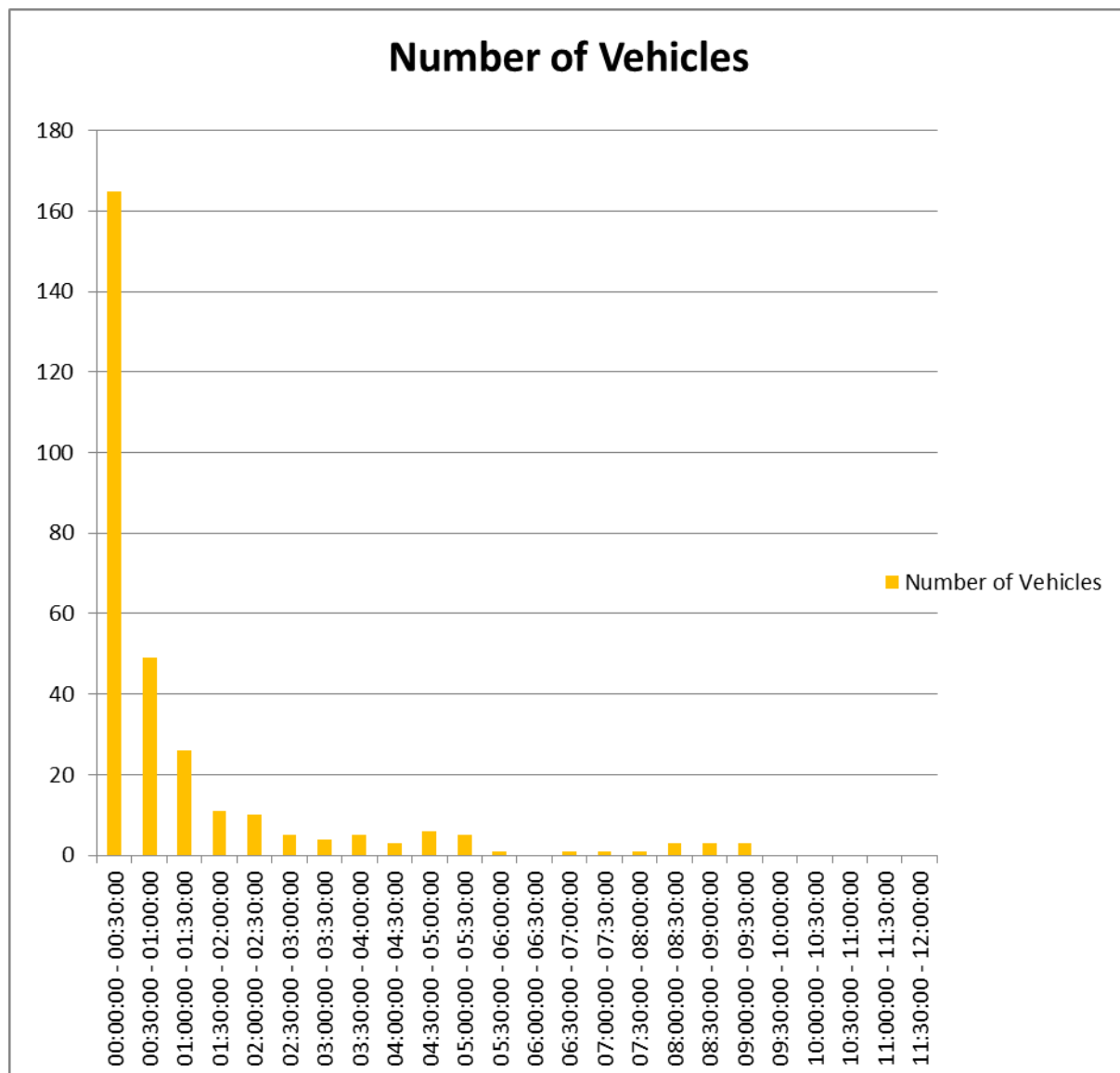
Appendix C – Daily Occupancy of Parking Spaces in The Square

Tuesday 13 May 2014 – occupancy shown in half-hour intervals



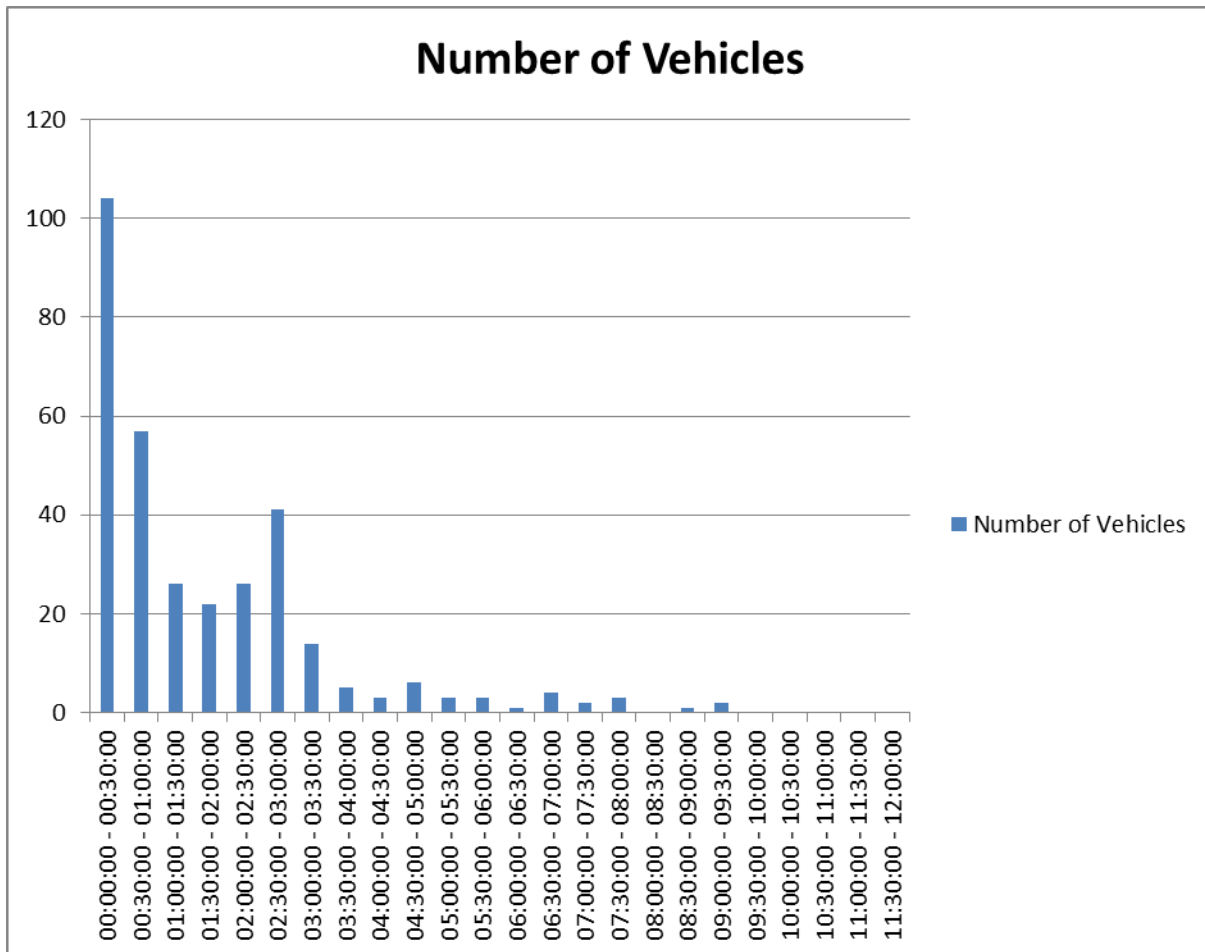
Appendix D – Duration of Stay for Barry’s Meadow Car Park

Tuesday 13 May 2014 – durations shown in half-hour intervals

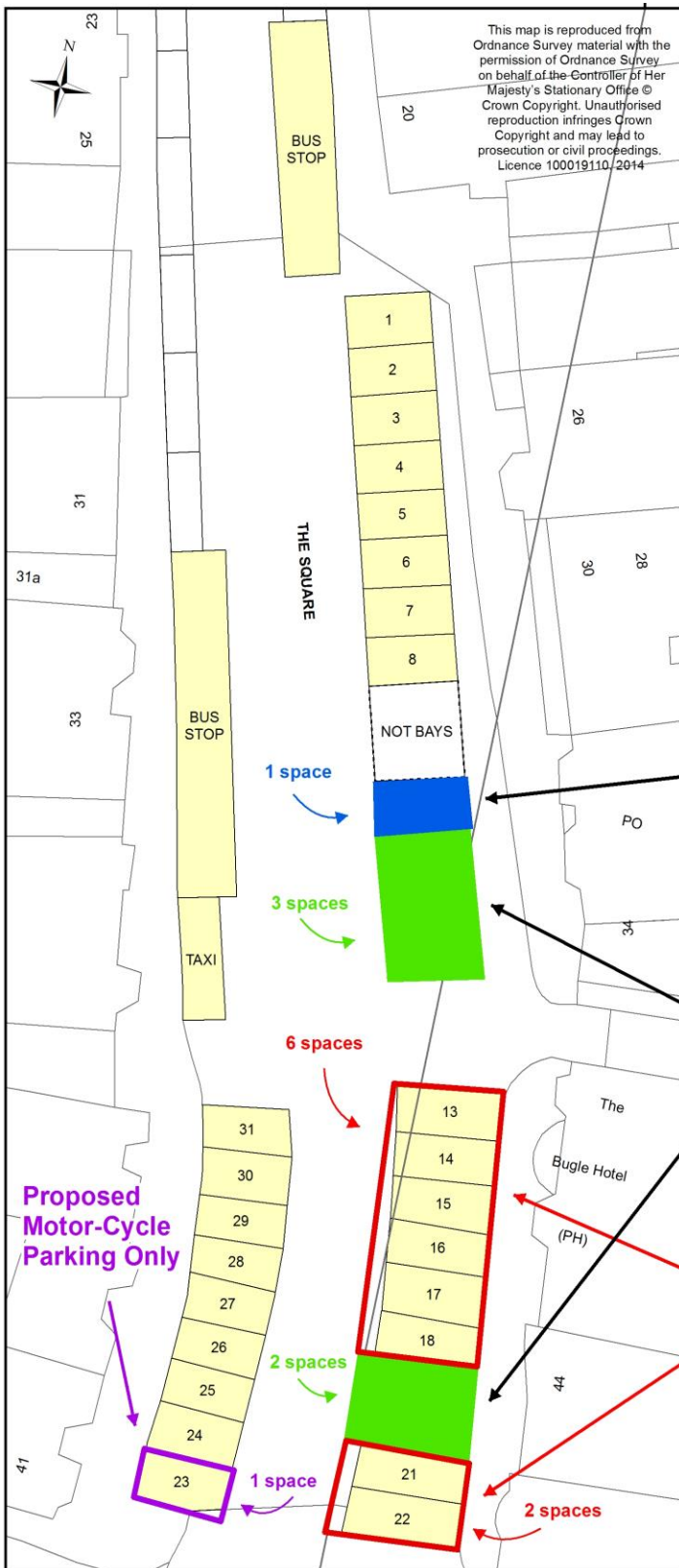


Appendix E – Duration of Stay in Titchfield Community Centre Car Park

Tuesday 13 May 2014 – durations shown in half-hour intervals



Appendix F – Proposed Changes to The Square



8 spaces additionally restricted to 30-minute parking (no return within one hour) between 8am and 6pm

All spaces unrestricted except:

Existing Disabled Bay

Existing 30-minute Restricted Bays

Proposed NEW 30-minute Restricted Bays