

Dursley Neighbourhood Plan

2014 Parking Survey

Results Report Final Version

March 2015

Setting the Scene

- In Autumn 2014 Dursley Town Council commissioned Harris Ethical Ltd to look in more detail at the parking behaviour issues affecting Dursley Town Centre.
- The main purposes of the survey were to:
 - Assess current levels of use of Dursley town centre car parks
 - Examine issues on on-street parking behaviour and longer stay parking in residential areas
 - Ask local people about their parking behaviour and needs
 - Assess length of stay and parking space turnover
 - Assess need for long stay parking to serve Dursley employers and other stakeholders
- The evidence base would be used to
 - Further inform the transport section of the Neighbourhood Development Plan
 - Support Dursley Town Council's position in relation to Stroud District Council's parking proposal and ensure a robust evidence base was in place
 - Supported by the wider town centre and walking route assessment which examined the user-friendliness of routes from car parks and also included walk-round of housing areas close to the town centre

What we did

- Surveys were carried out on:
 - Thursday 23rd October 2014
 - Saturday 25th October 2014
 - Thursday 8th January 2015
- The surveyors were asked to:
 - Assess the capacity and condition of car parks in Dursley town centre
 - Count car park occupancy and space turnover
 - Observe parking behaviour (i.e. any bad parking practice, use of double yellows etc)
 - Assess the incidence of pavement parking and any blocking of pedestrian routes
 - Carry out a quick face to face survey of people leaving/arriving at their cars asking basic questions about length of stay etc.
- We provided an initial 'plan on a page' update to DTC in December 2014 and then produced more detailed metrics discussed with SDC and DTC on 15th Jan 2015

Key Content

Section 1 – Key Car Park Locations

Section 2 – What the NDP transport survey says about parking

Section 3 – Analysis of Key Car Park data – length of stay

Section 4 – Analysis of Face to Face Surveys

Section 5 – Analysis of Photographs

Section 6 – Key Conclusions

Section 1 – Key Car Park Locations

Scope of Parking Area Assessed



Car Park Locations Assessed



Key findings – Car park assets

Car Park	Date	Capacity Details			Facilities/services available										Run by	Additional observations	
		Capacity	Number of disabled spaces included in total number	Number of parent and child spaces	CCTV	Barrier	Manned	Is it a pay and display car park	Clear instructions on how to park	Clear instructions on where to park	Is the car park clearly sign posted from the road	Is the car park easily accessible	Height restriction	Electric charging point			Parking duration times and charges
May Lane	25/10/2014	51	3	0	No	No	No	No			No	Yes	No	No	<23 hrs Free	Stroud DC	Toilets on site locked
Castle St/Parsonage Street	25/10/2014	28	4	0	No	No	No	No			Yes	Yes	No	No	< 1 hr Free	Stroud DC	
Castle St/Dursley Pool	25/10/2014	88	3	0	No	No	No	No			Yes	Yes	No	No	< 3hrs Free	Stroud DC	
Long Street	25/10/2014	43	1	0	Yes	No	No	No			Yes	Yes	No	No	< 23 hrs Free	Stroud DC	
Water Street	25/10/2014	16	1	0	No	No	No	No			Yes	Yes	No	No	< 3hrs Free	Stroud DC	There is an attendant that checks how long people park there
Sainsbury's	25/10/2014	206	13	8	No	No	No	No			No	No	No	Yes	< 3hrs Free	Private operat	Access can cause traffic delays from lights

Section 2 – What the NDP transport survey says about parking

The general transport needs survey

- 58 in-depth interviews on transport issues generally
- 60% needed to park in the town centre
- 39% used longer stay car parks for the following journey purposes:
Tourism/Visiting the walking festival/Visiting the market/Work/Other
- 39% used shorter stay car parks mainly for shopping but there were some users parking for leisure/market
- The remainder (22%) either parked on street within the town centre or parked and walked in – the main purpose was for shopping
- General comments about parking facilities included:
 - Continued provision of free parking
 - Continued provision of car parking
 - Congestion due to parking pressure on Silver Street

Section 3 – Analysis of Key Car Park data – length of stay

Section 3 – Analysis of Key Car Park data

Saturday 25/10 as test ‘worst case’ for overall parking demand

Focused on comparing long stay patterns long stay comparator days

Thursday 23/10 as sample weekday – detailed graphs to follow for short stay

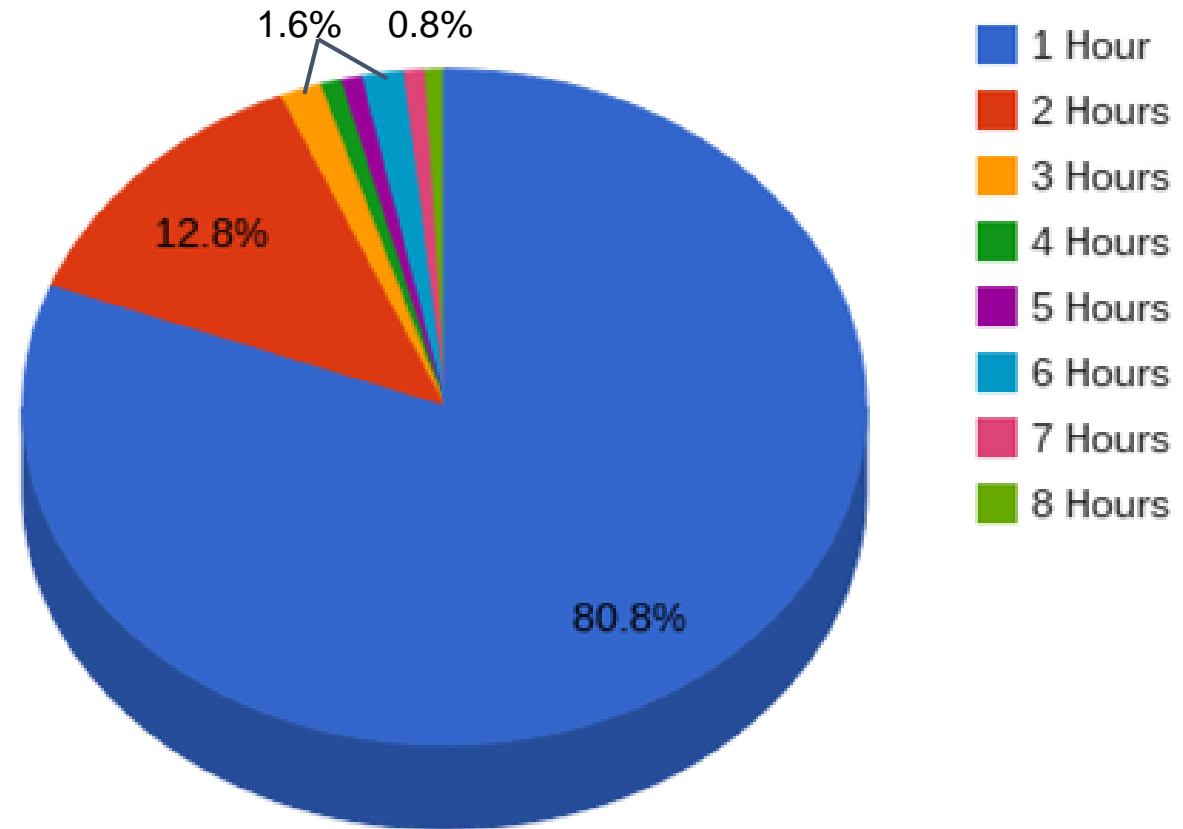
Long Street validation results for 08/01/15

Key findings – Castle Street Car Park

Castle Street	
1 Hour	101
2 Hours	16
3 Hours	2
4 Hours	1
5 Hours	1
6 Hours	2
7 Hours	1
8 Hours	1

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Castle Street car park

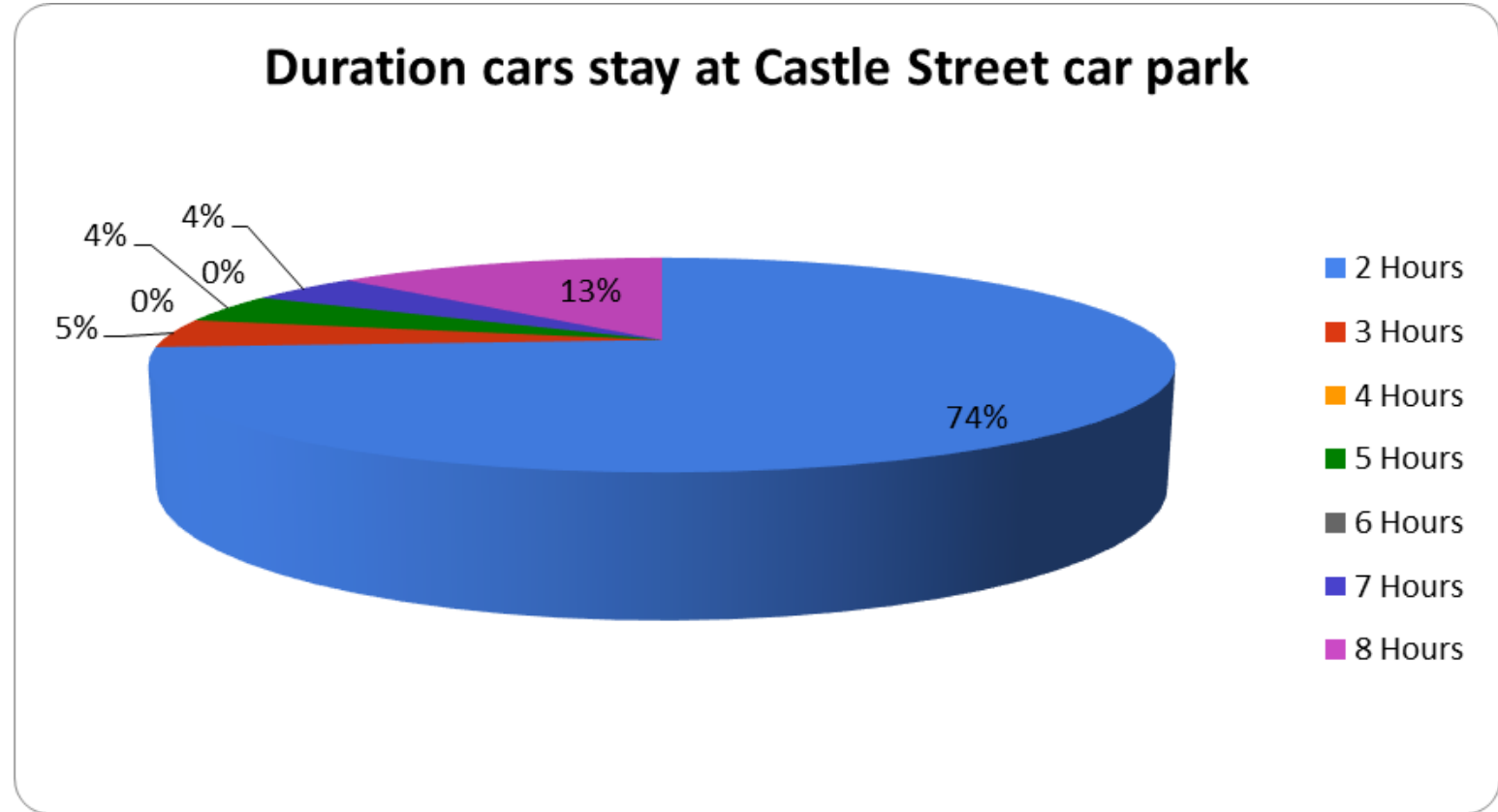


23/10/15

Key findings – Castle Street Car Park

Castle Street (free parking limited to 1hr)	
1 Hour	104
2 Hours	17
3 Hours	1
4 Hours	0
5 Hours	1
6 Hours	0
7 Hours	1
8 Hours	3

Time bands in yellow highlight period beyond the official stay limit



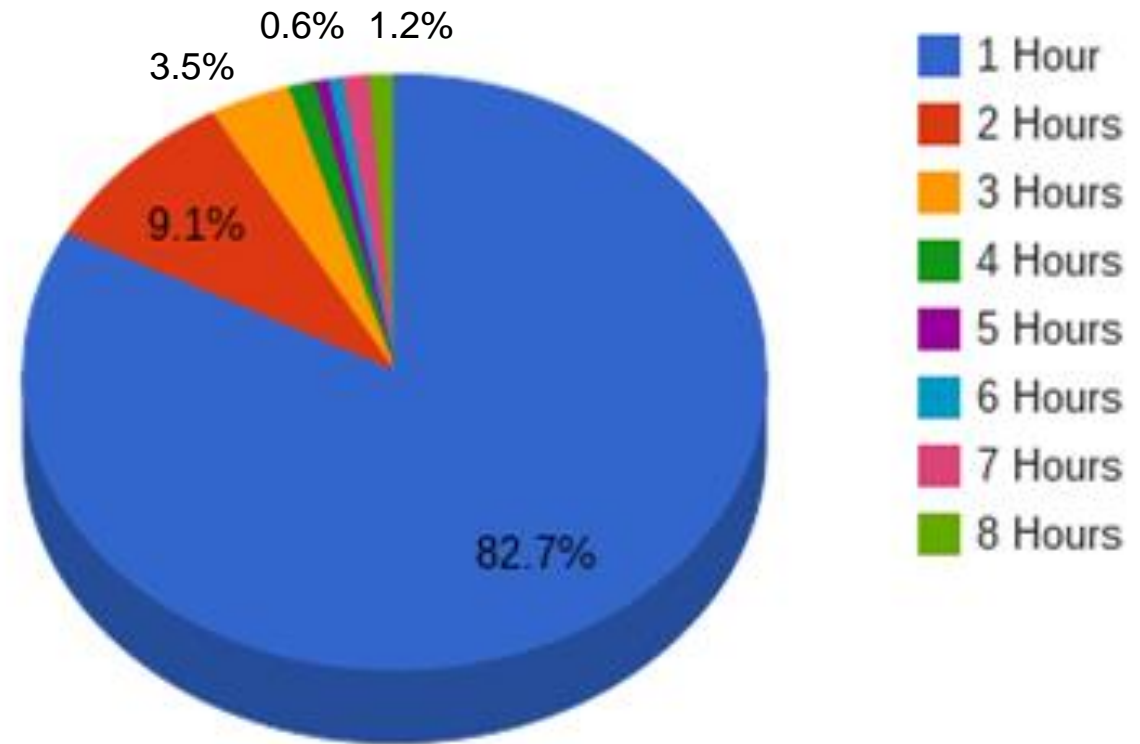
25/10/15

Key findings – Sainsbury's Car Park

Sainsbury's	
1 Hour	282
2 Hours	31
3 Hours	12
4 Hours	4
5 Hours	2
6 Hours	2
7 Hours	4
8 Hours	4

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Sainsbury's car park



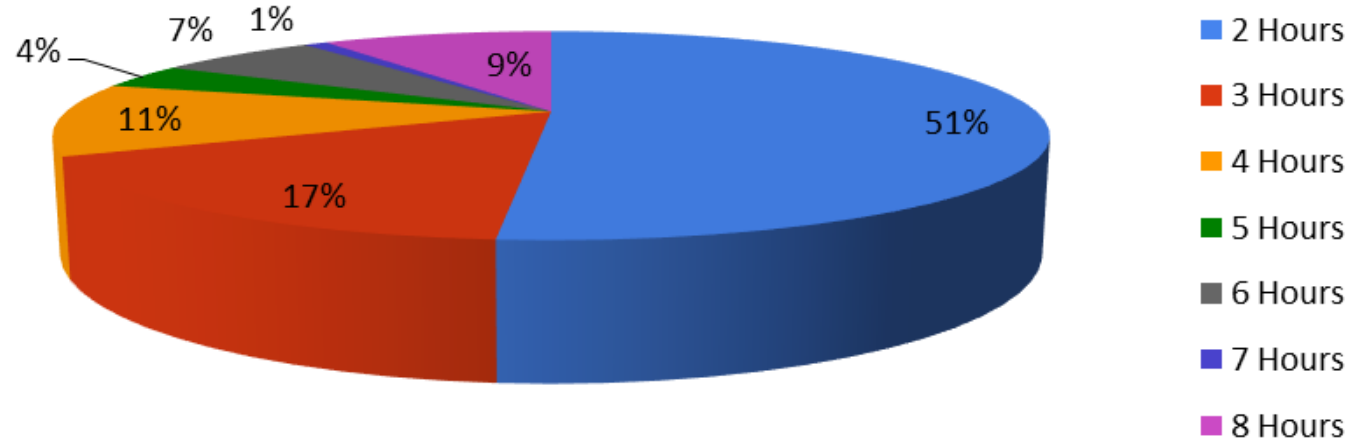
23/10/15

Key findings – Sainsbury's Car Park

Sainsbury's (free customer car park limited to 3 hrs)	
1 Hour	359
2 Hours	48
3 Hours	17
4 Hours	9
5 Hours	4
6 Hours	7
7 Hours	0
8 Hours	6

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Sainsbury's car park



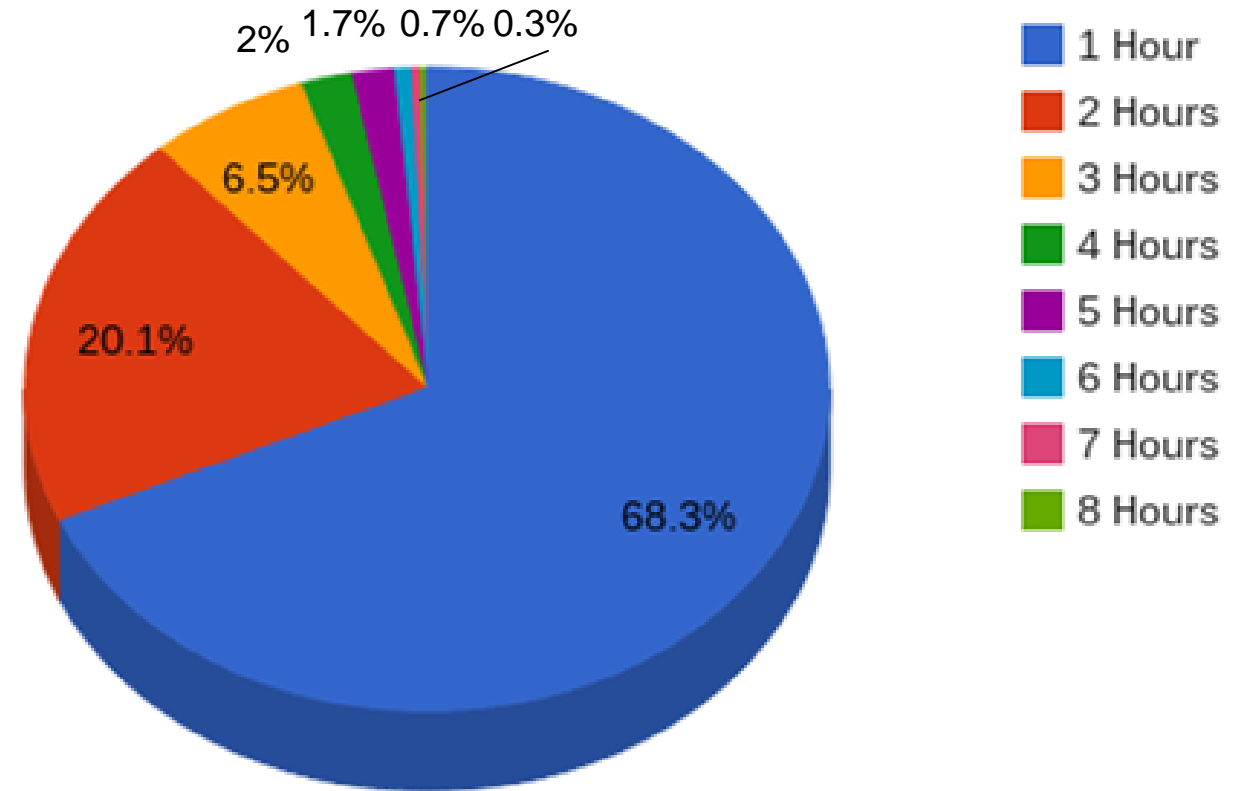
25/10/15

Key findings – Dursley Pool Car Park

Dursley Pool	
1 Hour	200
2 Hours	59
3 Hours	19
4 Hours	6
5 Hours	5
6 Hours	2
7 Hours	1
8 Hours	1

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Dursley Pool car park



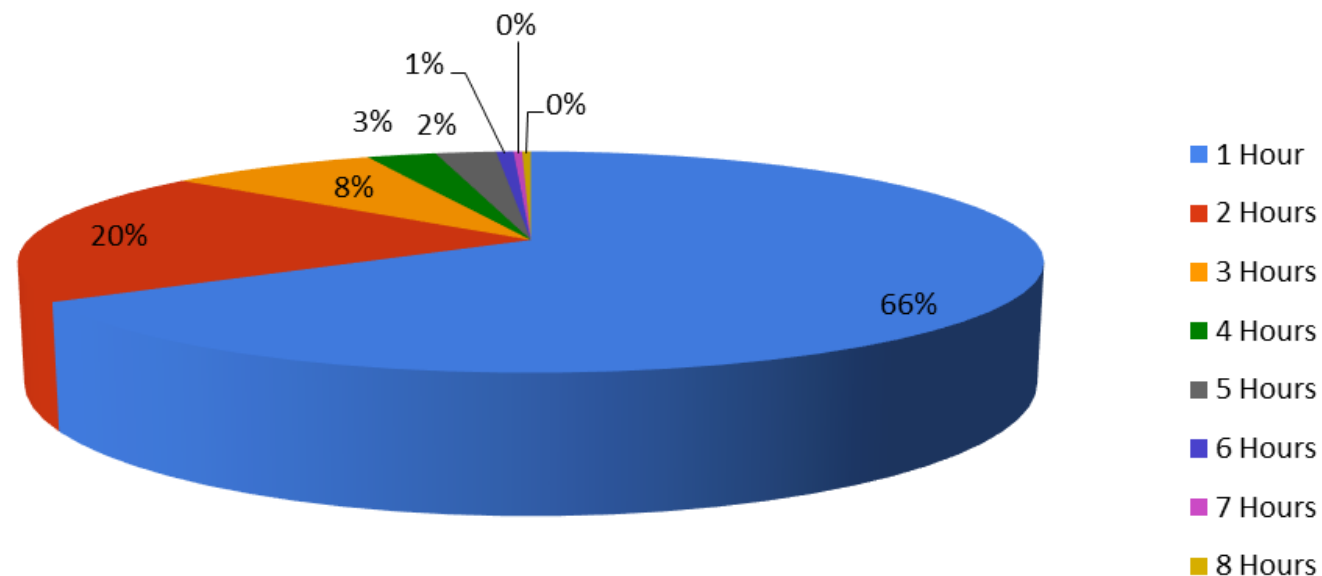
23/10/15

Key findings – Dursley Pool

Castle Street/Dursley Pool (free limited to 3 hrs)	
1 Hour	200
2 Hours	59
3 Hours	24
4 Hours	8
5 Hours	7
6 Hours	2
7 Hours	1
8 Hours	1

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Dursley Pool car park



25/10/15

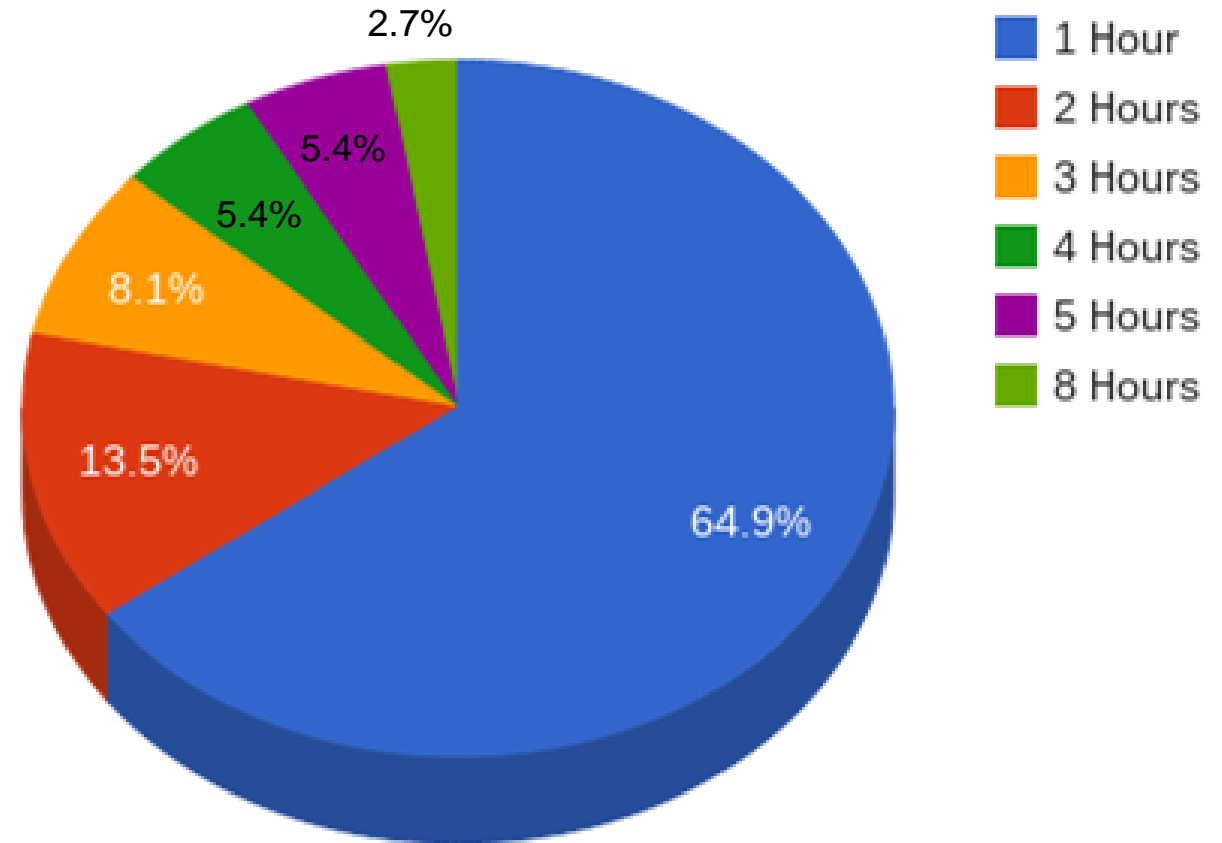
Key findings – Water Street Car Park

Water Street	
1 Hour	24
2 Hours	5
3 Hours	3
4 Hours	2
5 Hours	2
6 Hours	0
7 Hours	0
8 Hours	1

Time bands in yellow highlight period beyond the official stay limit

23/10/15

Duration cars stay at Water street car park

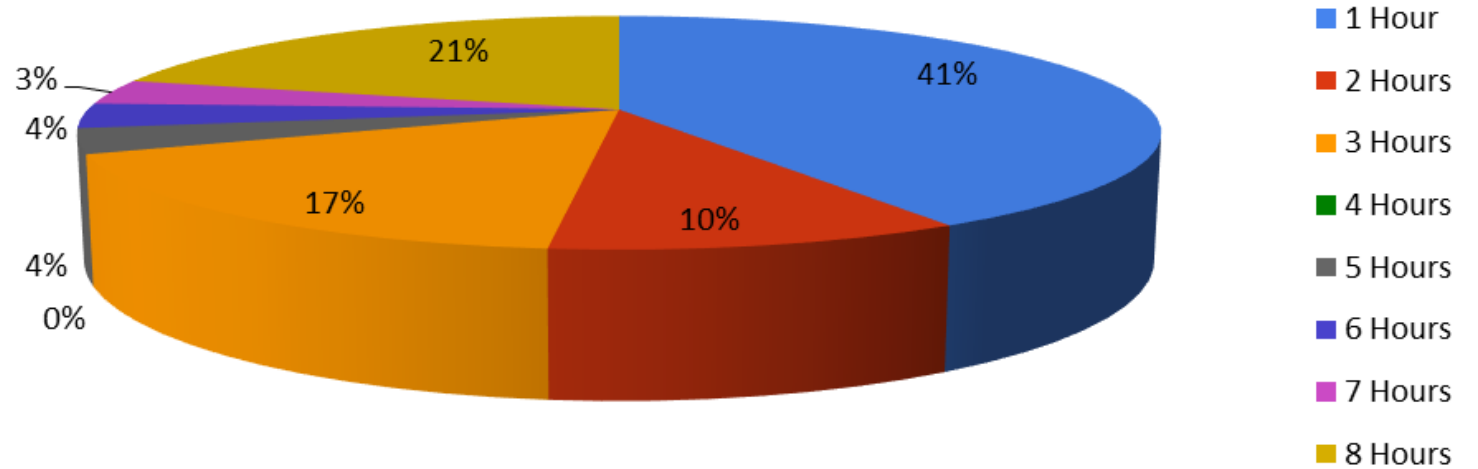


Key findings – Water Street Car Park

Water Street (free parking up to 3 hrs)	
1 Hour	12
2 Hours	3
3 Hours	5
4 Hours	0
5 Hours	1
6 Hours	1
7 Hours	1
8 Hours	6

Time bands in yellow highlight period beyond the official stay limit

Duration cars stay at Water Street car park

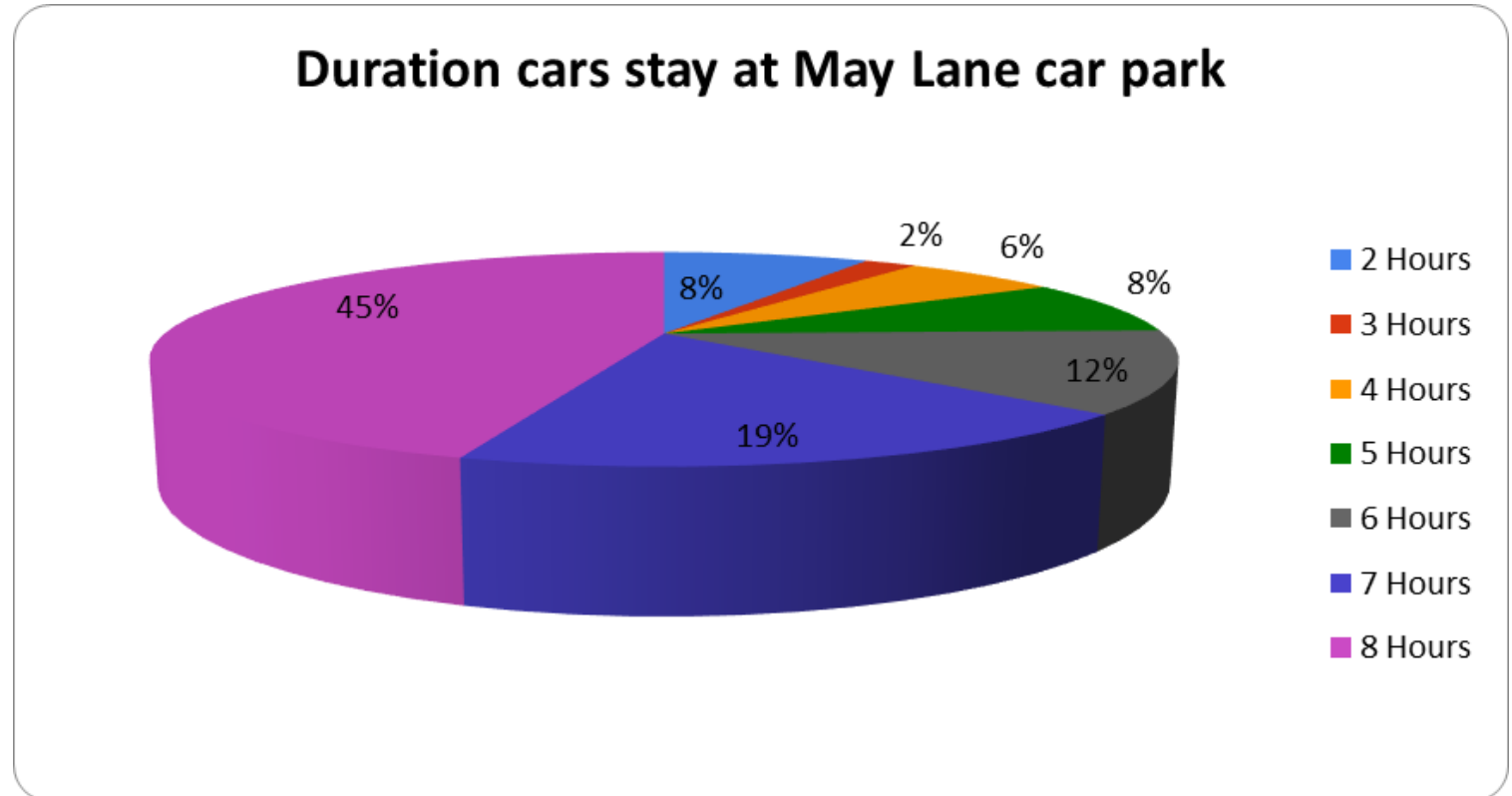


25/10/15

Key findings – May Lane Car Park

May Lane (free parking up to 23 hrs)	
1 Hour	36
2 Hours	4
3 Hours	1
4 Hours	3
5 Hours	4
6 Hours	6
7 Hours	9
8 Hours	22

Clear demand as a longer stay car park during the week



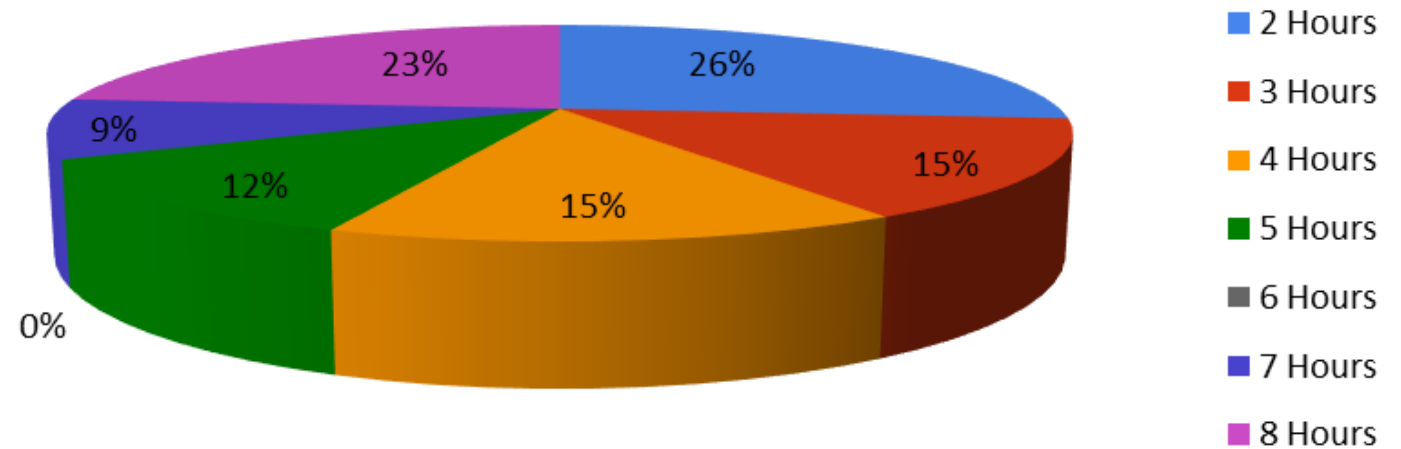
23/10/15

Key findings – May Lane Car Park

May Lane (free parking up to 23 hrs)	
1 Hour	184
2 Hours	9
3 Hours	5
4 Hours	5
5 Hours	4
6 Hours	0
7 Hours	3
8 Hours	8

May Lane changes function and behaves as a shorter stay car park with turnover ratio of between 3-4 cars per Saturday

Duration cars stay at May Lane car park



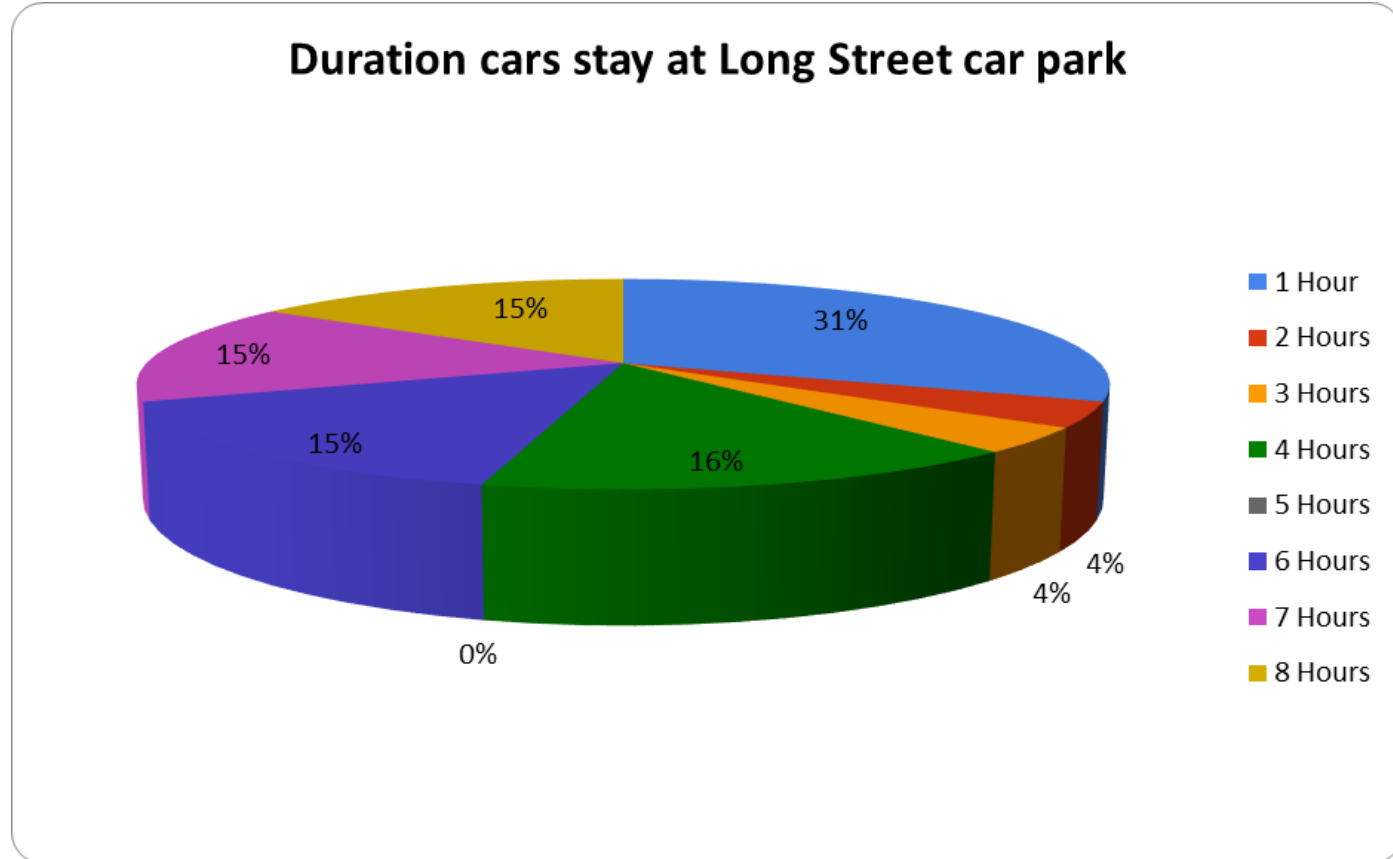
25/10/14

Key findings – Long Street Car Park ('temporary') long stay

Long Street (free parking up to 23 hrs)	
1 Hour	8
2 Hours	1
3 Hours	1
4 Hours	4
5 Hours	0
6 Hours	4
7 Hours	4
8 Hours	4

Points to key demand being during weekdays although anecdotal evidence shows operating at over capacity of Saturdays during December (46 cars on 13/12),

25/10/15

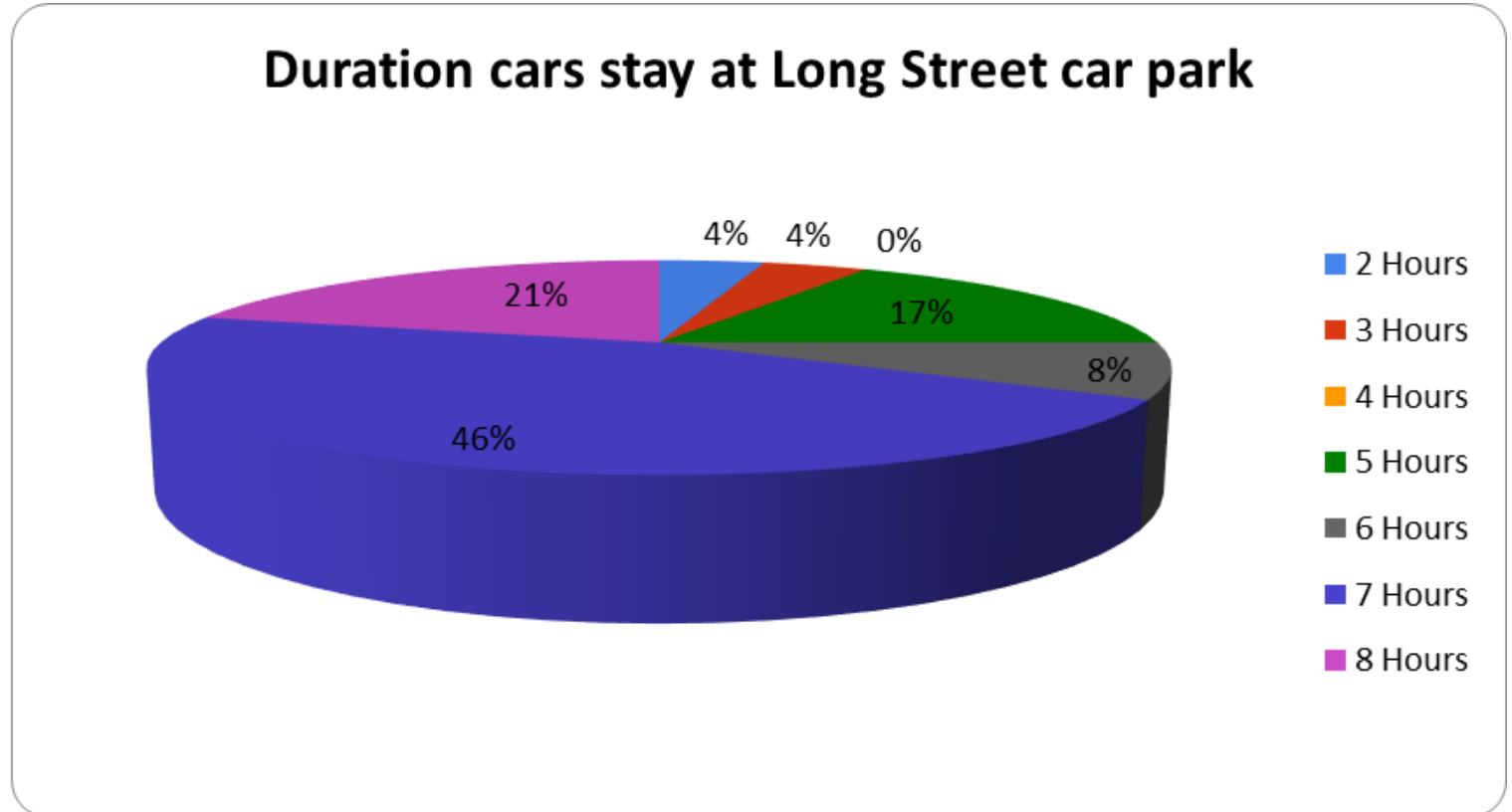


Key findings – Long Street Car Park ('temporary') long stay

Long Street (free parking up to 23 hrs)	
1 hour	1
2 Hours	1
3 Hours	1
4 Hours	0
5 Hours	4
6 Hours	2
7 Hours	11
8 Hours	5

Note anecdotal count evidence puts this car park at capacity at 1700 hrs (35-40 cars) on Thurs 11/12, Fri 12/12 and 16/12/14. This validates the Thurs 23/10 figure where peak occupancy reached 36

08/01/15



Section 4 – Analysis of Face to Face Surveys

Key findings – Face to Face Surveys

- Interview Surveys were carried out on:
 - Thursday 23rd October 2014
 - Saturday 25th October 2014
- The surveyors were asked to:
 - Stop people as they left/returned to their cars and ask specific questions
 - Make a note of any additional comments raised

Note that there were **80 respondents** to the survey covering a variety of car park locations, but the bulk of responses came from shorter stay users of Sainsbury's, Dursley Pool and Castle St car parks

- The following slides summarise rhea key metrics but the dataset can be used in a flexible manner to look at specific issues.
 - The first row of numbers in each table is the actual number of responses, and then the second row shows this as a % out of all responses.
 - All 80 respondents answered every 'fixed' question although the question about reasons for parking allowed multiple responses.

Key findings – Face to Face Surveys

Where did they park								
May Lane	Castle Street	Long Street	Dursley Pool	Sainsbury's	On street	On street-residential	Water Street	Other
7	26	1	20	24	1	0	1	0
8.8	32.5	1.3	25.0	30.0	1.3	0.0	1.3	0.0

Key findings – Face to Face Surveys

How long did respondents park for?

Under 1 hour	1-2 hours	2-3 hours	3-4 hours	4-5 hours	5-6 hours	Over 6 hours
47	25	2	2	0	1	3
58.8	31.3	2.5	2.5	0.0	1.3	3.8

Key findings – Face to Face Surveys

How much would you be willing to pay for parking per hour				
Nothing	Below 50p	50p - £1	£1+	
64	5	10	1	
80.0	6.3	12.5	1.3	

Key findings – Face to Face Surveys

Why did you chose to park here today					
Close to shops/work	Easily accessible	Free	Good facilities	Long stay	Other
61	11	17	1	5	9
58.7	10.6	16.3	1.0	4.8	8.7

Key findings – Face to Face Surveys

Is the car park clearly sign posted		Is the car park easily accessible from the road		Do you feel parking could be improved	
Yes	No	Yes	No	Yes	No
48	32	89	11	41	39
60.0	40.0	111.3	13.8	51.3	48.8

Key findings – Face to Face Surveys

On a scale of 1-10 how happy were you with the quality of the car park you used today?		
Scale	No of respondents	As %
1	0	0.0
2	0	0.0
3	3	3.8
4	3	3.8
5	6	7.5
6	5	6.3
7	14	17.5
8	28	35.0
9	10	12.5
10	11	13.8
7.5	Average score	

Section 5 – Analysis of Photographs/Parking Behaviour

Key findings – Parking Behaviour



1. Long Street- parking on double yellow lines.



2. Lister Road- parking on residential streets



3. Silver Street- parking on double yellow lines



4. Silver Street- parking on double yellow lines.



5. May Lane- parking on double yellow lines on a residential street.



6. Hill Side Court- parking on double yellow lines in a residential area

Key findings – Parking Behaviour



7. Lister Road- parking on double yellow lines and in residential areas.



8. Lister Road- parking on residential road.



9. Brownings Lane- parking on pavements in residential streets.



10. Victoria Close- parking on residential street



11. Long Street- Parking on double yellow lines near town centre.



12. Long Street- parking on double yellow lines near town centre.

Key findings – Parking Behaviour



13. Silver Street- parking on double yellow lines.



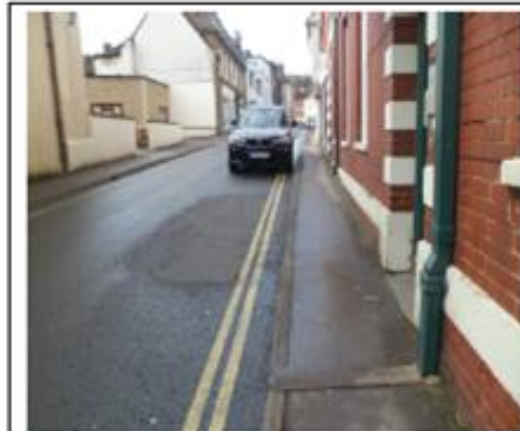
14. May Lane- cars parked on pavement restricting movement.



15. May Lane- parking on double yellow lines.



16. May Lane- parking on double yellow lines.



17. Long Street- parked on double yellow lines.



18. Long Street- parked on double yellow lines.

Key findings – Parking Behaviour



19. Long Street- parking on double yellow lines.



20. Long Street- parking on double yellow lines.



21. Silver Street- parking on double yellow lines.



22. Silver Street- parking in a residential zone.



23. Hill Road- parking on double yellow lines.

Key findings – On street parking audit

Coding for observations	
Parking on pavement	PA
Parking on double yellow lines	DY
Parking causing obstruction	OB
Parking in disabled space	DS
Parked outside of parking lines	PL
Cluster of on street parking- 5 or more	CL
Dangerously parked	DP
Parking in restricted zone	RZ
Parking in a residential street	RE

Street Name	Time	Date	Photograph numbers	Observation code	Additional notes
Long Street	933	23/10/2014	100-3108	DY	
Lister Road	940	23/10/2014	3110, 3109	DP	
Caster Street	958	23/10/2014	3111	DY	
Caster Street	957	23/10/2014	3112	DY	
May Lane	1002	23/10/2014	3113	DY, RE	
Hill Side Court	1151	23/10/2014	3114	DY, RE	
Lister Road	1154	23/10/2014	3115	RE, DP	White car parked on bend
Lister Road	1155	23/10/2014	3116	RE, CL	
Browning Lane	1156	23/10/2014	3117	RE, PA	
Victoria Close	1200	23/10/2014	3118	RE	
Long Street	856	25/10/2014	3119	DY	
Long Street	950	25/10/2014	3121	DY	
Long Street	1000	25/10/2014	3122	DY	
Silver Street	1005	25/10/2014	3123	DY	
May Lane	1020	25/10/2014	3124	PA	
May Lane	1025	25/10/2014	3125	DY	
May Lane	1030	25/10/2014	3126	DY	
Long Street	1043	25/10/2014	3128	DY	
Water Street	1050	25/10/2014	3129	OB	
Long Street	1225	25/10/2014	3130	DY	
Long Street	1225	25/10/2014	3131	DY	
Long Street	1225	25/10/2014	3132	DY	
Silver Street	1235	25/10/2014	3133	DY	
Silver Street	1235	25/10/2014	3134	PA	
Hill Road	1245	25/10/2014	3135	DY	

Section 6 – Key Conclusions (refer Executive Summary)