

PARKING SURVEYS – STRATFORD-UPON-AVON S2, S3 & S4

1. INTRODUCTION

- 1.1. Parking on street, in residential areas, in close proximity to the centre of Stratford On Avon is managed by Warwickshire County Council using residential permit schemes.
- 1.2. Residential and visitor permits are available at an annual cost of £25 with three residential permits and one visitor permit allowed per household.
- 1.3. Residential permits are vehicle specific.
- 1.4. The visitor permits only have a reference on them as to which area they are valid for and are not vehicle or property specific.
- 1.5. There is a possibility that the visitor permits may be sold or passed on to workers and family members who need regular access to the centre of Stratford. The £25 fee is a lot cheaper than paying to park each day.
- 1.6. Observations on site from the enforcement officers suspect this is happening and if so, it reduces the validity of the scheme in that non-residents are taking up valuable parking spaces.
- 1.7. Occupancy surveys were commissioned by Warwickshire County Council (WCC) to be undertaken across 3 weekdays and a Saturday covering permit areas S2, S3 and S4.
- 1.8. The primary objective was to ascertain the levels and locations of visitor permit parking and the occupancy levels occurring across the 3 areas.
- 1.9. The survey was also to look at any cross boundary parking between the permit areas.
- 1.10. The surveys were undertaken at 10am, 2pm and 8pm on the 4 days to determine any changes in parking patterns between daytime and the evening.
- 1.11. The County Council has introduced pay by phone parking for the on street pay and display bays that double up during the day as shared bays with the permit scheme. These vehicles would have nothing on display and have been noted as such
- 1.12. As there are regular patrols in the area it was not necessary to check the validity of those parking with nothing on display as they are either residents with permits on the white list or have paid by phone with nothing to display.
- 1.13. Those vehicles with nothing on display who are found to be non compliant were very likely to be issued with a PCN and the vehicles issued with PCNs were also noted in the surveys which confirms that regular patrolling is useful in the area.
- 1.14. This report will inform the County Council if there are problems with any perceived lack of parking spaces and also reveal the parking patterns of visitor permit parking.

2. EXECUTIVE SUMMARY

2.1 For each zone Appendix A shows the overall occupancy of the permitted parking bays at different times of day and by day.

2.2 For each zone Appendix B shows the overall numbers of the visitor parking bays at different times of day and by day

2.3 The occupancy levels vary across the 3 zones depending on proximity to the town centre.

2.4 Appendices A and B provide the results summary in tabulated format.

2.5 For zone S2 the maximum overall occupancy levels of the permitted parking areas was 81.8% during the week and 87% on the Saturday. The minimum number of spaces available at any one time within S2 was 14 on the Saturday morning and 19 on a weekday morning out of a capacity of 108 daytime and 131 in the evening . The zone was never fully parked up.

2.6 Zone S2 had a maximum of 25 visitor permits on display on a weekday and 24 on display on the Saturday. The minimum number of visitors permits on display was 17 on the Saturday evening when most workers would have gone home.

2.7 For zone S3 the maximum overall occupancy levels of the permitted parking areas was 73.3% during the week and 81.8% on the Saturday. The minimum number of spaces available at any one time was 10 on the Saturday evening and 12 on a weekday evening out of a capacity of 55. The zone was never fully parked up.

2.8 Zone S3 had a maximum of 8 visitor permits on display on a weekday and 9 on display on the Saturday. The minimum number of visitors permits on display was 3 on the Thursday evening when most workers would have gone home.

2.9 For the combined zones S2 and S3 the maximum overall occupancy levels of the permitted parking areas was 77.3% during the week and 85% on the Saturday. The minimum number of spaces available at any one time within the combined zones S2 and S3 was 25 on the Saturday morning and 34 on a weekday morning. The zone was never fully parked up.

2.10 For the combined zones S2 and S3 had a maximum of 32 visitor permits on display on a weekday and 31 on display on the Saturday. The minimum number of combined visitors permits on display was 24 on the Thursday evening when most workers would have gone home.

2.11 For zone S4 the maximum overall occupancy levels of the permitted parking areas was 57.1% during the week and 72.9% on the Saturday. The minimum number of spaces available at any one time within S4 was 16 on the Saturday evening and 22 on a weekday morning out of a capacity of 59 spaces. The zone was never fully parked up.

2.12 Zone S4 had a maximum of 4 visitor permits on display on a weekday and 6 on display on the Saturday. The minimum number of visitors permits on display was 2 during the week. There appeared to be no worker parking impact on S4.

2.13 Weekday visitor permit parking trended towards the bays in S2 nearest to the town centre. 2.14 There were no instances of an S2 permit being displayed in S3 or S3 in S2. No cross boundary parking took place in any of the 3 zones. This may be to do with the way the bays are signed and for dual use bays they could be resigned to allow more cross boundary parking although none of the zones were full to capacity at any time.

2.15 There were 5 number PCNs noted during the survey. One in S2 on the Saturday afternoon and 4 in S4, comprising 2 in the morning, 1 in the afternoon and 1 in the evening on the Saturday. No weekday PCNs were noted which suggests a high level of compliance as CEOs were spotted on numerous occasions in the areas by the surveyors.

2.16 Visitor permit surveys were not possible on the Wednesday as the vehicles were covered in ice and frost the whole day and touching the vehicles to clear windscreens is not permitted.

3. BACKGROUND

3.1. These surveys are the first undertaken in the area and will become the baseline for any further surveys in the future.

3.2. Vehicle registration marks were noted for every vehicle displaying a visitor permit during the Thursday, Friday and Saturday surveys.

3.3. If a vehicle with a visitor permit was registered more than once through the day but not in the evening then these vehicles are the ones that may show potential misuse. The genuine visitors to residential properties could be those that are there in the daytime and evening or weekday and weekend.

3.4. Details of the restriction types and route in each area are listed in Appendix C

3.5. The route plan of the areas surveyed is attached as Appendix D which is to be read alongside the remaining Appendices.

3.6. Permits S2 and S3 and their respective visitor permits are interchangeable between those two zones and can be used in either of the two areas. Only S4 permit holders can park in area S4 unless they have paid and displayed.

3.7. Validity of any permits, pay and display tickets and blue badges were not checked as part of the surveys as the CEO's were on site each day.

3.8. The vehicles with nothing on display (pay by phone or non-display of a valid permit), were assumed to be parked legally as regular CEO patrols were seen in the area.

3.9. There are no sections of unrestricted kerb line within any of the 3 zones surveyed.

3.10. The surveys took the opportunity to note any non-conformity of the signs and lines with the Traffic Signs Regulations & General Directions 2016 (TSRGD 2016).

4. THE BRIEF

4.1 The objectives of the study:

- To report on the levels and locations of visitor permit parking.
- To report on the occupancy levels occurring across the 3 areas.
- To provide evidence whether or not the permit areas have the correct allocation of permits or need to be amended operationally to alleviate instances of potential over occupation.

5. DETAIL

5.1. The surveys commenced in S3 then on to S2 and then S4 and were repeated in the same order each time.

5.2. The surveys were undertaken from Wednesday the 5th of January to Saturday the 8th of January 2022 starting at 10.00am, 2.00pm and 8.00pm.

5.3. The Wednesday surveys were unable to ascertain visitor permit parking or nothing on display parking as the windscreens were covered in frost for the whole day and it is not permissible to touch a vehicle.

5.4. On the Wednesday it was possible to derive the permit zone type due to large bold font, when visible in each vehicle.

6. CONCLUSIONS

6.1. There were always spaces available in each of the zones at any time of the surveys and on all weekdays and at the weekend. 100% occupancy occurred in some bays and streets but there were spaces available within 50m of each of these bays.

6.2. There does not appear to be any need to reallocate permits or for the zones to be amalgamated to become an overall zone. This may in fact encourage those in zone S3 to simply drive half a mile to park in S4 or S2 to be closer to the town centre which would create a displacement problem. 6.3. There was no cross boundary permit parking observed at all.

6.4. There would appear to be some misuse of visitor parking permits and this could be alleviated by ensuring the residents provide proof of who is using the visitor permit even if on a random check basis. Up to 50 % of Great William Street and up to 40% of Shakespeare Road were occupied by visitor permits in those bays nearest the town centre during the weekday surveys.

6.5. Zone S4 is already a dual use bay zone but the occupancy levels even with pay and display didn't rise above 57 % during the week of 73% on the Saturday.

Appendices

ON STREET survey analysis

Appendix A	Occupancy parking patterns
Appendix B	Visitor Permit parking patterns
Appendix C	Tabulated Restriction types on survey beat.
Appendix D	Plan of the survey sections.