

Tewkesbury and Winchcombe Parking Review

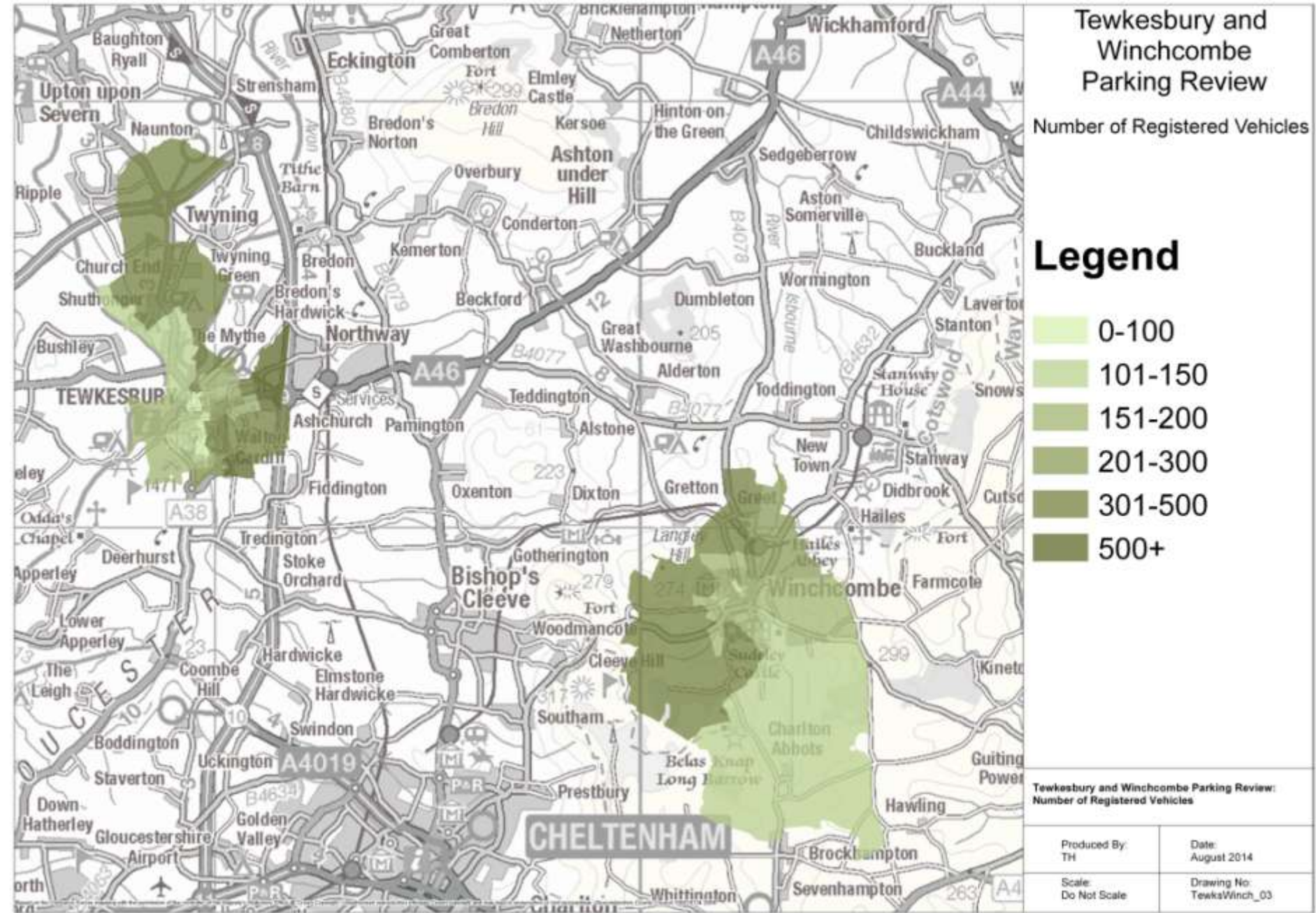
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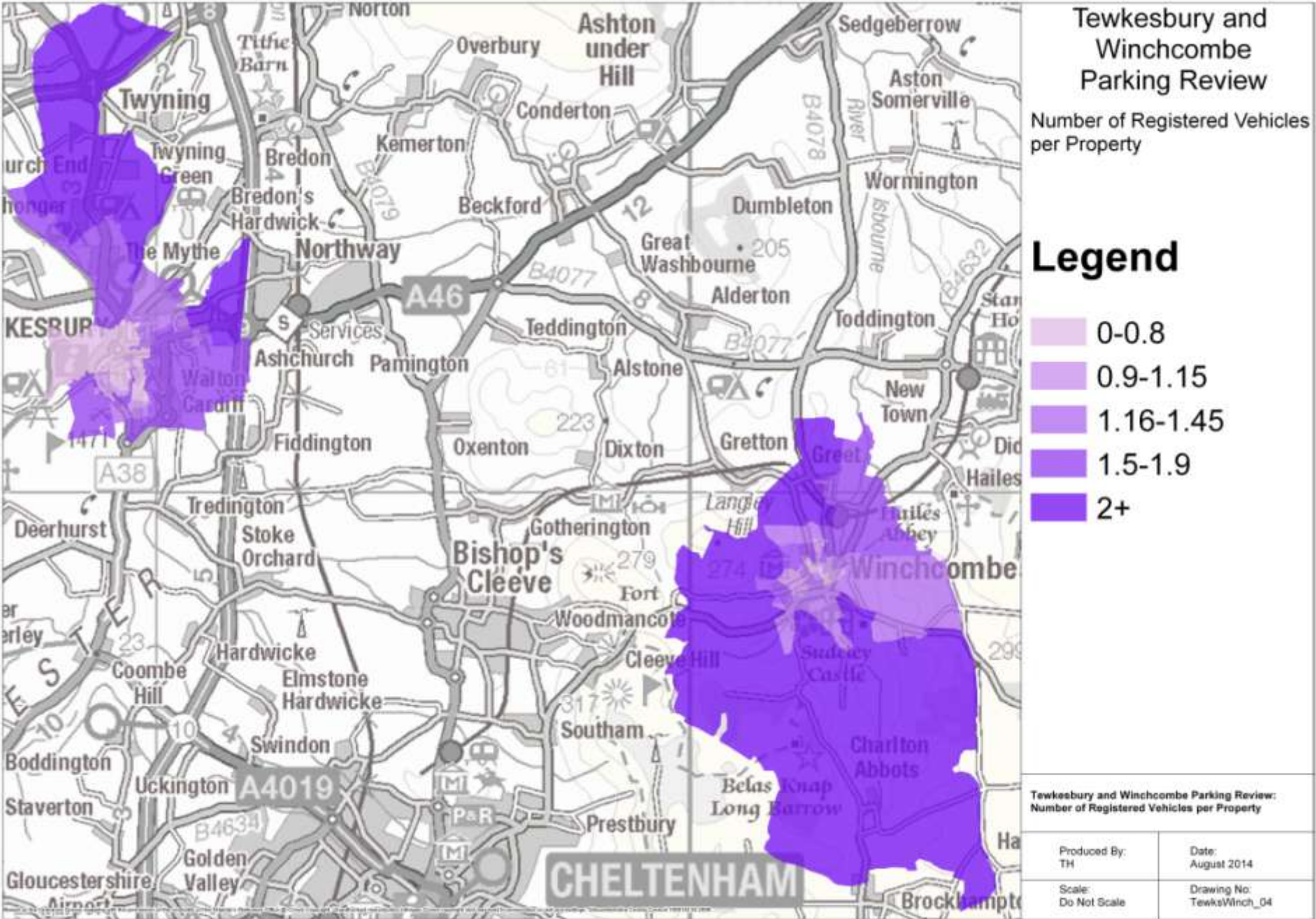
September 2014

This presentation sets out data collected as part of a review of parking in central Tewkesbury and Winchcombe. The data may be used to quantify parking issues in the towns, and understand travel patterns and parking behaviour.

The data includes:

- Vehicle ownership information, provided by the DVLA
- Off-street parking availability data provided by the Valuation Office
- Results of a Parking Survey undertaken in May 2014 that tells us:
 - How many vehicles were parked in the town
 - How long these vehicles stayed, and
 - Where these vehicles came from
- Acorn Market Segmentation categorisation, by postcode origin

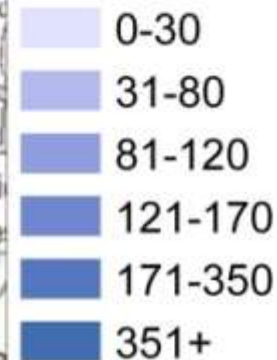




Tewkesbury and Winchcombe Parking Review

Number of Domestic Off-Street Parking Spaces

Legend



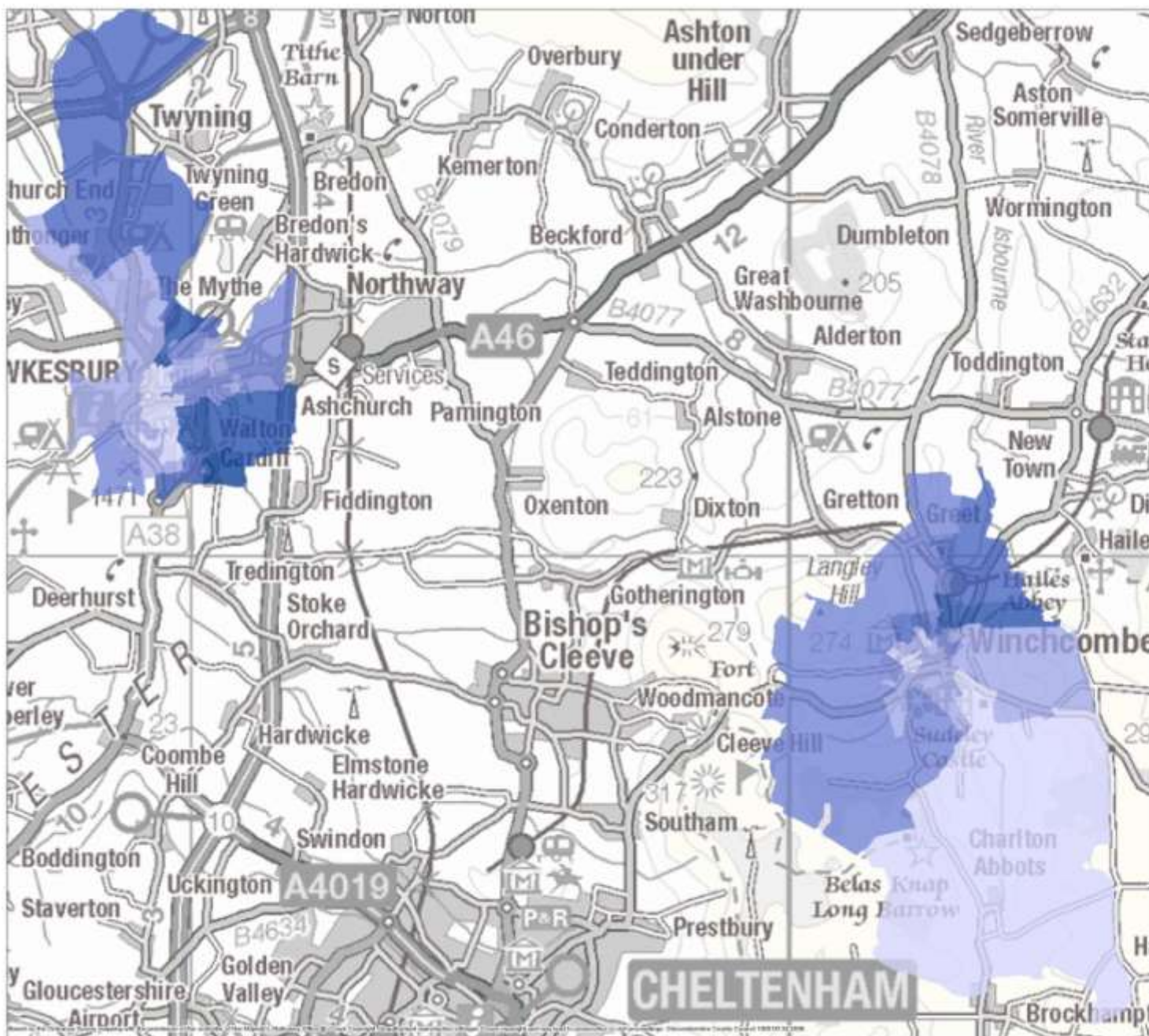
Tewkesbury and Winchcombe Parking Review:
Number of Domestic Off-Street Parking Spaces

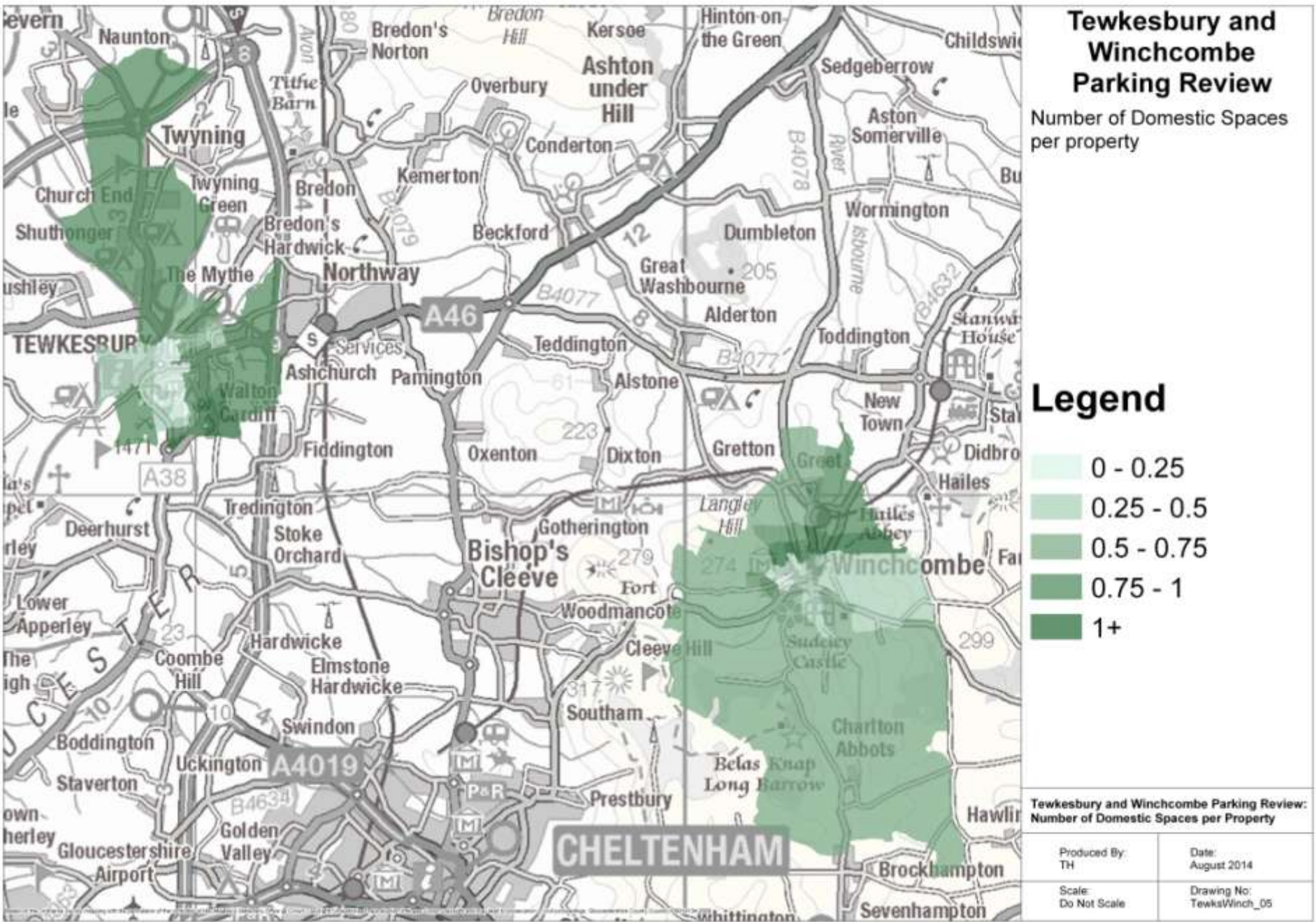
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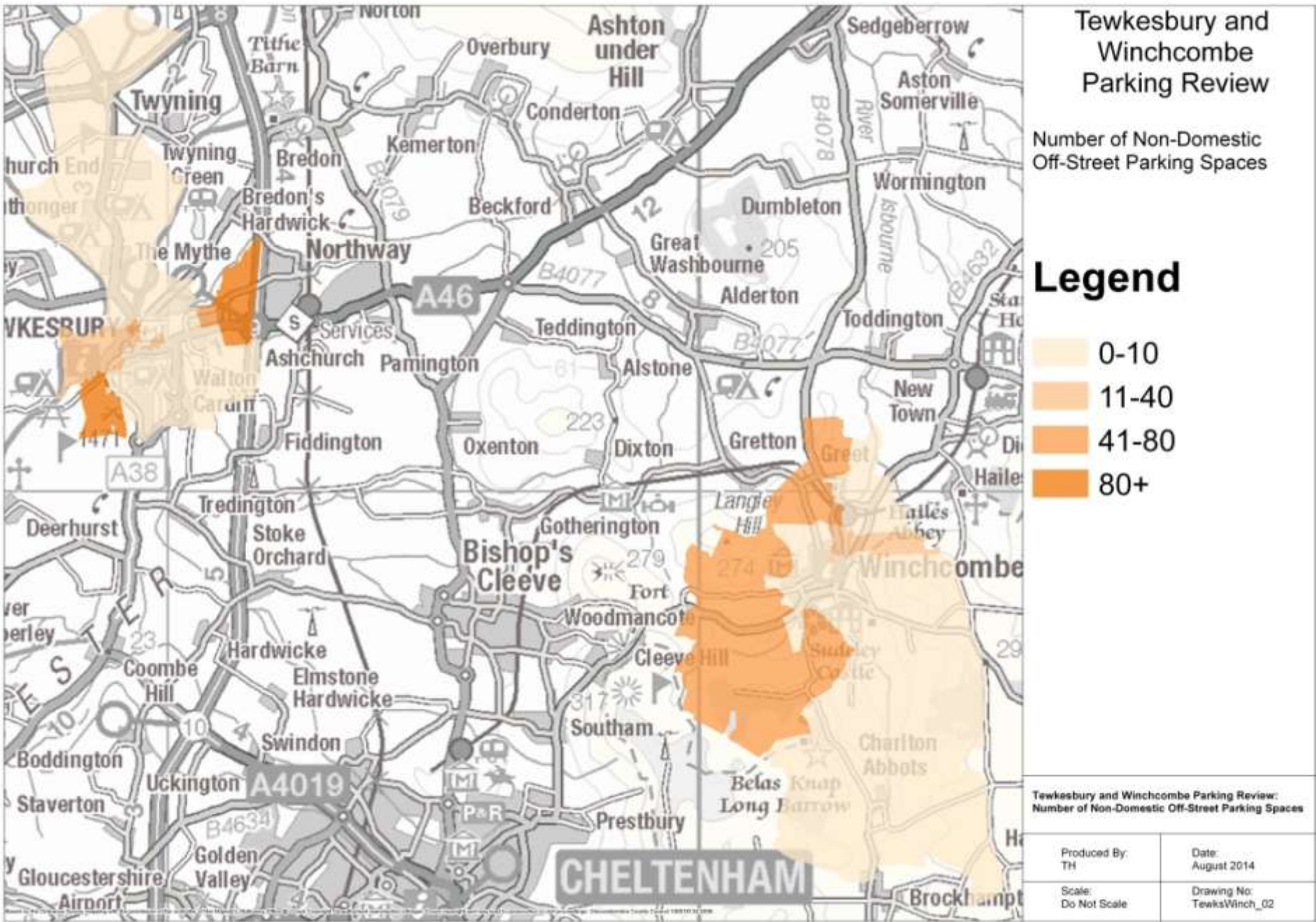
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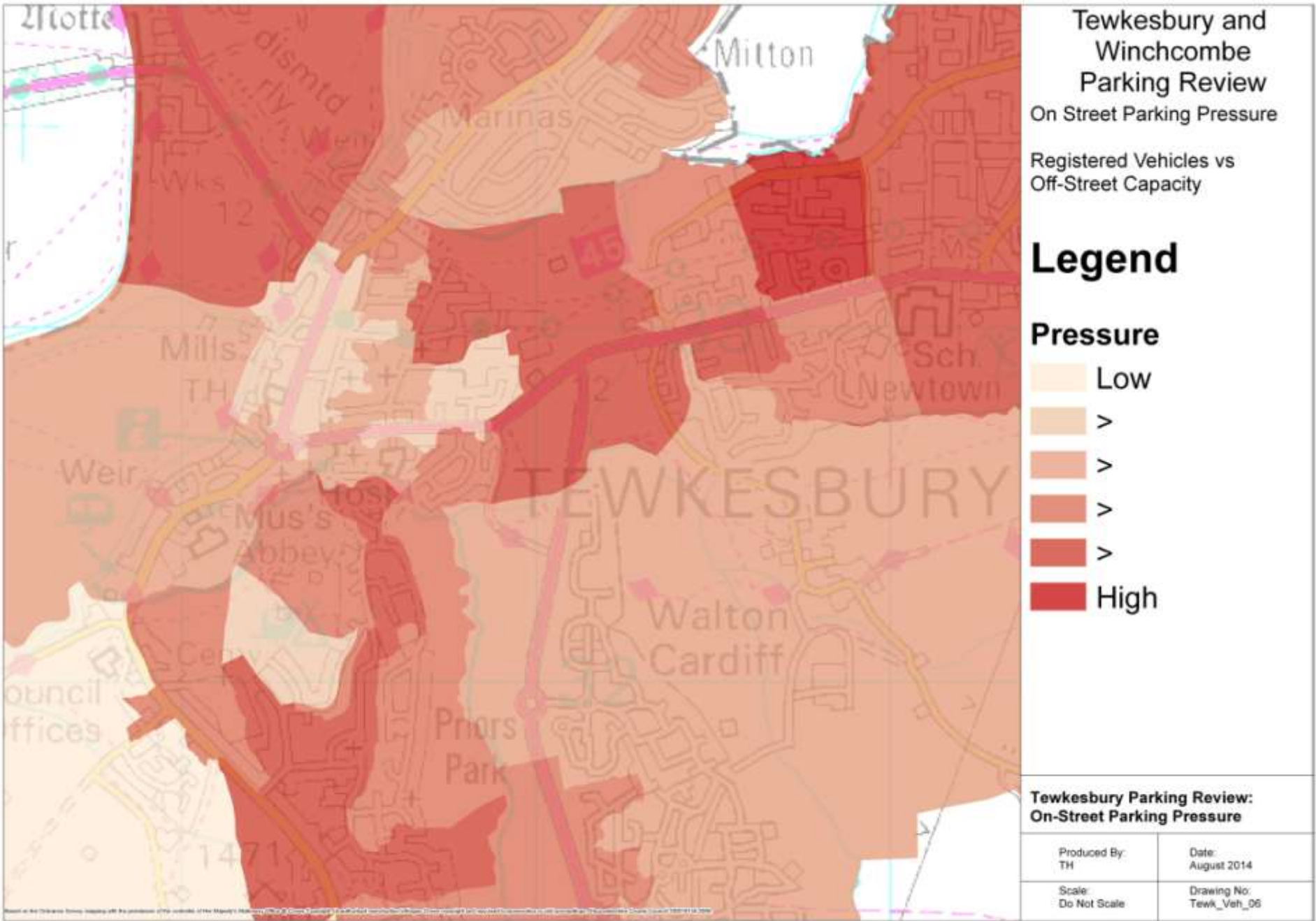
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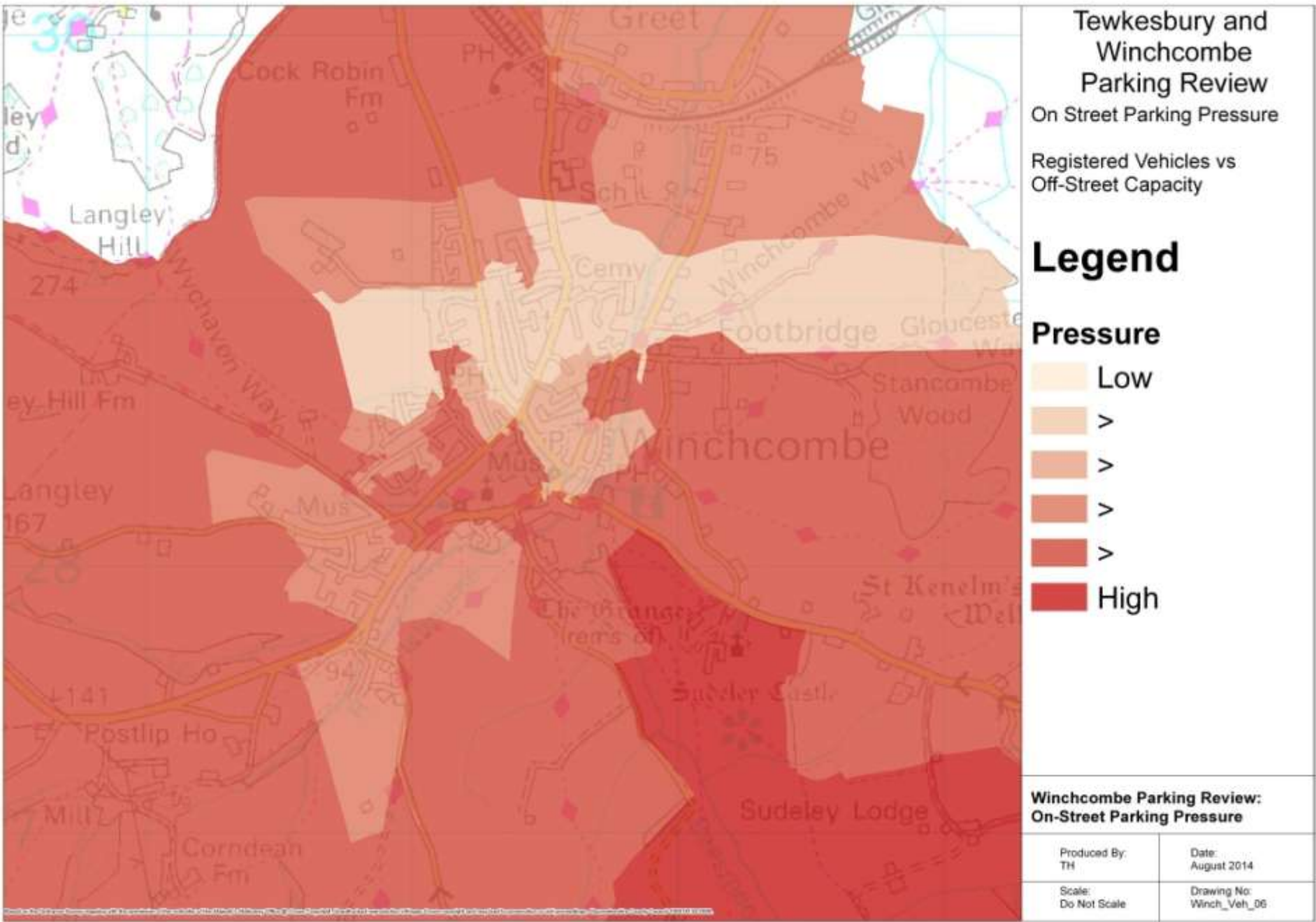
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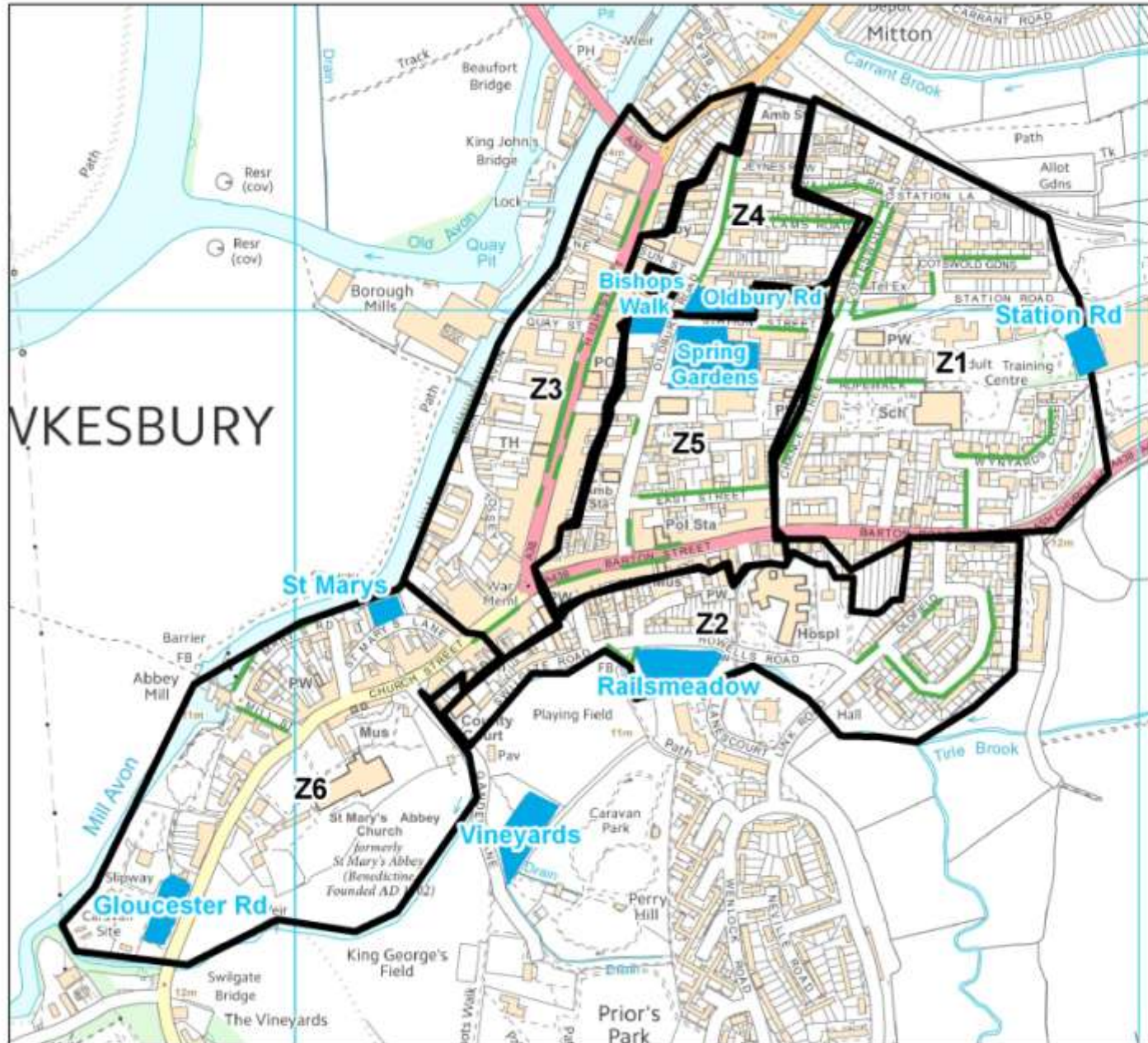






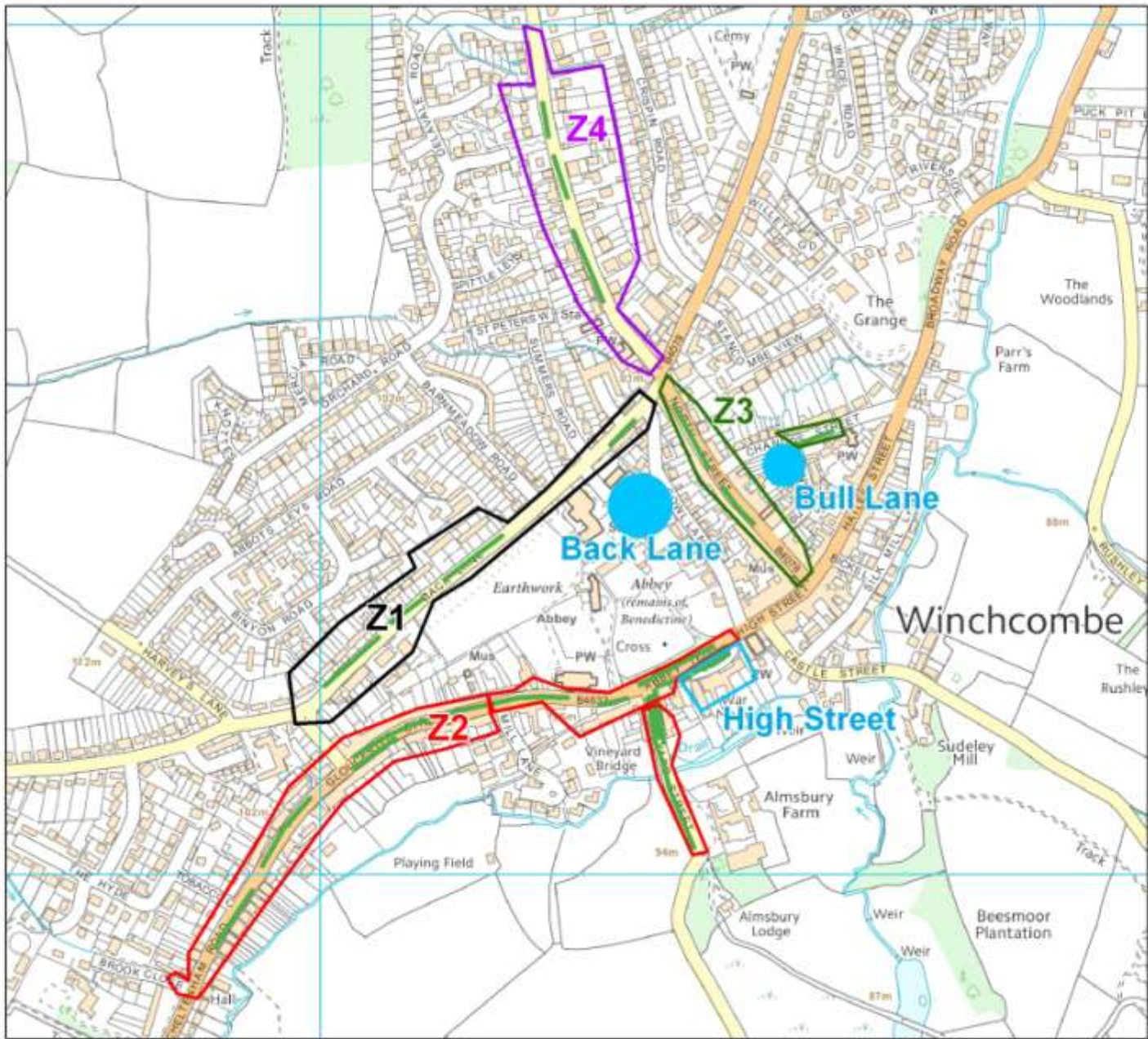


Parking Survey Zones Tewkesbury



Tewkesbury ANPR Survey Zones

- Z1 Zone Boundary Reference
- Car Park Locations
- On-Street Parking Locations within Zones




**Winchcombe ANPR
Survey Zones**

Z1 Zone Boundary
Reference

 Car Park
Locations

Note: High Street Car Park
is highway

 On-Street Parking
Locations within Zones

Parking Survey

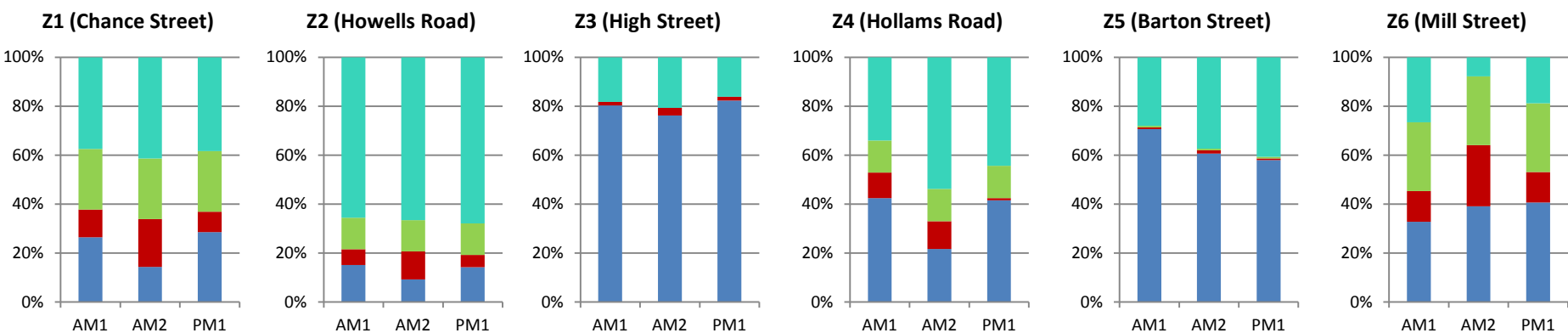
Two parking surveys were undertaken, one in November 2011 and one in May 2014. Surveys took place across 3 weekdays and 1 weekend during each respective survey week between the hours of 9am – 6pm.

The results from the surveys tell us

- How many vehicles were parked in the town
- How long these vehicles stayed, and
- Where these vehicles came from

The analysis presented on the following pages shows parking patterns on a typical weekday and Saturday using data collected during May 2014.

Parking Survey Tewkesbury – How many vehicles were parked, and for how long? (weekday average)

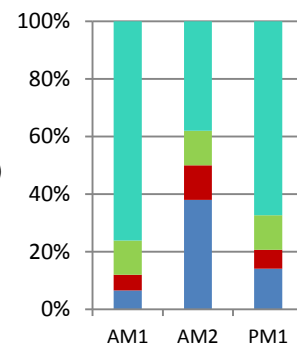


- The graphs show how much of the available parking capacity in each zone was occupied by short, medium and long stay parking throughout the day.
- The results show that on-street parking is most congested in the High St and Mill St (However, Mill St has very low capacity). Generally there is spare capacity across all zones however the optimum capacity is approximately 60 -70% to allow turnover.
- Long-stay parking accounts for a relatively small percentage of capacity usage across the town, whilst short stay accounts for the majority.
- Whilst there is variation between usage of individual car parks, in general there is no capacity problem.
- St Mary's is the car park closest to being full, though this is potentially due to the doctors surgery opposite.
- Spring Gardens is the largest car park and the capacity is based on the average (220) as we surveyed on market which reduces the capacity to 182.
- The car parks least utilised throughout the survey were Vineyards and Station Road.

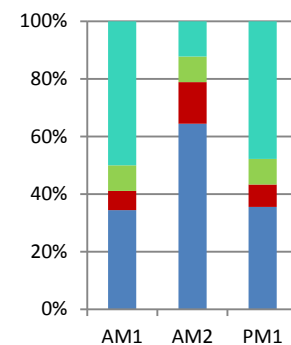
Key

- Available
- Long (4+hrs)
- Medium (2-4hrs)
- Short (≤2hrs)

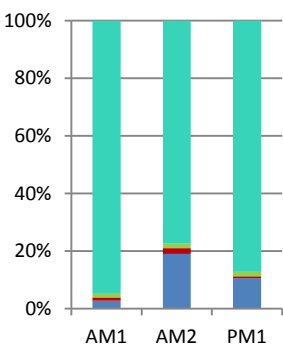
CP1 Gloucester Rd



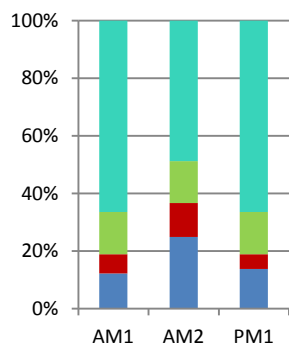
CP2 St Mary's



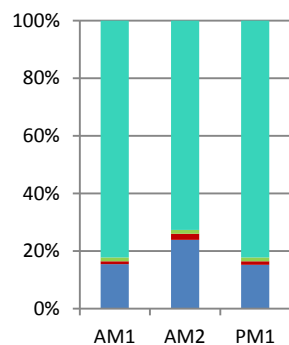
CP3 Vineyards



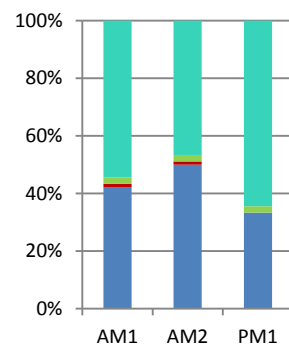
CP4 Railsmeadow



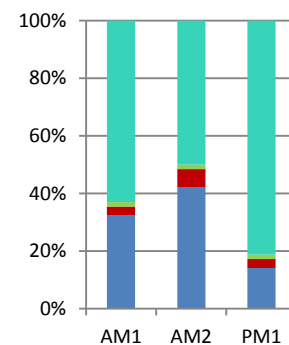
CP5 Spring Gardens



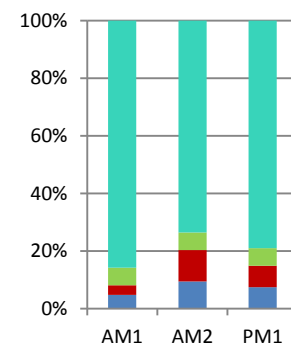
CP6 Bishops Walk



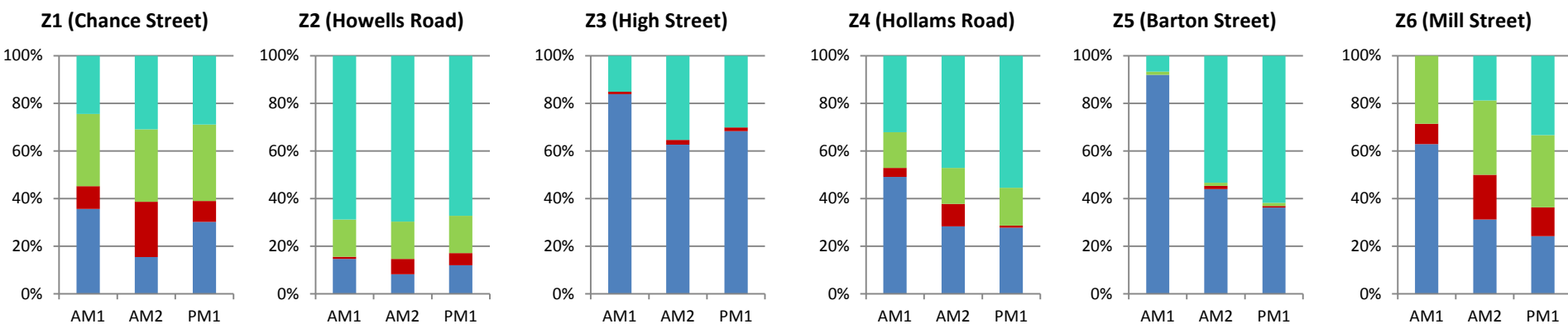
CP7 Oldbury Road



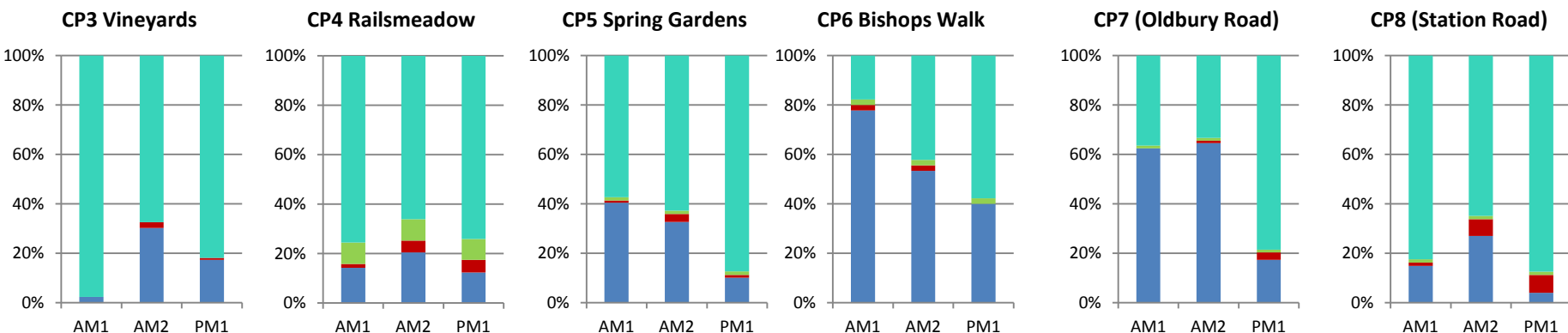
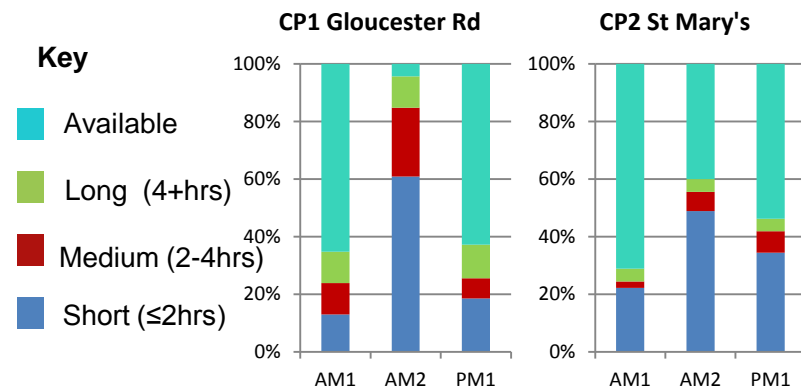
CP8 Station Road



Parking Survey Tewkesbury – How many vehicles were parked, and for how long? (Saturday)

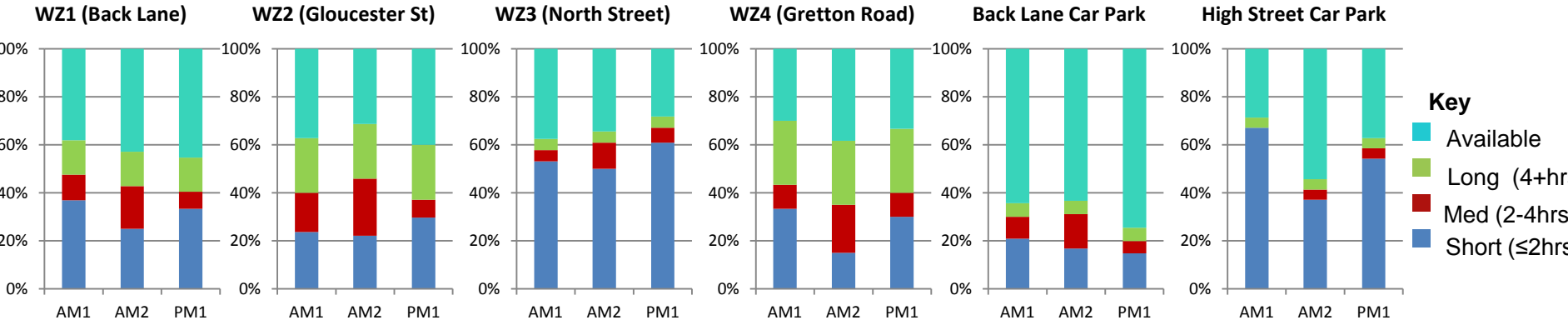


- The graphs show how much of the available parking capacity in each zone was occupied by short, medium and long stay parking throughout Saturday.
- The results show that on-street parking is more congested throughout all zones compared with the weekday average.
- Generally there is greater long stay parking, likely a result of more residents being home at the weekend.
- A few zones push above the 60-70% optimum, notably in the High St/Barton St accounted for by higher short stay use of local shops.
- Whilst there is variation between usage of individual car parks, in general there is no capacity problem.
- Those car parks serving the high street shops and market are shown as having high occupancy (Spring Gardens, Bishops Walk and Oldbury Road). There is also greater use of the Gloucester Road car park, perhaps as a result of the majority of visitors coming from the southwest and or visitors to the Abbey.
- Again the car parks least utilised throughout the survey were Vineyards and Station Road.

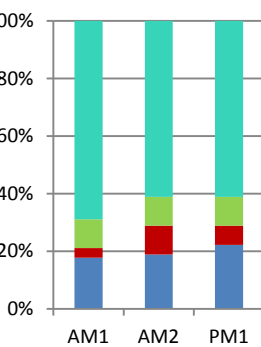


Parking Survey Winchcombe – How many vehicles were parked, and for how long? (Weekday Av & Saturday)

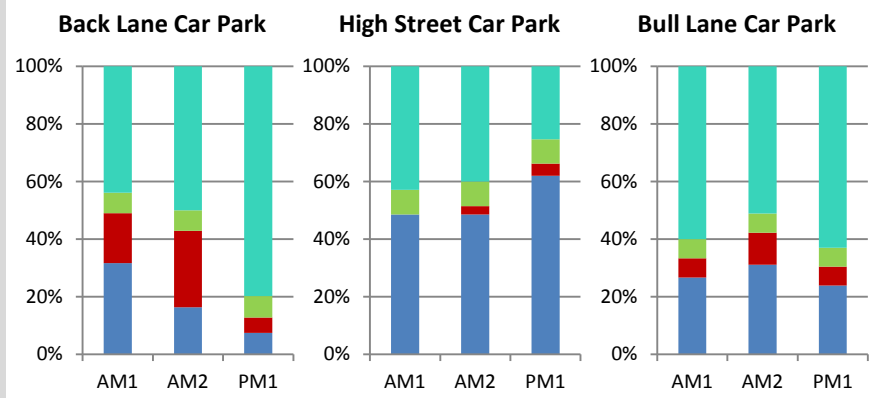
Weekday



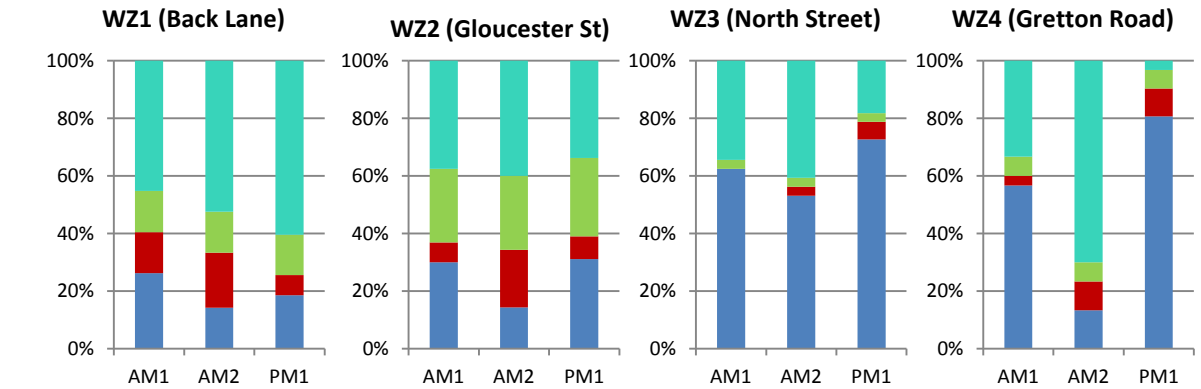
Bull Lane Car Park



Saturday



- The graphs show how much of the available parking capacity in each zone was occupied by short, medium and long stay parking throughout the weekday average and Saturday.
- The results show that there is little variation in on-street parking occupancy throughout the weekday and Saturday.
- Generally there is greater long stay (residents) parking, in Z1 and Z2 as there are predominantly terraced style property.
- The High St and North St parking areas are occupied above the optimum, accounted for by higher short stay use of local shops.
- Whilst there is variation between usage of individual car parks, in general there is no capacity problem.
- Bull Lane has lower occupancy compared to the Back Lane (£1 all day fee)
- Bull Lane was observed to have a high number of long stay parkers (£8 fee for over 4hrs) but this was observed to be from a number of permit holders.



Parking Survey – Where did the parked vehicles come from? (Weekday average with capacity) 16

The maps below show where vehicles parked in each zone/car park came from. Vehicles have been categorised as originating from: the same zone; within the inner study area; within 2miles; within 5 miles; within 25 miles, within 50 miles and over 50 miles from Tewkesbury. The map shows origin as a proportion of capacity.

Key

■ Same_Zone

■ Inner T

■ Inner W

■ Within_2

■ Within_5

■ Within_25

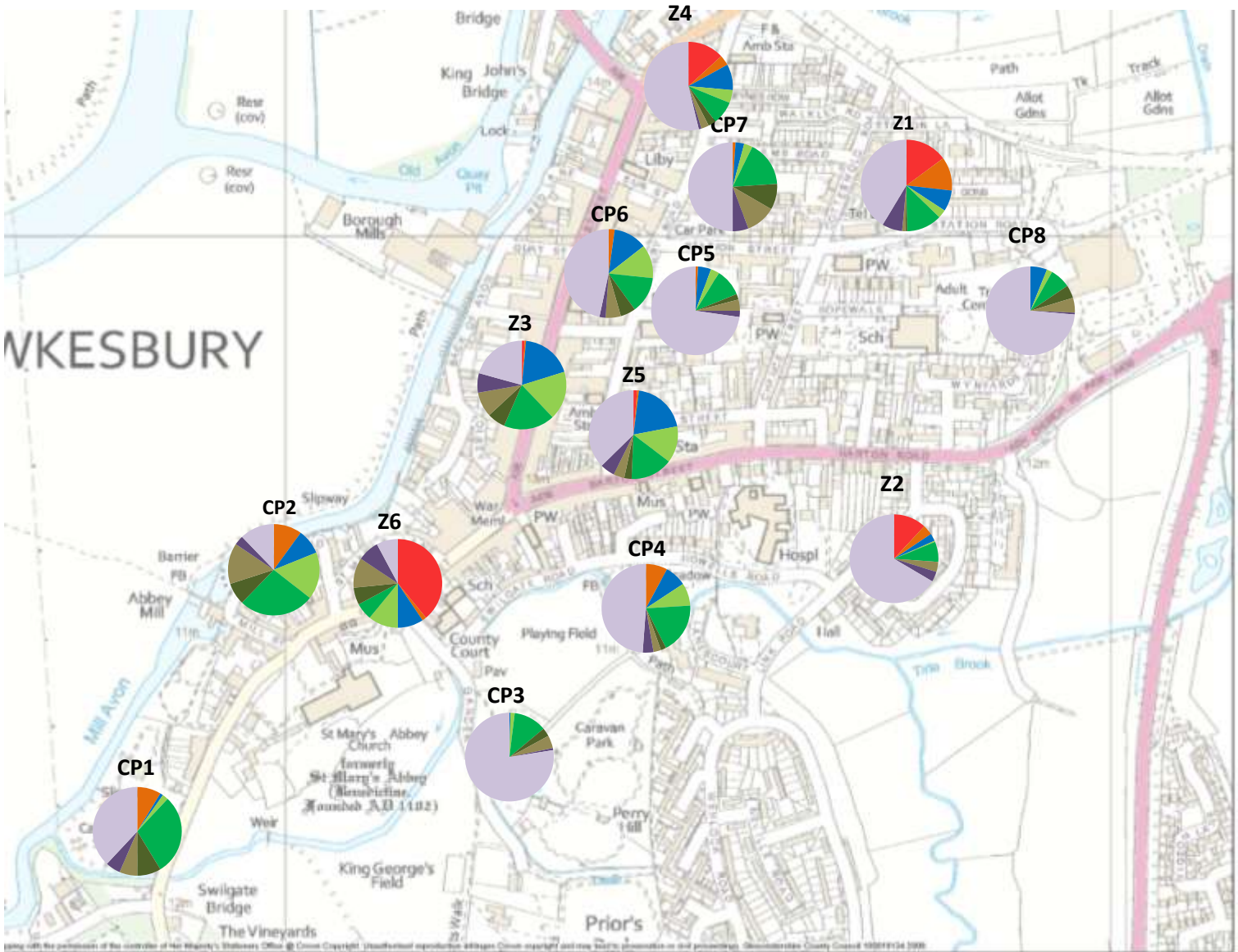
■ Within_50

■ Over_50

■ UNKNOWN

■ Available Spaces

The map shows where vehicles parked in each zone/car park came from. This is only based on the parking during the midday period. (AM2 Capacities)



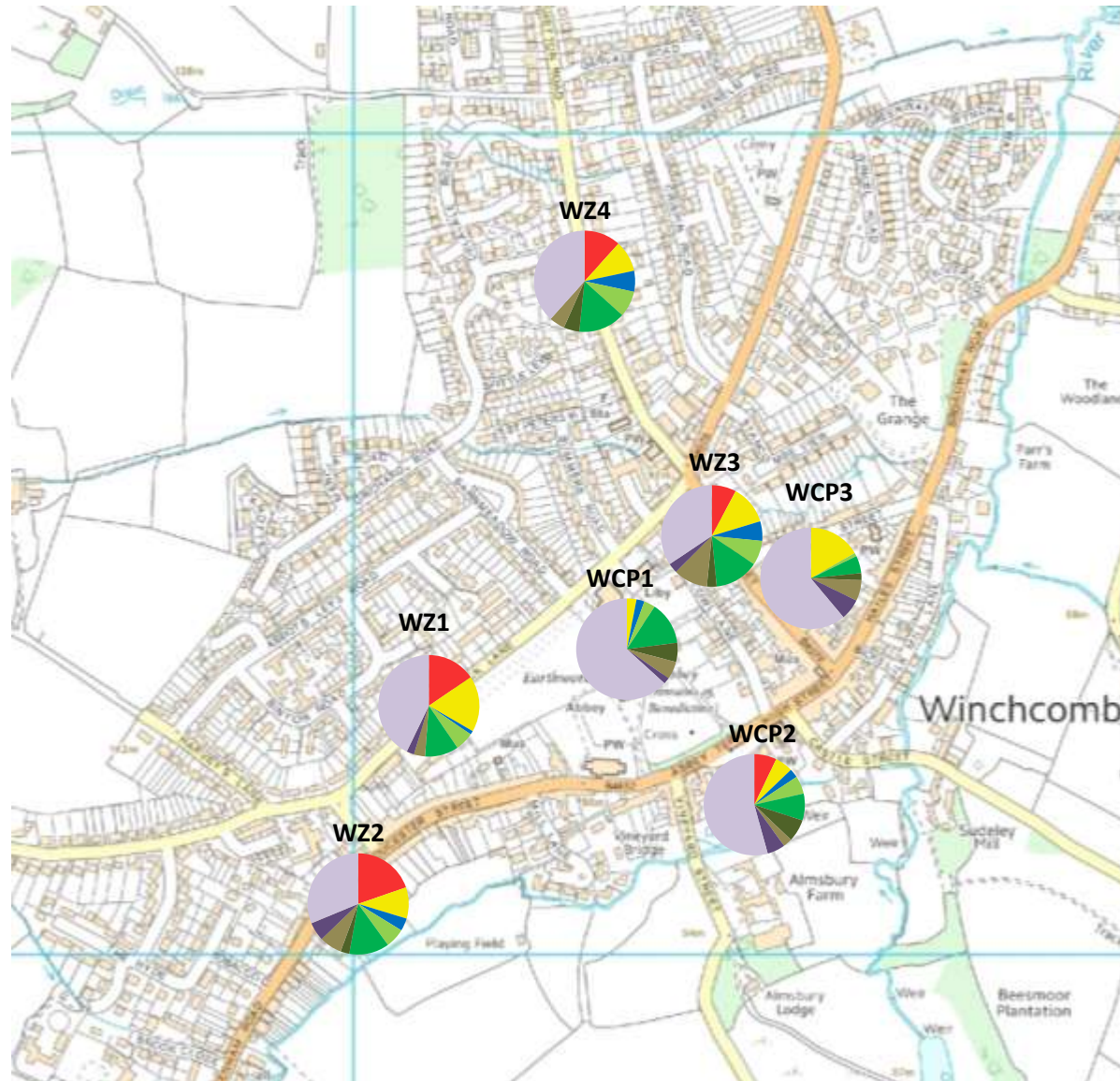
Parking Survey Winchcombe – Where did the parked vehicles come from? (Weekday average with capacity)¹⁷

The maps below show where vehicles parked in each zone/car park came from. Vehicles have been categorised as originating from: the same zone; within the inner study area; within 2miles; within 5 miles; within 25 miles within 50 miles and over 50 miles from Winchcombe. The map shows origin as a proportion of capacity.

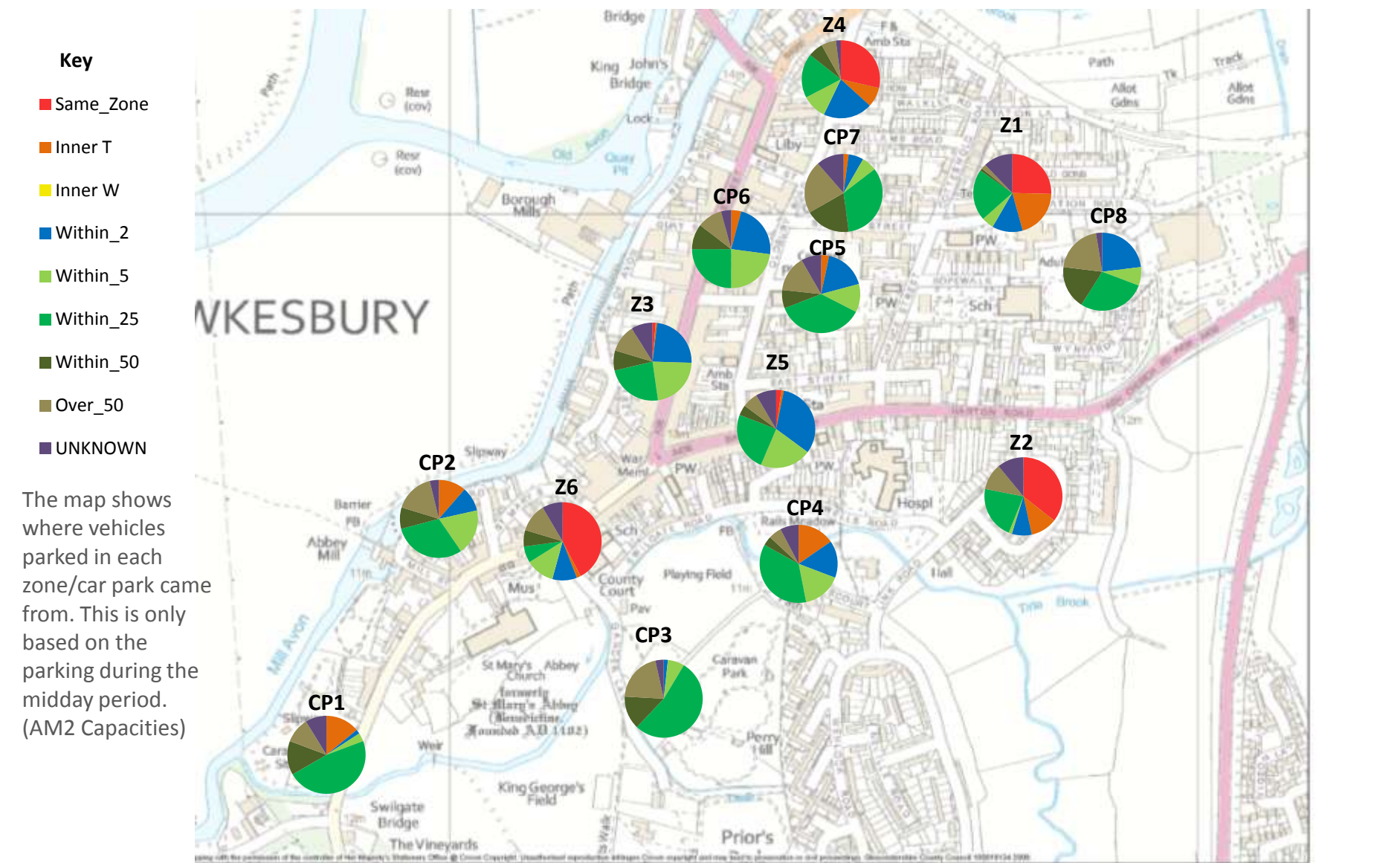
Key

- Same_Zone
- Inner T
- Inner W
- Within_2
- Within_5
- Within_25
- Within_50
- Over_50
- UNKNOWN
- Available Spaces

The map shows where vehicles parked in each zone/car park came from. This is only based on the parking during the midday period. (AM2 Capacities)

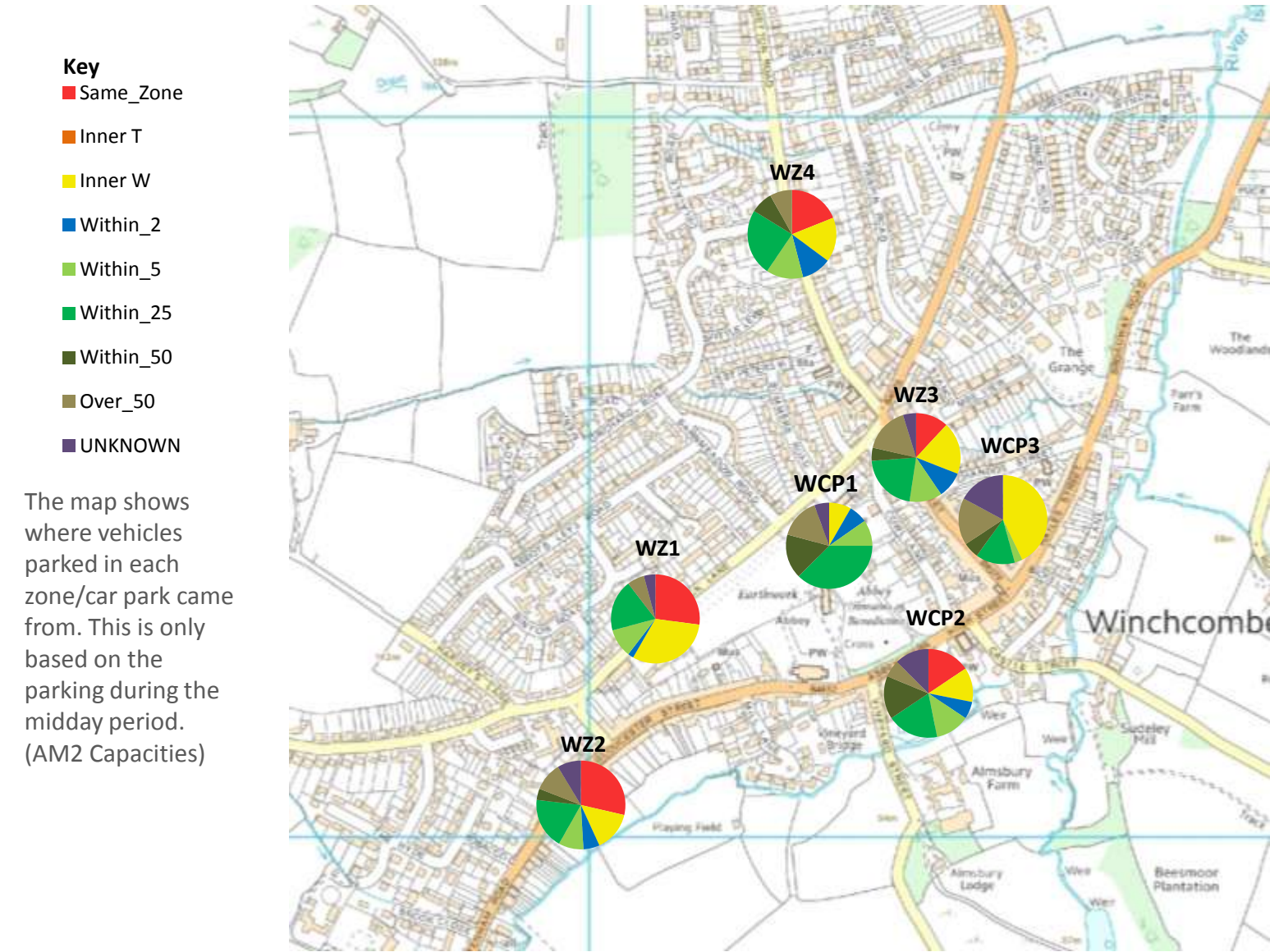


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Parking Survey Winchcombe – Where did the parked vehicles come from? (Weekday average origin only) 19

The maps below show where vehicles parked in each zone/car park came from. Vehicles have been categorised as originating from: the same zone; within the Inner study area; within 2miles; within 5 miles; within 25 miles; within 50 miles and over 50 miles from Winchcombe. The map shows the proportion of the origin locations.



Tewkesbury

Winchcombe

Weekday Average

Tewkesbury

- 50% of on-Street short stay occupancy is within 5 miles, compared to 76% of long stay
- Short stay off-street 27% within 5 miles compared to 64% over 5 miles
- Long stay off-street occupancy is split 50/50 within 5 and over 5 miles

Winchcombe

- 47% of on-Street short stay occupancy is within 5 miles, compared to 43% over 5 miles
- 75% of on-street long stay is within 5 miles
- Short stay off-street 25% within 5 miles compared to 61% over 5 miles
- Long stay off-street occupancy is 57% within 5 miles

Saturday

Tewkesbury

- Occupancy On-street within 5 miles accounts for 44% short stay and 74% long stay.
- 75% of off-street short stay occupancy is from over 5 miles
- Conversely 75% long stay off-street is within 5 miles (likely permit holders)

Winchcombe

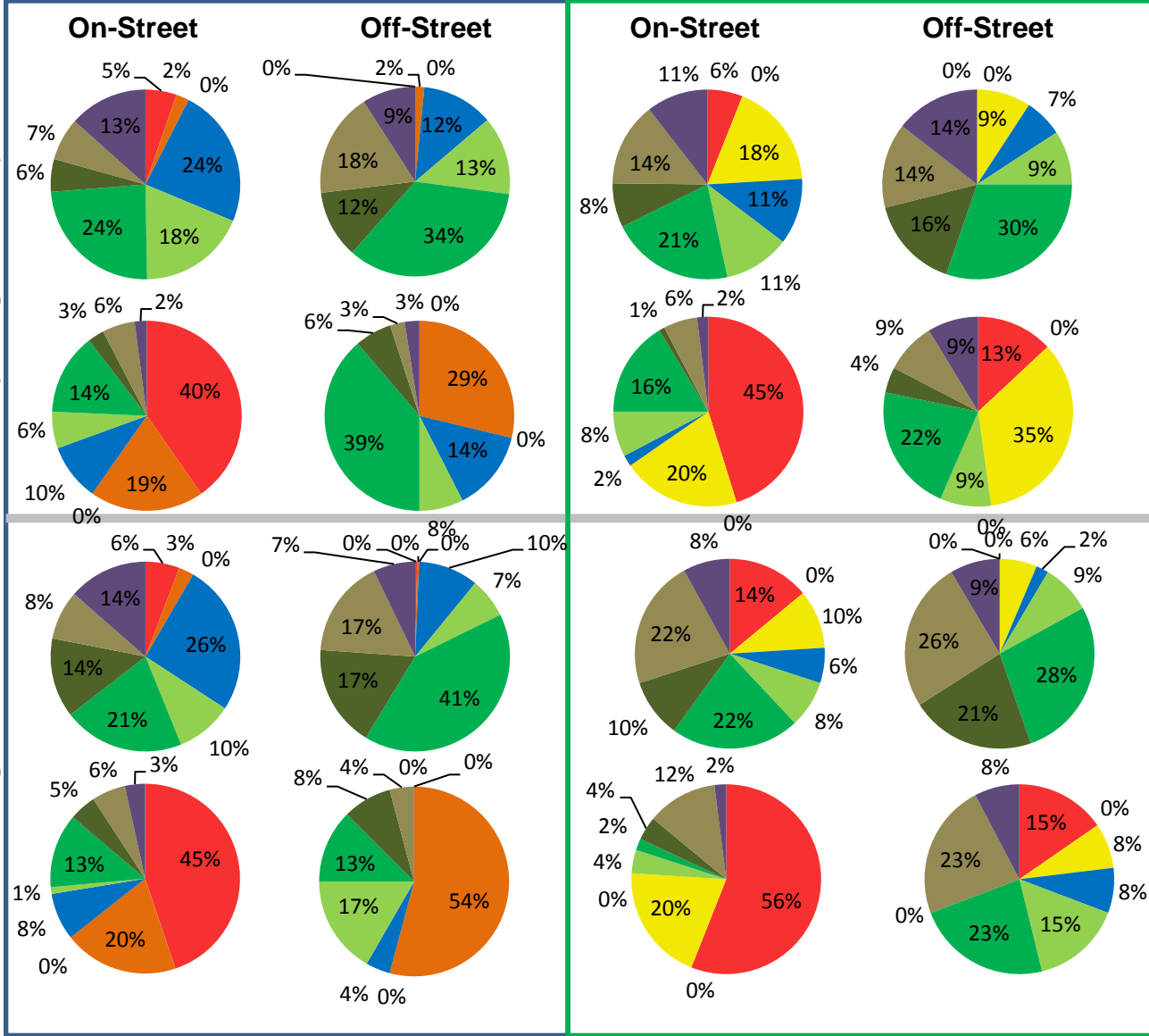
- On-street short stay shows 38% within 5 miles and 54% over 5 miles.
- Long stay on-street is local generated with 56% within 5 miles
- 74% of short stay off-street occupancy originates from over 5 miles
- Long stay off-street is split aprox 50/50 from within and over 5 miles

WkDay Short

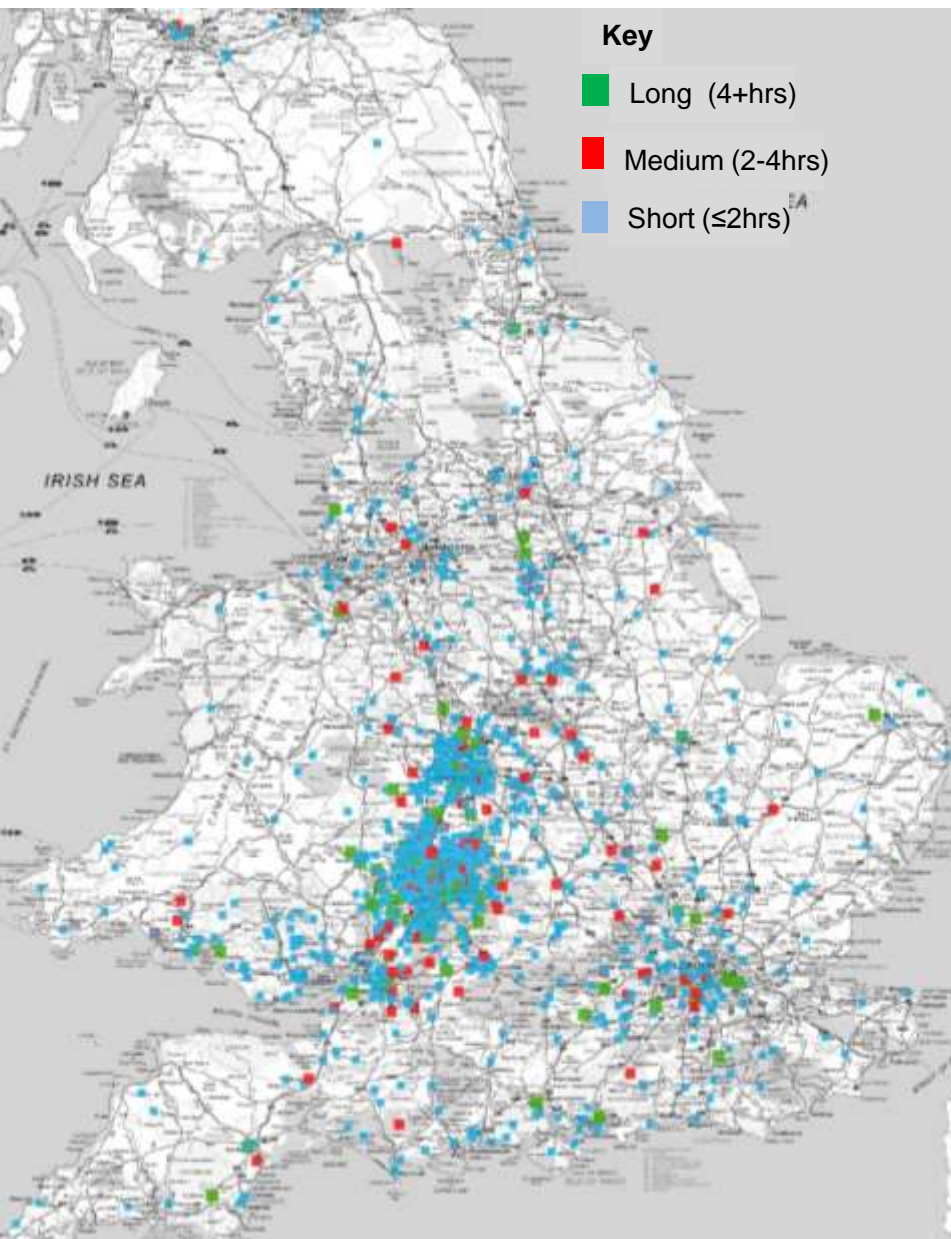
WkDay Long

Sat Short

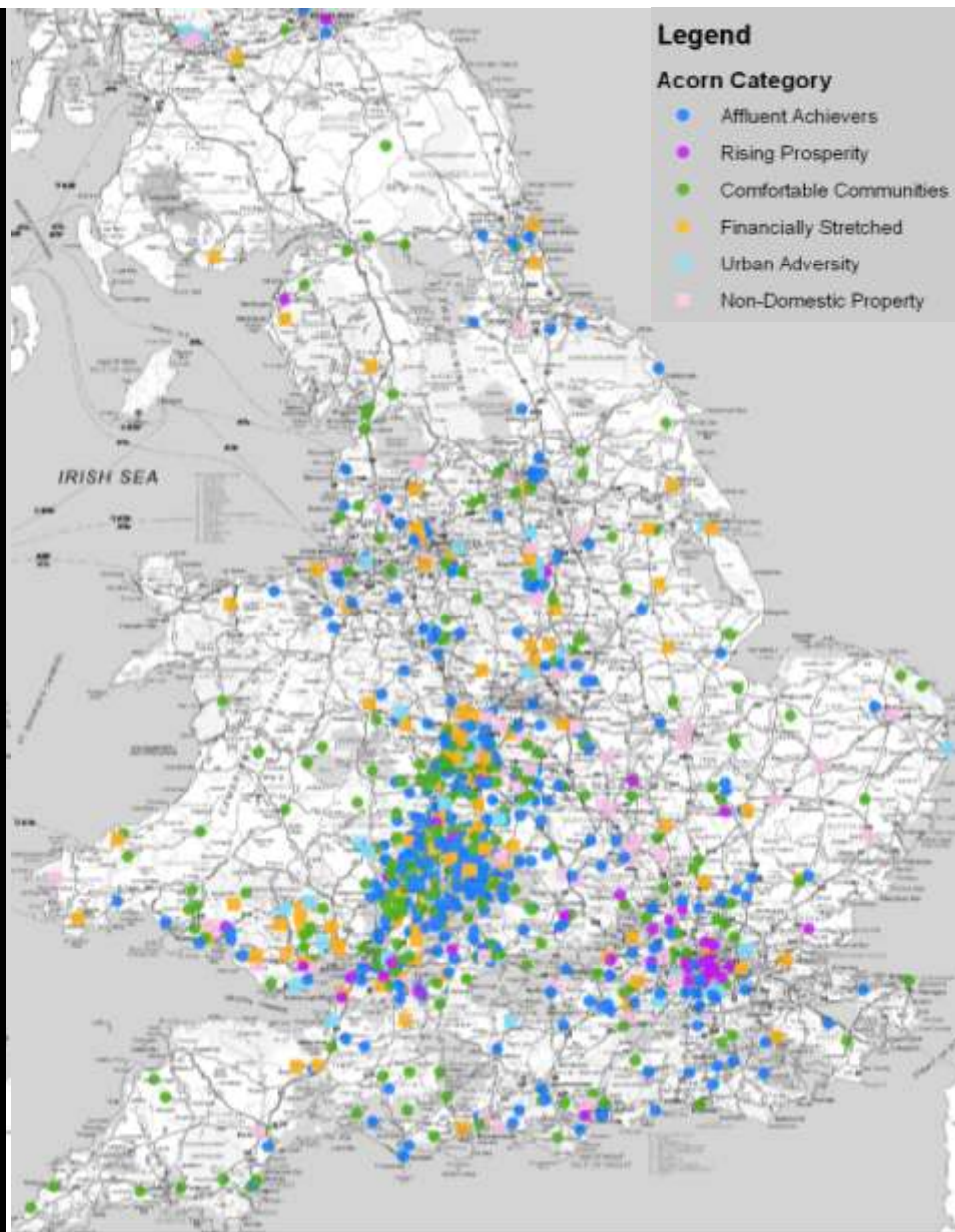
Sat Long



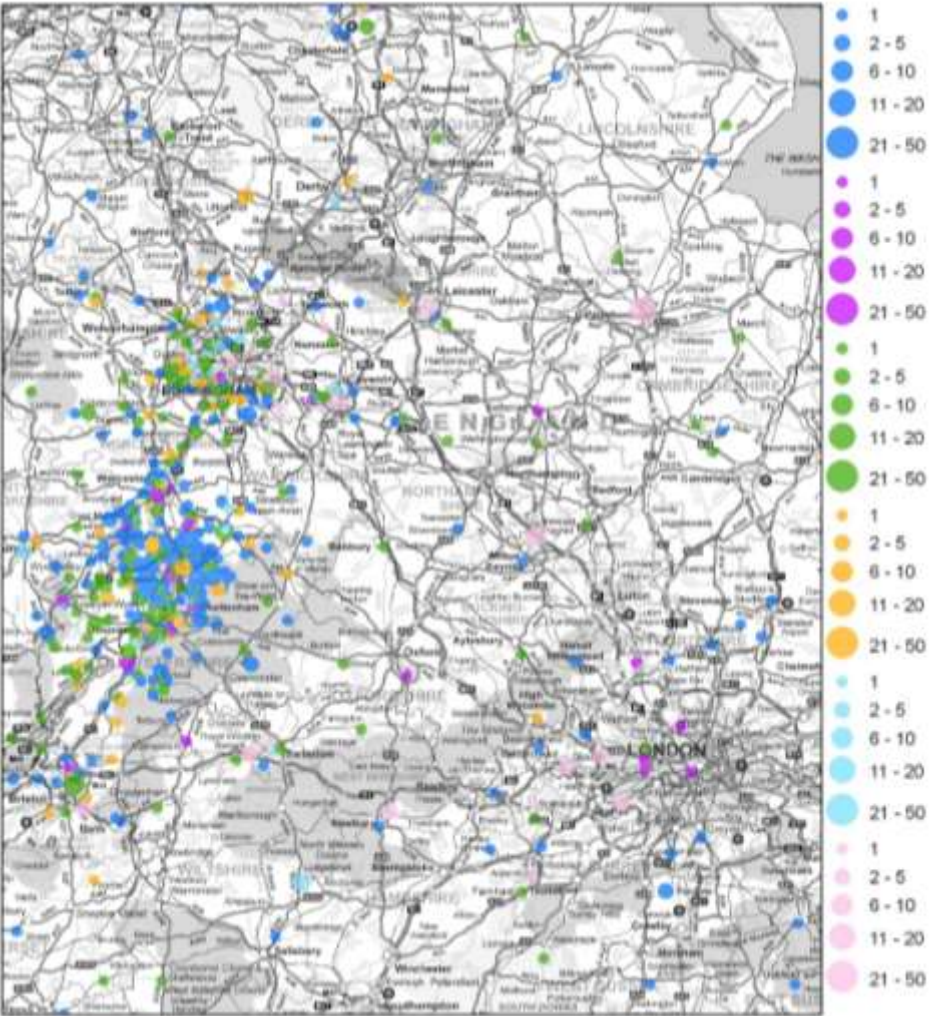
Map showing all parking by duration



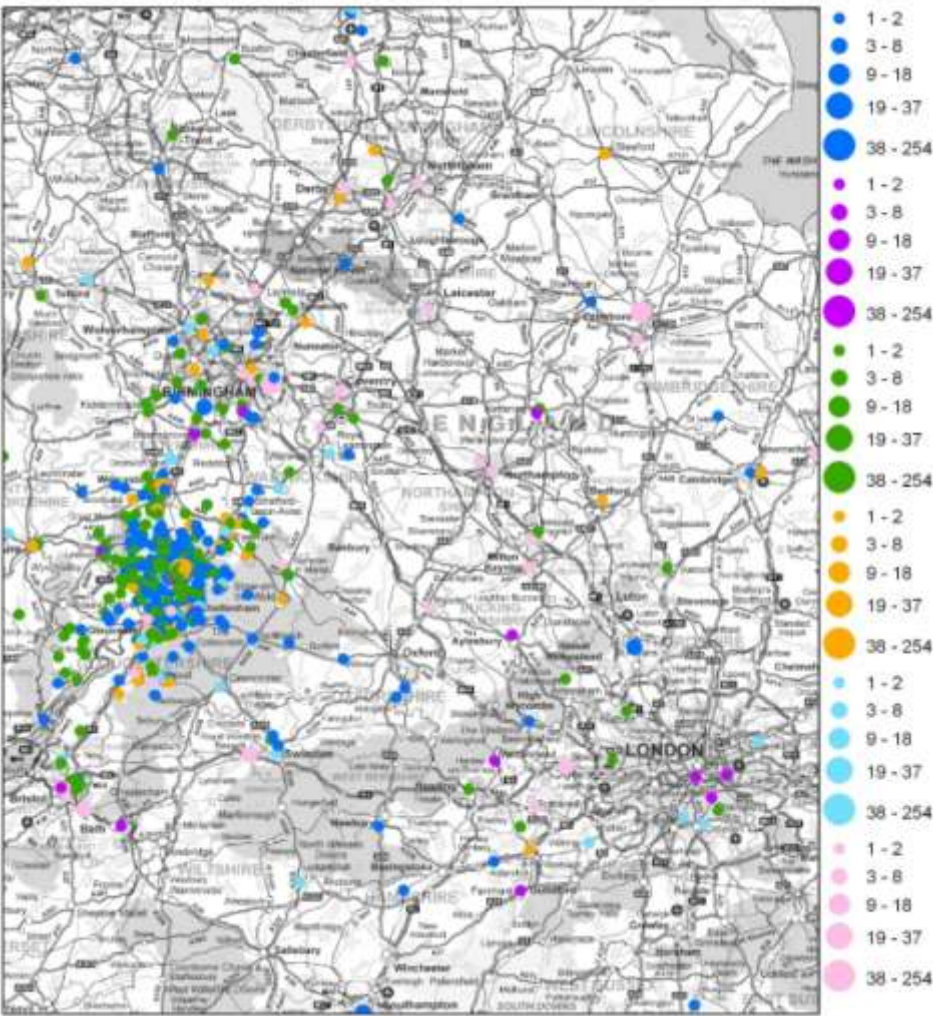
Map showing all parking by Acorn Category



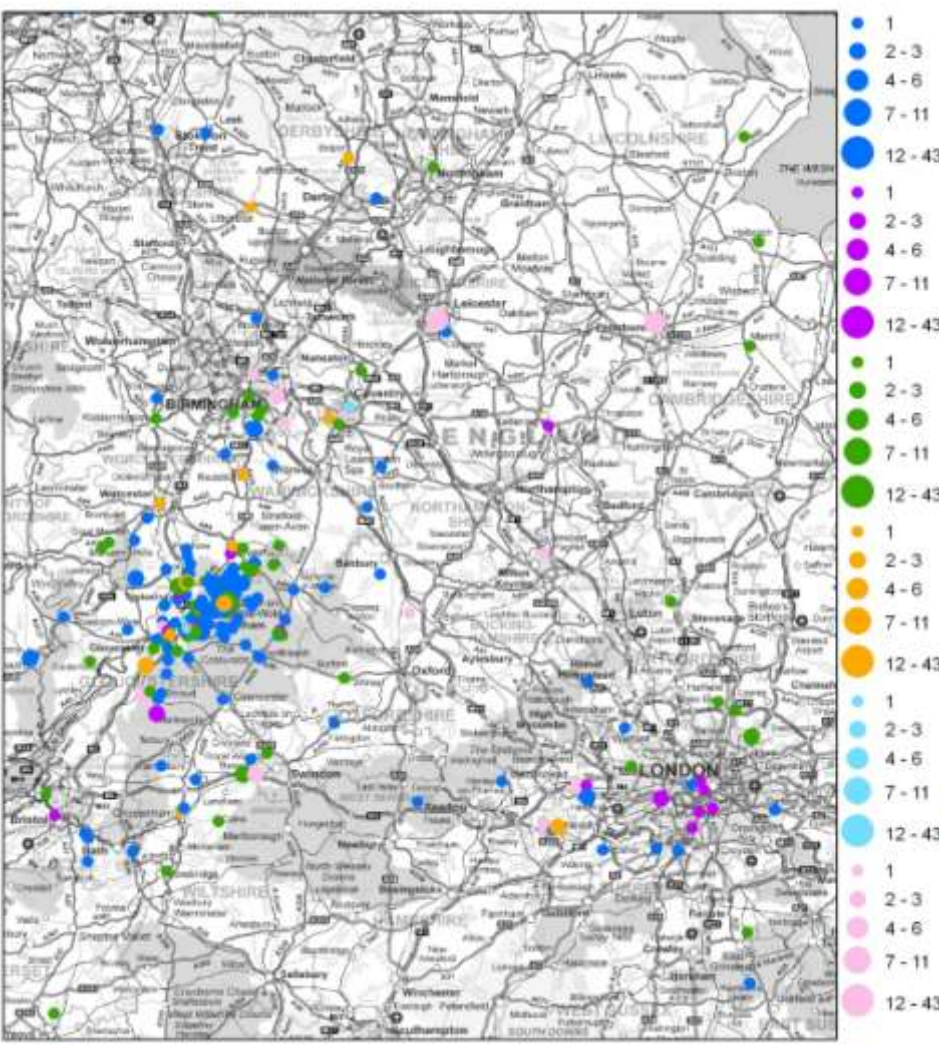
Tewkesbury Car Park Total by Origin
and Acorn Category



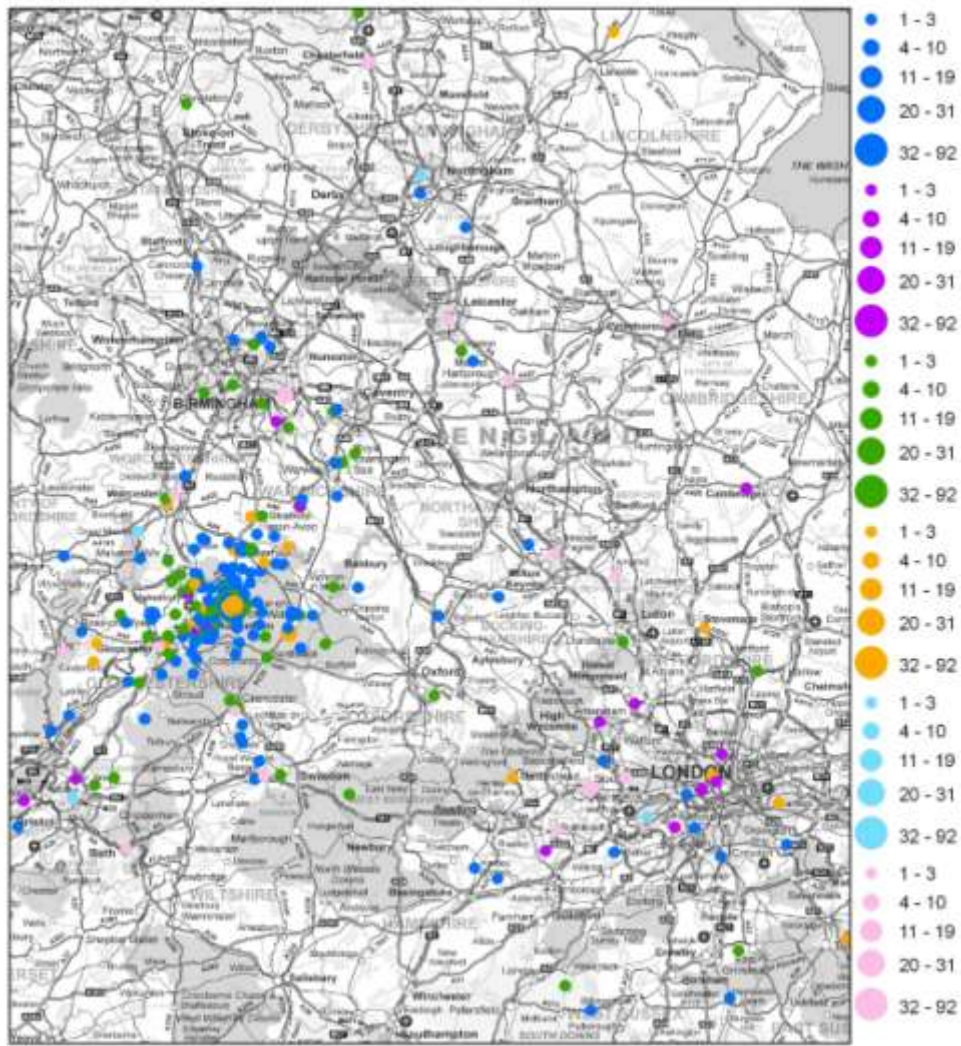
Tewkesbury Zone Parking Total by
Origin and Acorn Category



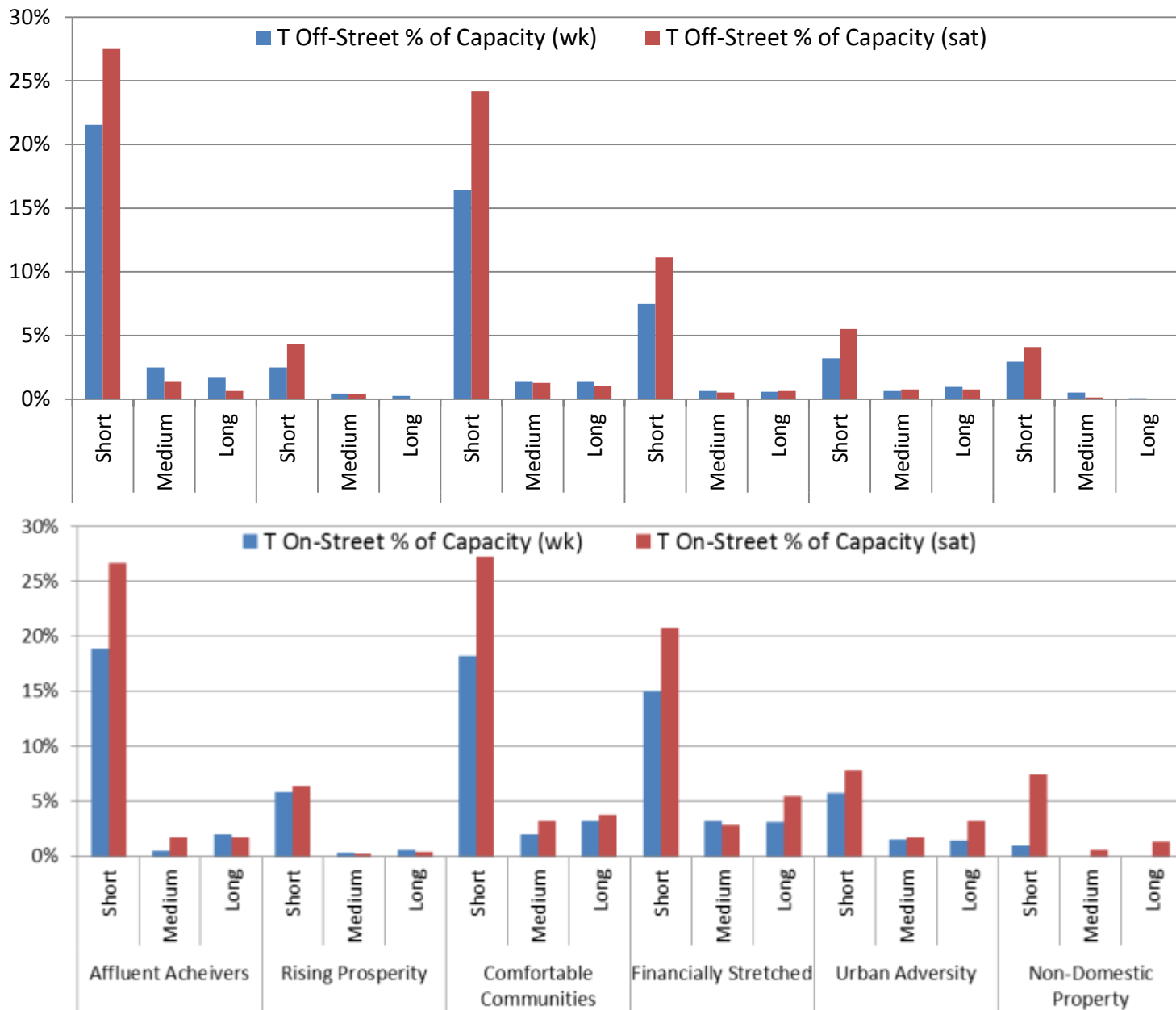
Winchcombe Car Park Total by Origin and Acorn Category



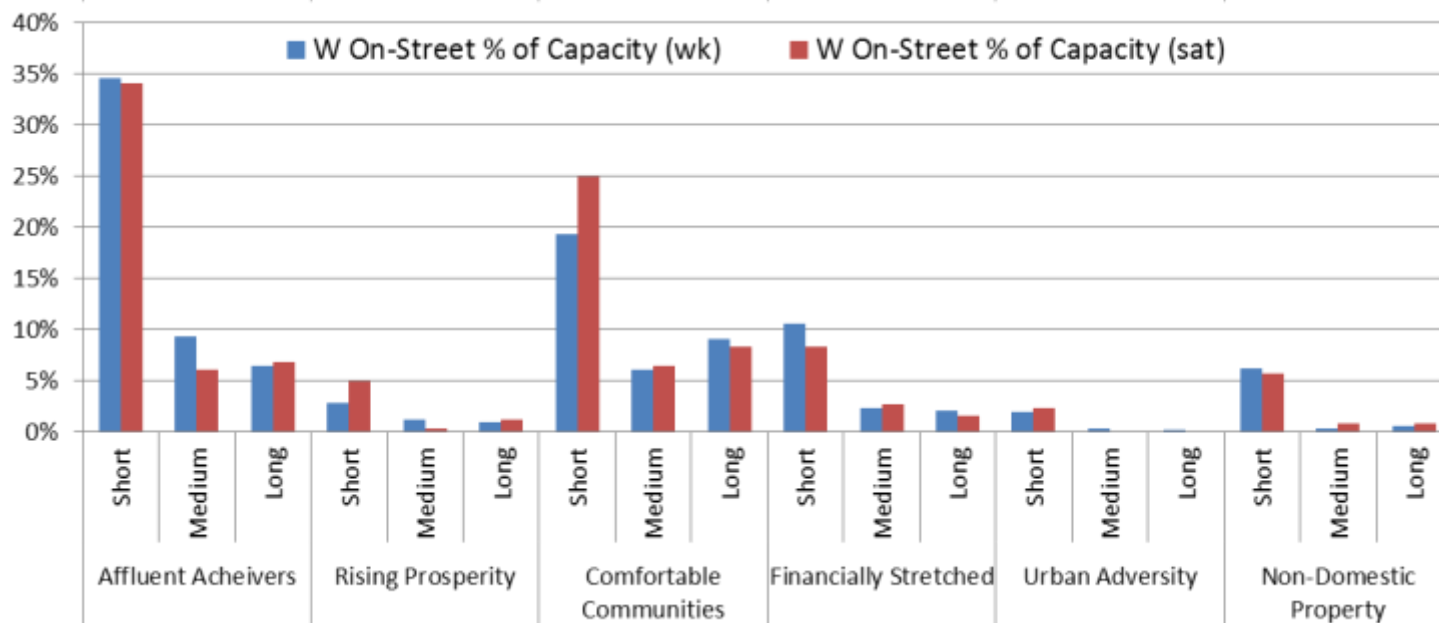
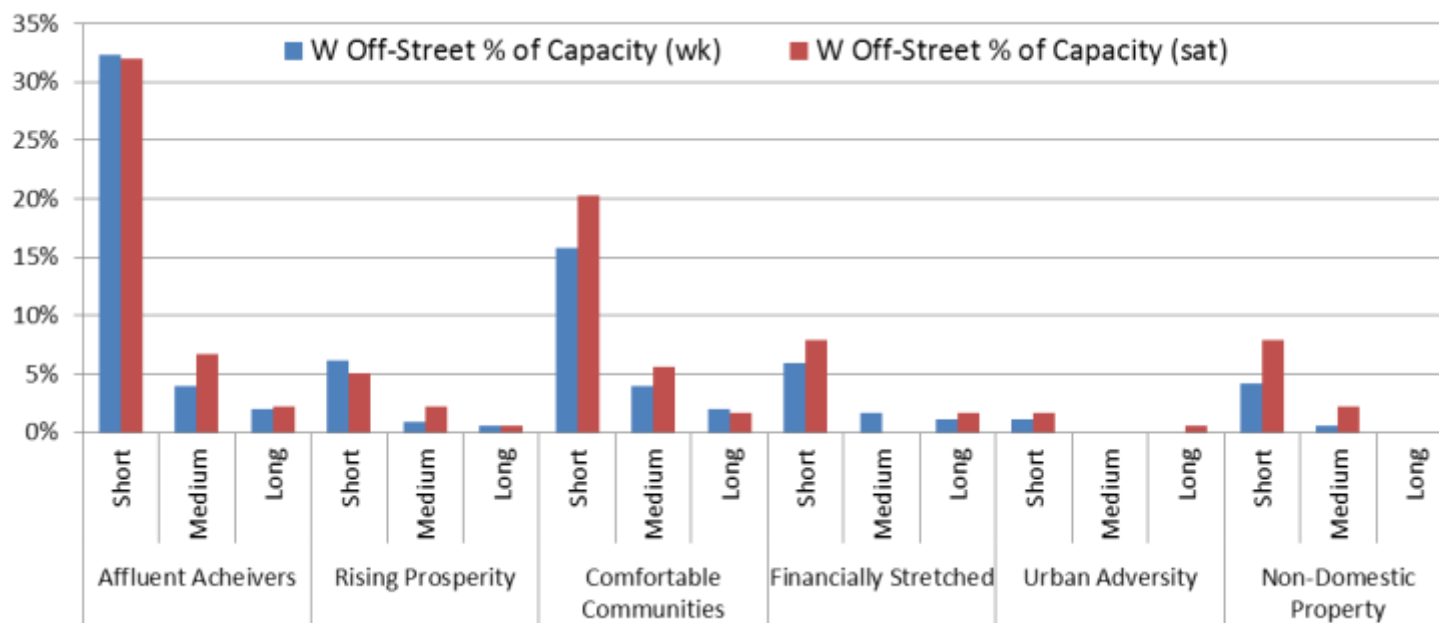
Winchcombe Zone Parking Total by Origin and Acorn Category



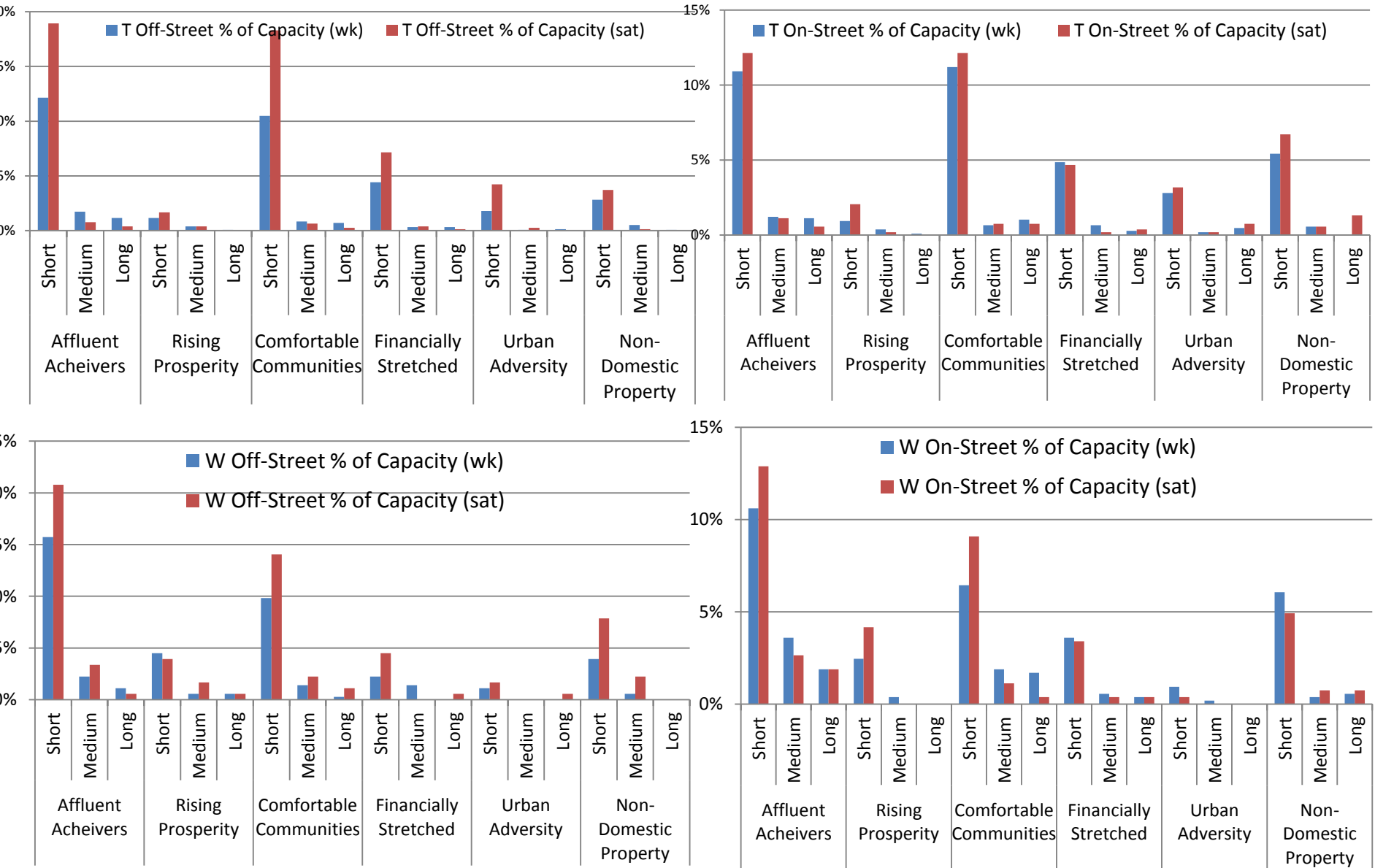
Tewkesbury Parking Survey – Total On-Street & Off-Street parking by Duration & Acorn Category



Winchcombe Parking Survey – Total On-Street & Off-Street parking by Duration & Acorn Category



Parking Survey – Total On-Street & Off-Street parking by Duration & Acorn Category with origins over 5 miles



Key Issues

- Congested parking in village centre (High Street)
- Under-use of Risslington Road Car Park
- Access to businesses/attractors/tourist sites
- Congestion in residential areas
- Multiple sites
- Local workers

Parking Control Principles

- Improve access to towns

for local residents and businesses, their visitors and general shoppers/tourists

- Manage congestion in town core

prioritise short stay parking to maximise accessibility for visitors to local businesses and services. Encourage better use of car parks to distribute congestion.

- Manage parking in periphery to town core to control displacement

Prioritise peripheral parking for: Local residents/businesses and
Local workers