

St Johns Service Area Parking Analysis

2019 Data Analysis

Source: 4044-MID-OnStreetParking-S1-6_9041219.xlsx

The St Johns parking survey was carried out on Wednesday 4th December 2019 over a 12hr period, 7am-7pm. The survey area focuses on the parking located outside the St Johns shops with 27 parking bays located within the survey area. The parking restriction in place is 2hrs no return 4hrs. This enforcement is from Monday to Saturday from 9 am to 5 pm, which is in place to favour short-stay parking mainly for shop's customers.

- 351 vehicles using parking spaces.
- 20 users exceeded the 2hr parking restrictions.
- 7 users occupied spaces for more than 4hr. Therefore 25% of current spaces are being occupied for 1/3 of the day (12hrs) by users in contravention of the restrictions.
- 4 users occupied spaces for more than 8hr. Therefore 15% of current spaces are being occupied for most of the working day by users in contravention of the restrictions.
- A total of 222hrs 17mins is spent in the service area by parked vehicles over the course of a 12-hour period (this includes compliant and non-compliant parking).
- 86hrs 54mins is spent in spaces by 20 vehicles in breach of the parking restrictions (39% of the total time).
- The majority of users (288 vehicles) park less than 1hr. The total time parked by vehicles spent parking less than 1hr is 72hrs 12 mins (32% of the total time parked by all vehicles).
- Of those users contravening the restrictions, 5 were parked in the spaces at the start of the survey and parked in excess of the 2hr restriction. These are likely to be users parking overnight and not adhering to the requirement to move a vehicle by 9am. Of these, 3 spaces were occupied at the start of the survey and remained occupied for more than 8hrs.
- Peak usage (up to 28 vehicles) is between 11am and 1:30pm. 1pm-1:15pm is the highest peak 15min period during this time. Of the vehicles parked during this period, 5 spaces are occupied by users in contravention of the restrictions, 3 of these remained from 7am. Another 7 are occupied by users waiting over 1hr (who would not be able to use the parking with the new proposed restrictions). 1 vehicle was double parked in contravention of the restrictions. Therefore, the proposed 18 (includes 1 blue badge space) vehicle capacity would be sufficient to accommodate legal parking of 1 hour or less.
- It is also noted that at least 5 spaces are not standard lengths. These spaces can only be used by smaller vehicles. Therefore, the current availability for larger vehicles is lower than the stated 27 vehicle capacity. When amending the road layout, it is necessary to ensure vehicle parking provision meets current standards. Any work on the layout of the parking would subsequently result in a loss in vehicle parking.
- Those vehicles complying with the parking restrictions (i.e. less than 2hrs – 288 vehicles) occupy the parking spaces for a total time of 135hr 23mins. 18 spaces are being provided in the new scheme; this provides capacity for 180hrs of parking in total.
- Almost 2/3 (211 vehicles) of user's park for less than 20mins.
- Just under half (155 vehicles) of user's park for less than 10mins.
- The average duration of parked vehicles for those complying with the parking restrictions is 24mins 33 secs.

Conclusion

The above evidence supports the reduction in parking provision and reduction in permitted parking duration to 1 hour. There is clear evidence that those in breach of the parking restrictions are occupying spaces for long durations, preventing compliant use of the bays. The majority of users (331 out of 351) park in compliance with the restrictions. Of these vehicles, 288 occupy spaces for less than 1 hour and comprise 32% of the total observed parking time. Therefore, with a reduction in permitted parking times to 1 hr there would be more than sufficient supply of parking.

The occupation of spaces by vehicles in breach of the restrictions gives the impression that parking is at capacity when in reality, if parking enforcement was increased and permissible duration reduced, there would be sufficient parking assuming 18 space provision proposed in the scheme.

Further analysis of the peak usage was undertaken. Of the 28 parked vehicles at the height of the peak, 5 spaces were occupied by users for more than 2hrs and 7 spaces were occupied by users waiting 1-2hrs, therefore it can be assumed based on this analysis, that only 15 spaces would be occupied when 1hr parking restrictions are in place.

2022 Data Analysis

Source: 11469 Warwick – Beats.xlsx

The survey exercise was repeated in 2022. Surveys were undertaken on Thursday 29/06/22 and Saturday 02/07/22 over a 12hr (7am-7pm) and 18hr (7am-12am) period. Unfortunately, the supplier did not provide the raw data at the time (a request has been made to retrieve the data). The data supplied only provides the average wait time and therefore it is not possible to interrogate the individual wait times. However, the following observations can be made:

Thursday 29/06/22

- 518 vehicles accessed the service area over the 12hr period. This is based on an inbound count of the service area and as such will be inclusive of service vehicles and drop offs.
- 629 vehicles accessed the service area for parking over the 18hr period. This is based on an inbound count of the service area and as such will be inclusive of service vehicles and drop offs.
- The 2022 survey also observed some illegal parking taking place (i.e. not within a space/on double yellow lines). Over the 12hr period there were no more than 2 vehicles parked illegally during any 5-minute period. Over the 12hrs there were 98 vehicles parked illegally across the 5-minute observation periods, this does not mean that 98 separate vehicles parked illegally, for example if a car parked illegally for 30 minutes, it would be observed 6 times. The survey does not indicate whether the parking was fully occupied at all of the times illegal parking took place. There are a number of reasons why illegal parking is likely to occur:
 - As the average data does not provide details of the individual length of time vehicles stayed in excess of the permitted parking times, it is not possible to determine whether this situation occurred due to occupation of space by those overstaying waiting times.
 - The presence of at least 5 non-standard length spaces may also mean that users may choose to park illegally as they are unable to use available shorter bays.
 - Delivery vehicles parked on double yellows making access to spaces difficult.
- In total, vehicles parked for 215 hrs 30 mins (including those exceeding the 2-hour restriction). This compares with 222 hrs 17 mins total parking time (including those exceeding the 2-hour

restriction) surveyed in 2019. Therefore, occupancy of spaces (by total number) was approximately 4% lower in 2022 compared with 2019 values, however turnover was greater and therefore drivers were waiting for a shorter period on average. (Nb this assumes all inbound vehicles to survey area park for the average occupancy time, as discussed, these figures are inclusive of drop offs and service vehicles which would not occupy spaces and will therefore be over-estimating 2022 waiting times slightly).

- The 2019 survey identified that of those 222 hrs 17 mins, 135 hrs 23 mins were attributed to those parking and obeying the 2hr restriction over the 12hr period. The 18 spaces proposed as part of the scheme will provide 180 hours of parking availability over 12hrs. Given that the 2022 survey identifies a 4% lower total parking time, and non-compliant parking is likely to be a similar proportion (not possible to calculate accurately without the raw data), it can be assumed the compliant parking demand will be less than 135 hours. As such it can be observed that the 18 bays will sufficiently accommodate parking demand during the 12hr period based on the 216hrs of capacity (12hrs x 18bays).
- The average duration of parked vehicles for those complying with the parking restrictions is 22mins 42 secs. This value is inclusive of those vehicles parked in excess of the 2hr restriction. This is much lower than the observed value for average wait time in the 2019 surveys.
- Average wait times and demand are lower after 7pm therefore no parking capacity concerns are identified in the evening period.

Saturday 02/07/22

- 541 vehicles accessed the service area over the 12hr period. This is based on an inbound count of the service area and as such will be inclusive of service vehicles and drop offs.
- 674 vehicles accessed the service area over the 18hr period. This is based on an inbound count of the service area and as such will be inclusive of service vehicles and drop offs.
- In total, vehicles parked for 221 hrs 45 mins (including those exceeding the 2hr restriction) over the 12hrs. This compares with 222 hrs 17 mins total parking time (including those exceeding 2hr restriction) surveyed in 2019. 2022 total parked time is slightly less in total parked time than the 2019 weekday survey. As such the same conclusions in terms of changing parking restrictions and provision are also applicable. (Nb this assumes all inbound vehicles to survey area park for the average occupancy time, as discussed, these figures are inclusive of drop offs and service vehicles which would not occupy spaces and will therefore be over-estimating 2022 waiting times slightly.)
- The average duration of parked vehicles for those complying with the parking restrictions is 21mins 53secs. This value is inclusive of those vehicles parked in excess of the 2hr restriction. This is much lower than the observed value for average wait time in the 2019 surveys.
- Average wait times and demand are lower after 7pm therefore no parking capacity concerns are identified in the Saturday evening period.

Conclusion

The above evidence supports the reduction in parking provision and reduction in permitted parking duration to 1 hour. There is clear evidence that those in breach of the parking restrictions are occupying spaces for long durations, preventing compliant parking taking place. This situation gives the impression that parking is at capacity, when in reality, if parking enforcement was increased and permissible duration reduced, there would be sufficient parking assuming 18 space provision.

For these changes to succeed, it is essential that enforcement is increased and permitted parking duration reduced. The above analysis suggests that if the new restrictions are observed and robustly enforced, there would be sufficient capacity to potentially increase turnover of vehicles which would be a benefit to the local retail units.

Appendix A – 2019 WTC Survey Data

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Map of Surveyed Area



Appendix B – 2022 St Johns Beat Data - Wednesday

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Map of Surveyed Area



Appendix C – 2022 St Johns Beat Data - Saturday

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Map of Surveyed Area



