

Appendix 4

Parking Survey 2018: Methodology and Results

Survey Background

4.1 Parking problems were highlighted as one of the major concerns of residents and it was agreed that a working group be set up to investigate and report on the current situation regarding parking places and parking habits.

4.2 In October 2017, a meeting was held between members of the working group, Babergh District Council (BDC) and Suffolk County Council (SCC) Highways. The aim of the meeting was to define the scope of Long Melford's traffic and parking issues, to determine which aspects should form part of the Plan and to put forward initial ideas about possible Policies and Community Objectives, along with the evidence needed to support them.

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/traffic-gp-October-2017.pdf>

4.3 In February 2018, an Open Day was set up to attract volunteers to join the different working groups that would help to produce the Plan. Following on from the October 2017 meeting, the possible Policies and Community Objectives, and the evidence needed to support them were discussed as part of the Open Day. Volunteers were duly signed up to the Traffic & Parking Group where projects would be discussed.

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/traffic-gp-Feb-18.pdf>

4.4 In March 2018, the first Traffic & Parking working group volunteer meeting was held. Twenty-six volunteers attended the meeting to discuss and decide on projects to be carried out by the group.

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/TP-05-03-18-Minutes-no-volunteer-names.pdf>

4.5 In April 2018, a Parking Survey volunteer instruction meeting was held. Volunteers were instructed on the survey procedure, how to complete the forms and the areas of the village they were to monitor. Each area was to be monitored three times a day over three separate days in one week. Monitoring included estimating the total number of parking spaces available and identifying vehicles parked and their duration. They were also to identify badly parked vehicles and those obstructing the pavements.

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/Parking-Zone-Maps-V2.pdf>

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/Survey-Forms.pdf>

4.6 In June 2018, a further volunteer working group meeting was held. Nineteen attended this meeting where the Parking Survey results were presented. Recommendations for Policies and Community Objectives were then discussed for potential inclusion in the draft Plan. These were subsequently presented to the Neighbourhood Plan Steering Group. (NPSG).

<http://www.longmelfordnp.co.uk/wp-content/uploads/2019/01/traffic-gp-meeting-June-2018.pdf>

Survey Results

Data Collection

4.7 Volunteers were asked to complete three surveys of parking, to include two mid-week and one on a Saturday. For each survey, parking and (estimated) free space figures were recorded at three times of the day:

- Morning – 10am till 11am,
- Afternoon – 2pm till 3pm, and
- Evening – 6pm to 7pm.

4.8 Volunteers were asked to identify “Repeat vehicles” – those parked in the same location at different times. Volunteers also recorded instances of problem parking, and the use of disabled spaces.

4.9 For collection purposes, each side (East and West) of Hall Street and Little St. Marys was divided into five zones, broadly:

- Zone A: The Bull Hotel to the Crown Hotel
- Zone B: The Crown Hotel to the Co-op
- Zone C: The Co-op to the George and Dragon
- Zone D: Melford Court to the Saddlery
- Zone E: The Saddlery to Chapel Green

Parking at the village hall (Zone F) and Old School (Zone G) was also recorded.

4.10 The data was cleaned and adjusted to reflect errors or omissions in the original data collection and is set out in Table 1 below. Note that, due to volunteer availability, for each survey some data was collected on different days (highlighted in yellow).

Table 1 Survey Data

Zone	Side of Street	Section	Date	Day of Week	Morning		Afternoon		Evening		Repeat Vehicles			
					Parked	Free	Parked	Free	Parked	Free	M & A	M & E	A & E	M & A & E
A Total	East		16/04/2018	Monday	35	16	40	10	41	12	11	0	2	9
B Total	East		16/04/2018	Monday	26	4	26	3	18	11	10	0	0	11
C Total	East		16/04/2018	Monday	23	13	19	17	20	17	8	1	2	6
D Total	East		16/04/2018	Monday	37	16	30	23	26	27	12	0	0	7
E Total	East		16/04/2018	Monday	11	23	20	14	18	16	2	1	3	5
A Total	West		17/04/2018	Tuesday	35	3	35	5	12	28	16	0	0	2
B Total	West		16/04/2018	Monday	27	14	27	14	20	21	6	2	1	3
C Total	West		16/04/2018	Monday	11	27	18	20	15	23	2	0	2	5
D Total	West		16/04/2018	Monday	26	9	19	10	28	7	6	1	0	8
E Total	West		09/04/2018	Monday	19	12	13	18	15	16	5	0	1	6
F Total	North		16/04/2018	Monday	6	44	8	42	12	38	1	0	0	3
G Total	North		23/04/2018	Monday	10	61	26	45	16	55	1	0	2	0
Grand total					266	242	281	221	241	271	80	5	13	65
A Total	East		26/04/2018	Thursday	34	17	48	7	40	10	14	0	7	2
B Total	East		26/04/2018	Thursday	26	8	30	2	23	8	5	0	2	7
C Total	East		19/04/2018	Thursday	25	11	20	15	12	24	9	1	1	5
D Total	East		19/04/2018	Thursday	30	23	28	25	22	31	12	0	0	7
E Total	East		19/04/2018	Thursday	13	21	16	18	19	15	2	2	2	5
A Total	West		19/04/2018	Thursday	34	9	38	4	25	16	11	0	0	8
B Total	West		19/04/2018	Thursday	34	9	38	9	27	15	15	1	3	7
C Total	West		19/04/2018	Thursday	19	19	19	19	15	23	7	0	0	6
D Total	West		19/04/2018	Thursday	27	7	24	10	22	14	3	1	3	5
E Total	West		12/04/2018	Thursday	16	10	16	14	14	15	1	0	0	7
F Total	North		19/04/2018	Thursday	14	36	9	41	5	45	1	1	1	1
G Total	North		25/04/2018	Wednesday	16	55	14	57	25	46	2	0	0	1
Grand total					288	225	300	221	249	262	82	6	19	61
A Total	East		14/04/2018	Saturday	48	4	54	0	41	14	16	1	3	8
B Total	East		14/04/2018	Saturday	31	1	31	1	22	7	10	0	1	7
C Total	East		21/04/2018	Saturday	22	16	27	9	18	18	5	0	2	6
D Total	East		21/04/2018	Saturday	27	29	33	23	20	36	4	1	1	9
E Total	East		21/04/2018	Saturday	18	16	25	9	15	19	2	1	3	9
A Total	West		21/04/2018	Saturday	31	9	34	6	19	20	9	0	3	8
B Total	West		21/04/2018	Saturday	39	9	43	5	23	20	13	1	0	6
C Total	West		21/04/2018	Saturday	23	15	21	17	17	21	7	0	0	8
D Total	West		21/04/2018	Saturday	24	10	28	3	22	10	4	2	5	8
E Total	West		14/04/2018	Saturday	22	9	19	12	17	14	3	1	2	9
F Total	North		21/04/2018	Saturday	10	40	16	34	3	47	0	0	1	0
G Total	North		28/04/2018	Saturday	77	0	70	1	5	66	7	0	0	0
Grand total					372	158	401	120	222	292	80	7	21	78

Overall capacity

4.11 The number of parked vehicles and the estimated number of free spaces together give an indication of the total capacity. Due to difficulty in estimating free spaces, and the variable density of parking, the observed capacity ranged from 502 to 530 (381 to 409 excluding the village hall and Old School), as set out in Table 2 below. The variation in this number also suggests that parking is somewhat disorderly. The average capacity was 515, of which 121 are at the Village Hall and Old School, and 394 are in Hall Street and Little St. Mary's.

Table 2 Total Capacity

Total Capacity		Survey/T								
		1			2			3		
Side/Zone		Morning	Afternoon	Evening	Morning	Afternoon	Evening	Morning	Afternoon	Evening
East		204	202	206	208	209	204	212	212	210
A		51	50	53	51	55	50	52	54	55
B		30	29	29	34	32	31	32	32	29
C		36	36	37	36	35	36	38	36	36
D		53	53	53	53	53	53	56	56	56
E		34	34	34	34	34	34	34	34	34
West		183	179	185	184	191	186	191	188	183
A		38	40	40	43	42	41	40	40	39
B		41	41	41	43	47	42	48	48	43
C		38	38	38	38	38	38	38	38	38
D		35	29	35	34	34	36	34	31	32
E		31	31	31	26	30	29	31	31	31
North		121	121	121	121	121	121	127	121	121
F		50	50	50	50	50	50	50	50	50
G		71	71	71	71	71	71	77	71	71
Grand Total		508	502	512	513	521	511	530	521	514

Free Spaces

4.12 The number of free spaces (averaged over the three surveys) by zone and time of day is given in Chart 1 below (Chart 2 shows the same data, but by categorised first by time of day, then zone). Zones F and G (the village hall and Old School car park) have been excluded. The points to note are:

- All zones were observed to have free spaces, at all times of the day, for all three surveys.
- Zones A and B (The Bull Hotel to The Crown Hotel, and the Crown Hotel to the Co-op) generally have the fewest free spaces.
- There are fewer spaces in the afternoon than either morning or evening.

Chart 1

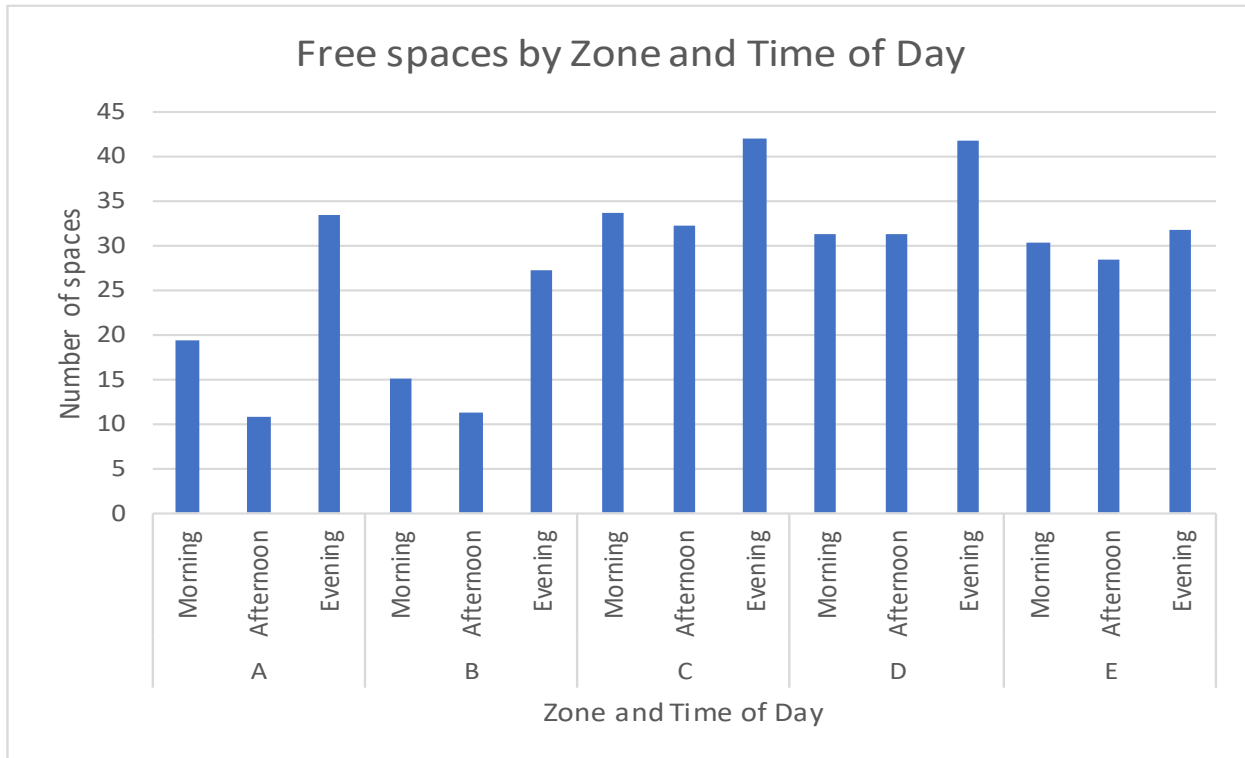
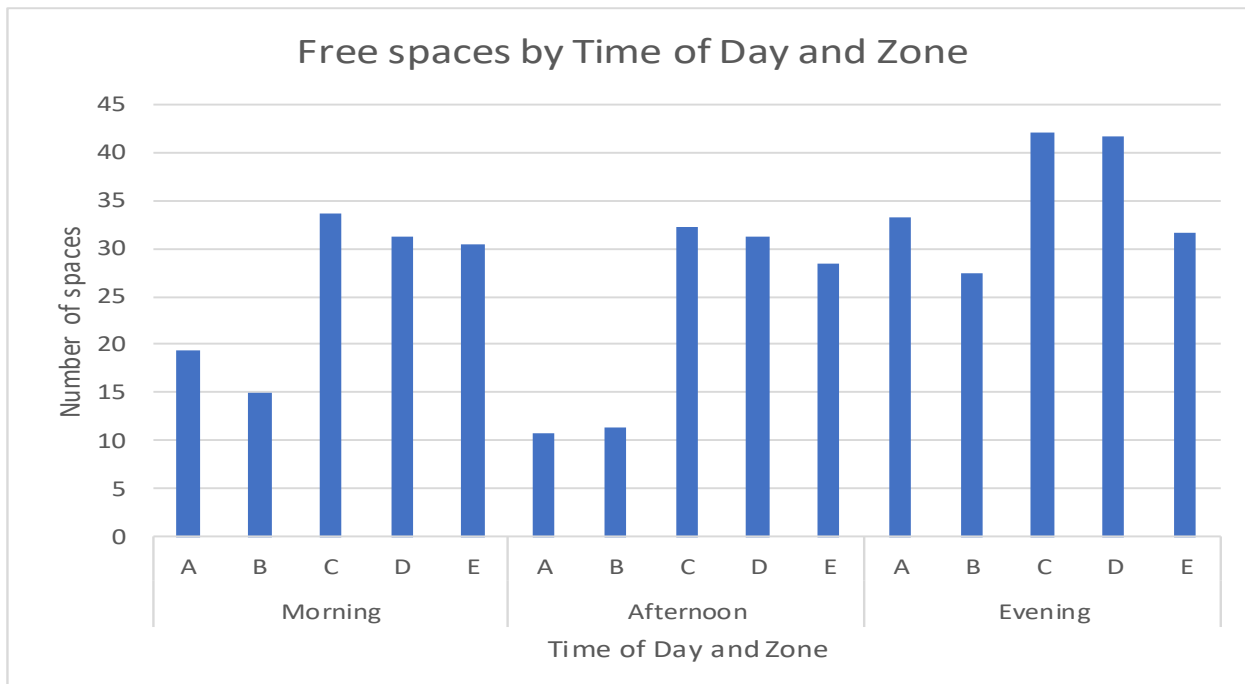


Chart 2



Weekday compared to weekend parking

4.13 Chart 3 below shows the number of free spaces by time of day (average over the two weekday surveys compared with the Saturday survey). In Chart 4 this data is broken down by zone.

4.14 Points to note:

- In the morning and evening, the number of free spaces is broadly similar for weekdays and Saturdays (though zone D has more spaces available on Saturday than weekdays).
- In the afternoon, there are fewer spaces available on Saturday than weekdays (in total and for each individual zone).
- Zones A and B have fewer free spaces on Saturday morning and afternoon than the corresponding times on weekdays.

Chart 3

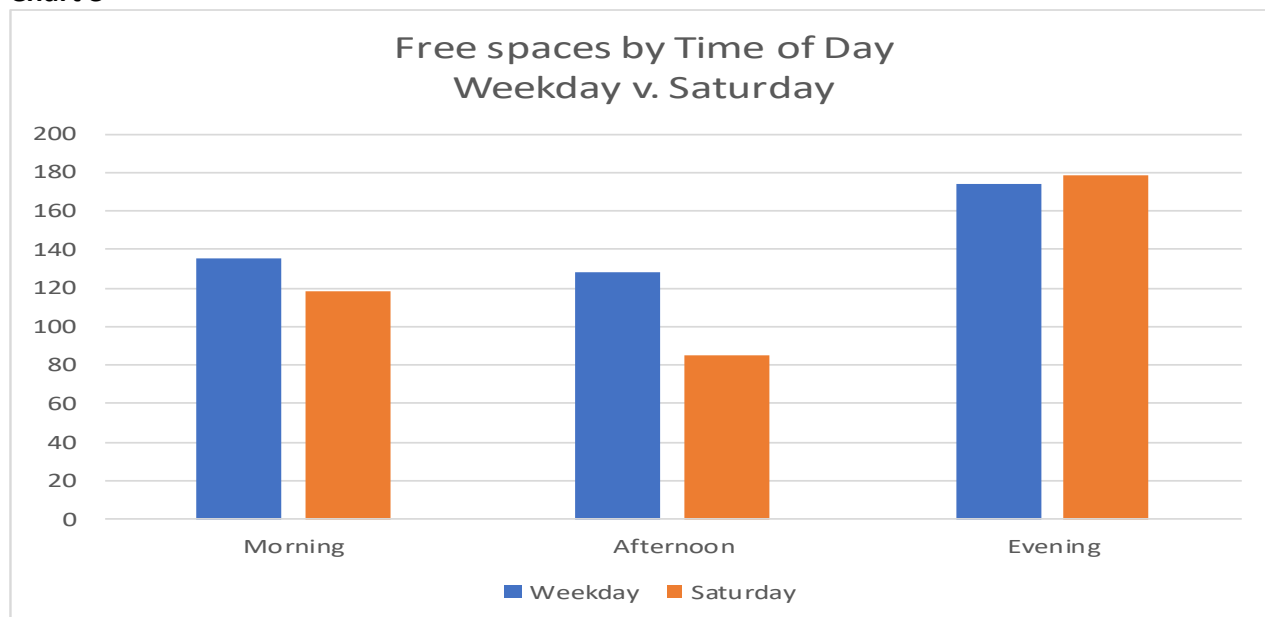
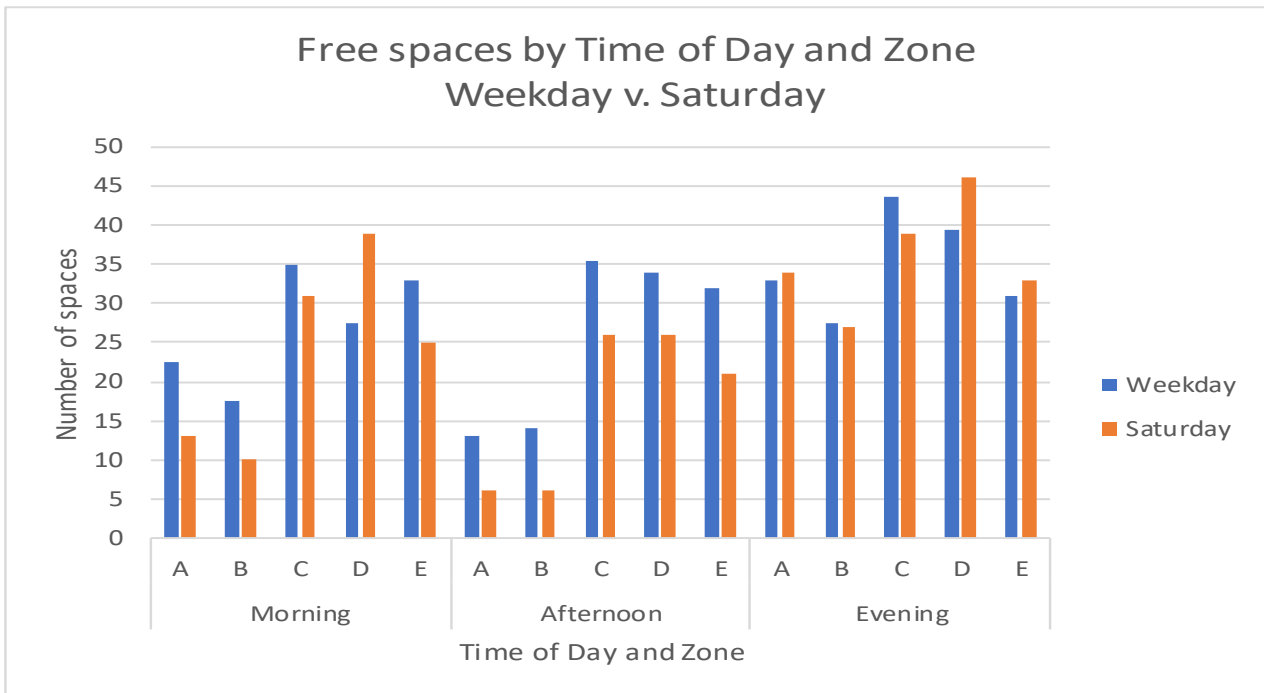


Chart 4



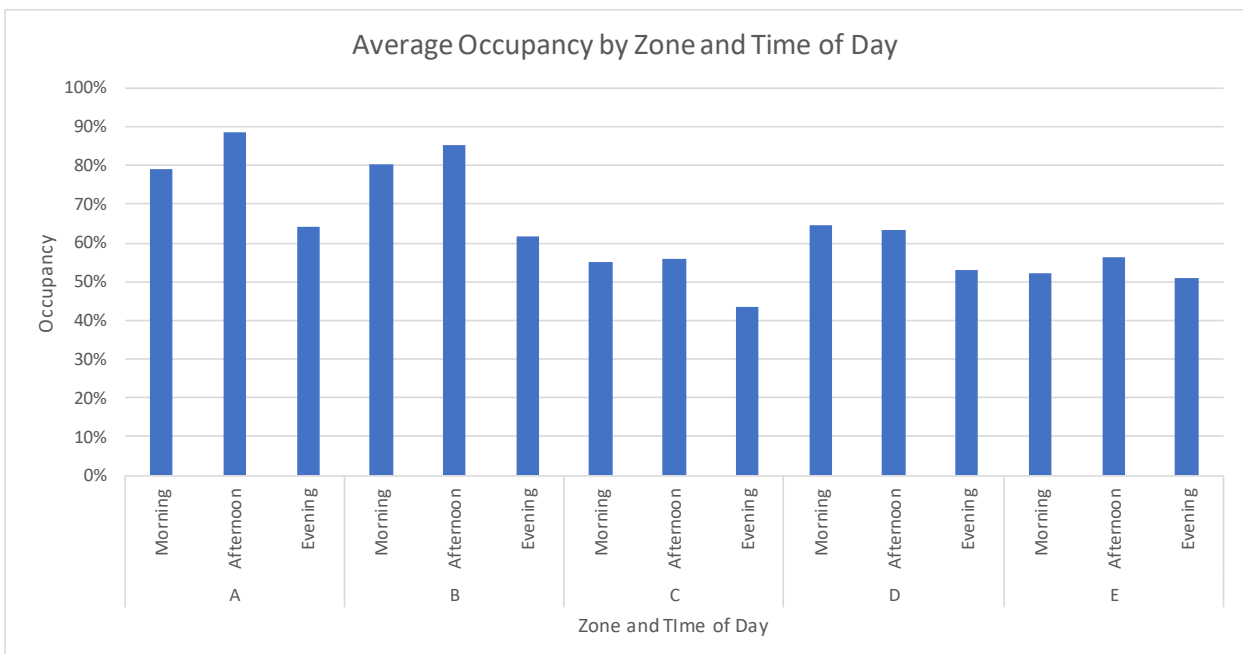
Occupancy

4.15 Comparing absolute numbers of free spaces for different zones does not take into account the different capacity of the zones. Chart 5 below shows an alternative measure, Occupancy, i.e. the number of parked cars as a proportion of the capacity for each zone and time of day.

4.16 Points to note:

- Even at its peak, occupancy is below 90%.
- Occupancy is higher in the afternoons than the mornings or evenings, except in zone D where it is marginally higher in the morning.

Chart 5



Repeat Parking

4.17 Charts 6 and 7 below show the number of vehicles parked, averaged over the three surveys, categorised according to whether each vehicle was parked:

- All day (morning and afternoon) and evening.
- Morning and afternoon, but not evening.
- Afternoon and evening.
- Morning and evening, but not afternoon.
- Short-stay (only morning, or afternoon, or evening).

4.18 The first (Chart 6) shows absolute numbers of vehicles, whereas the second (Chart 7) shows the relative proportions. Points to note:

- Over 50% of cars parked in the morning and afternoon are parked for both morning and afternoon.
- Only 50% of spaces are therefore available for the short-stay parking

Chart 6

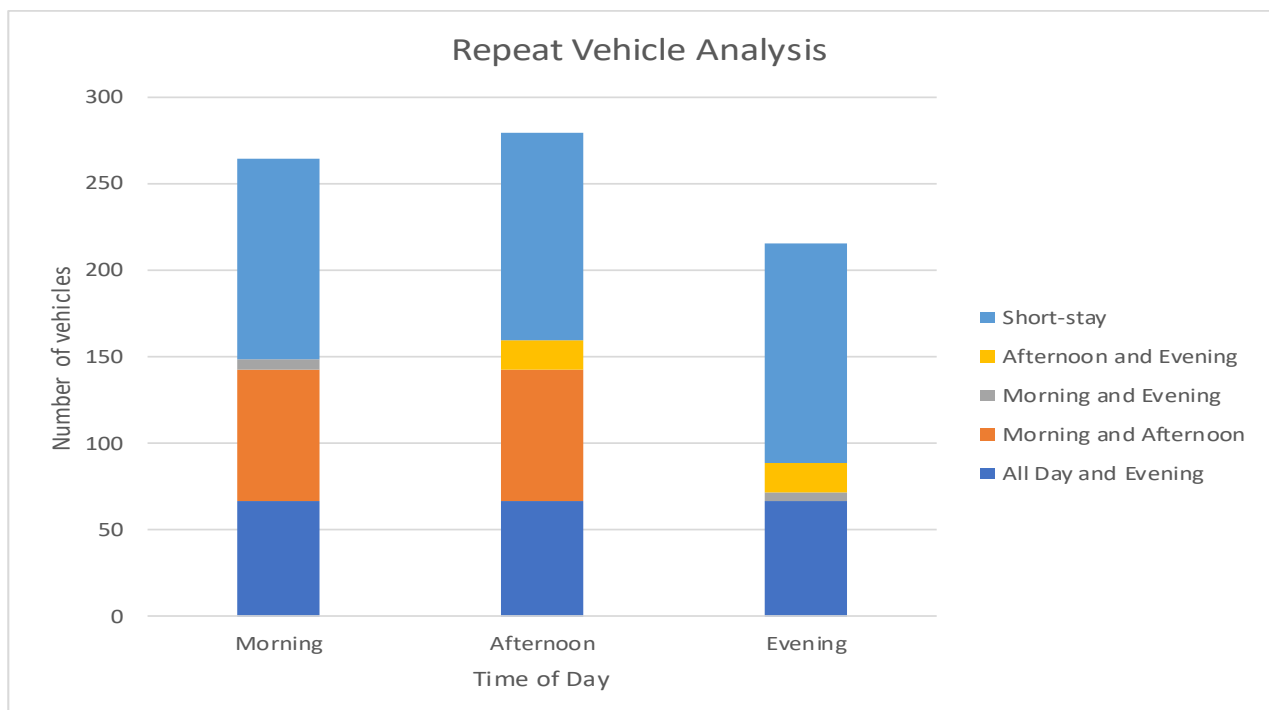
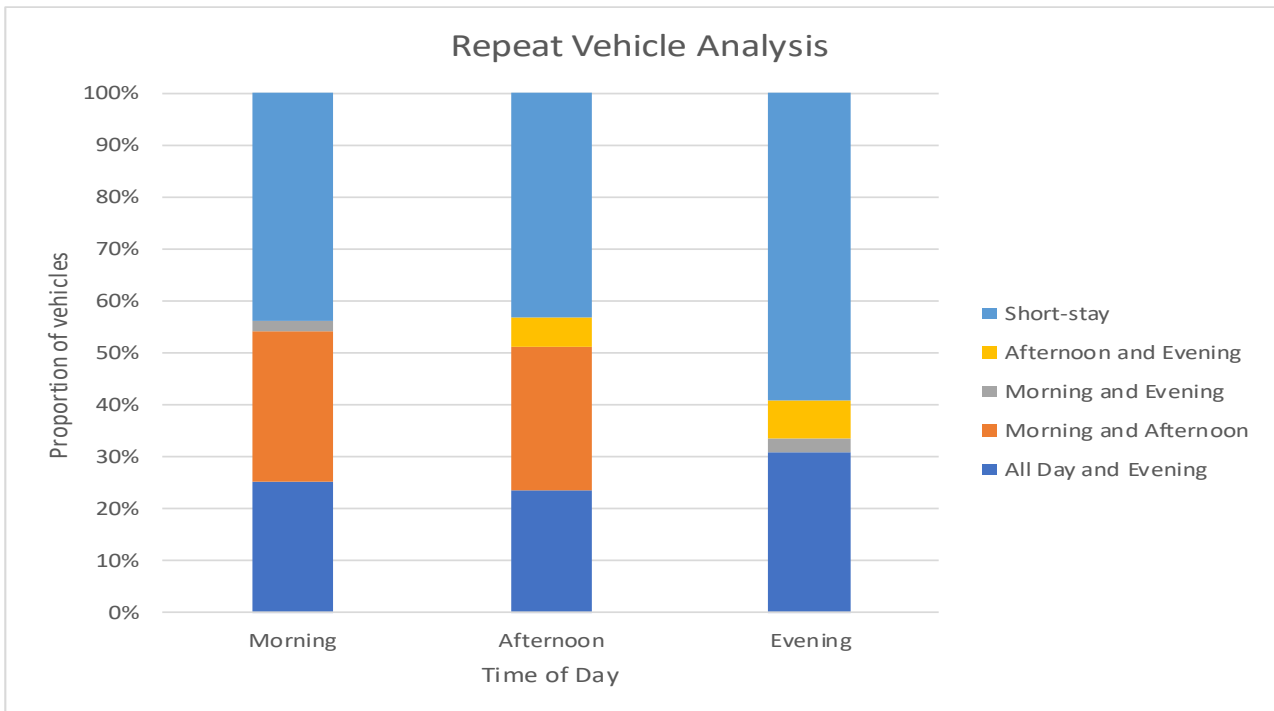


Chart 7



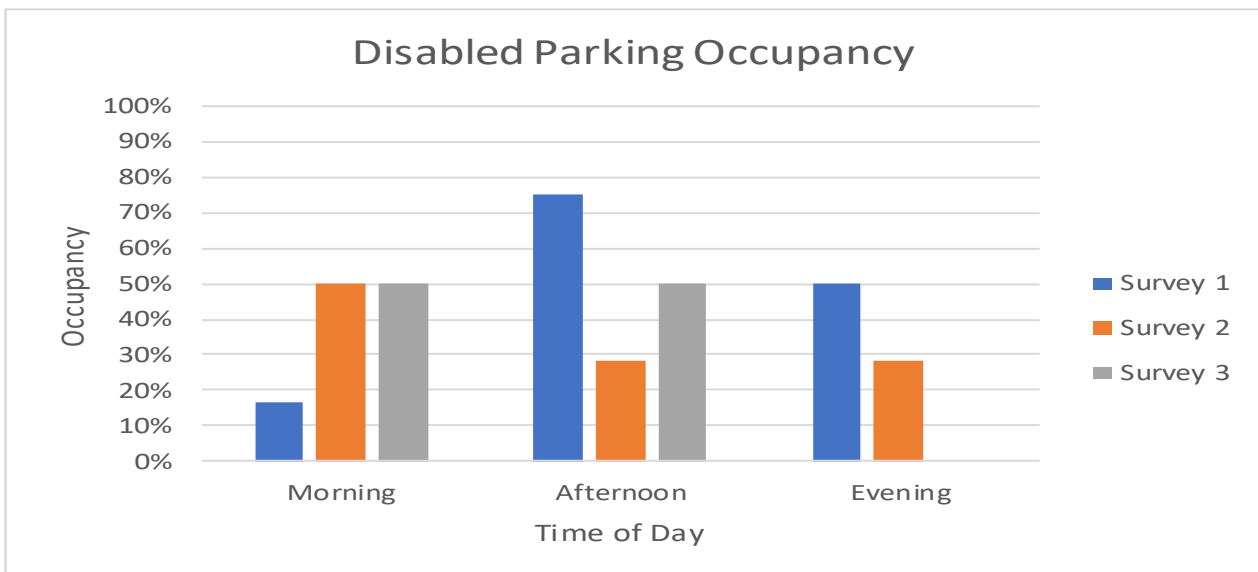
Disabled Parking

4.19 There are seven disabled spaces in Hall Street / Little St. Mary's. Chart 8 below shows the proportion of those spaces in use for each survey / time of day.

4.20 Point to note:

- The disabled parking bays were not all occupied on any survey or time of day. This suggests the volume of disabled parking bays is appropriate.

Chart 8

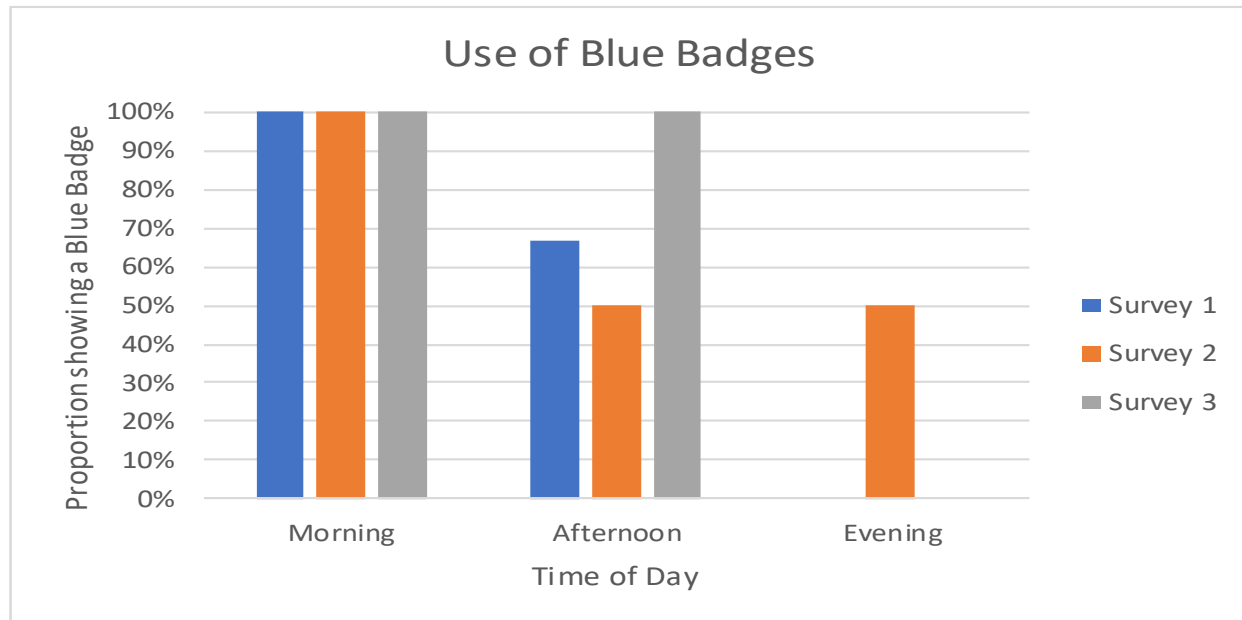


4.21 Vehicles parked in disabled bays should display a Blue Badge. Chart 9 below shows the proportion of vehicles which were observed to be displaying a Blue Badge.

4.22 Points to note:

- In the morning, Blue Badges were in use by all vehicles parked in a disabled bay on all the surveys.
- In the afternoon and evening, fewer vehicles were displaying a Blue Badge, suggesting greater abuse of the disabled spaces at these times.

Chart 9



Problem Parking

4.23 Volunteers were asked to record any instance of problem parking, categorised as follows:

- Wheels on pavement – thereby reducing the width of the pavement and potentially inhibiting pedestrian movement.
- Over-hanging the pavement – likewise reducing the width of the pavement.
- Double-parked – potentially blocking parked cars and/or obstructing the road.
- Straddling two spaces – so reducing the number of parking spaces available.
- Obstructing Road – causing vehicles to either stop or slow down to pass oncoming vehicles and/or to pass between the parked car and traffic islands.
- Obstructing Access – potentially blocking a resident’s (or business’) access to or from their property.

4.24 The number of such incidents as a proportion of the total number of parked cars, is given in Chart 10 below. This is further broken down by zone and side of road in Charts 11 and 12.

4.25 Points to note:

- In aggregate, over 11% of parked vehicles exhibited one of the parking problems set out above.
- The key issue is parking with wheels on the pavement in zone E (from the Saddlery to Chapel Green). This is a well-known problem, as the road narrows at this point.
- Even setting this problem to one side, zone E is disproportionately affected by other parking problems.
- All zones have some problem parking, which suggests that additional measures are required to improve parking behaviour.

Chart 10

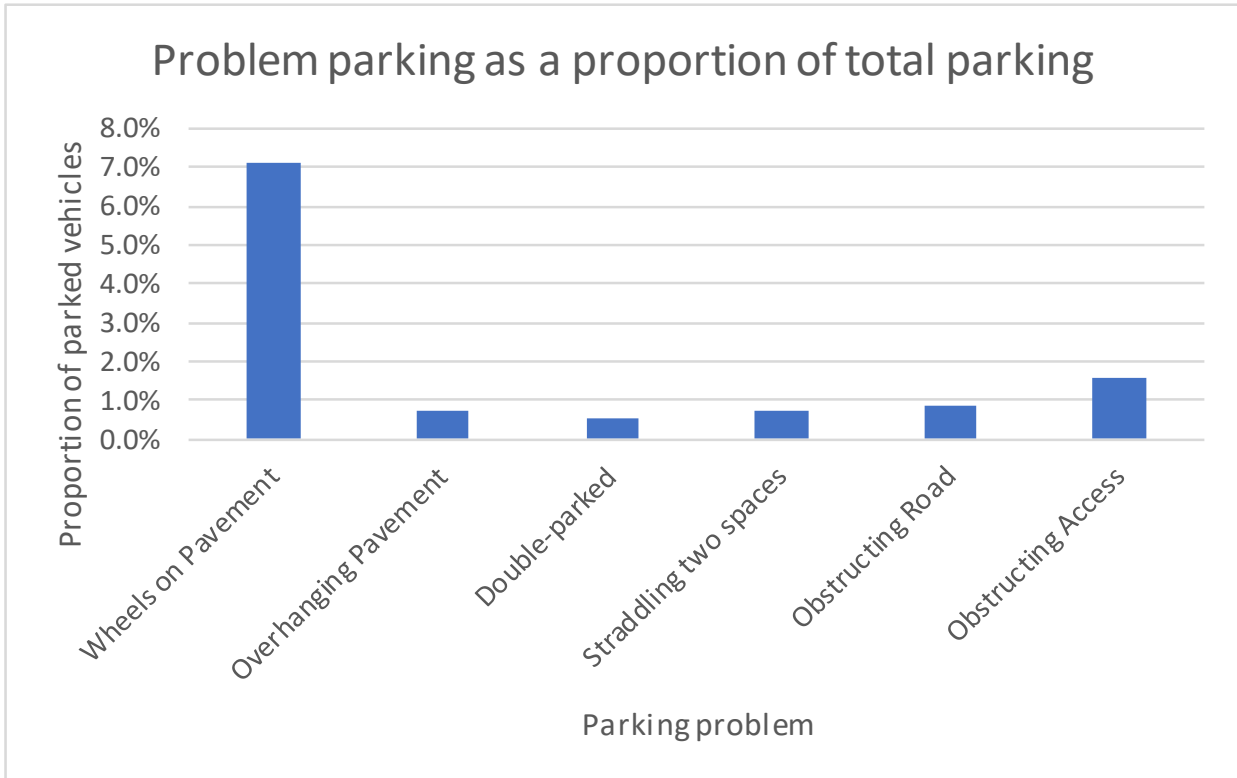


Chart 11

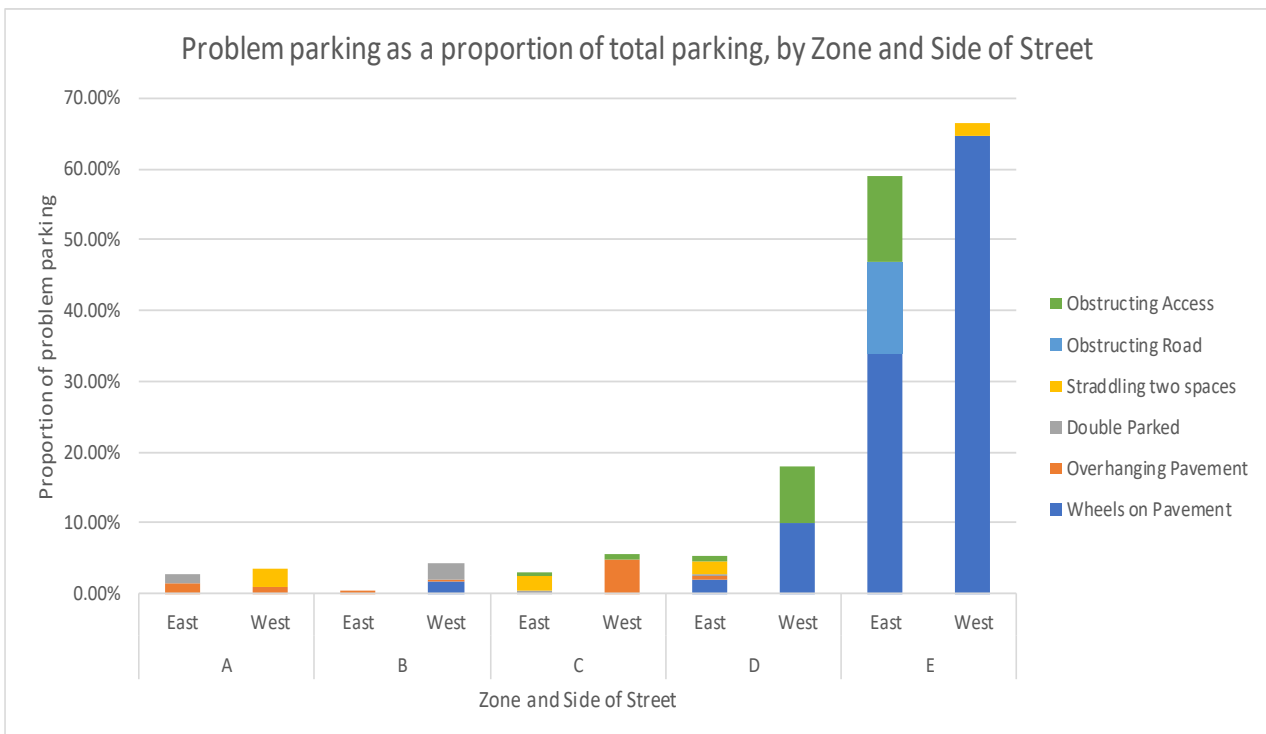


Chart 12

