



Stockbridge Parking Study

Parking Survey Report

On behalf of **Hampshire County Council**

Project Ref: 332110854/001 | Rev: A | Date: December 2024

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Appendix A	Copy of Survey Questionnaire
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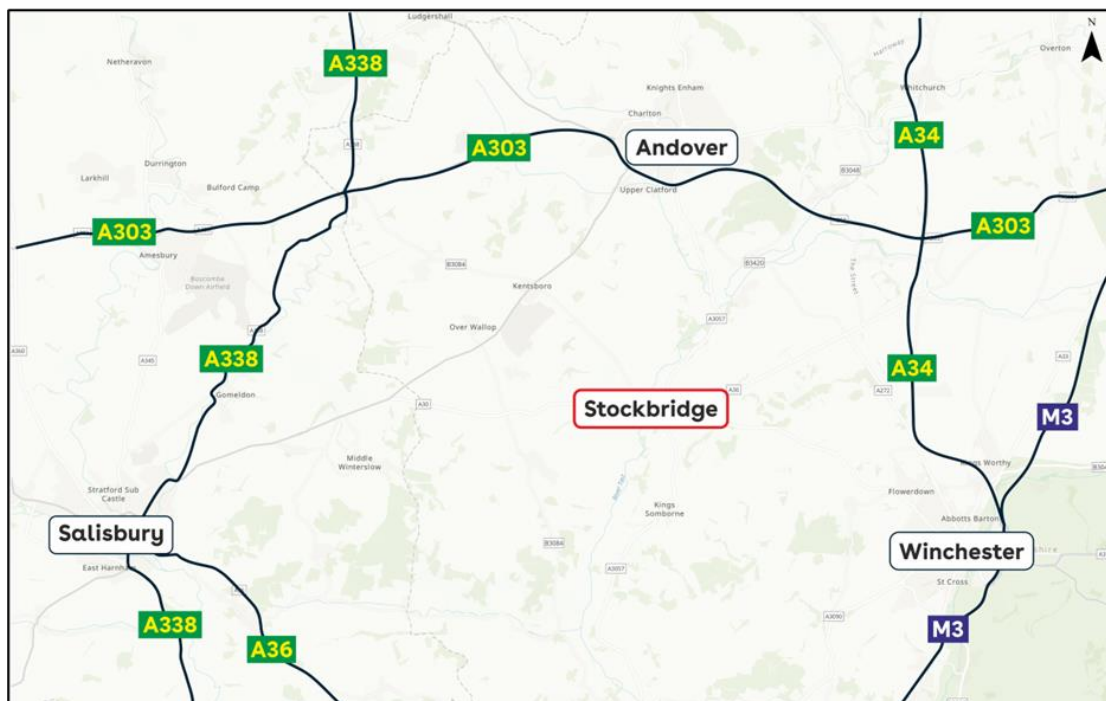
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1 Introduction

1.1 Overview

- 1.1.1 Stantec was appointed by Hampshire County Council (HCC) to investigate the current parking conditions in Stockbridge.
- 1.1.2 Stockbridge is located in west Hampshire with Andover to the north, Salisbury to the west and Winchester to the east, the closest of which is Andover which is 13km away. It is popular to visit due to the High Street's artisanal shops and restaurants. Parking along all parts of High Street and side streets is uncontrolled. The is shown in **Figure 1.1**.

Figure 1.1: Map of Stockbridge Location



- 1.1.3 The study area included within the parking study includes the High Street, the A30 layby, Trafalgar Way, Nelson Close, New Street, Old London Road, Houghton Road and Longstock Road as shown in **Figure 1.2**.
- 1.1.4 This report provides a summary of the existing parking conditions in Stockbridge based upon site visits, general research of publicly available information and the parking survey undertaken.

Figure 1.2: Study Area



2 Survey Context and Methodology

2.1 Introduction

- 2.1.1 This chapter sets out what was considered to inform the parking study reported in this document.
- 2.1.2 The project team undertook the following:
- Desktop review of traffic flows and vehicle ownership, parking policy, and historic survey data;
 - A site visit in March 2023;
 - Parking beat surveys in May 2023;
 - Questionnaires in May 2023; and
 - Collated information provided via correspondence to the project team.

2.2 Traffic Flows and Vehicle Ownership

- 2.2.1 A review of Hampshire County Council's parking policy, Department for Transport traffic flow data, vehicle ownership data and a site visit were conducted to gain an initial understanding of the context and which would inform the scope of the parking beat surveys and questionnaire survey.
- 2.2.2 A manual traffic count was undertaken in 2007 and 2016 by the Department for Transport along the A30 between the A30/A3057/London Road roundabout and A30/A3057/High Street Roundabout at Manual Count Point 26319 which was within the study area for this report. The data shows that in 2007 the total vehicle Average Annual Daily Traffic (AADT) was 9,257 vehicles and in 2016 there was a small decrease to 8,969 vehicles. **Figure 2.1** shows the DfT data from the Manual Count Point 26319 between 2000 and 2021. It is estimated that in 2021 the AADT at this site was 7597, which was approximately a 700 vehicle increase from the year before.
- 2.2.3 The count data suggests a very slight historic trend towards higher traffic flows between 2010 and 2019 before a dip during the COVID pandemic.
- 2.2.4 A comparison of the vehicle ownership data for 2011 and 2021 shows that there has been little change in household car ownership over the period in the local area. The table has combined LSOA E00117714, E00117718 and E00117719. These LSOAs cover an area encompassing Stockbridge but do not include neighbouring settlements e.g. Longstock. This is shown in **Table 2.1**.

Figure 2.1: DfT Traffic Count Data – A30 Layby

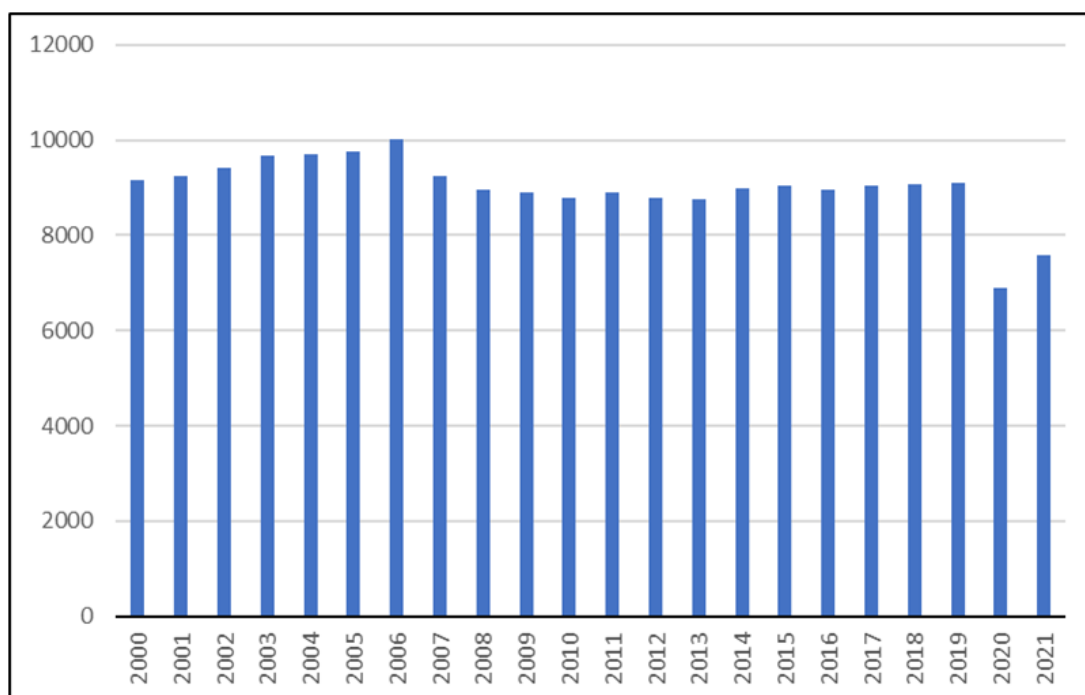


Table 2.1: Vehicle Ownership data for 2011 and 2021 (using Number of Households)

LSOA	Year	No vehicles in household	One vehicle in household	Two vehicles in household	3 or more vehicles in household	Estimated Total Households
Combined LSOAs	2011	49	175	114	45	383
	2021	50	161	113	57	381

2.3 Review of Policy Context

2.3.1 The parking study was undertaken in the context of the existing policies summarised below. Hampshire County Council have responsibility for managing parking and any associated parking management strategies.

2.3.2 Policies and guidance affecting parking provision and management include:

- Hampshire's Local Transport Plan (LTP4) – adopted February 2024
- Hampshire Parking & Traffic Enforcement Policy & Operational Guidance (April 2023)

Hampshire County Council Local Transport Plan 4 (LTP4)

2.3.3 The LTP4, adopted February 2024, sets out the transport vision and transport policies for Hampshire County Council.

2.3.4 Policy BTD1 relates to regulating traffic, parking and kerbside deliveries and sets out:

d) 'manage on-street parking (e.g. through parking tariffs and changes in parking supply) to support the vitality and viability of our town centres, whilst also supporting objectives relating to quality of place and use of non-car modes'

e) 'manage levels of residential on-street parking (e.g. through residents parking permit schemes) to provide fair access to all, whilst encouraging residents to use fewer and cleaner cars (e.g. through differential permit fees)'

h) 'ensure the delivery and service needs of businesses and residents, are considered particularly where road space is being reallocated for walking, cycling, and buses (e.g. provision of loading/unloading bays, dynamic management of kerbsides, re-timing deliveries, and use of new approaches and technologies)'

Hampshire Parking & Traffic Enforcement Policy & Operational Guidance

2.3.5 This document includes civil parking & traffic enforcement guidance policies for the enforcement and cancellation of Penalty Charge Notices. It outlines:

- how on-street parking restrictions are enforced by Civil Enforcement Officers (CEO's) in the districts of Hampshire under Hampshire County Council control and the process involved for the issue of a Penalty Charge Notice (PCN) and defines each restriction;
- the process involved for staff to handle each appeal against a penalty charge; and
- clarification of the enforcement and decision-making process, whilst ensuring consistency and transparency in parking operations

2.4 Review of 2012 Parking Survey Results

- 2.4.1 A parking beat survey was previously undertaken on Thursday 8th November 2012 and Saturday 10th November 2012 by Hampshire County Council in Stockbridge. The survey scope included High Street (split into 5 sections), Old London Road, Trafalgar Way, New Street, Nelson Close, Longstock Road and Houghton Road.
- 2.4.2 The results from the previous survey show for Thursday 8th November that High Street would get busy between 11:00 and 15:00 especially between 12:00 and 13:00. Old London Road was shown to get busy between 09:00 and 11:00 with Trafalgar Way/ New Street experiencing an increase in vehicles parked between 08:00 and 18:00.
- 2.4.3 On Saturday 10th November the survey shows that High Street was also busy between 11:00 and 15:00 with approximately a maximum of five spaces being available in each section. Old London Road did not get busy over the whole day. In comparison to Thursday 8th, Trafalgar Way/New Street was a lot busier with approximately 30 extra vehicles parked there during peak periods.

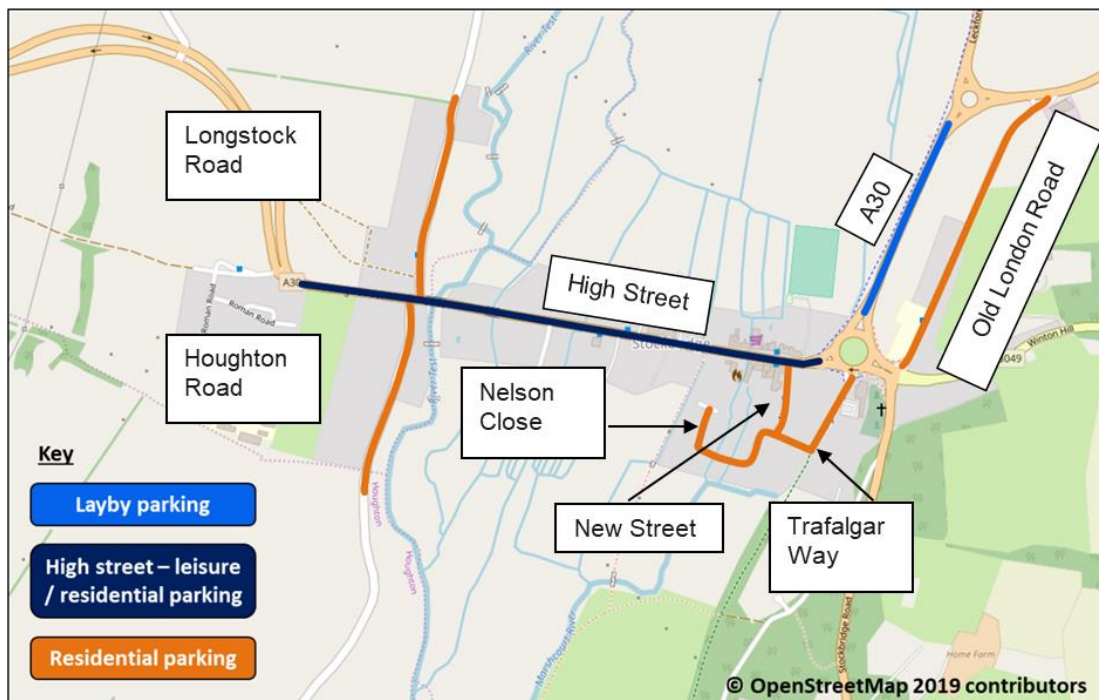
2.5 Site Visit

- 2.5.1 A site visit was undertaken on the 15th of March 2023. This helped inform the scope of the Questionnaire survey and provided observations of the broader parking behaviour in Stockbridge.

2.6 Parking Beat Surveys

- 2.6.1 The aim of the survey was to determine the parking stress on each of the roads included within the study area as well as the duration of stay in order to quantify the turnover of parked vehicles.
- 2.6.2 A parking beat survey was undertaken 11th – 13th May and 18th – 20th May 2023 between the hours of 06:00 and 00:00. This survey utilised the Lambeth Parking Methodology to calculate the Parking Stress in the study area that is shown in **Figure 2.2**.

Figure 2.2: Study Area for Parking Beat Survey



- 2.6.3 The Lambeth Methodology consists of measuring the area of parking space available and dividing by a specified unit for a crosswise or Lengthwise space. In this case it was 5m for an unmarked Lengthwise space and 2.5m for an unmarked crosswise space. This creates a total number of parking spaces which can be used to measure the percentage of spaces that are being occupied at a given interval.
- 2.6.4 A parking beat count was conducted every 10 minutes so the results would show when the parking conditions of the study area changed.
- 2.6.5 As well as this, the duration of stay of each vehicle was surveyed. The partial registration of each vehicle was noted down and every 30 minutes the parking space was checked to see if the same vehicle was still parked there.

2.7 Questionnaire Surveys

- 2.7.1 The parking beat surveys represent the core parking survey data collected. However, in order to supplement the parking beat surveys, a further questionnaire survey was also distributed to residents, visitors and business owners/employees of Stockbridge on 10th and 13th May 2023.
- 2.7.2 The aim of the questionnaire survey was to gather further information about current parking behaviour and to gather some views from residents, visitors and business employees/owners' opinions on the current parking conditions.
- 2.7.3 A leaflet was distributed with a QR code and a web address to the survey which could be filled out online up until the 24th May 2023. Residents, visitors, business employees/owners each filled out a separate section of the questionnaire which had questions specifically targeted at them.
- 2.7.4 A copy of the questionnaire can be found in **Appendix A**.
- 2.7.5 It is acknowledged that the questionnaire survey would capture only a partial sample of the residents, visitors and business employees/owners using parking in Stockbridge, and that the

nature of the questionnaire and its distribution means that there is a potential for bias in the information collected. Hence, this is regarded as supplementary information only to the core parking beat surveys.

2.8 Email Comment Summary

2.8.1 As part of the questionnaire survey, a project team email address was distributed via the survey information leaflets. This provided respondents an opportunity to ask questions or to further expand on their views.

2.8.2 A qualitative summary of the views provided are as follows:

- Concerns about inefficient parking due to unmarked bays resulting in large gaps between vehicles and thus reducing capacity;
- A desire to retain free parking;
- People getting blocked in on Old London Road during school drop off and pick up. This also creates difficulty for two way vehicle flows due to on street parking reducing available width to drive through;
- Parking on High Street causing poor visibility for those exiting their driveways;
- Vehicles parked over the curb and narrowing the footways impacting on pedestrian use;
- Traffic at west end of High Street on the bridge due to on street parking reducing the widths of the road;
- Residents not wanting to walk into High Street due to the A3057 being dangerous to walk along; and
- Staff stopping parking in front of people's houses all day along High Street.

3 Parking Beat and Duration of Stay Results

3.1 Analysis Methodology

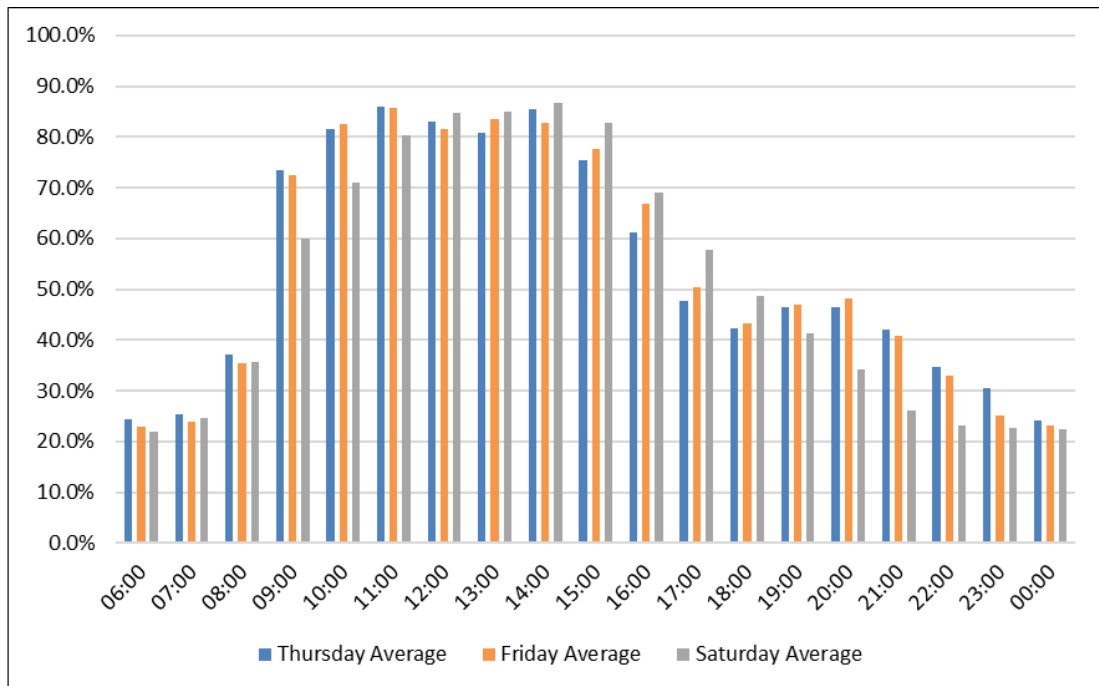
- 3.1.1 This chapter looks at the parking stress and the turnover in vehicles collated from the parking beat surveys.
- 3.1.2 The parking stress is the proportion of parking spaces that have a vehicle parked in them divided by the total capacity of the parking area. An hourly average for Thursday, Friday and Saturday was calculated for the two weeks' worth of survey data.
- 3.1.3 The turnover in vehicles was calculated by dividing the total number of vehicles that parked for one hour or less by the total number of vehicles that parked in the parking area over the whole day. This provides a proportion of the number of short trips that occur over the whole day. Both the one-hour turnover of each individual survey day and the average one-hour turnover over both Thursdays, Fridays and Saturdays has been analysed.
- 3.1.4 An estimate was made of the number of residents that were parking on each road: this was done using the maximum number of vehicles that were parked at 6am during the survey period, and it based on a simplified assumption that business owners, staff and visitors would arrive after 6am.
- 3.1.5 The number of business owners/employees parked on a road was estimated by totalling the number of cars that arrived between 08:00 and 09:30 and were then parked for more than four hours. The hours of 08:00 and 09:30 were chosen as this is a typical time period during which staff would arrive for work. This assumption of four hours based on the results of the questionnaire survey where 24 respondents answered the question 'Why are you in Stockbridge today?' with 'I work here' who indicated that they expected to park for longer than four hours.
- 3.1.6 The remaining parking utilisation (once residents and business owners/staff has been accounted for) has been attributed to visitors.
- 3.1.7 The analysis in this chapter has been divided into each of the roads that are annotated in **Figure 2.1**.
- 3.1.8 The Institute of Highways and Transportation (IHT) document 'Guidelines on the Preparation of Parking Strategies and Management' defines a car park with an observed occupancy rate of 85% or above as operating at its theoretical capacity. This theoretical capacity threshold is referenced in the analysis of parking stress reported in this chapter and refers to the point at which – even though there are spaces available – drivers are likely to struggle to identify these spaces, leading to frustration, vehicles circulating the parking locations, and possibly parking illegally.

3.2 Parking Beat Survey Analysis - High Street

- 3.2.1 High Street has the largest number of parking spaces in the study area with 248 unmarked spaces.
- 3.2.2 As seen in **Figure 3.1**, the average parking stress on the weekdays exceeded 80% between 10:00 and 14:00 and between 11:00 and 15:00 on Saturday with the peak occurring at 11:00 on Thursday and Friday and at 14:00 on Saturday.
- 3.2.3 Average parking stress is at or nearly at the theoretical capacity of 85%. Instances of inefficient parking behaviour were observed during the survey period and site visit – examples of this are shown in the images in **Figure 3.2**.

- 3.2.4 It should also be noted that the parking stress percentage was 5-10% worse in the second survey week than the first survey week even though the weather conditions were similar, the events that occurred were similar and there were no holidays.

Figure 3.1: High Street Parking Stress per Hour Graph – 248 spaces



- 3.2.5 The survey data showed that the peak stress on High Street was on Saturday 20th May at 14:00 where there was a parking stress of 95%.

Figure 3.2: Observed Parking along High Street



- 3.2.6 The one-hour turnover in vehicles on High Street was consistent over the whole survey period as between 67.1% and 71.8% of vehicles stayed for less than one hour (see [Figure 3.3](#)). The

variation in the percentage of parking stays of less than one hour is shown in **Figure 3.4** and indicates that during the highest turnover is in the afternoon between 14:00 and 17:00 (weekdays and Saturday).

Figure 3.3: High Street Parking One-Hour Average Turnover Graph (248 spaces)

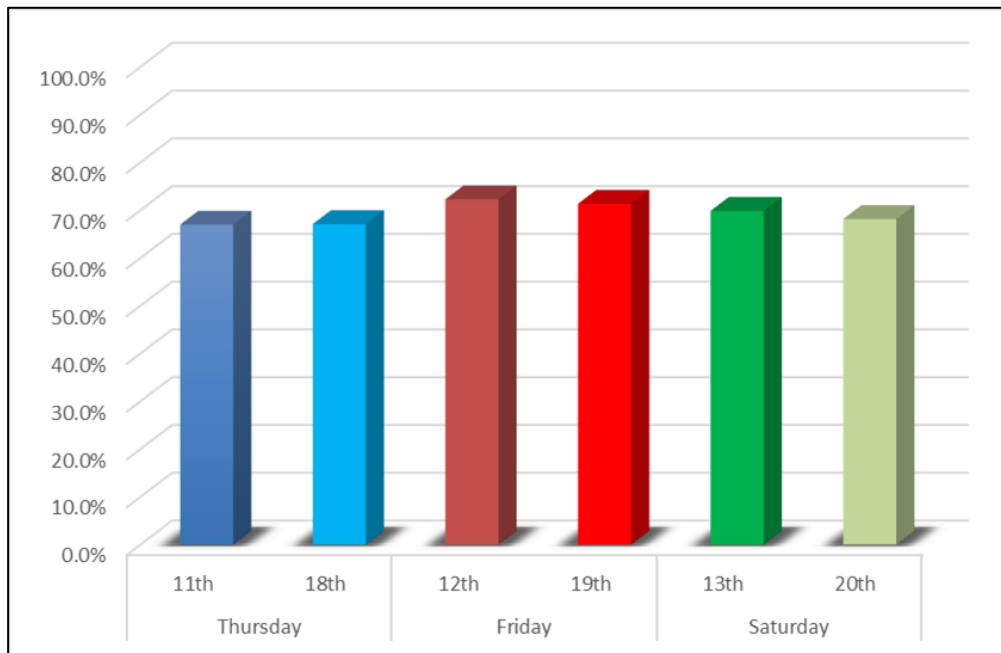
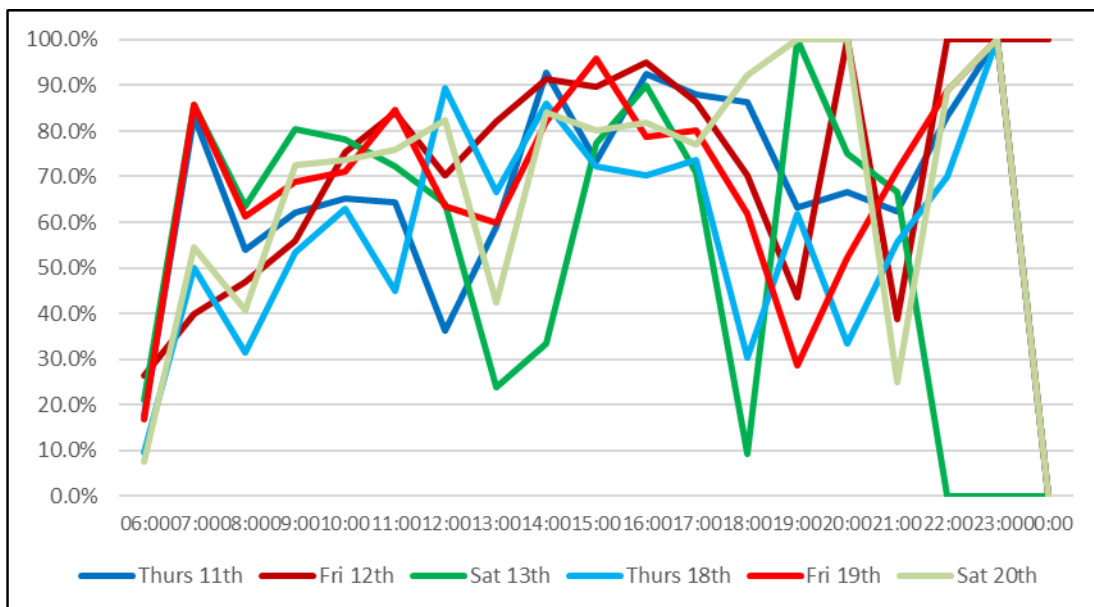


Figure 3.4: Variation in One Hour Turnover throughout the day – High Street (248 spaces)



3.2.7 The overall mean surveyed parking stay on Thursday and Friday is 1 hour and 46 minutes and 1 hour and 34 minutes respectively and on Saturday it is 2 hours and 20 minutes.

3.2.8 During the survey period the maximum number of vehicles parked at 6am on High Street was 64 vehicles which are attributed to residents. The estimated average number of staff that park along High Street is 48, leaving 136 spaces for general use by visitors.

- 3.2.9 **Table 3.1** below shows that on an average weekday after 07:00 over half of all vehicles that park on High Street, park there for less than 1 hour. However, it also shows that there is a range in duration of stay as at every hour the shortest stay was less than 30 minutes and the longest stay parked their vehicle for the remainder of the day.
- 3.2.10 **Table 3.2** also shows that on an average Saturday after 07:00 over half of all vehicles that park on High Street, park there for less than an hour with the exception of 13:00-14:00 and 21:00-22:00. However, similar to the average weekday, there is a range in duration of stay with the shortest stay every hour lasting less than 30 mins but vehicles also parking for the rest of the day every hour.

Table 3.1: High Street - Weekday Average Duration of Stay (248 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	9%	5.5	17%	10.0	25%	15.0	16%	9.5	9%	5.3	24%	14.3	Less than 30 mins	18 hours (RoD****)
06:00-07:00	17%	11.0	16%	10.8	23%	15.3	14%	9.5	8%	5.3	22%	14.3	Less than 30 mins	18 hours (RoD)
07:00-08:00	56%	14.8	24%	6.3	9%	2.5	1%	0.3	1%	0.3	9%	2.5	Less than 30 mins	16.5 hours (RoD)
08:00-09:00	48%	39.3	19%	15.5	9%	7.5	5%	3.8	10%	7.8	9%	7.3	Less than 30 mins	16 hours (RoD)
09:00-10:00	50%	72.8	20%	29.0	11%	15.8	6%	8.3	8%	12.0	5%	7.3	Less than 30 mins	15 hours (RoD)
10:00-11:00	58%	67.3	21%	24.0	11%	12.3	5%	5.3	5%	5.3	2%	2.3	Less than 30 mins	14 hours (RoD)
11:00-12:00	62%	66.8	21%	22.3	11%	12.0	4%	4.5	1%	1.3	1%	1.5	Less than 30 mins	13 hours (RoD)
12:00-13:00	54%	56.3	22%	23.0	18%	19.0	3%	3.5	0%	0.5	1%	1.3	Less than 30 mins	12 hours (RoD)
13:00-14:00	58%	45.0	23%	18.0	15%	11.8	1%	0.8	0%	0.0	3%	2.0	Less than 30 mins	11 hours (RoD)
14:00-15:00	71%	70.3	20%	19.5	6%	6.3	0%	0.3	1%	0.5	2%	2.0	Less than 30 mins	9.5 hours (RoD)
15:00-16:00	73%	78.5	19%	20.0	6%	6.0	0%	0.5	1%	0.8	2%	2.3	Less than 30 mins	9 hours (RoD)
16:00-17:00	71%	54.5	17%	13.5	6%	4.3	2%	1.5	3%	2.5	1%	1.0	Less than 30 mins	8 hours (RoD)
17:00-18:00	67%	51.3	13%	9.5	10%	7.5	5%	3.5	6%	4.3			Less than 30 mins	7 hours (RoD)
18:00-19:00	60%	37.3	12%	7.5	14%	8.8	7%	4.5	7%	4.3			Less than 30 mins	6 hours (RoD)
19:00-20:00	50%	32.5	17%	11.3	12%	8.0	21%	13.8					Less than 30 mins	5 hours (RoD)
20:00-21:00	62%	25.0	15%	6.0	15%	6.3	8%	3.3					Less than 30 mins	4 hours (RoD)
21:00-22:00	61%	19.5	9%	3.0	29%	9.3							Less than 30 mins	3 hours (RoD)
22:00-23:00	72%	13.8	21%	4.0	7%	1.3							Less than 30 mins	2 hours (RoD)
23:00-00:00	96%	5.8	4%	0.3									Less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket ,Blue – Lower proportion of vehicles parked for time bracket

Table 3.2: High Street - Weekend Average Duration of Stay (248 spaces)

Weekend Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	19%	7.5	3%	1.0	9%	3.5	10%	4.0	5%	2.0	55%	22.0	Less than 30 mins	18 hours (RoD***)
06:00-07:00	29%	14.0	2%	1.0	7%	3.5	8%	4.0	5%	2.5	47%	22.5	Less than 30 mins	18 hours (RoD)
07:00-08:00	74%	22.5	13%	4.0	5%	1.5	7%	2.0	0%	0.0	2%	0.5	Less than 30 mins	16.5 hours (RoD)
08:00-09:00	58%	39.0	9%	6.0	8%	5.5	7%	5.0	13%	8.5	4%	3.0	Less than 30 mins	16 hours (RoD)
09:00-10:00	75%	91.0	9%	10.5	5%	6.5	3%	4.0	3%	3.5	5%	5.5	Less than 30 mins	15 hours (RoD)
10:00-11:00	69%	93.0	13%	17.0	6%	8.0	4%	5.0	4%	5.0	5%	7.0	Less than 30 mins	14 hours (RoD)
11:00-12:00	74%	90.0	6%	7.0	4%	4.5	7%	8.5	4%	5.0	6%	7.0	Less than 30 mins	13 hours (RoD)
12:00-13:00	71%	80.5	3%	3.5	7%	8.5	6%	6.5	4%	5.0	9%	10.0	Less than 30 mins	12 hours (RoD)
13:00-14:00	33%	23.5	16%	11.5	25%	18.0	6%	4.5	13%	9.0	8%	5.5	Less than 30 mins	11 hours (RoD)
14:00-15:00	61%	23.0	17%	6.5	8%	3.0	8%	3.0	7%	2.5	0%	0.0	Less than 30 mins	9.5 hours (RoD)
15:00-16:00	67%	35.0	18%	9.5	1%	0.5	10%	5.0	1%	0.5	4%	2.0	Less than 30 mins	9 hours (RoD)
16:00-17:00	75%	15.0	10%	2.0	3%	0.5	3%	0.5	5%	1.0	5%	1.0	Less than 30 mins	7.5 hours (RoD)
17:00-18:00	63%	13.5	12%	2.5	9%	2.0	0%	0.0	16%	3.5			Less than 30 mins	7 hours (RoD)
18:00-19:00	60%	9.0	7%	1.0	23%	3.5	0%	0.0	10%	1.5			Less than 30 mins	6 hours (RoD)
19:00-20:00	88%	7.0	13%	1.0	0%	0.0	0%	0.0					Less than 30 mins	1.5 hours
20:00-21:00	73%	5.5	7%	0.5	13%	1.0	7%	0.5					Less than 30 mins	4 hours (RoD)
21:00-22:00	43%	4.5	5%	0.5	52%	5.5							Less than 30 mins	3 hours (RoD)
22:00-23:00	74%	7.0	16%	1.5	11%	1.0							Less than 30 mins	2 hours (RoD)
23:00-00:00	92%	6.0	8%	0.5									Less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.3 Parking Beat Survey Analysis - Houghton and Longstock Road

- 3.3.1 Houghton and Longstock Road are located at the western end of High Street. Houghton Road has a maximum capacity of 13 vehicles and Longstock Road has a maximum capacity of 15 vehicles.
- 3.3.2 As seen in **Figure 3.5** and **Figure 3.6**, the parking stress on weekdays is worse on both roads than the parking stress on Saturday.

Figure 3.5: Parking Stress on Houghton Road Graph – 13 spaces

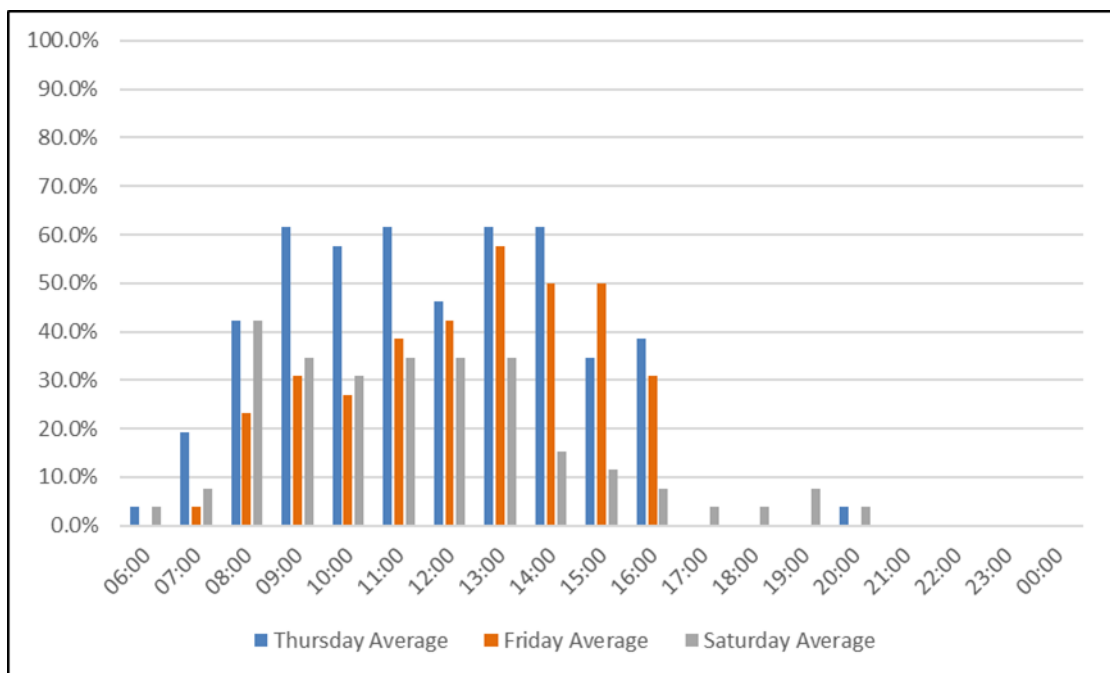
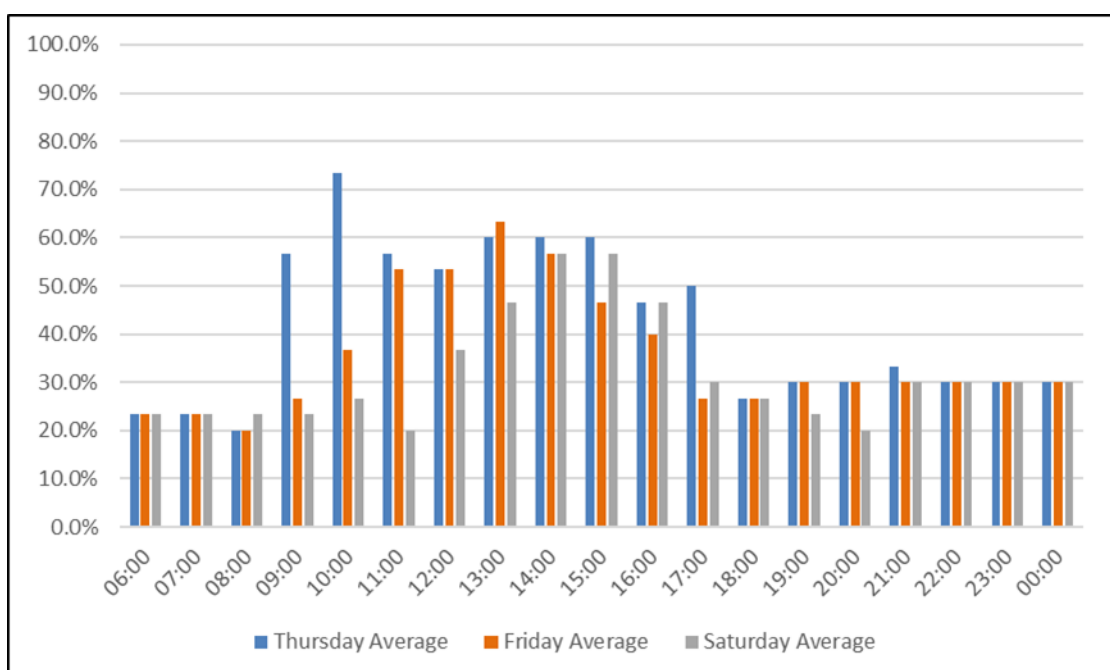


Figure 3.6: Parking Stress on Longstock Road Graph – 15 spaces



- 3.3.3 The maximum parking stress for Houghton Road was 77% and occurred at 13:00 on Thursday 19th May. On Longstock Road the maximum parking stress was 80% and occurred at 10:00 on Thursday 19th May.
- 3.3.4 The estimated number of resident vehicles that park on Houghton Road is 1 vehicle and on Longstock Road is 4. The estimated number of staff vehicles that park on Houghton Road is 3 vehicles and on Longstock Road it is 2 vehicles. This leaves an assumed visitor capacity of 9 spaces for both roads.
- 3.3.5 The one-hour turnover of vehicles on Longstock Road and Houghton Road is similar in the week but does differ at the weekend. This is shown in **Figure 3.7** and **Figure 3.8**.

Figure 3.7: Houghton Road One-Hour Average Turnover Graph (13 spaces)

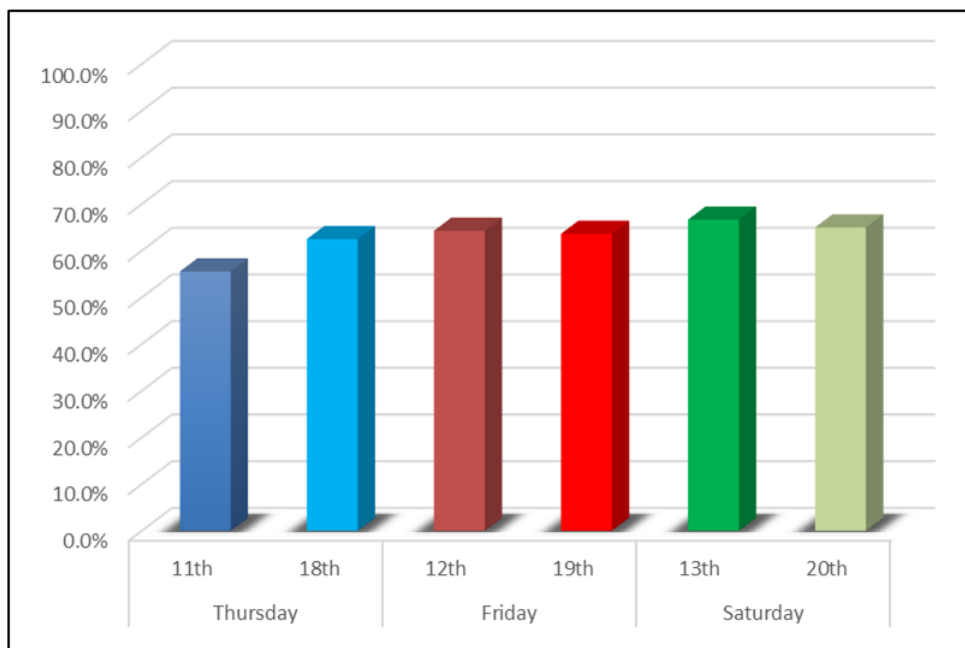
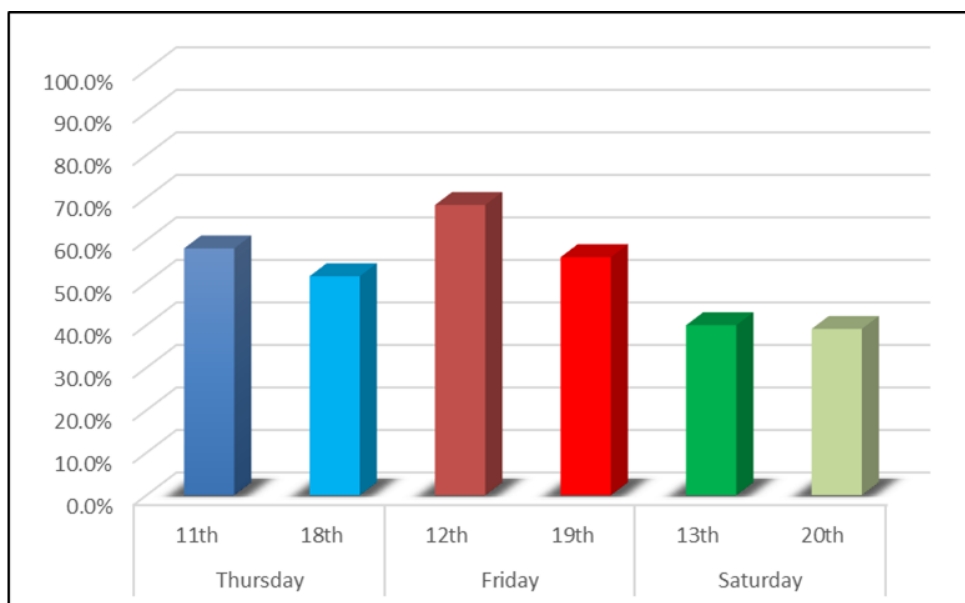


Figure 3.8: Longstock Road One-Hour Average Turnover Graph (15 spaces)



- 3.3.6 The one-hour turnover percentages exceed 50% on both roads, apart from Longstock Road on a Saturday. The proportion of vehicles that park for less than an hour is below 40% on both Saturdays surveyed for Longstock Road.
- 3.3.7 **Table 3.3** below shows that on an average weekday on Houghton Road no vehicle was parked overnight on Houghton Road with the majority of vehicles parked for a short period of time throughout the whole day.
- 3.3.8 **Table 3.4** also shows a similar trend to Table 3.3 with the majority of vehicles parked for a short period of time and no vehicles parked overnight.
- 3.3.9 **Table 3.5** below shows that on Longstock Road on an average weekday the majority of vehicles parked were for short stay trips but that all there was a number of vehicles which parked for the remainder of the day and overnight.
- 3.3.10 **Table 3.6** also shows a similar trend to Table 3.5.

Table 3.3: Houghton Road - Weekday Average Duration of Stay (13 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	0%	0.0	0%	0.0	100%	0.3	0%	0.0	0%	0.0	0%	0.0	2.5 hours	2.5 hours
06:00-07:00	0%	0.0	0%	0.0	100%	0.3	0%	0.0	0%	0.0	0%	0.0	2.5 hours	2.5 hours
07:00-08:00	20%	0.5	0%	0.0	40%	1.0	0%	0.0	30%	0.8	10%	0.3	Less than 30 mins	9 hours
08:00-09:00	36%	1.3	21%	0.8	0%	0.0	21%	0.8	0%	0.0	21%	0.8	Less than 30 mins	8 hours
09:00-10:00	60%	1.5	10%	0.3	10%	0.3	20%	0.5	0%	0.0	0%	0.0	30 mins to an hour	5 hours
10:00-11:00	55%	1.5	18%	0.5	9%	0.3	18%	0.5	0%	0.0	0%	0.0	Less than 30 mins	4.5 hours
11:00-12:00	69%	2.3	8%	0.3	23%	0.8	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3.5 hours
12:00-13:00	50%	1.3	10%	0.3	30%	0.8	10%	0.3	0%	0.0	0%	0.0	Less than 30 mins	4 hours
13:00-14:00	20%	0.5	20%	0.5	60%	1.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
14:00-15:00	40%	0.5	40%	0.5	20%	0.3	0%	0.0	0%	0.0	0%	0.0	1 hour	1 hour
15:00-16:00	75%	1.5	25%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	1 hour
16:00-17:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
17:00-18:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0			N/A	N/A
18:00-19:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0			N/A	N/A
19:00-20:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0					N/A	N/A
20:00-21:00	100%	0.3	0%	0.0	0%	0.0	0%	0.0					Less than 30 mins	Less than 30 mins
21:00-22:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
22:00-23:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.4: Houghton Road - Weekend Average Duration of Stay (13 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
06:00-07:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
07:00-08:00	40%	1.0	0%	0.0	20%	0.5	40%	1.0	0%	0.0	0%	0.0	Less than 30 mins	5.5 hours
08:00-09:00	60%	3.0	0%	0.0	10%	0.5	10%	0.5	10%	0.5	10%	0.5	Less than 30 mins	10 hours
09:00-10:00	50%	0.5	0%	0.0	0%	0.0	50%	0.5	0%	0.0	0%	0.0	Less than 30 mins	4 hours
10:00-11:00	0%	0.0	50%	0.5	50%	0.5	0%	0.0	0%	0.0	0%	0.0	1.5 hours	3.5 hours
11:00-12:00	33%	0.5	67%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	1.5 hours
12:00-13:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
13:00-14:00	67%	1.0	0%	0.0	33%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
14:00-15:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	30 mins to an hour	30 mins to an hour
15:00-16:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
16:00-17:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
17:00-18:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0			N/A	N/A
18:00-19:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0			30 mins to an hour	30 mins to an hour
19:00-20:00	50%	0.5	50%	0.5	0%	0.0	0%	0.0					Less than 30 mins	1 hour
20:00-21:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0					N/A	N/A
21:00-22:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
22:00-23:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.5: Longstock Road - Weekday Average Duration of Stay (15 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	0%	0.0	21%	0.8	14%	0.5	14%	0.5	0%	0.0	50%	1.8	1 hour	18 hours (RoD***)
06:00-07:00	0%	0.0	21%	0.8	14%	0.5	14%	0.5	0%	0.0	50%	1.8	1 hour	18 hours (RoD)
07:00-08:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
08:00-09:00	63%	1.3	0%	0.0	0%	0.0	13%	0.3	0%	0.0	25%	0.5	Less than 30 mins	15.5 hours (RoD)
09:00-10:00	33%	1.3	27%	1.0	0%	0.0	13%	0.5	7%	0.3	20%	0.8	Less than 30 mins	8 hours
10:00-11:00	53%	2.3	6%	0.3	24%	1.0	6%	0.3	0%	0.0	12%	0.5	Less than 30 mins	14 hours (RoD)
11:00-12:00	64%	1.8	9%	0.3	18%	0.5	0%	0.0	0%	0.0	9%	0.3	Less than 30 mins	13 hours (RoD)
12:00-13:00	50%	1.8	29%	1.0	14%	0.5	7%	0.3	0%	0.0	0%	0.0	Less than 30 mins	5 hours
13:00-14:00	50%	0.8	17%	0.3	33%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
14:00-15:00	64%	1.8	18%	0.5	18%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
15:00-16:00	100%	3.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	30 mins to an hour
16:00-17:00	33%	0.8	22%	0.5	0%	0.0	0%	0.0	22%	0.5	22%	0.5	Less than 30 mins	7.5 hours (RoD)
17:00-18:00	75%	0.8	0%	0.0	0%	0.0	0%	0.0	25%	0.3			Less than 30 mins	6.5 hours (RoD)
18:00-19:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0			Less than 30 mins	Less than 30 mins
19:00-20:00	0%	0.0	0%	0.0	0%	0.0	100%	0.5					5 hours (RoD)	5 hours (RoD)
20:00-21:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0					N/A	N/A
21:00-22:00	100%	0.3	0%	0.0	0%	0.0							Less than 30 mins	Less than 30 mins
22:00-23:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.6: Longstock Road - Weekend Average Duration of Stay (15 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	0%	0.0	0%	0.0	14%	0.5	14%	0.5	14%	0.5	57%	2.0	2 hours	18 hours (RoD***)
06:00-07:00	0%	0.0	0%	0.0	14%	0.5	14%	0.5	14%	0.5	57%	2.0	2 hours	18 hours (RoD)
07:00-08:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	N/A	N/A
08:00-09:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	N/A	N/A
09:00-10:00	0%	0.0	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	1.5 hours	1.5 hours
10:00-11:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
11:00-12:00	0%	0.0	0%	0.0	0%	0.0	50%	0.5	50%	0.5	0%	0.0	5.5 hours	6.5 hours
12:00-13:00	25%	0.5	0%	0.0	75%	1.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3.5 hours
13:00-14:00	0%	0.0	0%	0.0	40%	1.0	20%	0.5	20%	0.5	20%	0.5	2.5 hours	11 hours (RoD)
14:00-15:00	40%	1.0	40%	1.0	0%	0.0	0%	0.0	0%	0.0	20%	0.5	Less than 30 mins	9.5 hours (RoD)
15:00-16:00	100%	1.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
16:00-17:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
17:00-18:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	100%	0.5			6.5 hours (RoD)	6.5 hours (RoD)
18:00-19:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0			N/A	N/A
19:00-20:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0					Less than 30 mins	Less than 30 mins
20:00-21:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0					Less than 30 mins	Less than 30 mins
21:00-22:00	33%	0.5	0%	0.0	67%	1.0							1 hour	3 hours (RoD)
22:00-23:00	50%	0.5	50%	0.5	0%	0.0							Less than 30 mins	1.5 hours (RoD)
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

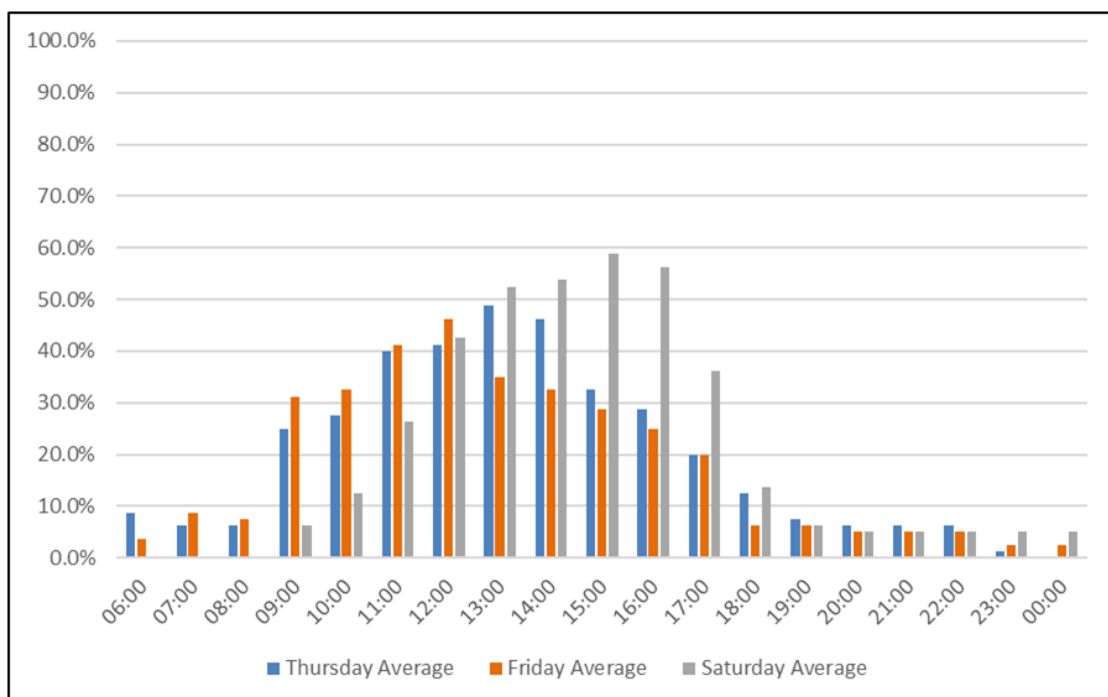
*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.4 Parking Beat Survey Analysis - A30

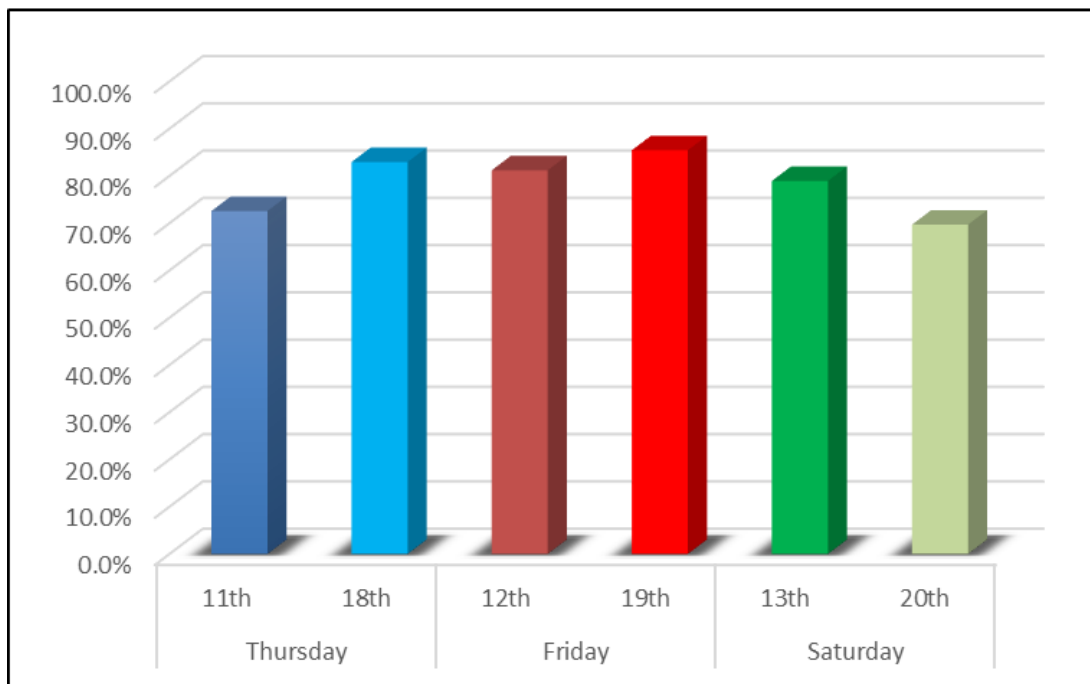
- 3.4.1 The A30 layby is located at the eastern end of High Street and has a total of 40 spaces. It is unlikely that residents park in the A30 layby, with most survey days showing 0 cars parked in the layby at 6am. However, there were 5 vehicles parked at 6am on the 11th May. The average estimated number of staff vehicles parked in the layby was 4 vehicles leading to an assumed visitor capacity of 31 vehicles.
- 3.4.2 On average, over the whole survey period, Saturday showed the highest parking stress and peaked between the hours of 13:00 and 16:00. The weekdays had a lower and earlier peak period between 11:00 and 14:00. Overall, the parking stress was low on the layby with the average stress not exceeding 60% on any day. This is shown in **Figure 3.9**. The peak parking stress was 65% at 14:00 on Thursday 18th May.

Figure 3.9: A30 Parking Stress Graph – 40 spaces



- 3.4.3 The survey data indicates that there were approximately 20 spaces unoccupied during the majority of the time periods surveyed.
- 3.4.4 The one-hour turnover is high at this location with approximately 75 – 85% of vehicles parked for less than an hour. The turnover is shown in **Figure 3.11**. The overall mean stay was between an hour and an hour and a half.

Figure 3.11: A30 One-Hour Average Turnover Graph – 40 spaces



- 3.4.5 **Table 3.7** shows that on an average weekday on the A30 layby that the majority of vehicles are parked for less than 1 hour throughout the whole day. There was also a significant range in the duration of stay with the shortest stay being less than 30 minutes for every hour of the day and up to 10 hours for the longest duration of stay.
- 3.4.6 **Table 3.8** shows that on an average weekend there were no vehicles parked before 8am. After this period the majority of vehicles parked for less than 1 hour. The shortest and longest duration of stay varied significantly with the shortest being less than 30 minutes and the longest being 9.5 hours.

Table 3.7: A30 Layby - Weekday Average Duration of Stay (40 spaces)

Weekday Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	40%	1.0	30%	0.8	0%	0.0	10%	0.3	20%	0.5	0%	0.0	Less than 30 mins	7 hours
06:00-07:00	40%	1.0	30%	0.8	0%	0.0	10%	0.3	20%	0.5	0%	0.0	Less than 30 mins	7 hours
07:00-08:00	58%	1.8	8%	0.3	25%	0.8	0%	0.0	0%	0.0	8%	0.3	Less than 30 mins	9.5 hours
08:00-09:00	69%	2.8	6%	0.3	0%	0.0	0%	0.0	13%	0.5	13%	0.5	Less than 30 mins	9.5 hours
09:00-10:00	58%	7.0	17%	2.0	0%	0.0	2%	0.3	10%	1.3	13%	1.5	Less than 30 mins	10 hours
10:00-11:00	72%	6.5	8%	0.8	11%	1.0	3%	0.3	3%	0.3	3%	0.3	Less than 30 mins	8 hours
11:00-12:00	60%	7.3	19%	2.3	13%	1.5	4%	0.5	4%	0.5	0%	0.0	Less than 30 mins	6.5 hours
12:00-13:00	75%	7.5	13%	1.3	8%	0.8	5%	0.5	0%	0.0	0%	0.0	Less than 30 mins	4 hours
13:00-14:00	67%	6.5	26%	2.5	5%	0.5	0%	0.0	3%	0.3	0%	0.0	Less than 30 mins	7 hours
14:00-15:00	73%	6.0	21%	1.8	6%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3.5 hours
15:00-16:00	72%	4.5	16%	1.0	12%	0.8	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
16:00-17:00	91%	5.3	9%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	1.5 hours
17:00-18:00	90%	4.8	5%	0.3	5%	0.3	0%	0.0	0%	0.0			Less than 30 mins	2 hours
18:00-19:00	100%	3.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0			Less than 30 mins	0.5 – 1 hour
19:00-20:00	69%	2.3	23%	0.8	8%	0.3	0%	0.0					Less than 30 mins	3.5 hours
20:00-21:00	67%	1.0	0%	0.0	33%	0.5	0%	0.0					Less than 30 mins	3.5 hours (RoD***)
21:00-22:00	50%	1.0	38%	0.8	13%	0.3							Less than 30 mins	3 hours (RoD)
22:00-23:00	100%	0.8	0%	0.0	0%	0.0							Less than 30 mins	Less than 30 mins
23:00-00:00	100%	0.3	0%	0.0									Less than 30 mins	Less than 30 mins

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.8: A30 Layby - Weekend Average Duration of Stay (40 spaces)

Weekend Average	Duration of Stay (Hours)*												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	N/A	N/A
06:00-07:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	N/A	N/A
07:00-08:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	N/A	N/A
08:00-09:00	0%	0.0	0%	0.0	0%	0.0	50%	0.5	0%	0.0	50%	0.5	4.5 hours	9.5 hours
09:00-10:00	40%	1.0	0%	0.0	0%	0.0	0%	0.0	60%	1.5	0%	0.0	Less than 30 mins	7.5 hours
10:00-11:00	56%	4.5	6%	0.5	25%	2.0	0%	0.0	6%	0.5	6%	0.5	Less than 30 mins	8 hours
11:00-12:00	50%	4.5	33%	3.0	6%	0.5	6%	0.5	0%	0.0	6%	0.5	Less than 30 mins	8 hours
12:00-13:00	41%	4.5	27%	3.0	27%	3.0	0%	0.0	5%	0.5	0%	0.0	Less than 30 mins	6.5 hours
13:00-14:00	59%	8.0	15%	2.0	22%	3.0	4%	0.5	0%	0.0	0%	0.0	Less than 30 mins	4 hours
14:00-15:00	50%	5.5	23%	2.5	23%	2.5	5%	0.5	0%	0.0	0%	0.0	Less than 30 mins	4.5 hours
15:00-16:00	71%	10.0	18%	2.5	11%	1.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3.5 hours
16:00-17:00	86%	12.5	10%	1.5	3%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2 hours
17:00-18:00	60%	1.5	40%	1.0	0%	0.0	0%	0.0	0%	0.0			Less than 30 mins	1.5 hours
18:00-19:00	43%	1.5	57%	2.0	0%	0.0	0%	0.0	0%	0.0			Less than 30 mins	1.5 hours
19:00-20:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0					Less than 30 mins	0.5 – 1 hour
20:00-21:00	63%	2.5	13%	0.5	25%	1.0	0%	0.0					Less than 30 mins	3.5 hours (RoD***)
21:00-22:00	50%	0.5	0%	0.0	50%	0.5							Less than 30 mins	2.5 hours (RoD)
22:00-23:00	0%	0.0	100%	0.5	0%	0.0							1.5 hours	1.5 hours (RoD)
23:00-00:00	100%	0.5	0%	0.0									30 mins to 1 hour	0.5 – 1 hour

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.5 Parking Beat Survey Analysis - Old London Road

- 3.5.1 Old London Road is located to the east of the A30 and has 45 parking spaces. The Stockbridge Primary School is located along Old London Road.
- 3.5.2 An estimated 25 residents park on this road with an estimated average of 6 staff vehicles, based on surveyed parking vehicles at 6pm and before 09:30 respectively. This leaves an assumed visitor capacity of 14 vehicles.
- 3.5.3 The parking stress varied in the week compared to the weekend (see **Figure 3.12**). On the surveyed weekdays the parking stress level is significantly higher between 09:00 and 15:00.
- 3.5.4 The maximum parking stress surveyed was 89% on Friday 12th May, exceeding the IHT theoretical capacity of 85%.
- 3.5.5 Weekday parking stress is noticeably higher during the morning (09:00) and mid-afternoon (15:00) with the parking stress staying relatively low outside of these peak hours.
- 3.5.6 Use of parking at this location varies significantly between weekdays and Saturdays, with a reduction of almost 20% in one-hour turnover on the Saturdays surveyed (see **Figure 3.13**). The overall mean duration of stay on Thursday 18th May was 1 hour and 51 minutes whereas on Saturday 13th May it was 4 hours and 8 minutes.

Figure 3.12: Old London Road Parking Stress Graph – 45 spaces

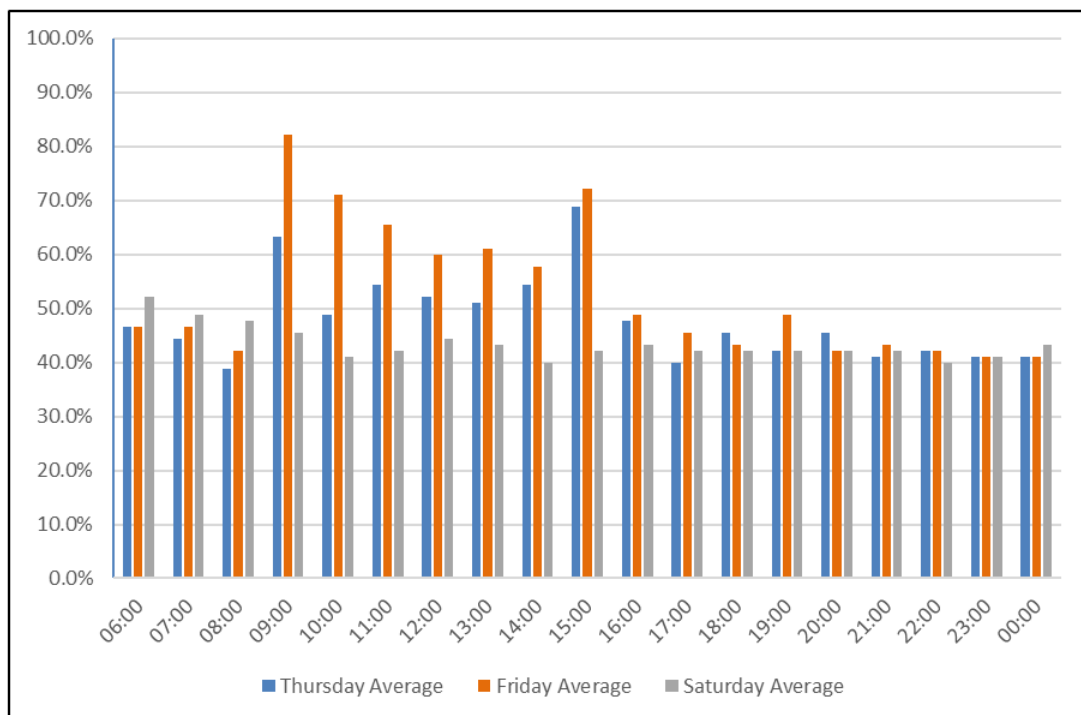
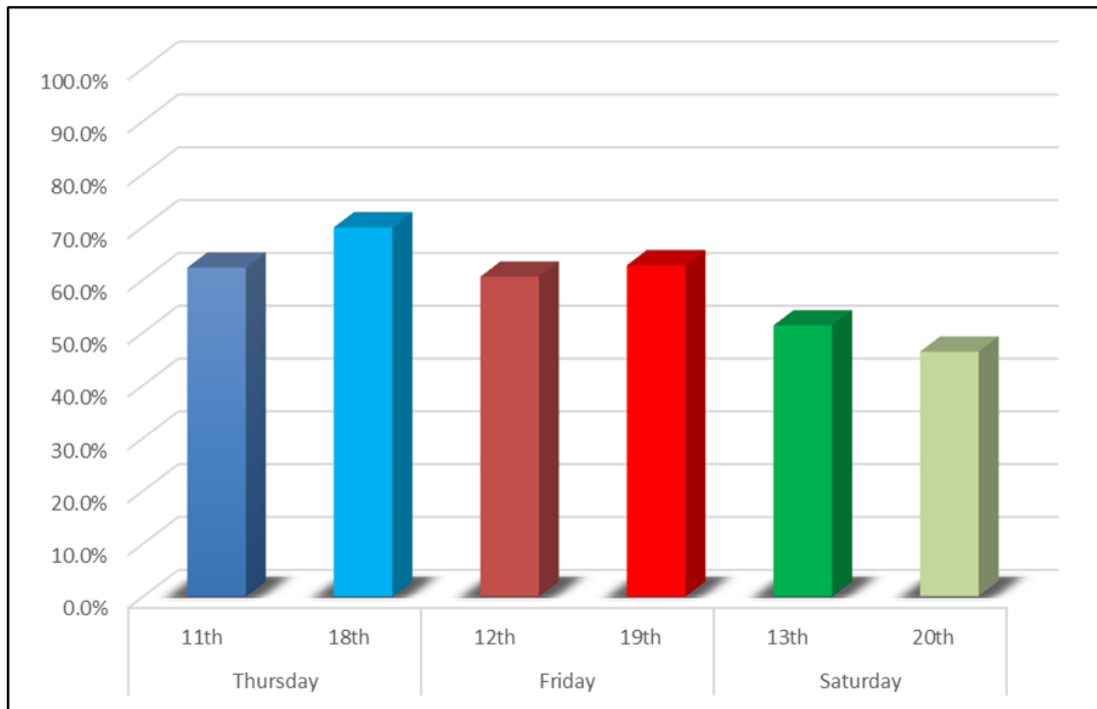


Figure 3.13: Old London Road One-Hour Average Turnover Graph (45 spaces)



- 3.5.7 **Table 3.9** below shows that on an average weekday on Old London Road the majority of vehicles parked for less than an hour between 07:00 and 21:00. The shortest duration of stay was less than 30 minutes every hour between 06:00 and 22:00 and the longest duration of stay was the maximum stay observed.
- 3.5.8 **Table 3.10** below shows that on an average weekend on Old London Road the majority of vehicles parked for less than an hour over the whole day. However, a larger proportion of vehicles that parked for longer were observed (compared to the surveyed weekday). The shortest duration of stay was less than 30 minutes at every hour of the day and the longest duration of stay varied throughout the day.

Table 3.9: Old London Road - Weekday Average Duration of Stay (45 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	12%	2.5	29%	6.0	23%	4.8	10%	2.0	2%	0.5	25%	5.3	Less than 30 mins	18 hours (RoD***)
06:00-07:00	13%	2.8	28%	6.0	22%	4.8	9%	2.0	2%	0.5	25%	5.3	Less than 30 mins	18 hours (RoD)
07:00-08:00	81%	5.5	0%	0.0	7%	0.5	4%	0.3	0%	0.0	7%	0.5	Less than 30 mins	17 hours (RoD)
08:00-09:00	57%	7.5	6%	0.8	9%	1.3	6%	0.8	8%	1.0	15%	2.0	Less than 30 mins	15.5 hours (RoD)
09:00-10:00	64%	10.3	5%	0.8	2%	0.3	11%	1.8	9%	1.5	9%	1.5	Less than 30 mins	15 hours (RoD)
10:00-11:00	55%	5.8	14%	1.5	10%	1.0	10%	1.0	5%	0.5	7%	0.8	Less than 30 mins	14 hours (RoD)
11:00-12:00	75%	6.8	6%	0.5	8%	0.8	8%	0.8	0%	0.0	3%	0.3	Less than 30 mins	13 hours (RoD)
12:00-13:00	69%	5.0	3%	0.3	14%	1.0	7%	0.5	0%	0.0	7%	0.5	Less than 30 mins	12 hours (RoD)
13:00-14:00	45%	2.5	14%	0.8	27%	1.5	0%	0.0	0%	0.0	14%	0.8	Less than 30 mins	11 hours (RoD)
14:00-15:00	64%	4.5	21%	1.5	0%	0.0	4%	0.3	4%	0.3	7%	0.5	Less than 30 mins	10 hours (RoD)
15:00-16:00	85%	14.3	4%	0.8	3%	0.5	1%	0.3	0%	0.0	6%	1.0	Less than 30 mins	9 hours (RoD)
16:00-17:00	61%	5.0	12%	1.0	9%	0.8	6%	0.5	3%	0.3	9%	0.8	Less than 30 mins	8 hours (RoD)
17:00-18:00	58%	4.5	10%	0.8	3%	0.3	0%	0.0	29%	2.3			Less than 30 mins	7 hours (RoD)
18:00-19:00	36%	2.0	9%	0.5	0%	0.0	9%	0.5	45%	2.5			Less than 30 mins	6 hours (RoD)
19:00-20:00	48%	2.5	10%	0.5	0%	0.0	43%	2.3					Less than 30 mins	5 hours (RoD)
20:00-21:00	57%	2.0	0%	0.0	14%	0.5	29%	1.0					Less than 30 mins	4 hours (RoD)
21:00-22:00	14%	0.3	14%	0.3	71%	1.3							Less than 30 mins	3 hours (RoD)
22:00-23:00	0%	0.0	0%	0.0	100%	0.3							2 hours (RoD)	2 hours (RoD)
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.10: Old London Road - Weekend Average Duration of Stay (45 spaces)

Weekend Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	11%	2.5	6%	1.5	15%	3.5	6%	1.5	19%	4.5	43%	10.0	Less than 30 mins	18 hours (RoD***)
06:00-07:00	14%	3.5	6%	1.5	14%	3.5	6%	1.5	18%	4.5	42%	10.5	Less than 30 mins	18 hours (RoD)
07:00-08:00	100%	1.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	0.5 – 1 hour
08:00-09:00	100%	2.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	0.5 – 1 hour
09:00-10:00	50%	1.5	0%	0.0	17%	0.5	0%	0.0	0%	0.0	33%	1.0	Less than 30 mins	15 hours (RoD)
10:00-11:00	33%	0.5	0%	0.0	33%	0.5	0%	0.0	0%	0.0	33%	0.5	Less than 30 mins	10.5 hours
11:00-12:00	50%	0.5	0%	0.0	50%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2 hours
12:00-13:00	44%	2.0	22%	1.0	33%	1.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	3 hours
13:00-14:00	64%	4.5	0%	0.0	0%	0.0	7%	0.5	21%	1.5	7%	0.5	Less than 30 mins	7 hours
14:00-15:00	57%	2.0	14%	0.5	29%	1.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2.5 hours
15:00-16:00	38%	1.5	0%	0.0	0%	0.0	13%	0.5	25%	1.0	25%	1.0	Less than 30 mins	9 hours (RoD)
16:00-17:00	43%	1.5	14%	0.5	14%	0.5	0%	0.0	0%	0.0	29%	1.0	Less than 30 mins	8 hours (RoD)
17:00-18:00	67%	3.0	0%	0.0	0%	0.0	0%	0.0	33%	1.5			Less than 30 mins	6.5 hours (RoD)
18:00-19:00	43%	1.5	29%	1.0	0%	0.0	0%	0.0	29%	1.0			Less than 30 mins	6 hours (RoD)
19:00-20:00	67%	2.0	0%	0.0	0%	0.0	33%	1.0					Less than 30 mins	5 hours (RoD)
20:00-21:00	25%	1.0	0%	0.0	25%	1.0	50%	2.0					Less than 30 mins	4 hours (RoD)
21:00-22:00	75%	1.5	0%	0.0	25%	0.5							Less than 30 mins	2.5 hours (RoD)
22:00-23:00	33%	0.5	67%	1.0	0%	0.0							Less than 30 mins	1.5 hours (RoD)
23:00-00:00	100%	1.5	0%	0.0									Less than 30 mins	0.5 – 1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.6 Parking Beat Survey Analysis - Trafalgar Way

- 3.6.1 Trafalgar Way is a side road south of High Street and has a maximum parking capacity of 59 spaces. An estimated 18 resident vehicles parked on Trafalgar way (based on vehicles parked at 06:00) with an estimated average of 2 staff vehicles per day parked on this road (based on vehicles parked between 08:00 and 09:30 and staying for more than 4 hours). This leaves an assumed visitor capacity of 39 vehicles.
- 3.6.2 The parking stress along Trafalgar Way is low with the maximum parking stress percentage recorded as 53% at 15:00 on Saturday 20th May. Although the parking stress did increase by 10 – 15% at the busiest periods, the proportion of spaces that were occupied remained low. This is shown in **Figure 3.14**. The one-hour turnover of vehicles was relatively high over the whole survey period with the percentage of vehicles parked for an hour or less being in the range of 63% – 72%. The average turnover is shown in **Figure 3.15**

Figure 3.14: Parking Stress Graph for Trafalgar Way – 59 spaces

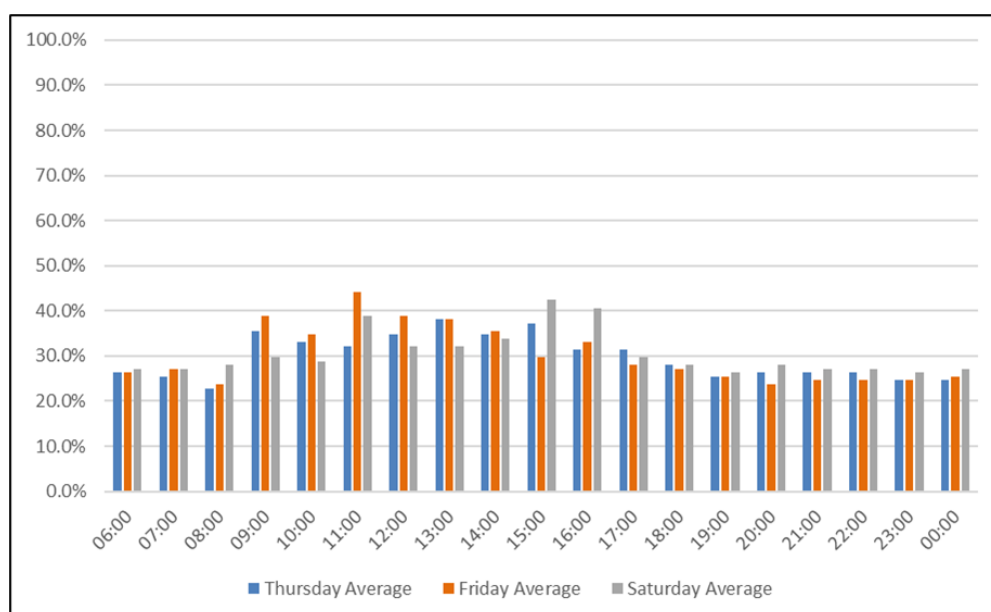
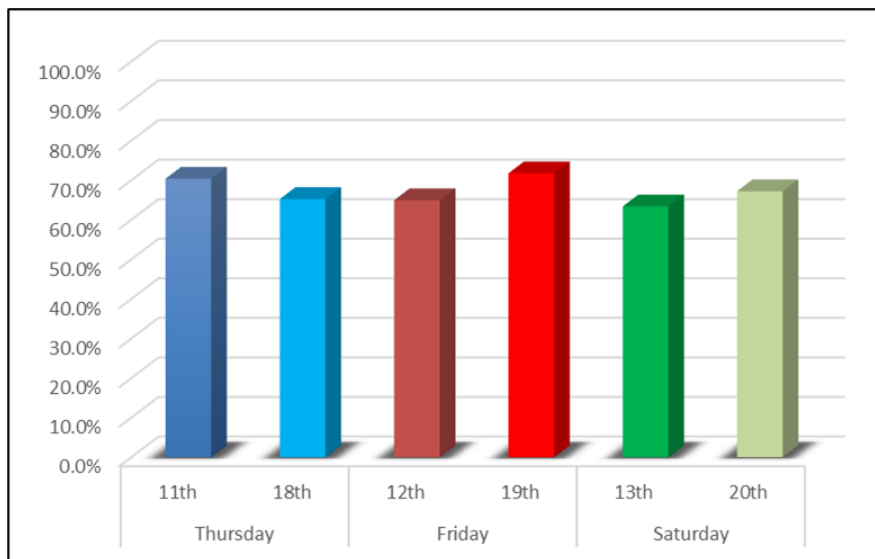


Figure 3.15: Trafalgar Way One-Hour Average Turnover Graph (59 spaces)



- 3.6.3 **Table 3.11** below shows that on an average weekday on Trafalgar Way that after 07:00 over 50% of vehicles were parked for less than an hour, with the exception of 21:00-22:00. The duration of stay varied with the shortest stay being less than 30 minutes for every hour except 21:00-22:00 and the longest duration of stay was the remainder of the day for 12 out of the 18 surveyed hours.
- 3.6.4 **Table 3.12** shows that on an average weekend the majority of vehicles parked for less than an hour over the whole day but there were larger proportions of vehicles that parked for longer compared to the surveyed weekdays. The shortest duration of stay was less than 30 minutes at every hour of the day. The longest duration of stay varied throughout the day.

Table 3.11: Trafalgar Way – Weekday Average Duration of Stay (59 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	11%	1.8	12%	2.0	20%	3.3	8%	1.3	3%	0.5	46%	7.5	Less than 30 mins	18 hours (RoD***)
06:00-07:00	16%	2.8	12%	2.0	19%	3.3	7%	1.3	3%	0.5	43%	7.5	Less than 30 mins	18 hours (RoD)
07:00-08:00	89%	4.3	11%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	1 hour
08:00-09:00	81%	4.3	5%	0.3	0%	0.0	5%	0.3	0%	0.0	10%	0.5	Less than 30 mins	15.5 hours (RoD)
09:00-10:00	63%	9.3	14%	2.0	5%	0.8	7%	1.0	8%	1.3	3%	0.5	Less than 30 mins	14.5 hours (RoD)
10:00-11:00	68%	5.8	12%	1.0	9%	0.8	0%	0.0	6%	0.5	6%	0.5	Less than 30 mins	12 hours
11:00-12:00	76%	8.8	7%	0.8	9%	1.0	7%	0.8	2%	0.3	0%	0.0	Less than 30 mins	7 hours
12:00-13:00	58%	5.3	11%	1.0	22%	2.0	8%	0.8	0%	0.0	0%	0.0	Less than 30 mins	5.5 hours
13:00-14:00	59%	4.3	14%	1.0	7%	0.5	10%	0.8	7%	0.5	3%	0.3	Less than 30 mins	11 hours (RoD)
14:00-15:00	71%	3.8	14%	0.8	5%	0.3	5%	0.3	0%	0.0	5%	0.3	Less than 30 mins	10 hours (RoD)
15:00-16:00	75%	6.0	9%	0.8	6%	0.5	0%	0.0	0%	0.0	9%	0.8	Less than 30 mins	9 hours (RoD)
16:00-17:00	77%	6.8	9%	0.8	3%	0.3	0%	0.0	3%	0.3	9%	0.8	Less than 30 mins	8 hours (RoD)
17:00-18:00	69%	5.0	0%	0.0	3%	0.3	0%	0.0	28%	2.0			Less than 30 mins	7 hours (RoD)
18:00-19:00	60%	3.0	10%	0.5	0%	0.0	0%	0.0	30%	1.5			Less than 30 mins	6 hours (RoD)
19:00-20:00	76%	3.3	6%	0.3	0%	0.0	18%	0.8					Less than 30 mins	5 hours (RoD)
20:00-21:00	50%	1.5	0%	0.0	0%	0.0	50%	1.5					Less than 30 mins	4 hours (RoD)
21:00-22:00	0%	0.0	0%	0.0	100%	1.3							3 hours (max)	3 hours (RoD)
22:00-23:00	100%	0.5	0%	0.0	0%	0.0							Less than 30 mins	Less than 30 mins
23:00-00:00	100%	0.3	0%	0.0									Less than 30 mins	Less than 30 mins

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.12: Trafalgar Way - Weekend Average Duration of Stay (59 spaces)

Weekend Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	15%	2.5	3%	0.5	6%	1.0	6%	1.0	12%	2.0	59%	10.0	less than 30 mins	18 hours (RoD***)
06:00-07:00	23%	4.5	5%	1.0	5%	1.0	5%	1.0	10%	2.0	51%	10.0	less than 30 mins	18 hours (RoD)
07:00-08:00	80%	4.0	20%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	1.5 hours
08:00-09:00	43%	1.5	14%	0.5	29%	1.0	0%	0.0	0%	0.0	14%	0.5	less than 30 mins	8 hours
09:00-10:00	90%	4.5	0%	0.0	10%	0.5	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	15 hours (RoD)
10:00-11:00	43%	1.5	14%	0.5	0%	0.0	29%	1.0	0%	0.0	14%	0.5	less than 30 mins	8 hours
11:00-12:00	70%	8.0	17%	2.0	4%	0.5	4%	0.5	4%	0.5	0%	0.0	less than 30 mins	6 hours
12:00-13:00	67%	3.0	11%	0.5	11%	0.5	11%	0.5	0%	0.0	0%	0.0	less than 30 mins	2.5 hours
13:00-14:00	40%	2.0	0%	0.0	50%	2.5	0%	0.0	10%	0.5	0%	0.0	less than 30 mins	6 hours
14:00-15:00	75%	4.5	17%	1.0	8%	0.5	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	2 hours
15:00-16:00	75%	12.0	22%	3.5	0%	0.0	0%	0.0	0%	0.0	3%	0.5	less than 30 mins	9 hours (RoD)
16:00-17:00	60%	7.5	20%	2.5	8%	1.0	4%	0.5	0%	0.0	8%	1.0	less than 30 mins	8 hours (RoD)
17:00-18:00	33%	1.0	0%	0.0	17%	0.5	17%	0.5	33%	1.0			less than 30 mins	6.5 hours
18:00-19:00	42%	2.5	17%	1.0	0%	0.0	17%	1.0	25%	1.5			less than 30 mins	6 hours (RoD)
19:00-20:00	80%	2.0	0%	0.0	0%	0.0	20%	0.5					less than 30 mins	5 hours (RoD)
20:00-21:00	67%	2.0	0%	0.0	17%	0.5	17%	0.5					less than 30 mins	4 hours (RoD)
21:00-22:00	33%	1.0	50%	1.5	17%	0.5							less than 30 mins	3 hours (RoD))
22:00-23:00	100%	1.5	0%	0.0	0%	0.0							less than 30 mins	30 mins to 1 hour
23:00-00:00	50%	1.0	50%	1.0									less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

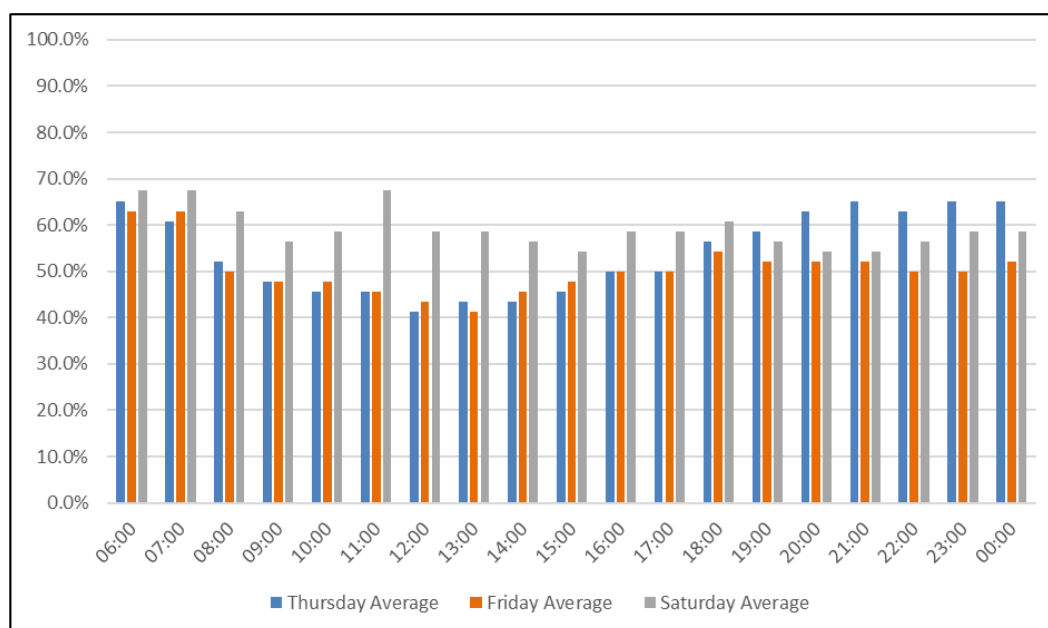
*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.7 Parking Beat Survey Analysis - Nelson Close

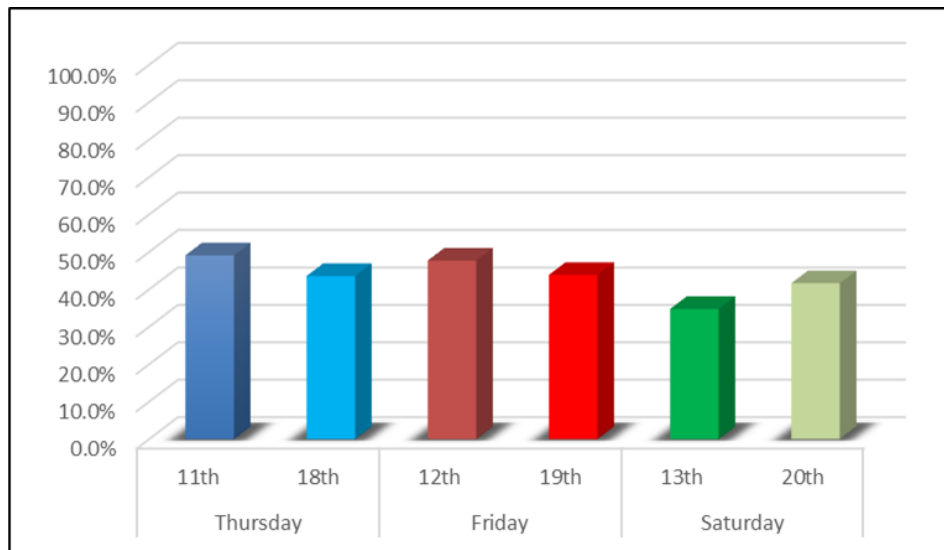
- 3.7.1 Nelson Close is located at the end of Trafalgar Way and has a parking capacity of 23 vehicles. Nelson Close had an estimated 16 residential vehicles parked on street (based on vehicles parked at 06:00) with an estimated average of 1 staff vehicle (based on vehicles parked between 08:00 and 09:30 and staying for more than 4 hours) leaving an assumed visitor capacity of 6 spaces.
- 3.7.2 The pattern of parking stress shown in **Figure 3.16**. The maximum parking stress on Nelson Close was 74% at 11:00 on Saturday 13th May.

Figure 3.16: Parking Stress graph for Nelson Close – 23 spaces



- 3.7.3 One-hour turnover percentage did not exceed 50% on any of the survey days. The average turnover is shown in **Figure 3.17**. The overall mean duration of stay exceeded four hours on all the surveyed days.

Figure 3.17: Nelson Close One-Hour Average Turnover Graph (23 spaces)



- 3.7.4 **Table 3.13** below shows that on an average weekday on Nelson Close the majority of vehicles parked for less than 1 hour. The shortest duration of stay was less than 30 minutes for every hour with the longest duration of stay varying throughout the day however for 12 of the 18 surveyed hours had vehicles parked for the remainder of the day.
- 3.7.5 **Table 3.14** below shows that on an average weekend on Nelson Close the majority of vehicles parked for less than 1 hour. The longest duration of stay varied throughout the day however 13 out of 18 surveyed hours had at least one vehicle parked for the remainder of the day.

Table 3.13: Nelson Close – Weekday Average Duration of Stay (23 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	7%	1.0	17%	2.5	19%	2.8	10%	1.5	7%	1.0	41%	6.0	Less than 30 mins	18 hours (RoD***)
06:00-07:00	8%	1.3	17%	2.5	18%	2.8	10%	1.5	7%	1.0	40%	6.0	Less than 30 mins	18 hours (RoD)
07:00-08:00	86%	1.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	14%	0.3	Less than 30 mins	17 hours (RoD)
08:00-09:00	88%	1.8	0%	0.0	13%	0.3	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2 hours
09:00-10:00	44%	1.0	11%	0.3	22%	0.5	11%	0.3	11%	0.3	0%	0.0	Less than 30 mins	6 hours
10:00-11:00	71%	1.3	14%	0.3	0%	0.0	0%	0.0	14%	0.3	0%	0.0	Less than 30 mins	7.5 hours
11:00-12:00	83%	2.5	0%	0.0	8%	0.3	8%	0.3	0%	0.0	0%	0.0	Less than 30 mins	4 hours
12:00-13:00	43%	0.8	29%	0.5	0%	0.0	14%	0.3	0%	0.0	14%	0.3	Less than 30 mins	12 hours (RoD)
13:00-14:00	89%	2.0	0%	0.0	11%	0.3	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2 hours
14:00-15:00	60%	1.5	0%	0.0	10%	0.3	0%	0.0	0%	0.0	30%	0.8	Less than 30 mins	10 hours (RoD)
15:00-16:00	42%	1.3	0%	0.0	0%	0.0	0%	0.0	0%	0.0	58%	1.8	Less than 30 mins	9 hours (RoD)
16:00-17:00	0%	0.0	25%	0.5	0%	0.0	0%	0.0	0%	0.0	75%	1.5	Less than 30 mins	8 hours (RoD)
17:00-18:00	33%	0.3	0%	0.0	0%	0.0	0%	0.0	67%	0.5			Less than 30 mins	6.5 hours (RoD)
18:00-19:00	13%	0.3	13%	0.3	0%	0.0	0%	0.0	75%	1.5			Less than 30 mins	6 hours (RoD)
19:00-20:00	67%	1.0	0%	0.0	0%	0.0	33%	0.5					Less than 30 mins	5 hours (RoD)
20:00-21:00	29%	0.5	14%	0.3	0%	0.0	57%	1.0					Less than 30 mins	4 hours (RoD)
21:00-22:00	50%	0.5	0%	0.0	50%	0.5							Less than 30 mins	3 hours (RoD)
22:00-23:00	100%	0.3	0%	0.0	0%	0.0							Less than 30 mins	Less than 30 mins
23:00-00:00	50%	0.3	50%	0.3									Less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.14: Nelson Close – Weekend Average Duration of Stay (23 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	3%	0.5	3%	0.5	23%	3.5	13%	2.0	6%	1.0	52%	8.0	30 mins to 1 hour	18 hours (RoD***)
06:00-07:00	3%	0.5	3%	0.5	23%	3.5	13%	2.0	6%	1.0	52%	8.0	30 mins to 1 hour	18 hours (RoD)
07:00-08:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
08:00-09:00	100%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	Less than 30 mins
09:00-10:00	0%	0.0	25%	0.5	25%	0.5	25%	0.5	25%	0.5	0%	0.0	1 hour	6.5 hours
10:00-11:00	50%	0.5	0%	0.0	50%	0.5	0%	0.0	0%	0.0	0%	0.0	Less than 30 mins	2 hours
11:00-12:00	64%	3.5	9%	0.5	9%	0.5	0%	0.0	0%	0.0	18%	1.0	Less than 30 mins	13 hours (RoD)
12:00-13:00	40%	1.0	20%	0.5	20%	0.5	0%	0.0	0%	0.0	20%	0.5	Less than 30 mins	11.5 hours (RoD)
13:00-14:00	60%	1.5	20%	0.5	0%	0.0	0%	0.0	0%	0.0	20%	0.5	Less than 30 mins	11 hours (RoD)
14:00-15:00	50%	1.0	25%	0.5	0%	0.0	0%	0.0	0%	0.0	25%	0.5	Less than 30 mins	9.5 hours (RoD)
15:00-16:00	67%	1.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	33%	0.5	Less than 30 mins	9 hours (RoD)
16:00-17:00	14%	0.5	29%	1.0	14%	0.5	14%	0.5	14%	0.5	14%	0.5	Less than 30 mins	8 hours (RoD)
17:00-18:00	0%	0.0	50%	0.5	0%	0.0	0%	0.0	50%	0.5			1.5 hours	6.5 hours (RoD)
18:00-19:00	40%	1.0	40%	1.0	0%	0.0	0%	0.0	20%	0.5			Less than 30 mins	6 hours (RoD)
19:00-20:00	0%	0.0	0%	0.0	0%	0.0	100%	1.0					4 hours	4.5 hours (RoD)
20:00-21:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0					Less than 30 mins	Less than 30 mins
21:00-22:00	100%	1.0	0%	0.0	0%	0.0							Less than 30 mins	30 mins to 1 hour
22:00-23:00	25%	0.5	50%	1.0	25%	0.5							Less than 30 mins	2 hours (RoD)
23:00-00:00	0%	0.0	100%	0.5									1 hour (RoD)	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

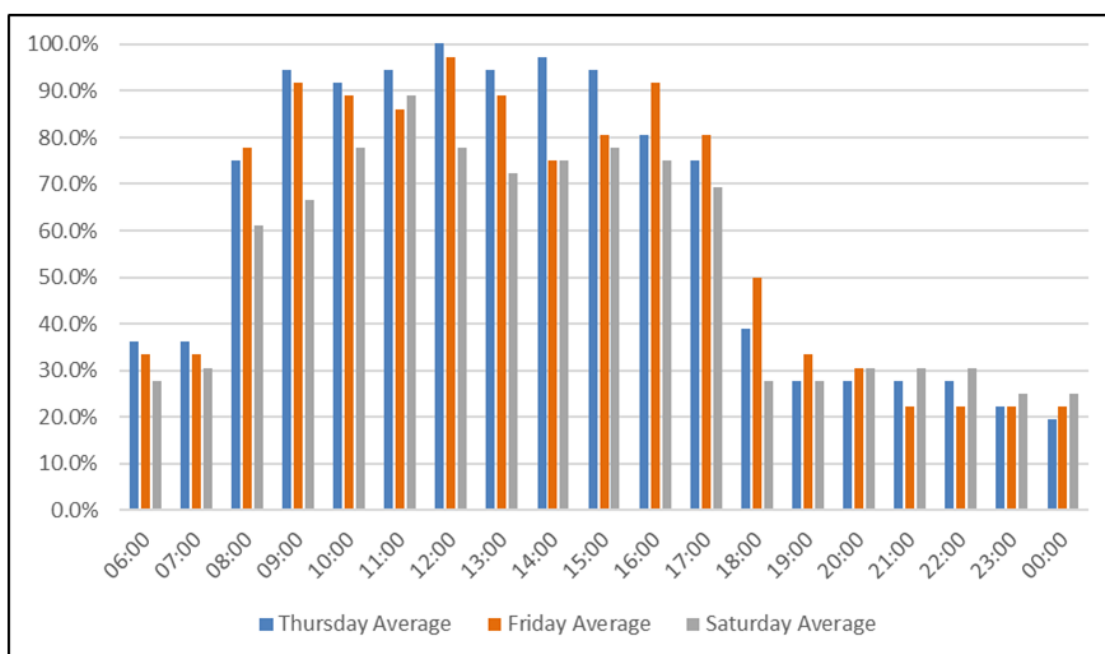
*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.8 Parking Beat Survey Analysis - New Street

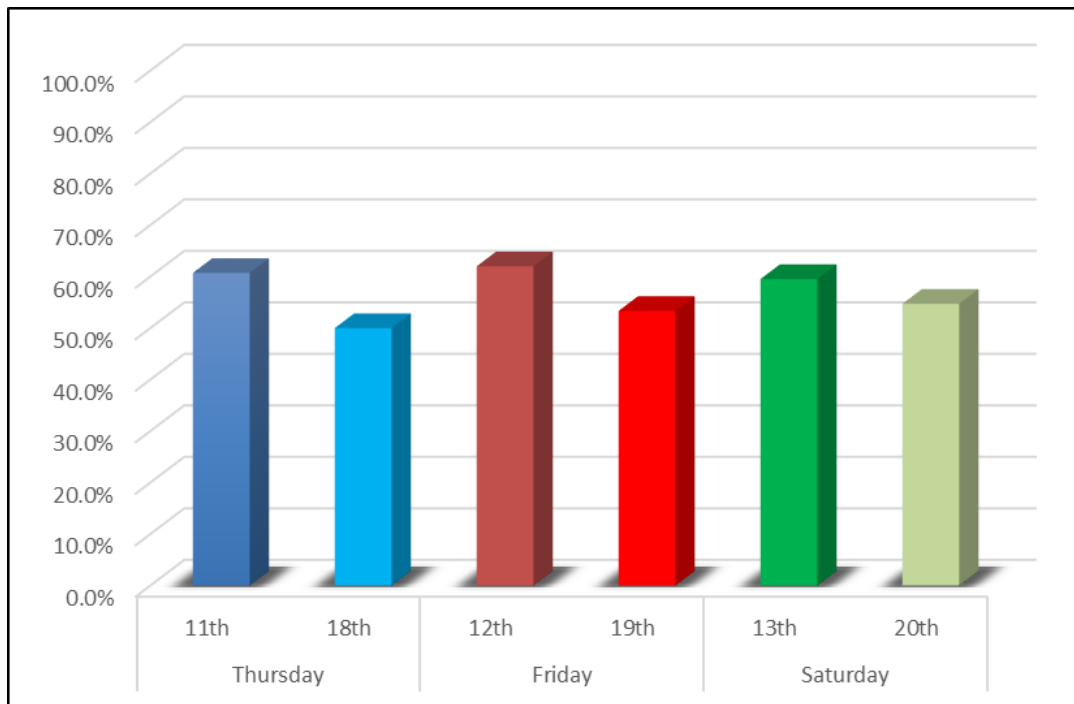
- 3.8.1 New Street is a side street that connects High Street to Trafalgar Way. The maximum capacity of New Street is 18 spaces. The estimated number of resident vehicles parked on New Street was 8 (based on vehicles parked at 06:00) and an average of 6 staff vehicles (based on vehicles parked between 08:00 and 09:30 and staying for more than 4 hours) leaving an assumed visitor capacity of 4 vehicles.
- 3.8.2 The parking stress on New Street is very high during the week as shown in **Figure 3.18**. The maximum parking stress was 106% at 14:00 on Thursday 11th May. This exceeds the IHT theoretical capacity.

Figure 3.18: New Street Parking Stress Graph – 18 spaces



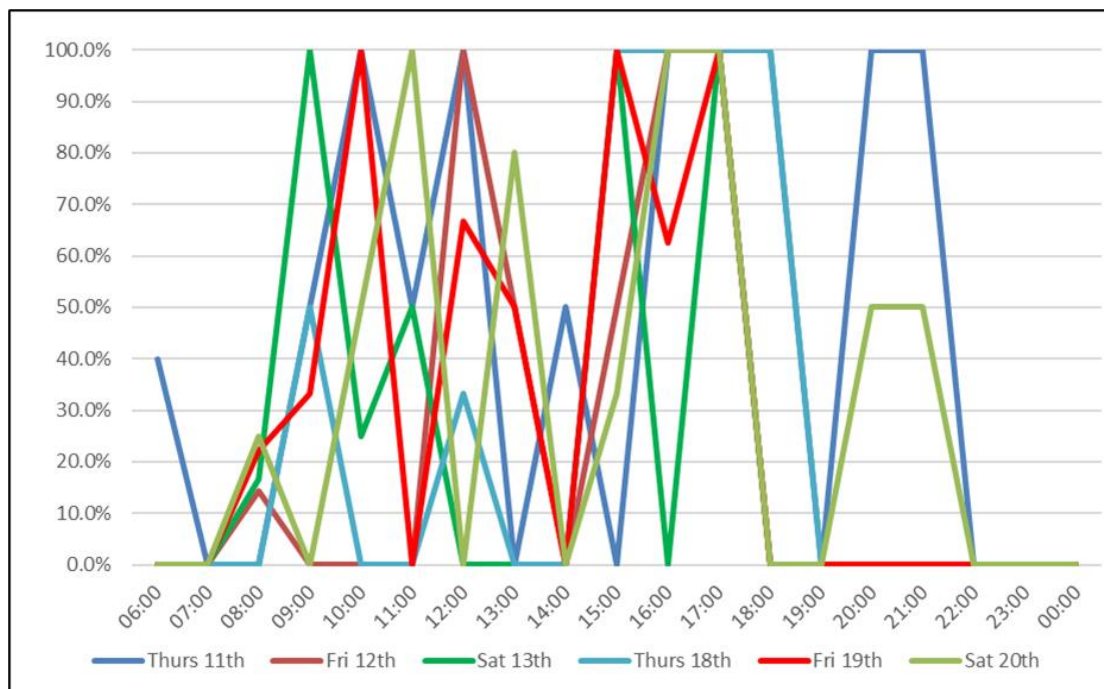
- 3.8.3 The figure shows that the parking stress is very high between the periods of 08:00 and 17:00 which coincides with the opening hours of the GP surgery (Stockbridge Practice) that is located on New Street.
- 3.8.4 The one-hour turnover of vehicles on New Street was similar over the whole survey period at between 50 and 60% for all of the surveyed days. This is shown in **Figure 3.19**.

Figure 3.19: New Street One-Hour Average Turnover Graph (18 spaces)



3.8.5 **Figure 3.20** shows that on all survey days there was a high variation throughout the day in the number of vehicles that were staying for less than an hour and those that were staying for longer periods.

Figure 3.20: Variation in One Hour Turnover throughout the day – New Street (18 spaces)



3.8.6 **Table 3.15** below shows that on an average weekday on New Street that after 09:00 over 40% of vehicles park for less than 1 hour with the exception of 21:00-23:00. The shortest

duration of stay was less than 30 minutes for every hour except 21:00-23:00 with the longest duration of stay varying throughout the day.

- 3.8.7 **Table 3.16** below shows that on an average weekend on New Street that most vehicles parked for less than an hour between 07:00 and 18:00 with the exception of 14:00-15:00 where the majority of vehicles parked for more than 8 hours. The shortest duration of stay was less than 30 minutes for every vehicle that arrived between 08:00 and 18:00. The longest duration of stay varied throughout the day.

Table 3.15: New Street - Weekday Average Duration of Stay (18 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	4%	0.3	12%	0.8	20%	1.3	0%	0.0	4%	0.3	60%	3.8	less than 30 mins	18 hours (RoD***)
06:00-07:00	11%	0.8	11%	0.8	19%	1.3	0%	0.0	4%	0.3	56%	3.8	less than 30 mins	18 hours (RoD)
07:00-08:00	33%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	67%	1.0	less than 30 mins	10 hours
08:00-09:00	17%	1.8	12%	1.3	12%	1.3	5%	0.5	20%	2.0	34%	3.5	less than 30 mins	12 hours
09:00-10:00	47%	2.0	6%	0.3	12%	0.5	6%	0.3	12%	0.5	18%	0.8	less than 30 mins	9.5 hours
10:00-11:00	60%	1.5	20%	0.5	10%	0.3	0%	0.0	0%	0.0	10%	0.3	less than 30 mins	14 hours (RoD)
11:00-12:00	55%	1.5	9%	0.3	18%	0.5	18%	0.5	0%	0.0	0%	0.0	less than 30 mins	4.5 hours
12:00-13:00	72%	3.3	11%	0.5	6%	0.3	0%	0.0	0%	0.0	11%	0.5	less than 30 mins	12 hours (RoD)
13:00-14:00	50%	1.5	8%	0.3	17%	0.5	25%	0.8	0%	0.0	0%	0.0	less than 30 mins	5 hours
14:00-15:00	40%	0.5	40%	0.5	20%	0.3	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	2 hours
15:00-16:00	80%	3.0	7%	0.3	13%	0.5	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	2.5 hours
16:00-17:00	55%	2.8	35%	1.8	10%	0.5	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	2 hours
17:00-18:00	94%	4.3	0%	0.0	0%	0.0	0%	0.0	6%	0.3			less than 30 mins	6.5 hours (RoD)
18:00-19:00	57%	1.0	29%	0.5	0%	0.0	0%	0.0	14%	0.3			less than 30 mins	6 hours (RoD)
19:00-20:00	50%	0.3	0%	0.0	0%	0.0	50%	0.3					less than 30 mins	5 hours (RoD)
20:00-21:00	100%	0.5	0%	0.0	0%	0.0	0%	0.0					less than 30 mins	less than 30 mins
21:00-22:00	0%	0.0	100%	0.3	0%	0.0							1 hour	1 hour
22:00-23:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
23:00-00:00	100%	0.3	0%	0.0									less than 30 mins	less than 30 mins

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.16: New Street – Weekend Average Duration of Stay (18 spaces)

Weekend Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	100%	5.0	8.5 hours	18 hours (RoD***)
06:00-07:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	100%	5.0	8.5 hours	18 hours (RoD)
07:00-08:00	50%	1.0	0%	0.0	0%	0.0	25%	0.5	0%	0.0	25%	0.5	less than 30 mins	10 hours
08:00-09:00	36%	2.5	14%	1.0	0%	0.0	29%	2.0	0%	0.0	21%	1.5	less than 30 mins	11.5 hours
09:00-10:00	71%	2.5	0%	0.0	0%	0.0	0%	0.0	29%	1.0	0%	0.0	less than 30 mins	7 hours
10:00-11:00	44%	2.0	11%	0.5	11%	0.5	0%	0.0	22%	1.0	11%	0.5	less than 30 mins	10 hours
11:00-12:00	57%	2.0	43%	1.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	1.5 hours
12:00-13:00	75%	1.5	25%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	1 hour
13:00-14:00	64%	3.5	9%	0.5	18%	1.0	9%	0.5	0%	0.0	0%	0.0	less than 30 mins	4 hours
14:00-15:00	20%	0.5	0%	0.0	20%	0.5	0%	0.0	0%	0.0	60%	1.5	less than 30 mins	9.5 hours
15:00-16:00	50%	1.5	50%	1.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	1.5 hours
16:00-17:00	50%	0.5	50%	0.5	0%	0.0	0%	0.0	0%	0.0	0%	0.0	less than 30 mins	1 hour
17:00-18:00	92%	5.5	0%	0.0	0%	0.0	8%	0.5	0%	0.0			less than 30 mins	4.5 hours
18:00-19:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0			N/A	N/A
19:00-20:00	0%	0.0	0%	0.0	0%	0.0	0%	0.0					N/A	N/A
20:00-21:00	50%	0.5	0%	0.0	0%	0.0	50%	0.5					30 mins to 1 hour	4 hours (RoD)
21:00-22:00	0%	0.0	50%	0.5	50%	0.5							1 hour	3 hours (RoD)
22:00-23:00	0%	0.0	0%	0.0	0%	0.0							N/A	N/A
23:00-00:00	0%	0.0	0%	0.0									N/A	N/A

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

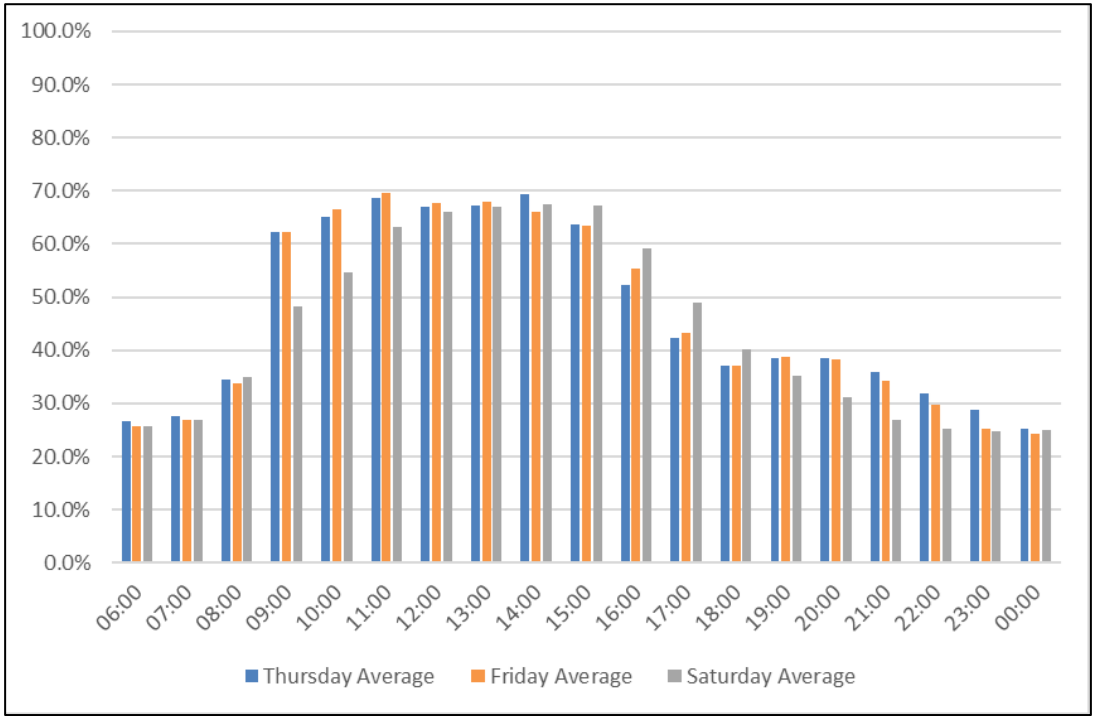
*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

3.9 Summary of Parking Beat Surveys

- 3.9.1 Over the whole study area, the peak period for parking stress was 15:00 on Saturday 20th May where 74% of all spaces were occupied. At this point out of the total 461 spaces in the study area, 120 spaces were not occupied. Along High Street at this point there was 90% parking stress (i.e. 24 spaces free out of 248 total spaces).
- 3.9.2 Overall, during the weekdays observed, the parking stress peaked between 09:00 and 15:00 (with stress between 60% and 70%) while on the surveyed Saturdays the peak period is between 11:00 and 16:00. This is shown in **Figure 3.22**.

Figure 3.22: Overall Parking Stress Graph – 461 spaces (across all locations in Stockbridge)



- 3.9.3 **Table 3.17** below shows that after 07:00, the majority of vehicles, over the whole surveyed area, parked for less than one hour. With the shortest stay being less than 30 minutes for every recorded hour and the longest stay being the rest of the day for all recorded hours.
- 3.9.4 **Table 3.18** below shows the same trend for the weekend average as the weekday average in Table 3.17 with the majority of vehicles parked for less than an hour after 07:00 and the shortest and longest recorded stays being the same.

Table 3.17: Overall Weekday Average Duration of Stay (461 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	10%	12.0	18%	22.8	22%	27.8	12%	15.0	6%	8.0	31%	38.5	Less than 30 mins	18 hours (RoD***)
06:00-07:00	15%	19.5	18%	23.5	21%	28.0	11%	15.0	6%	8.0	29%	38.5	Less than 30 mins	18 hours (RoD)
07:00-08:00	62%	29.3	15%	7.0	10%	4.8	1%	0.5	2%	1.0	10%	4.8	Less than 30 mins	17 hours (RoD)
08:00-09:00	49%	59.8	15%	18.8	8%	10.3	5%	6.3	9%	11.3	12%	15.0	Less than 30 mins	16 hours (RoD)
09:00-10:00	52%	105.0	18%	35.5	9%	18.0	6%	12.8	8%	17.0	6%	12.3	Less than 30 mins	15 hours (RoD)
10:00-11:00	59%	91.8	18%	28.8	11%	16.5	5%	7.3	4%	6.8	3%	4.5	Less than 30 mins	14 hours (RoD)
11:00-12:00	64%	97.5	17%	26.5	11%	17.3	5%	7.3	1%	2.0	1%	2.0	Less than 30 mins	13 hours (RoD)
12:00-13:00	57%	81.0	20%	27.8	17%	24.3	4%	6.0	0%	0.5	2%	2.5	Less than 30 mins	12 hours (RoD)
13:00-14:00	58%	63.0	21%	23.3	16%	17.0	2%	2.3	1%	0.8	3%	3.0	Less than 30 mins	11 hours (RoD)
14:00-15:00	70%	88.8	20%	25.0	6%	8.3	1%	0.8	1%	0.8	3%	3.5	Less than 30 mins	10 hours (RoD)
15:00-16:00	74%	112.5	15%	23.3	5%	8.3	0%	0.8	0%	0.8	4%	5.8	Less than 30 mins	9 hours (RoD)
16:00-17:00	69%	76.0	17%	18.5	5%	5.8	2%	2.0	3%	3.5	4%	4.5	Less than 30 mins	8 hours (RoD)
17:00-18:00	69%	70.8	10%	10.5	8%	8.3	3%	3.5	9%	9.5			Less than 30 mins	7 hours (RoD)
18:00-19:00	59%	47.3	12%	9.3	11%	8.8	6%	5.0	12%	10.0			Less than 30 mins	6 hours (RoD)
19:00-20:00	52%	41.8	16%	12.8	10%	8.3	22%	18.0					Less than 30 mins	5 hours (RoD)
20:00-21:00	60%	30.8	12%	6.3	14%	7.3	13%	6.8					Less than 30 mins	4 hours (RoD)
21:00-22:00	56%	21.5	11%	4.3	33%	12.5							Less than 30 mins	3 hours (RoD)
22:00-23:00	73%	15.3	19%	4.0	7%	1.5							Less than 30 mins	2 hours (RoD)
23:00-00:00	93%	6.8	7%	0.5									Less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

Table 3.18: Overall Weekend Average Duration of Stay (461 spaces)

Weekday Average	Duration of Stay (Hours)												Shortest	Longest
Vehicle arrived at	Less than 1		1 to 2		2 to 4		4 to 6		6 to 8		8+			
06:00 (**resident)	13%	13.5	3%	3.5	11%	12.0	9%	9.0	10%	10.0	54%	57.0	Less than 30 mins	18 hours (RoD****)
06:00-07:00	20%	23.5	3%	4.0	10%	12.0	8%	9.0	9%	10.5	50%	58.0	Less than 30 mins	18 hours (RoD)
07:00-08:00	73%	31.0	12%	5.0	5%	2.0	8%	3.5	0%	0.0	2%	1.0	Less than 30 mins	16.5 hours (RoD)
08:00-09:00	57%	49.5	9%	7.5	8%	7.0	9%	8.0	10%	9.0	7%	6.0	Less than 30 mins	16 hours (RoD)
09:00-10:00	73%	101.0	8%	11.5	6%	8.0	4%	5.0	5%	6.5	5%	6.5	Less than 30 mins	15 hours (RoD)
10:00-11:00	66%	102.5	12%	19.0	8%	12.0	4%	6.0	4%	6.5	6%	9.0	Less than 30 mins	14 hours (RoD)
11:00-12:00	70%	109.0	10%	15.0	4%	6.5	6%	10.0	4%	6.0	5%	8.5	Less than 30 mins	13 hours (RoD)
12:00-13:00	66%	94.0	6%	9.0	11%	15.5	5%	7.0	4%	5.5	7%	10.5	Less than 30 mins	12 hours (RoD)
13:00-14:00	40%	44.0	13%	14.5	24%	26.0	6%	6.5	11%	11.5	6%	7.0	Less than 30 mins	11 hours (RoD)
14:00-15:00	58%	38.0	18%	12.0	11%	7.5	5%	3.5	4%	2.5	4%	2.5	Less than 30 mins	9.5 hours (RoD)
15:00-16:00	68%	63.0	18%	17.0	2%	2.0	6%	5.5	2%	1.5	4%	4.0	Less than 30 mins	9 hours (RoD)
16:00-17:00	69%	39.0	14%	8.0	5%	3.0	3%	1.5	3%	1.5	6%	3.5	Less than 30 mins	8 hours (RoD)
17:00-18:00	63%	24.5	10%	4.0	6%	2.5	3%	1.0	18%	7.0		0.0	Less than 30 mins	7 hours (RoD)
18:00-19:00	52%	16.0	19%	6.0	11%	3.5	3%	1.0	15%	4.5		0.0	Less than 30 mins	6 hours (RoD)
19:00-20:00	76%	12.5	9%	1.5	0%	0.0	15%	2.5				0.0	Less than 30 mins	5 hours (RoD)
20:00-21:00	61%	12.5	5%	1.0	17%	3.5	17%	3.5				0.0	Less than 30 mins	4 hours (RoD)
21:00-22:00	45%	9.0	13%	2.5	43%	8.5						0.0	Less than 30 mins	3 hours (RoD)
22:00-23:00	63%	10.0	28%	4.5	9%	1.5						0.0	Less than 30 mins	2 hours (RoD)
23:00-00:00	82%	9.0	18%	2.0								0.0	Less than 30 mins	1 hour (RoD)

* Percentage of vehicles parked / number of vehicles parked – averaged over surveyed days

** Assumed resident

*** RoD = Rest of the Day

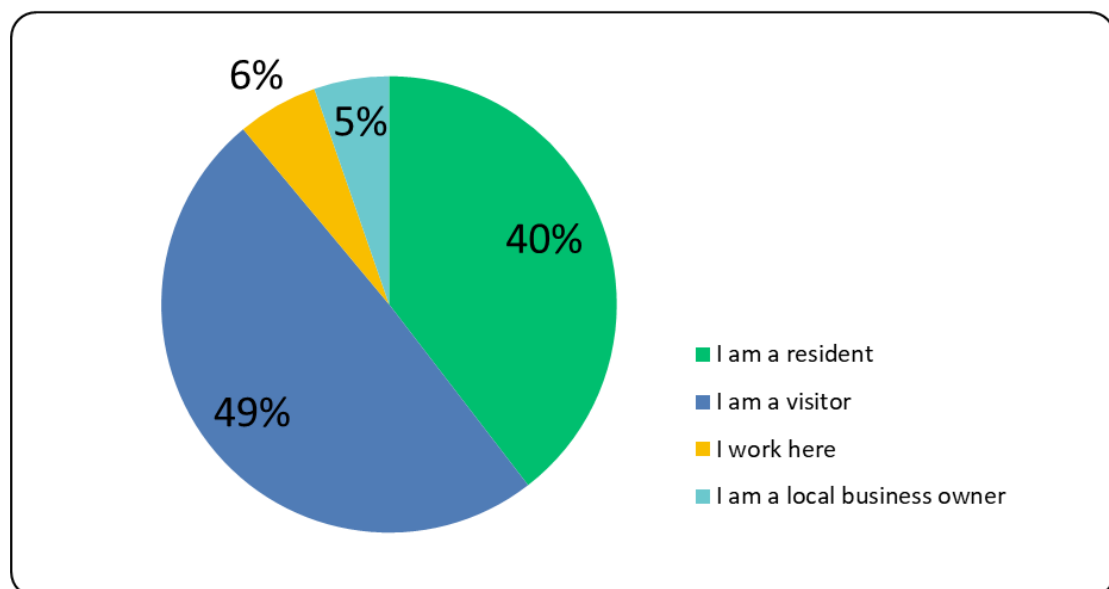
Red – Higher proportion of vehicles parked for time bracket, Blue – Lower proportion of vehicles parked for time bracket

4 Questionnaire Results

4.1 Overview

- 4.1.1 The questionnaire was constructed so that residents, visitors, and local business owners/employees responded to different questions seeking to understand more about their specific parking behaviours.
- 4.1.2 The questionnaire received 488 total responses with 35% filled out on the 10th May 2023 and 20% filled out on the 13th May 2023. The remainder of responses were completed between the 11th and 24th May 2023. 40% of respondents were residents, 49% visitors, 6% business employees and 5% were local business owners. This is shown in **Figure 4.1**.

Figure 4.1: Survey Respondent Proportions – 488 respondents



- 4.1.3 The responses to the questionnaire inherently represent only a small sample of the population using the car parking within Stockbridge. Further, due to the online nature of the questionnaire survey and the use of a QR code to access the survey, there is potentially a lower proportion of older residents included within the respondents' sample as this may not have been accessible to everyone.

4.2 Analysis of Residents Responses

- 4.2.1 The key summary points from residents' responses are:
- 75% park privately in either a driveway or garage.
 - 70% of residents were parked at home day and night in the week and 75% at weekend.
 - 56% of residents drive to High Street, 86% of these park on High Street and 80% park for less than an hour.
 - 16% of residents felt there was enough residential parking all the time, 45% said there was enough except for a few busy periods and 39% stated there is not enough residential parking.

4.3 Analysis of Visitors and Employees Responses

4.3.1 The key summary points from the visitor and staff responses are:

- Out of 24 staff who gave the first half of their postcode, the largest proportion of business employees were from SO20 (the surrounding areas of Stockbridge) and SP11 (Andover and its surrounding areas) where 29% of staff each were from. 25% of staff were from SP10 (Andover).
- Out of 240 visitors who gave the first half of their postcode, 38% were from SO20, 13% from SO51 (rural area northwest of Southampton and south of SO20) and 8% from SP11.
- 95% of visitors and business employees arrived by car (15% of these were passengers). 77% of car drivers parked along High Street.
- 50% of visitors stayed for less than an hour and 80% stayed for less than two hours.
- 67% of visits were for shopping, going to a café or restaurants.
- 39% of visitors found it easy to find a space, 43% said it required a bit of time and 18% said it was very difficult to find a space.
- 7% of staff said it is always easy to park, 41% said it was easy except for a few busy periods and 52% said there is not enough parking.

4.4 Analysis of Business Owners Responses

4.4.1 The key summary points from business owner responses are:

- 47% of the business owners stated that their staff park on High Street. The remainder indicated that their employees park along side streets, the A30 layby and private car parks situated behind the business premises.
- 85% of business owners stated their customers park along High Street with other owners stating that they park 'wherever they can' and in private business car parks.
- 52% of businesses receive daily deliveries and 74% of all deliveries park in the road (i.e. High Street).
- No owner thought it was always easy to park. 52% felt that there was enough parking except for busy periods and 48% thought there is not enough parking.

4.5 Respondent Priorities

4.5.1 Respondents were asked to rank a set of statements in their order of priority (from 1 to 4). This question was not intended to represent a stated preference survey or a robust picture of priorities across all aspects of parking in Stockbridge but was intended to provide an initial insight into views about parking in Stockbridge.

4.5.2 The issue highlighted as the highest priority for respondents was free parking along High Street for all users followed closely by convenient parking close to shops and amenities. Protected parking for residents in the town was ranked third and fairly priced car parking that helps manage demand was ranked fourth (which is understandable as there is no current priced parking in Stockbridge).

4.5.3 The breakdown of the priorities is shown in **Table 4.1**.

Table 4.1: Respondent Priorities

	1	2	3	4	TOTAL	SCORE
Free Parking along the High Street for all users	51.31% 215	19.33% 81	10.26% 43	19.09% 80	419	3.03
Convenient parking close to shops and amenities	22.67% 95	51.31% 215	22.67% 95	3.34% 14	419	2.93
Fairly-priced car parking that helps to manage demand	8.35% 35	18.85% 79	31.98% 134	40.81% 171	419	1.95
Protected parking for residents in the town	17.66% 74	10.50% 44	35.08% 147	36.75% 154	419	2.09

- 4.5.4 It should be noted that this question was posed to all respondents and so it was likely that protected parking for residents in the town would be prioritised by visitors. From the 193 respondents who indicated that they are residents, 74 selected it as the highest priority.

5 Summary and Conclusions

- 5.1.1 Stantec was appointed by Hampshire County Council to investigate the current parking conditions in Stockbridge.
- 5.1.2 The study area (shown in **Figure 2.1**) included within the parking study includes High Street, the A30 layby, Trafalgar Way, Nelson Close, New Street, Old London Road, Houghton Road and Longstock Road.
- 5.1.3 The survey included the following activities:
- Desktop review of traffic flows and vehicle ownership, parking policy, historic survey data;
 - A site visit;
 - Parking beat surveys undertaken 11th – 13th May and 18th – 20th May 2023 between the hours of 06:00 and 00:00;
 - Questionnaires distributed online to understand more about the factors involved in current parking behaviour and to gather some views from the residents, visitors and staff opinions on the current parking conditions; and
 - Collated information provided by via correspondence to the project team.
- 5.1.4 The parking beat surveys provide an insight into the level of parking stress along the streets in Stockbridge and the level of turnover (based on the proportion of vehicles parking for one hour or less). The summary points from the parking beats surveys are listed below.
- Parking stress and turnover is highest along High Street (248 spaces) and New Street (18 spaces). Parking stress is lower along the other locations surveyed.
 - Parking stress on High Street is high and approaches or exceeds a theoretical operational capacity of 85% during weekdays between 10:00 and 15:00 and on Saturdays between 11:00 and 15:00. The highest turnover for parking is in the afternoon between 14:00 and 17:00 (weekdays and Saturday).
- 5.1.5 Key summary points from the questionnaires are listed below.
- 95% of visitors and staff arrived by car with 77% of car drivers parking along High Street.
 - 50% of visitors stayed for less than an hour and 80% stayed for less than two hours.
 - 75% of residents park in private driveways or garages.
 - 85% of business owners stated their customers park along High Street.
 - 50% of business owners stated that their staff park along High Street.
 - Perceptions of parking availability varied between visitors and business owners/staff. 18% of visitors thought that there is too little parking whilst approximately 50% of business owners and staff thought that there is too little parking.
- 5.1.6 A summary of the peak parking stress and the average one-hour turnover for each road per day is shown in the **Table 5.1** below – this information is complemented by the more detailed summary table for all parking in Stockbridge under **Section 3.9**.

Table 5.1: Summary of Parking Stress and One Hour Turnover Data

Street	Max Parking Stress			Day Average One Hour Turnover		
	Thursday	Friday	Saturday	Thursday	Friday	Saturday
High Street – 248 spaces	92%	88%	95%	67%	72%	69%
Houghton Road – 13 spaces	77%	62%	46%	59%	64%	66%
Longstock Road – 15 spaces	80%	67%	80%	55%	62%	40%
Old London Road – 45 spaces	84%	89%	56%	66%	62%	49%
A30 – 40 spaces	65%	50%	60%	78%	83%	74%
Trafalgar Way – 59 spaces	42%	44%	53%	68%	68%	65%
New Street – 18 spaces	106%	100%	89%	55%	58%	57%
Nelson Close – 23 spaces	74%	65%	74%	46%	46%	38%

Appendix A Copy of Survey Questionnaire

Appendix B Survey Questionnaire Results Slides