



AUGUST 2022

Stevenage Old Town Ward Permit Parking Area Review

FOR STEVENAGE BOROUGH COUNCIL

1.0 PERMIT PARKING AREA REVIEW

Over time, Stevenage Borough Council has received extensive comments and concerns from residents about the extent of commuter and non-resident parking, inconveniencing and obstructing residents. A survey of residents' views carried out in 2017 indicated an area where there was a high level of demand for permit parking controls to limit parking only to residents and their visitors.

A Permit Parking Area (PPA) was introduced in the Old Town ward on the 1st December 2020, covering a number of residential roads in close proximity to the High Street. The scheme was introduced due to the roads suffering a high level of parking pressure, with a significant effect on residents' quality of life. This was particularly the case for elderly residents, who don't have off-street parking and are reliant on regular care visits, which are impeded by the lack of available parking.

The PPA is in operation within the streets shown in table 2 below between Monday and Friday from 9:30am to 3pm. Most of the streets included within the scheme are permit only, although some streets provide limited waiting bays with an exemption for permit holders. This is clarified in table 2.

Street	Parking Controls in Place
Albert Street	Permit parking only (except limited waiting with no exemption for permit holders area between Victoria Close and Letchmore Road)
Basils Road	Permit parking only
Church Lane (cul-de-sac)	Permit parking only
Church Lane (from Stanmore Road to Letchmore Road)	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)
Drapers Way	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)
Grove Road	Permit parking only
Primett Road	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)

Southend Close	Permit parking only
Stanmore Road	Permit parking only (except limited waiting with no exemption for permit holders adjacent to Health Centre)
Victoria Close	Permit parking only
Walkern Road (from Church Lane up to No.54)	Permit parking only
Walkern Road (from High Street to Church Lane)	Exemption for permit holders in limited waiting bays (7am-6.30pm, Mon-Sat)

Table 1 – Streets included in the Old Town ward PPA

As part of this study, parking surveys were undertaken in these streets to understand how successful the PPA has been in reducing the parking pressure caused by non-residential vehicles at different times of the day and night. To ensure the data captured were a true reflection of the existing situation, the surveys were carried out over two weekdays with a third pencilled in. Residents’ parking should demonstrate a high degree of consistency. Therefore, if the data collected over two days were broadly similar, a third site visit would not be required. A survey was also undertaken on a Saturday to compare parking behaviours in the streets when the scheme isn’t operational.

Figure 1 illustrates the extents of the Residents Parking Scheme.

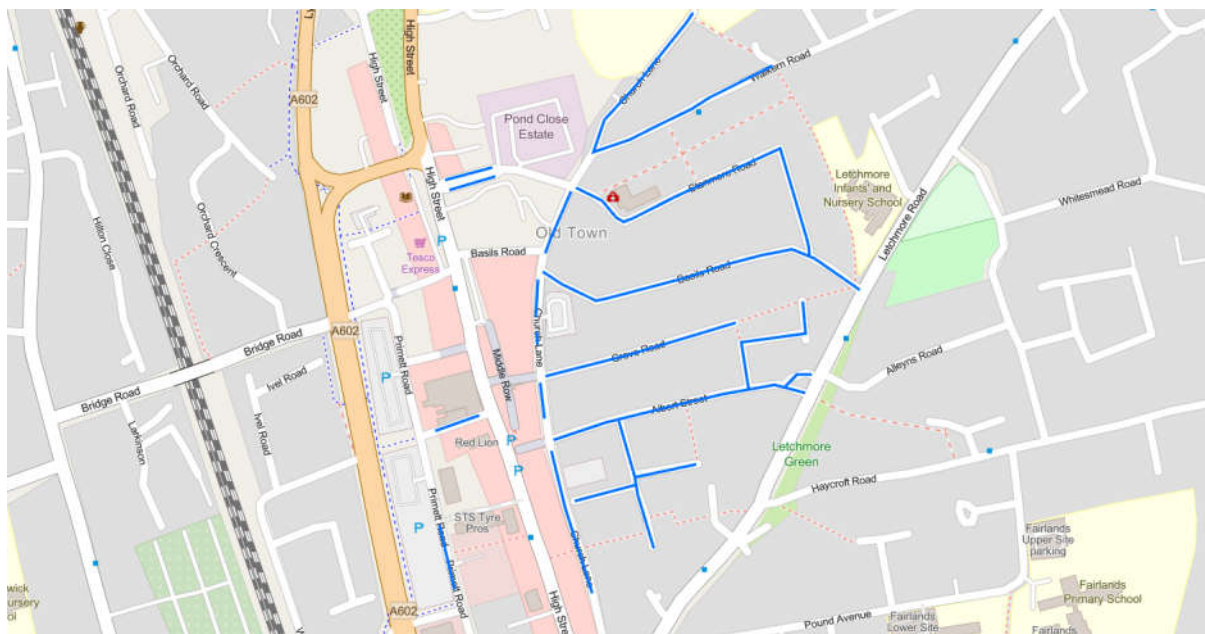


Figure 1 – Existing Old Town PPA plan

The first parking survey was undertaken on Monday, the 10th January 2022 and the second on Tuesday, the 11th January 2022. The Saturday survey was undertaken in March 2022 with Covid-19 restrictions eased. All three surveys involved visiting each road at various times of the day to appreciate the turnover of spaces and how many were available. The weekday surveys were also surveyed at night. Each road was visited four times during the weekday surveys and three times on a Saturday. The times are shown below:

- 10am;
- 2pm;
- 4pm;
- 12am (weekdays only).

The purpose of the 10am survey was to calculate the amount of available parking when the scheme had become operational. The second survey began at 2pm, and the purpose of this was to provide a comparison with the 10am data. The purpose of the 4pm survey was to understand how the parking demand changed once the scheme operation had concluded. At 12am it could be assumed that the majority of residents would be at home (subject to a small percentage working at night), so this is the time when the demand for parking would be at its highest.

The purpose of the Saturday survey was to understand the impact of parking in the streets when the scheme wasn't operational all-day. Occupancy rates in excess of the data collected during the evening surveys would suggest a high number of non-residents parking, especially if the vehicles were not present during the night surveys. This may provide justification for extending the scheme to include Saturdays.

After undertaking the surveys on the 10th and 11th of January, an analysis was carried out to identify any discrepancies in the data. Based on the consistent nature of resident parking, a 10% threshold was applied to the data analysis. This meant that if the results of the two surveys had a greater than 10% difference, it could justify a third survey to clarify the average figures. For example, if a road with 100 vehicles had a greater than 10% difference between the two days, it would be necessary to carry out a third survey.

Across the two weekday surveys, no roads had a higher than 10% difference, meaning there was no requirement for an additional weekday survey.

The results of the weekday and Saturday surveys are summarised below. For this analysis, the two weekday surveys have been combined to create an average. For example, if a road contained 100 vehicles in the first survey and 106 in the second, a figure of 103 was taken forward for the analysis.

Road	Capacity	Quantity Night	Quantity Day	Occupied Night	Occupied Day	Fluctuation Night / Day
Albert Street	35	33	27	94%	77%	17%
Basils Road	91	88	69	97%	76%	21%
Church Lane (full length)	53	49	39	92%	74%	18%
Drapers Way	5	2	5	40%	100%	-60%
Grove Road	52	47	37	90%	71%	19%
Primett Road	8	4	8	50%	100%	-50%
Southend Close	52	37	28	71%	54%	17%
Stanmore Road	92	88	75	96%	82%	14%
Victoria Close	10	9	7	90%	70%	20%
Walkern Road (full length)	64	47	42	73%	66%	7%

Table 3 – Existing PPA survey results for weekday (average)

Road	Capacity	Quantity Weekday	Quantity Saturday	Occupied Weekday	Occupied Saturday	Fluctuation Week/Sat
Albert Street	35	27	23	77%	66%	11%
Basils Road	91	69	52	76%	57%	19%
Church Lane (full length)	53	39	45	74%	85%	-11%
Drapers Way	5	5	5	100%	100%	0%
Grove Road	52	37	48	71%	92%	-21%
Primett Road	8	8	6	100%	75%	25%
Southend Close	52	28	40	67%	77%	-10%
Stanmore Road	92	75	74	82%	80%	2%
Victoria Close	10	7	8	70%	80%	-10%

Walkern Road (full length)	64	42	49	83%	77%	6%
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Table 4 – Existing PPA survey results for Saturday

1.1 EXISTING RESIDENT PARKING SCHEME CONCLUSIONS

The existing Residents Parking Scheme operates from 09:30am until 3pm between Monday and Friday. After 3pm the streets remain unrestricted until the following day during the week. Non-residential vehicles can park within the scheme roads from 3pm Friday until 09:30am Monday morning. Therefore, the scheme operation does provide an opportunity for non-residential parking to occur. Reviewing the weekday parking surveys at 4pm, there is an increase in occupancy rates across all streets shown in tables 3 and 4 apart from Drapers Way, and Primett Road as both these streets were already at 100% occupancy beforehand.

Although this increase in occupancy may be a result of non-residential parking, the increase in numbers is relatively small across all streets. Victoria Close had the highest increase in occupancy between the 2pm and 4pm surveys, with a 10% increase. However, due to the small amount of on-street parking available, this only represents one vehicle. From the larger streets, Basils Road had the highest increase in occupancy between the 2pm and 4pm surveys, although the increase was only 8%. The remaining streets saw an increase between 2%-7%.

It should be noted that from 4pm, residents are returning from places of work and education, which means the increase is likely to include residential parking. Comparing the number plate details collected during the night time survey and 4pm weekday survey, the results illustrate that residential vehicles make up the majority of the occupancy increase. Across all streets within the scheme, there are limited numbers of non-residential vehicles present at 4pm that were not present earlier in the day or evening.

Table 5 provides a breakdown of the number of non-residential vehicles that was present at the 4pm survey, which were not present at one of the other surveys undertaken within each of the streets included in the Residents Parking Scheme in the Old town.

Road	No. of Non-Residential Vehicles Present
Albert Street	3
Basils Road	6
Church Lane (full length)	5
Drapers Way	N/A
Grove Road	4
Primett Road	N/A
Southend Close	2
Stanmore Road	3
Victoria Close	1
Walkern Road (full length)	2

Table 5 – Number of non-residential vehicles parking after 4pm weekdays

Based on the results of table 5, there doesn't appear to be a need to consider increasing the time of the scheme operation between Monday and Friday. Whilst there does appear to be a small number of vehicles parking within the streets, it's not considered sufficient enough to justify the costs involved in amending the Traffic Regulation Order, and the additional staff resource required to undertake the enforcement. It is recommended to review this periodically in case the number of vehicles begin to increase.

As the scheme isn't operational on Saturdays, there is a greater likelihood of non-residential vehicles parking within the scheme streets. Table 4 illustrates that four out of the 10 streets experience higher parking rates on a Saturday compared to weekdays. Grove Road experiences the highest increase at 21%, followed by Church Lane at 11%. It is acknowledged that this increase will include residential vehicles that are present overnight on weekdays and Saturdays but not present during the day on weekdays.

Although there is an increase in parking on Saturdays, the increase doesn't appear to impact the ability for residents to park within the streets. Grove Road reaches the highest occupancy rate at 92% on a Saturday. Whilst this increase may justify the extension of the scheme to include Saturdays, the remaining streets do not provide similar increase rates. Therefore, it's felt the scheme can remain operational under the existing arrangements.

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