

To: DEVELOPMENT COMMITTEE - JULY 1999

SUBJECT: THE DEVELOPMENT OF A DISTRICT CAR PARKING PLAN

FROM: ENGINEERING

1. PURPOSE OF REPORT.

1.1 To seek members approval to the use of the attached discussion paper for developing a District wide Car Parking Plan.

2. BACKGROUND.

2.1 At the last meeting of this committee, held the 7th June 1999, Members considered a report on the Car Parking Study, one of the resolutions was:

- (3) officers bring a report on car parking in the District to the committee using the information available to them;

To achieve this, it was suggested that a discussion paper be prepared to allow the process to commence.

3. DISCUSSION PAPER

3.1 Appendix 1 outlines a paper that identifies a number of car parking related issues which may be used as a basis for developing parking solutions to the problems experienced by each of our towns.

3.2 The discussion paper suggests the use of information gathered from the “planning for real” exercises, as a method for commencing the debate to develop a car parking plan. The debate should be set in the context of discussions already underway, such as our own Interim Local Transport Plan, the County Councils “Better Way to Go” Strategy document, and the Leamington Chamber of Trades Car Parking Sub-Committee report.

3.3 The partnership framework which will shape the development of a car parking plan has already been agreed by Members (Appendix 2), it is intended that the support of various other interested groups will be sought to assist this process. Organisations such as:

Major Employers

Public Transport Operators

Emergency Services

Chamber of Trades

Local Amenity groups, for example Leamington/Warwick/
Kenilworth societies, CLARA, LOTA
Council of Disabled People, Warwickshire

Cycleways

This list is not intended to be exhaustive.

3.4 It is recognised that parking patterns are sensitive to local factors, and whilst it is proposed to initiate discussions with information gathered by officers of this council (Appendix 3), it is anticipated that this information could be supplemented from additional data held by other organisations. Examples of this would be attendance records to Warwick Castle, anticipated attendance levels to the Royal Pump Rooms, together with information relating to seasonal fluctuations.

4. Programme

4.1 It is felt that in order to integrate with Warwickshire's Local Transport Plan, Year 2000 submission it will be necessary to have determined the car parking plan for consideration by this committee at its meeting on the 6th March 2000. Progress of the development of the plan will be reported each committee cycle prior to this date.

5. KEY ISSUES STRATEGY

5.1 Issues arising from the development of a Car Parking Strategy will form an integral part of the Districts Transport Plan (ENV1).

6 Recommendation.

6.1 It is **Recommended** that Members support the discussion paper outlined in Appendix 1, as the basis for developing a district car parking plan.

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Background Papers Development Committee Report - 7th June 1999

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Areas in district Affected: All

INTRODUCTION.

The District Council's Interim Transport Plan sets out an objective to develop a car parking plan (including residents parking schemes, parking information and signage). This objective is underpinned by the views expressed during the Planning for Real exercises carried out recently in the districts towns. Where town centre action plans have been developed, these have highlighted car parking or issues relating to car parking as a priority for investigation.

It is widely thought that to make the most efficient use of increasingly congested road space, attempts need to be made to manage the demand for that space in a more effective manner. Left unchecked the roads into our towns may well themselves become extensive car parks as vehicles competing for road space create traffic jams resulting in grid lock.

Warwick District Council is not the only authority in Warwickshire looking to resolve the parking problems faced by town centres. In an attempt to provide the right environment for their communities and local economies, our neighbours, Stratford, Rugby Nuneaton and Bedworth are all looking to develop strategies to address the future parking needs of their towns.

The first key objective will be to identify the various pressures on parking in order that suitable measures which are appropriate to the circumstances, can be developed, finding solutions to problems that exist.

One suggested method is to utilise the information gathered in the Planning for Real exercises, recently undertaken in the Districts towns. This will allow the investigation of the towns individually, based on the problems experienced.

It is not the intention of this paper to highlight all the various issues faced by our towns. However, it is proposed that the process gives those with a vested interest in parking, the opportunity to consider town by the town the parking issues they feel are most important, and the mechanism for seeking solutions.

FACTORS THAT WILL INFLUENCE THE DEVELOPMENT OF A CAR PARKING PLAN.

In considering future parking needs we need to look at what other measures may influence the situation in the short and longer term.

As a result of the development of Local Transport Plans, there are a number of issues now emerging, for example problems associated with congestion and pollution, it is anticipated that these may be resolved by:-

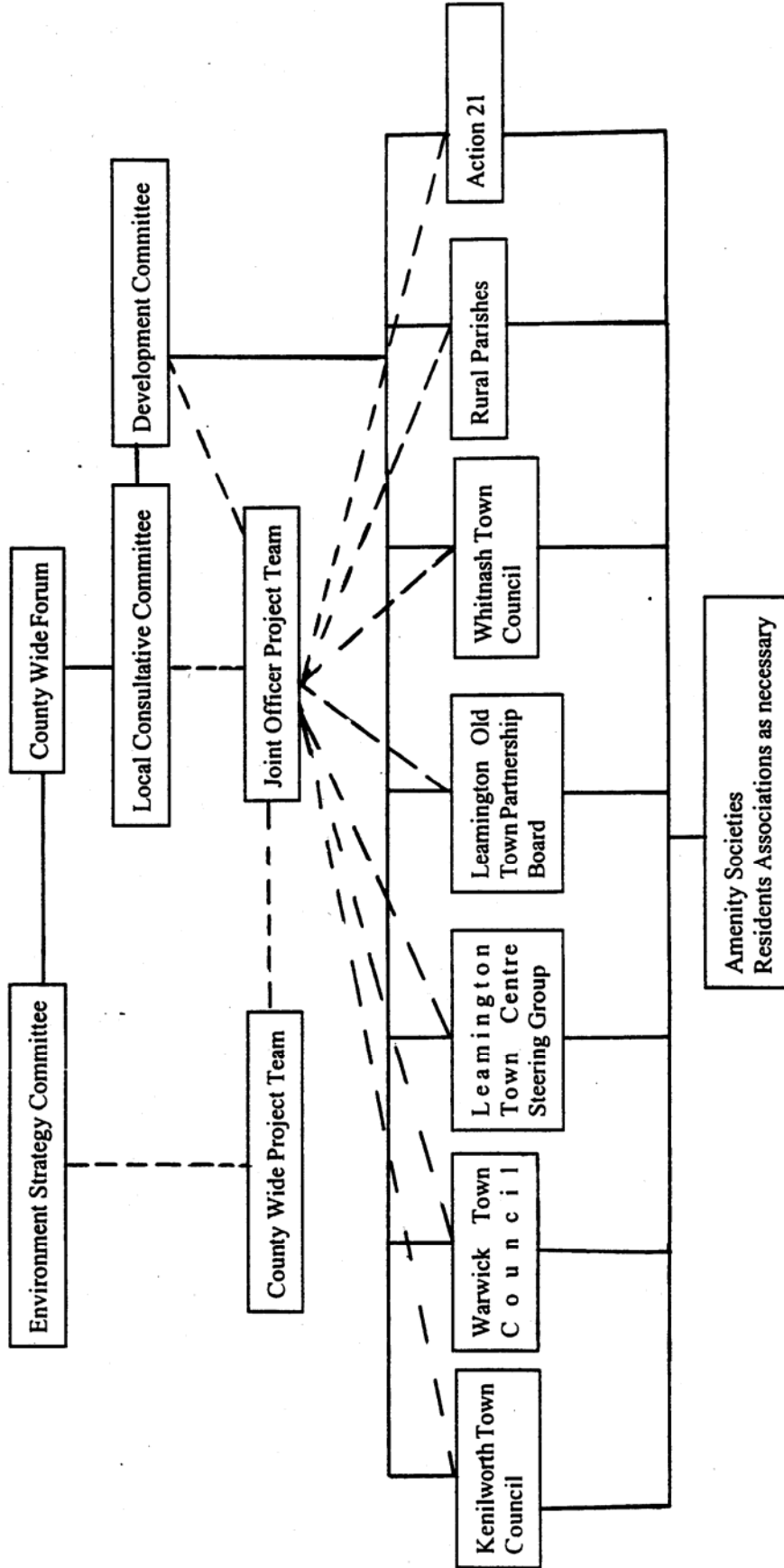
- ➔ Development of Green Commuter Plans
- ➔ Local Planning Issues.
- ➔ Pollution reduction targets

- ➔ Traffic reduction targets
- ➔ Encouraging better use of alternative travel modes
- ➔ Improving environmental conditions

POTENTIAL ISSUES ACROSS THE DISTRICT

- What are the barriers to good accessibility for other travel modes, i.e Bus, Cycling and Walking?
- How do we meet the needs of people with disabilities?
- Is the balance of parking in the towns targeted to the best advantage, i.e residential, retail commercial and leisure?
- Does the demand for parking fluctuate, and if so how can this be managed in a better way?
- To reduce pressures on car parking, what facilities could be introduced to make more effective use of alternative travel modes?
- What will the impact of organisational "Green Commuting" plans have on parking demand?
- What pressures exist to residents parking, and how may future parking policies effect these?
- Is there insufficient regulation of parking restrictions?
- Is commuter parking a problem?
- Are there service delivery parking problems?
- Is there a need to improve car park signage, if so how?
- Is there a requirement to accommodate coach parking?
- What needs to be done to address traffic movement in the town centres?
- Do the towns suffer from inconsiderate parking, for example, obstruction of the pavement or accesses?
- Do we need to improve facilities for the district managed car parks?

WARWICK DISTRICT TRANSPORT PARTNERSHIP



**WARWICK DISTRICT COUNCIL
MANAGED CAR PARKS**

{Leamington Spa}

CAR PARK		WDC	
		FRIDAY	WEEKLY AVERAGE
Bedford Street (Capacity 49)	9.30	44	34
	12.00	49	47
	14.30	49	46
	AVERAGE	47	42
Rosefield Street (Capacity 44)	9.30	43	34
	12.00	44	39
	14.30	43	39
	AVERAGE	43	37
Regent Grove (Capacity 46)	9.30	28	21
	12.00	43	43
	14.30	45	39
	AVERAGE	39	34
Marks & Spencer (Capacity 23)	9.30	23	19
	12.00	23	23
	14.30	20	22
	AVERAGE	22	21
Chandos Street (Capacity 153)	9.30	93	87
	12.00	153	149
	14.30	153	147
	AVERAGE	133	128
Royal Priors (Capacity 469)	9.30	127	124
	12.00	304	279
	14.30	301	290
	AVERAGE	244	231
St Peters (Capacity 404)	9.30	251	239
	12.00	151	248
	14.30	285	282
	AVERAGE	229	256

**WARWICK DISTRICT COUNCIL
MANAGED CAR PARKS**

{Leamington Spa}

CAR PARK		WDC	
		FRIDAY	WEEKLY AVERAGE
Covent Garden (Capacity 620)	9.30	312	289
	12.00	456	435
	14.30	456	425
	AVERAGE	408	383
Bath Place (Capacity 62)	9.30	6	6
	12.00	22	20
	14.30	31	23
	AVERAGE	20	16
Court Street (Capacity 44)	9.30	6	8
	12.00	12	9
	14.30	11	10
	AVERAGE	10	9
Packington Place (Capacity 27)	9.30	0*	6
	12.00	0*	15
	14.30	0*	13
	AVERAGE	0	11

**** MARKET DAY FRIDAY**

LEAMINGTON ON-STREET

		WDC	
STREET	CAPACITY	LEGAL	ILLEGAL
Augusta Place	52	43	0
Beauchamp's Avenue	244	160	0
Brandon Parade	18	20	1
Hamilton Terrace	90	104	4
Holly Walk	38	29	0
Portland Place East	26	11	0
Portland Street	76	63	0
Regent Grove	71	35	0
Regent Street	61	61	17
The Parade	41	50	10
Arlington Avenue	18	84	0
Beauchamp Hill	30	19	0
Beauchamp Road	71	57	0
Binswood Avenue	300	316	0
Binswood Street	32	14	0
New Brook Street	50	34	0
Campion Terrace	16	13	0
Grove Street	100	58	0
Holly Street	9	10	2
Kenilworth Road	64	50	0
King Street	10	6	0
Lansdowne Circus	47	12	0
Lansdowne Street	5	22	2
Thomas Street	23	12	0
Trinity Street	90	21	0
Upper Holly Walk	22	29	0
Vincent Street	6	2	0
Warwick Terrace	37	34	0
Willes Road	31	22	0
Queens Street	2	7	0
Clarendon Square	119	95	0
Warwick Street	53	56	12
Clarendon Place	22	11	0
Dale Street	44	43	0

LEAMINGTON ON-STREET

		WDC	
STREET	CAPACITY	LEGAL	ILLEGAL
Abbott Street	5	4	2
Bath Street	0	0	0
Bath Place	15	11	0
Church Street	24	21	0
Gloucester Street	12	7	0
Regent Place	12	9	1
Adelaide Road	34	5	0
Archery Road	70	28	0
Avenue Road	79	73	3
Farley Street	33	9	0
George Street	35	37	0
Gordon Street	48	15	0
Leam Terrace	120	36	0
Mill Street	5	8	0
New Street	95	26	0
Russell Terrace	102	42	0
Victoria Road	20	10	0
Victoria Street	32	16	0
York Road	90	64	0
Bedford Street	27	7	10
Chandos Street	34	28	0
Clarendon Avenue	70	20	0
Clarendon Street	73	54	0
Cross Street	18	21	0
Dormer Place	35	29	0
Euston Place	32	35	2
Guy Place	14	7	1
Guy Street	15	2	22
Hall Road	0	30	0
Kenilworth Street	25	19	4
Morrell Street	23	13	1
Newbold Place	8	6	0

LEAMINGTON ON-STREET

		WDC	
STREET	CAPACITY	LEGAL	ILLEGAL
Newbold Street	39	28	0
Newbold Terrace	109	143	0
Oxford Row	0	0	3
Oxford Street	44	36	0
Park Street	11	19	2
Rosefield Place	21	29	1
Rosefield Street	34	26	0
Russell Street	7	7	6
Tavistock Street	34	12	11
William Street	27	21	0
Windsor Street	40	39	0
Wood Street	24	18	0
Windsor Place	0	0	4
Upper Grove Street	12	12	0
Althorpe Street	48	43	0
Chapel Street	13	9	0
Church Terrace	13	15	0
Clemens Street	20	21	2
Court Street	18	6	0
Cumming Street	6	4	0
Forfield Place	32	25	0
George Street	60	37	0
High Street	40	6	0
Lower Avenue	0	0	0
Neiston Street	7	7	0
Old Warwick Road	0	0	0
Packington Place	0	0	0
Priory Terrace	20	0	1
Spencer Street	11	7	0
Victoria Terrace	8	8	0
Wise Street	11	7	9

**WARWICK DISTRICT COUNCIL
MANAGED CAR PARKS**

{Warwick}

		WDC	
CAR PARK		FRIDAY	WEEKLY AVERAGE
Norwich Union (Capacity 49)	9.30	39	34
	12.00	47	48
	14.30	49	44
	AVERAGE	45	42
Castle Lane (Capacity 16)	9.30	12	9
	12.00	16	14
	14.30	15	15
	AVERAGE	14	13
Factory Yard (Capacity 42)	9.30	32	25
	12.30	30	27
	14.30	24	28
	AVERAGE	29	27
The Butts (Capacity 19)	9.30	14	14
	12.30	14	13
	14.30	9	12
	AVERAGE	12	13
New Street (Capacity 45)	9.30	45	28
	12.00	45	38
	14.30	43	35
	AVERAGE	44	34
Linen Street (Capacity 246)	9.30	142	145
	12.00	66	136
	14.30	116	140
	AVERAGE	108	140
St Nicholas Park (Capacity 246)	9.30	10	15
	12.00	38	50
	14.30	19	44
	AVERAGE	22	36

**WARWICK DISTRICT COUNCIL
MANAGED CAR PARKS**

{Warwick}

		WDC	
CAR PARK		FRIDAY	WEEKLY AVERAGE
West Rock (Capacity 95)	9.30	35	67
	12.00	93	76
	14.30	70	64
	AVERAGE	66	69

WARWICK ON-STREET



		WDC	
STREET	CAPACITY	LEGAL	ILLEGAL
Brook Street	7	3	0
Church Street	26	13	0
High Street	18	17	0
Jury Street	16	18	0
Market Place(inc area of SwanSt-Mark't St)	40	43	8
St Nicholas Church Street	10	14	0
Northgate Street	22	25	0
Smith Street	27	29	0
Albert Street	40	17	0
Cape Road	28	15	0
Cocksparrow Street	27	5	0
Linen Street	23	7	0
Victoria Street	29	20	0
Back Lane	8	8	0
Barrack Street	8	8	0
Bowling Green Street	0	0	0
Castle Hill	0	3	0
Castle Lane	35	36	0
Castle Street	8	3	0
Chapel Street	8	8	0
Chapel Row	0	0	0
Cross Street	0	0	1
Gerrard Street	6	0	0
Joyce Pool	0	0	0
Leycester Place	0	0	0
Market Place(Old Sq-Market Str)	7	5	0
Market Street	8	7	0
New Street	5	0	0
Old Square	8	17	0
Priory Road	10	1	0
Pickerings Lane	0	0	0

WARWICK ON STREET

STREET	CAPACITY	WDC	
		LEGAL	ILLEGAL
The Butts	12	11	0
The Holloway	0	2	0
Theatre Street	0	0	0
Saltisford	0	6	0

**WARWICK DISTRICT COUNCIL
MANAGED CAR PARKS**

{Kenilworth}

		WDC	
CAR PARK		FRIDAY	WEEKLY AVERAGE
Abbey End (Capacity 249)	9.30	52	80
	12.00	143	155
	14.30	145	128
	AVERAGE	113	121
** Thursday Market Day affects the Weekly Average Figures.			
Square West (Capacity 124)	9.30	39	26
	12.00	92	88
	14.30	54	53
	AVERAGE	62	56

KENILWORTH ON-STREET

		WDC	
STREET	CAPACITY	LEGAL	ILLEGAL
High Street	33	29	0
New Street	0	0	0
Castle Hill	28	2	0
Bridge Street	0	0	0
Castle Road	0	0	0
Station Road	28	14	4
Bertie Road	57	17	0
Randall Road	42	7	2
Greville Road	0	0	0
Mercia Avenue	24	0	0
Barrowfield Lane	6	2	0
Priory Road	49	3	0
Waverley Road	33	9	0
Southbank Road	40	15	0
Abbey Hill	30	3	0
Abbey End	0	0	0
The Square	0	0	0
Warwick Road	0	0	2
Queens Road	70	24	0
Forest Road	40	17	0
Smalley Place	8	8	0
Barrow Road	60	38	0
Borrowell Lane	0	2	0
Barrowfield Lane	4	2	0
Brookside Avenue	47	2	0
Siddeley Avenue	30	1	0
St Nicholas Avenue	15	0	0
Highfield Close	20	0	0
Priory Croft	12	5	0
Angless Way	9	0	0
Margetts Close	9	3	0
Talisman Close	22	1	0