

## Parking Study Review

### Hinckley Town Centre

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**HINCKLEY TOWN CENTRE  
PARKING STUDY REVIEW**

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# HINCKLEY TOWN CENTRE PARKING STUDY REVIEW

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## **1.0 INTRODUCTION**

- 1.1. White Young Green (WYG) have been appointed by Hinckley and Bosworth Borough Council (HBBC) and Leicestershire County Council (LCC) to prepare a Framework Transport Assessment (TA) to assess the impact of 8 town centre development sites.
- 1.2. Relevant previous studies include a town centre 'Sustainable Car Parking Strategy' produced in October 2003 and the 'Hinckley Town Centre Renaissance Masterplan' produced and adopted in May 2006.
- 1.3. An objective of this study is to update the previous parking study, taking the findings of the Masterplan and HBBC's latest development scenario into account.
- 1.4. The purpose of this technical note is to seek to validate the previous parking study and assess whether the findings are still relevant.

## 2.0 **2003 PARKING STRATEGY**

### 2.1. Introduction

2.1.1. The 'Sustainable Car Parking Strategy' was produced to guide strategy for the period 2003 – 2013 and was produced before the development of the Masterplan. The report was based on an existing development scenario for the redevelopment of the bus station.

2.1.2. The purpose of the study was to;

- Reassess the adequacy, suitability and location of the on-street and off-street parking provision to meet future demand within the town centre
- To identify and consider the likely effects on current and future parking provision within the town centre arising from current and proposed developments.
- To assess how improved demand management measures might best utilise existing and planned resources.
- To consider the balance of long and short stay parking
- To provide short, medium and long term measures to produce a sustainable town centre parking strategy.

### 2.2. Survey Data

2.2.1. In order to assess the issues, the following list of parking surveys were undertaken;

- Aerial photographs of the town centre Friday 28/06/02 and Saturday 29/06/02
- Ground accumulation surveys 22/11/02 and 23/11/02
- Duration surveys at 9 sites
  - Brunel Road South - 28/06/02
  - Brunel Road North - 28/06/02
  - Bus Station - 28/06/02
  - Trinity Vicarage Rd - 01/11/02
  - Holliers Walk - 01/11/02 and 02/11/02
  - Stockwell Head - 01/11/02 and 02/11/02
  - Halls Socks - 02/11/02
  - Rugby Rd (on-street) - 28/06/02
  - Station Rd (on-street) - 28/06/02

2.2.2. Automatic traffic count (ATC) data was obtained in 2002 for the following sites;

- Rugby Rd, Burbage
- Carrs Hill, Barwell
- Ashby Rd, north of A47

## 2.3. Report Conclusions

### 2.3.1. The key conclusions of the report were;

- There will be a sufficient amount car parking provision up to the end of the period of study 2013, under everyday conditions. No assessment of peak periods of parking demand such as special attractions or Christmas were undertaken.
- No additional spaces beyond those currently planned should be provided before 2013.
- As there are a large number of car parks with a small number of spaces, additional circulating traffic is created in the town centre as people search for parking spaces.
- A consolidation of the existing parking provision into four main car parks was proposed to cover the north, south, east and west approaches to the town centre, located at the Holliers Walk/Druid Quarter regeneration area, Bus Station, Castle Hill Co-Op Area, and Leisure Centre, Trinity Lane.
- The demand for commuter parking is low as there is a large amount of Private Non Residential (PNR) parking available in Hinckley.
- The existing Safeway Park and Ride scheme should be retained and integrated with other Saturday sites.
- The adopted standard of 1 space per residential unit was endorsed.
- HBBC only controls approximately a third of the town centre parking stock. Therefore in order to adopt a more sustainable approach, the amount of PNR spaces in any development will need to be reduced in accordance with the revised parking standards.
- Short stay parking charges should be maintained for 3 years with long stay charges in short stay car parks maintained. Long stay charges should be increased to £1 for up to 5 hours and £2 for over 5 hours.
- Residents parking should be allowed for any dwelling without an off-street space in the decriminalised parking enforcement area, with priority areas being Charles Street and Clarendon Road areas.
- Traffic signing should be improved to major car parks.

### **3.0 WYG REVIEW**

- 3.1. A comparison was made between the ATC traffic flow data presented in the study and new data obtained from 2005/06 in order to check traffic growth assumptions from the report. The growth in Average Annual Daily Traffic (AADT) flows across the three locations averaged 0.5% from 2002 – 2006 (0.12% pa). However, the report estimated a factor of 8.2% for growth from 2002 -2008 using growth in the number of households (1.3% pa) and 8.6% using NRTF Low Growth assumptions (1.4% pa). The data shows that the level of traffic growth is therefore significantly below that previously estimated.
- 3.2. Discussions with HBBC and LCC indicate that this reduction in traffic flows has been observed but with no obvious reasons.
- 3.3. The current data validates the finding that weekday traffic flows were lowest on Monday and highest on Friday.
- 3.4. ATC parking accumulation data from the Church Walk car park was obtained for comparable periods in 2005/06. The peak hour of parking accumulation on a Friday in June and October were both 11:30 – 12:30 and 11:40 – 12:40 for Saturdays in June and October. There was then a drop in demand with a modest rise around the 15:00 – 16:00 period, although this was only noticed on a Friday.
- 3.5. A limited programme of parking beat surveys at a selection of on-street and off-street parking locations were undertaken on Friday 7th July 2006 from 10:00 to 13:00 and Saturday 8th July 2006 from 11:00 to 14:00. The data validated the reports claim that the peak hour for car parking on both Friday and Saturday is 11:00 to 12:00.
- 3.6. Data was obtained from HBBC on the number of car parking spaces in the Council run car parks. This showed there is now a reduction of 7 long stay and 2 short stay spaces.
- 3.7. The report recommended that long stay parking charges are increased to £1 for up to 5 hours and £2 for over 5 hours. These changes have been implemented.
- 3.8. The report did not recommend changes to short stay parking charges. Table 2.3 of the report has been updated as shown below. These changes were not recommended in the report.

**Table 1 - Revised Table 2.3: Hinckley Off-Street Parking Charges**

Duration	2003 Report	Current
	Short Stay	Short Stay
1 hour	40p	60p
Up to 2 hours	80p	£1.00
Up to 3 hours	£1.20	£1.20
Up to 4 hours	£2.00	£2.20
Over 4 hours	£4.00	£4.20

- 3.9. No parking duration surveys have been undertaken to review the impact of the changes in costs, but it is not anticipated that these small increases will affect duration of stay.
- 3.10. LCC confirmed that there were no residents parking schemes introduced since the report was issued and there are no schemes planned in the immediate future, although there have been several isolated requests for residents parking schemes.
- 3.11. A review of the on-street parking traffic regulation orders is currently being undertaken by LCC and it is anticipated that decriminalised parking will be introduced sometime next year. Although a large proportion of the public parking stock is currently on-street and no charges are made, LCC did not anticipate this changing in the near future.
- 3.12. There were no new residents parking schemes introduced so it has been assumed that the number of on-street parking spaces remained the same.
- 3.13. The number of parking spaces available to the public in the Britannia car park has increased from 120 at the time of the previous report to 248. Britannia Car Parks Ltd has confirmed that there are no plans to change the number of spaces from 248.
- 3.14. HBBC confirmed there was a loss of 35 parking spaces as part of the Druid Street Regeneration and LCC confirmed there was a loss of 15 spaces as part of the Regent Street Pedestrianisation Scheme.
- 3.15. The number of cars parked at a selection of on-street and off-street car park locations were validated against the aerial photos. Although the numbers were not exact, the discrepancies were only of the order of one or two vehicles.
- 3.16. The methodology applied to estimate the growth in car parking demand based on the growth in car traffic usage was extended to the Masterplan design year of 2021. The 10% provision suggested in section 4.16 of the report to allow for circulating traffic has also been included. The low, central and high growth forecasts from 2002 to 2021 were 23.6%, 31.6% and 39.0%



respectively. For comparison the actual growth rate from 2002 to 2006 was also used to estimate the 2013 and 2021 demand. Table 4.2 of the report has been updated as follows:

**Table 2 - Revised Table 4.2: Future Car Parking Demand Based on Car Usage**

Peak Weekday				
Year	NRTF Low	NRTF Central	NRTF High	Local Rate
Existing (2002)	1,660	1,660	1,660	1,660
2008	1,802	1,832	1,902	1,690
2013	1,892	1,974	2,095	1,712
2021	2,052	2,185	2,307	1,788
Saturday				
Existing (2002)	1,852	1,852	1,852	1,852
2008	2,011	2,045	2,122	1,885
2013	2,111	2,202	2,337	1,910
2021	2,289	2,437	2,574	1,995

- 3.17. The methodology applied to estimate the growth in demand for car parking based on the number of households was extended to the Masterplan design year of 2021. This results in a combined growth factor, allowing for the reduction in the number of households without a car, of 1.259. Table 4.6 in the report has been updated as follows:

**Table 3 - Revised Table 4.6: Future Car Parking Demand Based on Demographic Change**

	Friday	Saturday
2002 – existing demand	1,510	1,684
2008	1,634	1,822
2013	1,733	1,933
2021	1,901	2,120

- 3.18. HBBC have confirmed that there are no current plans to close the public car parks unaffected by the Masterplan proposals and it has therefore been assumed that they will remain available to the public for the following assessment of available car parking spaces.
- 3.19. The table in the report relating to the proposed changes in car parking provision has been updated to take account of the changes in parking supply that have occurred since 2003 and the proposed minimum number of car parking spaces set out in the latest development proposals. To provide a robust assessment, the additional parking spaces at Halls Socks and Hinckley Workspace made available on Saturdays are assumed to be unavailable as there is no official agreement in place over their use. Table 4.11 of the report has been updated as follows:

**Table 4 - Revised Table 4.11: Changes in Parking Provision**

	Weekday	Saturday
Current public parking provision, on & off street	1,950	1,950
Proposed loss of parking based on Development Proposals	-527	-527
Sub Total	1,423	1,423
Proposed increase in parking based on Development proposals	800	982
Sub Total	2,223	2,405

- 3.20. The table above only includes for the changes in public parking provision as part of the Masterplan proposals, but excludes the consolidated car park at the railway station as if delivered, the car park will not produce a increase in total parking supply but will increase the number of spaces available for rail users. This therefore decreases the potential 'additional' spaces as part of the consolidated public car parking strategy by 220 spaces.
- 3.21. The Atkins site includes the provision of 282 parking spaces, of which 60 are available to the public at all times and 242 are available for use by the public in the evenings and at weekends. These have been included in the weekend assessment but have not been accounted for in the weekday assessment, although the additional spaces will be available during weekdays outside of term time.
- 3.22. Private parking will be provided to serve the Masterplan development uses, except for retail demand which will be provided for in the public car parks. It is anticipated that this additional parking will be based on the maximum parking standards for developments set out in LCC's Highways transportation Design (HtD).
- 3.23. Comparison of the tables 2 and 4 show that under the NRTF Low and Central traffic growth rates there will be an adequate number of car parking spaces will be available in the weekday and at the weekend up to 2021. Section 3.1 demonstrates that traffic growth over the previous five years is significantly below the low growth rate and it is not anticipated that the growth rate will accelerate. Therefore, it is anticipated that there will be an adequate supply of parking spaces under the traffic growth assessment scenario.
- 3.24. Comparison of the tables 3 and 4 show that the number of car parking spaces available up to 2021 during the weekday and the weekend is larger than the estimated peak demand, assuming the anticipated growth in housing numbers. Therefore it is anticipated that there will be an adequate supply of parking spaces up to 2021 under the housing growth assessment scenario.

## **4.0 CONCLUSIONS**

- 4.1. The findings of the parking study have been validated with recent survey information, although the assumptions for the traffic growth would appear to be a significant overestimation.
- 4.2. The changes in parking supply due to the Masterplan proposals have been assessed. Extending the methodology for the estimation of future demand shows that there will be sufficient parking spaces to accommodate the Masterplan proposals and changes in demand up to the Masterplan design year of 2021.
- 4.3. There was no assessment of PNR parking/cycle parking/disabled parking or car park security issues.