

Car Park Occupancy Data Pack

For the purposes of considering and developing this Parking Strategy the Winchester Town and the market towns are considered separately.

Winchester Town is subdivided into ‘quarters’ which recognise the way in which different parts of the town function and the way in which existing car parks serve the central shopping area (Shopping Qtr), the northern part of the town centre (Northern Qtr), the station approach area (Station qtr) and the Chesil Street areas (Chesil Qtr) (*Appendix A shows a Map of car parking in Winchester*). Park and Ride is considered as a separate service which serves a number of different areas and activities (*Appendix B shows Winchester Park & Ride locations*).

Car park usage and occupancy surveys have been undertaken over a number of years, and in 2018 a new survey was undertaken in to provide up-to-date comparison information. More detailed information on the surveys and information gathered are given in *Appendix C - Winchester Parking Survey Data*.

What the survey shows is that over the last five years:

	Number of spaces	Maximum number of cars parked	Max Occupancy Rate
May 2007	3962	3372	85%
Sept 2010	4826	3355	70%
May 2013	4664	3315	71%
May 2018	4675	3740	80%
March 2019	4675	4000	86%

Or in chart form –

Figure 1 – Number of parking spaces in Winchester city centre

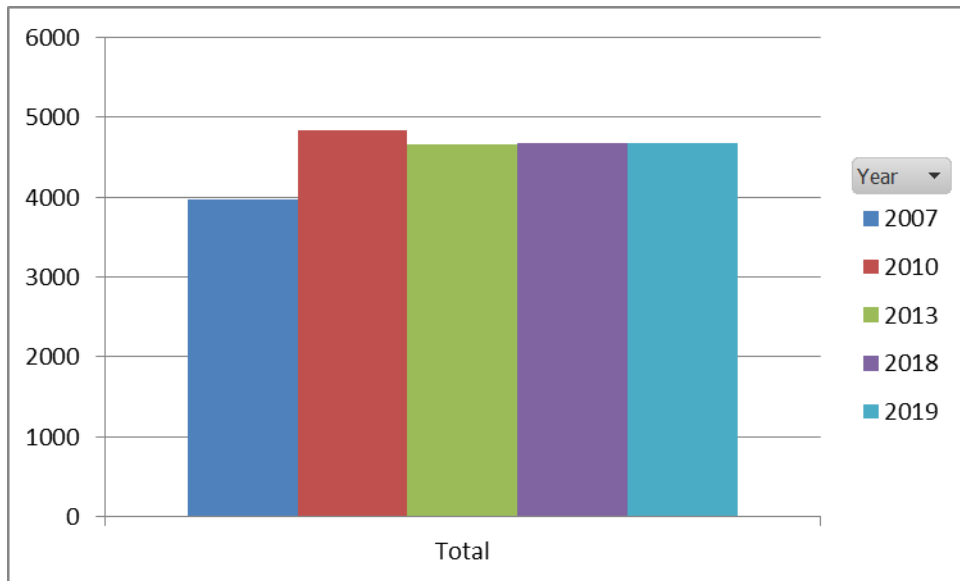
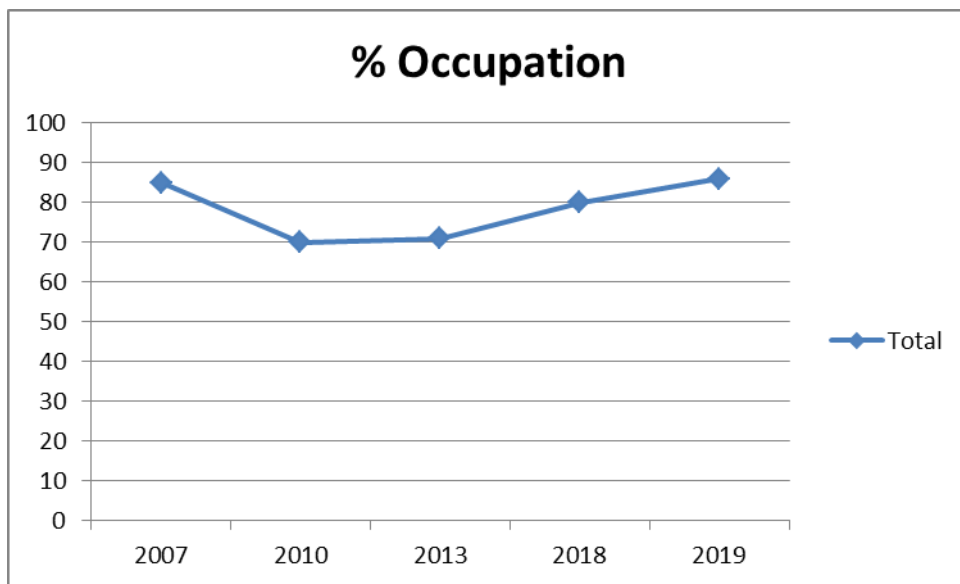


Figure 2 – % Occupation of car parks in Winchester city centre



The table below shows the results of occupancy surveys for the most important car parks in Winchester Town March 2019:

Area / 'Quarter'	Car Parks	Spaces	Mon-Fri Max. Occupancy	Sat & Sun Max. Occupancy
Shopping Quarter	Colebrook St, The Brooks, Friarsgate, Middle Brook St, Upper Brook St, Cossack Lane & St Peter's	761	88%	95% & 95%
Station Quarter	Tower Street and Gladstone Street	617	93%	56% & 70%
Chesil Quarter	Chesil MSCP	612	69%	42% & 41%
Northern Quarter	Cattle Market, Worthy lane, Coach Park	440	100%	28% & 42%
Park & Ride	Barfield, St Catherine's & 'South'	1861	82%	27% & N/A

It should be noted that within the parking industry 85% occupancy is considered to be the figure whereby operational capacity has been reached. At this level of usage people find some difficulty locating a vacant space and may leave to look for an alternative elsewhere. There has been a view in the past that Winchester is a difficult place to access and park, and the City and County Councils have worked hard to change this image particularly through the provision of Park and Ride car parks and associated bus services. This has enabled much greater scope and opportunity to hold and cater for special events such as the Hat Fair and Christmas markets which are extremely important for the economy and prestige of the Town.

Appendix C contains more detailed information about the car parks currently managed by the City Council. These are grouped into 'quarters' which reflect the location and to some extent the function that the car parks fulfil. It is important to stress that not all car parks are used in the same way or for the same purpose. Grouping the car parks together helps to create a better understanding of how they benefit the Town and how they might be made to function more efficiently. It also

helps to identify how and where we might be able to use existing space more effectively without a negative impact on the economic vitality of the Town.

Some car parks within the Town do not fit into any particular group and we have identified these separately. In our market towns the car parks generally serve the town centre but often have competing demands upon them, particularly from short and long term users.

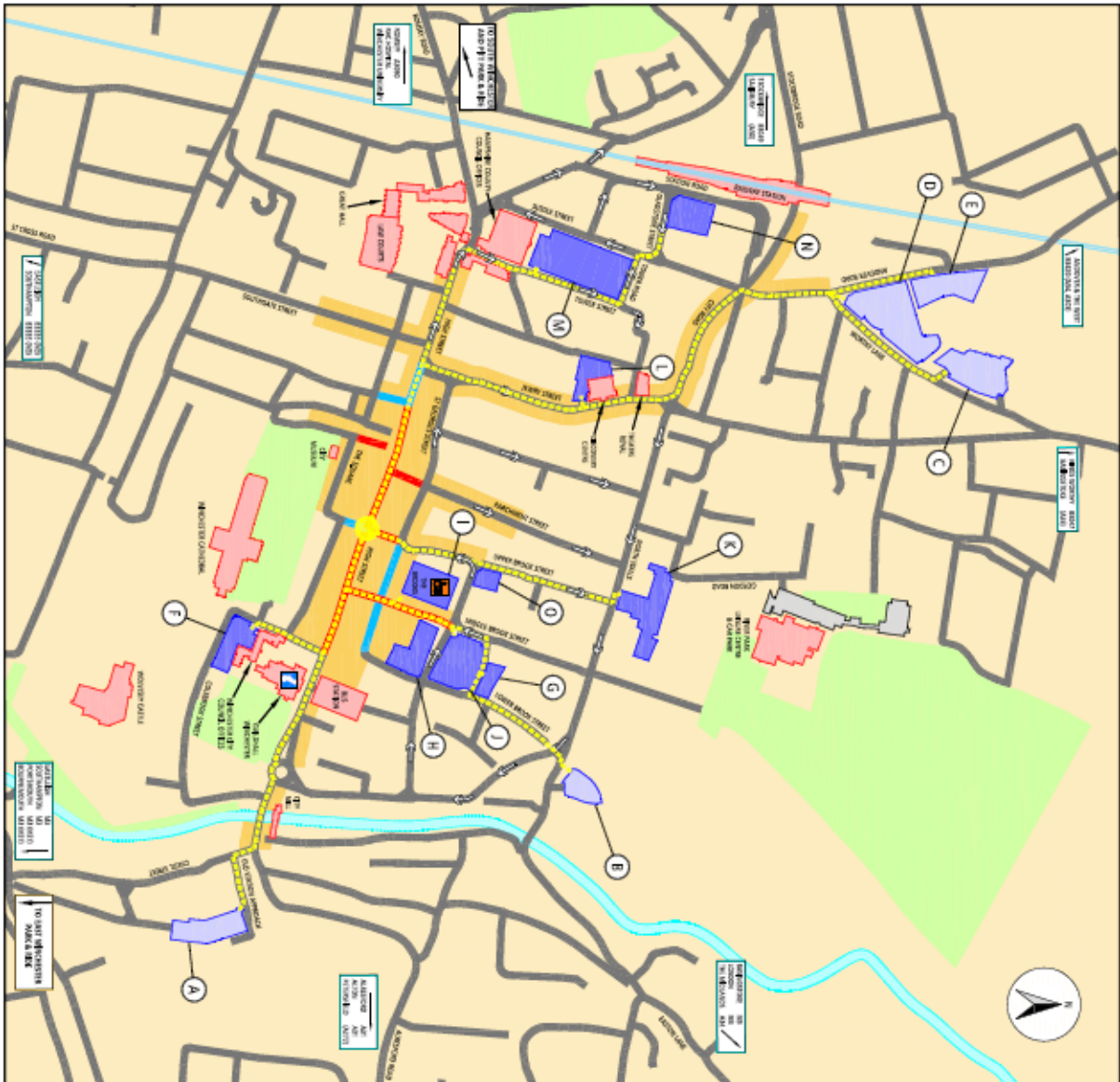
Appendix C also helps to explain who uses the car parks and what for. All these uses are important and it is important that we can meet these needs into the future.

Forthcoming Changes to Parking Provision

The City Council has already given planning consent to a number of developments which will have an impact on the number and location of car parking spaces serving Winchester Town. Indicative timings are shown but these may be subject to change.

	Reduction in public spaces	Addition of public spaces	Possible commencement date
Closure of Upper Brook Street to accommodate Doctors surgery	58	0	Within 12 months
New Barton Farm Park & Ride facility	0	200	2024
New Vaultex Park and Ride at Bar End (spaces shown are for a surface car park only)	0	130	2020/21
Station Approach / Gladstone Street reduction	105	0	tbd
Bus Station Relocation / Middle Brook Street	Up to 140	0	tbd
Closure of Tanner Street car park in line with Central Winchester Regeneration	70	0	tbd
Broadway parking reduction as part of public realm enhancements	15	0	tbd
Change in Public Parking Spaces Total	Up to 388	Min 330	

Appendix A Car Park Plan



CAR PARKING IN WINCHESTER: OCTOBER 2019

CITY CENTRE CAR PARK

- PARK & RIDE**
- Cheapest all day parking - Pay to park, driver and up to 7 passengers travel free on the bus.
 - Frequent buses to city centre & main attractions.
 - South Winchester Park (junction 11, M3) - direct access to Royal Hampshire County Hospital, Law Courts, Winchester University, Rugby Stadium and Hampshire County Council Offices.
 - East Winchester Park & Ride (landfill and St Catherine's) - direct access to shopping and historic areas (junction 10, M3).
 - All P&R buses serve all locations.

- INNER**
- Cheaper parking.
 - Short walking distances to key attractions - see table for walking distances.

- CENTRAL**
- More expensive parking.
 - Shortest walking distances to central shopping areas.

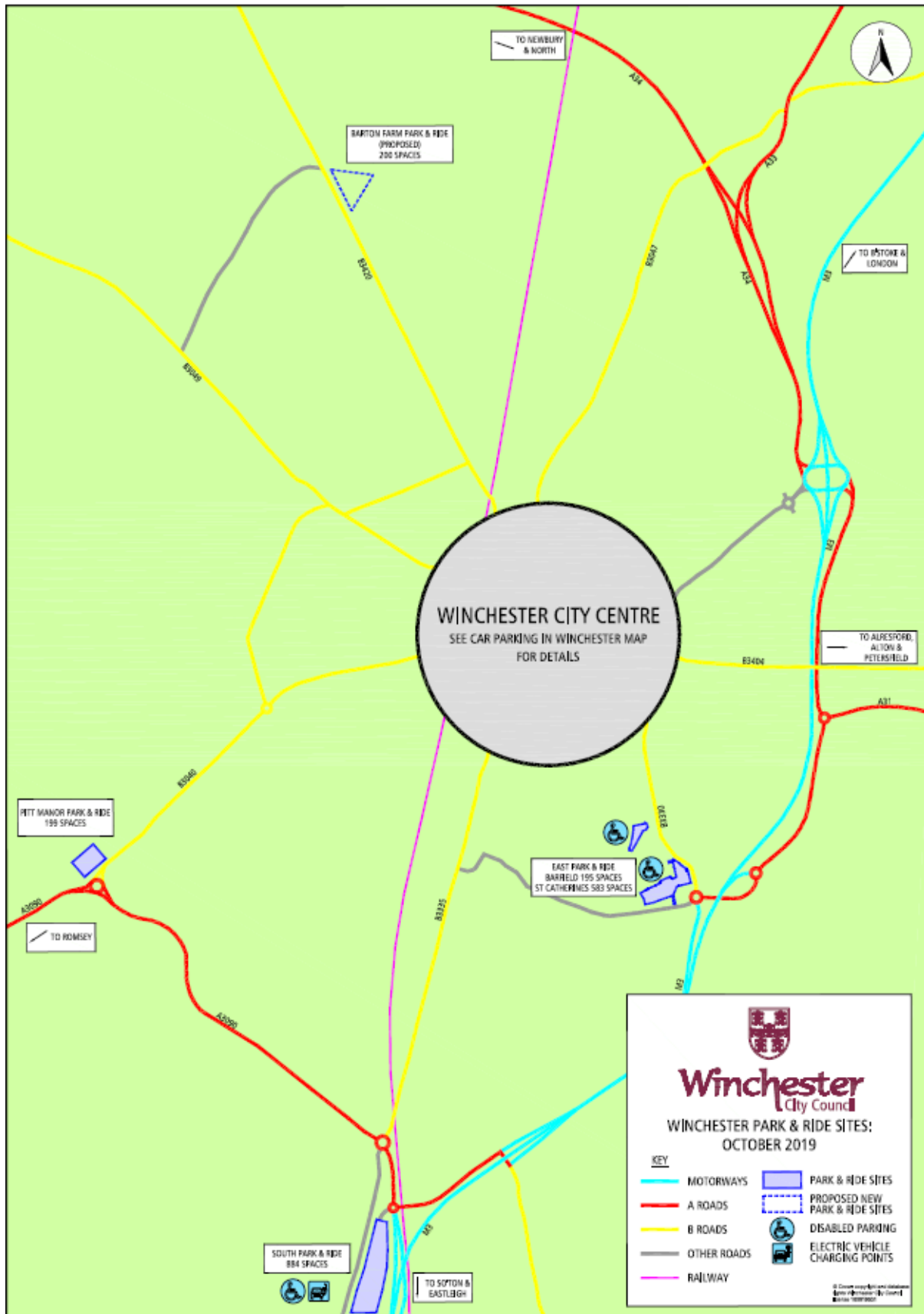
CAR PARK	TIME TO FOOT OF TRAIL TO CITY	DISTANCE TO FOOT OF TRAIL	DISTANCE TO CITY CENTRE
A) RIVER CROSS WOOD	4.000	0.900	0.310
B) RIVER	8.000	0.210	0.310
C) RIVER	7.000	0.310	0.400
D) RIVER	8.000	0.310	0.210
E) CENTRAL (P&R) CROSS STREET	4.000	0.010	0.210
F) RIVER (C&I) MARKET	5.000	0.310	0.610
G) CENTRAL (C&I) BRIDGE STREET	1.000	0.010	0.210
H) CENTRAL (CROSSVALE)	1.000	0.010	0.210
I) CENTRAL (ROBERTS)	2.000	0.010	0.110
J) CENTRAL (ROBERTS)	2.000	0.010	0.110
K) CENTRAL (BRIDGE BRICK STREET)	3.000	0.110	0.210
L) CENTRAL (LIMBY STREET)	3.000	0.010	0.310
M) CENTRAL (LOWRY STREET)	2.000	0.010	0.310
N) CENTRAL (LOWRY STREET)	5.000	0.210	0.310

Winchester City Council

KEY

- ROADS
- RESTRICTIONED AREAS
- RESTRICTED ACCESS
- PEDESTRIAN ROUTES
- SHOPPING
- TOURIST INFORMATION
- INNER CAR PARKS
- CENTRAL CAR PARKS
- OTHER CAR PARKS
- MUSEUMS, ATTRACTIONS, PUBLIC TRANSPORT ETC.
- SHOPPING AREAS
- PARKS & OPEN SPACES

Appendix B Park and Ride Sites



Appendix C - Winchester Parking Survey Data

Winchester Town Car Parks - Shopping Quarter

- Middle Brook Street
- FriarsgateThe Brooks
- Upper Brook Street
- Colebrook Street
- St Peter's Car Park
- Cossack Lane

2019 Parking Occupancy

Capacity of car parks	864 spaces (down from 1049 in 2013)
Max occupancy Mon-Fri	761 cars parked - 88% full
Max occupancy Sat	818 cars parked - 95% full
Max occupancy Sun	824 cars parked - 95% full

2018 Parking Survey Results

Average car occupancy	1.54 people per vehicle
Average Length of stay	2.98 hours
Average distance travelled	13.6 miles

Journey purpose

Shopping	33%
Work	16%
Health	7%
Leisure	8%
Multi purpose	21%
Social	6%
Business	6%

Journey Frequency

Every Day	7%
2-3 times a week	19%
weekly	22%
2-3 times month	17%
monthly or less	35%

Shopping Quarter - Comments

- Heavy usage, primarily short term, diverse range of trip uses including - shopping, multipurpose, social & leisure uses (68%)
- Good car occupancy, but short stay visits
- High number of 'occasional' visitors
- Used more at weekend than weekday
- Very significant Sunday use - matches Saturday but is free
- Often completely full

Shopping Quarter – Issues

- The location of some car parks contributes to access and intrusion problems.
- Upper Brook Street will become the site of a new General Practitioners surgery in due course with the loss of 52 spaces.
- Middle Brook Street car park has been identified as the site for the relocated bus station as part of the Central Winchester Regeneration (CWR) scheme.
- Colebrook Street car park - This car park is poorly located in terms of vehicular access
- Through the CWR scheme redevelopment will result in the loss of the spaces from the existing Friarsgate (Tanner Street) car park.

Winchester Town Car Parks - Northern Quarter

- Cattle Market Car Park
- Coach Park Car Park (also includes 88 car parking spaces)
- Worthy Lane Car Park

2019 Parking Occupancy

Capacity of car parks	440 spaces
Max occupancy Mon-Fri	440 cars parked - 100% full
Max occupancy Sat	121 cars parked - 28% full
Max occupancy Sun	185 cars parked - 42% full

2018 Parking Survey Results

Average car occupancy	1.17 people per vehicle
Average Length of stay	8.28 hours
Average distance travelled	14.3 miles

<u>Journey purpose</u>		<u>Journey Frequency</u>	
Work	74%	Daily	56%
Rail	10%	2-3 times a week	29%
Business	6%	weekly	6%
other	8%	2-3 times a month	4%
		monthly or less	4%

Northern Quarter – Comments

- Weekdays dominated by work, business and rail related uses (90%) and long stay visits
- High number of 'regular' users
- Little used at weekend, other than for 'car boot' sales
- Increased usage and income increases due to improved ticketing options ie discounted for weekly and monthly purchases along with increased cost of all day parking in 'Station Qtr'
- Remote from centre – not likely to be relevant to retail
- Coach Park location useful but creates trips through one way system
- Strategic location within station approach development area
- Coach Park also provides valuable parking for the Winchester Hotel

Northern Quarter – Issues

- There are opportunities to redevelop car parks in this quarter to provide new commercial premises and to improve the amenity of the area. Such developments could include parking as part of the schemes.
- South Western Railway provided additional parking spaces at the Railway Station through the decking of two car parks in recent years.
- The Kings Barton (Barton Farm) development which is progressing will provide 200 parking spaces at a new Park and Ride 'North' site accessed off Andover Road.
- Additional coach parking will be provided at St Catherine's Park and Ride car park which will remove need for all coaches to have to travel through the one-way system after dropping off at the Broadway.

Winchester Town Car Parks - Station Quarter

- Tower Street Multi-storey
- Gladstone Street Car Park
- Railway station car parks controlled by South Western Railways / Network Rail (the figures below relate only to City Council car parks)

2019 Parking Occupancy

Capacity of car parks	617 spaces
Max. occupancy Mon-Fri	575 cars parked - 93% full
Max. occupancy Sat	344 cars parked - 56% full
Max. occupancy Sun	432 cars parked - 70% full

2018 Parking Survey Results

Average car occupancy	1.49 people per vehicle
Average Length of stay	5.85 hours
Average distance travelled	15.0 miles

<u>Journey purpose</u>		<u>Journey Frequency</u>	
Work	45%	Every Day	25%
Business	12%	2-3 times a week	23%
Rail	12%	weekly	16%
Health	3%	2-3 times month	15%
Shopping	5%	monthly or less	21%
Multi use	14%		

Station and Business Quarter – Comment

- The 2017 price changes appear to have had the desired policy affect. All day parkers have been 'encouraged' to relocate to the 'Inner ring and outer rings' whilst allowing shorter business and shopping trips to be accommodated
- Weekdays now used by a diverse range of users and the average length of stay has reduced from 9.5 hrs to 5.85hrs
- Weekend use by local residents and from town centre users
- Tower Street is best used Multi-storey car park in Winchester

Station and Business Quarter – Issues

- Gladstone Street car park to be developed as part of Station Approach. No public parking will be re-provided.
- Access to the City Centre from the Railway Station is being reviewed as part of the Winchester Movement Strategy.

Winchester Town Car Parks - Chesil Quarter

- Chesil Street multi-storey

2019 Parking Occupancy

Capacity of car parks	612 spaces
Max. occupancy Mon-Fri	424 cars parked - 69% full
Max. occupancy Sat	260 cars parked - 42% full
Max. occupancy Sun	249cars parked - 41% full

2018 Parking Survey Results

Average car occupancy	1.20 people per vehicle
Average Length of stay	6.91 hours
Average distance travelled	16.2 miles

<u>Journey purpose</u>		<u>Journey Frequency</u>	
Work	69%	Every day	50%
Shopping	7%	2-3 times a week	18%
Social	3%	weekly	7%
Business	5%	2-3 times month	10%
Leisure	5%	monthly or less	14%
Multi use	7%		

Chesil Quarter - Comment

- Easy access on foot to town centre but can be perceived as difficult/ long walk
- Lowest usage of 'quarters' - 69% weekdays
- Only 42% full at weekends
- Low income per space reflects lower usage
- 'Hidden' location may affect use
- 'signing' scheme to encourage use and to direct walkers into town together with better web site information on walking distances.
- Lower charges compared with shopping quarter to encourage greater use
- Under usage provides useful additional capacity during 'Peak' months to cater for extra demands
- Car parks are used by some residents in the evenings due to lack of on-street spaces and by visitors to local public houses and restaurants.

Chesil Quarter - Issues

- Chesil multi story has unused capacity
- In order to increase use of this car park it may be necessary to enhance signing and publicity of the car park as well as enhancing its appearance.

Winchester Town Car Parks - Park and Ride

- St Catherine's Barfield
- South Winchester Pitt

2019 Parking Occupancy

Capacity of car parks	1861 spaces
Max. occupancy Mon-Fri	1522 cars parked - 82% full
Max. occupancy Sat	508 cars parked - 27% full
Max. occupancy Sun	Not in operation

2018 Parking Survey Results

Average car occupancy	1.14 people per vehicle
Average Length of stay	8.26 hours
Average distance travelled	15.3 miles

<u>Journey purpose</u>		<u>Journey Frequency</u>	
Work	77%	daily	51%
Shopping	2%	2-3 times a week	20%
Multi use	5%	weekly	9%
Education	2%	2-3 times month	4%
Business	4%	monthly or less	13%
Health	2%		

Park and Ride – Comment

- Mainly work (77%) trips
- Low weekend use (27% full on Saturdays) – not in operation Sundays
- Relatively low income reflecting low charges to encourage use of services but significant increases in income in recent years due to increased usage
- High degree of satisfaction from users
- Increasing problem of bus capacity at peak times has been met by additional buses in 2016 and 2018
- Previously provided essential additional capacity at times of peak demands
- Now at well over operational capacity in October 2019
- Park and Ride sites are leased from County Council

Park and Ride - Issues

- Flexibility at the Park and Ride sites and the ability to be able to provide essential extra parking capacity at times of peak demands such as Christmas and for special events is essential.
- Continued growth from displaced town centre demand, including the hospital, University, Police HQ HCC etc has seen operational capacity reached in Autumn 2019.
- Opportunity for gaining additional parking capacity at Kings Barton (200 spaces). The timing of this site is not yet determined and is dependent upon house building rates.
- Vaultex site offers the potential to provide additional capacity at Bar End

Winchester Town Car Parks - Other Car Parks/ areas

- Durngate
- Jewry Street
- River Park Leisure Centre

Capacity of car parks	281 spaces
Max. occupancy Mon-Fri	278 cars parked - 99% full
Max. occupancy Sat	202 cars parked - 72% full
Max. occupancy Sun	214 cars parked - 76% full

River Park Leisure Centre Comments –

- The car park for the leisure centre serves a distinct purpose and has its own specific charges in order to discourage all day and shopping parking in order to leave spaces for users of the leisure centre.
- The car park is very well used and is often full resulting in leisure centre users having to park at the overspill parking in St Peters car park and walk back to the centre.
- The Leisure Centre will close January 2021 and discussions will be held on the reuse of the site and car park.

Jewry Street Comments –

- Small car park serving mainly the Theatre and the Discovery Centre.
- The Night Shelter is also accessed off the car park and special provision is made for their staff.

Durngate Comments –

- This is a small car park which is not fully utilised but does provide visitor parking areas to local businesses and charities.
- This car park will be managed by Hampshire County Council as a public car park

Harestock Comments –

- Small free car park of 45 spaces serves local shops.

Hillier Way –

- This small free car park of 31 spaces was previously full with commuters parking there all day. Regulation changes restricted stays to 3 hours which stopped commuter parking thereby allowing parking by leisure users

Winchester District - Market Towns

New Alresford

- Perins School - 47 Spaces, 91% occupied
- Alresford Station - 128 Spaces, 99% occupied
- Arlebury Park - 85 Spaces, 26% occupied

Comments/Issues

- Need to consider future car parking demand / need in line with Local Plan growth.
- Current lease negotiations may lead to changes in the car park terms and conditions, and therefore use at the railway station, which may differ from other car parks in the town
- A Car Park Management Plan will be developed for the town centre.
- Dean car park to be considered in line with private development
- Review of off-street pricing to be undertaken.

Wickham

- Wickham Square - 150 Spaces, 84% Occupied
- Wickham Station - 58 Spaces, 100% Occupied

Comments/Issues

- Review of off-street pricing to be undertaken
- Development of a Car Parking Management Plan to review The Square car park and the role of the station car park.

Bishop's Waltham

- Basingwell Street - 100 Spaces, 100% occupied
- Lower Lane Car Park - 77 Spaces, 97% occupied

Comments/Issues

- Jubilee Hall car park expansion is planned for additional public parking
- Review of off-street pricing to be undertaken.
- A Car Parking Management Plan will be developed in conjunction with Bishop's Waltham Parish Council.

Denmead

- Kidmore Lane - 75 Spaces, 47% occupied
- Parking outside the shops - 100% occupied. As the land outside the shops is privately owned there is no opportunity to implement parking management to ensure that these parking spaces are used on a short term basis by people using the shops.

Comments/Issues

- Both parking areas are linked in terms of usage with no overall capacity issues.
- Kidmore Lane car park is free to use and there are no current plans to change this.
- The local centre functions well and is buoyant.

Whiteley

- Whiteley has no off-street public car parking at present.

Comments/Issues

- *The retail centre includes car parking provision in line with what the County Council's parking standards require. However, there has been overspill parking from the development onto adjoining streets, which is being monitored and managed by the City Council, and the County Council as highway authority. A good relationship needs to be maintained with the Centre Management and Travel Plan co-ordinator to minimise any requirement for staff parking to be displaced into residential streets.*
- *Parkway, the main distributor road through the commercial area of Whiteley , and other roads in and around the rest of the Solent Business Park also experience high levels of on-street parking. This is generally caused by workers employed at the business park leaving their cars on-street as there is insufficient off-road parking. Some workers also park in neighbouring residential areas. Additional on-street parking restrictions have been implemented to help manage this issue but they do not provide a solution to the issue.*
- *Additional parking opportunities will be explored with Whiteley Town Council and Hampshire County Council without providing additional off-street capacity which simply encourages more people to drive to the town.*
- *A Car Parking Management Plan will be developed in conjunction with Whiteley Town Council and the County Council.*