



TECHNICAL MEMORANDUM

Managing Keynsham's Future Growth

Task 5: Keynsham Parking Survey Review

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DATE: 8th September 2017

PROJECT NUMBER: 674726.AI.08.01

REVISION NO.: 4 - FINAL

1.0 Introduction

As part of a wider study entitled 'Managing Keynsham's Future Growth', CH2M have been commissioned to analyse and compare survey reports on parking usage and supply in Keynsham Town Centre and surrounding residential areas. The reports consider both on and off street parking as surveyed in March 2015 and November 2016.

This Technical Note is in two parts:

- A comparative review of the two on street parking surveys undertaken by Atkins in 2015 and 2016; and
- A comparative review of the two off street and Town Centre parking beat surveys undertaken by Nationwide Data Collection (NDC) in 2015 and 2016.

2.0 On Street Parking - Atkins Reports

The first part of this Technical Note has been prepared to identify differences between the two on-street parking surveys undertaken by Atkins. The first survey was undertaken in March 2015 and the latest survey in November 2016. Whilst the areas covered by the surveys were broadly the same, there were some minor differences. Figures 2.1 and 2.2 below show the areas covered by the 2015 and 2016 surveys respectively, which form zones to the east and west of Keynsham Town Centre. Each zone reference as indicated is pre-fixed with 'E' for East and 'W' for west as appropriate.



TASK 5: KEYNSHAM PARKING SURVEY REVIEW

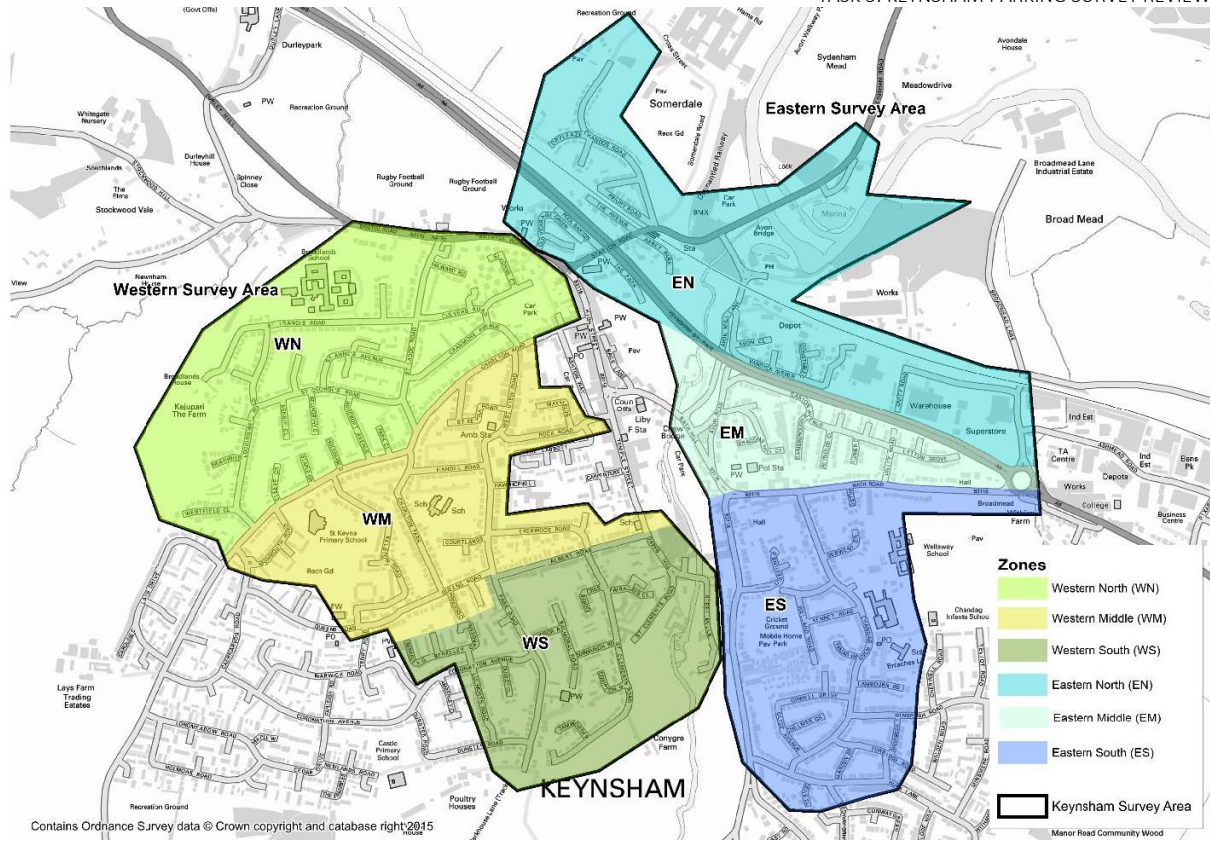


Figure 2.1: 2015 Survey Location Plan

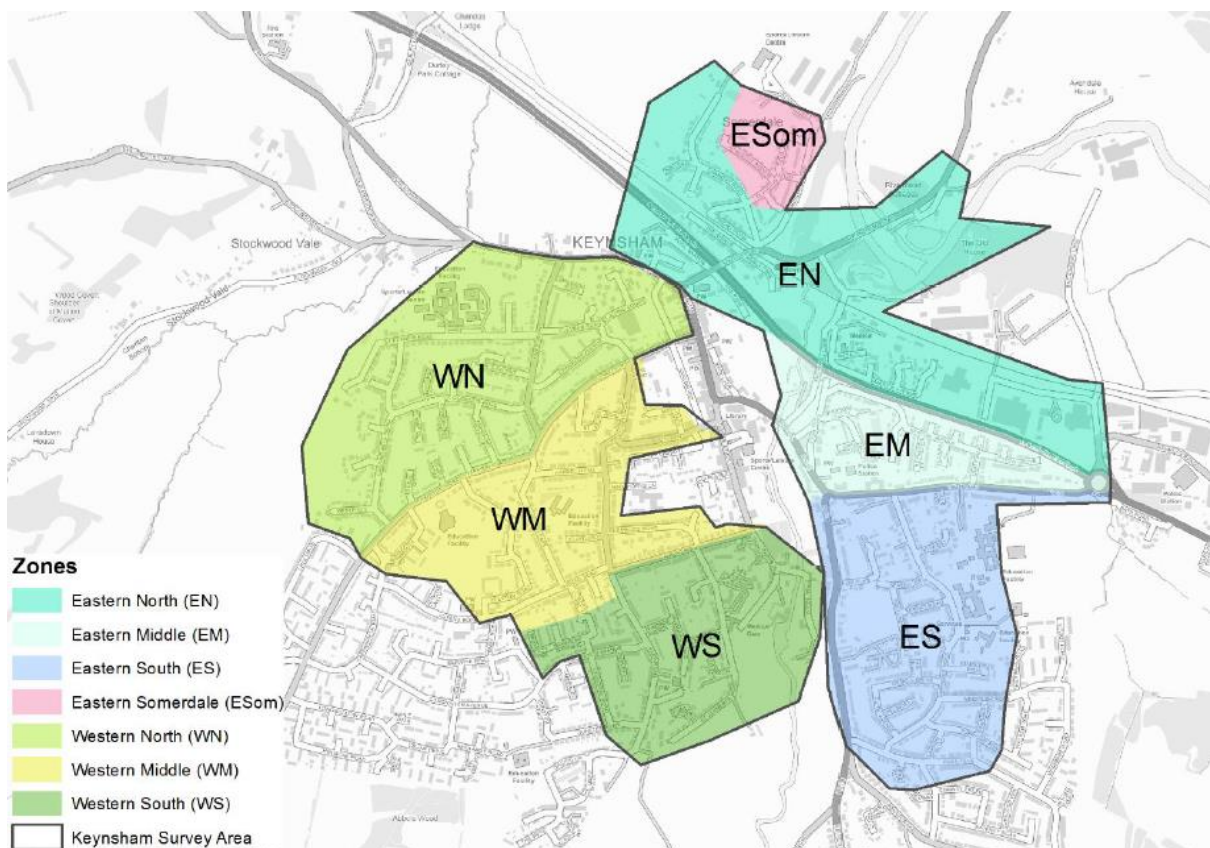


Figure 2.2: 2016 Survey Location Plan



A comparison of the two figures shows that all the zones surveyed in 2015 were included in the November 2016 survey. However, an additional zone was included in the 2016 survey, which is denoted as ESom on the 2016 plan. This zone covers the area known locally as East Somerdale. It represents a relatively new development consisting of residential dwellings that was not included in the previous survey.

2.1 Survey Methodology

The two Atkins surveys took place between Thursday 12th - 21st Saturday March 2015 and Wednesday 16th - Saturday 26th November 2016. The following 'snapshot' periods were covered:

- AM1 07:00 - 09:00;
- AM2 11:00 - 12:00;
- PM1 14:00 - 15:00; and
- PM2 17:00 - 18:00.

Both surveys used the same survey routes and beat timings.

2.2 Results

The methodology used in both surveys was largely the same. Comparisons of parking capacity and length of stay made are set out in sub-sections 2.2.1 and 2.2.2 below.

2.2.1 Overall Parking Occupancy

Table 2.1 below compares the maximum occupancy levels and periods in each zone for a weekday.

Table 2.1

Changes in Maximum Parking Occupancy by Zone - Weekday

Parking Zone	2015		2016		Difference
	MAX OCC	Period	MAX OCC	Period	
WN	40.0%	PM2	52.0%	PM2	+12.0%
WM	54.0%	PM1	59.0%	PM2	+5.0%
WS	52.0%	PM2	70.0%	PM2	+18.0%
EN	70.0%	PM1	77.0%	AM2	+7.0%
EM	46.0%	PM1	56.0%	PM2	+10.0%
ES	47.0%	PM1	43.0%	PM2	-4.0%
ESom	NA		27.0%		

The weekday surveys reveal a general increase in on-street parking in the zones around the Town Centre in November 2016 when compared with March 2015. However, this is only greater than +10% in Zones WN, WS and EM as shown. Both surveys were 'snapshot' in nature, looking at occupancy in specific periods and undertaken at completely different times of the year. In view of this, the differences shown in the results are not overly significant. What is apparent from both surveys is that there is a significant volume of spare on-street parking capacity in these zones during the weekday, although this is not the case on a number of streets closest to the Town Centre as described in sub-section 2.2.2 below. Zone EN to the NE of the Town Centre is the most heavily used in both the 2015 and 2016 surveys, but here the spare on-street parking capacity is still 23-30%.

Table 2.2 below shows the same data for a Saturday.


Table 2.2
Changes in Maximum Parking Occupancy by Zone - Saturday

Parking Zone	2015		2016		Difference
	MAX OCC	Period	MAX OCC	Period	
WN	46.0%	AM1	59.0%	PM1	+13.0%
WM	59.0%	PM1	61.0%	PM2	+2.0%
WS	57.0%	PM2	78.0%	AM1	+21.0%
EN	57.0%	PM1	70.0%	AM1	+13.0%
EM	50.0%	AM1	73.0%	PM2	+23.0%
ES	39.0%	AM2	46.0%	AM2	+7.0%
ESom	NA		42.0%		

Comparison of the Saturday parking data again shows that there was a much greater level of on-street parking occupancy in November 2016 than March 2015, particularly in Zones WS and EM. However, the minimum level of spare capacity in the highest utilised zone (WS) was still 12% and more in all the other on-street parking zones surveyed. This greater utility in November could reflect the 'Christmas' effect rather than a general trend towards increased on-street parking demand on Saturday.

2.2.2 Parking Occupancy - Critical Streets

The 2015 and 2016 reports both identify specific streets where parking occupancy reached 85% or greater than the available capacity on an average weekday. The streets identified as experiencing occupancy greater than 85% in November 2016 were as follows:

- Wheathill Close;
- Charlton Park;
- Handel Road;
- Westbourne Avenue;
- West View Road;
- Sherwood Road;
- Steel Mills;
- Limekilns Close;
- Derwent Grove;
- Gaston Avenue;
- Turner Close;
- Dragons Hill Close;
- Old Vicarage Green; and
- Broadmead Lane.

Figures 2.3 and 2.4 show the proportion of available parking spaces (unoccupied capacity) in the survey area by street in the two surveys. The streets with the least spare capacity are those with the highest level of occupancy. Those with maximum occupancy or usage >80% are indicated in red.



TASK 5: KEYNSHAM PARKING SURVEY REVIEW

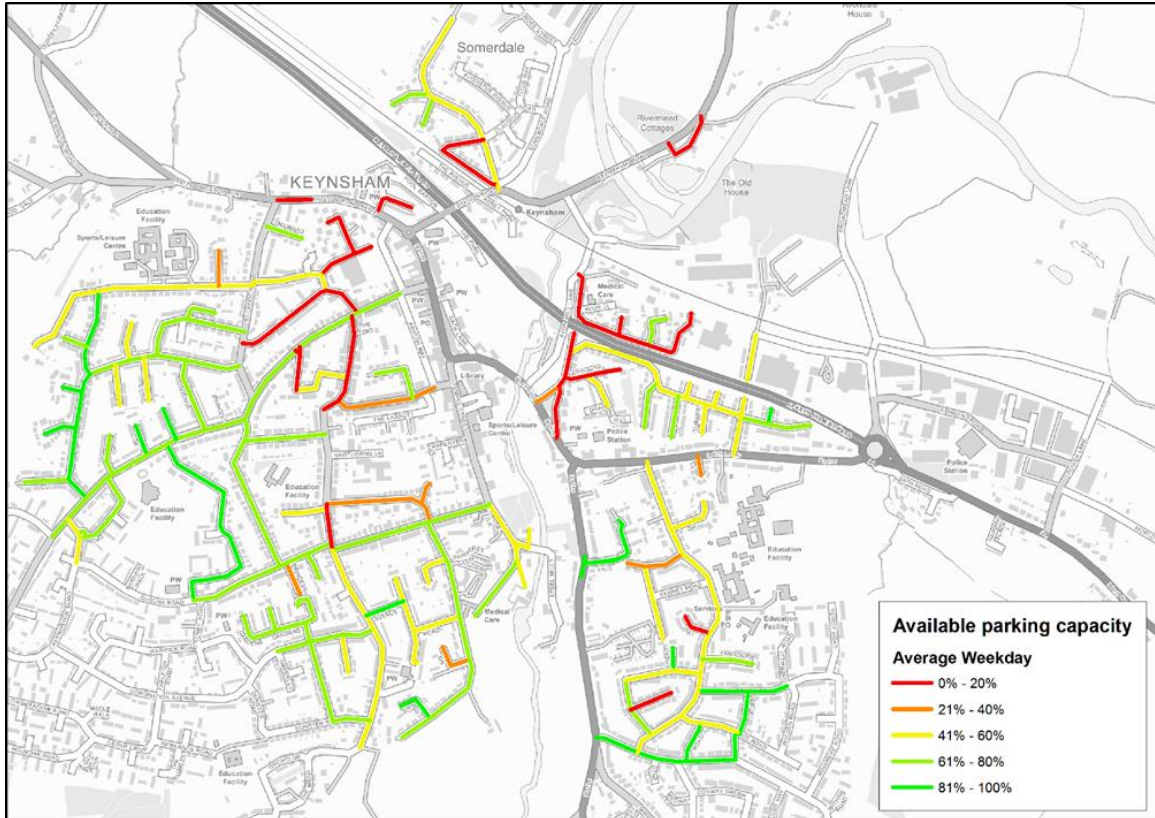


Figure 2.3: Available parking spaces (unoccupied % capacity) in the survey area by street - March 2015 Survey

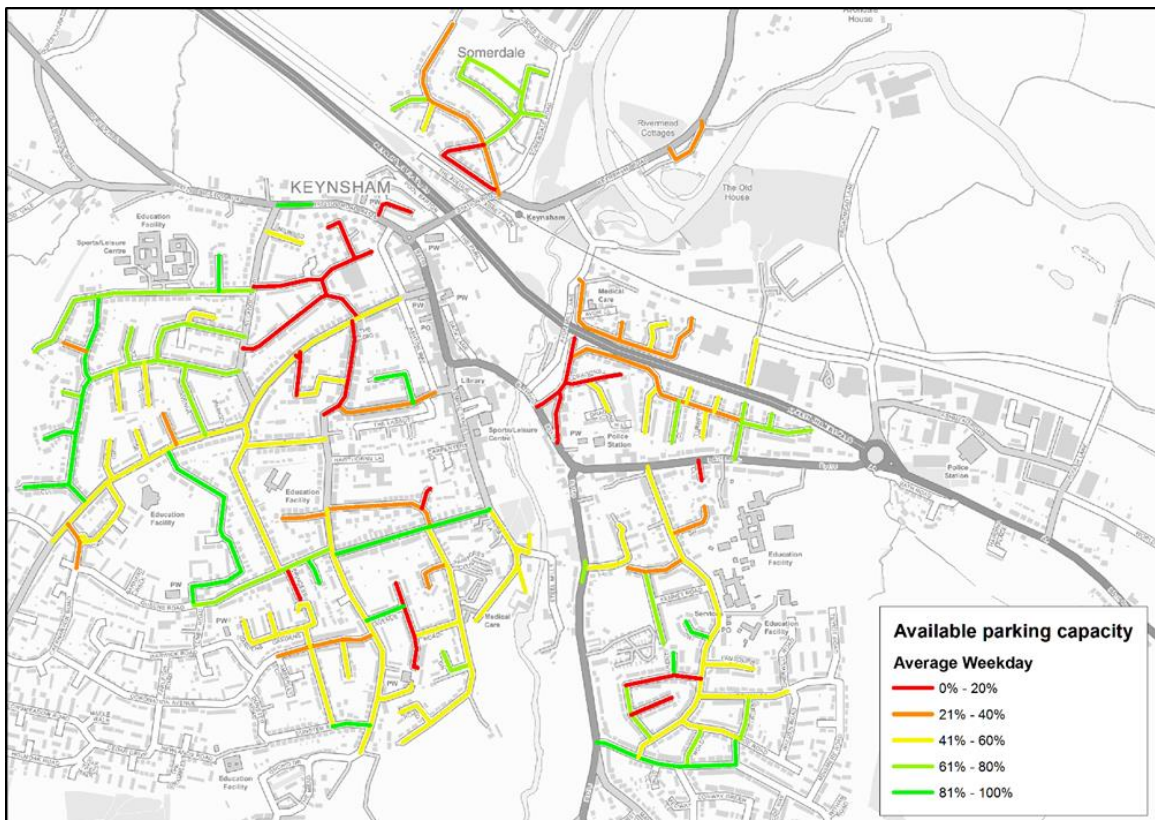


Figure 2.4: Available parking spaces (unoccupied % capacity) in the survey area by street - November 2016 Survey



A comparison of the two figures shows that the streets experiencing the highest levels of parking use and falling into the top two bands (>60%) are generally the same in the two surveys.

2.2.3 Length of Stay

Table 2-1 in both the 2015 and 2016 survey reports also summarised the length of stay in each survey zone for an average weekday. **Table 2.3** below extracts and provides a comparison of this data and indicates some noteworthy changes in the length of stay of parked vehicles. The periods set out in **Table 2.3** mirror those in the reports, these being:

- AM1: 07:00 – 09:00;
- AM2: 11:00 – 12:00 ;
- PM1: 14:00 - 15:00; and
- PM2: 17:00 – 18:00.

The definition of short, medium and long stay parking was the same in both surveys as follows:

- Short Stay: those vehicles seen in one 'period' only (no consecutive runs) - <3hrs;
- Medium Stay: those vehicles seen in two consecutive 'periods' - <5hrs; and
- Long Stay: those vehicles seen in three or more consecutive 'periods'.

Note that the table does not provide a difference comparison of 'all' the survey results in each scenario, but only those showing a noticeable change (+/-4%) between the two surveys. The (%) occupancy figure shown in each case is related to the overall parking capacity of the zone, so not the MAX OCC. Taking WM as an example, short stay users occupied 16.0% of the total available on-street parking stock in the 2015 survey (AM1 period). This increased to 23.0% in the 2016 survey (+7.0%)

Table 2.3

Changes in Occupancy by Length of Stay: Weekday

Zone	Period	2015 Occupancy (% MAX CAP)			2016 Occupancy (% MAX CAP)			Change		
		Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
WM	AM1	16.0	-	-	23.0	-	-	+7.0	-	-
	AM2	-	-	17.0	-	-	24.0	-	-	+7.0
	PM2	24.0	-	15.0	34.0	-	23.0	+10.0	-	+8.0
WS	AM1	10.0	-	17.0	20.0	-	26.0	+10.0	-	+9.0
	AM2	-	-	15.0	-	-	28.0	-	-	+13.0
	PM2	26.0	-	13.0	42.0	-	26.0	+16.0	-	+13.0
EN	AM1	15.0	-	29.0	26.0	-	43.0	+11.0	-	+14.0
	AM2	-	-	32.0	-	-	48.0	-	-	+16.0
	PM1	-	-	35.0	-	-	46.0	-	-	+11.0
	PM2	28.0	-	24.0	34.0	-	38.0	+6.0	-	+14.0
EM	AM1	9.0	11.0	18.0	22.0	5.0	27.0	+13.0	-6.0	+9.0
	AM2	-	-	18.0	-	-	28.0	-	-	+10.0
	PM1	-	-	19.0	-	-	28.0	-	-	+9.0
	PM2	-	-	9.0	-	-	27.0	-	-	+18.0


Table 2.3
Changes in Occupancy by Length of Stay: Weekday

Zone	Period	2015 Occupancy (% MAX CAP)			2016 Occupancy (% MAX CAP)			Change		
ES	PM1	27.0	-	-	18.0	-	-	-9.0	-	-

NOTE: Results from zone WN did not demonstrate any significant differences between the two surveys

The following key changes are noted:

- Long stay parking showed a significant increase (in Nov 2016) in zone EN, which includes employment areas around Broadmead Lane. It is also possible that increased parking here was linked to rail commuter usage;
- During weekdays there are increases in short stay parking during the AM1 and PM1 periods and long stay parking during the AM2 and PM1 periods; and
- The largest increase occurred in zone WS zone to the south of the Town Centre during period PM2, with long term parking increasing by 13.0% and short stay parking by 16%.

Table 2.4 below provides the same comparison for Saturday.

Table 2.4
Changes in Occupancy by Length of Stay : Saturday

Zone	Period	2015 Occupancy (% MAX CAP)			2016 Occupancy (% MAX CAP)			Change		
		Short	Medium	Long	Short	Medium	Long	Short	Medium	Long
WN	PM1	11.0	-	-	26.0	-	-	+15.0	-	-
	PM2	12.0	-	-	30.0	-	-	+18.0	-	-
WM	AM1	-	13.0	25.0	-	4.0	17.0	-	-9.0	-8.0
	PM1	19.0	-	-	26.0	-	-	+7.0	-	-
	PM2	18.0	14.0	-	30.0	1.0	-	+12.0	-13.0	-
WS	AM1	16.0	-	22.0	34.0	-	36.0	+18.0	-	+14.0
	PM1	13.0	11.0	-	31.0	2.0	-	+18.0	-9.0	-
	PM2	17.0	-	-	37.0	-	-	+20.0	-	-
EN	AM1	-	-	19.0	-	-	37.0	-	-	+17.0
	AM2	-	-	20.0	-	-	36.0	-	-	+16.0
	PM1	-	13.0	23.0	-	4.0	35.0	-	-9.0	+12.0
	PM2	-	16.0	19.0	-	1.0	31.0	-	-15.0	+12.0
EM	AM1	15.0	-	19.0	28.0	-	35.0	+13.0	-	+16.0
	AM2	19.0	-	17.0	12.0	-	36.0	-7.0	-	+19.0
	PM1	-	-	22.0	-	-	33.0	-	-	+11.0
	PM2	10.0	10.0	18.0	18.0	1.0	30.0	+8.0	-17.0	+12.0

NOTE: Results from Zone ES did not demonstrate any significant differences between the two surveys

The Saturday results indicate increases in short and long stay parking in a large number of zones and times. The highest and most sustained increase in short stay parking occurs in Zone WS, whilst the long stay parking increase is most prevalent in Zones EN and EM. It is difficult to make direct



comparisons between the weekend data as it is possible the 2016 survey is skewed by the proximity to Christmas. The increase in long stay parking on Saturday in Zones EN and EM could reflect a greater use of rail trips into Bristol or Bath for shopping/leisure purposes than was the case in March.

2.2.4 Zone ESom

As the ESom zone was not included in the 2015 surveys, no comparison data is available. However, the 2016 results show that there is a significant amount of spare parking capacity, with in excess of 70% available in each period during a weekday. Weekend data shows a reduction in available capacity, although over half of the parking capacity remained free in each survey period. It is inferred from the 2016 results that there are no current on-street parking issues in this zone. However, its proximity to the station is noted and thus the potential for rail commuter parking.

3.0 Off Street and Town Centre Parking - NDC Surveys

The second part of this Technical Note identifies differences between two separate parking beat surveys undertaken by NDC. The surveys included a number of public car parks, private non-residential car parks and on-street parking in the town centre as summarised in **Table 3.1**.

Table 3.1
Car Parks Surveyed

Off Street Parking	Private Non Residential Parking	On Street Parking
Ashton Way CP	Tesco	High Street /
Civic Centre CP	Zone 1*	Temple
The Labbotts CP	Zone 2*	Street
Fox & Hounds CP	Zone 3*	Carpenters
Bath Hill East CP		Lane
Station Road CP		
Railway Station CP		
Nursery CP		
Picnic area CP		

*Plans illustrating the locations of zones 1 to 3 and their subdivisions can be found in **Appendix A**

3.1 Survey Methodology

NDC undertook the two off street parking surveys between Thursday 12th to Saturday 14th March 2015 and Wednesday 16th to Saturday 19th November 2016. The registration numbers of parked vehicles were recorded every half hour in the surveyed areas for the following periods:

- Public off-street car parks and controlled on-street parking areas - 07:00 to 19:00; and
- Private non-residential car parks between 08:00 to 18:00.

Although the methodologies of both surveys were broadly similar, there were some changes during the 2016 survey. These were:

- The Picnic Area car park was included in the 2016 parking survey although this was not considered in 2015;
- Ashton Way East was considered in the 2016 parking survey, but was not included in the March 2015 survey;
- Access was refused to Zone 3-3 by the landowner from 09:30 hrs in the 2016 survey;



- Zone 3-8 is no longer used as a carpark and was excluded from the 2016 survey; and
- The long-stay basement car park at the Civic Centre was closed to parking for maintenance purposes during the November 2016 survey.

3.2 Results

The NDC reports provide no analysis of the surveys. However, CH2M previously reviewed the 2015 surveys in assessing the potential for accommodating expected car parking growth with new development in Keynsham. The 2016 results have thus been analysed in the same way to allow comparison between the 2015 and 2016 occupancy accumulation results.

3.2.1 Short Stay Car Parks

Table 3.2 and **Figure 3.1** below provide a comparison of the weekday parking occupancy between the 2015 and 2016 survey results for the Ashton Way and Civic Centre short stay car parks.

Table 3.2

Comparison of 2015 and 2016 Short Stay Car Park Data : Weekday - Parking Accumulation Profiles

Time	Ashton Way (Capacity 224)		Civic Centre (Capacity 127)		Total Vehicles 2015	Total Vehicles 2016	Combined Capacity	Spare Capacity 2015	Spare Capacity 2016
	2015 usage	2016 usage	2015 usage	2016 usage					
07:00	10	16	23	34	33	50	351	318	301
07:30	13	18	37	46	50	64	351	301	287
08:00	26	21	80	82	106	103	351	245	248
08:30	49	53	80	113	129	166	351	222	185
09:00	97	130	112	114	209	244	351	142	107
09:30	150	178	102	113	252	291	351	99	60
10:00	168	178	113	111	281	289	351	70	62
10:30	172	204	119	111	291	315	351	60	36
11:00	204	206	116	114	320	320	351	31	31
11:30	229	212	118	113	347	325	351	4	26
12:00	237	227	115	116	352	343	351	-1	8
12:30	232	221	116	115	348	336	351	3	15
13:00	199	218	115	115	314	333	351	37	18
13:30	197	219	113	102	310	321	351	41	30
14:00	210	217	117	102	327	319	351	24	32
14:30	200	188	112	102	312	290	351	39	61
15:00	147	174	99	96	246	270	351	105	81
15:30	149	165	100	103	249	268	351	102	83
16:00	151	153	80	108	231	261	351	120	90
16:30	126	129	82	111	208	240	351	143	111



Table 3.2

Comparison of 2015 and 2016 Short Stay Car Park Data : Weekday - Parking Accumulation Profiles

Time	Ashton Way (Capacity 224)		Civic Centre (Capacity 127)						
17:00	45	45	61	46	106	91	351	245	260
17:30	35	29	33	48	68	77	351	283	274
18:00	39	31	33	47	72	78	351	279	273
18:30	56	40	39	58	95	98	351	256	253

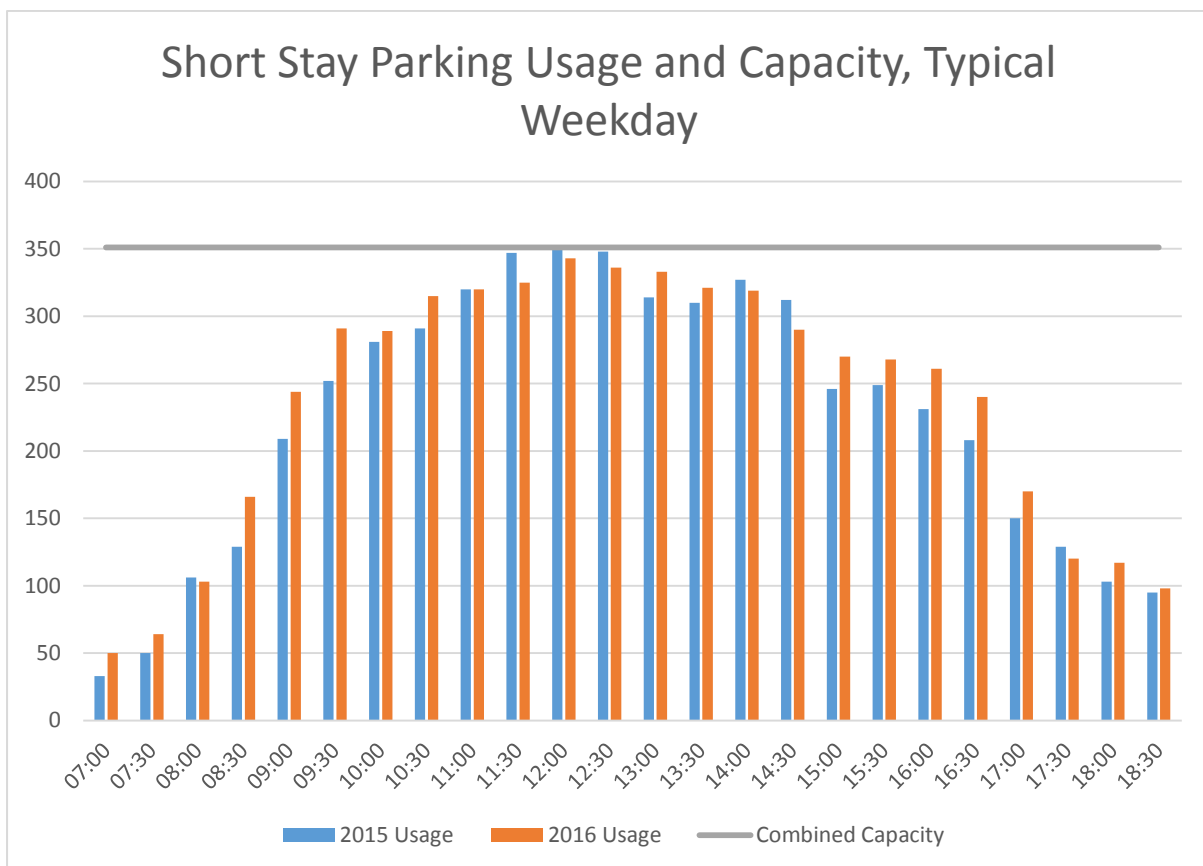


Figure 3.1 Weekday: Short Stay Off-street Car Parks - Parking Accumulation

The results show similar trends in the weekday short-stay parking profile and accumulation in March 2015 and November 2016. Both surveys show usage 'peaking' around midday, with the peak accumulation in both surveys reaching effective capacity when considering both car parks (351 spaces).

Table 3.3 and **Figure 3.2** below provide a comparison of the Saturday parking occupancy between the 2015 and 2016 survey results for the Ashton Way and Civic Centre short stay car parks.



Table 3.3

Comparison of 2015 and 2016 Short Stay Car Park Data : Saturday - Parking Accumulation Profiles

Time	Ashton Way (Capacity 224)		Civic Centre (Capacity 127)		Total Vehicles 2015	Total Vehicles 2016	Combined Capacity	Spare Capacity 2015	Spare Capacity 2016
	2015 usage	2016 usage	2015 usage	2016 usage					
07:00	8	19	2	7	10	26	351	341	325
07:30	8	16	2	7	10	23	351	341	328
08:00	7	21	7	17	14	38	351	337	313
08:30	28	51	14	30	42	81	351	309	270
09:00	85	58	25	47	110	105	351	241	246
09:30	121	108	30	45	151	153	351	200	198
10:00	163	163	32	48	195	211	351	156	140
10:30	220	199	39	44	259	243	351	92	108
11:00	208	203	40	38	248	241	351	103	110
11:30	203	203	31	49	234	252	351	117	99
12:00	138	226	31	55	169	281	351	182	70
12:30	186	225	25	45	211	270	351	140	81
13:00	197	226	30	51	227	277	351	124	74
13:30	189	220	15	50	204	270	351	147	81
14:00	169	224	24	50	193	274	351	158	77
14:30	163	205	26	42	189	247	351	162	104
15:00	160	197	24	44	184	241	351	167	110
15:30	150	185	24	46	174	231	351	177	120
16:00	120	126	26	46	146	172	351	205	179
16:30	79	108	28	39	107	147	351	244	204
17:00	69	103	36	39	105	142	351	246	209
17:30	49	67	32	37	81	104	351	270	247
18:00	37	52	19	50	56	102	351	295	249
18:30	14	34	18	44	32	78	351	319	273

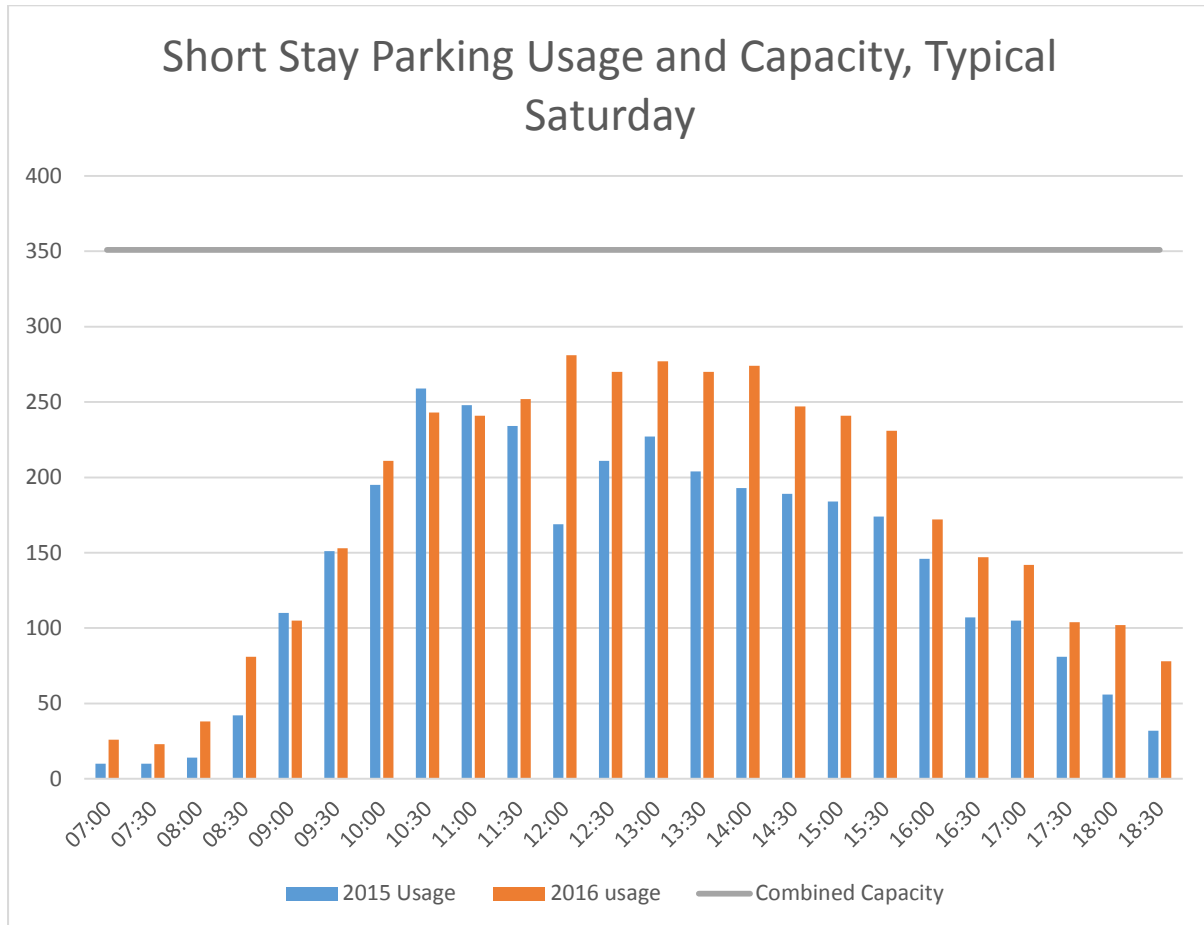


Figure 3.2 Saturday: Short Stay Off-Street Car Parks - Parking Accumulation

The usage difference between the March 2015 and November 2016 data is a little more marked on Saturday. However, the period before-Christmas is potentially a busier time than March, so this is expected. Notwithstanding this, even the November results show peak parking accumulation reaching only 281 vehicles, so well below the 351 spaces available.

The 2016 results reaffirm the 2015 survey findings that there is no existing capacity for short-stay parking growth in Keynsham during the week, although there is some limited spare supply when considering both these car parks on Saturday. The above analyses exclude usage of the Tesco car park at St Johns Court. Although a customer car park, it is used for wider shopping trips, so could be argued as contributing to the short stay parking supply in the Town Centre. The surveyed usage of this car park is discussed later in this Technical Note.

3.2.2 Long Stay Car Parks

Table 3.4 and **Figure 3.3** below provide a comparison of the weekday parking occupancy for the various long stay car parks in Keynsham.

The Labbotts car park offers both short and long-term parking. Usage of both types was observed in the 2016 surveys, but not in the 2015 surveys. In order to provide a direct comparison with the 2015 data the parking here was collectively considered as long-stay.



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Table 3.4

Comparison of 2015 and 2016 Long Stay Car Park Data : Weekday - Parking Accumulation Profiles

Time	Labbotts (Capacity 69)		Fox & Hounds (Capacity 27)		Bath Hill East (Capacity 154)		Station Road (Capacity 40)		Railway Station (Capacity 53)		Nursery (Capacity 43)		Total Vehicles 2015	Total Vehicles 2016	Combined Capacity	Spare Capacity 2015	Spare Capacity 2016
	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage					
07:00	21	14	2	2	5	4	5	4	25	20	8	8	66	52	386	320	334
07:30	30	23	2	3	8	14	5	9	31	41	8	14	84	104	386	302	282
08:00	36	46	6	6	33	26	40	12	49	44	42	32	206	166	386	180	220
08:30	46	57	12	21	70	41	41	22	49	44	44	35	262	220	386	124	166
09:00	56	54	23	21	84	112	41	34	49	44	44	47	297	312	386	89	74
09:30	58	64	22	21	105	115	41	33	49	45	44	47	319	325	386	67	61
10:00	59	55	23	22	115	118	41	35	49	49	44	47	331	326	386	55	60
10:30	63	59	23	22	127	120	39	35	49	46	45	47	346	329	386	40	57
11:00	62	60	19	22	129	103	41	35	49	47	44	47	344	314	386	42	72
11:30	60	60	22	22	132	139	41	36	49	46	44	46	348	349	386	38	37
12:00	57	58	21	22	128	127	40	36	49	44	43	46	338	333	386	48	53
12:30	61	57	20	22	124	125	39	35	49	45	42	47	335	331	386	51	55
13:00	60	54	20	23	121	121	39	35	48	43	43	46	331	322	386	55	64
13:30	55	56	23	21	118	122	39	36	49	44	45	47	329	326	386	57	60
14:00	53	57	24	21	113	132	35	35	46	43	44	44	315	332	386	71	54
14:30	50	52	23	22	108	130	35	35	46	40	43	41	305	320	386	81	66



Table 3.4

Comparison of 2015 and 2016 Long Stay Car Park Data : Weekday - Parking Accumulation Profiles

Time	Labbotts (Capacity 69)		Fox & Hounds (Capacity 27)		Bath Hill East (Capacity 154)		Station Road (Capacity 40)		Railway Station (Capacity 53)		Nursery (Capacity 43)						
15:00	50	48	21	21	102	118	37	32	46	36	44	38	300	293	386	86	93
15:30	46	50	24	22	90	106	38	32	41	35	41	38	280	283	386	106	103
16:00	42	52	20	22	92	105	37	30	41	42	41	38	273	289	386	113	97
16:30	38	48	22	16	74	74	40	23	35	37	31	36	240	234	386	146	152
17:00	26	38	22	16	37	61	26	21	37	26	31	33	179	195	386	207	191
17:30	24	29	15	15	20	17	17	12	36	22	28	21	140	116	386	246	270
18:00	22	27	8	6	17	17	20	6	20	20	6	7	93	83	386	293	303
18:30	23	26	10	11	19	4	18	5	17	17	6	2	93	65	386	293	321

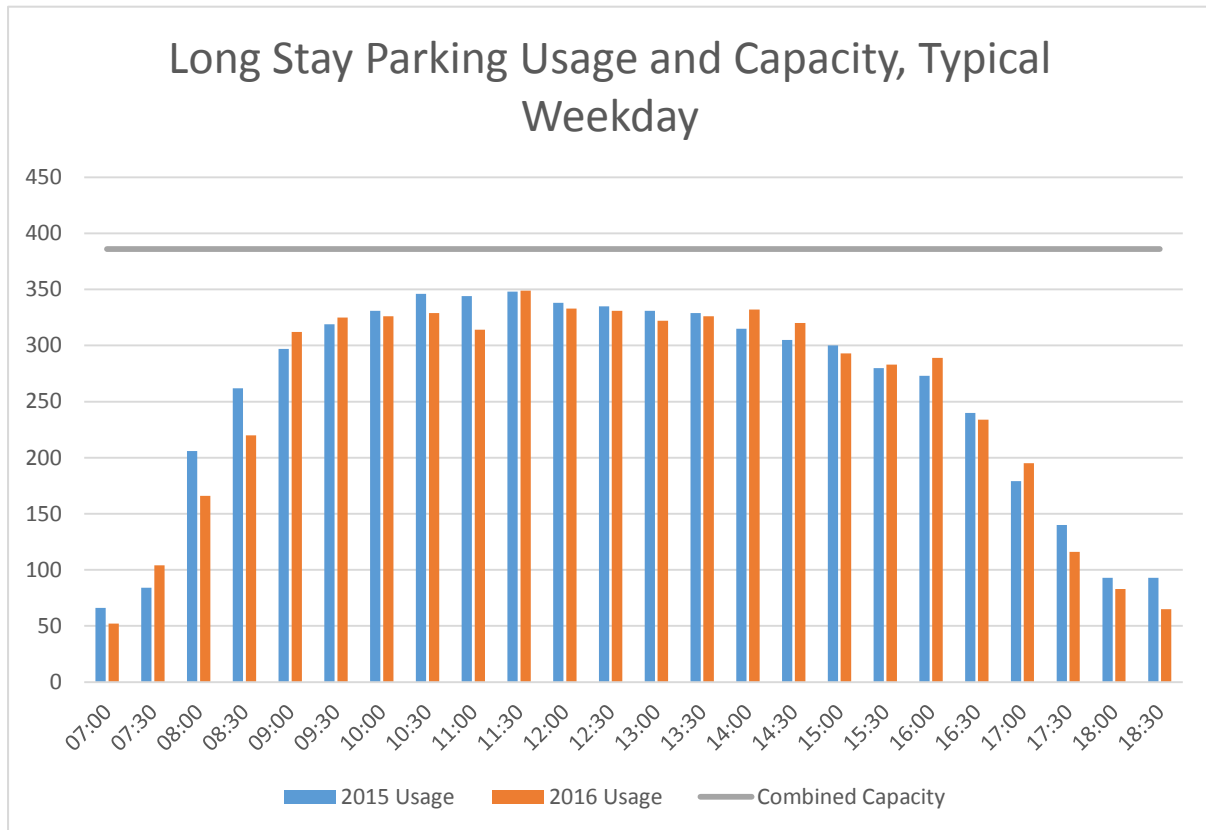


Figure 3.3 Weekday: Long Stay Off-Street Car Parks - Parking Accumulation

The long-stay parking results show similar weekday trends in March 2015 and November 2016, with negligible difference in the overall accumulation profiles and approximately 10% spare capacity at peak usage. Both data sets indicate that the Nursery car park is over-used and that the Railway Station and Station Road car parks are close to capacity.

Table 3.5 and **Figure 3.4** below provide a comparison of the Saturday parking occupancy between the 2015 and 2016 survey results for the various long stay car parks.



Table 3.5

Comparison of 2015 and 2016 Long Stay Car Park Data : Saturday - Parking Accumulation Profiles

Time	Labbotts (Capacity 69)		Fox & Hounds (Capacity 27)		Bath Hill East (Capacity 154)		Station Road (Capacity 40)		Railway Station (Capacity 53)		Nursery (Capacity 43)		Total Vehicles 2015	Total Vehicles 2016	Combined Capacity	Spare Capacity 2015	Spare Capacity 2016
	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage	2015 Usage	2016 Usage					
07:00	3	4	0	1	4	11	1	3	6	7	5	3	19	29	386	367	357
07:30	6	4	0	1	4	15	1	3	6	7	5	3	22	33	386	364	353
08:00	13	13	0	2	17	20	1	4	6	10	19	5	56	54	386	330	332
08:30	32	23	0	1	30	18	6	11	7	23	35	14	110	90	386	276	296
09:00	42	32	0	2	64	22	6	14	7	20	39	24	158	114	386	228	272
09:30	44	50	0	3	66	50	13	18	11	24	38	26	172	171	386	214	215
10:00	36	46	6	5	93	50	18	23	13	25	38	26	204	175	386	182	211
10:30	57	48	5	5	101	53	17	26	12	23	39	30	231	185	386	155	201
11:00	24	56	4	9	114	46	30	27	12	24	39	30	223	192	386	163	194
11:30	56	57	4	8	114	45	30	32	12	25	39	30	255	197	386	131	189
12:00	49	62	11	8	109	69	32	31	15	23	39	32	255	225	386	131	161
12:30	46	59	8	12	76	59	35	27	15	29	36	29	216	215	386	170	171
13:00	45	59	6	9	77	62	36	28	13	29	37	24	214	211	386	172	175
13:30	29	54	4	7	48	53	25	31	15	33	36	19	157	197	386	229	189



Table 3.5

Comparison of 2015 and 2016 Long Stay Car Park Data : Saturday - Parking Accumulation Profiles

Time	Labbotts (Capacity 69)		Fox & Hounds (Capacity 27)		Bath Hill East (Capacity 154)		Station Road (Capacity 40)		Railway Station (Capacity 53)		Nursery (Capacity 43)						
14:00	31	54	5	9	49	51	24	31	15	30	37	19	161	194	386	225	192
14:30	34	58	4	9	53	40	24	27	16	29	37	21	168	184	386	218	202
15:00	33	57	12	9	50	40	28	26	16	27	34	19	173	178	386	213	208
15:30	35	46	9	4	45	37	32	22	11	18	33	16	165	143	386	221	243
16:00	31	33	12	7	33	27	19	21	11	18	30	17	136	123	386	250	263
16:30	23	26	3	4	31	27	20	16	10	16	27	16	114	105	386	272	281
17:00	19	24	0	4	22	25	10	11	10	19	21	6	82	89	386	304	297
17:30	14	19	0	2	10	15	10	4	9	14	20	5	63	59	386	323	327
18:00	9	14	0	1	7	14	6	2	8	15	8	2	38	48	386	348	338
18:30	8	14	0	1	7	11	6	4	6	15	8	2	35	47	386	351	339



TECHNICAL MEMORANDUM

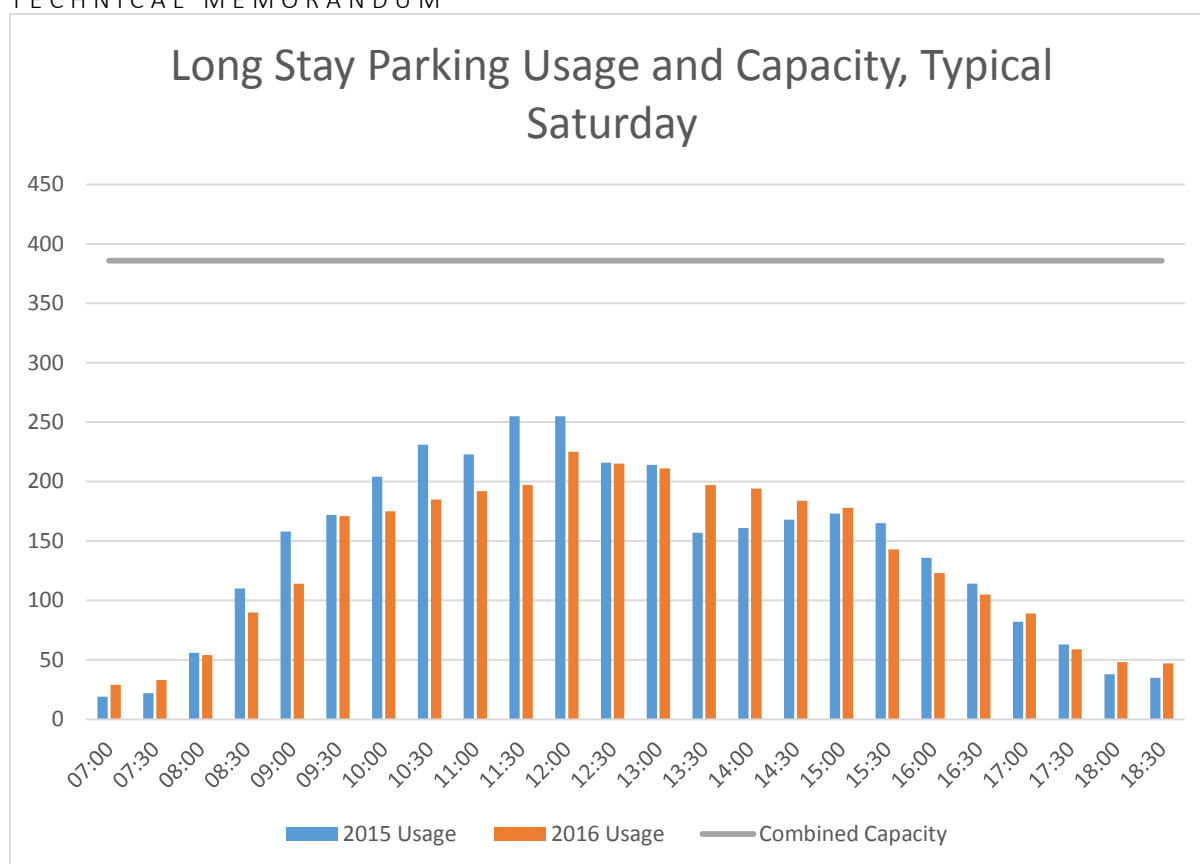


Figure 3.4 Saturday: Long Stay Off-Street Car Parks - Parking Accumulation

The Saturday data for both March 2015 and November 2016 shows that there is considerable spare off-street parking supply for long stay users. As with short-stay off-street parking in Keynsham, the critical periods occur on a weekday.

Both surveys show that, in terms of overall long stay off-street parking, there remains some spare capacity within Keynsham. However, this is not true for all car parks. Individual car parks do exceed or approach their capacity in the week, whilst others remain under-utilised. At weekends significant spare capacity remains.

3.2.3 Parking Duration Comparison - Off-Street Car Parks

Tables 3.6 and 3.7 show the observed parking duration distributions across all the Town Centre off-street car parks in a weekday in March 2015 and November 2016 respectively (excluding Tesco). The data shows that overall turnover was +8.4% higher in the November survey, although Ashton Way East was not included in the March 2015 survey. Both weekday surveys are consistent in showing that parking between a 0.5-2hr duration accounts for a very high proportion of the parking usage in the off-street car parks. This was 68% in both the March 2015 and November 2016 surveys. The duration split observed across different car parks is also broadly consistent. It is noticeable that Bath Hill East has a relatively high level of short-stay use although seen as a car park catering for long stay users.

Table 3.6

Duration of Stay: Thursday 12th March 2015 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5 - 2 hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
Ashton Way	864	95	37	40	15	1,051



TASK 5: KEYNSHAM PARKING SURVEY REVIEW

Table 3.6

Duration of Stay: Thursday 12th March 2015 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5-2hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
Town Hall	192	29	18	53	37	329
The Labbott	272	21	4	27	3	327
Fox and Hounds	31	6	4	10	9	60
Bath Hill East	91	29	9	60	41	230
Station Road	15	6	4	11	28	64
Railway Station	10	0	1	6	43	60
Nursery	3	4	2	5	38	52
Total	1,478	190	79	212	214	2,173

Table 3.7

Duration of Stay: Wednesday 16th November 2016 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5 -2 hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
Ashton Way	814	92	36	63	10	1,015
Ashton Way East	120	12	6	7	0	145
Town Hall	256	27	15	62	40	400
The Labbott - North	188	12	2	0	0	202
The Labbott - South	40	7	1	13	8	69
Fox and Hounds	16	0	4	4	16	40
Bath Hill East	98	60	23	70	26	277
Station Road	11	2	0	10	25	48
Railway Station	41	4	0	10	34	89
Nursery	7	0	3	13	38	61
Total	1,591	216	90	252	197	2,346 (+8.4%)

Tables 3.8 and 3.9 show the same parking duration analyses for Saturday in March 2015 and November 2016.

Table 3.8

Duration of Stay: Saturday 14th March 2015 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5 -2 hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
Ashton Way	1,170	70	16	11	0	1,267
Town Hall	176	20	3	2	0	201


Table 3.8
Duration of Stay: Saturday 14th March 2015 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5-2hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
The Labbott	291	7	8	4	0	310
Fox and Hounds	52	0	0	0	0	52
Bath Hill East	208	27	23	33	1	292
Station Road	47	21	9	7	3	87
Railway Station	10	0	4	9	5	28
Nursery	15	3	3	14	22	57
Total	1,969	148	66	80	31	2,294

Table 3.9
Duration of Stay: Saturday 19th November 2016 - No of Vehicles by Time Band

Car Park	Duration of Stay (Hours)					Total
	0.5 -2 hrs	2-3hrs	3-4hrs	4-8hrs	>8hrs	
Ashton Way	965	112	41	33	6	1,157
Ashton Way East	110	13	8	2	2	135
Town Hall	44	9	4	12	21	90
The Labbott - North	185	7	0	0	0	192
The Labbott - South	40	7	1	13	8	69
Fox and Hounds	37	4	0	0	1	42
Bath Hill East	113	48	6	16	5	188
Station Road	40	5	4	11	9	69
Railway Station	41	4	0	15	7	67
Nursery	10	4	6	15	8	43
Total	1,585	213	70	117	67	2,052

As with the weekday data, there is a good correlation between the Saturday duration of stay characteristics in both the March 2015 and November 2016 surveys, albeit the fact that the overall parking usage was slightly reduced in the November survey (-8.9%). The clear difference from the weekday data is that short stay parking >2hrs is an even higher proportion of the number of vehicles using these off-street car parks on Saturday. This equated to 85.8% in the March 2015 survey and 77.2% in the November 2016 survey.

The figures show that the overall level of parking activity on a Saturday is not materially different to a weekday, yet the parking accumulation profiles suggest much greater spare capacity is generally available on a Saturday. This is directly related to the much higher percentage of short stay parking on Saturday, and hence 'turn-over' of spaces. In other words, overall parking at any one time does not accumulate to the same level on Saturday.



3.2.4 Picnic Area Car Park

The Picnic Area car park was not included in the 2015 surveys. As such, it has not been possible to compare 2015 and 2016 data. However, **Table 3.10** below shows the 2016 weekday usage for this car park, which is heavily used by rail commuters in the week given the short walking distance to Keynsham station. This is clear from the weekday parking accumulation profile, with the car park full by 08:00 and remaining so until about 15:30. Observed accumulation of parking is excess of the 100 space capacity shows there is some use of undesigned parts of the car park for parking purposes. It is noted from the earlier analyses presented that the Nursery car park is full by 9:00am in the weekday, with both the Railway Station and Station Road car parks approaching capacity by this time. As such, there would appear to be little spare existing off-street parking capacity for catering for increased demand associated with rail commuters in the future.

Table 3.10

*2016 Weekday : Picnic Area Car Parking
Accumulation*

Time	Picnic Area	Picnic Area Capacity	Spare Capacity Picnic Area
07:00	21	100	79
07:30	36	100	64
08:00	100	100	0
08:30	100	100	0
09:00	100	100	0
09:30	110	100	-10
10:00	110	100	-10
10:30	110	100	-10
11:00	110	100	-10
11:30	109	100	-9
12:00	109	100	-9
12:30	109	100	-9
13:00	109	100	-9
13:30	110	100	-10
14:00	108	100	-8
14:30	107	100	-7
15:00	107	100	-7
15:30	101	100	-1
16:00	90	100	10
16:30	88	100	12
17:00	85	100	15
17:30	45	100	55



Table 3.10

*2016 Weekday : Picnic Area Car Parking
Accumulation*

Time	Picnic Area	Picnic Area Capacity	Spare Capacity Picnic Area
18:00	21	100	79
18:30	17	100	83

Table 3.11 below provides the same data for a Saturday.

Table 3.11

*2016 Saturday : Picnic Area Car Parking
Accumulation*

Time	Picnic Area	Picnic Area Capacity	Spare Capacity Picnic Area
07:00	12	100	88
07:30	12	100	88
08:00	13	100	87
08:30	15	100	85
09:00	18	100	82
09:30	19	100	81
10:00	23	100	77
10:30	26	100	74
11:00	27	100	73
11:30	28	100	72
12:00	30	100	70
12:30	30	100	70
13:00	32	100	68
13:30	35	100	65
14:00	34	100	66
14:30	30	100	70
15:00	29	100	71
15:30	34	100	66
16:00	29	100	71
16:30	25	100	75
17:00	24	100	76
17:30	17	100	83


Table 3.11

2016 Saturday : Picnic Area Car Parking
Accumulation

Time	Picnic Area	Picnic Area Capacity	Spare Capacity Picnic Area
18:00	16	100	84
18:30	19	100	81

As expected, there is a much lower usage of the Picnic Area car park on a Saturday. This confirms its primary use by weekday rail commuters.

3.2.5 Private Non-Residential

Of the private non-residential car parks surveyed, it is only the Tesco car park at St Johns Court which offers significant parking opportunity for the general public (Short Stay). **Table 3.12** and **Figure 3.5** below provide a comparison of the weekday parking occupancy between the 2015 and 2016 survey results for the Tesco car park.

Table 3.12

Comparison of 2015 and 2016 Weekday Tesco Car Park Data –
Parking Accumulation

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
07:00	21	16	191	170	175
07:30	25	19	191	166	172
08:00	47	42	191	144	149
08:30	86	54	191	105	137
09:00	123	94	191	68	97
09:30	169	173	191	22	18
10:00	196	172	191	-5	19
10:30	182	176	191	9	15
11:00	206	176	191	-15	15
11:30	194	180	191	-3	11
12:00	198	184	191	-7	7
12:30	191	159	191	0	32
13:00	184	178	191	7	13
13:30	174	178	191	17	13
14:00	186	161	191	5	30
14:30	164	113	191	27	78
15:00	172	143	191	19	48
15:30	170	138	191	21	53



Table 3.12
Comparison of 2015 and 2016 Weekday Tesco Car Park Data –
Parking Accumulation

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
16:00	164	133	191	27	58
16:30	168	203	191	23	-12
17:00	157	160	191	34	31
17:30	126	127	191	65	64
18:00	110	106	191	81	85
18:30	89	98	191	102	93

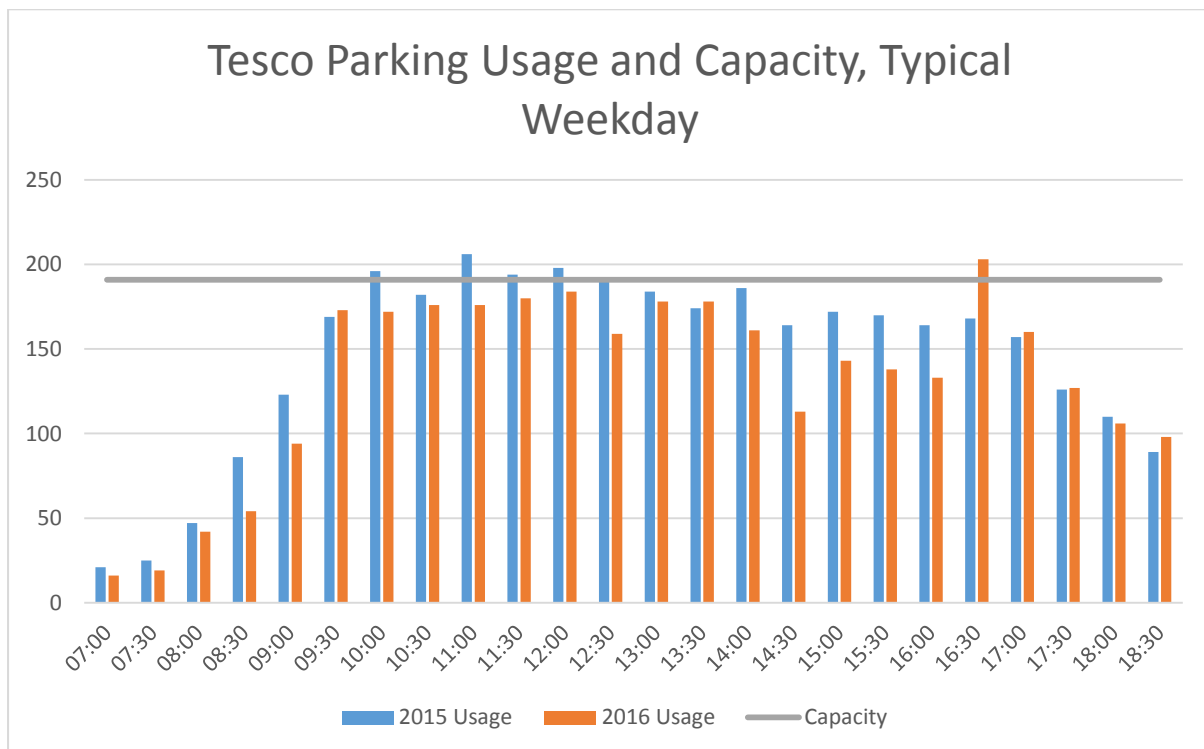


Figure 3.5 Weekday: Tesco Car Park - Parking Accumulation

Table 3.12 and **Figure 3.5** both indicate that weekday parking usage at the Tesco car park was similar in November 2016 than March 2015, which is perhaps surprising. Even so, it is clear there was very little spare parking present in this car park between 9:30 am and 2:00 pm in both weekday surveys.

Table 3.13 and **Figure 3.6** below provide a comparison of the Saturday parking occupancy profiles observed at the St Johns Court (Tesco) car park in the March 2015 and November 2016 surveys. These are similar and again show a high level of parking activity. As with the weekday surveys, there is very little spare parking capacity on Saturday from 9:30 am through to the lunchtime period.


Table 3.13

*Comparison of 2015 and 2016 Saturday Tesco Car Park Data :
Parking Accumulation*

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
07:00	14	16	191	177	175
07:30	18	18	191	173	173
08:00	40	43	191	151	148
08:30	66	70	191	125	121
09:00	115	125	191	76	66
09:30	160	157	191	31	34
10:00	204	175	191	-13	16
10:30	194	158	191	-3	33
11:00	187	182	191	4	9
11:30	192	179	191	-1	12
12:00	188	68	191	3	123
12:30	187	172	191	4	19
13:00	199	175	191	-8	16
13:30	172	174	191	19	17
14:00	157	170	191	34	21
14:30	154	169	191	37	22
15:00	158	185	191	33	6
15:30	156	145	191	35	46
16:00	173	137	191	18	54
16:30	159	129	191	32	62
17:00	134	124	191	57	67
17:30	101	111	191	90	80
18:00	103	97	191	88	94
18:30	79	88	191	112	103

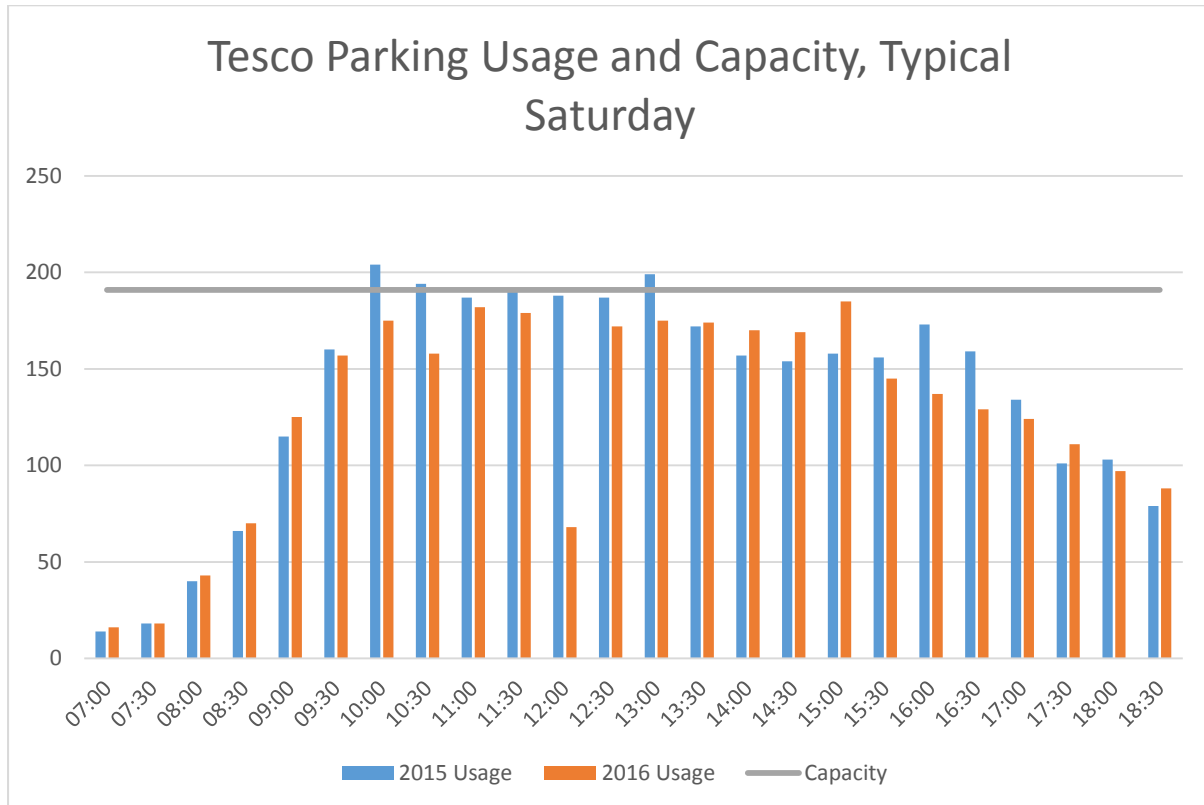


Figure 3.6 Saturday: Tesco Car Park - Parking Accumulation

3.2.6 On-Street Parking

The NDC surveys also covered areas of on-street controlled parking within Keynsham Town Centre comprising 44 spaces as follows:

- High Street - limited waiting restrictions that operate Monday to Saturday between 8am and 6pm, waiting limited to a maximum of 30 minutes, no return within 1 hour;
- Carpenters Lane - limited waiting restrictions that operate Monday to Saturday between 8am and 6pm, waiting limited to a maximum of 1 hour, no return within 2 hours;
- Carpenters Lane - limited lengths of single yellow line restriction that prohibit waiting between 8am and 6pm, Monday to Saturday; and
- Temple Street - limited waiting restrictions that operate Monday to Saturday between 8am and 6pm waiting limited to a maximum of 30 minutes, no return within 1 hour.

Table 3.14 and **Figure 3.7** below provide a comparison of the weekday parking occupancy between the 2015 and 2016 survey results for these on-street parking areas.

Table 3.14

Comparison of 2015 and 2016 on-street Town Centre controlled zone parking : Weekday

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
07:00	24	24	44	20	20
07:30	12	21	44	32	23



Table 3.14

Comparison of 2015 and 2016 on-street Town Centre controlled zone parking : Weekday

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
08:00	20	22	44	24	22
08:30	23	18	44	21	26
09:00	29	22	44	15	22
09:30	21	26	44	23	18
10:00	34	20	44	10	24
10:30	19	19	44	25	25
11:00	33	20	44	11	24
11:30	19	23	44	25	21
12:00	23	26	44	21	18
12:30	20	23	44	24	21
13:00	24	23	44	20	21
13:30	28	28	44	16	16
14:00	20	21	44	24	23
14:30	15	23	44	29	21
15:00	29	25	44	15	19
15:30	22	21	44	22	23
16:00	18	30	44	26	14
16:30	27	28	44	17	16
17:00	21	27	44	23	17
17:30	23	25	44	21	19
18:00	20	26	44	24	18
18:30	33	0	44	11	44

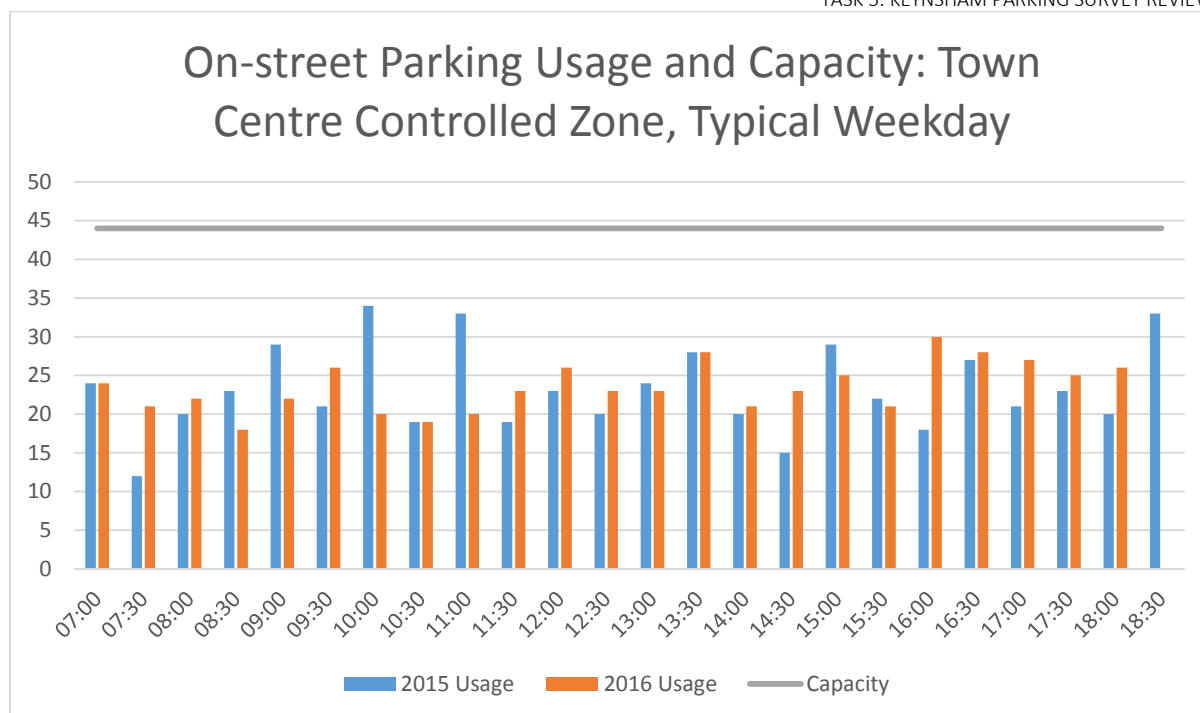


Figure 3.7 Weekday On-Street Town Centre Parking Usage: Controlled Zone

Data for weekdays demonstrates that the on-street town centre car parking experienced marginally higher usage in March 2015 compared to November 2016, particularly between 10:00 and 10:30 and 11:00 and 11:30. Other than these two anomalies, trends between the two years are broadly similar throughout the day, with between 30-50% of spaces available.

Table 3.15 and **Figure 3.8** below provide a comparison of the Saturday parking occupancy associated with on street parking areas in the Town Centre controlled zone.

Table 3.15

Comparison of 2015 and 2016 on street Town Centre Controlled Zone parking : Saturday

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
07:00	11	24	44	33	20
07:30	16	22	44	28	22
08:00	26	33	44	18	11
08:30	12	27	44	32	17
09:00	14	26	44	30	18
09:30	21	36	44	23	8
10:00	23	42	44	21	2
10:30	16	42	44	28	2
11:00	22	27	44	22	17
11:30	17	21	44	27	23



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Table 3.15

Comparison of 2015 and 2016 on street Town Centre Controlled Zone parking : Saturday

Time	2015 Usage	2016 Usage	Capacity	Spare Capacity 2015	Spare Capacity 2016
12:00	37	36	44	7	8
12:30	19	37	44	25	7
13:00	17	45	44	27	-1
13:30	25	37	44	19	7
14:00	16	2	44	28	42
14:30	17	34	44	27	10
15:00	21	32	44	23	12
15:30	15	39	44	29	5
16:00	17	39	44	27	5
16:30	11	25	44	33	19
17:00	20	37	44	24	7
17:30	22	34	44	22	10
18:00	14	41	44	30	3
18:30	17	0	44	27	44

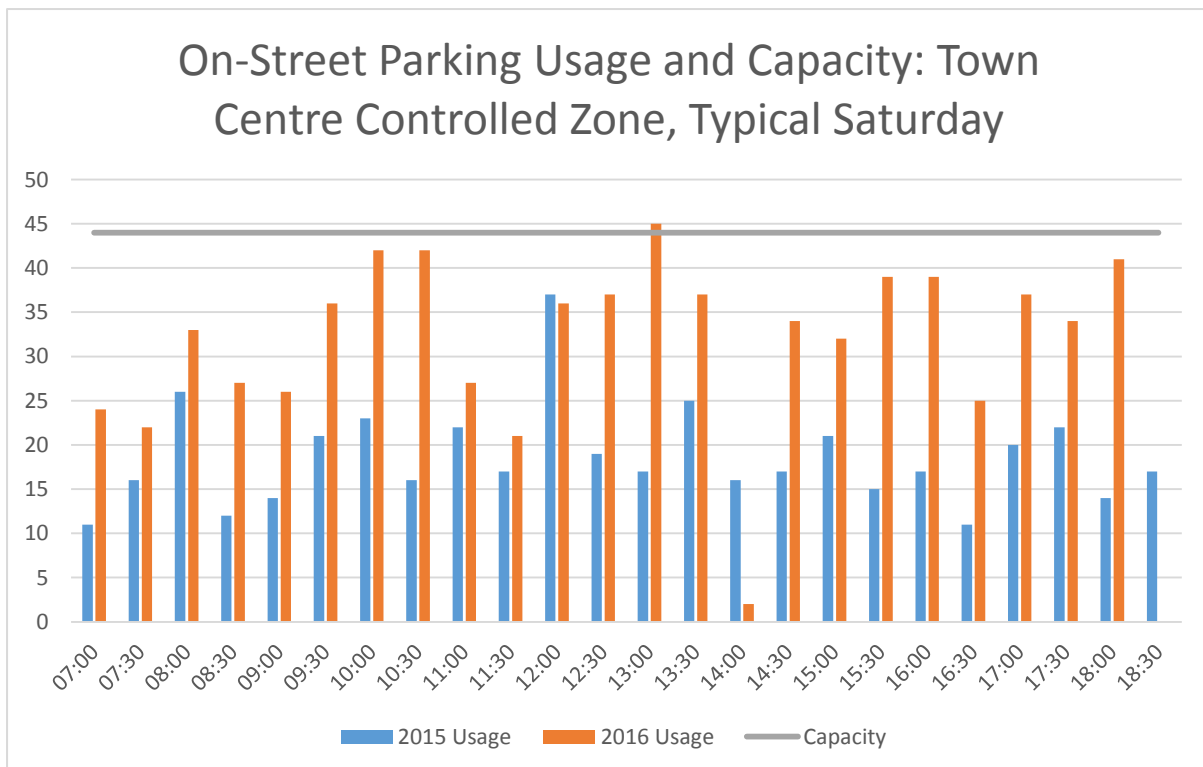


Figure 3.8 Saturday On-Street Town Centre Parking Usage



The Saturday data for November 2016 showed much higher use of these on-street spaces than was the case in the March 2015 survey, which may be due to the proximity to Christmas. However, the significance of this needs to be viewed in context given the total supply available, which is only 44 spaces. As such, its contribution to the overall parking stock in Keynsham is small.

4.0 Conclusions

4.1 On Street Parking: Surrounding Zones to Town Centre

On-street parking occupancy in surveyed zones around the Town Centre has increased when comparing the March 2015 and November 2016 surveys. There are also several streets close to the Town Centre where parking occupancy exceeds, or is close to exceeding, the available capacity (>85%). However, in overall terms there is a significant level of spare on-street parking on the roads surveyed, most of which are within a relatively convenient walking distance from the Town Centre. There is nothing to suggest from the November 2016 results that the March 2015 surveys were under-predicting general parking usage in these zones, or were unduly biased.

Examination of the duration of stay data suggests a greater level of long-stay parking in November 2016, particularly in Zone EN.

4.2 Public Off-Street Car Parks

4.2.1 Short-Stay Capacity

The cumulative results for the off-street short-stay car parks show similar trends in the weekday short-stay parking profile and accumulation in March 2015 and November 2016. Both surveys show usage 'peaking' around midday with effective capacity reached. This ignores the contribution made by the Tesco car park at St Johns Court, which can be used for wider shopping trips into the Town Centre beyond the primary visit to the food-store. However, examination of the usage data for this car park also shows a high level of use, and extremely limited or no spare capacity between 9:30 am and the lunchtime period on both a weekday and a Saturday in both the 2015 and 2016 surveys.

The usage difference between the March 2015 and November 2016 data is more marked on Saturday. However, the period before-Christmas is potentially a busier time than March, so this is expected. Notwithstanding this, even the November results show peak parking accumulation reaching only 281 vehicles, so well below the 351 spaces available.

The 2016 results reaffirm the 2015 survey findings in that there is virtually no existing spare capacity for short-stay parking growth in Keynsham on a weekday. However, there is spare short-stay capacity on a Saturday, albeit not at the Tesco car park at St Johns Court.

4.2.2 Long-Stay Capacity

The long-stay parking results show similar weekday trends in March 2015 and November 2016, with negligible difference in the overall accumulation profiles and approximately 10% spare capacity at peak usage. Both surveys exhibit extended periods of high occupancy usage as would be expected with long-stay. At 'peak' accumulation only 38 of 386 spaces remained available in all car parks compared to 37 spaces in 2016. Both data sets indicate that the Nursery car park is over-used and that the Railway Station and Station Road car parks are close to capacity.

The Saturday data for both March 2015 and November 2016 shows that there is considerable spare off-street parking supply for long stay users. As with short-stay off-street parking in Keynsham, the critical periods occur on a weekday.

Both surveys show that, in terms of overall long stay off-street parking, there remains some limited spare capacity within Keynsham. However, this is not true for all car parks. Individual car parks do exceed or reach their capacity in the week such as the Nursery car park, whilst others remain under-utilised albeit with limited surplus supply such as Bath Hill East. At weekends significant spare capacity remains. The parking situation around the station during a weekday is perhaps the most critical. The results for both 2015 and 2016 show that the Nursery, Station Road and Station car



parks are either full or close to capacity. The November 2016 survey also included the Picnic Area car park used by rail commuters. This was full at 8:00am. The upshot of any increase in the use of Keynsham station linked to improved services (MetroWest) is thus likely to increase demand for on-street parking in this part of Keynsham. Roads such as Chandos Road are already well used (Zone EN), so streets in the new Somerdale development (Zone Esom) could become increasingly vulnerable to non-residential on-street parking.

4.2.3 Duration of Stay

Both weekday surveys were consistent in showing that parking between a 0.5-2hr duration accounts for a very high proportion of the parking usage in the off-street car parks. This was 68% in both the March 2015 and November 2016 surveys. The duration split observed across different car parks was also broadly consistent. It is noticeable that Bath Hill East has a relatively high level of short-stay use although seen as a car park catering for long stay users.

There is also a good correlation between the Saturday duration of stay characteristics in both the March 2015 and November 2016 surveys, albeit the fact that the overall parking usage was slightly reduced in the November survey (-8.9%). The clear difference from the weekday data is that short stay parking >2hrs is an even higher proportion of the number of vehicles using these off-street car parks on Saturday. This equated to 85.8% in the March 2015 survey and 77.2% in the November 2016 survey. The figures also show that the overall level of parking activity on a Saturday is not materially different to a weekday, yet the parking accumulation profiles suggest much greater spare capacity is generally available on a Saturday. This is directly related to the much higher percentage of short stay parking on Saturday, and hence 'turn-over' of spaces.

5.0 Effect of Changes

In November 2015, CH2M issued a Technical Note entitled 'Keynsham Place Making Plan - Assessment of Future Car Parking Demand'. This considered the parking demand effect of future development in Keynsham and reviewed this against the March 2015 'existing usage' survey data. The latest analyses and new November 2016 data allow conclusions arising from this earlier work to be reviewed. The key conclusions are as follows:

- This assessment and comparison shows that the expected future demand for up to two hour stay parking in the Town Centre during a weekday is unlikely to be met with the current spare capacity available within the Ashton Way and Civic Centre off-street car parks. With respect to additional long stay demand during a weekday, the results suggest that this could generally be met within existing off-street car parks. However, the exception is the late morning, when some demand could only be met by further on-street commuter parking 'spill-over' into surrounding residential streets; and
- With the additional demand generated by retained and re-developed offices at Riverside the shortfall in existing off-street long stay supply could be acute. Whilst, this could again be met by surrounding on-street parking availability, it would clearly lead to greater pressure for non-residential parking in residential streets around the Town Centre. The desirability of this will need to be considered by B&NES in view of the potential impact on residents, and thus the need for further off-street long stay parking supply. However, this is clearly linked to what scenario with the future use of Riverside evolves over time, an extant re-use as offices being the worst case.

The other change of note since November 2016 is the change to the conditions of use of the B&NES staff Parking Permits. Prior to January 2017, permit holders could use short or long stay off-street car parks. However, the changes now in force make these permits invalid in the short stay car parks, and valid only in public long stay car parks. The effect of this is likely to be beneficial in increasing the spare supply of short-stay parking spaces in the Town Centre. However, this will clearly increase parking pressure on the long-stay car parks where the permits are valid. The results in Figure 3.3 shows that weekday usage and spare supply in the long stay car parks is equally critical to short stay



provision, so the permit usage change could serve to exacerbate the current situation. However, Tables 3.6 and 3.7 showing the observed duration of stay in the off-street car parks during the two weekday surveys also show that Bath Hill East has a considerable proportion of short-stay parking <2hrs. As such, the effect of removing Permit parking in the short stay car parks such as Ashton Way may reduce demand at Bath Hill East by increasing space availability for short stay users now using it elsewhere.

6.0 Future Policy Direction

The results of both the March 2015 and November 2016 surveys show that there is a need to address the level of short-stay parking supply in the Town Centre, whilst the limited spare capacity for long stay off-street parking also warrants a need to keep this situation under regular review. A case in point is the potential future parking demand associated with rail commuter use of Keynsham station, given the Picnic Area and Nursery car parks are regularly full in the weekday and the station and Station Road car parks close to capacity. Another factor with a strong influence on future long stay parking demand is the redevelopment of the former Riverside offices and what form this ultimately takes.

The usage of all the off-street car parks should therefore be kept under periodic review to ensure that sufficient facilities for both short stay and long-stay Town Centre users are provided. However, a policy approach simply adding to the existing off-street parking supply within Keynsham where possible would only serve to increase traffic flows within the Town Centre, exacerbating the existing congestion and air quality problems. Hence, if demand for the Town Centre and/or station exceeds the parking supply, the Council should seek to improve access to these facilities by sustainable modes rather than increasing parking provision and encouraging car usage for Town Centre trips. This would be in accordance with the Keynsham Transport Strategy, which as part of its vision seeks to *“minimise the negative effects of traffic congestion in and around Keynsham”*. As such, the focus should be on improving public transport provision, and cycling and walking facilities to encourage the use of these modes for travel to/from the Town Centre.

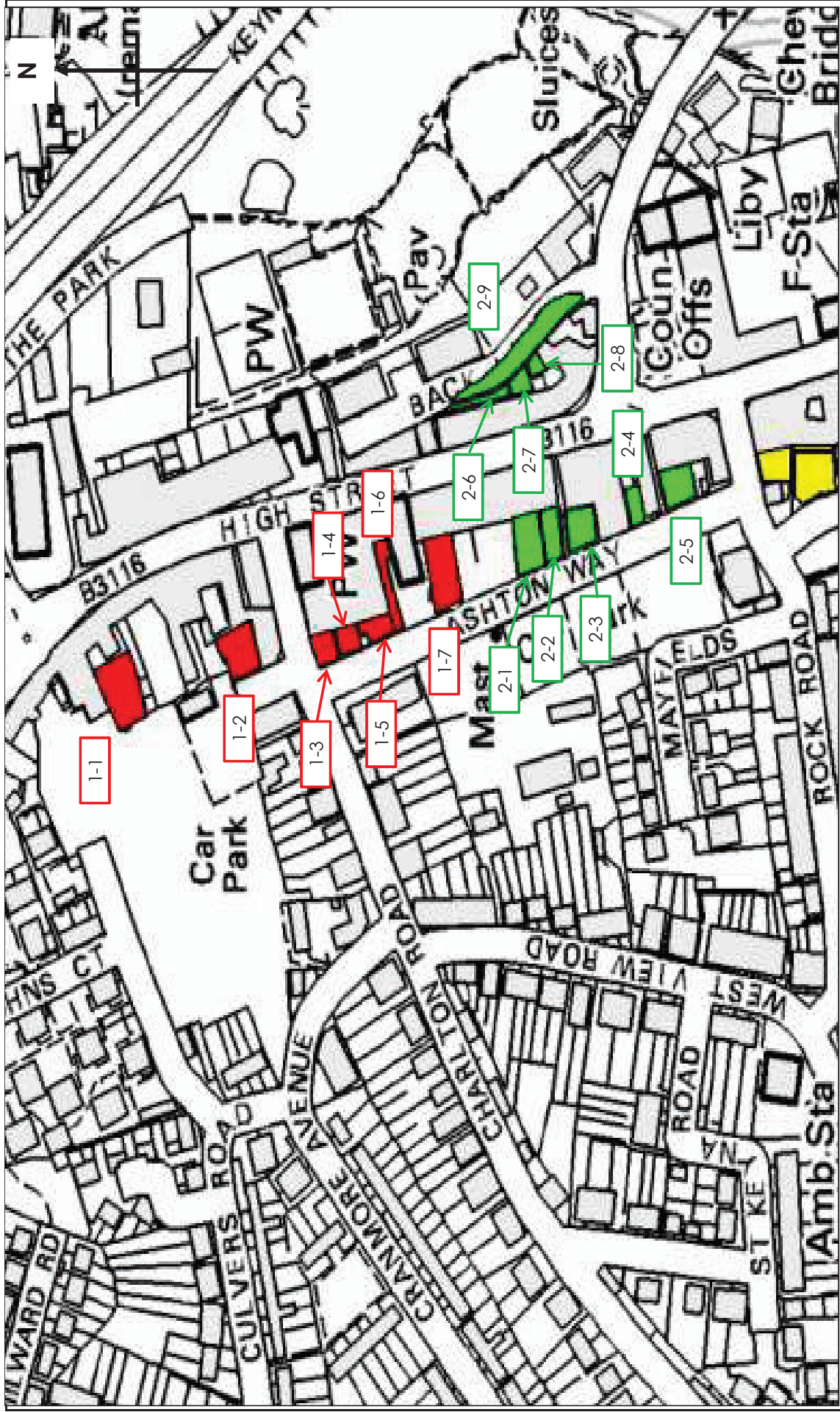
Any opportunities for modest addition to the parking stock, if feasible and desirable, would need to address off-street supply during the week. The weekend is less of an issue, as surveys show that a very high proportion of the parking demand on Saturday is for a stay <2hrs. This could include discussion with third parties controlling land currently used for parking but not necessarily during the weekday period, a case in point being Keynsham Town FC. It is understood that the Council has an arrangement to use some limited space at Keynsham Town FC for staff parking in the week now, although the take-up is not high.


Existing issues with non-residential parking on surrounding residential streets and/or preventing a further increase in long-stay commuter use may be possible to address by the introduction of one or more Controlled Parking Zones (CPZ). However, this would need to follow the Council's existing guidance on the introduction of CPZ's and critically have majority support from the affected residents.

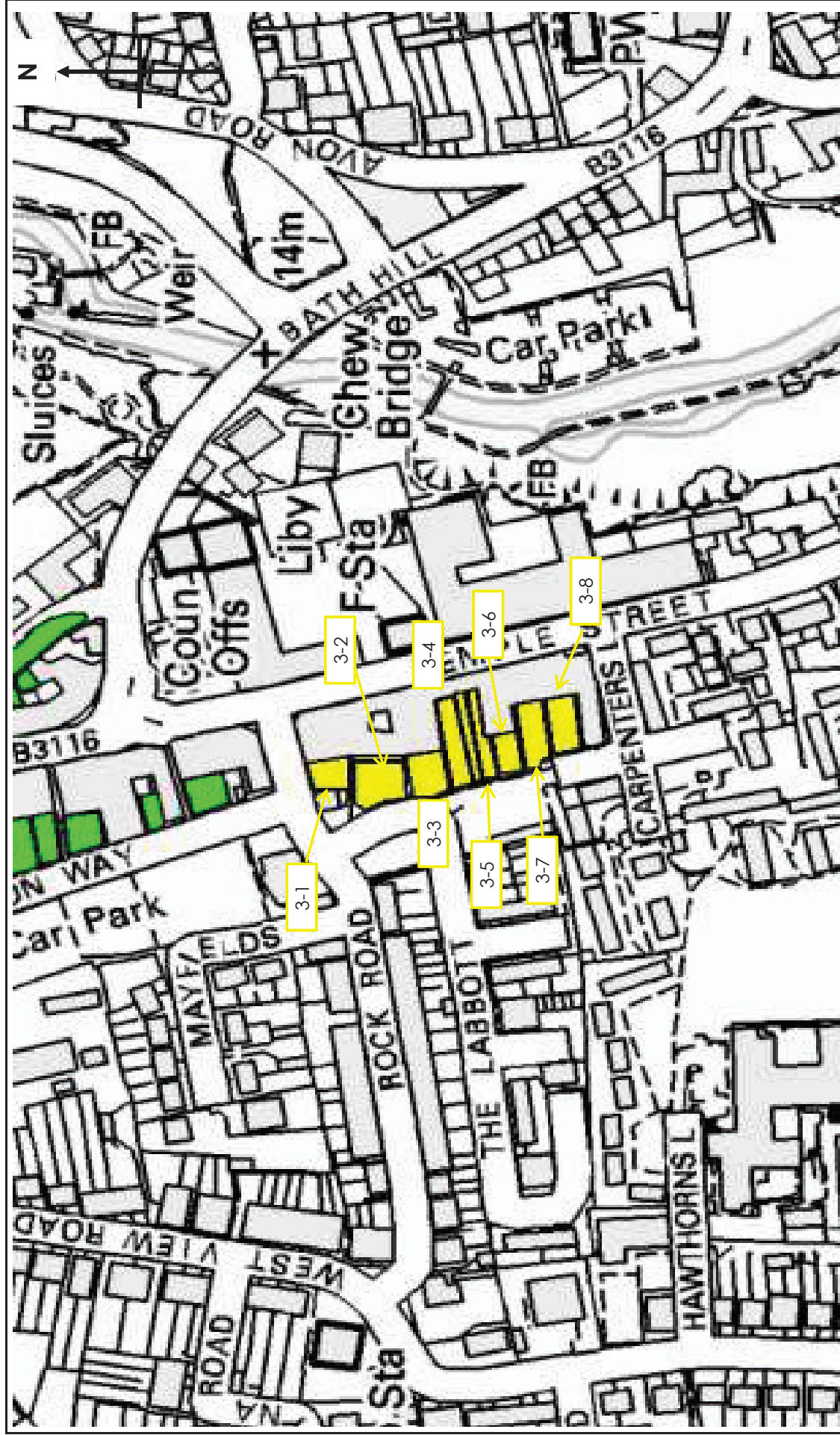



TASK 5: KEYNSHAM PARKING SURVEY REVIEW

Appendix A: Private Non-Residential Parking Zones



	Site / Location: Private Non Residential Parking, Zone 1 & Zone 2	Project No: 4839	Drawing No: 4839-06	Drawn By: MN
	Survey Date: Thursday 12th & Saturday 14th March 2015	Project Name: Keynsham		
	Survey Times: 08:00 to 18:00	Drawing Title: Site Layout and Observed Movements		



	Site / Location: Private Non Residential Parking, Zone 3	Project No: 4839	Drawing No: 4839-07	Drawn By: MN
	Survey Date: Thursday 12th & Saturday 14th March 2015	Project Name: Keynsham		
	Survey Times: 08:00 to 18:00	Drawing Title: Site Layout and Observed Movements		