

# Appendix C

## Analysis of the usage of additional parking bays

### Introduction

The additional bays introduced by the Experimental Traffic Regulation Order (ETRO) are shown in Appendix A.

### Methodology

In order to understand how well the additional bays were used during the period of the ETRO, observations were made on 6 days between the operational hours of the RPZ (08:00-18:00hrs). Each location was visited approximately 4-5 times during this 10-hour period.

Observations took place on:

- Tuesday 17 October 2023
- Thursday 19 October 2023
- Saturday 4 November 2023
- Sunday 5 November 2023
- Thursday 11 January 2024
- Sunday 14 January 2024

These days were chosen to enable observations to be taken on both weekdays and at weekends, avoiding (as far as possible) any significant events in the area which could have impacted on the use of parking.

For limited waiting bays, the number of vehicles parked in the bays were noted at each visit.

For dual use bays (which can be used by non-permit holders and resident permit holders), both the number of vehicles and their vehicle registration number (VRN) was noted to enable an understanding of whether the bay was being used by a permit holder (which could be a resident, visitor, business, Community Organisation permit holder), in addition to non-permit holders.

The analysis is expressed in terms of:

- **Average percentage occupancy rate** (for both limited waiting and dual use bays)

The average percentage occupancy rate is determined by the following method:

If a dual use bay or limited waiting bay with 4 spaces is visited 5 times during one date, then there are potentially 20 spaces which could be occupied over that period of time (4 spaces x 5 visits = 20). A 100% occupancy rate would be recorded as all 4 spaces are in use on every visit (4 bays x 5 visits = 20/20 = 100% occupancy rate).

If only one bay is in use on each of the 5 visits, then the average percentage occupancy rate would be 25% (1 bay x 5 visits = 5/20 = 25% average occupancy rate).

### Results and Discussion:

The results of the observations on how these bays have been used over the monitoring period and the average percentage occupancy rate is shown in Appendix C (1) .

Below there is a further description of how the dual use bays were occupied during the monitoring period by permit and non-permit holders.

#### **Use of additional bays located around St Barts Church:**

Overall, these bays are being used by both permit holders and non-permit holders suggesting that they are providing support to those members of the public using the facilities at St Barts Church who do not have permits. The occupancy rate suggest that they are generally well used.

#### **Use of additional bays located around the Moorfields Pub and St Alpheges Church:**

Overall, these bays are being used by both permit holders and non-permit holders in addition to those people holding Community Organisation permits. This suggests that they are providing support to those members of the public using the facilities at The Moorfields Public House, St Alpheges Church and also St Johns RC Primary School. The occupancy rate suggest that they are well used.

#### **Use of additional bays located around Moorland Road:**

Due to the location of these bays close to the retail area of Moorland Road, there is greater usage by non-permit holders, particularly in Triangle West, Triangle North, West Avenue and Crandale Road. Overall, the occupancy rate suggests that the bays are well used.

#### **Use of the bays located around Oldfield Park surgery premises in Upper Oldfield Park and Junction Road:**

The dual use bays in this location were mainly used by non-permit holders suggesting that they are supporting visitors to the surgery nearby. The bays in Upper Oldfield Park are particularly well used.