

Horncastle Car Park Survey

July 2011



Planning and Built Environment Department

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Introduction

The Planning Policy and Conservation Department decided that in order to help with the effective planning of Horncastle town centre a car park survey was essential.

Aim

To establish the town centre car park provisions in Horncastle and to determine if the current provision is sufficient for both current and future needs.

Objectives

- Identify where people visiting the town centre of Horncastle are parking.
- Help to assist in the determination of planning applications within Horncastle Town Centre.
- Collect data and create a starting point for further surveys.
- To assess if the existing parking capacity can deal comfortably with demand.
- To provide information to help with the review of town centre policies and land use proposals within the emerging Local Plan.

The Survey

The survey which was carried out over two separate days, one of which was a market day, covered the following types of parking facilities.

- Public;
- Private;
- And On street.

The rationale for the survey being carried out on a market day and a non market day was to ensure there was a representative range of data collected which reflected the parking habits of those visiting Horncastle.

The Survey dates were:

- Monday 25th July 2011
- Thursday 28th July 2011

These dates were chosen due to falling within the school summer holidays where it is widely accepted visitor numbers are generally at their highest.

Results

Capacities for on street car parking provisions are estimates, calculated by using an average car length to calculate the number of spaces. To consider an area close to capacity, the car park or on street location will be over 90% in use. Areas considered over capacity are those that are over 100% of the estimated capacity.

Day One – Monday 25th July 2011

Monday represented a typical non market day within Horncastle. The weather was recorded as being overcast throughout the day.

Route A

The on street parking provision along West Street was the only area recorded as being over capacity with 120% of capacity being recorded as in use at the end of the day. It is however believed that in this instance the estimated number of spaces was incorrect and capacity was in fact higher than the estimated 15 spaces.

During the 10:30 survey of route A, Watermill road was recorded as being over capacity with 111% of spaces in use. Banks Street on street parking facilities maintained a 100% use level, with all five spaces in use throughout the day. Mill Road and the Ship Inn public car park were the only other facilities which reached full capacity along route A, Mill Road reached full capacity at 11:30 and the Ship Inn at 10:30.

Route B

Remax private car park was recorded as being at full capacity until 15:30 when usage fell to 88%, the Lincolnshire Co-Op, South Street and Wharf Road all reached capacity during the day. The only area recorded as being over capacity was Lindsey Court where 106% of available spaces were in use at 13:30.

Full capacity was reached at the Lincolnshire CO-OP during the 10:30 and 11:30 surveys before reducing to 83% by 12:30. South Street reached capacity at 11:30 and dropped to 88% by 12:30. Wharf Road reached capacity by 13:30 and fell and remained at 92% capacity for the remainder of the day.

Peak Usage

On street

Over the course of the day an average of 111 on street parking spaces were in use, representing 79% of the overall capacity available. The lowest recorded period for on street usage was at 9:30am in which 97 spaces, representing 69% of total capacity were in use. The highest period of use was at 11:30am where a total of 118 spaces were occupied, representing 84% of total capacity.

Public

The lowest period of public car parking usage was recorded at 9:30am with 142 spaces being filled, representing 28% of the total number available. The peak period was recorded during the 13:30 survey, with

242 spaces in use representing 47% of the total number of spaces available.

Private

Private car parking was recorded at its peak at 11:30, with 121 spaces in use representing 57% of the estimated total capacity being in use. The lowest recorded period was 09:30 where 99 spaces were being occupied representing 46% of the total number available.

Disabled bays, Parent and Child bays, Motorcycle and Bikes Results

Where present disabled bays were in use, however they were at no point during the survey recorded as being at full capacity. Similarly the Parent and Child bays located at Tesco and the Co-Op car parks were used at various times throughout the day, but again did not reach full capacity. While there are no specific motorcycle bays within Horncastle a number of motorcycles were recorded around the town.

Day Round – Up

While some on street locations during the survey were recorded as being over capacity generally throughout the day there were a number of spaces still being available. During the peak of on street usage at 11:30 a total of 23 spaces remained available across the town.

Other than Lindsey Court private car park the only other locations which were recorded as over capacity during the Monday surveys were those of on street provision. Whilst during the period between 10:30 and 13:30 some public car parks neared capacity, overall across the town a number of spaces still remained available.

The weather, which is believed to play an important role in attracting people to town centres was overcast and at times cold. This may have deterred shoppers from visiting the centre.

Day Two – Thursday 28th July 2011

Due to the market taking place on a Thursday in Horncastle there is a resulting loss of 26 public parking spaces within the town. The weather throughout the day was recorded as warm and sunny.

Route A

The on street locations of West Street, Banks Street, North Street and Watermill Road all reached and went over capacity during the day. St Laurence Street Car Park neared full capacity at 11:30 though reduced significantly throughout the remainder of the day. Banks Street was recorded at capacity at 9:30 and remained so until 13:30 when it rose to 120% and reduced back down to full capacity for the remainder of the day. North Street operated at 90% capacity from 9:30 before reaching 120% by 11:30 and remained over capacity until 14:30 when it dropped

to 75% before returning to full capacity by 15:30. Watermill Road was recorded as being over capacity on three occasions during the day, at both 11:30 and 12:30 111% of overall capacity was in use and at 13:30 a total of 106% was in use.

Route B

Remax, Hopton Street and Age UK private car parks were all recorded as over capacity during the course of the day, the Lincolnshire Co-Op private car park reached full capacity on two occasions but never went over. Remax was recorded over capacity at 09:30 but was reduced to 75% by 10:30 and remained under 88% for the remainder of the day. Hopton Street was recorded over capacity at 11:30 and at 12:30 at 120% but reduced significantly by 13:30 to 60%. Age UK went over capacity at 13:30, recording 138%, and 125% at both 14:30 and 15:30. The lowest level of recorded usage was at the Jubilee Way on street parking facility where at its peak reached 38% before emptying for the remainder of the day.

Peak Usage

On street

Over the course of the day an average of 102 on street parking spaces were in use, representing 72% of the overall capacity available. The lowest recorded period for on street usage was at 9:30am in which 93 spaces, representing 66% of total capacity were in use. The highest period of use was at 11:30am where a total of 114 spaces were occupied, representing 81% of total capacity.

Public

The lowest period of public car parking usage was recorded at 15:30am with 186 spaces being filled, representing 38% of the total number available. The peak period was recorded during the 11:30 survey, with 370 spaces in use representing 76% of the total number of spaces available.

Private

Peak usage of private car parking facilities was recorded at 11:30 when 126 spaces, representing 59% of the total capacity were in use. The lowest recorded figure was at 9:30 when 101 estimated spaces were in use, representing 47% of the overall available capacity.

Disabled bays, Parent and Child bays, Motorcycle and Bikes Results

Where present disabled bays were in use, however they were at no point during the survey recorded as being at full capacity. Similarly the Parent and Child bays located at Tesco and the Co-Op car parks were used at various times throughout the day, but again did not reach full capacity.

While there are no specific motorcycle bays within Horncastle a number of motorcycles were recorded at locations around the town.

Day Round – Up

The day was overall busy; the added attraction of the market clearly has a profound effect on the amount of people visiting the town.

During the course of the Thursday surveys some on street locations were recorded as being over capacity. Generally however throughout the day there still remained a number of spaces across the town. During the peak of on street usage at 12:30 a total of 27 spaces remained available across the town.

Other than Lindsey Court private car park the only other locations which were recorded as over capacity during the Monday surveys were those of on street provision. Whilst during the period between 10:30 and 13:30 some public car parks neared capacity overall across the town a number of spaces remained unoccupied.

The weather as previously stated was warm, temperatures in the high twenties (Celsius). The good weather and the added factor of this week being the first week of the school summer holidays will have had a significant effect on the visitor numbers to the town.

Conclusions

As expected, from the results it is clear to see that of the two days surveyed market day is the busiest with some 391 extra vehicles being recorded across the day. Over the course of the survey period, some car parking provisions, particularly those on street went over their estimated capacity. West Street in particular was during both the Monday and Thursday survey over or nearing capacity apart from at 9:30 am on Thursday where a total of 80% of spaces were in use. As previously stated due to at periods West Street reaching 133% of available capacity, initial estimates of capacity in this location must be brought into doubt.

Along with the high level of use along West Street, Mill Lane, Banks Street and the Ship in public car park all neared capacity during the Monday surveys. From the Thursday surveys we can see that; Watermill Road, Banks Street and North Street all registered over 90% full.

In contrast, the large, free public car park at the cattle market was relatively quiet. On Monday the car park was only 51% full, and on Thursday reached 73% of capacity. During the 11:30 survey on the Thursday when St Lawrence St Car Park neared capacity at 93%, the cattle market was recorded under capacity at 72% and the Horncastle Town Hall car park also under capacity at 44%. These two car parks, the Cattle Market and the Town Hall, are the furthest distance from the town centre some estimated 0.3 miles away, and users have to cross Jubilee Way in order to reach the town centre. This may suggest that the distance

from the town centre is of particular relevance to shoppers in choosing where to park, not the cost.

Thursday's market clearly attracts people to Horncastle and the added factor of the School Summer Holiday showed the town at its busiest. Although there were times when car parks came close to and reached full capacity, there were still enough spaces left to deal with demand. Car parks were busiest during the 11:30 and 12:30 surveys, particularly on the Thursday, however later routes showed a significant drop in the amount of cars parked.

Public car park usage on the Monday averaged 42% across the day, with a peak of 47% usage can be regarded as relatively stable across the day. Thursday however showed a significant jump from 43% at 09:30 to 76% by 11:30 before significantly reducing to 38% by 15:30.

Private car parking remained similar on both survey days, peaking at 57% on Monday and 59% on Thursday. The stability of the results for private car parking suggests that the same people are using the private spaces throughout the week and most likely for work.

On street car parking on Monday peaked at 84% and didn't drop below 69% of capacity during the day. During Thursday's survey, on street car parking peaked at 81% and didn't drop below 66% during the survey period. Interestingly demand for on street parking was higher on the Monday even with the increased number of visitors entering the town during the Thursday. This discrepancy however could be as a result of commercial vehicles relating to the market occupying some of the free on street locations; furthermore due to the size of some of these vehicles capacity is reduced considerably in these locations.

In conclusion car parking provision in Horncastle is currently believed to be sufficient to deal comfortably with demand. Whilst locations close to the town centre were in higher demand than some of the more peripheral car parks and on street locations, there was capacity available around the town even during peak times. Proximity to the town centre from the results would appear to be of more importance to visitors than parking charges at the various locations across the town. This is shown by the spare capacity available at the Town Hall and Cattle Market car parks which happen to be some of the furthest from the centre of town.

Recommendations for Future Surveys

With this being the first survey of parking facilities within Horncastle it is recommended that the following areas need to be addressed prior to resurvey.

Firstly on street locations need to be re-estimated to ensure capacities are correct, this is particularly important along West Street where results indicate a possible discrepancy. It is further recommended that the following locations are surveyed in future years, as from observations it

would appear visitors are parking in these locations, these areas include Linden Road, Park Road and Stanhope Terrace. One final recommendation is to increase the survey further up North Street than occurred during this survey in order to get a greater understanding of parking habits of those within and visiting the town.

Note: If you require any of the collected data with which informed this document please contact the Planning Policy team via email or phone on:

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