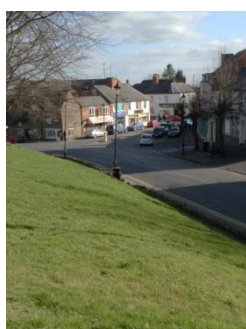


EARLS BARTON NEIGHBOURHOOD PLAN ON STREET PARKING SURVEY

June 2014



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1. Introduction

- 1.1 The Earls Barton Neighbourhood Plan, through early consultation with and feedback from the community, identified that parking issues within the village was one of the biggest concerns for residents when considering the impact of accommodating further development.
- 1.2 The Issues consultation stage highlighted the community's concerns in relation to on-street parking in particular and the supplementary questions on the follow up Housing Needs Survey indicated that 90% of the respondents felt that this was the biggest issue in assimilating more housing. There was also a concern voiced for additional parking for the village centre.
- 1.3 A solution to on-street residents' parking is difficult to resolve in historic villages where the traditional pattern of development has not tended to provide residential dwellings with off street parking. This is due mainly to the fact that motor vehicles were not in mass use at the time these parts of the village were developed. The width of certain roads, especially in the older part of the village in the approach to the cross roads and along Station Road are also an issue for parking and safe vehicle navigation.
- 1.4 The aim of developing a policy to reduce the impact of development on areas of constrained access was to help reduce this pressure for on street parking in these areas and not to exacerbate it with inappropriate development and inadequate parking provision.

2. Aims of the Survey

- 2.1 The purpose of this survey is to demonstrate the level of parking that occurred in the 'areas of constrained access' over a set period and to assess whether these areas were the right locations to focus on in terms of the policy.
- 2.2 The 'areas of constrained access' had originally been identified due to the high level of street parking, the constrained nature of the roads in these areas and in some areas the incidence of parking on both sides of the highway. The majority of these areas also act as routes for bus services or require the frequent access of large emergency vehicles such as the High Street where the Fire Station is located.
- 2.3 The survey sought to quantify the level of parking that could be accommodated in these areas and then log what the actual parking figures were over the course of a week recording both an am and pm figure.

- 2.4 The survey will help to justify the allocation of these areas within the Neighbourhood Plan.

3. Methodology

- 3.1 The 'Areas of Constrained Access' have been mapped out into 6 different and discrete areas. From a GIS mapping system and using google maps the areas of highway that were eligible for parking on was measured. (See Appendix 2).
- 3.2 Areas such as bus stops or pedestrian crossings and the safe zones either side, large drive ways, access roads and where there are parking restrictions such as double yellow lines were left off the measurements. For Station Road, Thorpe Road to Dowthorpe Hill the total length measured was halved due to the fact that the road width is on average about 5.7m and in normal circumstances to get to vehicles passed each other there would need to be parking on only one side of the road.
- 3.3 From the Northamptonshire County Council Parking Supplementary Planning Guidance 2003 the dimensions for a parked vehicle space were used. This is 2.4m width and 6m for the length where cars are parked in tandem or in line. Therefore to calculate the overall parking capacity of each area the total parking area in metres was divided by 6 to give a total number of car spaces.
- 3.4 The parking survey and methodology was discussed with the Highways Authority before the Project Group conducted it to ensure that a robust procedure was being followed. The survey lasted over the course of one week and counts were made in the morning and afternoon. The times varied to give a broader indication of parking numbers at different times of the day. The spread of times included evening after most people would have returned from work and also early morning before going to work.

4. Conclusions

- 4.1 Appendix 3 shows the results of the survey providing the number of cars parked in each area at the time the count was made. A second figure is given which identifies the percentage capacity of the parking area that has been used.
- 4.2 From the results it can be seen that the first 3 areas of constrained access, Approach to the Crossroads, West Street and Doddington Road have counts which are either at the maximum parking capacity or exceeding it. The approach to the crossroads area exceed capacity on 4 occasions while the Doddington Road area achieved this 10 times. The reasons for this are likely to be a combination of cars parked on verges, in positions ineligible for parking i.e. where there are parking restrictions and a parking pattern which is tighter than the average 6 metres which is identified as the space required for in-tandem parking.

- 4.3 Parking on West Street between Park Street and Harrowick Lane has a limited number of spaces. One of these was occupied by a skip during the entire survey therefore the total capacity was deemed to be 8 instead of 9. As the location is on a very narrow part of road there is very limited opportunity for illegal parking therefore it is less likely for this area to exceed the parking capacity. However, the figures show that parking was either at capacity or just one car short of it 50% of the time.
- 4.4 The areas on the High Street from the Co-op to Knights Court, Station Road, Thorpe Road to Dowthorpe Hill and Station Road within 100m of the Barker's Factory entrance have figures which do not exceed the parking capacity. However, the High Street location has 6 counts which are at or exceed 80%. The lower part of Station Road, from Thorpe Road to Dowthorpe Hill has 3 occurrences over 80% and the upper part of Station Road has 5.
- 4.5 These areas, particularly Station Road, are relatively long sections of road and are characterised by parts of the road which have off-street parking, therefore, parts of the road will have higher parking pressure than others. The lower part of Station Road between 122 and 168 can be particularly tight for parking on both sides of the road in the early morning and later in the afternoon/evening which is also borne out by the overall figures. Appendix 4 demonstrates the nature of the issue with the narrow road width and difficulties getting wide vehicles through this area.
- 4.6 Overall the parking survey has demonstrated that these areas of the village are either at or over capacity for parking at peak times of the day or are under severe pressure and additional on street parking generated by development located in the near proximity could exacerbate this issue.
- 4.7 Therefore the focus on these areas of constrained access through Policy EB.T1 in the Neighbourhood Plan is considered to be a legitimate and acceptable policy aspiration.

Appendix 1: On Street Parking Survey for the Areas of Constrained Access
19th May 2014 – 25th May 2014

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 19/5/2014

	19/5 AM – Sunny, warm, dry	19/5 PM – Sunny, warm, dry
Approach to The Square – Station Rd, West St, High St, Broad St	8.45am – Broad St (Eye2Eye-Pink Rose) – 21 8.45am – Library Car Park – 6 8.45am – Little Green Car Park – 14 8.45am – High St (The Square-Co-op) – 6 9am – West St – 1 9.45am – Station Rd (The Square-Barkers) 18 9.45am – Harcourt Square - 9	4.25pm – Broad St (Eye2Eye-Pink Rose) – 10 4.25pm – Library Car Park – 5 4.20pm – Little Green Car Park – 13 4.20pm – High St (The Square-Co-op) – 3 4.15pm – West St – 1 4.15pm – Station Rd (The Square-Barkers) – 15 4.15pm – Harcourt Square – 9
West St – Park St to Harrowick Ln	9am – 6 (+1 skip)	4.15pm – 7 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	8.40am – on road – 9 on verge – 3 on bank – 5 in bays – 6	4.30pm – on road – 5 on verge – 3 on bank – 9 in bays – 12
High St – Co-op to Knights Cl	8.55am – 19	4.20pm - 17
Station Rd – Thorpe Rd to Dowthorpe Hill	9.50am – 20	4.10pm – 25
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	9.45am – (from Barkers to no 48 Station Rd) – 3	4.15pm – (from Barkers to no 48 Station Rd) - 6

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 20/5/2014

	20/5 AM – sunny, warm and dry	20/5 PM – overcast, humid and dry
Approach to The Square – Station Rd, West St, High St, Broad St	7.35am – Broad St (Eye2Eye-Pink Rose) – 10 7.35am – Library Car Park – 0 7.35am – Little Green Car Park – 9 7.35am – High Street (The Square-Co-op) – 2 7.35am – West Street – 1 7.45am – Station Rd (The Square-Barkers) – 8 (1 on double yellows) Harcourt Sq - 9	5.40pm – Broad St (Eye2Eye-Pink Rose) – 17 5.40pm – Library Car Park – 4 5.35pm - Little Green Car Park – 12 (inc 1 scooter) 5.35pm – High St (The Square-Co-op) – 3 5.20pm – West St – 0 5.35pm – Station Rd (The Square-Barkers) – 12 (1 on double yellow) Harcourt Sq - 9
West St – Park St to Harrowick Ln	7.40am – 7 (+ 1 skip)	5.20pm – 6 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	7.30am – on road – 8 on verge – 7 on bank – 7 in bays - 12	5.40pm – on road – 12 on verge – 8 on bank – 10 in bays - 14
High St – Co-op to Knights Cl	7.40am - 11	5.35pm – 13
Station Rd – Thorpe Rd to Dowthorpe Hill	7.45am – 33	5.30pm – 31
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	7.45am – (from Barkers to 48 Station Rd) - 2	5.30pm – (from Barkers to 48 Station Rd) - 5

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 21/5/2014

	21/5 AM – Sunny, Bright and Dry	21/5 PM – Fine and Dry
Approach to The Square – Station Rd, West St, High St, Broad St	11.20am – Broad St (Eye2Eye-Pink Rose) – 17 (inc 1 on zig zag lines by pedestrian crossing) 11.20am – Library Car Park – 4 11.25am – Little Green Car Park – 20 (inc 1 in middle – not in space) 11.25am – High St (The Square-Co-op) – 5 11.30am – West St – 1 11.35am – Station Rd (The Square-Barkers) – 17 Harcourt Sq – 9	7.35pm – Broad St (Eye2Eye-Pink Rose) – 18 7.35pm – Library Car Park – 5 7.35pm – Little Green Car Park – 17 7.35pm – High St – 4 7.40pm – West St – 2 7.40pm – Station Rd (The Square-Barkers) – 18 Harcourt Sq – 11
West St – Park St to Harrowick Ln	11.30am – 4 (+ 1 skip)	7.40pm – 6 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	11.15am – on road – 3 on verge – 5 on bank – 6 in bays – 6	7.30pm – on road – 8 on verge – 8 on bank – 10 in bays – 15
High St – Co-op to Knights Cl	11.25am – 17	7.35pm – 14
Station Rd – Thorpe Rd to Dowthorpe Hill	11.35am – 21	7.45pm – 47
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	11.35am – (from Barkers to 48 Station Rd) - 10	7.45pm – (from Barkers to 48 Station Rd) - 12

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 22/5/2014

	22/5 AM – Overcast and Dry	22/5 PM – Fine – damp from earlier rain
Approach to The Square – Station Rd, West St, High St, Broad St	12.10pm – Broad St (Eye2Eye-Pink Rose) – 22 12.10pm – Library Car Park – 5 12.10pm – Little Green Car Park – 17 12.10pm – High St (The Square-Co-op) – 5 12.05pm – West St – 0 12.15pm – Station Rd (The Square-Barkers) – 18 (1 double yellow) Harcourt Sq – 11	8.30pm – Broad St (Eye2Eye-Pink Rose) – 18 8.30pm – Library Car Park – 2 8.25pm – Little Green Car Park – 14 8.25pm – High St (The Square-Co-op) – 2 8.20pm – West St – 2 8.20pm – Station Rd (The Square- Barkers) – 16 Harcourt Sq – 8
West St – Park St to Harrowick Ln	12.05pm – 6 (+ 1 skip)	8.20pm – 7 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	12.15pm – on road – 4 on verge – 5 on bank – 3 in bays – 7	8.35pm – on road – 6 on verge – 6 on bank – 8 in bays – 12
High St – Co-op to Knights Cl	12.10pm – 16	8.25pm – 17
Station Rd – Thorpe Rd to Dowthorpe Hill	12.20pm – 19	8.20pm – 47
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	12.15pm – (from Barkers to 48 Station Rd) - 13	8.20pm – (from Barkers to 48 Station Rd) - 8

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 23/5/2014

	23/5 AM – Dry and Overcast	23/5 PM – Light Rain
Approach to The Square – Station Rd, West St, High St, Broad St	6.05am – Broad St (Eye2Eye-Pink Rose) – 15 6.05am – Library Car Park – 1 6.05am – Little Green Car Park – 6 6.05am – High St (The Square-Co-op) – 2 6am – West St – 2 6am – Station Rd (The Square-Barkers) – 8 Harcourt Sq – 10	3.25pm – Broad St (Eye2Eye-Pink Rose) – 25 3.25pm – Library Car Park – 7 3.10pm - Little Green Car Park – 20 (inc 1 non blue badge holder in disabled parking bay) 3.05pm – High St (The Square-Co-op) – 5 3pm – West St – 0 3.30pm – Station Rd (The Square-Barkers) – 22 (inc 1 on double yellow) Harcourt Sq - 10
West St – Park St to Harrowick Ln	6am – 8 (+ 1 skip)	3pm – 6 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	6.10am – on road – 12 on verge – 9 on bank – 10 in bays – 13	3pm – on road – 7 on verge – 3 on bank – 3 in bays – 9
High St – Co-op to Knights Cl	6.05am – 14	3.05pm – 18
Station Rd – Thorpe Rd to Dowthorpe Hill	6am – 50	3.30pm – 29
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	6am – (from Barkers to 48 Station Rd) - 8	3.30pm – (Barkers-48 Station Rd) – 14

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 24/5/2014

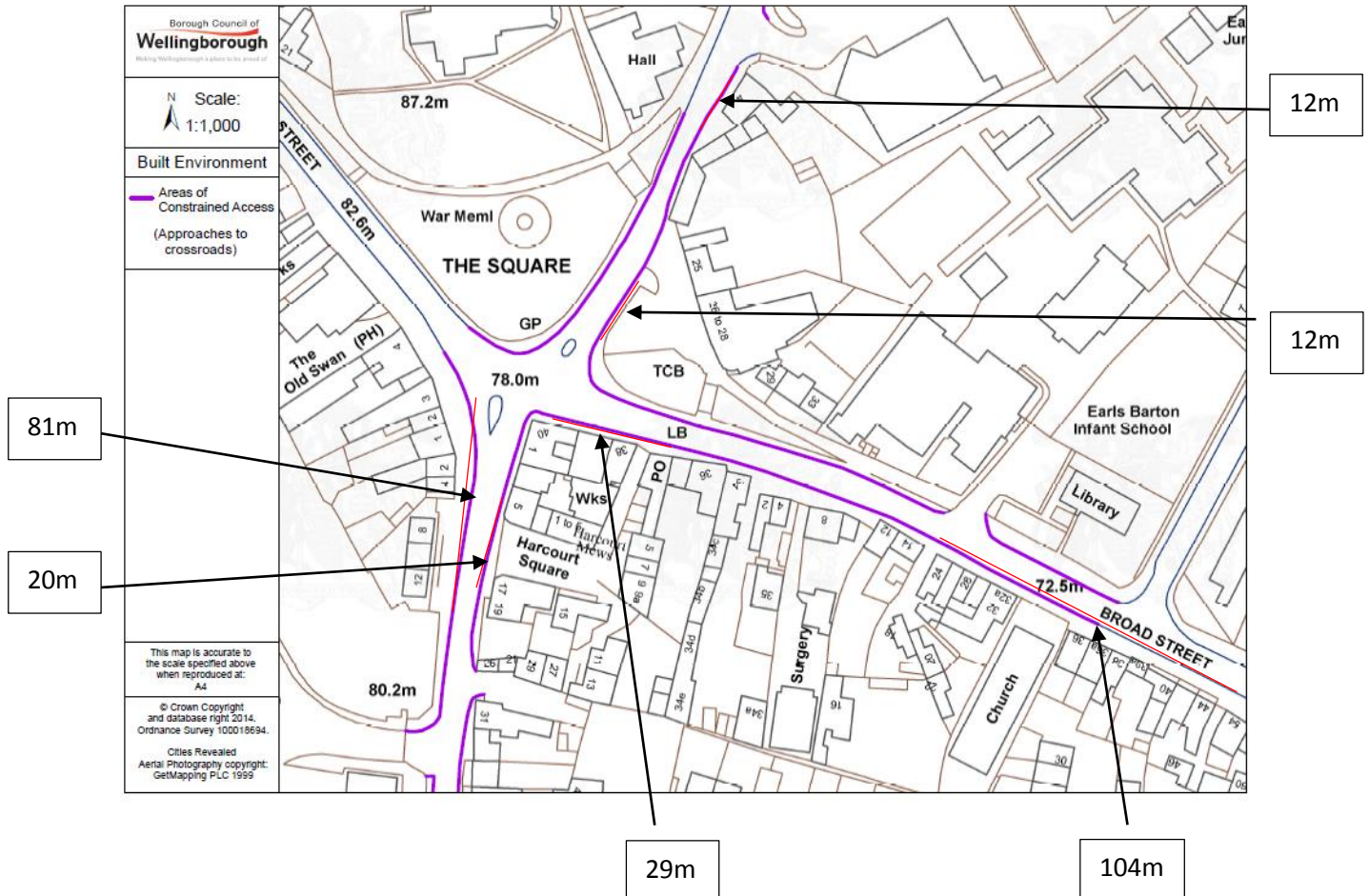
	24/5 AM – Heavy Rain	24/5 PM – Dark and damp (not raining)
Approach to The Square – Station Rd, West St, High St, Broad St	11.45am – Broad St (Eye2Eye-Pink Rose) – 24 11.45am – Library Car Park – 6 11.50am – Little Green Car Park – 19 11.50am – High St (The Square-Co-op) – 6 11.35am – West St – 3 11.35am – Station Rd (The Square- Barkers) – 17 (inc 1 on double yellows) Harcourt Sq - 10	10pm – Broad St (Eye2Eye-Pink Rose) – 15 10pm – Library Car Park – 1 9.55pm – Little Green Car Park – 14 10pm – High St (The Square-Co-op) – 3 9.55pm – West St – 2 10.05pm – Station Rd (The Square-Barkers) – 11 Harcourt Sq – 10
West St – Park St to Harrowick Ln	11.35am – 7 (+ 1 skip) (inc 1 on double yellow lines)	9.55pm – 5 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	11.50am - on road – 10 on verge – 5 on bank – 8 in bays - 11	10pm – on road – 9 on verge – 3 on bank – 8 in bays - 14
High St – Co-op to Knights Cl	11.55am – 15	10pm – 16
Station Rd – Thorpe Rd to Dowthorpe Hill	12.20pm – 27	10.05pm – 43
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	11.35am - (from Barkers-48 Station Rd) - 12	10.05pm – (from Barkers to 48 Station Rd) - 7

EARLS BARTON NEIGHBOURHOOD PLAN – TRAFFIC SURVEY – 25/5/2014

	25/5 AM – Dry and Sunny	25/5 PM – Dry and Sunny
Approach to The Square – Station Rd, West St, High St, Broad St	10.10am – Broad St (Eye2Eye-Pink Rose) – 17 10.10am – Library Car Park – 3 10.05am – Little Green Car Park – 14 10.05am – West St – 2 10.05am – High St (The Square-Co-op) – 2 10am – Station Rd (The Square- Barkers) – 9 Harcourt Sq – 10	2.15pm – Broad St (Eye2Eye-Pink Rose) – 13 2.15pm – Library Car Park – 2 2.15pm – Little Green Car Park – 12 2.20pm – West St – 2 2.20pm – High St (The Square-Co-op) – 1 2.25pm – Station Rd (The Square- Barkers) – 9 Harcourt Sq – 9
West St – Park St to Harrowick Ln	10.05am – 7 (+ 1 skip)	2.05pm – 8 (+ 1 skip)
Doddington Rd – Dowthorpe End to Clarke Court	10.15am – on road – 9 on verge – 4 on bank – 7 in bays – 12	2.15pm – on road – 9 on verge – 8 on bank – 3 in bays – 9
High St – Co-op to Knights Cl	10.05am - 10	2.22pm - 9
Station Rd – Thorpe Rd to Dowthorpe Hill	10am – 37	2.30pm – road – 28 Verges - 13
Station Rd – within 100m of entrances to Barkers Factory and Bowls Club	10am – (Barkers – 48 Station Rd) - 9	2.25pm – (Barkers – 48 Station Rd) – 8

Appendix 2: Constrained Access Areas within the Earls Barton Neighbourhood Plan and Calculation of Parking Capacity

1. Approach to Crossroads/Approach to Square - Station Rd, West St, High St, Broad St

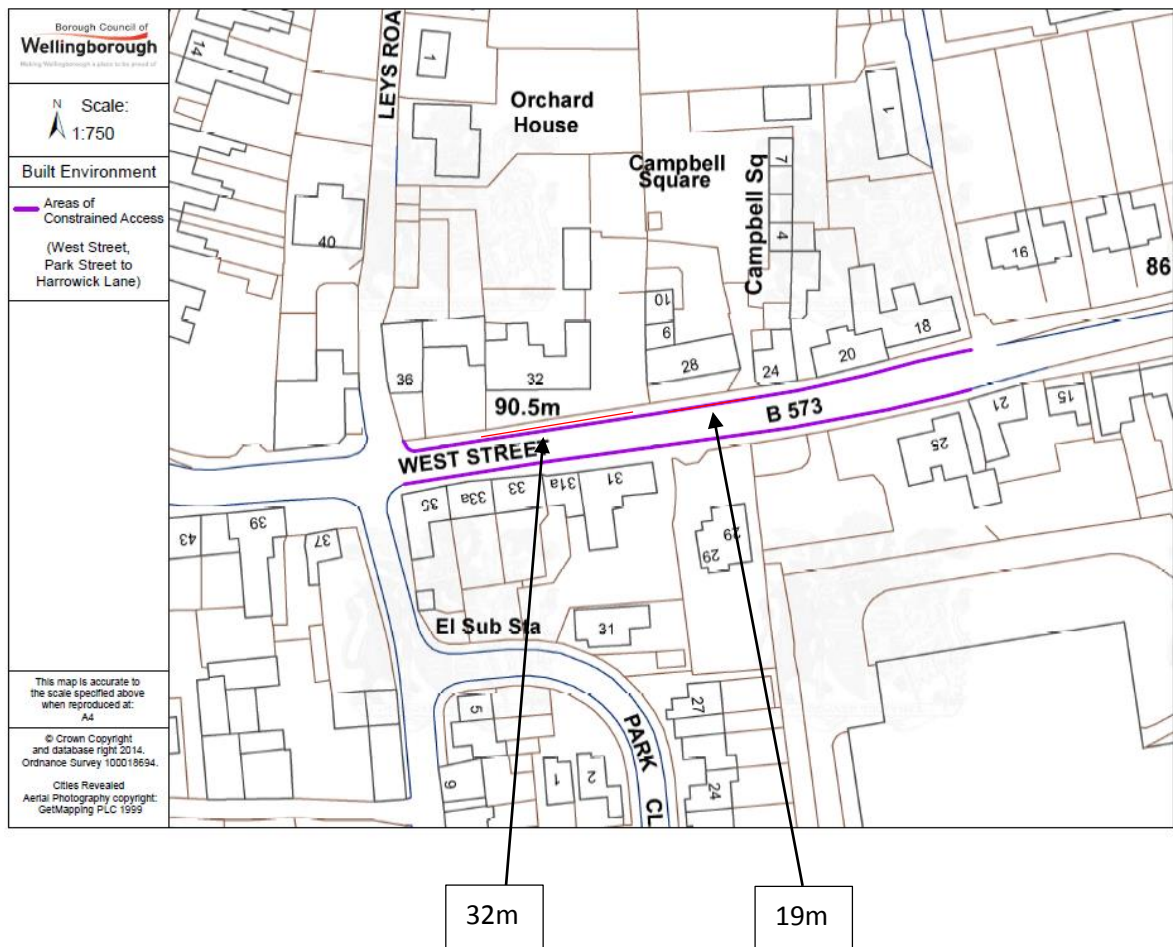


Total road space available for parking: 258 metres

Total car parking spaces: $258\text{m}/6\text{m} = 43$

Narrowest road width: 5.7m

2. West Street, Park Street to Harrowick Lane

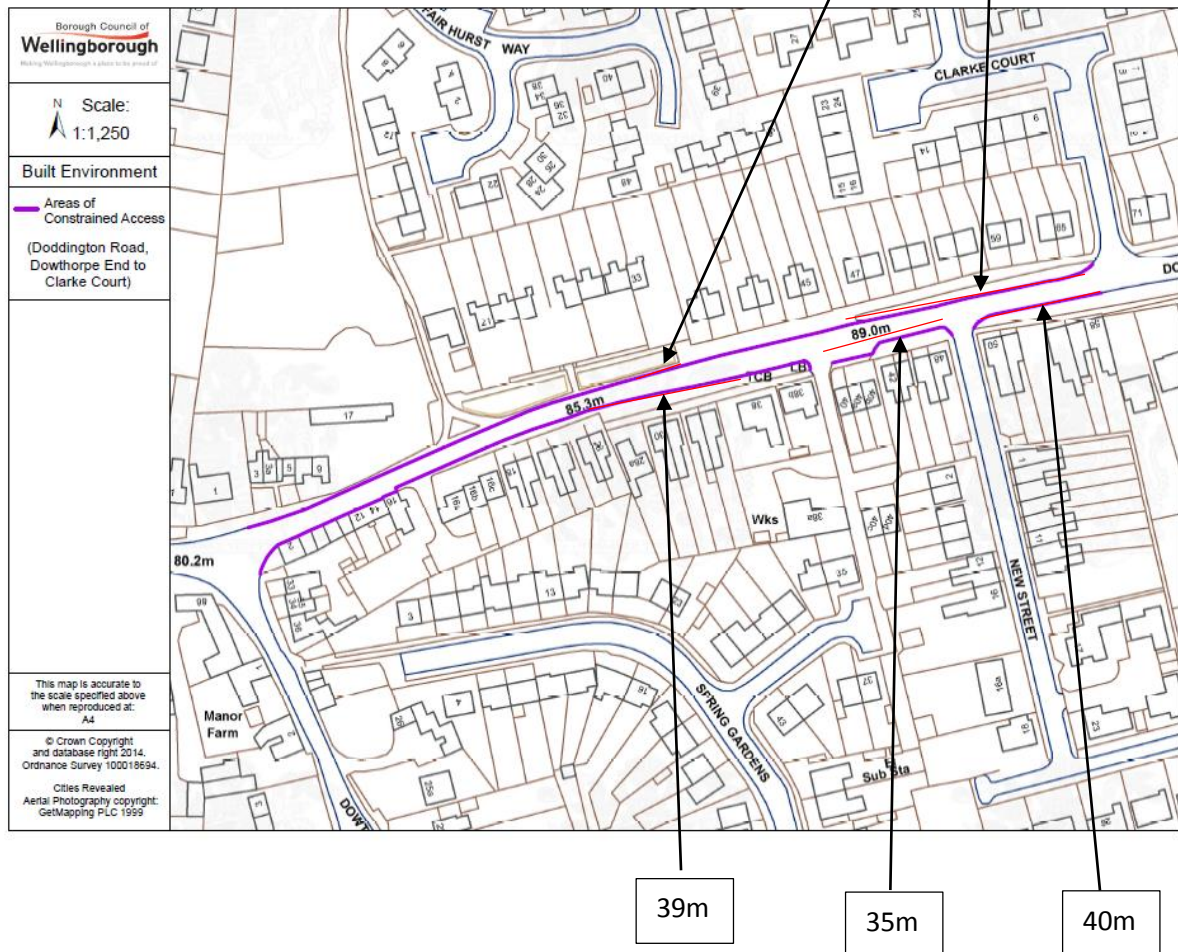


Total road space available for parking: 51 metres

Total car parking spaces: $51\text{m}/6\text{m} = (9)$

Narrowest road width: 5.7m

3. Doddington Road, Dowthorpe End to Clarke Court

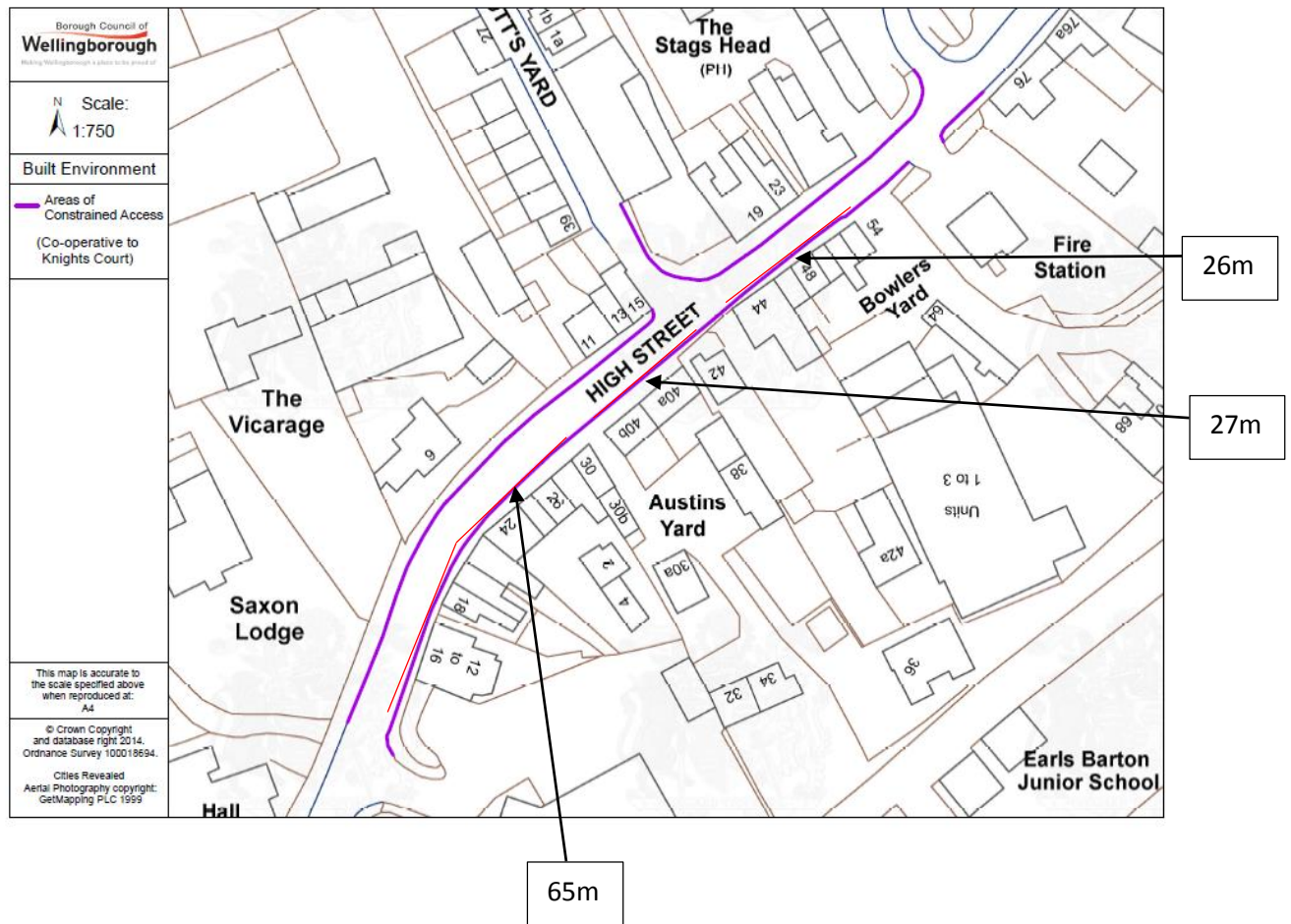


Total road space available for parking: 192 metres

Total car parking spaces: $192\text{m}/6\text{m} = (32)$

Narrowest road width: 5.3m

4. High Street, Co-op to Knights Court

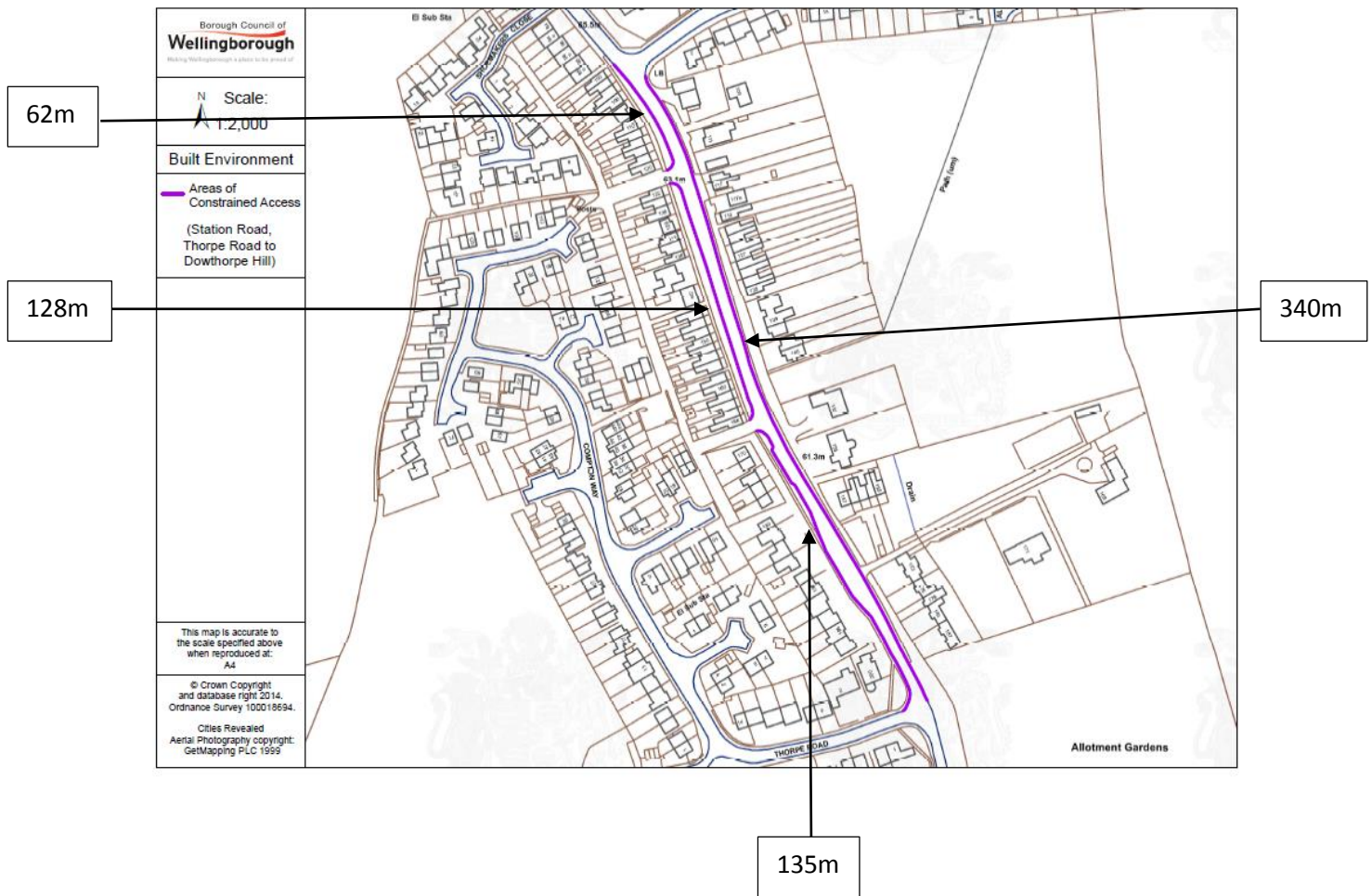


Total road space available for parking: 118 metres

Total car parking spaces: $118\text{m}/6\text{m} = (20)$

Narrowest road width: 6.5m

5. Station Road, Thorpe Road to Dowthorpe Hill

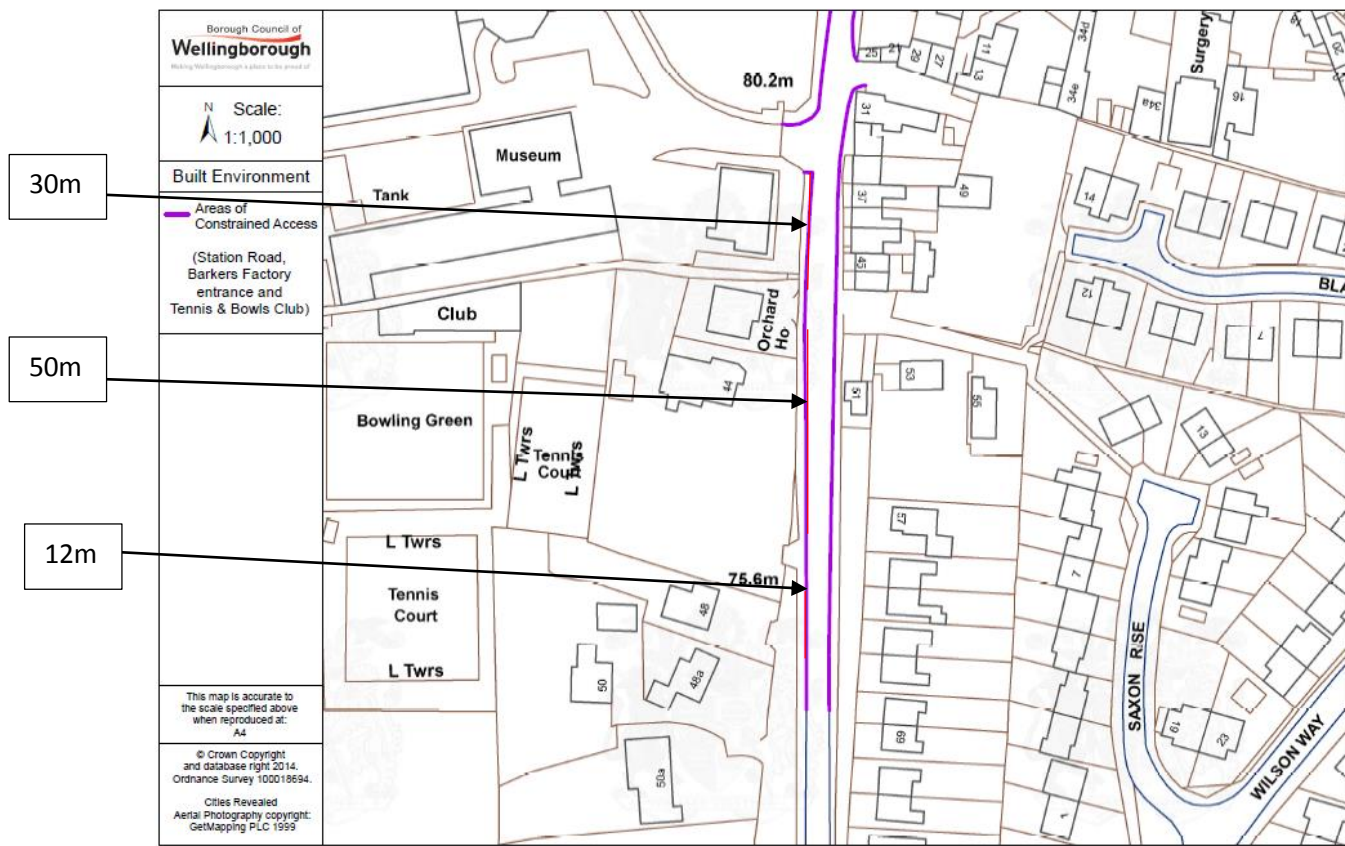


Total road space available for parking: 665 metres (divided by 2)

Total car parking spaces: $332.5\text{m}/6\text{m} = (55)$

Narrowest road width: 5.7m (also average width for most of the distance)

6. Station Road, within 100m Barker's Factory entrance and Tennis/Bowls Club



Total road space available for parking: 92 metres

Total car parking spaces: $92\text{m}/6\text{m} = (15)$

Narrowest road width: 6.0m

Appendix 3: Parking capacity within Constrained Access Areas during Survey

Survey Date	Capacity	19/5/14		20/5/14		21/5/14		22/5/14		23/5/14		24/5/14		25/5/14		Av. %
Areas of Constrained Access		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. Approach to the Crossroads/Square	43	46 (107)	29 (67)	21 (49)	32 (74)	40 (93)	42 (98)	45 (105)	38 (88)	27 (63)	52 (121)	50 (116)	31 (72)	30 (70)	25 (58)	84%
2. West Street, Park Street to Harrowick Lane	9*	7 (88)	5 (63)	6 (75)	7 (88)	4 (50)	6 (75)	6 (75)	7 (88)	8 (100)	6 (75)	7 (88)	5 (63)	7 (88)	8 (100)	80%
3. Doddington Rd, Dowthorpe End to Clarke Court	32	34 (106)	34 (106)	34 (106)	44 (138)	20 (63)	41 (128)	19 (59)	32 (100)	44 (138)	22 (69)	34 (106)	34 (106)	32 (100)	29 (91)	101%
4. High Street, Co-op to Knights Court	20	15 (75)	16 (80)	11 (55)	13 (65)	17 (85)	14 (70)	16 (80)	17 (85)	14 (70)	18 (90)	15 (75)	16 (80)	10 (50)	9 (45)	72%
5. Station Road, Thorpe Road to Dowthorpe Hill	55	27 (49)	43 (78)	33 (60)	31 (56)	21 (38)	47 (85)	19 (35)	47 (85)	50 (91)	29 (53)	27 (49)	43 (78)	37 (67)	41 (75)	64%
6. Station Road, within 100m Barker's Factory entrance and Tennis/Bowls Club	15	12 (80)	7 (47)	2 (13)	5 (33)	10 (67)	12 (80)	13 (87)	8 (53)	8 (53)	14 (93)	12 (80)	7 (47)	9 (60)	8 (53)	60%

* Due to a skip being located within this parking area the entire survey the amount of parking capacity is deemed as being 8.

Appendix 4: Issues with Access on Station Road for construction/plant vehicles May/June 2014





Earls Barton Neighbourhood Plan: On Street Parking Survey

Chronicle and Echo Website Published 28/05/2014

Northamptonshire residents forced to come home from work and move their cars as lorries block road



Published on the **28** May
2014
13:33
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6 comments [Have your say!](#)

People living in Earls Barton have had to return from work and move their cars today because of construction vehicles blocking the roads.

Angela Draper, of Station Road, said: "It's been mayhem. People have been forced to take other routes on private roads as there's no room.

"One resident has already had a wing mirror broken off their parked van, even though it was folded in.

"We knew this would happen when the development plans went through and this dispute will only continue."

Residents have reported at least two large lorries blocking the roads as well as problems caused by other vehicles coming and going.

A spokesperson for Redrow, the building company responsible for the residential development behind Compton Way said: "We're looking forward to building new homes in Earls Barton and have appointed local groundworks contractor T&W who are now preparing the site. We apologise for any inconvenience caused by initial deliveries to the development and will aim to keep any disruption to a minimum."

Earls Barton Neighbourhood Plan: On Street Parking Survey