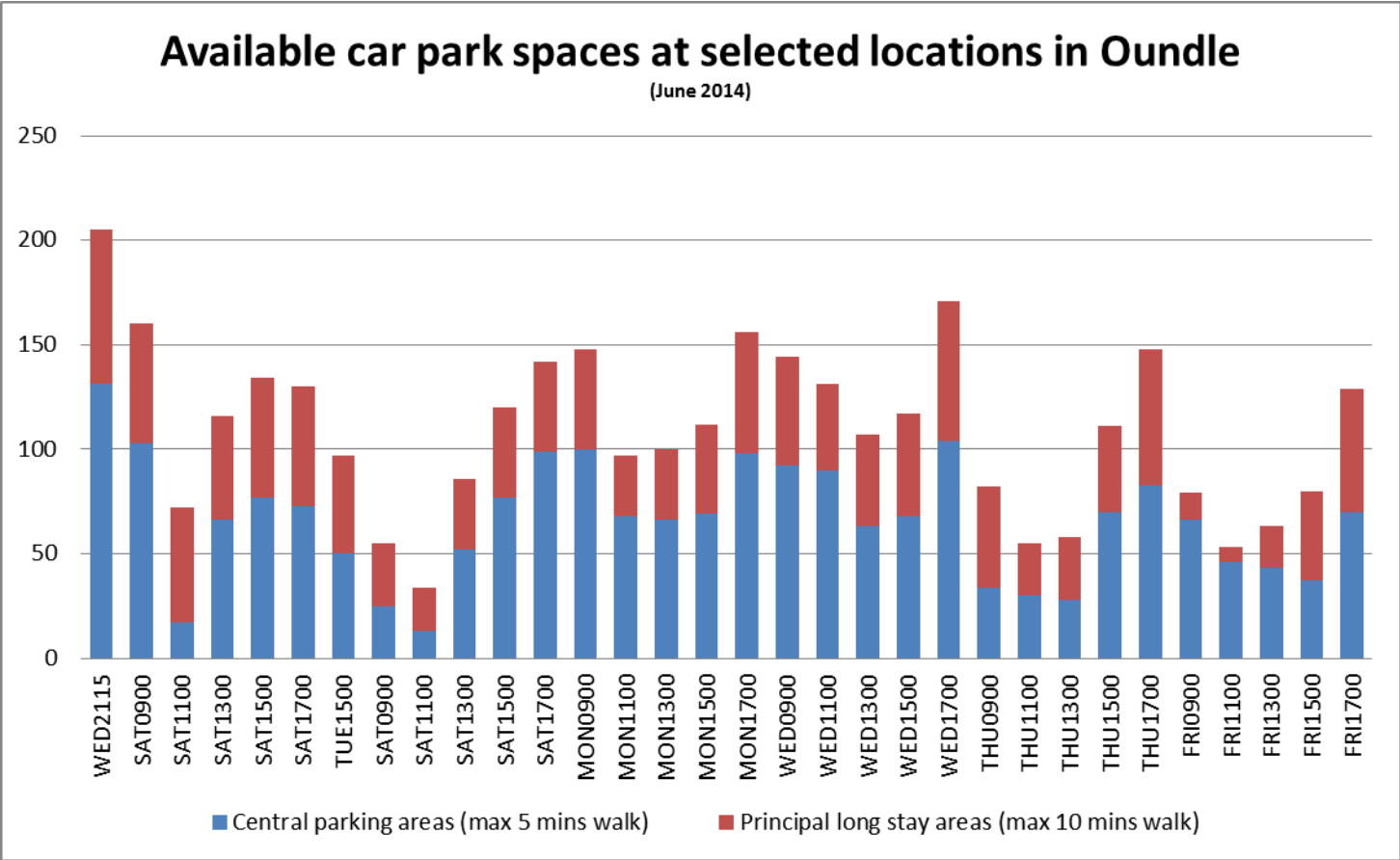


**Connectivity:-** During June 2014, a survey of car parking in Oundle was carried out. This paper summarises the results, observations and recommendations.



## Parking survey:-

- During June 2014, observations were recorded on car parking utilisation in selected short term (less than 5 minutes walk from the town centre) and selected long term car parking locations in the town (between 5 and 10 minutes walk from the town centre).
- The locations were chosen based on the assessment of walking distances made by TPP in their Transport Study of 2011. Sections of South Road were included in the 5 minute zone on the basis that they give pedestrian access to the town centre via Ship Lane (TPP assessed South Road is being in the 10 minute zone).

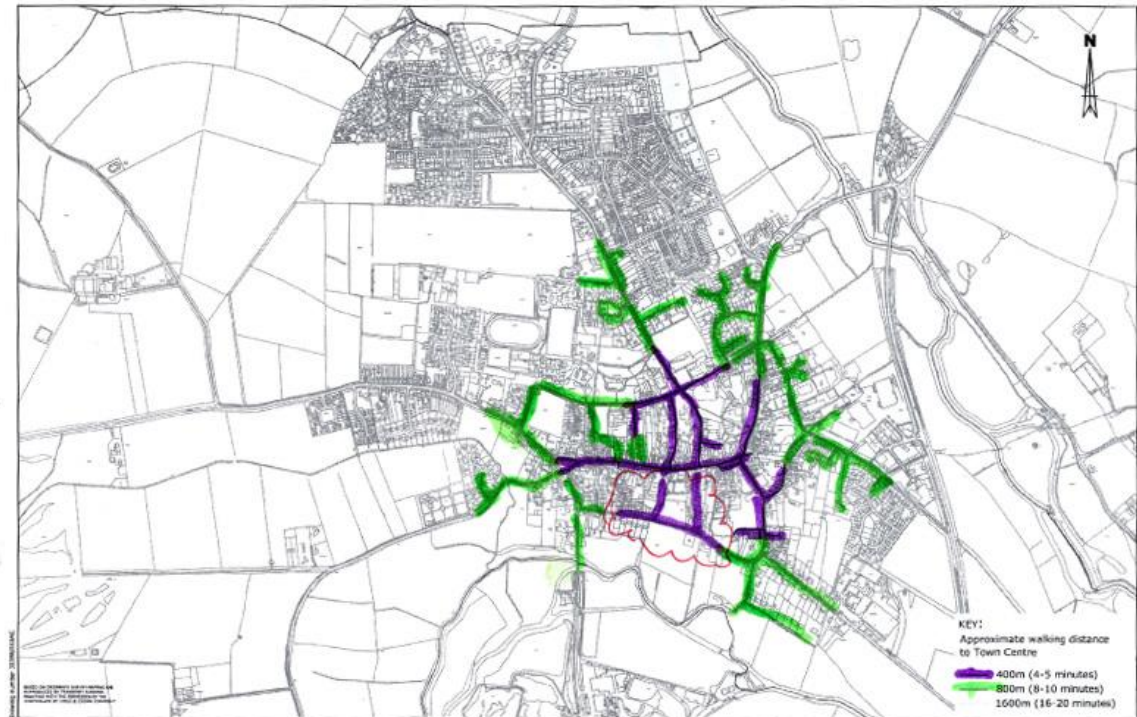
### Monitored locations:

#### Short term.

- West Street
- New Street
- OTC owned car park at the Co-op
- Market Place
- St Osyth's Lane
- South Road

#### Long term.

- Drill Hall car park
- East Road car park
- Ashton Road
- Lane to old re-cycle centre
- East Road residents parking
- Fairline car park in Nene Valley Business Park



Walking distances in Oundle

Figure 4.6



# Data:-

Date	Day	Time	Short term							Long term												
			West St - no. spaces (max 44)	New St t - no. spaces (max 35)	Co-op - no. spaces (max 99)	Co-op disabled - no. spaces (max 7)	Co-op M&T - no. spaces (max 6)	Market Place - no. spaces (max 21)	Co-op - vehicles higher than 2.1m	Short term %age take up (capacity 212)	St Osyth's - no. parked	South Road - no. parked	Drill Hall - no. spaces (max 32)	Drill Hall - vehicles higher than 2.1m	East Road car park - no. spaces (max 54)	East Road car park disabled - no. spaces (max 4)	East Road car park - vehicles higher than 2.1m	Ashton Road - no. parked (max 20)	East rd lane to old recycle centre - no parked	Long term %age take up (capacity 110)	East Road residents - no. spaces (max 28)	Fairline car park - no. spaces
07/06/14	Wed	2115	8	16	87	7	6	7	0	38%	-	-	16	2	54	4	0	-	0	18%	13	10+
07/06/14	Sat	0900	23	8	59	6	5	2	1	51%	0	-	14	2	39	4	1	6	5	31%	12	10+
07/06/14	Sat	1100	7	3	5	1	0	1	1	92%	1	28	13	2	38	4	1	6	6	32%	16	10+
07/06/14	Sat	1300	13	16	23	5	2	7	0	69%	0	15	11	2	35	4	2	5	4	37%	14	10+
07/06/14	Sat	1500	19	9	43	4	2	0	1	64%	0	-	16	3	37	4	1	3	0	33%	20	10+
07/06/14	Sat	1700	15	3	47	4	3	1	0	66%	0	-	13	3	40	4	3	2	0	32%	13	10+
10/06/14	Tue	1500	6	5	31	4	4	0	0	76%	0	25	16	2	27	4	1	2	11	31%	16	10+
14/06/14	Sat	0900	8	5	1	5	6	0	1	88%	1	33	11	3	15	4	13	5	5	55%	14	10+
14/06/14	Sat	1100	6	2	1	3	1	0	0	94%	3	38	8	3	9	4	10	6	11	58%	12	10+
14/06/14	Sat	1300	18	5	24	4	1	0	0	75%	0	19	11	2	19	4	2	4	4	51%	16	10+
14/06/14	Sat	1500	18	17	33	4	5	0	0	64%	0	-	8	3	31	4	1	4	2	45%	17	10+
14/06/14	Sat	1700	18	12	57	5	5	2	0	53%	0	-	8	3	31	4	1	2	1	44%	17	10+
16/06/14	Mon	0900	18	16	56	3	1	6	1	53%	0	35	13	3	28	4	1	4	10	35%	19	10+
16/06/14	Mon	1100	13	12	35	5	3	0	1	68%	0	35	4	5	21	4	2	2	10	48%	23	10+
16/06/14	Mon	1300	20	8	30	5	3	0	0	69%	0	34	7	3	23	4	1	2	8	45%	24	10+
16/06/14	Mon	1500	11	7	44	3	2	2	2	67%	0	32	10	4	29	4	1	3	10	36%	18	10+
16/06/14	Mon	1700	23	15	63	5	1	1	2	49%	0	15	10	3	44	4	0	2	4	27%	17	10+
18/06/14	Wed	0900	18	8	54	5	3	4	1	57%	0	-	16	4	32	4	1	3	9	29%	17	10+
18/06/14	Wed	1100	19	3	50	5	6	7	1	58%	1	-	11	3	26	4	1	5	10	40%	17	10+
18/06/14	Wed	1300	12	8	35	4	4	0	2	70%	0	-	13	4	27	4	1	1	10	34%	17	10+
18/06/14	Wed	1500	17	8	32	6	2	3	0	68%	0	31	12	5	33	4	1	4	10	32%	15	10+
18/06/14	Wed	1700	18	17	56	5	4	2	1	52%	0	19	18	2	45	4	0	2	4	19%	15	10+
19/06/14	Thu	0900	15	9	6	4	0	0	8	84%	0	35	14	4	30	4	0	1	10	30%	20	-
19/06/14	Thu	1105	13	8	5	3	1	0	9	86%	1	-	7	4	15	3	2	2	12	50%	19	10+
19/06/14	Thu	1300	19	6	1	2	0	0	12	87%	0	44	5	4	21	4	2	2	11	46%	17	10+
19/06/14	Thu	1500	21	11	34	4	0	0	0	67%	0	39	11	3	26	4	0	1	11	35%	17	10+
19/06/14	Thu	1700	16	17	42	1	4	2	0	61%	0	-	19	3	42	4	1	1	4	20%	15	10+
20/06/14	Fri	0900	21	7	33	2	3	0	1	69%	0	38	9	2	0	4	0	9	20	60%	19	10+
20/06/14	Fri	1100	13	7	20	3	3	0	3	78%	1	40	6	-	0	1	0	6	20	63%	13	10+
20/06/14	Fri	1300	11	5	18	5	4	0	0	80%	1	39	14	4	4	2	0	10	23	52%	18	10+
20/06/14	Fri	1500	10	7	18	0	1	1	1	83%	1	42	11	3	39	3	2	3	9	28%	18	10+
20/06/14	Fri	1700	16	2	46	4	2	0	0	67%	0	32	12	3	44	3	0	2	2	28%	13	10+

**Notes**

1. Short term %age take up of capacity: Cars parked on West St, New St, Co-op (including disabled etc) divided by total spaces .
2. Long term %age take up of capacity: Cars parked in Drill Hall, East Road car park (including disabled), Ashton Road minus those parked on lane to old re-cycle centre divide by total capacity.



# Observations from the data:-

## Short term parking

1. Market Place parking is always well used. When overall utilisation is less than around 65% there are spaces on New Street. The Co-op car park has spaces up to around 85% utilisation. Thereafter, the system will feel full even though there are some places available which are continuously being re-generated by "churn".
2. On this basis, capacity is reached during Thursday Markets and on Saturdays, though the peak lasts longer during a Saturday Farmers Market.
3. South Road parking is well used during weekdays and on Saturday mornings. There are reports that during large scale events (Food Festivals etc), South Road is used as a short term overflow parking location and as a result, traffic congestion occurs due constriction of the road way.

## Long term parking

1. Although the capacity take up never exceeded 65% there is less flexibility for parking to move from one location to another due to the distances involved. High take up occurs when vehicles are displaced from the centre on market days or when local events occur.
2. There is evidence that vans are parking 24/7 in the Drill Hall car park though at present the impact is low and no height barriers are deemed necessary. There is no indication that space in either the East Road car park or the Co-op car park or being blocked by vans.
3. The take up of space in the East Road residents parking never exceeds 60% of capacity. 80% of the time over 50% of the space is free. Potentially some of this space close to Ashton Road could be re-allocated to general long term parking use.
4. The parking lane on Ashton Road is never more than 50% utilised.
5. Significant use is made of parking space along the road to the old re-cycling centre during the working week. If this unit was taken on for light industrial use, the road would be required for industrial traffic and casual parking may not be possible.
6. There is always significant space in the Fairline car park in the industrial estate beyond Ashton Road.



## **Observations and inferences from the TPP Transport Study (2011):-**

1. Planning Policy Guidance 13 (January 2011) states that walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips. The same applies to cycling for journeys under 5km. If short car trips can be reduced then traffic congestion and car parking requirements will also be reduced.
2. In their review of the Rural North, Oundle and Thrapston Plan (RNOTP) (issued by East Northamptonshire Council in 2008), TPP highlighted the need for Oundle to have a town wide traffic strategy and to develop innovative solutions to provide additional parking capacity. RNOTP also noted the possibility that the Primary School on Milton Road might relocate at some point in the future and that this site might be used to provide additional car parking.
3. TPP noted that although car parking limits are set at 1hr and 2hrs in the centre of the town, they are often ignored, particularly at the OTC owned Co-op car park where there are no fines levied for overstaying limits.
4. TPP highlighted the existence of the Chartered Institution of Highways and Transportation guidance on parking durations and walking distance for car borne shoppers (parking duration/acceptable walking distance: 30mins/100m, 1hr/200m, 2hrs/400m, 4hrs/800m).



# **Recommendations 1 (including short term parking):-**

The following recommendations are made on parking in Oundle. It is proposed that they form part of the Transport Study planned to be carried out during 2014 where they should be evaluated, improved and form part of an implementation plan.

1. A short term parking zone (STP zone) is created in the centre of the town with a capacity for 200 fresh cars to arrive every hour (excluding the Market Place) within a 5 minute walk of the centre of town.  
In order to encourage a change in behaviour and attitude toward the use of short term parking in the centre of town, the STP zone should be designated as a Blue Disc zone (a system of allowing time-restricted free parking through display of a *parking disc* or *clock disc* showing the time at which the vehicle was parked). This will allow for in excess of 200 people to visit the town centre every hour in addition to those arriving on foot or cycle or using long term parking.
2. The STP zone to include the OTC owned Co-op car park, Market Place, New Street, West Street. In order to provide capacity for 200 cars every hour, a 30% increase in restricted parking will be needed. This will be implemented as required on Jericho, Drumming Well Lane, Milton Road, Blackpot Lane and South Road.
3. Oundle Town Council move to impose fines at their car park located at the Co-op on vehicles which overstay.
4. It is proposed that the parking duration limits in the STP zone are set at 30 minutes in the Market Place, 1 hour for on street parking and 2 hours in the OTC owned Co-op car park.
5. On South Road some parking will form part of the STP zone and the remainder will continue to be used for unrestricted long term parking. However, additional double yellow lines will be placed on South Road to ensure that during periods of high demand the road way does not become constricted and cause traffic congestion.
6. It is proposed that steps are taken to make use of part of the South Road football field as a temporary or permanent short term car park.  
It is considered that this provides a better option than the Primary School site which could be expensive to acquire and clear and would only provide limited capacity. The possibility of a multi storey car park on the Primary School site is also discounted on cost grounds and the fact that it would detract significantly from the historic aspect of the town.
7. It is noted that short term parking availability is stretched in the vicinity of Fletton House, the library and doctor's surgery. However, it is recognised that this is being optimised as part of the Fletton House refurbishment project and so no further input is provided.



## **Recommendations 2 (including long term parking):-**

8. Better use of the short term parking areas should result in some vehicles being displaced to long term parking areas and so steps will be required to increase capacity.
  - a. Review the requirements for residents parking on East Road (1 per household) and release the unused space at the Ashton Road end for long term parking.
  - b. Split the area in the Fairline car park off Ashton Road so that part can be accessed from the lane to the old re-cycling centre. This will allow those driving to work in the Nene Valley Business Park to park (and avoid clogging the road down the industrial unit that was the old re-cycling centre). It may be possible to use this facility for parking during Saturday Markets.
9. If Oundle increases its focus on being a “Festival Town” then additional temporary parking may be required. During the Womens Tour, 6 temporary car parks were created with capacity for well in excess of 1600 cars. A similar approach is advocated in the future to meet periodic requirements for additional parking.
10. It is proposed that changes are made to the provision of disabled car parking spaces.
  - a. Current arrangements in the OTC owned Co-op car park should not be changed.
  - b. Additional parking for Blue Badge holders are made in the vicinity of the Market Place to try and eliminate the need for Blue Badge holders to park on double yellow lines restrict traffic flows. One space in the Market Place opposite the chemists. Two spaces on Jericho.
  - c. It is proposed that the disabled parking spaces at the East Road car park are eliminated since they are not used which is probably due to their distance from the town centre.
11. Cars and buses periodically stop on St Osyth’s Lane and cause traffic congestion. It is proposed that no loading or unloading prohibition is added during the working day. This would prevent Blue Badge holders, buses and commercial vehicles from stopping - in addition to the current restriction on private vehicles.
12. It is noted that Oundle Town Council currently working to provide around 80 additional cycle parking spaces in the town.
13. A plan should be developed to identify sites for parking of buses which may bring tourists to Oundle outside of Festival events (where provision is already provided).
14. It is anticipated that provision will be required to park and charge electric cars. Depending on the technology in the car, this can require the battery to be on charge for a number of hours and so it is proposed that this is not provided inside the STP zone but at location such as the Joan Strong Centre.

