Broomhill Restricted Parking Zone

Benefits

- More enforcement of illegal parking:
    - parking on pavements / cycle lanes
    - blocking bus stops and dropped kerbs (to allow disabled / prams to cross road)

- less caravans and commuter parking (more spaces for residents)

- Ability to designate spaces as loading bays for shops

Downside

- Some small number of cars (5% of total) will have to park on different streets from where they currently park

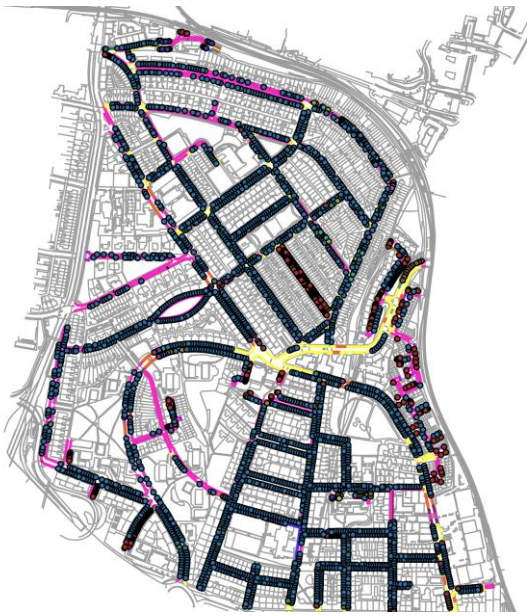
- Residents will need to register their car to park in the area

Parking Survey

Methods - survey

Survey conducted by company (streetwise) at two times on Tuesday 20th June 2023 (02:00-04:00 & 12:00-14:00) and all parked cars were recorded (dots on below map)

Purple cars are those on double yellow line and red ones are those parked nose on (as opposed to parallel)



Method – Capacity

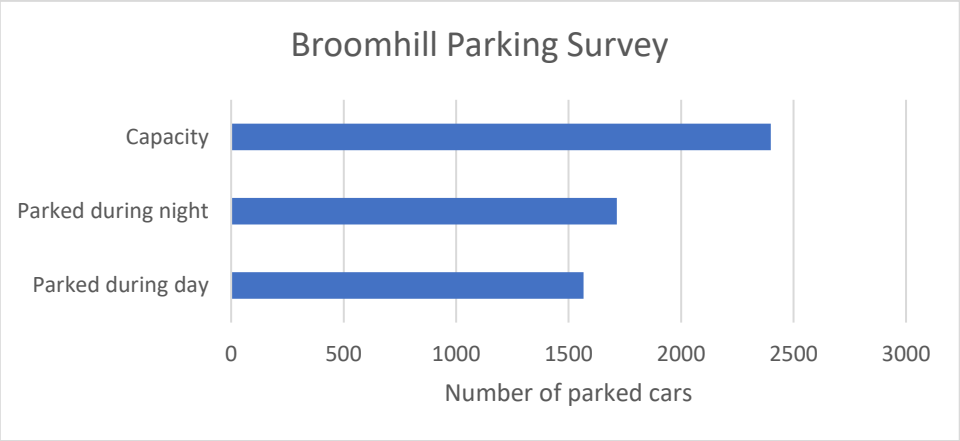
They then calculated the capacity of each street for parking using following method:

Length of classifications (m) by link :- *This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".*

Calculated capacity (spaces) by link :- *The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total lenght divided by 5m.*

Results

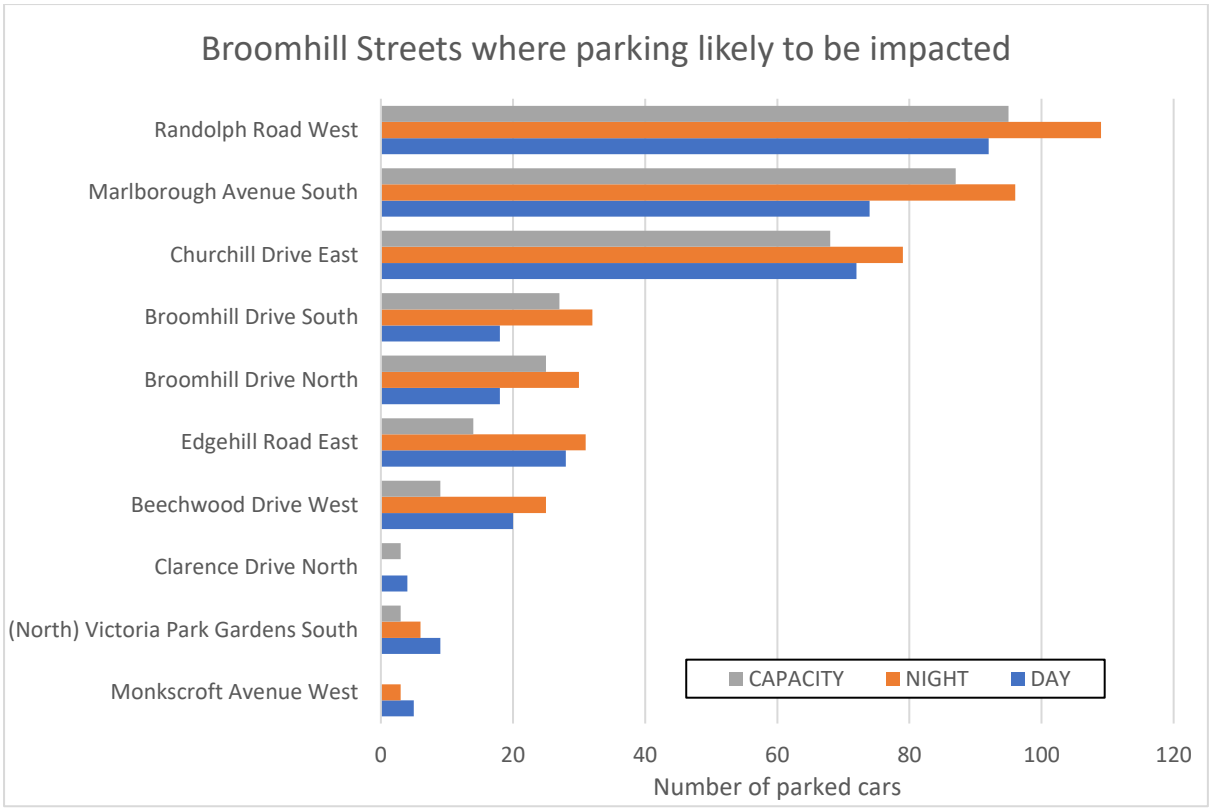
NOTE: The numbers in report include Broomhill and Thornwood so streets in Thornwood were removed from further analysis.



In Broomhill there is likely to be capacity for 2399 cars. Currently there are 1567 cars parked during the day and 1715 during the night. **65% of total capacity is used during the day an 70% at night.** There is going to be a huge excess of spaces to park cars in Broomhill after RPZ is introduced, especially as RPZ tend to discourage non-resident parking which are currently occupying spaces.

However there will be a small number of cars which will need to be parked in different locations (5%) - 83 out of 1715 at night. This is due to there being currently more cars parked on that street than projected capacity. These streets are:

	DAY	NIGHT	CAPACITY	over capacity in day	over capacity at night
Monkscroft Avenue West	5	3	**0**	-5	-3
(North) Victoria Park Gardens South	9	6	**3**	-6	-3
Clarence Drive North	4	0	**3**	-1	3
Beechwood Drive West	20	25	**9**	-11	-16
Edgehill Road East	28	31	**14**	-14	-17
Broomhill Drive North	18	30	**25**	7	-5
Broomhill Drive South	18	32	**27**	9	-5
Churchill Drive East	72	79	**68**	-4	-11
Marlborough Avenue South	74	96	**87**	13	-9
Randolph Road West	92	109	**95**	3	-14



Can be seen that it is a small percentage of cars in each location which will need to be stored in a different location overnight. However looking at streets with excess capacity it can be seen that there is space at other points on the above streets to accommodate the vehicles.