



CAR PARK STUDY

ANDOVER AND ROMSEY PARKING STUDY

Client: Test Valley Borough Council

i-Transport Ref: ITB13238-003E

Date: 15/06/2018

CAR PARK STUDY

ANDOVER AND ROMSEY PARKING STUDY

Client: Test Valley Borough Council

i-Transport LLP
Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

i-Transport Ref: SJ/IN/ITB13238-003E R

Date: 15 June 2018

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

QUALITY MANAGEMENT

| Report No. | Comments | Date | Author | Authorised |
|-------------------|-----------------------------|-------------|---------------|-------------------|
| ITB13238-003 | DRAFT | 21/02/2018 | IN | SJ |
| ITB13238-003A | MINOR AMENDMENTS | 13/03/2018 | IN | SJ |
| ITB13238-003B | ADDITIONAL DATA ANALYSIS | 27/04/2018 | IN | SJ |
| ITB13238-003C | FINAL | 25/05/2018 | IN | SJ |
| ITB13238-003D | MINOR AMENDMENTS | 07/06/2018 | IN | SJ |
| ITB13238-003E | MINOR AMENDMENTS | 15/06/2018 | IN | SJ |

File ref: T:\Projects\13000 Series\13238ITB Andover Car Parks\Admin\Report and Tech Notes\ITB13238-003E Test Valley Car Park Study.docx

CONTENTS

| | | |
|-----------|---------------------------------------|----|
| SECTION 1 | INTRODUCTION..... | 1 |
| SECTION 2 | POLICY CONTEXT..... | 3 |
| SECTION 3 | METHODOLOGY..... | 6 |
| SECTION 4 | ANDOVER CAR PARK STUDY..... | 12 |
| SECTION 5 | ROMSEY CAR PARK STUDY..... | 40 |
| SECTION 6 | FUTURE PARKING TRENDS..... | 59 |
| SECTION 7 | PARKING STRATEGY RECOMMENDATIONS..... | 62 |
| SECTION 8 | SUMMARY AND CONCLUSIONS..... | 66 |

FIGURES

| | |
|----------|---|
| FIGURE 1 | LOCATION OF ANDOVER CAR PARKS |
| FIGURE 2 | LOCATION OF ANDOVER CAR PARKS IN RELATION TO TOWN CENTRE LAND USES |
| FIGURE 3 | LOCATION OF ROMSEY CAR PARKS |
| FIGURE 4 | LOCATION OF ANDOVER CAR PARKS IN RELATION TO TOWN CENTRE LAND USES |

APPENDICES

| | |
|------------|---|
| APPENDIX A | ANDOVER CAR PARKING LEAFLET |
| APPENDIX B | ANDOVER CAR PARK QUALITY ASSESSMENT |
| APPENDIX C | ENLARGED COPIES OF THE PREDICTED PEAK PERIOD FUTURE YEAR PARKING DEMAND TABLES |
| APPENDIX D | ROMSEY CAR PARKING LEAFLET |
| APPENDIX E | ROMSEY CAR PARK QUALITY ASSESSMENT |

SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 i-Transport have been appointed by Test Valley Borough Council (TVBC) to undertake a parking study for the two main towns of the borough - Andover and Romsey.

1.1.2 Test Valley Borough Council has recently prepared with key partners and stakeholders a 20-year vision document for each town, the Andover Vision¹ and Romsey Future². Both documents have looked to ensure that their respective towns have a vibrant and thriving future. In order to help achieve this, one element that requires investigating is whether the current public car parks meet the needs of the town both now and in the future.

1.1.3 This study focuses on the publicly available off-street parking within the towns. The remit of this study does not cover on-street parking or private off-street parking available within the towns.

1.2 Aims and Objectives

1.2.1 The aim of the study is to provide Test Valley Borough Council with an evidence base to help inform future decisions on car park provision. This can then be used to understand how the ambitions of the two town strategies can best be met.

1.2.2 The objectives of the study are to: -

- Assess the adequacy, quality and location of existing parking provision within Andover and Romsey;
- Forecast future parking requirements in the short (5 years); medium (10 years) and long term (10+ years);
- Provide sensitivity testing to these forecasts taking account of population growth; change in retail habits and the use of non-car modes of travel;

¹ Andover Vision 2017-2037 <http://www.testvalley.gov.uk/communityandleisure/andovervision>

² Romsey Future 2015-2035 <http://www.testvalley.gov.uk/communityandleisure/romsey-future>

- Establish if there is, or is likely to be, a deficit or surplus in public car park provision; and
- Recommend changes to resolve the issues identified whether quality or quantity of provision.

1.3 **Structure of the Report**

1.3.1 The remainder of this report is structured as follows:

- Section 2 provides a brief overview of local and national transport policy to provide the context for the Car Park Study;
- Section 3 sets out the methodology used for the study;
- Section 4 presents the findings of the car park study for Andover;
- Section 5 presents the findings of the car park study for Romsey;
- Section 6 considers future parking trends;
- Section 7 provides parking strategy recommendations; and
- Section 8 summarises and concludes the findings of the study.

SECTION 2 POLICY CONTEXT

2.1 Introduction

2.1.1 A number of planning and transport policies from a national to a local level are relevant to the provision of town centre car parking. This chapter provides a summary of key policies.

2.2 National Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 With regards to town centre car parks, paragraph 40 of the NPPF states:

“Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate”.

Planning Practice Guidance

2.2.3 The NPPF is now underpinned by online Planning Practice Guidance notes on a range of topics. The following guidance notes are of relevance to this study:

- **Ensuring the Vitality of Town Centres** - this guidance advises councils in planning effectively for new development supporting town centres to meet the needs of main town centre uses. This positive approach should include seeking to improve the quality of parking in town centres and, where it is necessary to ensure the vitality of town centres, the quantity too.

2.3 Local Planning Policy

Test Valley Adopted Local Plan 2011 – 2029

2.3.1 The Local Plan sets out a vision for the future development of the Borough. It includes the core objectives which underpin the policies and proposals which form the spatial strategy. The Local Plan aims to guide future development within the Borough of Test Valley over the plan period 2011 – 2029.

2.3.2 With regards to town centre parking the local plan makes specific reference to reviewing parking as part of a plan to rejuvenate Andover town centre.

Andover Vision

2.3.3 The Andover Vision document sets the ambitions for the town and its future over a 20-year period (2017 – 2037). The document sets out five key themes to help the town fulfil its potential and, in doing so, raise aspirations and promote a sense of pride in the community which will result in achieving great things for the town.

2.3.4 One of the five themes is ‘being part of a thriving town centre’. The ‘big ideas’ for the next 20 years set out in the document are:

- **“To be creative in developing the future retail, leisure and residential offer for the town centre;**
- **To continually improve the appearance and environment of Andover town centre;**
- **Andover to become renowned for having a fantastic range of markets throughout the year;**
- **To strengthen and grow Andover’s evening and night time economy”.**

2.3.5 To help achieve this, Test Valley Borough Council have identified that one element that requires investigating is whether the current public car parks meet the needs of the town both now and in the future.

Romsey Future

2.3.6 The Romsey Future document sets out a long term vision for Romsey over a 20-year period (2015 – 2035). The vision is made up of five key ambitions.

2.3.7 Ambition 1 relates to 'Getting around Romsey' and one of the key factors identified for considerations is:

"As the town grows through new development and more people visit the town as a destination, issues such as congestion, car parking capacity and highway improvements will need to be addressed".

2.3.8 Ambition 5 relates to 'Developing the economy in Romsey' and one of the key factors identified for consideration is:

"Retaining a good retail and service mix, coupled with parking that keeps up with need, will be essential for profitable levels of footfall to be maintained".

SECTION 3 METHODOLOGY

3.1 Adequacy Quality and Location of Car Parks

3.1.1 Site visits were undertaken in November 2017 to each of the car parks to assess the following features:

- Highway network conditions and vehicular accessibility;
- Car park signage (to car park from local highway network and in-car park information);
- Pedestrian accessibility;
- Quality of car park surface and markings; and
- Lighting and other safety features such as CCTV.

3.1.2 These features broadly align with the assessment criteria for the 'Park Mark' scheme, which is administered by the British Parking Association and aims to ensure car parks provide a safe and secure parking environment. The car parks have been scored on presence and quality of the above features, the assessment criteria and available scores are set out in **Table 3.1**.

Table 3.1: Car Park Quality Assessment Criteria and Scores

| Criteria | Description | Result and Score | | |
|------------------------|--|--|---|----|
| | | Yes | No | |
| 'Park Mark' Accredited | Is the Car Park 'Park Mark' Accredited? | Yes | No | - |
| | | 1 | 0 | |
| Signage to Car Park | Is the Car Park well signed from the highway network? | Yes - well signed | Yes – but limited signage | No |
| | | 2 | 1 | 0 |
| Vehicular Access | Is vehicular access to the car park constrained? | No | Yes i.e. height or width restriction | - |
| | | 1 | 0 | |
| Vehicular Access | Is the car park easy to access and circulate by car? | Yes – Good | Yes – Fair | No |
| | | 2 | 1 | 0 |
| Pedestrian Accesses | Are there signed access/egress routes, footways and / or wayfinding signs? | Yes – footways are available and routes are clearly marked | Partly – footways are available however routes (for non-locals) are not clear | No |
| | | 2 | 1 | 0 |
| Paved / Surfaced | Are the surfaces Paved? If so are they in good condition | Yes – Good | Yes – But poor quality in places | No |
| | | 2 | 1 | 0 |
| Marked Bays | Are car parking bays marked? If so are lines / markings in good condition? | Yes – Good condition | Yes – But poor condition | No |
| | | 2 | 1 | 0 |
| In-Car Park Signage | Are there clear details regarding parking charges? | Yes | No | - |
| | | 1 | 0 | |
| Lighting | Is the car park well street lit? | Yes | No | - |
| | | 1 | 0 | |
| Total Score | | 14 | | |

3.1.3 The scores for each feature have been totalled to provide an overall score for each car park. The maximum available score for a car parks is 14.

3.1.4 The scores have been grouped into the categories set out in **Table 3.2**.

Table 3.2: Quality Assessment Categories and Scores

| Quality | Score |
|---------|-------|
| Good | 11-14 |
| Fair | 6-10 |
| Poor | 0-5 |

Source: i-Transport

- 3.1.5 An assessment has also been undertaken on the proximity of the car park to the town centre. Reference has been made to the Chartered Institute of Highways and Transportation (CIHT) acceptable walking distances set out in the 'Guidelines for Providing for Journeys on Foot' document (2000), which are set out in **Table 3.3** below:

Table 3.3: CIHT Acceptable Walking Distances for Town Centres

| Acceptability | Distance to Town Centre (m) |
|-------------------|-----------------------------|
| Desirable | 200 |
| Acceptable | 400 |
| Preferred Maximum | 800 |

Source: CIHT Guidelines for Providing for Journeys on Foot (2000)

3.2 Review of Baseline Data

- 3.2.1 A review of baseline data has been undertaken to understand the current and historic parking situations in both Andover and Romsey.

Car Park Occupancy Levels

- 3.2.2 Test Valley Borough Council provided i-Transport with occupancy data for both Fridays and Saturdays for the public car parks in Andover and Romsey. The data ranges between 2003 and 2017. The data has been analysed to identify trends in the occupancy levels in the long, medium, short and ultra-short stay car parks as well as at the individual car park level. The Friday data represents the peak weekday occupancy, capturing trends in both commuter parking and those parking to visit the town during the week, whilst the Saturday data represents the peak weekend occupancy for those using the towns for primarily shopping and leisure purposes.
- 3.2.3 Test Valley Borough Council aims to operate car parks within a maximum average occupancy rate of 90% based on average peak times. There may be occasions such as during special events or during particular dates, such as the weekends leading up to Christmas, that the car parks will operate at full occupancy. However, it is Test Valley Borough Councils intention to cater for average peak times not for every special events or occasions.

Car Park Ticket Sales

3.2.4 Test Valley Borough Council provided i-Transport with ticket sales data from 2008 – 2016 for both Andover and Romsey. The ticket sales data has been analysed to determine the average duration of stay in car parks, the proportion of tickets sold and the proportion of revenue each car park provides.

3.3 Assessment of Future Demand

3.3.1 The study forecasts future parking requirements for the short (5-years), medium (10-years) and long term (15-years).

3.3.2 Whilst car park occupancy data for 2017 was provided by TVBC, the future year assessments have been projected from the 2016 baseline data. This is because a number of car parks (notably in Andover) had temporary closures during the survey periods in 2017 which affected the reliability of the results. Furthermore, a comparison of the car park occupancy levels in 2016 and 2017 revealed higher occupancies in nearly all car parks in 2016 when compared with 2017, therefore, the use of 2016 data is considered to provide a robust assessment.

3.3.3 The anticipated future demand has been calculated using the TEMPRO (version 7.2) database³. The TEMPRO database is the industry standard tool for forecasting the growth in origin-destinations trips up to 2051 for use in transport modelling. TEMPRO takes account of local planning data to provide growth factors which, when used in conjunction with national or regional traffic growth forecasts, provide local traffic projection factors. The forecasts take into account national projections of:

- Population;
- Employment;
- Housing;
- Car ownership; and
- Trip rates.

³ TEMPRO stands for the Trip End Model Presentation Program and is a piece of software used to forecast growth in traffic flows.

- 3.3.4 To ensure that the growth rates contained within TEMPRO are representative of the anticipated growth in the Test Valley Borough, a comparison between the anticipated number of future houses contained within TEMPRO and set out in the adopted Local Plan has been undertaken.
- 3.3.5 The TVBC Local Plan states that 588 dwellings per annum should be delivered to meet the housing requirement, with approximately 61% of dwellings (equating to 358) being delivered in Andover, 6% (equating to 36 dwellings) in the rural areas of the northern part of Test Valley and the remaining 33% of dwellings (equating to 194) in the southern area of Test Valley per year⁴.
- 3.3.6 These above figures have been multiplied by the future assessment years to calculate the future housing numbers and is presented in **Table 3.4**.

Table 3.4: Future Housing Numbers Across Test Valley In Future Assessment Years

| Timeframe | Northern Test Valley | | Southern Test Valley | Total |
|------------------------|----------------------|-------------------|----------------------|-------|
| | Andover | Rural Test Valley | | |
| Short Term (5 Years) | 1,790 | 180 | 970 | 2,940 |
| Medium Term (10 Years) | 3,580 | 360 | 1,940 | 5,880 |
| Short Term (15+ Years) | 5,370 | 540 | 2,910 | 8,820 |

- 3.3.7 The total growth of 588 dwellings per year in Test Valley has been multiplied in the assessment scenarios to calculate the future housing numbers and compared with anticipated number of future houses contained within TEMPRO as summarised in **Table 3.5**

⁴ As set out in Policy COM1: Housing Provision 2011-2029 in the Adopted Test Valley Local Plan

Table 3.5: Comparison between forecasted housing in TEMPRO and Adopted Local Plan

| Timeframe | Test Valley Local Plan Future Housing Predictions | Test Valley TEMPRO Future Housing Predictions | Difference |
|------------------------|---|---|------------|
| Short Term (5 Years) | 2,940 | 3,387 | 447 |
| Medium Term (10 Years) | 5,880 | 6,309 | 429 |
| Short Term (15+ Years) | 8,820 | 9,120 | 300 |

3.3.8 **Table 3.5** above shows that the housing forecasts contained within TEMPRO are marginally higher than those set out in the Local Plan. As such the growth rates calculated by TEMPRO provide a robust assessment for future growth.

3.3.9 The calculated TEMPRO growth rates are set out in **Table 3.6**.

Table 3.6 TEMPRO Growth Rates

| Timeframe | TEMPRO Growth Factor ⁵ |
|-------------------------|-----------------------------------|
| Short Term 2016 - 2021 | 1.0815 |
| Medium Term 2016 - 2026 | 1.1641 |
| Short Term 2016 - 2031 | 1.214 |

⁵ The baseline parking data is multiplied by the growth factor to predict the future traffic conditions.

SECTION 4 ANDOVER CAR PARK STUDY

4.1 Andover Profile

4.1.1 Andover town centre serves the town and a large rural catchment with an estimated population of 70,000. It is estimated that the current number of households in Andover is circa 18,000⁶. Within the Enterprise M3 LEP Strategic Economic Plan, Andover is identified as a Step-up Town. Step Up Towns are areas of latent economic potential, which currently experience barriers to growth that impact upon the overall performance of the Enterprise M3 area⁷. Test Valley Borough Council want to retain and enhance the role of the town centre as a shopping destination. As such, this parking study will help enable TVBC to understand how their ambitions can be best met.

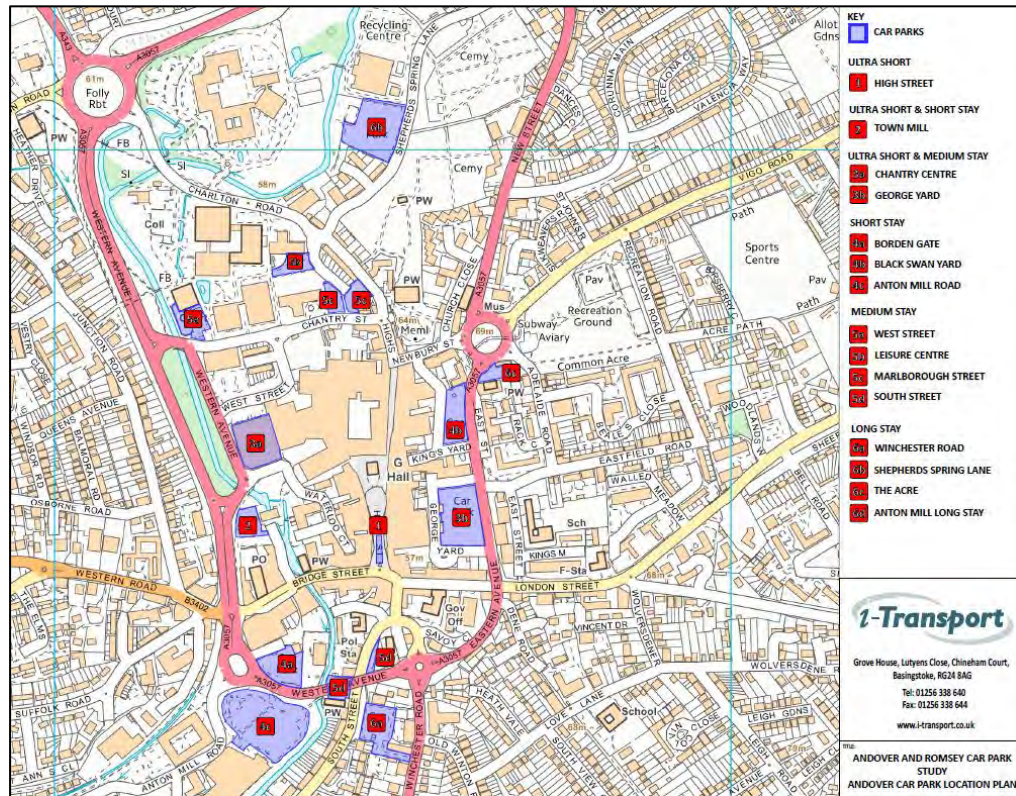
4.2 Parking provision

4.2.1 To gain an understanding into the current publicly available car parking provision within the town centre, a review of the available data for existing Council operated off-street parking has been undertaken. In 2016, a total of 2,043 off-street public pay and display car parking spaces were available within the town centre in 15 car parks. **Figures 1 and 2** shows the locations of the car parks, an extract of **Figure 1** is provided as **Image 4.1**. A leaflet produced by Test Valley Borough Council providing information about the car parks in Andover is included as **Appendix A**.

⁶ Based on combination of 2011 Census Data and housing completions between 2011-2017.

⁷ The Enterprise M3 area covers mid and north Hampshire and south west Surrey, stretching from the hinterland of London, along the lines of the M3 motorway to the New Forest taking in several towns in Hampshire and Surrey (including Aldershot, Andover, Basingstoke, Camberley, Farnborough, Guildford, Staines-upon-Thames, Whitehill & Bordon and Woking) and the city of Winchester.

4.2.2 Image 4.1: Location of Andover Car Parks



Source: Extract of Figure 1

4.3 Assessment of Quality and Location of Car Parks

4.3.1 Using the methodology described in Section 3, a site visit was undertaken in November 2017 to assess the quality and location of the existing car parks. **Tables 4.1** and **4.2** provide further detail on the quality and location of the car parks within Andover, whilst the full quality assessment is provided in **Appendix B**.

Table 4.1: Quality Assessment of Car Parks in Andover

| Car Park | Score (Out of 14) | Overall Car Park Quality |
|--|-------------------|--------------------------|
| Anton Mill (Short Stay) | 13 | High |
| Black Swan Yard (Short Stay) | 13 | High |
| Borden Gate (Short Stay) | 11 | High |
| Chantry Centre (Ultra Short and Medium Stay) | 11 | High |
| George Yard (Ultra Short and Medium Stay) | 13 | High |
| Town Mill (Ultra Short and Short Stay) | 12 | High |
| Leisure Centre (Medium Stay) | 11 | High |
| Marlborough Street (Medium Stay) | 11 | High |
| South Street (Short Stay) | 11 | High |
| The Acre (Long Stay) | 12 | High |
| Anton Mill (Long Stay) | 13 | High |
| Shepherds Spring Lane (Long Stay) | 11 | High |
| Winchester Road (Long Stay) | 13 | High |

4.3.2 **Table 4.1** shows that the overall car park quality in Andover is very good. All of the car parks achieved a 'High' score, with 11 points or above. With only a difference of 3 'points' between all of the car parks this shows that the car parks are very similar in terms of their quality.

Table 4.2 Andover Public Car Parks – Distance from Edge of Town Centre

| Car Park | Distance from Edge of Town Centre | CIHT Acceptable Walking Distance |
|--|-----------------------------------|----------------------------------|
| Anton Mill (Short Stay) | 115m | Desirable |
| Black Swan Yard (Short Stay) | 100m | Desirable |
| Borden Gate (Short Stay) | 30m | Desirable |
| South Street (Short Stay) | 120m | Desirable |
| Chantry Centre (Ultra Short and Medium Stay) | Directly Adjacent to Town Centre | Desirable |
| George Yard (Ultra Short and Medium Stay) | 50m | Desirable |
| Town Mill (Ultra Short and Short Stay) | 105m | Desirable |
| Leisure Centre (Medium Stay) | 130m | Desirable |
| Marlborough Street (Medium Stay) | 25m | Desirable |
| The Acre (Long Stay) | 115m | Desirable |
| Anton Mill (Long Stay) | 400m | Acceptable |
| Shepherds Spring Lane (Long Stay) | 350m | Acceptable |
| Winchester Road (Long Stay) | 180m | Desirable |

Source: i-Transport

4.3.3 **Table 4.2** demonstrates the distances of each car park in relation to the edge of the town centre (as shown on **Figure 2**) and their classification against the CIHT acceptable walking distance criteria. All car parks classified as ultra-short, short and medium stay are located within 200m of the edge of the town centre and are therefore within a ‘desirable’ walking distance. The Acre and Winchester Road Long Stay car parks are also located within a desirable walking distance, however, the Shepherd’s Spring Lane and Anton Mill Long Stay Car Parks are considered to be within an ‘acceptable’ walking distance.

4.4 Assessment of Baseline Car Park Use – Peak Period Occupancy Data

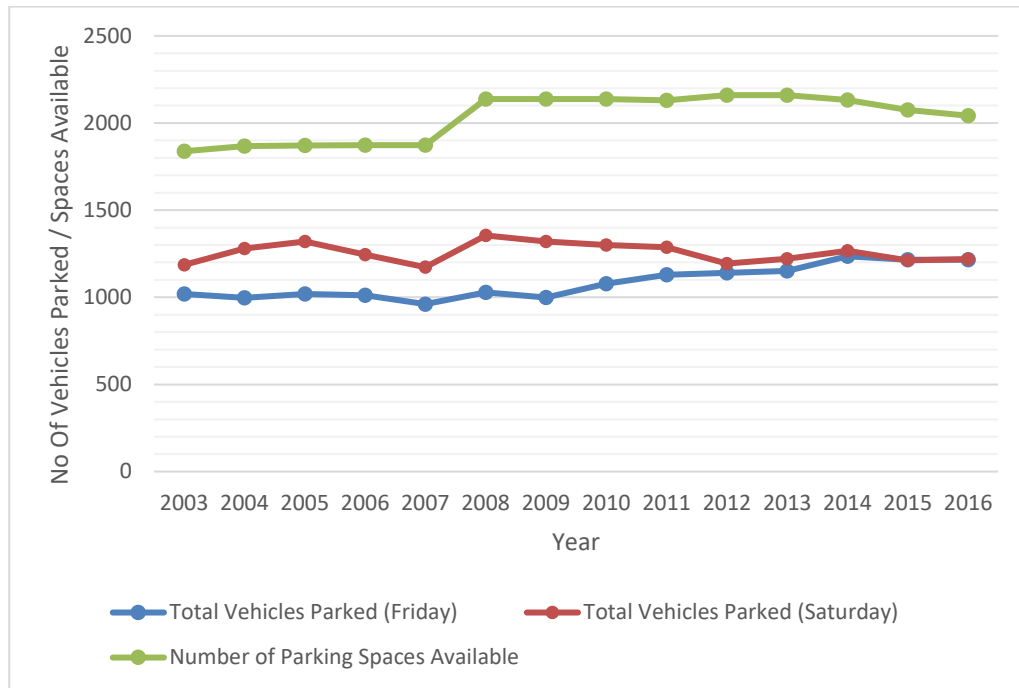
Historic data 2003-2016

4.4.1 Test Valley Borough Council have provided historic peak demand car park occupancy data for Andover between 2003 and 2016.

4.4.2 The analysis of occupancy data for Friday and Saturdays is provided below and is based on an average of three snapshot surveys undertaken in May, August and October each year.

4.4.3 A review of the total number of parking spaces in Andover (across all car parks) has been undertaken versus the total number of vehicles parked on a Friday and Saturday, a summary of the data is provided in **Graph 4.1**.

Graph 4.1: Total Vehicles Parked Across Andover vs. Total Number of Parking Spaces Available in Andover during Peak Periods



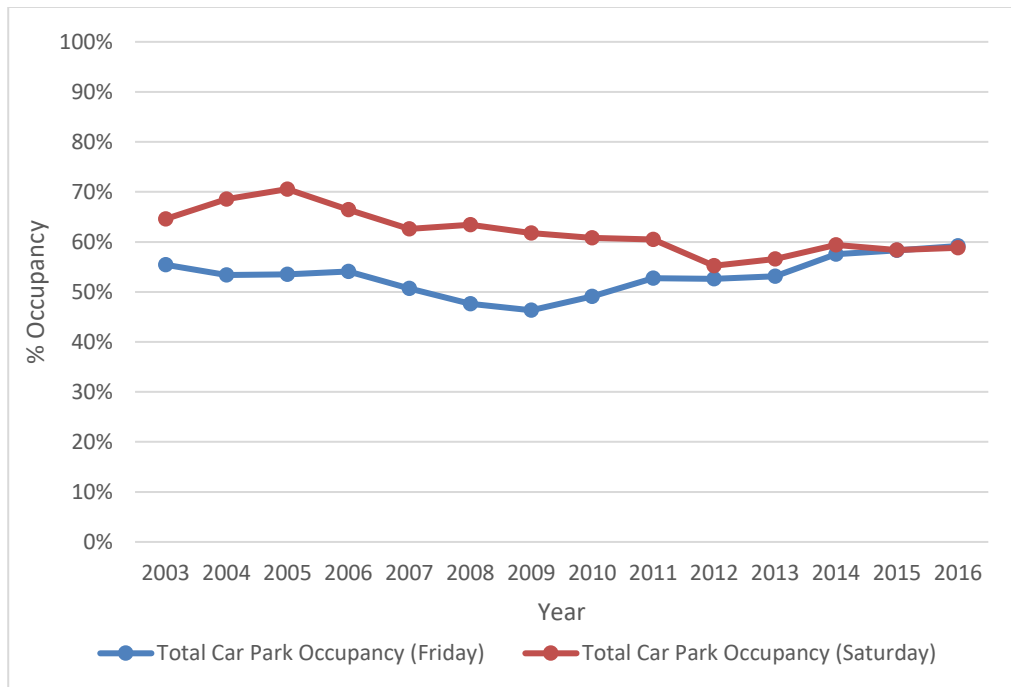
4.4.4 The data demonstrates that the demand for car parking spaces in Andover has consistently been lower than the total number of spaces available between 2003 and 2016 on both Friday and Saturdays.

4.4.5 The demand for parking spaces on a Friday remained relatively constant between 2003 and 2009, however, since 2009 the demand has increased steadily, with circa 990 spaces occupied in 2009 and circa 1,210 spaces occupied in 2016. Over the survey period (2003-2016), it was observed that there were between 819 and 1,147 available parking spaces. In more recent years (between 2014 – 2016) there have typically been circa 860 available parking spaces across Andover with the occupancy across the town being circa 58%.

4.4.6 The demand for parking spaces on a Saturday has remained relatively constant over the survey period. In more recent years (between 2014 – 2016) there have typically been circa 850 available parking spaces across Andover with the occupancy across the town being circa 59%.

4.4.7 A review of the total car park occupancy across Andover has also been undertaken for Friday and Saturdays, as shown in **Graph 4.2**. The results demonstrate that the total occupancy has remained relatively constant across the survey period, at between 46 – 71%, despite the number of available car parking spaces varying. The Friday data does show a slight increasing trend in occupancy in recent years, whilst the Saturday data shows a slight downwards trend in occupancy.

Graph 4.2: Total Car Park Occupancy Levels Across Andover during Peak Periods



4.4.8 During the same study period the number of dwellings in Test Valley has increased, with 5,720 new dwellings in the northern part of Test Valley (which contains Andover and a number of outlying villages). The number of net housing completions between 2002/2003 to 2016/2017 is summarised in **Table 4.3**.

Table 4.3: Test Valley Net Housing Completions

| Year | Northern Test Valley | Southern Test Valley | Total Test Valley |
|--------------|----------------------|----------------------|-------------------|
| 2002/2003 | 480 | 112 | 592 |
| 2003/2004 | 462 | 21 | 483 |
| 2004/2005 | 250 | 65 | 315 |
| 2005/2006 | 239 | 135 | 374 |
| 2006/2007 | 61 | 227 | 288 |
| 2007/2008 | 223 | 116 | 339 |
| 2008/2009 | 93 | 54 | 147 |
| 2009/2010 | 295 | 143 | 438 |
| 2010/2011 | 369 | 19 | 388 |
| 2011/2012 | 437 | 86 | 523 |
| 2012/2013 | 467 | 203 | 670 |
| 2013/2014 | 359 | 183 | 542 |
| 2014/2015 | 668 | 212 | 880 |
| 2015/2016 | 666 | 338 | 1,004 |
| 2006/2017 | 651 | 240 | 891 |
| Total | 5,720 | 2,154 | 7,874 |

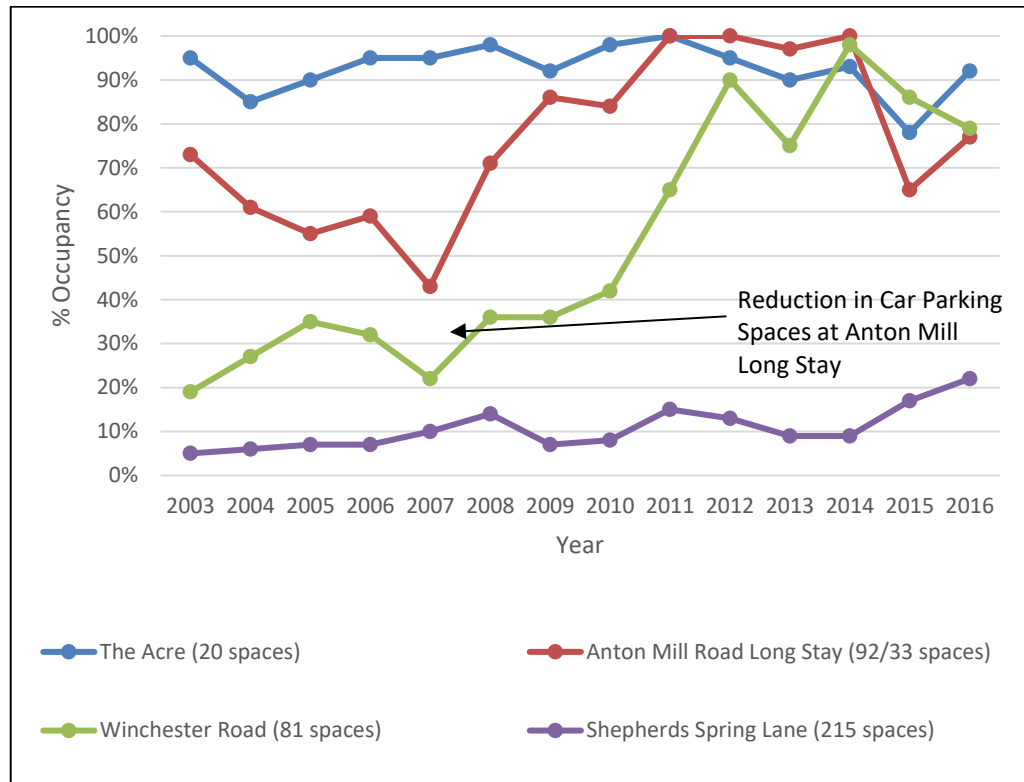
Source: Test Valley Local Plan 2011-2029 and Strategic Housing and Economic Land Availability Assessment (SHELAA) 2018

- 4.4.9 Consequently, it can be seen that whilst the housing numbers in the Northern part of Test Valley have increased during the study period, this has had little effect on the parking occupancy in the town centre of Andover.

Long Stay Car Parks

- 4.4.10 **Graph 4.3** and **4.4** present the car park occupancy data of the four-principal long stay car parks in Andover on Friday and Saturday respectively.

Graph 4.3: Average Peak Period Long Stay Car Park Occupancy - Friday



Note: Where the number of car parking spaces are shown with a '/' e.g. Anton Mill Road (92/33 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below.

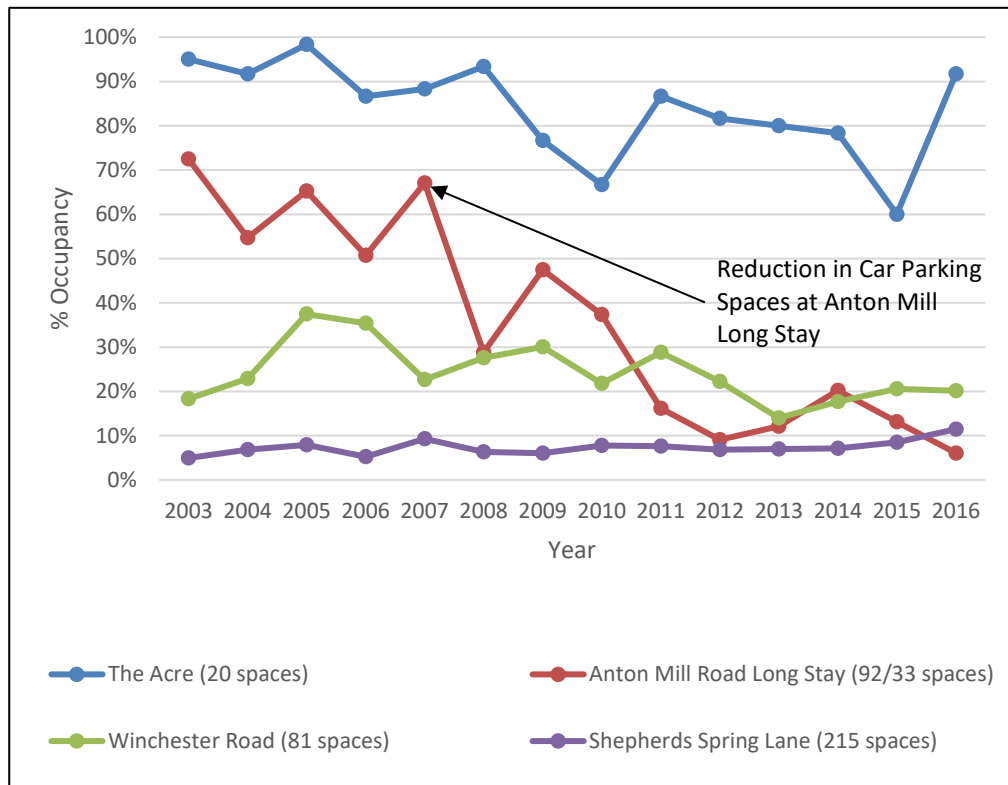
4.4.11 The analysis indicates that on Fridays, The Acre remained close to capacity between 2003 and 2016 with the car park operating at $\geq 85\%$, with the exception of 2015 where occupancy fell to 78%.

4.4.12 Anton Mill originally had 92 long stay car parking spaces between 2003 and 2007, during this time car park occupancy reduced from 73% to 43%. In 2007, the number of long stay parking spaces was reduced by 59 spaces to 33 spaces. As a result, the car park occupancy increased between 2007 and 2014. However, during recent years the car park occupancy has fallen again with an average of 65% spaces occupied in 2015 and 77% of spaces occupied in 2016.

4.4.13 The Winchester Road car park typically had a low occupancy between 2003 and 2010 (circa 20-30%). Between 2010 and 2014 the average occupancy of the car park increased substantially from 42% to 92%, despite the number of available spaces remaining the same. However, in recent years the car park occupancy has started to decline again. This could be related to the phasing out of season tickets issued for this car park from 2014 onwards.

4.4.14 Shepherds Spring Lane has typically had a low occupancy since 2003. The surveys show a range from 5% occupancy in 2003 to 22% in 2016. In more recent years (from 2014 onwards) the car park has shown an increase in occupancy. This could in part be related to the introduction of discounted season tickets and discounted season tickets for Andover College students over recent years.

Graph 4.4: Average Peak Period Long Stay Car Park Occupancy - Saturday



Note: Where the number of car parking spaces are shown with a '/' e.g. Anton Mill Road (92/33 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below.

4.4.15 The analysis indicates that on Saturdays, the occupancy of the Acre Car Park has declined from 95% in 2003 to 60% in 2015, however, in 2016 the occupancy increased up to 92%. As previously outlined, Anton Mill originally had 92 long stay car parking spaces, however, in 2007, the number of long stay parking spaces was reduced by 59 spaces to 33 spaces. Despite this, the car park occupancy has declined from 72% in 2003 to 6% in 2016.

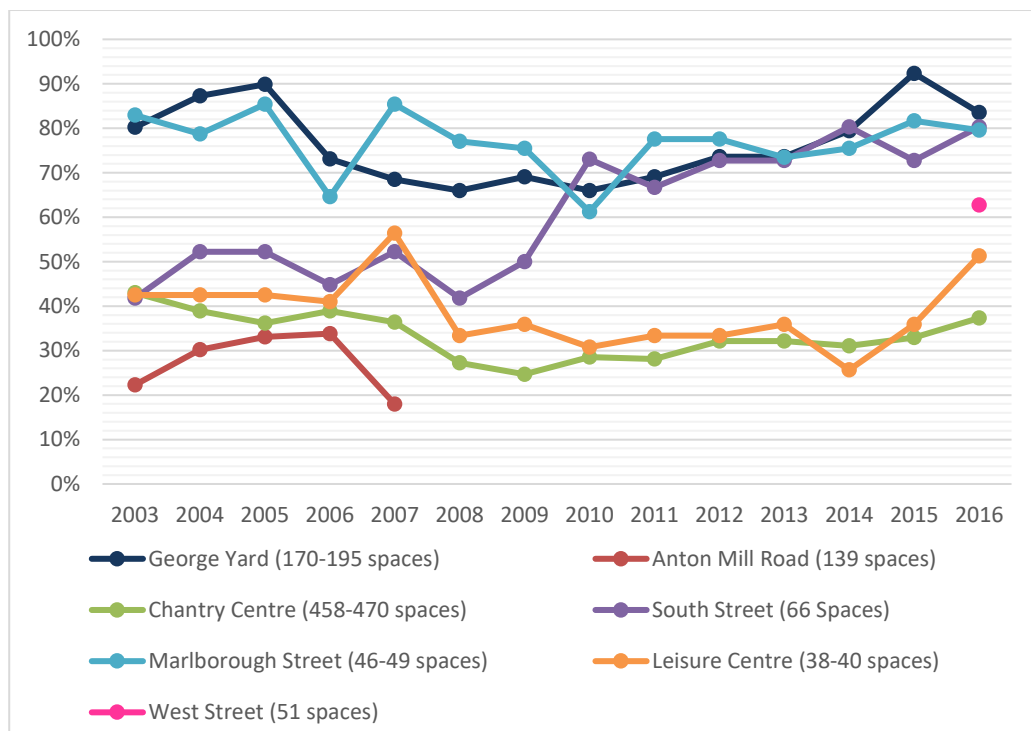
4.4.16 The Winchester Road car park has remained relatively constant at circa 20-30%, with the exception of 2005 and 2006 where the occupancy rose to 37% and 35% respectively.

4.4.17 Shepherds Spring Lane has typically had a low occupancy since 2003. The surveys show a range from 5% occupancy in 2003 to 11% in 2016. However, in more recent years (from 2014 onwards) the car park has shown an increase in occupancy.

Medium Stay Car Parks

4.4.18 **Graph 4.5** and **Graph 4.6** presents the car park occupancy of the seven medium stay car parks in Andover on Friday and Saturday respectively.

Graph 4.5: Average Peak Period Medium Stay Car Park Occupancy – Friday

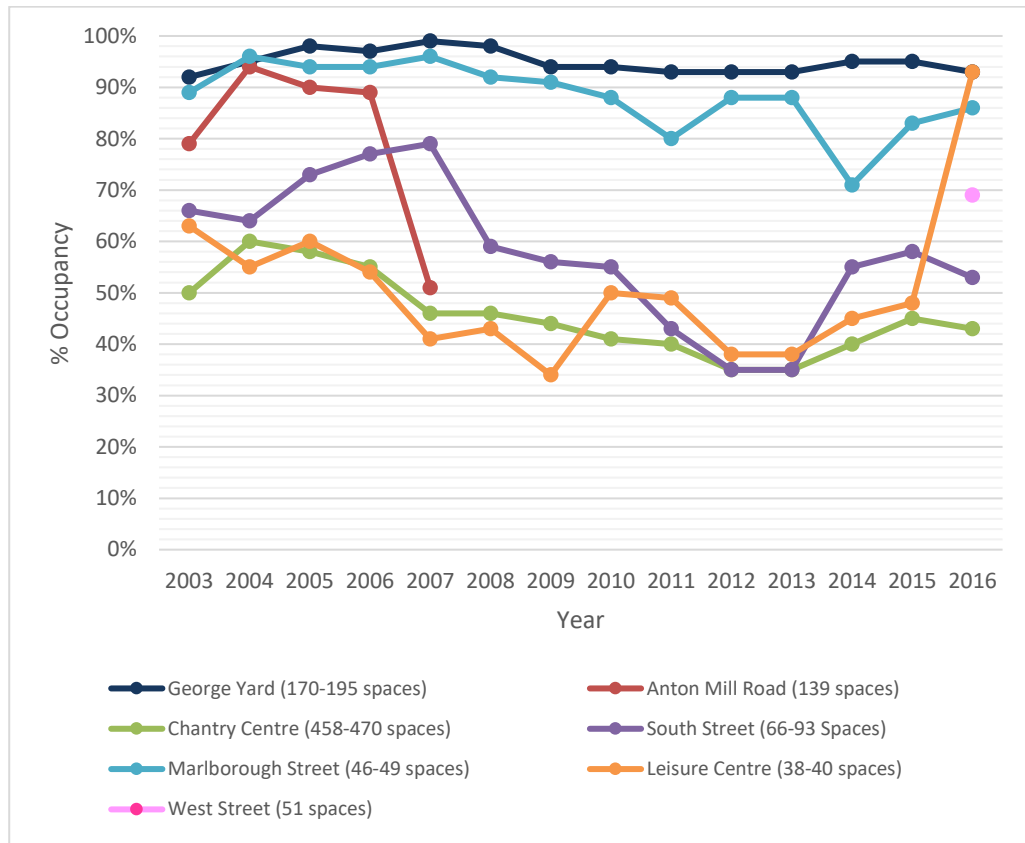


Note: Where the number of car parking spaces are shown with a '/' e.g. Anton Mill Road (92/33 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below.

4.4.19 The analysis indicates that on Fridays, the occupancy of George Yard increased between 2003-2004 to circa 90%. However, between 2004-2010 the occupancy fell to circa 61%. Between 2010–2015 the occupancy of the car park gradually increased again to 92%. The number of medium stay spaces in this car park decreased from 195 in 2002-2006 to circa 170 in 2006-2016 (as these 25 spaces were re-allocated to ultra-short parking spaces).

- 4.4.20 Anton Mill Road provided 139 medium stay car parking spaces between 2002 and 2007. The medium stay car park was replaced with the construction of the short stay car park which was created as part of the Asda store construction. Between 2003-2006, there was an increase in occupancy from 22-33%, however in 2007 the occupancy decreased to 18%. It is possible that this decline was linked to the construction and opening of the nearby Asda store.
- 4.4.21 The occupancy of the Chantry Centre declined between 2003 and 2009, from circa 40% to 25%. However, since 2009 the car park occupancy has increased slightly to circa 37%. This increase in parking occupancy is linked to both the increase in the number of vehicles parking in the car park and the loss of 12 car parking spaces between 2014 and 2015 associated with the redevelopment of the bus station and the increase in the provision of disabled parking (which occupies 1.5 times the space of a standard parking bay).
- 4.4.22 The occupancy of South Street on Fridays has increased from circa 40% in 2003 to circa 80% in 2016. The number of spaces has remained constant in this car park, therefore the increase in occupancy is a result of an increase in the number of people using the car park.
- 4.4.23 Marlborough Street Car park has varied over the study period. Overall the occupancy of the car park has remained relatively constant at circa 75-85%, however, there were noticeable decreases in occupancy in 2006 and 2010 where occupancy fell to circa 60%.

Graph 4.6: Average Peak Period Medium Stay Car Park Occupancy – Saturday



Note: Where the number of car parking spaces are shown with a '-' e.g. George Yard (170-195 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Additional information is provided in the explanatory text below.

- 4.4.24 The occupancy of George Yard has remained relatively constant at >90% between 2003 and 2016. The number of medium stay car parking spaces decreased from 195 in 2002-2006 to circa 170 in 2006-2016 (as these 25 spaces were re-allocated to ultra-short parking spaces), despite this there has been little change in the occupancy.
- 4.4.25 Anton Mill Road provided 139 medium stay car parking spaces between 2002 and 2007. During this time there was a decrease in occupancy from >90% to circa 50%. It is possible that this decline was linked to the construction and opening of the nearby Asda store.
- 4.4.26 The occupancy of the Chantry Centre declined between 2004 and 2013, from 60% to 35%. Between 2013 and 2015, the car park occupancy increased slightly to circa 43%. This increase in parking occupancy is linked to both the increase in the number of vehicles parking in the car park and the loss of 12 car parking spaces between 2014 and 2016 associated with the redevelopment of the bus station and the increase in the provision of disabled parking (which occupies 1.5 times the space of a standard parking bay).

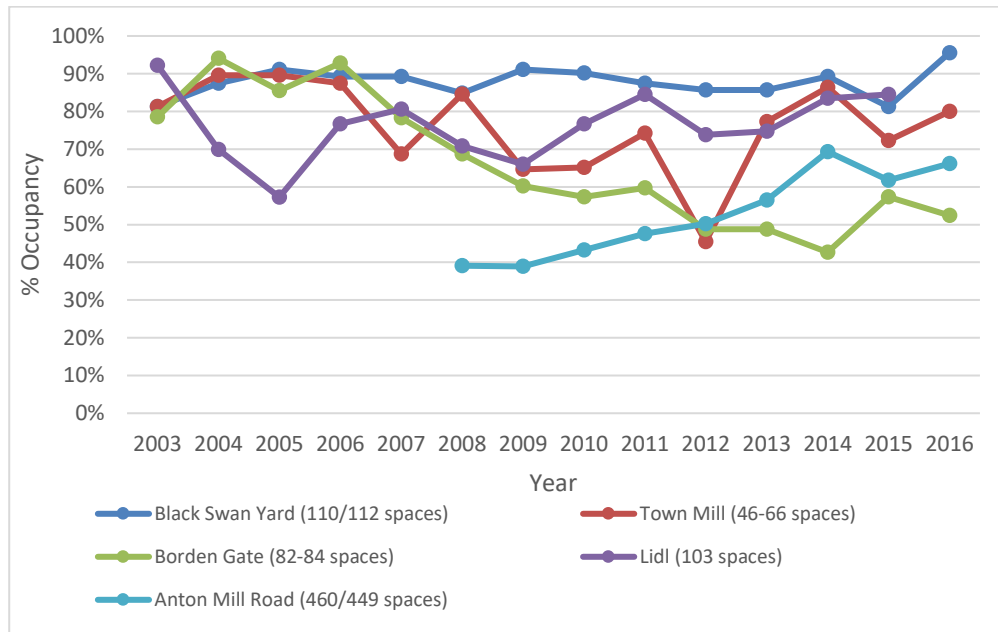
4.4.27 South Street car park has also shown an overall decrease in parking occupancy between 2002 and 2014. In more recent years (between 2014 and 2016) the car park occupancy has increased slightly and remained relatively constant around 55%.

4.4.28 Marlborough Street Car park experienced a steady decline in parking between 2002 and 2014. Since 2014, the car park has seen an increase in parking occupancy.

Short Stay Car Parks

4.4.29 **Graph 4.7** and **Graph 4.8** present the car park occupancy of the four current and one former short stay car parks in Andover.

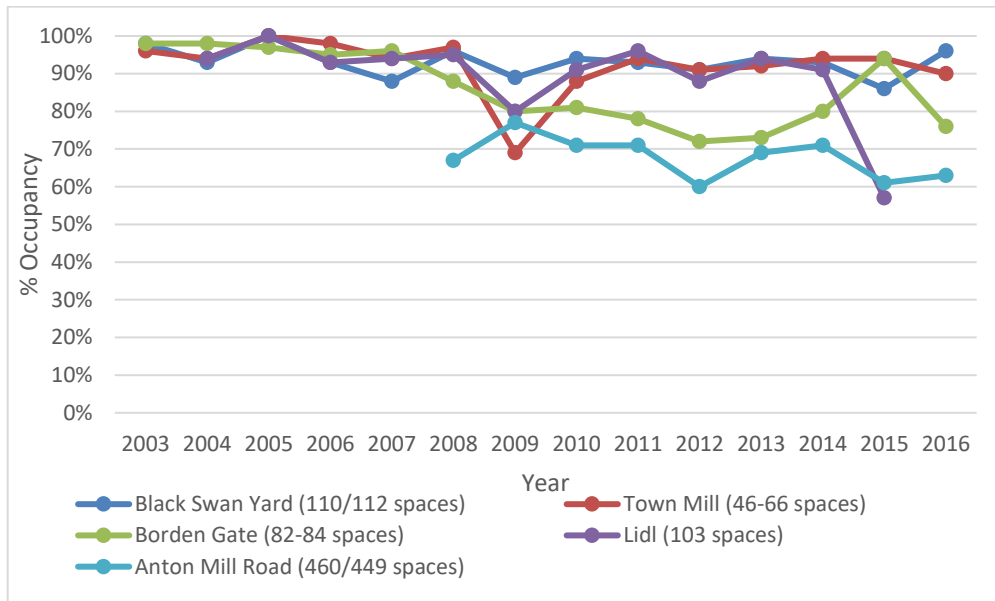
Graph 4.7: Average Peak Period Short Stay Car Park Occupancy - Friday



Note: Where the number of car parking spaces are shown with a '-' e.g. Town Mill (46-66 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Where the number of car parking spaces are shown with a '/' e.g. Black Swan (110/112 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below.

- 4.4.30 The analysis indicates that on Fridays, the Black Swan Yard car park has been operating close to capacity circa 85% between 2002 and 2016.
- 4.4.31 The number of short stay car parking spaces at Town Mill has varied over the survey period between 46 to 66 spaces. Between 2002 and 2007, 46 spaces were available, and the car park was operating close to capacity. The capacity of the car park was increased in 2008, which occurred as a result of ultra-short stay parking being re-designated as short stay parking. As a result, the occupancy of the car park between 2009-2012 fell. However, in more recent years (2016) the occupancy of the car park has increased again to circa 80%.
- 4.4.32 Borden Gate experienced a decline in occupancy between 2002-2014. In 2015-2016 the car park experienced slightly higher occupancy rates, in excess of 50%.
- 4.4.33 The Lidl car park operated as a public car park between 2003 and 2015. Between this time the occupancy was typically between 70-100%, with the exception of 2005, where occupancy fell to 57%.
- 4.4.34 Anton Mill Road has typically experienced an increase in car park occupancy between 2008 to 2016 on Fridays, with typical occupancies increasing from 39% to 66%.

Graph 4.8: Average Peak Period Short Stay Car Park Occupancy - Saturday



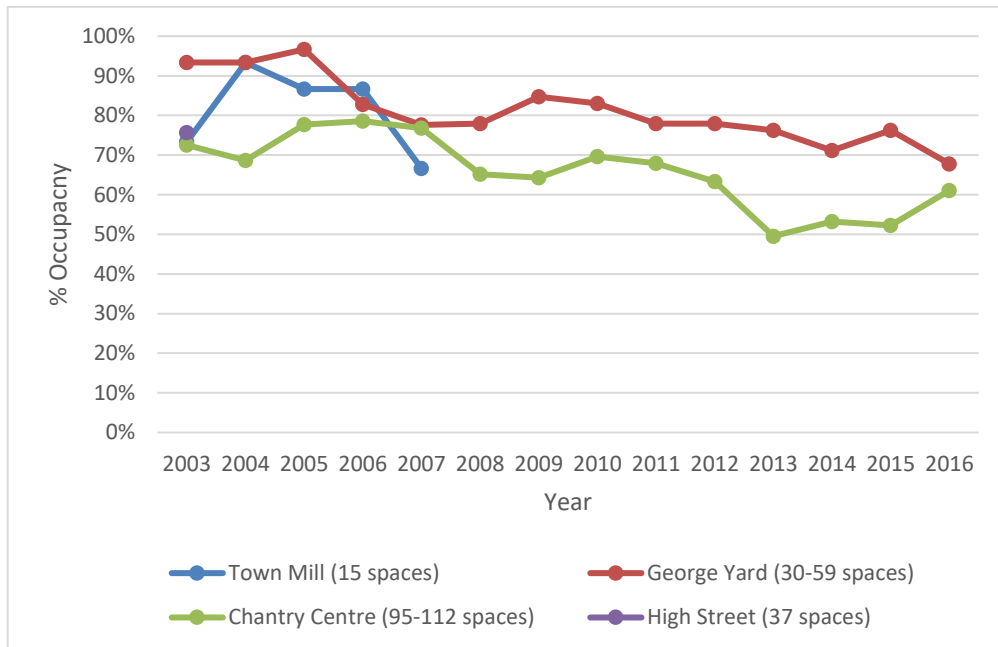
Note: Where the number of car parking spaces are shown with a '-' e.g. Town Mill (46-66 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Where the number of car parking spaces are shown with a '/' e.g. Black Swan (110/112 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below.

- 4.4.35 The analysis indicates that on Saturdays, the Black Swan Yard car park has been operating close to capacity (>80%) between 2002 and 2016.
- 4.4.36 The number of short stay car parking spaces at Town Mill has varied over the survey period between 46 to 66 spaces. Between 2002 and 2007, 46 spaces were available, and the car park was operating close to capacity. The capacity of the car park was increased in 2008, which occurred as a result of ultra-short stay parking being re-designated as short stay parking. As a result, the occupancy of the car park fell sharply in 2009 to 69%, however the occupancy increased again in 2010 to circa 90% and remained relatively constant for the remainder of the survey period.
- 4.4.37 Borden Gate experienced a decline in occupancy on Saturdays between 2002-2013. However, in 2014-2015 the car park experienced higher occupancy rates (up to 90%).
- 4.4.38 The Lidl car park operated as a public car park between 2003 and 2015. Between this time the occupancy was typically between 70-100%, with the exception of 2015, where occupancy fell sharply to 61%.
- 4.4.39 The occupancy of Anton Mill Road has typically remained close to 70%, with the exception of 2012, 2015 and 2016 where the occupancy fell to circa 60%.

Ultra-Short Stay Car Parks

4.4.40 **Graph 4.9** and **4.10** presents the car park occupancy of the two current and two former ultra-short stay car parks in Andover on Friday and Saturdays respectively.

Graph 4.9: Average Peak Period Ultra-Short Stay Car Park Occupancy – Friday



Note: Where the number of car parking spaces are shown with a '-' e.g. Town Mill (46-66 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Additional information is provided in the explanatory text below.

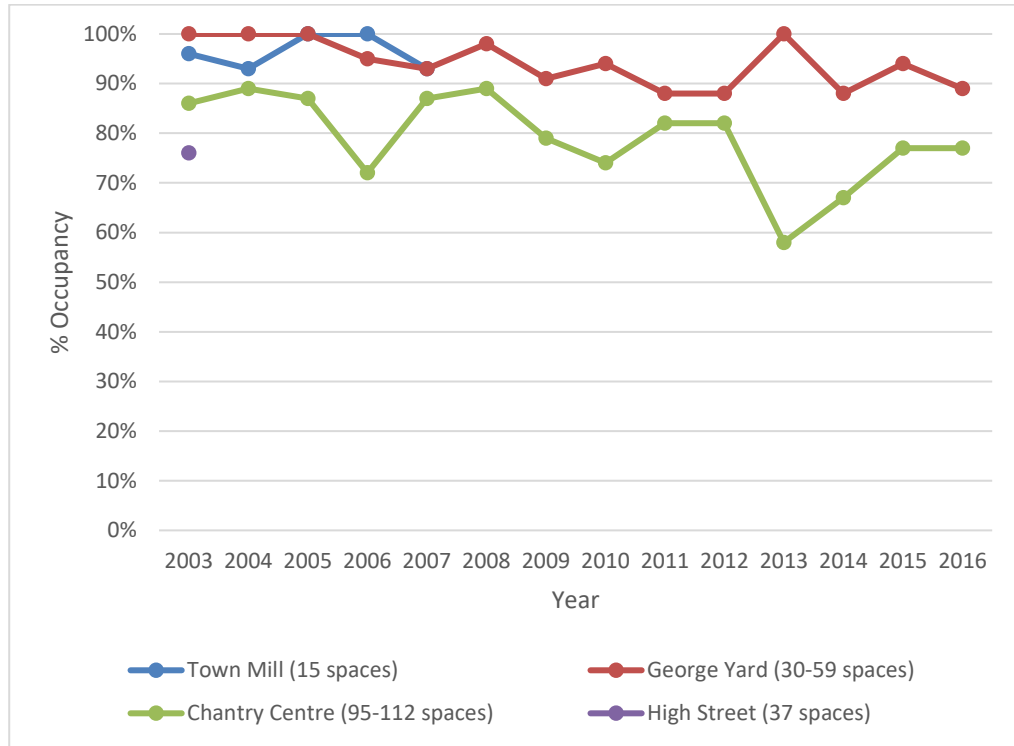
4.4.41 Town Mill car park offered ultra-short parking between 2003 and 2007. The occupancy rose from 73% in 2003 to 93% in 2004, after which occupancy fell between 2004-2007 to 67%.

4.4.42 George Yard car park has seen a slight decrease in car parking occupancy since 2005. This is likely to be linked to the increase in parking spaces from 30 in 2003-2005 to 58 in 2006-2007 and 59 spaces in 2008-2016.

4.4.43 The occupancy of the Chantry Centre declined between 2005-2013, from circa 78% to 50%. However, since 2013, occupancy levels have shown an increasing trend, with 61% of spaces occupied in 2016.

4.4.44 The High Street offered circa 37 spaces in 2003. During which time occupancy levels were at 76%.

Graph 4.10: Average Peak Period Ultra-Short Stay Car Park Occupancy – Saturday



Note: Where the number of car parking spaces are shown with a '-' e.g. Town Mill (46-66 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Additional information is provided in the explanatory text below.

- 4.4.45 Town Mill car park offered ultra-short parking between 2002 and 2007, during which time, occupancy remained relatively high at greater than 90%.
- 4.4.46 George Yard car park has seen a very slight decrease in car parking occupancy since 2002, with the exception of 2013 where capacity peaked at 100%. This is likely to be linked to the increase in parking spaces from 30 in 2003-2005 to 58 in 2006-2007 and 59 spaces in 2008-2016.
- 4.4.47 The occupancy of the Chantry Centre has varied over the survey period between 58% to 89%. There was a sharp decrease in parking between 2012-2013, however, since then, parking occupancy has increased to circa 77% and remained constant between 2015 and 2016.
- 4.4.48 The High Street offered circa 37 spaces in 2003. During which time occupancy was circa 76%.

Summary of Peak Period Baseline Data

4.4.49 A high-level analysis of the Andover car park peak period occupancy data has been undertaken. The results demonstrate that the demand for car parking is typically less than the supply on both Friday and Saturdays during the peak period. Occupancy levels on both Fridays and Saturdays were typically between 60-65% during the study periods across the town. This equates to approximately 800-900 available parking spaces across the town.

4.4.50 The Council aims to operate the short and medium stay car parks within a maximum average occupancy rate of 90% based on peak day surveys. Analysis of the data shows that ultra-short and short stay car parks in Andover are currently operating at circa 69% occupancy of Fridays and 74% occupancy on Saturdays. Medium stay car parks are operating at 55% occupancy of Fridays and 60% occupancy on Saturdays. The average occupancy of long stay car parks during peak periods is 44% on Fridays and 18% on Saturdays. As such, it can be seen that there is spare capacity across all the ultra-short short, medium and long stay car parks. On Fridays, this equates to 265 spaces available spaces in ultra-short and short stay car parks, 376 spaces available in medium stay car parks and 194 available spaces in long stay car parks. On Saturdays, there are typically 225 spaces available spaces in ultra-short and short stay car parks, 311 spaces available in medium stay car parks and 287 available spaces in long stay car parks. Notably there is available capacity in the South Street, Leisure Centre, Chantry Centre (medium stay) and Shepherds Spring Lane car parks.

4.4.51 The Acre, George Yard, Black Swan Yard and Town Mill Car Parks have typically high occupancies with $\geq 90\%$ of spaces utilised on a Saturday and $>80\%$ on a Friday. Whereas, Shepherds Spring Lane has a very low occupancy with $\leq 22\%$ spaces utilised on a Friday and $\leq 12\%$ of spaces occupied on a Saturday, which equates to 168 and 190 available spaces respectively.

4.5 **Assessment of Baseline Car Park Use – Average Week Day**

4.5.1 Test Valley Borough Council have also provided ‘Tariff Sales by Car Park’ information which sets out the number of tickets purchased on average between April 2016 and March 2017 for each tariff and day. This information has been used to estimate the number tickets purchased and the occupancy of car parks on an average weekday (i.e. not a Friday, which is considered peak). A comparison between the average weekday occupancy and peak period occupancy is also provided in **Table 4.4.**

Table 4.4: Andover Comparison: 2016 Average Peak Data (Friday) Vs. Average Weekday Data (Monday-Thursday) (Based on Ticket Sales Data Excluding Season Ticket Sales)

| Car Park Type | Car Park | No. of Spaces | 2016 Base Peak Period Data | % Occup. 2016 Peak Data | Average % Occup. Across Car Park Duration | 2016 Base Aver. Day Data | % Occup. Of Aver. Day Data | Average % Occup. Across Car Park Stay |
|----------------------------|-----------------------|---------------|----------------------------|-------------------------|---|--------------------------|----------------------------|---------------------------------------|
| Long Stay | The Acre | 20 | 18 | 92% | 44% | 12 | 60% | 17% |
| | Anton Mill Road | 33 | 25 | 77% | | 12 | 36% | |
| | Winchester Road | 80 | 63 | 79% | | 23 | 29% | |
| | Shepherds Spring Lane | 215 | 47 | 22% | | 11 | 5% | |
| Medium Stay | George Yard | 170 | 142 | 84% | 55% | 127 | 75% | 39% |
| | Chantry Centre | 458 | 171 | 37% | | 111 | 24% | |
| | South Street | 66 | 53 | 80% | | 20 | 30% | |
| | Marlborough Street | 49 | 39 | 80% | | 26 | 53% | |
| | Leisure Centre | 39 | 20 | 51% | | 20 | 53% | |
| | West Street | 51 | 32 | 63% | | 24 | 47% | |
| Short and Ultra Short Stay | Black Swan Yard | 112 | 107 | 96% | 69% | 81 | 72% | 43% |
| | Town Mill | 65 | 52 | 80% | | 41 | 63% | |
| | Borden Gate | 82 | 43 | 52% | | 32 | 39% | |
| | Anton Mill Road | 449 | 297 | 66% | | 161 | 36% | |
| | George Yard | 59 | 40 | 68% | | 22 | 37% | |
| | Chantry Centre | 95 | 58 | 61% | | 37 | 39% | |

*Errors may occur due to rounding

Note: Table 4.4 does not include season ticket sales. Consequently, in the car parks which provide season ticket parking (i.e. Shepherds Spring Lane, South Street and Chantry Centre), there is an increased margin of error when estimating the typical weekday occupancy.

4.5.2 **Table 4.4** demonstrates that the occupancy across an average weekday is considerably lower than during the peak period on a Friday. Typically, ultra-short and short stay car parks are 26% less occupied on a typical weekday when compared with the peak parking demand, whilst medium stay and long stay car parks are 16% and 27% less occupied respectively. The most substantial differences are found at Winchester Road and South Street Car Parks with 50% lower occupancy across a typical weekday than the peak period.

4.6 Ticket Sales Data

4.6.1 A review of all ticket sales across all car parks within Andover for the 2016-2017 fiscal year been undertaken and the results are summarised in **Table 4.5** and **4.6**.

Table 4.5: Proportion of Tickets Sold per Tariff (2016-2017 fiscal year)

| Car Park Duration | All Car Park (excl. Shep. Spring) | | | | | | | | Shep. Spring | | | |
|-------------------|-----------------------------------|---------|------|-------|-------|-------|-------|---------|--------------|-------|----------|------------|
| | 0.5 hr | 0.75 hr | 1 hr | 2 hrs | 3 hrs | 4 hrs | 5 hrs | all day | 2 hrs | 3 hrs | 5 hrs MT | all day MT |
| Short Stay | 15% | 6% | 29% | 14% | 6% | | | | | | | |
| Medium Stay | 3% | 1% | 8% | 8% | 6% | 1% | 1% | 1% | | | | |
| Long Stay | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| Total | 19% | 7% | 37% | 22% | 12% | 1% | 1% | 2% | 0% | 0% | 0% | 0% |

Notes: Errors may occur due to rounding

Table 4.6: Summary of Andover Car Park Ticket Sales (2016-2017 fiscal year)

| Car Park | No. of Parking Spaces | % Pay & Display Ticket Sales | Pay & Display Income Per Car Park | % Pay & Display Total Tickets Sold | Season Ticket Sales | Total Income per Car Park | Total Income per Duration of Stay | Income per Space | % of Total Income |
|-------------------------------------|-----------------------|------------------------------|-----------------------------------|------------------------------------|---------------------|---------------------------|-----------------------------------|------------------|-------------------|
| Anton Mill Short Stay | 449 | 26.0% | £404,578 | 60.3% | - | £404,578 | £924,334 | £901 | 59.4% |
| Black Swan Yard Short Stay | 112 | 14.6% | £188,557 | | - | £188,557 | | £1,684 | |
| Borden Gate Short Stay | 82 | 5.8% | £77,099 | | - | £77,099 | | £940 | |
| Chantry Centre Ultra Short | 95 | 9.7% | £97,729 | | | £97,729 | | £1,029 | |
| George Yard Ultra Short | 59 | 5.9% | £58,445 | | - | £58,445 | | £991 | |
| Town Mill Short Stay | 65 | 7.8% | £97,926 | | - | £97,926 | | £1,507 | |
| Chantry Centre Medium | 458 | 7.2% | £147,995 | 34.2% | £90,440 | £147,995 | £524,523 | £323 | 33.7% |
| George Yard Medium Stay | 170 | 12.4% | £220,577 | | - | £220,577 | | £1,298 | |
| Leisure Centre Medium Stay | 38 | 1.9% | £33,506 | | - | £33,506 | | £882 | |
| Marlborough Street Medium Stay | 49 | 2.5% | £47,534 | | - | £47,534 | | £970 | |
| South Street Medium Stay | 66 | 1.5% | £33,907 | | £2,040 | £33,907 | | £514 | |
| West Street Medium Stay | 51 | 2.3% | £41,004 | | - | £41,004 | | £804 | |
| The Acre Long Stay | 20 | 0.5% | £17,576 | 5.5% | - | £17,576 | £83,950 | £879 | 5.4% |
| Anton Mill Long Stay | 33 | 0.3% | £14,813 | | - | £14,813 | | £449 | |
| Shepherds Spring Lane Long Stay | 215 | 1.0% | £21,782 | | £23,000 | £21,782 | | £101 | |
| Winchester Road Long Stay | 80 | 0.7% | £29,779 | | - | £29,779 | | £372 | |
| Eastfield Road (Season Ticket Only) | 35 | - | - | - | £23,120 | £23,120 | £23,120 | £661 | 1.5% |
| Total | 2045 | 100.0% | £1,532,804 | 100.0% | £138,600 | £1,555,927 | £1,555,927 | - | 100.0% |

4.6.2 The results in **Table 4.5** and **4.6** demonstrate that approximately two thirds of all pay and display car parking tickets sold in Andover are for a duration of one hour or less (across all car park categories). The largest proportion of all tickets sold (both in terms of total numbers and total income) are from short and ultra-short car parks. Long stay car parks generate a very small proportion of both tickets sold and total income in Andover. Season tickets sales also represent a relatively small proportion of the total tickets sold and car park revenue (9%).

4.7 Season Ticket Data

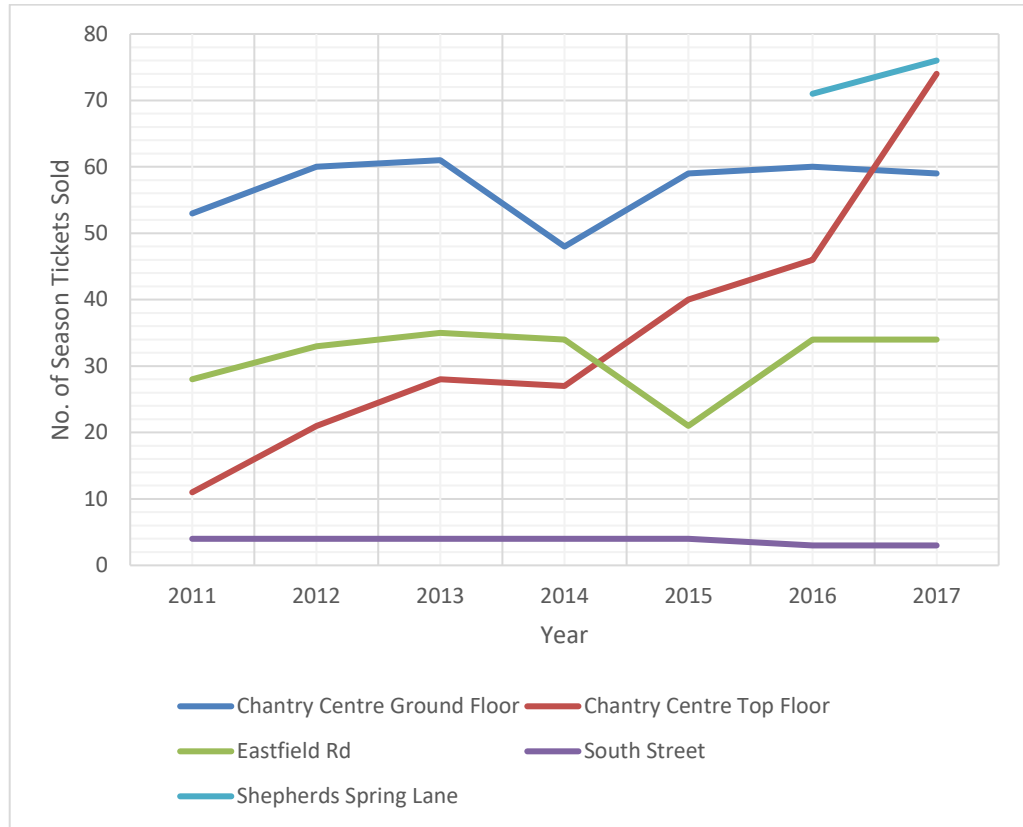
4.7.1 Test Valley Borough Council currently offer season tickets in five car parks in Andover, these are:

- Chantry Centre – 61 dedicated spaces on the ground floor;
- Chantry Centre – season ticket spaces on the top floor (no dedicated season ticket spaces, however, season ticket holders may park in any vacant space on Levels 4 and above);
- Eastfield Road - 35 season ticket holder spaces only (i.e. no pay and display available);
- South Street - no dedicated season ticket spaces, season tickets are currently being phased out in this car park; and
- Shepherds Spring Lane - no dedicated season ticket spaces.

4.7.2 Season tickets also used to be available in Winchester Road, however, Test Valley Borough Council stopped offering these tickets in 2016. Season tickets also used to be available in the Adelaide Road car parks, however this closed in 2012. Relatively small numbers of season tickets were sold for these car parks prior to their closure, with 6-7 season tickets sold in Adelaide Road and 11-12 season tickets in Winchester Road during the last few years of their operation as season ticket car parks.

4.7.3 Analysis of the season ticket sales in the car parks where season tickets are still available for purchase has been undertaken and is shown in **Graph 4.7**.

Graph 4.11: Season Ticket Sales - Andover



4.7.4 **Graph 4.11** shows that the number of season tickets sold in the Chantry Centre (ground floor), South Street and Eastfield Road have remained relatively stable between 2011 and 2017. In the Chantry Centre (ground floor) and Eastfield Road, this in part is due to the limited number of spaces available and Test Valley Borough Council often have a waiting list for these spaces. Ticket sales have increased in the Chantry Centre (top floor) from 11 in 2011 to 74 in 2017 and whilst season tickets have only been available in Shepherds Spring Lane since 2016, ticket sales have increased from 71 to 76 during the two years of operation. There are only three remaining season ticket holders for South Street and season tickets for this car park are being phased out as and when users do not renew their ticket.

4.8 Future Parking Demand

4.8.1 The future parking demand for Fridays and Saturdays in Andover has been estimated using the methodology set out in **Section 3.3** for the short (5-years), medium (10-years) and long term (15-years).

4.8.2 The results of the future year assessment are summarised in **Table 4.7** and **Table 4.8**, larger versions of which are provided in **Appendix C**.

4.8.3 It should be noted that the predictions for future car parking demand have been calculated using TEMPRO, which forecasts the growth in all purpose vehicle trips. However, car park demand and occupancy are affected by a range of other factors, such as changes in demographics, economic activity, development proposals, town centre retail activity and the promotion of sustainable travel modes and as such a level of uncertainty remains in predicting the future parking demand.

Fridays

Table 4.7: Predicted Peak Period Future Year Parking Demand in Andover- Fridays

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 Base Date | Average Occupancy Per Duration of Stay | 2021 | | | | Average Occupancy Per Duration of Stay | 2026 | | | | Average Occupancy Per Duration of Stay | 2031 | | | | Average Occupancy Per Duration of Stay |
|----------------------------|-----------------------|-------------------------|----------------|--|-------------|------------|-------------|------------|--|-------------|-------|-------------|------|--|------------|-------------|-------------|------|--|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | The Acre | 20 | 18 | 44% | 20 | TRUE | 20 | TRUE | 45% | 21 | FALSE | 20 | TRUE | 52% | 23 | FALSE | 20 | TRUE | 54% |
| | Anton Mill Road | 33 | 25 | | 27 | TRUE | 27 | TRUE | | 30 | TRUE | 30 | TRUE | | 31 | TRUE | 31 | TRUE | |
| | Winchester Road | 80 | 63 | | 68 | TRUE | 68 | TRUE | | 74 | TRUE | 74 | TRUE | | 77 | TRUE | 77 | TRUE | |
| | Shepherds Spring Lane | 215 | 47 | | 51 | TRUE | 51 | TRUE | | 55 | TRUE | 56 | TRUE | | 57 | TRUE | 60 | TRUE | |
| Medium Stay | George Yard | 170 | 142 | 55% | 154 | TRUE | 154 | TRUE | 59% | 165 | TRUE | 165 | TRUE | 64% | 172 | FALSE | 170 | TRUE | 67% |
| | Chantry Centre | 458 | 171 | | 185 | TRUE | 189 | TRUE | | 199 | TRUE | 209 | TRUE | | 208 | TRUE | 222 | TRUE | |
| | South Street | 66 | 53 | | 57 | TRUE | 57 | TRUE | | 62 | TRUE | 62 | TRUE | | 64 | TRUE | 68 | TRUE | |
| | Marlborough Street | 49 | 39 | | 42 | TRUE | 42 | TRUE | | 45 | TRUE | 45 | TRUE | | 47 | TRUE | 47 | TRUE | |
| | Leisure Centre | 39 | 20 | | 22 | TRUE | 22 | TRUE | | 23 | TRUE | 23 | TRUE | | 24 | TRUE | 24 | TRUE | |
| | West Street | 51 | 32 | | 35 | TRUE | 35 | TRUE | | 37 | TRUE | 37 | TRUE | | 39 | TRUE | 39 | TRUE | |
| Short and Ultra Short Stay | Black Swan Yard | 112 | 107 | 69% | 119 | FALSE | 112 | TRUE | 75% | 129 | FALSE | 112 | TRUE | 81% | 130 | FALSE | 112 | TRUE | 84% |
| | Town Mill | 65 | 52 | | 56 | TRUE | 56 | TRUE | | 61 | TRUE | 61 | TRUE | | 63 | TRUE | 63 | TRUE | |
| | Borden Gate | 82 | 43 | | 47 | TRUE | 47 | TRUE | | 50 | TRUE | 53 | TRUE | | 52 | TRUE | 56 | TRUE | |
| | Anton Mill Road | 448 | 297 | | 321 | TRUE | 321 | TRUE | | 346 | TRUE | 346 | TRUE | | 361 | TRUE | 361 | TRUE | |
| | George Yard | 59 | 40 | | 43 | TRUE | 43 | TRUE | | 47 | TRUE | 47 | TRUE | | 49 | TRUE | 49 | TRUE | |
| Chantry Centre | 95 | 58 | 63 | TRUE | 63 | TRUE | 68 | TRUE | 68 | TRUE | 70 | TRUE | 70 | TRUE | | | | | |
| TOTALS | | 2043 | 1208 | | 1807 | 64% | 1807 | 64% | | 1406 | | 1406 | | 1467 | 72% | 1467 | | | |

4.8.4 **Table 4.7** identifies that a number of car parks are predicted to be over capacity in the future assessment years (as identified by the red cells and 'FALSE' text). However, overall the results show that there is spare capacity in all duration of stay car park categories and in total across the town in all future year assessments.

4.8.5 Where individual car parks are anticipated to go over capacity, the additional vehicles which cannot be accommodated have been moved to the closest car park with availability that has the same duration of stay. If this is not achievable, then cars have been moved to the next nearest car park with a longer duration of stay. This is shown in the 'anticipated' column in **Table 4.7**. It demonstrates that there is capacity for the future parking demand to be accommodated in the available parking spaces across the town.

4.8.6 Across Andover Town Centre on a Friday, the average car park occupancy in 2016 was 59% during the peak period. In the short term (5-years) it is anticipated that the car park occupancy will increase to 64% (+5%) across the town centre, with the occupancy of ultra-short and short car parks rising from 69% to 75%. This equates to approximately 835 available spaces across the town and 265 available spaces in ultra-short and short car parks.

4.8.7 In the medium-term (10-years), it is anticipated that the Friday peak average car park occupancy across the town will increase to 69% (+10% from 2016), equating to circa 736 available spaces across the town centre. The occupancy of ultra-short and short car parks is expected to rise from 69% (in 2016) to 81% and medium stay car parks are anticipated to have an average occupancy of 64% by 2026. This equates to approximately 167 available spaces in short stay car parks and 301 available spaces in medium stay car parks.

4.8.8 In the long-term (15-years), it is anticipated that the average car park occupancy across the town will increase to 72% (+13% from 2016), equating to approximately 576 available spaces across the town centre. The occupancy of ultra-short and short car parks is expected to rise to 84%, equating to circa 137 spaces available in ultra-short and short stay car parks across the town centre. Medium and long stay car parks are also anticipated to still have capacity, with occupancy levels estimated to be circa 67% and 54% respectively, equating to 390 and 161 available spaces respectively.

Saturdays

Table 4.8: Predicted Peak Period Future Year Parking Demand in Andover- Saturdays

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 Base Date | Average Occupancy Per Duration of Stay | 2021 | | | | Average Occupancy Per Duration of Stay | 2026 | | | | Average Occupancy Per Duration of Stay | 2031 | | | | Average Occupancy Per Duration of Stay |
|----------------------------|-----------------------|-------------------------|----------------|--|-------------|------------|-------------|------------|--|-------------|------------|-------------|------------|--|-------------|------------|-------------|------------|--|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | The Azre | 20 | 18 | 18% | 20 | TRUE | 20 | TRUE | 19% | 21 | FALSE | 20 | TRUE | 21% | 22 | FALSE | 20 | TRUE | |
| | Anton Mill Road | 33 | 2 | | 2 | TRUE | 2 | TRUE | | 2 | TRUE | 2 | TRUE | | 2 | TRUE | | | |
| | Winchester Road | 80 | 16 | | 18 | TRUE | 18 | TRUE | | 19 | TRUE | 19 | TRUE | | 20 | TRUE | | | |
| | Shepherds Spring Lane | 215 | 25 | | 27 | TRUE | 27 | TRUE | | 29 | TRUE | 33 | TRUE | | 30 | TRUE | | | |
| Medium Stay | George Yard | 170 | 158 | 60% | 171 | FALSE | 170 | TRUE | 65% | 184 | FALSE | 170 | TRUE | 70% | 192 | FALSE | 170 | TRUE | |
| | Chantry Centre | 458 | 197 | | 215 | TRUE | 216 | TRUE | | 229 | TRUE | 242 | TRUE | | 239 | TRUE | | | |
| | South Street | 66 | 35 | | 38 | TRUE | 39 | TRUE | | 41 | TRUE | 57 | TRUE | | 42 | TRUE | | | |
| | Marlborough Street | 49 | 42 | | 45 | TRUE | 45 | TRUE | | 49 | TRUE | 49 | TRUE | | 51 | FALSE | | | |
| | Leisure Centre | 38 | 35 | | 38 | TRUE | 38 | TRUE | | 41 | FALSE | 38 | TRUE | | 43 | FALSE | | | |
| | West Street | 51 | 35 | | 38 | TRUE | 38 | TRUE | | 41 | TRUE | 41 | TRUE | | 43 | TRUE | | | |
| Short and Ultra Short Stay | Black Swan Yard | 112 | 108 | 74% | 116 | FALSE | 112 | TRUE | 80% | 125 | FALSE | 112 | TRUE | 86% | 131 | FALSE | 112 | TRUE | |
| | Town Mill | 65 | 59 | | 65 | TRUE | 65 | TRUE | | 68 | FALSE | 65 | TRUE | | 71 | FALSE | | | |
| | Borden Gate | 82 | 62 | | 67 | TRUE | 68 | TRUE | | 73 | TRUE | 76 | TRUE | | 76 | TRUE | | | |
| | Anton Mill Road | 449 | 283 | | 306 | TRUE | 306 | TRUE | | 329 | TRUE | 329 | TRUE | | 343 | TRUE | | | |
| | George Yard | 59 | 53 | | 57 | TRUE | 57 | TRUE | | 61 | FALSE | 59 | TRUE | | 64 | FALSE | | | |
| Chantry Centre | 95 | 73 | 79 | TRUE | 79 | TRUE | 85 | TRUE | 85 | TRUE | 89 | TRUE | | | | | | | |
| TOTALS | | 2042 | 1201 | | 1298 | 64% | 1298 | 64% | | 1397 | 68% | 1397 | 68% | | 1458 | 71% | 1458 | 71% | |

4.8.9 **Table 4.8** identifies that a number of car parks are predicted to be over capacity on a Saturday in the future assessment years (as identified by the red cells and 'FALSE' text). However, overall the results show that there is spare capacity in all duration of stay car park categories and in total across the town in all future year assessments.

- 4.8.10 As previously noted, where individual car parks are anticipated to go over capacity, the additional vehicles which cannot be accommodated have been moved to the closest car park with availability that has the same duration of stay. If this is not achievable, then cars have been moved to the next nearest car park with a longer duration of stay. This is shown in the 'anticipated' column in **Table 4.8**. It demonstrates that there is capacity for the future parking demand to be accommodated in the available parking spaces across the town.
- 4.8.11 Across Andover Town Centre on a Saturday, the average car park occupancy in 2016 was 59% during the peak period. In the short term (5-years) it is anticipated that the car park occupancy will increase to 64% (+5%) across the town centre, with the occupancy of ultra-short and short car parks rising from 74% to 80%. This equates to approximately 842 available spaces across the town and 225 available spaces in ultra-short and short car parks.
- 4.8.12 In the medium-term (10-years), it is anticipated that the Saturday peak average car park occupancy across the town will increase to 68% (+9% from 2016), equating to circa 646 available spaces across the town centre. The occupancy of ultra-short and short car parks is expected to rise from 74% (in 2016) to 86% and medium stay car parks are anticipated to have an average occupancy of 70% by 2026. This equates to approximately 121 available spaces in short stay car parks and 247 available spaces in medium stay car parks.
- 4.8.13 In the long-term (15-years), it is anticipated that the average car park occupancy across the town will increase to 71% (+12% from 2016), equating to approximately 585 available spaces across the town centre. The occupancy of ultra-short and short car parks is expected to rise to 90%, which Test Valley Borough Council consider to be at operational capacity. Whilst TVBC consider these car parks to be at capacity, in reality, there is still circa 89 spaces available in ultra-short and short stay car parks across the town centre. However, the medium stay and short stay car parks are still anticipated to have capacity, with occupancy levels estimated to be circa 73% and 21% respectively, equating to 278 and 161 available spaces respectively.

Sensitivity Test

4.8.14 Test Valley Borough Council have ambitions to create a 'culture quarter' within the town centre. It is possible that the proposed 'culture quarter' in Andover could affect the number of publicly available spaces in West Street and Marlborough Street (both medium stay car parks), however the exact nature of this is not known at this time. Therefore, a sensitivity test has been undertaken on the peak period data to demonstrate the impact of the possible loss of these spaces. It is also understood that Test Valley Borough Council could consider closing The Acre car park (long stay) in the future, therefore the loss of these parking spaces has also been accounted for in the sensitivity test. It is assumed that, in total this could result in the loss of 120 parking spaces in the future.

4.8.15 The predicted Friday peak period demand for car parking spaces has been compared against this reduced number of spaces available, the results show that:

- In the short term (5-years) this would increase the average occupancy of long stay car parks to 51% and medium stay car parks to 67%.
- In the medium term (10-years) this would increase the average occupancy of long stay car parks to 55% and medium stay car parks to 73%.
- In the long term (15-years) this would increase the average occupancy of long stay car parks to 57% and medium stay car parks to 76%.

4.8.16 The predicted Saturday peak period demand for car parking spaces has been compared against this reduced number of spaces available, the results show that:

- In the short term (5-years) this would increase the average occupancy of long stay car parks to 20% and medium stay car parks to 77%.
- In the medium term (10-years) this would increase the average occupancy of long stay car parks to 22% and medium stay car parks to 83%.
- In the long term (15-years) this would increase the average occupancy of long stay car parks to 23% and medium stay car parks to 86%.

4.8.17 As such, it can be seen that even with a possible reduction of parking spaces in the long and medium stay car parks, there is sufficient capacity within the remaining car parks (with the same duration of stay) to accommodate the displaced cars during the peak Friday and Saturday parking periods.

4.8.18 The average occupancy of ultra-short and short stay car parks is not anticipated to change as there are no expected reductions in the number of available spaces at the time of writing this report, therefore, the average occupancy during the peak periods will remain the same as previously outlined.

4.9 Private Car Parks

4.9.1 The Council has no control over the management of private car parking in Andover. There are a number of private car parks in proximity to the town centre, including those for Lidl (approx. 88 spaces) and Iceland (approx. 46 spaces). Whilst the occupancy and use of these spaces falls outside of this study, it is of note that these parking spaces still form an element of parking provision within the town.

4.9.2 As land values rise in the town and the amount of developable land in the town reduces, there is a possibility that private car parks will be developed, thus reducing the number of private spaces available. Therefore, this is likely to increase the demand for public car parking spaces.

4.10 Andover Car Park Summary

- The quality and location of the car parks within the town centre is considered to be very good;
- Analysis of the baseline data shows that all categories of car park duration of stay have spare capacity on both a Friday and Saturday during the peak periods;
- Future forecasts anticipate that there is likely to be spare capacity across the town in the short, medium and long term on Friday and Saturdays, however ultra-short and short stay car parks are anticipated to reach their operational capacity by 2031 during the Saturday peak period;

- A sensitivity test which reduces the quantum of car parking associated with potential future developments has also been undertaken, which shows that even if around 120 spaces are lost, there is still likely to be spare capacity across the town centre during both the Friday and Saturday peak demand periods; but
- It should be noted that the predictions for future car parking demand have been calculated using TEMPRO, which forecasts the growth in all purpose vehicle trips. However, car park demand and occupancy are affected by a range of other and as such a level of uncertainty remains in predicting the future parking demand.

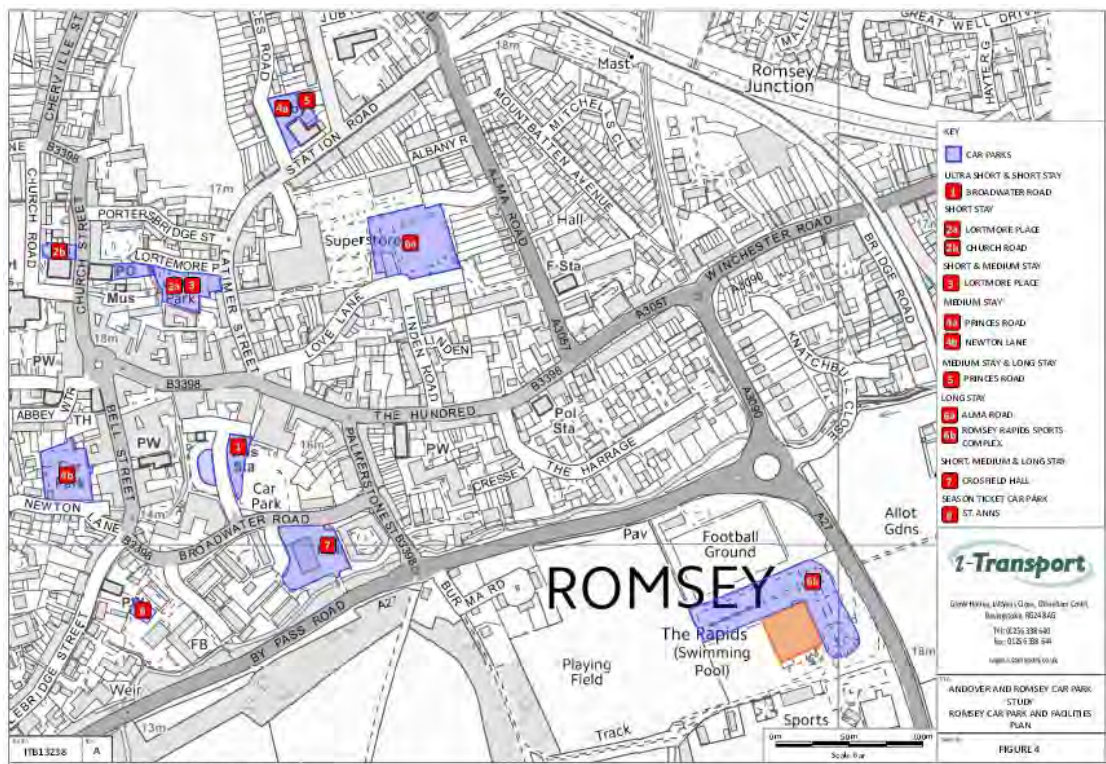
SECTION 5 ROMSEY CAR PARK STUDY

5.1 Romsey Profile

5.1.1 Romsey is the second largest urban area in the borough after Andover. The estimated population for the town in 2015 was 19,587⁸.

5.1.2 In order to gain an understanding into the current publicly available car parking provision within the town centre, a review of the available data for existing Council operated off-street parking, has been undertaken. In 2016, a total of 900 off-street public car parking spaces were available within the town centre. **Figures 3 and 4** show the locations of the car parks, an extract of **Figure 3** is provided as **Image 5.1**. A leaflet produced by Test Valley Borough Council providing information about the car parks in Romsey is included as **Appendix D**.

5.1.3 Image 5.1: Location of Romsey Car Parks



5.1.4 There are total of 8 car parks located within Romsey which are illustrated in **Image 5.1**.

⁸ Romsey Future - Our town, our future Document (2015)

5.2 Assessment of Quality and Location of Car Parks

5.2.1 Using the methodology described in Section 3, a site visit was undertaken in November 2017 to assess the quality and location of the existing car parks. **Tables 5.1** and **5.2** below provide further details on the quality and location of the car parks whilst the full quality assessment is provided in **Appendix E**.

Table 5.1: Quality Assessment of Car Parks in Romsey

| Car Park | Score (Out of 14) | Overall Car Park Quality |
|---|-------------------|--------------------------|
| Crossfield Hall (Short, Medium and Long Stay) | 11 | High |
| Alma Road (Long Stay) | 12 | High |
| Princes Road (Medium Stay) | 12 | High |
| The Rapids (Long Stay) | 13 | High |
| Lortemore Place (Short Stay) | 12 | High |
| Newton Lane (Medium Stay) | 12 | High |
| Broadwater Road (Short Stay) | 13 | High |
| Church Road (Short Stay) | 10 | Medium |

5.2.2 **Table 5.1** shows that the overall car park ranking in Romsey. Seven car parks are ranked as ‘High’ whilst the remaining car park is ranked as ‘Medium’. With only a difference of three ‘points’ between all of the car parks this shows that the car parks are very similar in terms of their quality. The assessment determines that the best quality car parks are The Rapids (Long Stay) and Broadwater Road (Short Stay).

Table 5.2 Romsey Public Car Parks – Distance to Edge of Town Centre

| Car Park | Distance to the Edge of Town Centre | CIHT Acceptable Walking Distance |
|---|-------------------------------------|----------------------------------|
| Crossfield Hall (Short, Medium and Long Stay) | 225m | Acceptable |
| Alma Road (Long Stay) | 220m | Acceptable |
| Princes Road (Medium Stay) | 175m | Desirable |
| The Rapids (Long Stay) | 650m | Preferred Maximum |
| Lotemore Place (Short Stay) | 45m | Desirable |
| Newton Lane (Medium Stay) | 60m | Desirable |
| Broadwater Road (Short Stay) | 30m | Desirable |
| Church Road (Short Stay) | 25m | Desirable |

5.2.3 **Table 5.2** demonstrates the distances of each car park in relation to the edge of the town centre (as shown on **Figure 4**) and their classification against the CIHT suggested walking distance criteria. All car parks classified as Short Stay, Short Stay and medium stay are located within 200m of the edge of the town centre and are therefore within a ‘desirable’ walking distance, with the exception of Crossfield Hall, which is located some 225m from the edge of the town centre and is therefore classed as being within an ‘acceptable’ walking distance. The Alma Road and Crossfield Hall Long Stay car parks are located within an acceptable walking distance, and the Romsey Rapids Long Stay Car Park is located within the preferred maximum walking distance.

5.3 Assessment of Baseline Car Park Use – Peak Period Occupancy Data

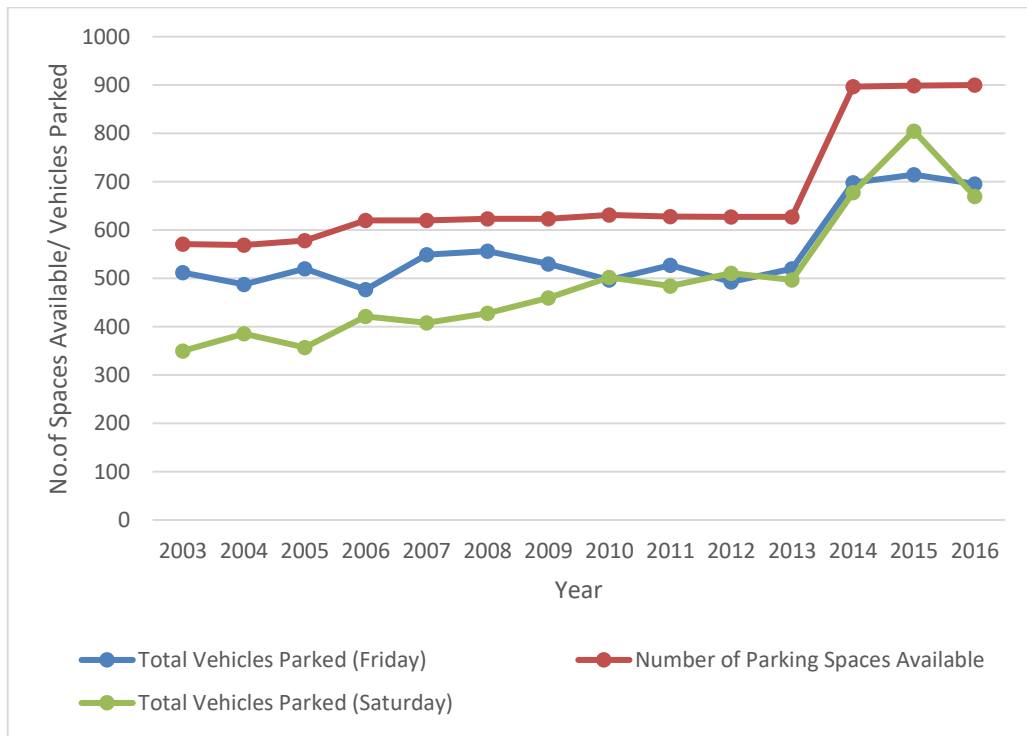
Historic data 2002-2016

5.3.1 Test Valley Borough Council have provided historic peak demand car park occupancy data for Romsey between 2003 and 2016.

5.3.2 The analysis of occupancy data for Friday and Saturdays is provided below and is based on an average of three snapshot surveys undertaken in May, August and October each year.

5.3.3 A review of the total number of parking spaces in Romsey (across all car parks) has been undertaken versus the total number of vehicles parked on a Friday and Saturday, a summary of the data is provided in **Graph 5.1**.

Graph 5.1: Total Vehicles Parked Across Romsey vs. Total Number of Parking Spaces Available in Romsey

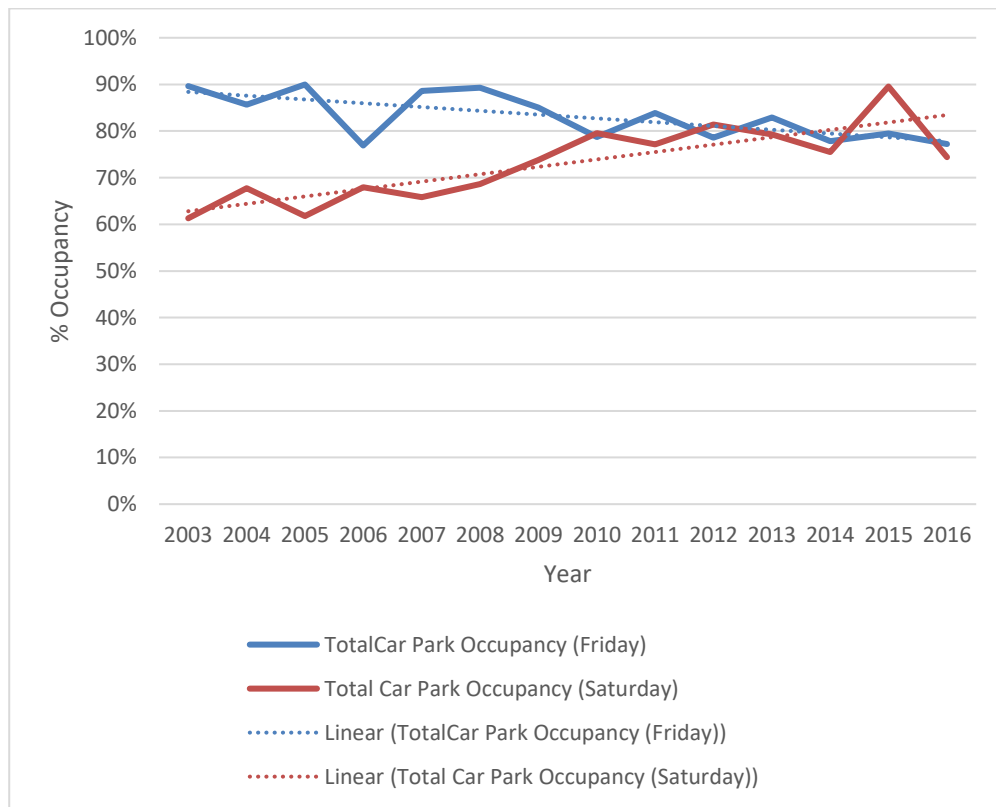


5.3.4 The data demonstrates that the demand for car parking spaces across Romsey is lower than the number of available car parking spaces between 2003 and 2016. The significant increase in the number of available parking spaces shown in **Graph 5.1** in 2013-2014 was due to the opening of the Romsey Rapids Car Park as a ‘public car park’, prior to this it was considered to be a leisure centre car park (i.e. not pay and display). At the same time there was a net increase of 95 spaces in the Romsey Rapids car park and the cost of tickets changed, the first four hours of parking are free, beyond which all day parking tickets cost initially cost £2.00 for cars (in 2014) with charges increasing to £2.10 in 2016.

5.3.5 Over the survey period (2003-2016), during the Friday peak periods there were between 58 and 205 available parking spaces. In more recent years (2014 – 2016), following the inclusion of Romsey Rapids Car Park, there have typically been circa 200 available parking spaces across Romsey. During the Saturday peak periods there were between 94 and 231 available parking spaces. In more recent years (2014 – 2016), following the inclusion of Romsey Rapids Car Park, there have typically been between 100-200 available parking spaces across Romsey on a Saturday.

5.3.6 A review of the total car park occupancy across Romsey on Friday and Saturdays during the peak period has also been undertaken, as shown in **Graph 5.2**. The results demonstrate that the total occupancy on a Friday across the survey period has declined from 90% to 77% (as shown by the blue dashed trendline), however, as outlined above, this is a result of the increase in available parking spaces in recent years. Data for the peak periods on Saturdays show the reverse trend, with increasing occupancy across the study period from 61% in 2003 to 74% in 2016 (as shown by the red dashed trendline).

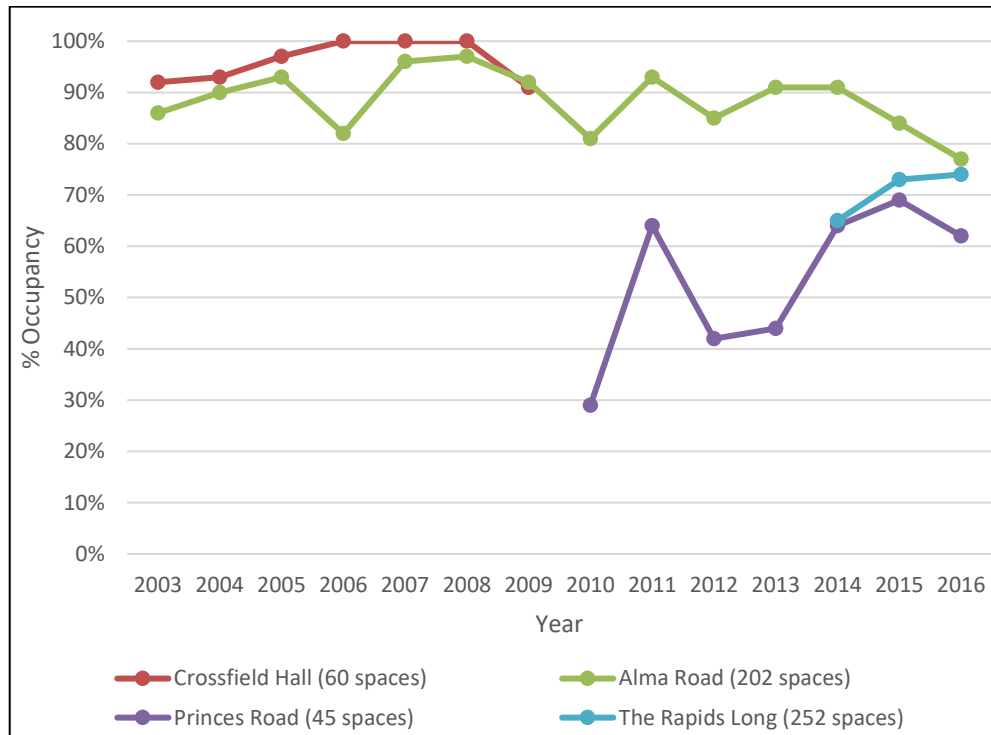
Graph 5.2: Total Average Peak Period Car Park Occupancy Levels Across Romsey



Long Stay Car Parks

5.3.7 **Graph 5.3** presents the car park occupancy of the four-principal long stay car parks in Romsey during the Friday peak period, whilst **Graph 5.4** presents the car park occupancy of the four-principal long stay car parks in Romsey during the Saturday peak period.

Graph 5.3: Average Peak Period Long Stay Car Park Occupancy - Friday



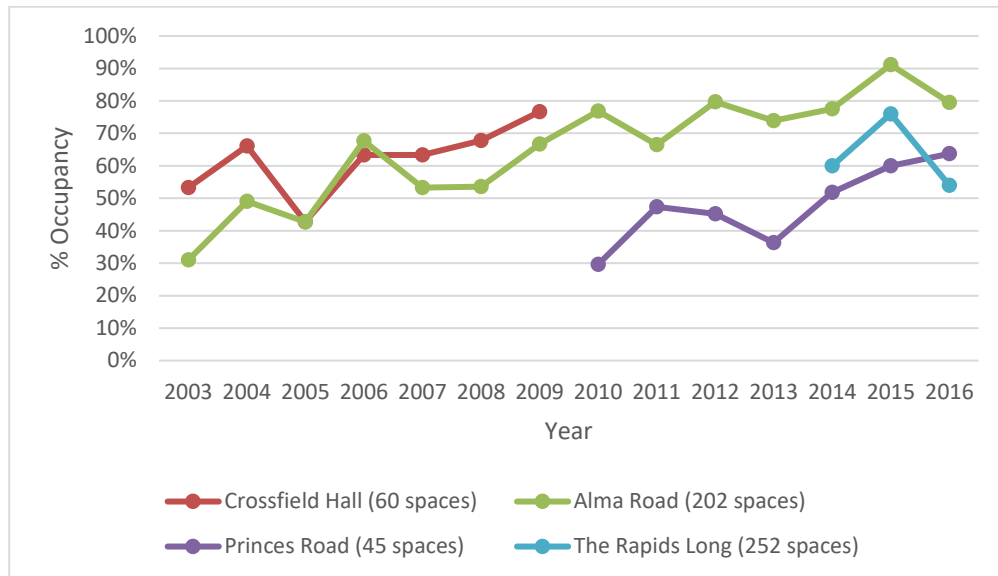
5.3.8 Crossfield Hall provided long stay car parking between 2003 and 2009, during which time, occupancies were high at $\geq 90\%$.

5.3.9 Alma Road typically had a high level of occupancy ($>80\%$) between 2003 and 2014, however, since 2014, occupancy has declined (to 77% in 2016). This decrease may be a result of the Romsey Rapid Car park opening as a pay and display car park, offering discounted all day parking tickets.

5.3.10 Princes Road has provided long stay car parking since 2010. Occupancy levels have varied between 2010 and 2016. However, between 2015 and 2016 there was a decline in occupancy. As outlined above, this may be a result of the Romsey Rapid Car Park opening as a pay and display car park.

5.3.11 In recent years (since 2014), The Rapids has offered long stay car parking which has increased from 65% occupancy in 2014 to 74% in 2016.

Graph 5.4: Average Peak Period Long Stay Car Park Occupancy – Saturday



5.3.12 Crossfield Hall provided long stay car parking between 2003 and 2009, during which, occupancies varied between 42% and 77%.

5.3.13 The occupancy of the Alma Road car park has varied over the study period, between 31% and 91%, however, there is a general trend of increasing occupancy across the study period.

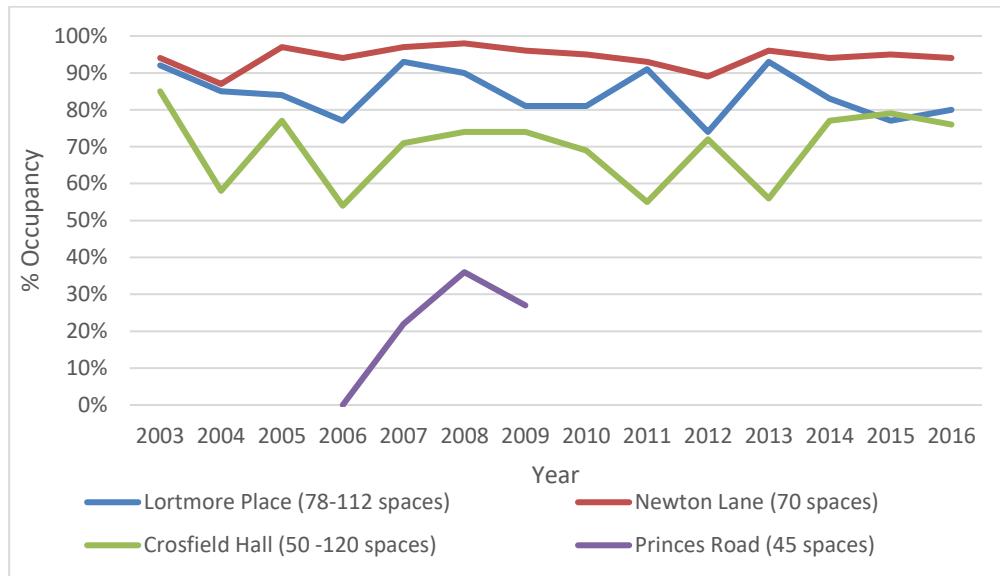
5.3.14 Princes Road has provided long stay car parking since 2010. Occupancy levels have increased between 2010 and 2016, from 30% to 64%, however there was a decrease in occupancy in 2013.

5.3.15 In recent years (since 2014), The Rapids has offered long stay car parking which has varied in occupancy on a Saturday between 54-76%. In 2015, there was an increase in occupancy from 60% (in 2014) to 76%, followed by a decrease in occupancy in 2016 to 57%.

5.4 Medium Stay Car Parks

5.4.1 **Graph 5.5** presents the car park occupancy of the three current and one former medium stay car parks in Romsey for the Friday Peak period, whilst **Graph 5.6** presents the data for the Saturday peak period.

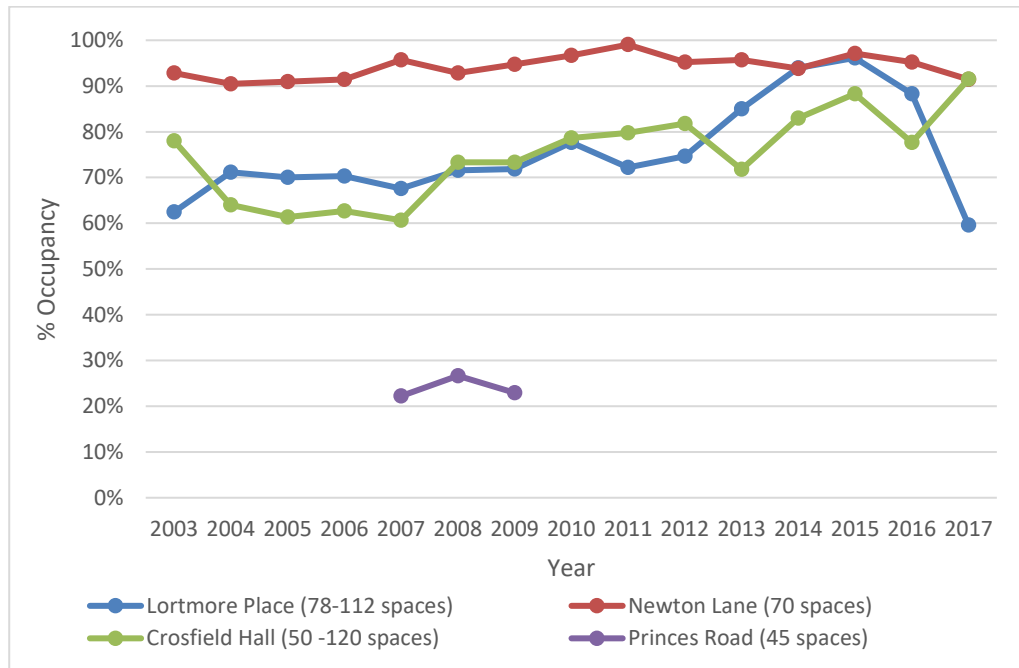
Graph 5.5: Average Peak Period Medium Stay Car Park Occupancy - Friday



Note: Where the number of car parking spaces are shown with a '-' e.g. Lortemore Place (78-112 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Additional information is provided in the explanatory text below.

- 5.4.2 The occupancy of Lortemore Place has varied between 2002 and 2016, from 74% to 93%. In more recent years the car park has operated at circa 80% occupancy, the reduction in occupancy is likely to be a result of the introduction of a four-hour maximum stay in 2014.
- 5.4.3 The occupancy of Newton Lane has remained relatively constant at >85% between 2002 and 2016.
- 5.4.4 The occupancy of Crosfield Hall has varied between 2002 and 2016, from 55% to 92%. The number of 'Medium Stay' car parking spaces at this car park has also varied significantly from 50 to 120 spaces (as a result of some spaces being re-designated from medium to short stay), which accounts for some of the variation in occupancy. In real terms, the number of vehicles parking at this car park has increased since 2007 to 2016 from 37 to 71.
- 5.4.5 Princes Road provided medium stay car parking for a short period between 2006 and 2009. During this time, car park occupancy rose sharply, before falling again.

Graph 5.6: Average Peak Period Medium Stay Car Park Occupancy - Saturday



Note: Where the number of car parking spaces are shown with a '-' e.g. Lortmore Place (78-112 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Additional information is provided in the explanatory text below.

5.4.6 The occupancy of Lortmore Place during the Saturday peak period has varied between 2003 and 2016, from 59% and 97%. Between 2003-2015, the car park showed a trend of increasing occupancy, however, since 2015, the car park has experienced a sharp decline in occupancy.

5.4.7 The occupancy of Newton Lane has remained relatively constant during the Saturday peak period at >90% between 2003 and 2016.

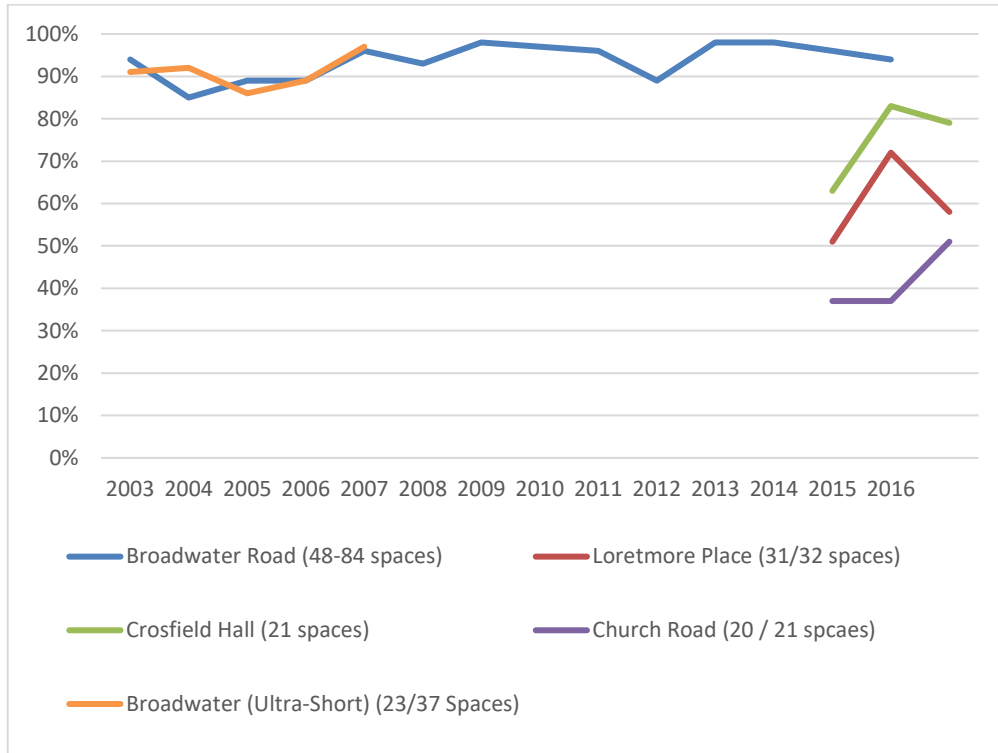
5.4.8 The occupancy of Crosfield Hall has varied between 2003 and 2016, from 61% to 91%. The number of 'Medium Stay' car parking spaces at this car park has also varied significantly from 50 to 120 spaces (as a result of some spaces being re-designated from medium to short stay), which accounts for some of the variation in occupancy. In real terms, the number of vehicles parking at this car park has remained relatively constant (circa 80-90 vehicles parked).

5.4.9 Princes Road provided medium stay car parking for a short period between 2006 and 2009. During this time, car park occupancy rose slightly, before falling again.

5.5 Short Stay Car Parks

5.5.1 **Graph 5.7** presents the car park occupancy of the four current short stay car parks and one former ultra-short stay car park in Romsey.

Graph 5.7: Average Peak Period Short Stay Car Park Occupancy - Friday

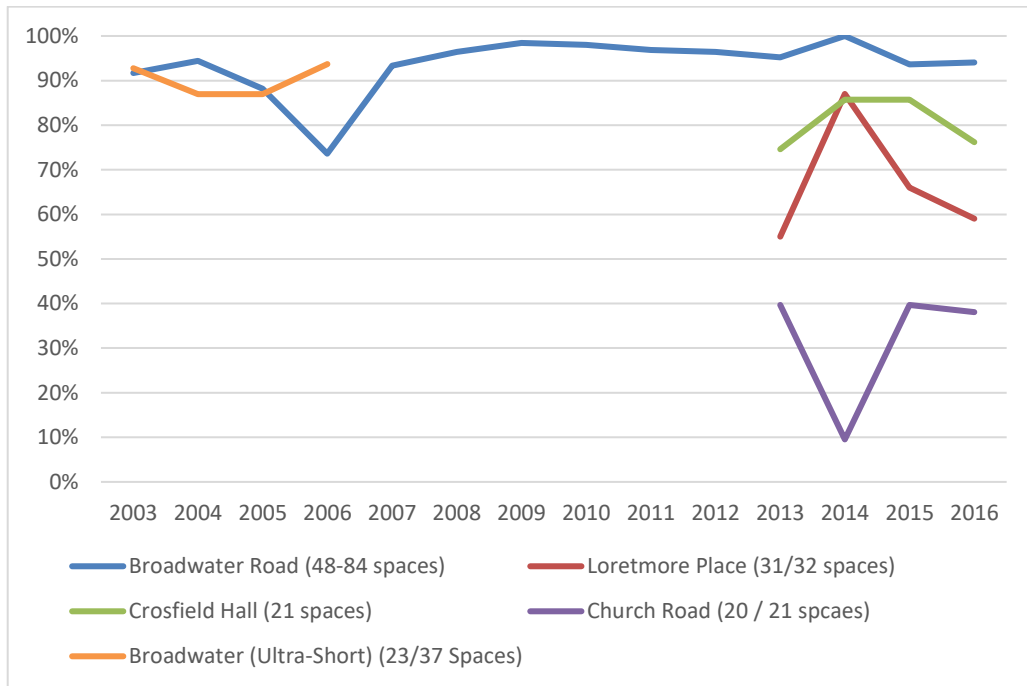


Note: Where the number of car parking spaces are shown with a '-' e.g. Broadwater Road (48-84 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Where the number of car parking spaces are shown with a '/' e.g. Lortemore Place (31/32 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below. Broadwater Road has been a short stay car park since 2007

5.5.2 The occupancy of the Broadwater Road car park has remained typically high with circa 90% of spaces typically utilised. There are currently no ultra-short car parks in Romsey. However, historically, Broadwater Road car park provided short stay spaces (between 2003-2007) and was typically well occupied with $\geq 86\%$ of spaces utilised. In 2007, the ultra-short stay car parking spaces were re-designated to provide additional short stay parking spaces.

5.5.3 In more recent years, since 2014, Lortemore Place, Crosfield Hall and Church Road have also provided short stay car parking spaces. Lortemore Place and Crosfield Hall showed an increase in occupancy between 2014 and 2015, before falling in 2016. The occupancy of Church Road however, remained constant at 37% between 2014 and 2015 and increased to 51% in 2016, however it is of note that this car park only contains a total of 21 spaces, therefore the availability of spaces within this car park is limited to circa 10 spaces.

Graph 5.8: Average Peak Period Short Stay Car Park Occupancy - Saturday



Note: Where the number of car parking spaces are shown with a '-' e.g. Broadwater Road (48-84 spaces), this denotes a gradual change in the number of available parking spaces, varying between the figures shown across the survey period. Where the number of car parking spaces are shown with a '/' e.g. Lortemore Place (31/32 spaces), this denotes a step change in the number of available parking spaces provided across the survey period. Additional information is provided in the explanatory text below. Broadwater Road has been a short stay car park since 2007

5.5.4 The occupancy of Broadwater Road Car Park has been typically high on a Saturday since 2002 with >85% of spaces typically utilized, with the exception of 2007 where circa 74 of spaces were occupied. There are currently no ultra-short car parks in Romsey. However, historically, Broadwater Road car park provided short stay spaces (between 2003-2007) and was typically well occupied with ≥87% of spaces utilised. In 2007, the ultra-short stay car parking spaces were re-designated to provide additional short stay parking spaces.

5.5.5 In more recent years, since 2014, Lortemore Place, Crosfield Hall and Church Road have also provided short stay car parking spaces. Lortemore Place and Crosfield Hall showed an increase in occupancy between 2014 and 2015, before falling in 2016. The occupancy of Church Road however, showed a decrease in occupancy between 2014 and 2015 from 40% to 10%. The occupancy of Church Road increased back to circa 40% in 2015 and has since remained relatively constant.

Summary of Peak Period Baseline Data

- 5.5.6 The high-level analysis of the Romsey car park occupancy data (for peak periods) has been undertaken, the results demonstrate that the demand for parking spaces has consistently been lower than the number of available car parking spaces, with occupancy in recent years typically around 78% during Friday peak periods and 80% during Saturday peak periods across the town, equating to approximately 198 and 180 available spaces respectively.
- 5.5.7 The Broadwater Road and Newton Lane car parks have typically high occupancies with ≥90% of spaces utilised during both the Friday and Saturday peak periods. Alma Road, Princes Road and The Rapids in recent years have been operating at typically 60-80% occupancy on a Friday and between 55% and 80% occupancy on a Saturday, whilst Church Road is only circa 50% occupied on a Friday and only 38% occupied on a Saturday (however, this car park only contains a total of 21 spaces, therefore the availability within this car park is limited to circa 10 spaces).
- 5.5.8 The medium stay car parks are typically operating close to capacity with only 34 and 41 available spaces during the Saturday and Friday peak periods respectively, whilst in recent years there is available capacity in a number of the short and long-term car parks across Romsey, namely Princes Road, The Rapids, Church Road and Lortemore Place, with 106 available spaces across these car parks on a Friday and 152 available spaces on a Saturday (in 2016).

5.6 **Assessment of Baseline Car Park Use – Average Week Day**

- 5.6.1 Test Valley Borough Council have also provided 'Tariff Sales by Car Park' information which sets out the number of tickets purchased on average between April 2016 and March 2017 for each tariff and day. This information has been used to estimate the number tickets purchased and the occupancy of car parks on an average weekday (i.e. not a Friday, which is considered peak). A comparison between the average weekday occupancy and peak period occupancy is also provided in **Table 5.3**.

Table 5.3: Romsey Comparison: 2016 Average Peak Data Vs. Average Weekday Data

| Car Park Type | Car Park | No. of Spaces | 2016 Base Peak Period Data | % Occup. 2016 Peak Data | Average % Occup. Across Car Park Duration | 2016 Base Aver. Day Data | % Occup. Of Aver. Day Data | Average % Occup. Across Car Park Stay |
|---------------|-----------------|---------------|----------------------------|-------------------------|---|--------------------------|----------------------------|---------------------------------------|
| Long Stay | Alma Road | 203 | 156 | 77% | 74% | 116 | 57% | 37% |
| | Princes Road | 45 | 28 | 62% | | 16 | 36% | |
| | The Rapids Long | 252 | 186 | 74% | | 54 | 21% | |
| Medium Stay | Lortemore Place | 78 | 62 | 80% | 82% | 52 | 67% | 65% |
| | Newton Lane | 70 | 66 | 94% | | 55 | 79% | |
| | Crosfield Hall | 94 | 71 | 76% | | 51 | 54% | |
| Short Stay | Broadwater Road | 84 | 79 | 94% | 79% | 57 | 68% | 54% |
| | Lortemore Place | 32 | 19 | 58% | | 13 | 41% | |
| | Crosfield Hall | 21 | 17 | 79% | | 11 | 52% | |
| | Church Road | 21 | 11 | 51% | | 4 | 19% | |

Note: Errors may occur due to rounding

5.6.2 **Table 5.3** demonstrates that the occupancy across an average weekday is considerably lower than during the peak period. Typically, short stay car parks are 25% less occupied on a typically weekday when compared with the peak parking demand, whilst medium stay and long stay car parks are 17% and 37% less occupied respectively. The most substantial differences are found at the Romsey Rapids car park with a 53% lower occupancy across a typical weekday.

5.7 Ticket Sales Data

5.7.1 A review of the ticket sales for 2016-2017 fiscal year for car parks within Romsey has been undertaken and the results are summarised in **Table 5.4** and **5.5**.

Table 5.4: Proportion of Tickets Sold per Tariff

| Car Park Duration | All Car Park (excl. Romsey Rapids) | | | | | | | | Rapids |
|-------------------|------------------------------------|---------|------|-------|-------|-------|-------|---------|------------|
| | 0.5 hr | 0.75 hr | 1 hr | 2 hrs | 3 hrs | 4 hrs | 5 hrs | all day | all day MT |
| Short Stay | 7% | 3% | 11% | 12% | 0% | | | | |
| Medium Stay | 4% | 2% | 10% | 11% | 11% | 4% | 1% | 1% | |
| Long Stay | 2% | 1% | 4% | 4% | 5% | 2% | 1% | 4% | 2% |
| Total | 13% | 6% | 25% | 27% | 15% | 6% | 2% | 4% | 2% |

Note: Errors may occur due to rounding

Table 5.5: Summary of Romsey Car Park Ticket Sales (2016-2017)

| Car Park | No. of Parking Spaces | % of Pay & Display Ticket Sales | Pay & Display Income per Car Park | % of Pay & Display Total Tickets Sold | Season Ticket Sales | Total Income per Car Park | Total Income per Duration of Stay | Income per Space | % of Total Income |
|--|-----------------------|---------------------------------|-----------------------------------|---------------------------------------|---------------------|---------------------------|-----------------------------------|------------------|-------------------|
| Broadwater Road Short Stay | 84 | 24.98% | £129,716 | 33% | - | £129,716 | £169,522 | £1,544.24 | 22% |
| Church Road Short Stay | 21 | 1.97% | £10,119 | | - | £10,119 | | £481.86 | |
| Lortemore Place Short Stay | 32 | 5.80% | £29,687 | | - | £29,687 | | £927.72 | |
| Crosfield Hall Medium | 94 | 13.89% | £122,517 | 43% | - | £122,517 | £334,162 | £1,303.37 | 43% |
| Lortemore Place Medium Stay | 78 | 14.92% | £102,699 | | £2,720 | £105,419 | | £1,351.53 | |
| Newton Lane Medium | 70 | 14.54% | £106,226 | | - | £106,226 | | £1,517.51 | |
| Alma Road Long Stay | 203 | 18.50% | £188,386 | 24% | £9,520 | £197,906 | £248,129 | £974.91 | 32% |
| Princes Road Long Stay | 45 | 3.07% | £26,734 | | - | £26,734 | | £594.09 | |
| The Rapids Long Stay | 252 | 2.32% | £23,489 | | - | £23,489 | | £93.21 | |
| Town Hall (Season Tickets Only) | 9 | - | - | - | £6,120 | £6,120 | £21,160 | £680.00 | 3% |
| Romsey Sports Centre (Season Tickets Only) | 42 | - | - | | £1,440 | £1,440 | | £34.29 | |
| St Annes House (Season Tickets Only) | 20 | - | - | | £13,600 | £13,600 | | £680.00 | |
| Total | 900 | 100% | £739,573 | 100% | £33,400 | £772,973 | £772,973 | - | 100% |

5.7.2 The results in **Table 5.4** and **5.5** demonstrate that approximately 33% of all tickets sold are for a duration of one hour or less (across all car park categories). The largest proportion of all tickets sold both in terms of total numbers and total income are from medium stay car parks, both equating to 43%. Long stay car parks generate approximately one third of the total income in Romsey however only represent circa 24% of ticket sales. Season tickets sales generate a relatively small proportion of the car park revenue, all season ticket sales make up 4% of the total revenue whilst the season ticket only car parks generate 3% revenue.

5.8 Season Ticket Data

5.8.1 Test Valley Borough Council currently offer season tickets in three car parks in Romsey, these are:

- Alma Road - no dedicated season ticket spaces;

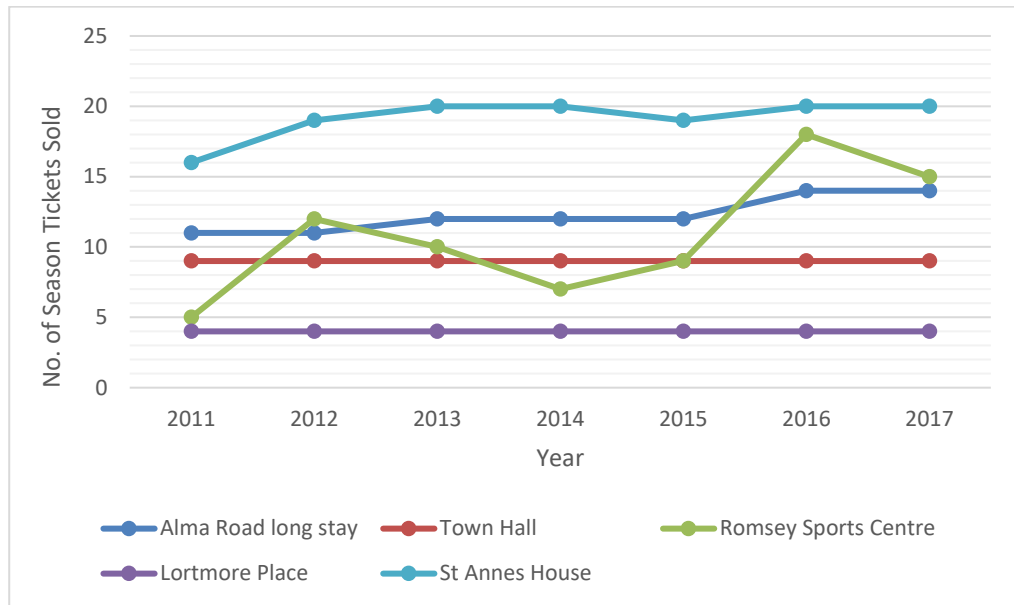
- St Annes – all 20 spaces are dedicated for season ticket holders;
- Lortemore Place – no dedicated season ticket spaces;
- Town Hall - nine dedicated season ticket spaces, the season tickets are held by Town Hall and Tourist Information offices; and
- Romsey Sports Centre – There are 42 parking spaces for users of the sports facilities where season ticket holders are permitted to park. The season tickets are valid off season (Sept-May) and there are no dedicated season ticket spaces.

5.8.2 Season tickets are being withdrawn at Alma Road, Lortemore Place and Romsey Sports Centre as and when season tickets are not renewed.

5.8.3 Analysis of the season ticket sales for Romsey has been undertaken. The results show that the number of season tickets at the Town Hall, Lortemore Place and St Annes House have remained relatively constant over time, with all, or nearly almost all, of the season ticket spaces occupied each year. The number of season tickets sold for Alma Road Long Stay car park has increased steadily from 11 in 2011 to 14 in 2017 and whilst season ticket sales for Romsey Sports Centre have varied over the study period, between 5 and 18, the general trend is of increasing sales.

5.8.4 A line graph at **Graph 5.9** showing the trends in season ticket sales data in Romsey is provided below:

Graph 5.9: Season Ticket Sales – Romsey



5.9 Future Parking Demand

5.9.1 The future parking demand for the Friday and Saturday peak periods in Romsey has been estimated using the methodology set out in **Section 3.3** for the short (5-years), medium (10-years) and long term (15-years).

5.9.2 It should be noted that the predictions for future car parking demand have been calculated using TEMPRO, which forecasts the growth in all purpose vehicle trips. However, car park demand and occupancy are affected by a range of other factors, such as changes in demographics, economic activity, development proposals, town centre retail activity and the promotion of sustainable travel modes and as such a level of uncertainty remains in predicting the future parking demand.

Fridays

5.9.3 The results of the Friday Peak period future year assessment are summarised in **Table 5.6**, a larger version of this table is also included as **Appendix C**.

Table 5.6: Future Year Average Peak Parking Demand – Friday

| Type of Car Park | Car Park | Number of Spaces (2010) | 2010 Peak Data | Average Occupancy Per Duration of Stay | 2021 | | Average Occupancy Per Duration of Stay | 2026 | | Average Occupancy Per Duration of Stay | 2031 | | Type of Car Park | | |
|------------------|-----------------|-------------------------|----------------|--|------------|-------------|--|-----------|-------------|--|------------|-------------|------------------|------------|------------|
| | | | | | Predicted | Anticipated | | predicted | anticipated | | Predicted | Anticipated | | | |
| Long Stay | Alma Road | 208 | 156 | 74% | 189 | TRUE | 189 | TRUE | 80% | 182 | TRUE | 182 | TRUE | 90% | |
| | Princes Road | 45 | 28 | | 30 | TRUE | 30 | TRUE | 80% | 32 | TRUE | 32 | TRUE | | |
| | The Rapids Long | 252 | 186 | | 202 | TRUE | 202 | TRUE | 80% | 217 | TRUE | 217 | TRUE | | |
| Medium Stay | Lortmore Place | 78 | 62 | 82% | 67 | TRUE | 67 | TRUE | 89% | 73 | TRUE | 75 | TRUE | 100% | |
| | Newton Lane | 70 | 66 | | 71 | FALSE | 70 | TRUE | 89% | 77 | FALSE | 70 | TRUE | | |
| | Crosfield Hall | 94 | 71 | | 77 | TRUE | 78 | TRUE | 89% | 83 | TRUE | 88 | TRUE | | |
| Short Stay | Broadwater Road | 84 | 79 | 79% | 85 | FALSE | 84 | TRUE | 85% | 92 | FALSE | 84 | TRUE | 96% | |
| | Lortmore Place | 32 | 19 | | 20 | TRUE | 20 | TRUE | 85% | 22 | TRUE | 28 | TRUE | | |
| | Crosfield Hall | 21 | 17 | | 18 | TRUE | 19 | TRUE | 85% | 19 | TRUE | 21 | TRUE | | |
| | Church Road | 21 | 11 | | 12 | TRUE | 12 | TRUE | | 12 | TRUE | 12 | TRUE | | |
| TOTALS | | 900 | 695 | | 751 | 83% | 751 | | 809 | 90% | 809 | | 844 | 94% | 844 |

- 5.9.4 **Table 5.6** identifies that a number of car parks are predicted to be over capacity in the future assessment years (as identified by the red cells and 'FALSE' text). Where individual car parks are anticipated to go over capacity, the additional vehicles which cannot be accommodated have been moved to the closest car park with availability that has the same duration of stay. If this is not achievable, then cars have been moved to the next nearest car park with a longer duration of stay. This is shown in the 'anticipated' column in **Table 5.6**.
- 5.9.5 In the short term (5-years) there is spare capacity during the peak demand periods in all duration of stay car park categories across the town. In total it is anticipated that there will a total of 149 available spaces across Romsey in the short term.
- 5.9.6 In the medium term (10-years) both the short and medium stay car parks exceed a peak period average occupancy of 90% and therefore are considered to be operating over their operational capacity by TVBC, however, in reality, there are forecast to be 13 available spaces within short stay car parks and 10 available spaces in medium stay car parks, with a total of 91 available spaces anticipated across the town.
- 5.9.7 In the long term (15-years), all categories of car parks are anticipated to be operating over their operational capacity (i.e. $\geq 90\%$) or at total capacity (100%). It is anticipated that there will be 56 available spaces across the town centre, with 49 spaces available in long stay car parks, no available spaces in medium stay car parks and 7 available spaces in short stay car parks.

Saturdays

Table 5.7: Future Year Average Peak Parking Demand – Saturday (Larger Version in Appendix C)

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 | 2021 | | | | Average Occupancy Per Duration | 2028 | | | | Average Occupancy Per Duration | 2031 | | | | Average Occupancy Per Duration |
|----------------------------|-----------------|-------------------------|------|-----------|-------|-------------|------|--------------------------------|-----------|-------|-------------|------|--------------------------------|-----------|-------|-------------|------|--------------------------------|
| | | | | Predicted | TRUE | Anticipated | TRUE | | Predicted | TRUE | Anticipated | TRUE | | Predicted | TRUE | Anticipated | TRUE | |
| Long Stay | Alma Road | 203 | 161 | 174 | TRUE | 174 | TRUE | 71% | 188 | TRUE | 196 | TRUE | 77% | 195 | TRUE | 203 | TRUE | 80% |
| | Princes Road | 45 | 29 | 31 | TRUE | 31 | TRUE | | 33 | TRUE | 34 | TRUE | | 35 | TRUE | 43 | TRUE | |
| | The Rapids Long | 252 | 140 | 151 | TRUE | 151 | TRUE | | 163 | TRUE | 163 | TRUE | | 170 | TRUE | 170 | TRUE | |
| Medium Stay | Lortemore Place | 78 | 68 | 74 | TRUE | 74 | TRUE | 93% | 79 | FALSE | 78 | TRUE | 100% | 83 | FALSE | 78 | TRUE | 104% |
| | Newton Lane | 70 | 67 | 72 | FALSE | 70 | TRUE | | 78 | FALSE | 70 | TRUE | | 81 | FALSE | 70 | TRUE | |
| | Crosfield Hall | 94 | 73 | 79 | TRUE | 81 | TRUE | | 85 | TRUE | 93 | TRUE | | 89 | TRUE | 94 | TRUE | |
| Short and Ultra Short Stay | Broadwater Road | 84 | 79 | 85 | FALSE | 84 | TRUE | 86% | 92 | FALSE | 84 | TRUE | 93% | 96 | FALSE | 84 | TRUE | 96% |
| | Lortemore Place | 32 | 21 | 23 | TRUE | 23 | TRUE | | 24 | TRUE | 24 | TRUE | | 25 | TRUE | 32 | TRUE | |
| | Crosfield Hall | 21 | 18 | 19 | TRUE | 20 | TRUE | | 21 | TRUE | 21 | TRUE | | 20 | TRUE | 21 | TRUE | |
| TOTALS | Church Road | 21 | 8 | 5 | TRUE | 9 | TRUE | 10 | TRUE | 10 | TRUE | 10 | TRUE | 10 | TRUE | 10 | TRUE | |
| | | 900 | 664 | 718 | 80% | 718 | | 774 | 86% | 774 | | 804 | 89% | 804 | | | | |

- 5.9.8 **Table 5.7** identifies that a number of car parks are predicted to be over capacity in the future assessment years (as identified by the red cells and 'FALSE' text). Where individual car parks are anticipated to go over capacity, the additional vehicles which cannot be accommodated have been moved to the closest car park with availability that has the same duration of stay. If this is not achievable, then cars have been moved to the next nearest car park with a longer duration of stay. This is shown in the 'anticipated' column in **Table 5.7**.
- 5.9.9 In the short term (5-years) there is spare capacity during the peak demand periods in all duration of stay car park categories across the town. In total it is anticipated that there will be a total of 182 available spaces across Romsey in the short term.
- 5.9.10 In the medium term (10-years) both the short and medium stay car parks exceed a peak period average occupancy of 90% and therefore are considered to be operating over their operational capacity by TVBC, however, in reality, there are forecast to be 11 available spaces within short stay car parks and no available spaces in medium stay car parks, with a total of 126 available spaces anticipated across the town.
- 5.9.11 In the long term (15-years), both the short and medium stay car parks exceed a peak period average occupancy of 90% and therefore are considered to be operating over their operational capacity by TVBC, however, in reality, there are forecast to be 7 available spaces within short stay car parks. It is predicted that the medium stay car parks will be operating over capacity in 2031, with a shortage of 11 spaces. However, across the whole town, it is anticipated that there will be a total of 96 spaces available.

Sensitivity Test

- 5.9.12 Test Valley Borough Council have not identified any potential for car park changes or closures within Romsey that would potentially impact on the future impact assessment outlined above, therefore, no sensitivity analysis has been undertaken for Romsey.

5.10 **Private Car Parks**

- 5.10.1 The Council has no control over the management of private car parking in Romsey. It is estimated that there are in excess of 800 private off-street non-residential parking spaces in the town centre. The two most significant locations are Aldi (107 spaces) and Waitrose (187 spaces).

5.10.2 Whilst the occupancy and use of these spaces falls outside of this study, it is of note that these parking spaces still form a substantial provision of parking within the town.

5.10.3 As land values rise in the town and the amount of developable land in the town reduces, there is a possibility that private car parks will be developed, thus reducing the number of private spaces available. Therefore, this is likely to increase the demand for public car parking spaces, given that car parks within Romsey are forecast to reach operational capacity, any reduction in private parking is likely to cause additional stress.

5.11 Romsey Car Park Summary

- The quality and location of the car parks within the town centre is considered to be very good;
- Analysis of the baseline data shows that at peak times on Fridays and Saturdays, all categories of car park duration of stay currently have spare capacity;
- Future forecasts anticipate that there is likely to be spare capacity at peak times across the town in the short term on Friday and Saturdays. However, in the medium term, both short stay car parks and medium stay car parks are anticipated to exceed their operational capacity during peak times on Friday and Saturdays. In the long term, all car park duration of stay categories are anticipated to reach / exceed their operational capacity on a Friday and both the short and medium stay car parks are anticipated to reach / exceed their operational capacity on Saturdays; but
- It should be noted that the predictions for future car parking demand have been calculated using TEMPRO, which forecasts the growth in all purpose vehicle trips. However, car park demand and occupancy are affected by a range of other and as such a level of uncertainty remains in predicting the future parking demand.

SECTION 6 FUTURE PARKING TRENDS

6.1 Modal Shift from Private Car to Non-Car Modes

6.1.1 The National Travel Survey (NTS) 2016 demonstrates that on average in the UK, 64% of shopping trips are undertaken by car⁹.

6.1.2 Heavy dependency on car use contributes towards traffic congestion, pollution, and physical inactivity, which have negative impacts on society. Consequently, national and local transport policy seeks to reduce the number of trips undertaken by private car.

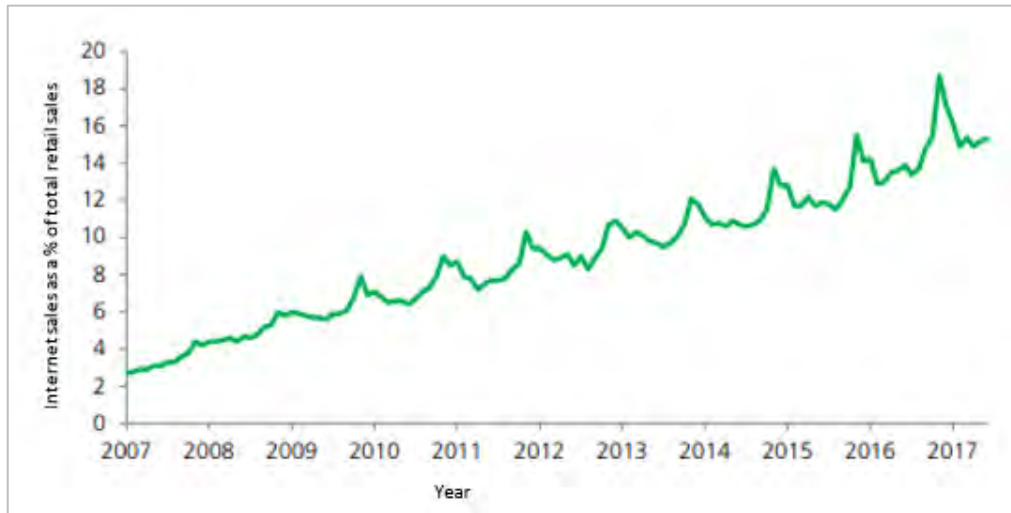
6.1.3 A review of TVBC planning policy documents has been undertaken to determine whether there is a borough wide target for reducing private car / single occupancy car trips. However, there is no specific figure within TVBC policy documents. However, Hampshire County Council prepared a business case for the Local Sustainable Transport Fund (2015/2016), which stated a target to deliver a mode shift from the private car by 5%.

6.1.4 As such, it can be seen that the County Council has a desire to reduce private car use by 5%. Should this be achieved, then it would also be reasonable to assume that the number of cars parking within Andover and Romsey would reduce, with an increase in the number of trips to the town centre by alternative modes of transport.

6.2 Change in Retail Habits

6.2.1 There has been a steady rise in online sales in the UK since 2007, with a strong seasonal pattern with peaks in retail sales each year in months leading up to Christmas. The value of internet sales as a proportion of total retail sales has risen from 2.7% in January 2007 to 16.1% in January 2017 (Office for National Statistics, Retail Sales Time Series Database 2017).

⁹ National Travel Survey Table NTS0409 (Average number of trips by purpose and main mode).

Graph 6.1: UK Internet Sales as a Percentage of Total Retail Sales

Source: ONS, Retail Sales Time Series Database (DRSI), July 2017

6.2.2 Findings from the Centre for Retail Research¹⁰ suggest that the rise of online retailing will result in a decrease in physical stores. The research report states:

“The growth of online sales at the current rate will inevitably reduce the market for traditional shops. In Europe, online sales in 2015-2017 are expected to grow by +32.0%, but All Retail Sales by only 3.4% in the same period. By the time that online sales represent 5% or more of domestic retailing then the continued growth of online retailers is likely to come largely at the expense of conventional stores. In Europe as a whole, online retailers in 2017 alone are expected to grow by 14.2% in a fairly stagnant retail market (growing by 1.4% average)”.

6.2.3 The report goes on to say that footfall in shops across the UK is falling by 0.55% per year. Therefore, assuming that the trend in peak period car parking in Andover and Romsey town centres (the primary purpose of which is for shopping), reflects the predicted national footfall reductions, then the worst case scenario based solely on retail footfall could see a fall by:

- Short term (5-years) - 2.75% by 2021;
- Medium term (10-years) - 5.50% by 2026; and
- Long term (15-years) - 8.25% by 2031.

¹⁰ Centre for Retail Research, Online Retailing: Britain, Europe, US and Canada 2017, 28 March 2017

- 6.2.4 It should however be noted that both Andover and Romsey have visions to improve the shopping, food, cultural and heritage offer and the evening and night time economy. As such, it is difficult to predict with certainty whether the towns will follow the trend of falling footfall, and thus falling number of vehicles parked in the town centre car parks.
- 6.2.5 Furthermore, much of Test Valley is rural in nature and there is an aging population, with those aged 65 and over representing 21.3% of the population¹¹. Consequently, there is a proportion of the population that will be more reliant upon the private car, which may limit the impact of modal shift and reductions in footfall.

¹¹ Test Valley Profile produced by Test Valley Borough Council (February 2016)

SECTION 7 PARKING STRATEGY RECOMMENDATIONS

7.1 Andover

Car Park Improvements

- 7.1.1 The quality assessment identified that the provision of wayfinding signs from car parks to the town centre / local attractions would help to improve scores under the ‘signage’ and pedestrian access categories.

Electric Vehicle Charging Points

- 7.1.2 At present there are no electric vehicle charging spaces in any of the public car parks within Andover¹².
- 7.1.3 The Government has announced plans to ban the sale of new diesel and petrol cars by 2040 as part of ‘The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations’, produced by Defra (the Department for Environment, Food and Rural Affairs) and the Department for Transport. Therefore, it is recommended that investment into a comprehensive charging infrastructure to meet the needs of a larger electric fleet should be considered and planned for proactively.

7.2 Romsey

Car Park Capacity

- 7.2.1 It can be seen from Section 5 of the report that that by 2026 (medium term) the average demand for short and medium stay car parking spaces within Romsey is expected to exceed the operational capacity of 90% during peak periods. It is understood that the only potential location identified to provide additional parking at this time is in the vicinity of Romsey Rapids / Leisure Centre, however given the location of these car parks in relation to the town centre, these would be better suited to providing long stay parking. As such, it is also recommended that the pricing strategy within the town is also reviewed.

¹² However, there is a 3 electric car charging points available at Esso Service Station on Charlton Road which are rapid chargers (43kW AC / 50kW DC).

Romsey Car Park Pricing

- 7.2.2 It is recommended that pricing in the central Romsey ‘shopper’ car parks is structured to deter long stay parkers from using them, freeing up short and medium stay car parking spaces. This is already carried out to some extent, with Romsey Rapids providing significantly cheaper parking for ‘all day’ users than other, more central car parks, however, there is potential to structure the pricing so that users parking for 3-5 hours are also encouraged to park further out of the town centre. This option is also likely to require the provision of additional long stay parking, one possible location identified for this is at Romsey Rapids.

Parking Management Information

- 7.2.3 Observations during the site visits noted local direction signs to most car parks. The signs provide directional information along with the duration of stay. However, the Council should consider the expansion of the existing car park management system (incorporating Variable Message Signs) to notify drivers of the number of spaces available in nearby car parks. Such systems can be setup to display actual parking availability (spaces) or the words “open”, “spaces”, “full” or “closed”. Other car park management systems that could be explored are mobile phone applications which provide information about the availability of parking spaces. Therefore, in the future when car parks are expected to operate closer to capacity, drivers will be able to make more informed choices about where to park on approach to the town centres.

Car Park Improvements

- 7.2.4 The quality assessment identified a number of potential improvements for the cars parks in Romsey, as follows:
- Improved car park surface and lining at Crossfield Hall;
 - Clearer signage to help enable visitors to locate Lortemore Place and Church Road car parks; and
 - Traffic conditions on A3057 Alma Road occasionally block access to the Alma Road car park (in both directions), traffic management measures along Alma Road could help improve access. Possible improvements include:

- Improved traffic light coordination at the Alma Road / Station Road / Malmesbury Road signalised cross road to the north and Alma Road / The Hundred / Winchester Road to the south;
- Removal of the barrier to the Waitrose Car Park to prevent cars waiting to enter the car park from queueing back onto the local highway network; and
- Relocation of the on-street residents / permit holder parking spaces on the western side of Alma Road (approximately 20m to the north of the mini-roundabout junction providing access to the car parks to help ease the flow of traffic along Alma Road. Some of this has been done with partial footway parking being permitted.

Electric Vehicle Charging Points

7.2.5 There are only two electric vehicle charging points located within public car parks in Romsey, both located in the Romsey Rapids car park¹³. Both charging points are rapid charging points.

7.2.6 As outlined above, the Government has announced plans to ban the sale of new diesel and petrol cars by 2040. Therefore, it is recommended that investment into comprehensive charging infrastructure to meet the needs of a larger electric fleet should be considered and planned proactively in the context of wider parking provision.

7.3 Parking for New Developments and Attractions in Both Andover and Romsey

7.3.1 It is noted that there are aspirations for Andover to have a 'culture quarter' and for both Andover and Romsey to be attractive destinations for residents and visitors in the future.

¹³ There is also a fast charging point located in the Romsey Railway Station car park.

- 7.3.2 It is possible that the proposed 'culture quarter' in Andover could affect the number of publicly available spaces in West Street and Marlborough Street, however the exact nature of this is not known at this time. Therefore, whilst sensitivity tests have been undertaken to demonstrate the impact of the possible loss of these spaces, it is not known whether this will occur, or whether the parking demand will be affected as a result of the development proposals.
- 7.3.3 The 'Romsey Future' strategy looks to identify ambitions for the town over the next 20 years. More specifically there are proposals within the Local Plan and the 'Romsey Future' strategy that suggest any new retail developments would need to occur south of the town centre and incorporate the car parks at Broadwater Road and Crosfield Hall. As such, any future proposals would have to take this impact on car parking provision into account.
- 7.3.4 Consequently, it is recommended that as part of any Transport Statement or Assessment produced for future developments in the Town Centres, the impact on publicly available parking spaces is considered.

SECTION 8 SUMMARY AND CONCLUSIONS

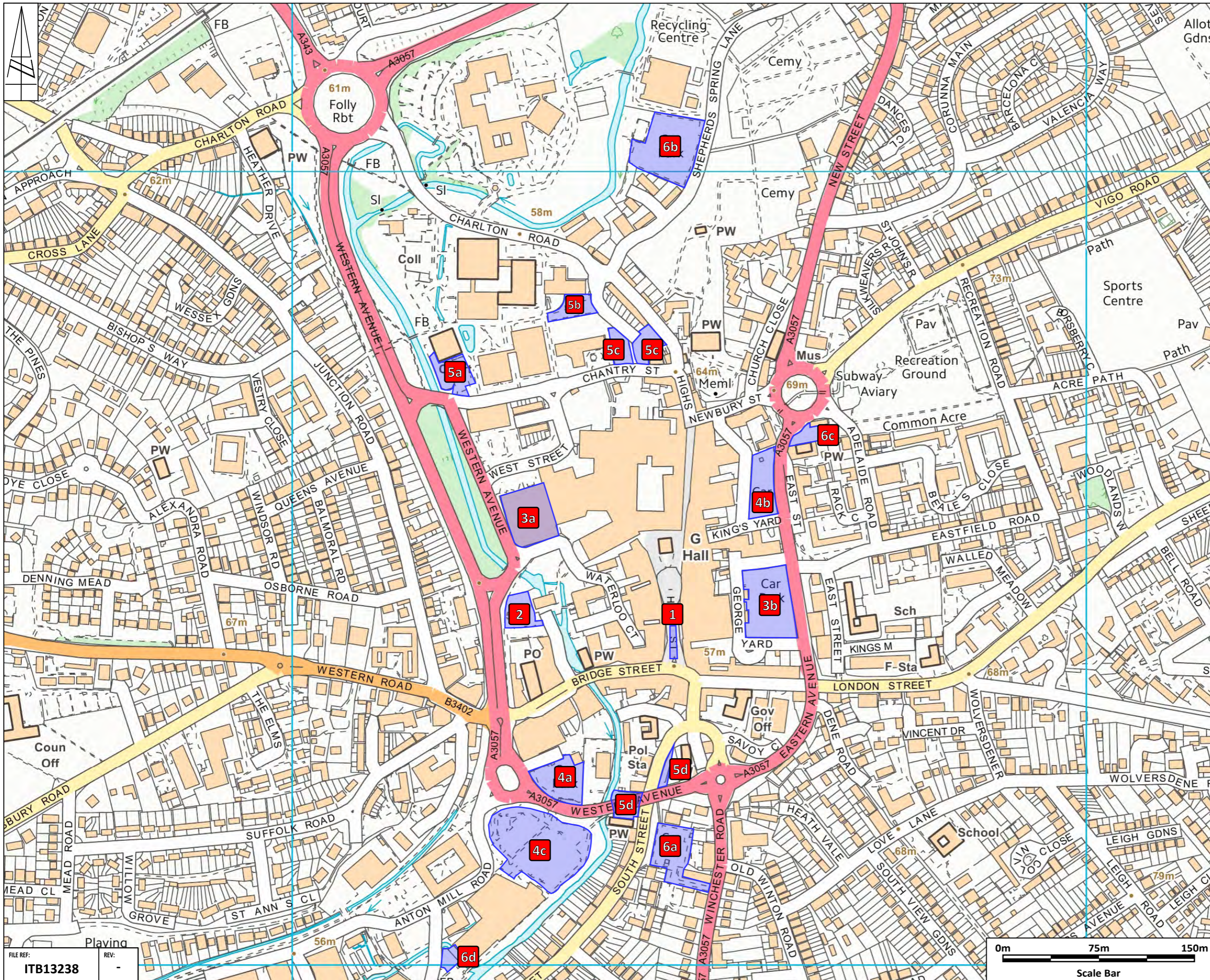
8.1 Summary

- 8.1.1 i-Transport has been commissioned to undertake a parking study in order to assess the short (5-year), medium (10-year) and long term (15-year) demand for car parking within the existing public off-street town centre car parks located in Andover and Romsey.
- 8.1.2 National and local policy recognises the importance that parking has in ensuring the vitality of town centres and encourages the provision of good quality parking with suitable charges.
- 8.1.3 Site visits were undertaken in November 2017 to assess the quality of the car parks. In Andover, eight car parks are ranked as 'high' whilst the remaining five were ranked as 'Medium'. There was only a difference of 4 'points' between all of the car parks in Andover as such it can be seen that all of the car parks are very similar in terms of their quality. The assessment determines that the best quality car parks are Anton Mill (Short Stay) and Black Swan Yard (Short Stay). In Romsey, all of the car parks were scored as 'high' except for Crossfield Hall which was scored as 'medium'. As with Andover, there is only a difference of 4 'points' between the car parks. The assessment determines that the best quality of car park is The Rapids (Long Stay) and Broadwater Road (Short Stay).
- 8.1.4 A review of car park occupancy and ticket sales data provided by Test Valley Borough Council has been undertaken to understand the current car parking situation in the towns. Both towns currently have spare parking capacity in all categories of duration of stay (i.e. short, medium and long stay car parks) during the peak parking periods, with significantly greater capacity outside of the peak periods, both weekdays and weekends.
- 8.1.5 The assessment has included a forecast of future car parking demand; the baseline data has been uplifted using TEMPRO growth factors to account for growth resulting from development, the growth within TEMPRO corresponds with that in the adopted Local Plan.

- 8.1.6 The study has found that all categories of duration of stay car parks within Andover town centre are currently within operational capacity (i.e. <90% occupancy) during the peak parking periods and are anticipated to continue to operate within capacity throughout the study period. A sensitivity test has also been undertaken to understand the possible impact that the loss of car parks within the town would have on the overall parking capacity of the town centre. Up to 120 spaces in long and medium stay car parks could be lost in the future, whilst this would result in an increase in demand for spaces in other car parks, the results demonstrate that this would not result in either of the long or medium stay car park categories operating over their operational capacity, with 100 and 122 available spaces in medium stay car parks and 141 and 254 available spaces in long stay car parks across the town anticipated in the long term assessment on Fridays and Saturdays respectively .
- 8.1.7 The study has found that the town centre car parks in Romsey are already approaching operational capacity (90% occupancy) during the peak parking periods and the short and medium stay car parks are anticipated to exceed operational capacity by 2026 on both Fridays and Saturdays. However, the car parks are not quite anticipated to reach total capacity, it is anticipated that there would be a total of 56 and 96 available spaces anticipated across the town, on Fridays and Saturdays respectively. In the long term (15-years), all categories of car parks are anticipated to be operating over their operational capacity (i.e. ≥90%) or at total capacity (100%) on Fridays and only long stay car parks will be operating within their operational capacity on a Saturday.
- 8.1.8 Whilst this study has anticipated the ‘likely’ future parking demand, it is possible that factors such as a mode shift away from the private car and a reduction in footfall in town centres across the UK could result in a reduction on the anticipated parking demand.
- 8.1.9 As a result of undertaking this study, a number of recommendations have been suggested, which include:
- Additional short and medium stay parking in Romsey Town Centre in the medium (10-years) and long term (15-years);
 - Alterations to the pricing structure in Romsey to encourage people parking for between 3-5 hours to park further out of the town centre;

- Expansion of the existing car parking management systems in the town centre, to possibly incorporate Variable Message Signs;
- Investment in electric vehicle charging points;
- All major new developments within Andover and Romsey town centres which are anticipated should assess their impact on the public car parking in the vicinity of the site as part of the Transport Statement or Assessment submitted with the planning application; and
- Whilst the quality of the car parks in Andover and Romsey were deemed to be largely very good, a few improvements were identified including:
 - Improved wayfinding signs from car parks to town centre / local attractions;
 - Improved car park surface and lining; and
 - Improved traffic management in Romsey to improve access to some of the car parks across the towns.

FIGURES



- KEY**
- CAR PARKS
- ULTRA SHORT**
- 1 HIGH STREET
- ULTRA SHORT & SHORT STAY**
- 2 TOWN MILL
- ULTRA SHORT & MEDIUM STAY**
- 3a CHANTRY CENTRE
 - 3b GEORGE YARD
- SHORT STAY**
- 4a BORDEN GATE
 - 4b BLACK SWAN YARD
 - 4c ANTON MILL ROAD
- MEDIUM STAY**
- 5a WEST STREET
 - 5b LEISURE CENTRE
 - 5c MARLBOROUGH STREET
 - 5d SOUTH STREET
- LONG STAY**
- 6a WINCHESTER ROAD
 - 6b SHEPHERDS SPRING LANE
 - 6c THE ACRE
 - 6d ANTON MILL LONG STAY



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
ANDOVER AND ROMSEY CAR PARK STUDY
ANDOVER CAR PARK LOCATION PLAN

FILE REF: **ITB13238**
REV: -

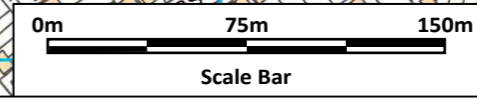
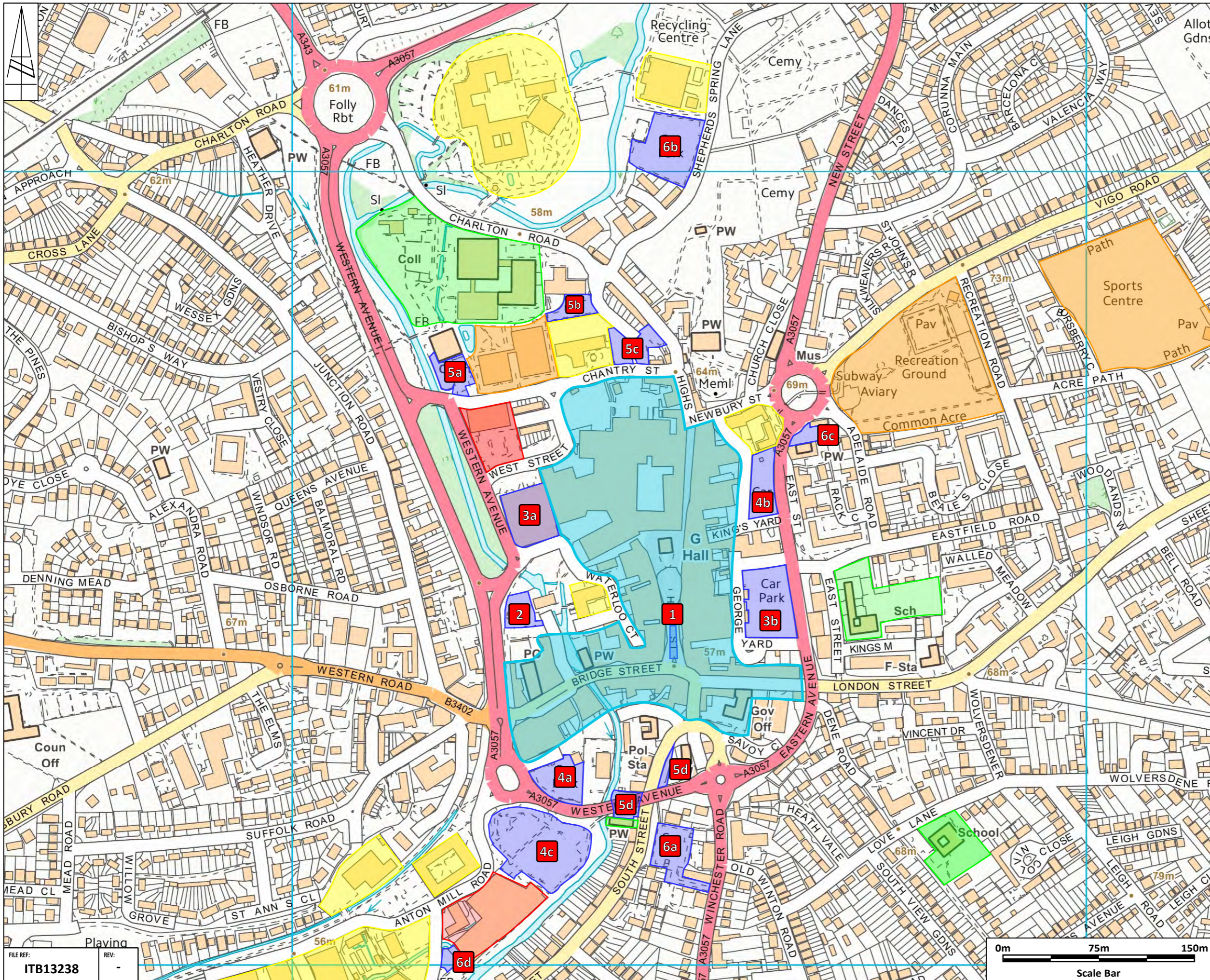


FIGURE No: **FIGURE 1**

Reproduced from ordnance survey by the permission of the controller of her majesty's stationary office. Crown copyright. All rights reserved. Licence number 100022432



- KEY**
- CAR PARKS
 - TOWN CENTRE
 - EDUCATION
 - EMPLOYMENT
 - LEISURE
 - OTHER RETAIL
- ULTRA SHORT**
- 1 HIGH STREET
- ULTRA SHORT & SHORT STAY**
- 2 TOWN MILL
- ULTRA SHORT & MEDIUM STAY**
- 3a CHANTRY CENTRE
 - 3b GEORGE YARD
- SHORT STAY**
- 4a BORDEN GATE
 - 4b BLACK SWAN YARD
 - 4c ANTON MILL ROAD
- MEDIUM STAY**
- 5a WEST STREET
 - 5b LEISURE CENTRE
 - 5c MARLBOROUGH STREET
 - 5d SOUTH STREET
- LONG STAY**
- 6a WINCHESTER ROAD
 - 6b SHEPHERDS SPRING LANE
 - 6c THE ACRE
 - 6d ANTON MILL LONG STAY

i-Transport

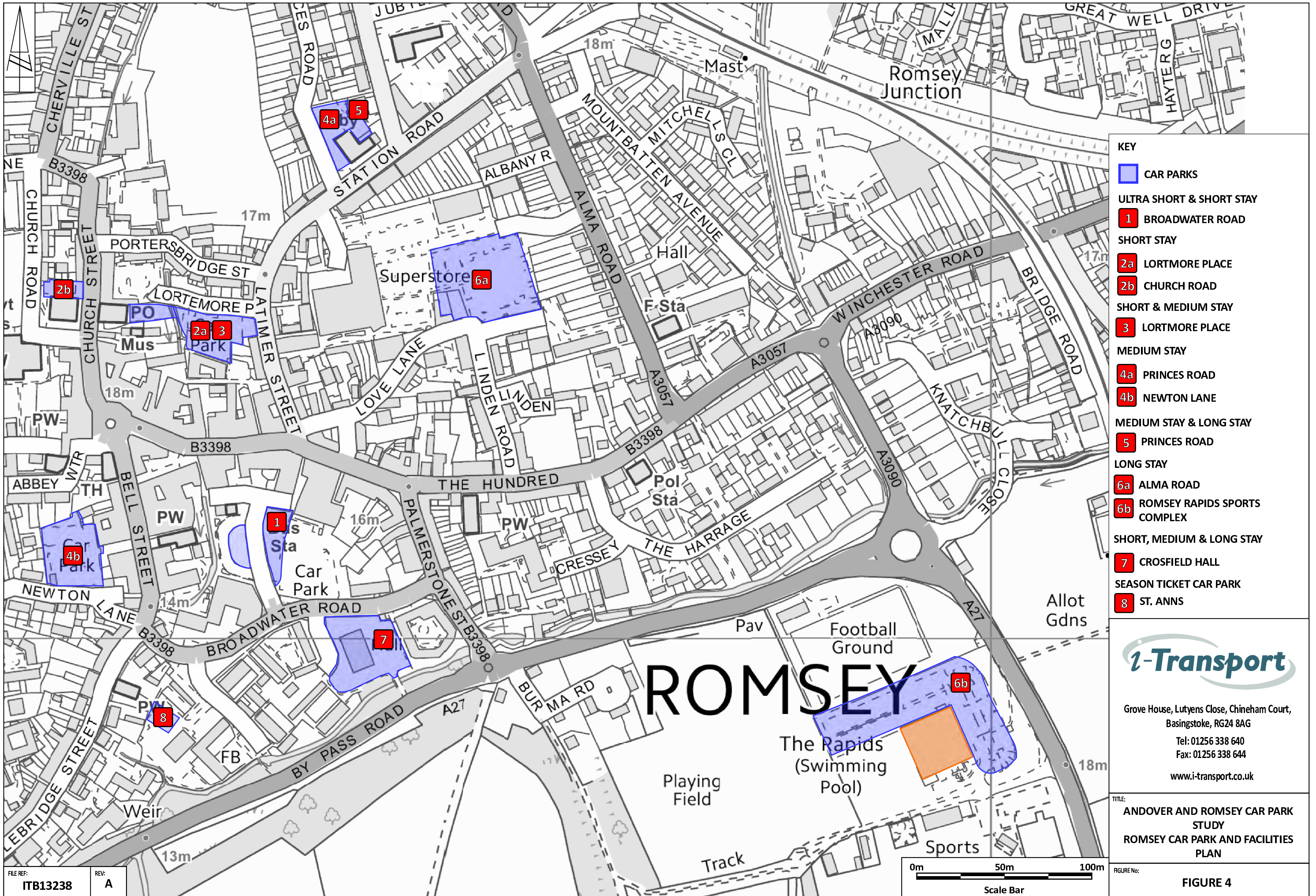
Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**ANDOVER AND ROMSEY CAR PARK STUDY
ANDOVER CAR PARK FACILITIES PLAN**

FIGURE No: **FIGURE 2**

FILE REF: **ITB13238**
REV: -

Reproduced from ordnance survey by the permission of the controller of her majesty's stationery office. Crown copyright. All rights reserved. Licence number 100022432



- KEY**
- CAR PARKS
 - ULTRA SHORT & SHORT STAY**
 - 1 BROADWATER ROAD
 - SHORT STAY**
 - 2a LORTMORE PLACE
 - 2b CHURCH ROAD
 - SHORT & MEDIUM STAY**
 - 3 LORTMORE PLACE
 - MEDIUM STAY**
 - 4a PRINCES ROAD
 - 4b NEWTON LANE
 - MEDIUM STAY & LONG STAY**
 - 5 PRINCES ROAD
 - LONG STAY**
 - 6a ALMA ROAD
 - 6b ROMSEY RAPIDS SPORTS COMPLEX
 - SHORT, MEDIUM & LONG STAY**
 - 7 CROSFIELD HALL
 - SEASON TICKET CAR PARK**
 - 8 ST. ANNS

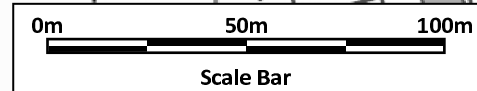


Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

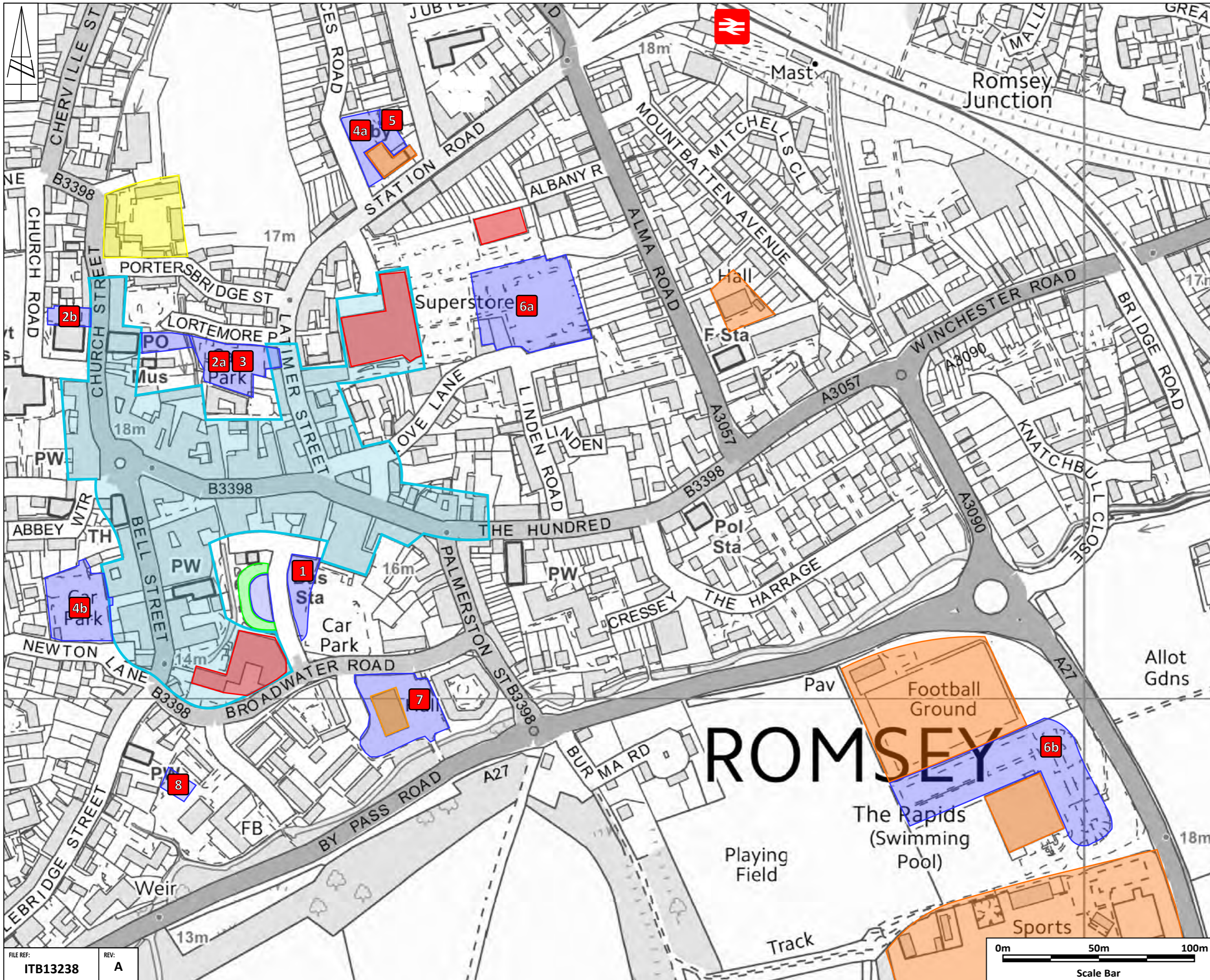
TITLE:
ANDOVER AND ROMSEY CAR PARK STUDY
ROMSEY CAR PARK AND FACILITIES PLAN

FIGURE No:
FIGURE 4

FILE REF: ITB13238
REV: A



Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



- KEY**
- CAR PARKS
 - TOWN CENTRE
 - EMPLOYMENT
 - LEISURE
 - OTHER RETAIL
 - BUS STATION
 - ROMSEY RAILWAY STATION

- ULTRA SHORT & SHORT STAY**
- 1 BROADWATER ROAD
- SHORT STAY**
- 2a LORTMORE PLACE
 - 2b CHURCH ROAD
- SHORT & MEDIUM STAY**
- 3 LORTMORE PLACE
- MEDIUM STAY**
- 4a PRINCES ROAD
 - 4b NEWTON LANE
- MEDIUM STAY & LONG STAY**
- 5 PRINCES ROAD
- LONG STAY**
- 6a ALMA ROAD
 - 6b ROMSEY RAPIDS SPORTS COMPLEX
- SHORT, MEDIUM & LONG STAY**
- 7 CROSFIELD HALL
- SEASON TICKET CAR PARK**
- 8 ST. ANNS

i-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
ANDOVER AND ROMSEY CAR PARK
STUDY
ROMSEY CAR PARK AND FACILITIES
PLAN

FIGURE No:
FIGURE 4

FILE REF: ITB13238
REV: A

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432

APPENDIX A

**ANDOVER PARKING
LEAFLET**















Car Parking in Andover



Car parking in Andover

The following charges apply to the car parks listed below between 8:30am and 4:00pm daily (LIDL 8:30am to 6:00pm), except on Sundays and recognised public holidays.

Short and medium stay tariffs

| | | | |
|---------------|-------|---|---|
| Up to 30 mins | 45p | ③ Black Swan Yard short stay (max 2 hours) |  |
| Up to 45 mins | 65p | ⑩ Town Mill short stay (max 2 hours) |  |
| Up to 1 hour | 90p | ⑧ Borden Gates short stay (max 2 hours) |  |
| Up to 2 hours | £1.50 | ⑨ Anton Mill Road short stay (max 3 hours) |  |
| Up to 3 hours | £2.00 | ④ George Yard medium stay (west side - max 1 hour, east side - up to all day) |  |
| Up to 4 hours | £2.60 | ⑪ Chantry Centre medium stay (levels 1A and 2 - max 1 hour, levels 2A and above – up to all day) |  |
| Up to 5 hours | £3.20 | ⑫ LIDL medium stay (charging hours 8:30am to 6:00pm) |  |
| All day | £5.50 | ⑮ Marlborough Street medium stay |  |
| | | ⑥ South Street medium stay |  |
| | | ⑬ Leisure Centre medium stay (£2 surcharge added to tariff shown - refunded to Leisure Centre customers) |  |
| | | ⑭ AMC Medium Stay (Mon to Fri evenings 5pm to 6:30am & weekends only. Pay & Display on Saturdays 8:30 to 4pm) | |
| | | ⑤ High Street - free disabled short stay parking (max 2 hours) |  |
| | | ① Shepherds Spring Lane Long Stay (special rate- 2 hour £1.00, 3 hour tariff £1.10) |   |
| | | ⑦ Winchester Road long stay |  |
| | | ⑯ Anton Mill Road long stay | |
| | | ② The Acre long stay | |

Long stay tariffs

| | |
|---------------|-------|
| Up to 30 mins | 45p |
| Up to 45 mins | 65p |
| Up to 1 hour | 90p |
| Up to 2 hours | £1.50 |
| Up to 3 hours | £2.00 |
| Up to 4 hours | £2.30 |
| Up to 5 hours | £2.60 |
| All day | £4.10 |

*Shepherds Spring Lane Coach Parking is by prior arrangement only. Please contact 07833 930655 to book. Coach Parking Tariff £3.30 – 5 hours, £6.60 All Day.

Blue Badge holders: may park for free all day in medium and long stay car parks, or for up to three hours in short stay car parks, or in the High Street disabled marked bays (up to 2 hours). You may not park in Season Ticket areas or Shopmobility bays, unless displaying a valid Season Ticket or Shopmobility permit.

Opening hours are restricted in: Shepherds Spring Lane: Monday - Saturday 6:30am - 8pm, Sundays and Bank Holidays 10am - 8pm, **Chantry Centre:** Monday - Saturday 7am - 10pm, Sundays and Bank Holidays 9am - 5pm. These car parks are locked outside of these hours.

Motorcycles: Solo motorcycles can park for free in the designated Motorcycle bays within our car parks. Motorcycles parked in the general use bays must pay to park.

Payment: All pay and display car park machines accept 5p, 10p, 20p, 50p, £1 and £2 coins. No change given. Alternatively payment can be made by debit or credit card on 'RingGo' with a mobile phone. There is a small convenience fee for using this service.

Overnight parking is FREE between 16:00pm and 08:30am (except Lidl, which is free 6pm to 8:30am). To assist drivers parking overnight the ticket machines will issue tickets for the next morning if purchased after charging hours end.

Further information is available from the **Parking Office 01264 368730**

Email: carparks@testvalley.gov.uk

Website: www.testvalley.gov.uk/parking

APPENDIX B

**ANDOVER CAR PARK
QUALITY ASSESSMENT**

ANDOVER CAR PARK QUALITY ASSESSMENT

| Car Park | Park Mark Accredited? | Score | Signage to Car Park | | Vehicular Access | | Vehicular Access | | Pedestrian Accesses | | Paved / Surfaced | | Marked Bays | | In-Car Park Signage | | Lighting | | Distance to Town Centre (Chantry Centre) | Total Score (out of 14) | Overall Quality of Car Park |
|--|-----------------------|-------|---|-------|--|-------|--|-------|--|-------|--|-------|--|-------|--|-------|--|-------|--|-------------------------|-----------------------------|
| | Yes / No | | Is the Car Park well signed from the highway network? Yes / No | Score | Is vehicular access to the car park constrained? | Score | Is the car park easy to access and circulate by car? | Score | guided / signed access/egress routes, footways Yes / No | Score | Yes / No (If yes, is surface in good condition) | Score | Yes / No (If yes, are lines / markings in good condition) | Score | Are there clear details regarding parking charges? Yes / No | Score | Is the car park well street lit? Yes / No | Score | | | |
| Anton Mill (Short Stay) | No | 0 | Yes | 1 | Yes - Barrier (when closed) | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 560 | 13 | High |
| Black Swan Yard (Short Stay) | No | 0 | Yes | 1 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 130 | 13 | High |
| Borden Gate (Short Stay) | No | 0 | Yes | 1 | Yes - Vehicle Height Restriction - 7' 2" | 0 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 465 | 11 | High |
| Chantry Centre (Ultra Short and Medium Stay) | No | 0 | Yes | 1 | Yes - Vehicle Height Restriction - 6' 6" | 0 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 50 | 11 | High |
| George Yard (Ultra Short and Medium Stay) | No | 0 | Yes | 1 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 245 | 13 | High |
| Town Mill (Ultra Short and Short Stay) | No | 0 | No | 0 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 215 | 12 | High |
| Leisure Centre (Medium Stay) | No | 0 | No | 0 | No | 1 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 10 | 11 | High |
| Marlborough Street (Medium Stay) | No | 0 | No | 0 | No | 1 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 260 | 11 | High |
| South Street (Short Stay) | No | 0 | No | 0 | No | 1 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 390 | 11 | High |
| West Street Medium Stay (Being Redeveloped) | | | | | | | | | | | | | | | | | | | | | |
| The Acre (Long Stay) | No | 0 | Yes | 1 | No | 1 | Yes - Fair | 1 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 210 | 12 | High |
| Anton Mill (Long Stay) | No | 0 | Yes | 1 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 760 | 13 | High |
| Shepherds Spring Lane (Long Stay) | No | 0 | Yes | 1 | Yes - Barrier (when closed) | 0 | Yes - Good | 2 | Yes (outside car park) | 1 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 460 | 11 | High |
| Winchester Road (Long Stay) | No | 0 | No | 1 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | Yes | 1 | 470 | 13 | High |

| Key | Yes | 1 | Yes | 1 | Yes | 0 | Yes - Good | 2 | Yes | 2 | Yes - Poor | 1 | Yes - Poor | 1 | Yes - Poor | 1 | Yes | 1 | | 0-5 | Low |
|-----|-----|---|-----|---|-----|---|------------|---|--------|---|------------|---|------------|---|------------|---|-----|---|--|-------|--------|
| | No | 0 | No | 0 | No | 1 | Yes - Fair | 1 | Partly | 1 | Yes - Good | 2 | Yes - Good | 2 | Yes - Good | 2 | No | 0 | | 6-10 | Medium |
| | | | | | | | No | 0 | No | 0 | No | 0 | No | 0 | No | 0 | | | | 11-14 | High |

APPENDIX C

**ENLARGED COPIES OF
THE PREDICTED PEAK
PERIOD FUTURE YEAR
PARKING DEMAND
TABLES**

Enlarged Copy of Table 4.7 - Predicted Peak Period Future Year Parking Demand in Andover- Fridays

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 Base Data | Average Occupancy Per Duration of Stay | 2021 | | | | Average Occupancy Per Duration of Stay | 2026 | | | | Average Occupancy Per Duration of Stay | 2031 | | | | Average Occupancy Per Duration of Stay |
|----------------------------|-----------------------|-------------------------|----------------|--|-----------|-------|-------------|------|--|-----------|-------|-------------|------|--|-----------|-------|-------------|------|--|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | The Acre | 20 | 18 | 44% | 20 | TRUE | 20 | TRUE | 48% | 21 | FALSE | 20 | TRUE | 52% | 22 | FALSE | 20 | TRUE | 54% |
| | Anton Mill Road | 33 | 25 | | 27 | TRUE | 27 | TRUE | | 30 | TRUE | 30 | TRUE | | 31 | TRUE | 31 | TRUE | |
| | Winchester Road | 80 | 63 | | 68 | TRUE | 68 | TRUE | | 74 | TRUE | 74 | TRUE | | 77 | TRUE | 77 | TRUE | |
| | Shepherds Spring Lane | 215 | 47 | | 51 | TRUE | 51 | TRUE | | 55 | TRUE | 56 | TRUE | | 57 | TRUE | 60 | TRUE | |
| Medium Stay | George Yard | 170 | 142 | 55% | 154 | TRUE | 154 | TRUE | 59% | 165 | TRUE | 165 | TRUE | 64% | 172 | FALSE | 170 | TRUE | 67% |
| | Chantry Centre | 458 | 171 | | 185 | TRUE | 189 | TRUE | | 199 | TRUE | 209 | TRUE | | 208 | TRUE | 222 | TRUE | |
| | South Street | 66 | 53 | | 57 | TRUE | 57 | TRUE | | 62 | TRUE | 62 | TRUE | | 64 | TRUE | 66 | TRUE | |
| | Marlborough Street | 49 | 39 | | 42 | TRUE | 42 | TRUE | | 45 | TRUE | 45 | TRUE | | 47 | TRUE | 47 | TRUE | |
| | Leisure Centre | 39 | 20 | | 22 | TRUE | 22 | TRUE | | 23 | TRUE | 23 | TRUE | | 24 | TRUE | 24 | TRUE | |
| | West Street | 51 | 32 | | 35 | TRUE | 35 | TRUE | | 37 | TRUE | 37 | TRUE | | 39 | TRUE | 39 | TRUE | |
| Short and Ultra Short Stay | Black Swan Yard | 112 | 107 | 69% | 116 | FALSE | 112 | TRUE | 75% | 125 | FALSE | 112 | TRUE | 81% | 130 | FALSE | 112 | TRUE | 84% |
| | Town Mill | 65 | 52 | | 56 | TRUE | 56 | TRUE | | 61 | TRUE | 61 | TRUE | | 63 | TRUE | 63 | TRUE | |
| | Borden Gate | 82 | 43 | | 47 | TRUE | 47 | TRUE | | 50 | TRUE | 53 | TRUE | | 52 | TRUE | 56 | TRUE | |
| | Anton Mill Road | 449 | 297 | | 321 | TRUE | 321 | TRUE | | 346 | TRUE | 346 | TRUE | | 361 | TRUE | 361 | TRUE | |
| | George Yard | 59 | 40 | | 43 | TRUE | 43 | TRUE | | 47 | TRUE | 47 | TRUE | | 49 | TRUE | 49 | TRUE | |
| | Chantry Centre | 95 | 58 | | 63 | TRUE | 63 | TRUE | | 68 | TRUE | 68 | TRUE | | 70 | TRUE | 70 | TRUE | |
| TOTALS | | 2043 | 1208 | | 1307 | 64% | 1307 | 64% | | 1406 | | 1406 | | | 1467 | 72% | 1467 | | |

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Stay
25% of extra vehicles to Borden Gate

The Acre
One extra car sent to Shepherds Spring Lane Car Park

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Car Park
25% of extra vehicles to Borden Gate

The Acre
Additional vehicles sent to Shepherds Spring Lane Car Park

George Yard (Medium)
Additional vehicles to South Street

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Car Park
25% of extra vehicles to Borden Gate

Enlarged Copy of Table 4.8 - Predicted Peak Period Future Year Parking Demand in Andover- Saturdays

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 Base Data | Average Occupancy Per Duration of Stay | 2021 | | | | Average Occupancy Per Duration of Stay | 2026 | | | | Average Occupancy Per Duration of Stay | 2031 | | | | Average Occupancy Per Duration of Stay |
|----------------------------|-----------------------|-------------------------|----------------|--|-------------|-------|-------------|------|--|-------------|-------|-------------|------|--|-------------|-------|-------------|------|--|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | The Acre | 20 | 18 | 18% | 20 | TRUE | 20 | TRUE | 19% | 21 | FALSE | 20 | TRUE | 21% | 22 | FALSE | 20 | TRUE | 21% |
| | Anton Mill Road | 33 | 2 | | 2 | TRUE | 2 | TRUE | | 2 | TRUE | 2 | TRUE | | 2 | TRUE | | | |
| | Winchester Road | 80 | 16 | | 18 | TRUE | 18 | TRUE | | 19 | TRUE | 19 | TRUE | | 20 | TRUE | | | |
| | Shepherds Spring Lane | 215 | 25 | | 27 | TRUE | 27 | TRUE | | 29 | TRUE | 33 | TRUE | | 30 | TRUE | | | |
| Medium Stay | George Yard | 170 | 158 | 60% | 171 | FALSE | 170 | TRUE | 65% | 184 | FALSE | 170 | TRUE | 70% | 192 | FALSE | 170 | TRUE | 73% |
| | Chantry Centre | 458 | 197 | | 213 | TRUE | 216 | TRUE | | 229 | TRUE | 242 | TRUE | | 239 | TRUE | | | |
| | South Street | 66 | 35 | | 38 | TRUE | 39 | TRUE | | 41 | TRUE | 57 | TRUE | | 42 | TRUE | | | |
| | Marlborough Street | 49 | 42 | | 45 | TRUE | 45 | TRUE | | 49 | TRUE | 49 | TRUE | | 51 | FALSE | | | |
| | Leisure Centre | 38 | 35 | | 38 | TRUE | 38 | TRUE | | 41 | FALSE | 38 | TRUE | | 43 | FALSE | | | |
| | West Street | 51 | 35 | | 38 | TRUE | 38 | TRUE | | 41 | TRUE | 41 | TRUE | | 43 | TRUE | | | |
| Short and Ultra Short Stay | Black Swan Yard | 112 | 108 | 74% | 116 | FALSE | 112 | TRUE | 80% | 125 | FALSE | 112 | TRUE | 86% | 131 | FALSE | 112 | TRUE | 90% |
| | Town Mill | 65 | 59 | | 63 | TRUE | 63 | TRUE | | 68 | FALSE | 65 | TRUE | | 71 | FALSE | | | |
| | Borden Gate | 82 | 62 | | 67 | TRUE | 68 | TRUE | | 73 | TRUE | 76 | TRUE | | 76 | TRUE | | | |
| | Anton Mill Road | 449 | 283 | | 306 | TRUE | 306 | TRUE | | 329 | TRUE | 329 | TRUE | | 343 | TRUE | | | |
| | George Yard | 59 | 53 | | 57 | TRUE | 57 | TRUE | | 61 | FALSE | 59 | TRUE | | 64 | FALSE | | | |
| | Chantry Centre | 95 | 73 | | 79 | TRUE | 79 | TRUE | | 85 | TRUE | 85 | TRUE | | 89 | TRUE | | | |
| TOTALS | | 2042 | 1201 | | 1298 | 64% | 1298 | 64% | | 1397 | 68% | 1397 | 68% | | 1458 | 71% | 1458 | 71% | |

George Yard
Extra vehicles moved to South Street

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Stay
25% of extra vehicles to Borden Gate

The Acre
One extra car sent to Shepherds Spring Lane Car Park

George Yard (Medium)
Additional vehicles to South Street

Leisure Centre
Extra vehicles to Shepherds Spring Lane

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Car Park
25% of extra vehicles to Borden Gate

Town Mill
Extra vehicles to Chantry Centre Medium Car Park

George Yard (Ultra Short)
Additional vehicles to South Street

The Acre
Additional vehicles sent to Shepherds Spring Lane Car Park

George Yard (Medium)
Additional vehicles to South Street

Leisure Centre
Extra vehicles to Shepherds Spring Lane

Black Swan Yard
75% of extra vehicles to Chantry Centre Medium Car Park
25% of extra vehicles to Borden Gate

Town Mill
Extra vehicles to Chantry Centre Medium Car Park

George Yard (Ultra Short)
Additional vehicles to Chantry Centre (Ultra)

Enlarged Copy of Table 5.6 - Predicted Peak Period Future Year Parking Demand in Romsey - Friday

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 Base Data | Average Occupancy Per Duration of Stay | 2021 | | | | Average Occupancy Per Duration of Stay | 2026 | | | | Average Occupancy Per Duration of Stay | 2031 | | | | Type of Car Park |
|------------------|-----------------|-------------------------|----------------|--|-----------|-------|-------------|------|--|-----------|-------|-------------|------|--|-----------|-------|-------------|------|------------------|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | Alma Road | 203 | 156 | 74% | 169 | TRUE | 169 | TRUE | 80% | 182 | TRUE | 182 | TRUE | 86% | 190 | TRUE | 191 | TRUE | 90% |
| | Princes Road | 45 | 28 | | 30 | TRUE | 30 | TRUE | | 32 | TRUE | 32 | TRUE | | 34 | TRUE | 34 | TRUE | |
| | The Rapids Long | 252 | 186 | | 202 | TRUE | 202 | TRUE | | 217 | TRUE | 217 | TRUE | | 226 | TRUE | 226 | TRUE | |
| Medium Stay | Lortemore Place | 78 | 62 | 82% | 67 | TRUE | 67 | TRUE | 89% | 73 | TRUE | 75 | TRUE | 96% | 76 | TRUE | 78 | TRUE | 100% |
| | Newton Lane | 70 | 66 | | 71 | FALSE | 70 | TRUE | | 77 | FALSE | 70 | TRUE | | 80 | FALSE | 70 | TRUE | |
| | Crosfield Hall | 94 | 71 | | 77 | TRUE | 78 | TRUE | | 83 | TRUE | 88 | TRUE | | 87 | TRUE | 94 | TRUE | |
| Short Stay | Broadwater Road | 84 | 79 | 79% | 85 | FALSE | 84 | TRUE | 85% | 92 | FALSE | 84 | TRUE | 92% | 96 | FALSE | 84 | TRUE | 96% |
| | Lortemore Place | 32 | 19 | | 20 | TRUE | 20 | TRUE | | 22 | TRUE | 28 | TRUE | | 23 | TRUE | 32 | TRUE | |
| | Crosfield Hall | 21 | 17 | | 18 | TRUE | 19 | TRUE | | 19 | TRUE | 21 | TRUE | | 20 | TRUE | 21 | TRUE | |
| | Church Road | 21 | 11 | | 12 | TRUE | 12 | TRUE | | 12 | TRUE | 12 | TRUE | | 13 | TRUE | 15 | TRUE | |
| TOTALS | | 900 | 695 | | 751 | 83% | 751 | | | 809 | 90% | 809 | | 844 | 94% | 844 | | | |

Broadwater Car Park
Extra vehicles moved to Crosfield Hall Short Stay

Newton Lane Car Park
Extra vehicle moved to Crosfield Hall Medium Stay

Broadwater Car Park
2 extra vehicles to Crosfield Hall Short Stay
6 extra vehicles to Lotmore Short Stay

Newton Lane Car Park
5 extra vehicles to Lotmore Place Short Stay Car Park
2 extra vehicles to Lotmore Place Short Stay

Broadwater Car Park
Extra vehicles fill rest of Crosfield Hall Short Stay and Lotmore Place Short Stay
Remaining vehicles to Church Road Short Stay

Newton Lane Car Park
7 extra vehicles to Crosfield Hall Medium Car Park
2 extra vehicles to Lotmore Place Medium Car Park
1 extra vehicle to Alma Road Car Park

Enlarged Copy of Table 5.7 - Predicted Peak Period Future Year Parking Demand in Romsey - Saturday

| Type of Car Park | Car Park | Number of Spaces (2016) | 2016 | | 2021 | | | | Average Occupancy Per Duration | 2026 | | | | Average Occupancy Per Duration | 2031 | | | | Average Occupancy Per Duration |
|----------------------------|-----------------|-------------------------|------------|-----|-----------|-------|-------------|------|--------------------------------|-----------|-------|-------------|------|--------------------------------|-----------|-------|-------------|------|--------------------------------|
| | | | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | | Predicted | | Anticipated | | |
| Long Stay | Alma Road | 203 | 161 | 66% | 174 | TRUE | 174 | TRUE | 71% | 188 | TRUE | 196 | TRUE | 77% | 195 | TRUE | 203 | TRUE | 80% |
| | Princes Road | 45 | 29 | | 31 | TRUE | 31 | TRUE | | 33 | TRUE | 34 | TRUE | | 35 | TRUE | 43 | TRUE | |
| | The Rapids Long | 252 | 140 | | 151 | TRUE | 151 | TRUE | | 163 | TRUE | 163 | TRUE | | 170 | TRUE | 170 | TRUE | |
| Medium Stay | Lortemore Place | 78 | 68 | 86% | 74 | TRUE | 74 | TRUE | 93% | 79 | FALSE | 78 | TRUE | 100% | 83 | FALSE | 78 | TRUE | 104% |
| | Newton Lane | 70 | 67 | | 72 | FALSE | 70 | TRUE | | 78 | FALSE | 70 | TRUE | | 81 | FALSE | 70 | TRUE | |
| | Crosfield Hall | 94 | 73 | | 79 | TRUE | 81 | TRUE | | 85 | TRUE | 93 | TRUE | | 89 | TRUE | 94 | TRUE | |
| Short and Ultra Short Stay | Broadwater Road | 84 | 79 | 80% | 85 | FALSE | 84 | TRUE | 86% | 92 | FALSE | 84 | TRUE | 93% | 96 | FALSE | 84 | TRUE | 96% |
| | Lortemore Place | 32 | 21 | | 23 | TRUE | 23 | TRUE | | 24 | TRUE | 24 | TRUE | | 25 | TRUE | 32 | TRUE | |
| | Crosfield Hall | 21 | 18 | | 19 | TRUE | 20 | TRUE | | 21 | TRUE | 21 | TRUE | | 20 | TRUE | 21 | TRUE | |
| | Church Road | 21 | 8 | | 9 | TRUE | 9 | TRUE | | 10 | TRUE | 10 | TRUE | | 10 | TRUE | 10 | TRUE | |
| TOTALS | | 900 | 664 | | 718 | 80% | 718 | | | 774 | 86% | 774 | | | 804 | 89% | 804 | | |

Broadwater Car Park
1 extra vehicle moved to Crosfield Hall Short Stay

Newton Lane Car Park
2 Extra vehicles moved to Crosfield Hall Medium Stay

Broadwater Car Park
8 extra vehicle to Crosfield Hall medium stay

Newton Lane Car Park
8 extra vehicles to Alma Road Car Park

Lortemore Place Medium Stay Car Park
1 vehcile to Princes Road Long Stay Car Park

Broadwater Car Park
Extra vehicles fill rest of Crosfield Hall Short Stay and Crossfield Hall Medium Stay and the remaining Lotmore Place Short Stay spaces

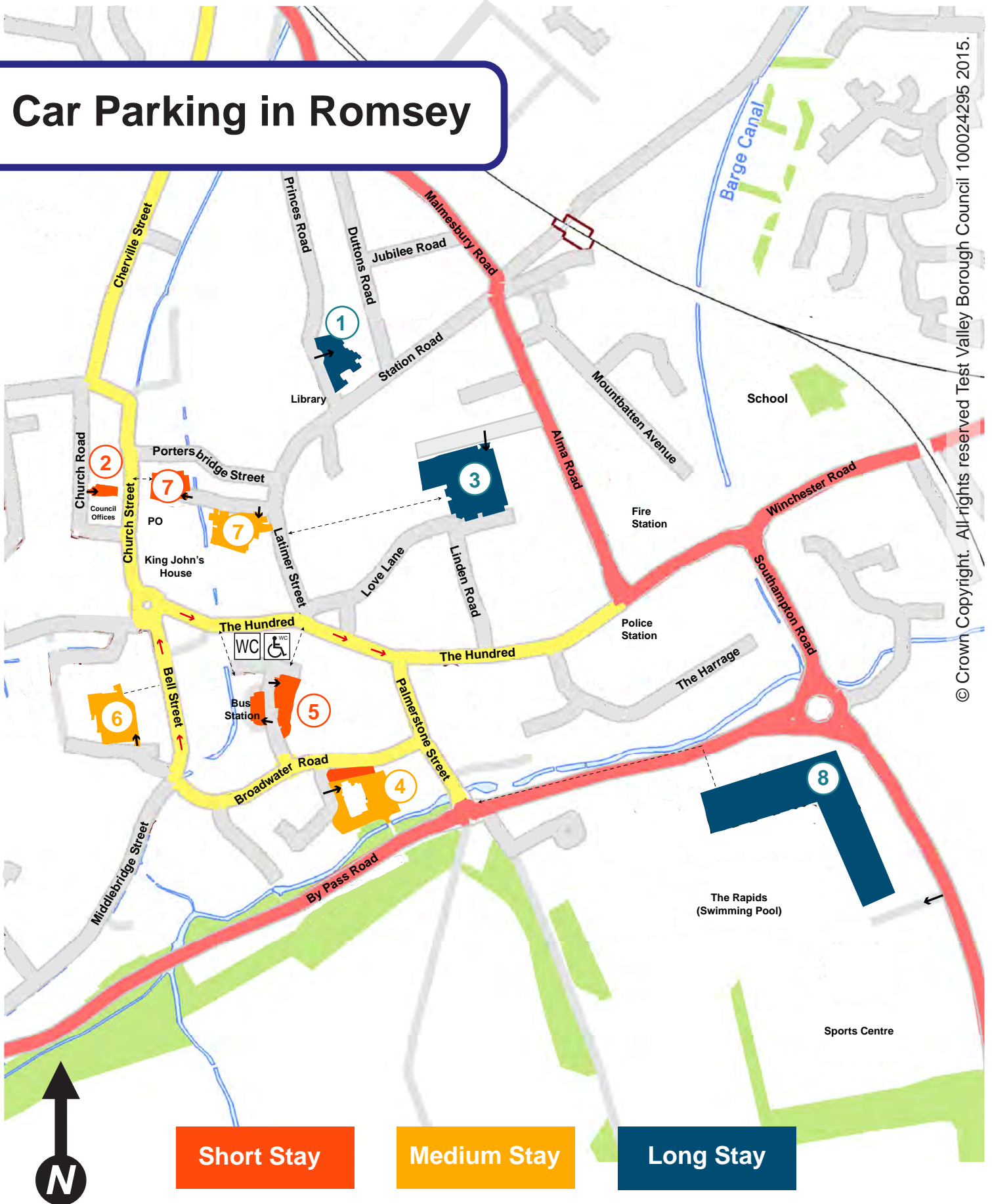
Newton Lane Car Park
8 extra vehicle to Alma Road Car Park
3 vehicles to Princes Road Car Park

Lortemore Place Medium Stay Car Park
5 vehcile to Princes Road Long Stay Car Park

APPENDIX D

**ROMSEY CAR PARK
LEAFLET**

Car Parking in Romsey












© Crown Copyright. All rights reserved Test Valley Borough Council 100024295 2015.








Car Parking in Romsey

The following charges apply to the car parks listed below between 8:30am and 4:00pm daily except on Sundays and recognised public holidays.

Short to medium stay tariffs / car parks

| | | | | |
|---------------|-------|---|---|---|
| Up to 30 mins | 50p | 5 | Broadwater Road short stay (max 2 hours) |   |
| Up to 45 mins | 70p | 2 | Church Road short stay (max 2 hours) |   |
| Up to 1 hour | £1.00 | 6 | Newton Lane medium stay (max 4 hour stay) |  |
| Up to 2 hours | £1.60 | 7 | Lortemore Place (Abbey Walk side max 2 hours, Latimer Street side max 4 hours) |   |
| Up to 3 hours | £2.00 | 4 | Crosfield Hall (Broadwater Road side max 2 hours, South Side of car park up to all day) |   |
| Up to 4 hours | £2.70 | | | |
| Up to 5 hours | £3.40 | | | |
| All day | £5.90 | | | |

Long stay tariffs / car parks

| | | | | |
|---------------|-------|---|---|---|
| Up to 30 mins | 50p | 1 | Princes Road (Long Stay) |   |
| Up to 45 mins | 70p | 3 | Alma Road (Long Stay) |   |
| Up to 1 hour | £1.00 | 8 | Romsey Rapids (Long Stay) (free up to 4 hours, daily charge of £2.10 applies when parked for more than 4 hours) |    |
| Up to 2 hours | £1.60 | | | |
| Up to 3 hours | £2.00 | | | |
| Up to 4 hours | £2.40 | | | |
| Up to 5 hours | £2.80 | | | |
| All day | £4.40 | | | |

Disabled Drivers: may park for free all day in medium and long stay car parks, please display your Blue Badge with the expiry date face up. You can park free of charge for up to three hours in Ultra Short Stay and Short Stay cars parks. Please display your time clock and display your Blue Badge with expiry date face up. You may not park in Season Ticket areas or Shopmobility bays, unless displaying a valid season ticket or shopmobility permit.

Motorcycles: Solo motorcycles can park for free in the designated motorcycle bays within our car parks. Motorcycles parked in the general use bay must purchase a pay and display ticket.

Payment: All pay and display car park machines accept 5p, 10p, 20p, 50p, £1 and £2 coins. No change given. Alternatively payment can be made by debit or credit card on 'RingGo' with a mobile phone. There is a 20p convenience fee for using this service.

Overnight Parking is FREE between 4:00pm and 8:30am. To assist drivers parking overnight the ticket machines will issue tickets for the next morning if purchased after charging hours end.

Coach parking available at Romsey Rapids - tariff £3.50 - 5 hours or £7 - All day. Coach drop off point on access road to Broadwater Road Car Park. No coach parking at drop off point.

Further information is available from the Parking Office 01264 368730

Email: carparks@testvalley.gov.uk Website: www.testvalley.gov.uk/parking

APPENDIX E

**ROMSEY CAR PARK
QUALITY ASSESSMENT**

ROMSERY CAR PARK QUALITY ASSESSMENT

| Car Park | Park Mark Accredited | Score | Signage to Car Park | | Vehicular Access | | Vehicular Access | | Pedestrian Accesses | | Paved / Surfaced | | Marked Bays | | In-Car Park Signage | | Lighting | | Total Score (out of 14) | Overall Quality of Car Park |
|---|----------------------|-------|---|-------|--|-------|---|-------|--|-------|--|-------|---|-------|--|-------|--|-------|-------------------------|-----------------------------|
| | Yes / No | | Is the Car Park well signed from the highway network? Yes / No | Score | Is vehicular access to the car park constrained? | Score | Is the car park easy to access and circulate by car? | Score | guided / signed access/egress routes, footways Yes / No | Score | Yes / No (If yes, is surface in good condition) | Score | Yes / No (If yes, are lines / markings in good condition) | Score | Are there clear details regarding parking charges? Yes / No | Score | Is the car park well street lit? Yes / No | Score | | |
| Crossfield Hall (Short, Medium and Long Stay) | No | 0 | Yes - well signed | 2 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - Poor quality in places | 1 | Yes - poor quality / faded lines (particularly short stay bays) | 1 | Yes | 1 | Yes | 1 | 11 | High |
| Alma Road (Long Stay) | No | 0 | Yes - well signed | 2 | Traffic conditions on A3057 Alma Road occasionally block access to car park (in both directions) | 0 | Yes - Good | 2 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 12 | High |
| Princes Road (Medium Stay) | No | 0 | Yes - well signed | 2 | No | 1 | Yes - Cui-de-sac parking arrangements - vehicles may need to reverse for some distance if spaces are full | 1 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 12 | High |
| The Rapids (Long Stay) | No | 0 | Yes - well signed | 2 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 13 | High |
| Lortemore Place (Short Stay) | No | 0 | Yes - but Signage at junction between Latimer St / Lortemore Pl limited | 1 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 12 | High |
| Newton Lane (Medium Stay) | No | 0 | Yes - well signed | 2 | No | 1 | Yes - Good | 2 | Limited pedestrian facilities - wayfinding signs could be of use to visitors | 1 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 12 | High |
| Broadwater Road (Ultra Short and Short Stay) | No | 0 | Yes - well signed | 2 | No | 1 | Yes - Good | 2 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 13 | High |
| Church Road (Short Stay) | No | 0 | No | 0 | No | 1 | Yes - Cui-de-sac parking arrangements - vehicles may need to reverse if spaces are full | 1 | Yes | 2 | Yes - good | 2 | Yes - good | 2 | Yes | 1 | Yes | 1 | 10 | Medium |

| Key | Yes | 1 | Yes - well signed | 2 | Yes | 0 | Yes - Good | 2 | Yes | 2 | Yes - Good | 2 | Yes - Poor | 1 | Yes | 1 | Yes | 1 | 0-5 | Low |
|-----|-----|----|-------------------|-----------------------|-----|----|------------|------------|-----|--------|------------|------------------------------|------------|------------|-----|----|-----|----|-------|------|
| | | No | 0 | Yes - limited signage | 1 | No | 1 | Yes - Fair | 1 | Partly | 1 | Yes - Poor quality in places | 1 | Yes - Good | 2 | No | 0 | No | 0 | 6-10 |
| | | | No | 0 | | | No | 0 | No | 0 | No | 0 | No | 0 | | | | | 11-14 | High |

