Ipplepen Neighbourhood Plan

Ipplepen On-street Parking Survey

February 2020

IPPLEPEN PARISH COUNCIL

Supporting growth in our community

Appendices
• PS1: Comparative graph identifying the daytime record of on-street parking by road
• PS2: Comparative graph identifying the evening record of on-street parking by road
• PS3: Comparative graph identifying the weekend record of on-street parking by road
• PS4: Comparative graph by street identifying on-street parking density in the day
• PS5: Comparative graph by street identifying on-street parking density in the evening
• PS6: Comparative graph by street identifying on-street parking density at the weekend
• PS7: Summary Table of Survey Results
• PS8: Densest street analysis
○ PS8a: Orley Road
○ PS8b: Silver Street/Newhayes
○ PS8c: Fore Street
○ PS8d: Bridge Street
○ PS8e: North Street/Poplar Terrace
○ PS8f: East Street
○ PS8g: Croft Road
• PS9: Survey Map original record

1. Introduction

1.1 This parking survey was undertaken by members of the Ipplepen Steering group with guidance from their consultant from Teignplanning and commissioned by Ipplepen Parish Council.

1.2 The survey and this report have been developed to provide an evidence base to underpin a policy approach to improve parking and highway safety in Ipplepen village and to identify the streets with the greatest levels of on-street parking.

1.3 Parking and highway safety is a concern regularly identified through community consultation and this has most recently included parish plan questionnaires and community engagement in neighbourhood plan preparation.

1.4 The significant level of comment relating to parking and highway matters raised led to the Parish Council developing the Ipplepen Parish Transport Plan and Action Plan 2014 to provide a greater focus on these issues. The below list broadly summarises the 10 main action points:

1. Conduct active traffic monitoring
2. Provide a new footway
3. Provide a combined footway-cycleway
4. Ensure enforcement of speed limits and parking restrictions
5. Introduction of a mandatory speed limit across the village
6. Introduction of 20 mph gateway zones to the village centre
7. Enhance the junction safety
8. Create a virtual pavement from the village centre
9. Introduce 10 minute waiting bays in the village centre and cycle racks
10. Promote greater consideration for the needs of other road users

1.5 Community concerns and ambitions are the cornerstone of a neighbourhood plan and a vital part of the plans evidence base. This must however be supported by empirical evidence to justify and support a neighbourhood plan policy and ensure that it complies with the necessary regulations.

1.6 The On-street parking survey has been prepared as one part of Ipplepen Neighbourhood Plan evidence base and seeks to identify the particular areas which suffer from the greatest levels of on-street parking and where it causes the greatest impediment to the free flow of traffic.

1.7 The survey provides a record of the number of vehicles parked on the street through the three survey times and examines the relative density of parked vehicles. It also provides a more detailed analysis of the densest streets, reviewing their location and proximity to services, nearby properties and available parking and the road characteristics.

1.8 It concludes with recommendations for the Neighbourhood Plan to consider through the development of potential neighbourhood plan policies on parking and development.

2. Vehicle & Travel Data

2.1 The below data has been sourced from the 201 Census from the Office of National Statistics and seeks to highlight car ownership levels, mode of transport for travel to work and …

2.2 The 2011 census recorded a total of 1713 vehicles in the parish and 1078 households which equates to approximately 1.6 vehicles per household.

2.3 Figure 1 illustrates the significant proportion of households at 43% have only one car per household with 76% of households owning no more than two vehicles.

2.4 The dominance of the car in the mode of transport to work is illustrated through figure 2. It highlights that over 52% of working residents work, travel to their workplace by private car or van.

2.5 The distances travelled by the majority of working residents is primarily limited to under 10km and a significant number of residents work from home.

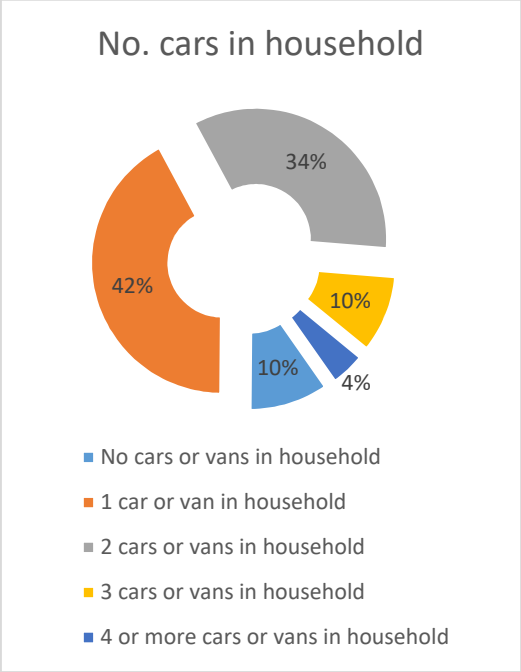


Figure 1: Number of cars per household in Ipplepen Parish- ONS 2011

Figure 3: Travel to Work by Mode for Ipplepen Parish- ONS 2011

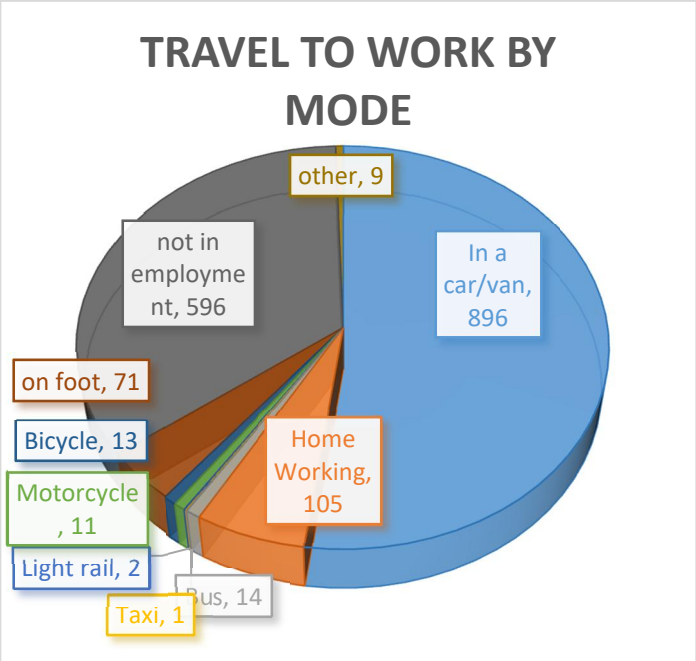
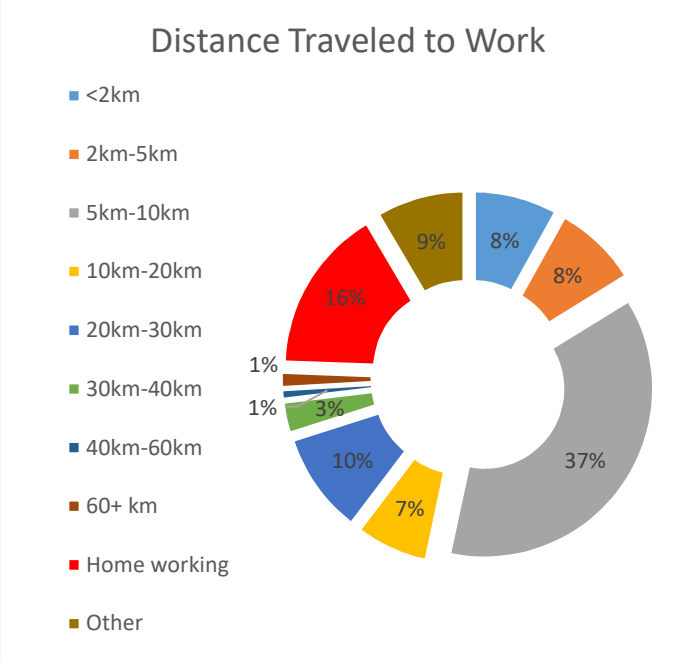


Figure 2: Distance of Ipplepen parish residents travel to work- ONS 2011



3. What we looked at

3.1 The aim of the survey was to record on a map the number and general location of vehicles parked on a particular street. A copy of the survey record for each area by survey time is available in appendix PS9.

3.2 The village of Ipplepen was divided into the following ten assessment areas:

- Biltor Road Area
- Clampitt Road Area
- Clarendon Road Area
- Dornafield Drive East Area
- East Street Area
- Fore Street Area
- North Street Area
- Mayfair Road Area
- Orley Road Area
- Tremlett Grove Area

3.3 The areas sought to aggregate adjacent and contiguous roads into a small number of streets for the on-street parking survey. This was done primarily to spread the survey between steering group members and for ease of assessment.

3.4 Figure 4 illustrates the survey areas for the whole of Ipplepen.

3.5 Each area was accompanied by three identical maps which included the relevant streets for on-street parking assessment, one for each time slot. One map was designated for each review in the daytime, evening and weekend assessment slots.

3.6 Members recorded any vehicle parking on the street or over the pavement kerb by an X on the approximate location on the map.

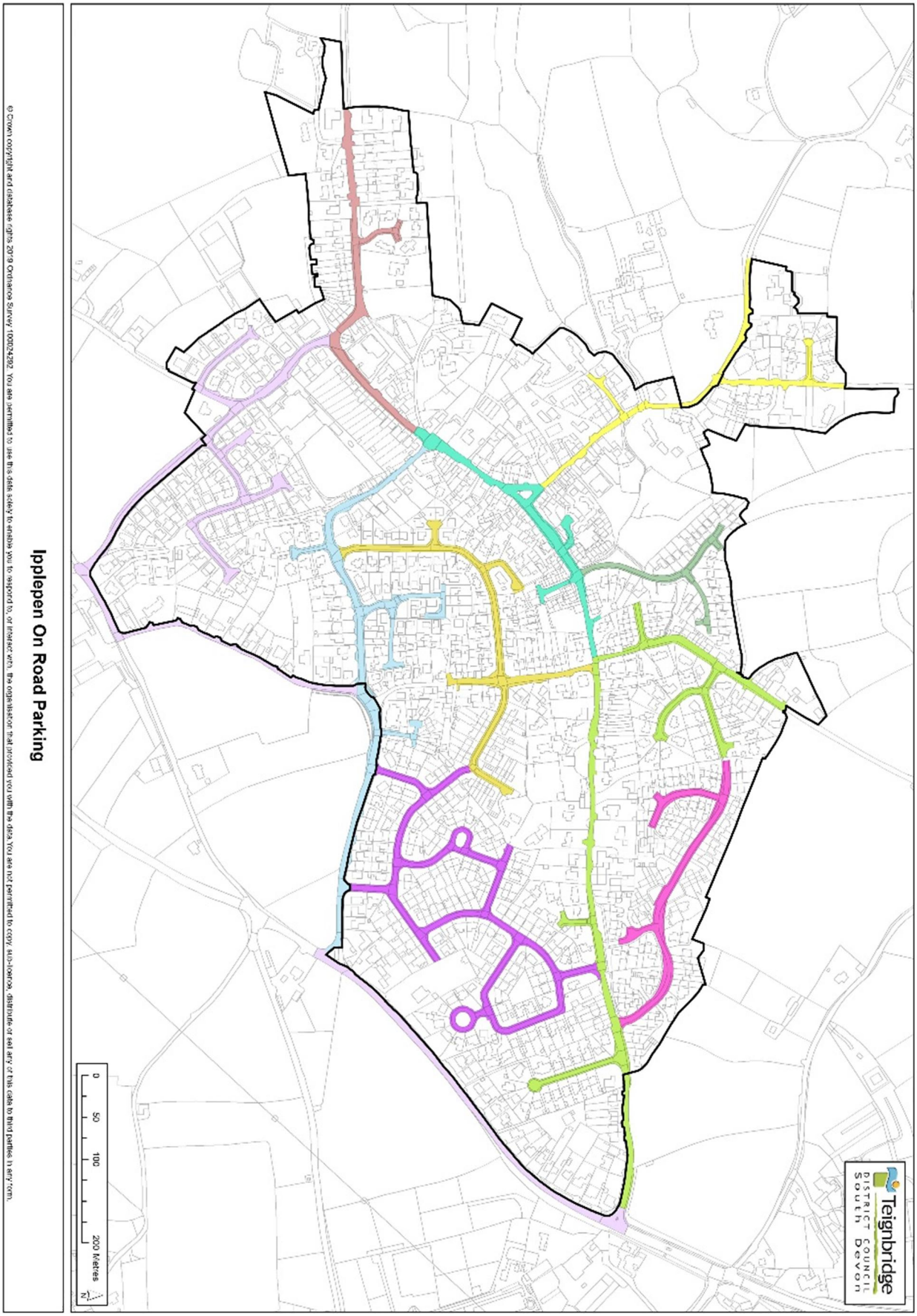
3.7 All surveys were undertaken between 6th February 2020 and 29th February 2020 and during the following times:

- Daytime- weekday (between 8.30-5pm)
- Evening- weekday (5pm+)
- Weekend- daytime

3.8 The results were collated an analysed in two different ways. Firstly the recording of the number of vehicles parking on the road by street to determine both the streets and parking areas to identify the areas/streets with the greatest numbers of parked cars.

3.9 Secondly through the assessment of vehicle numbers relative to road length. The initial analysis only accounts for total numbers and not their relative density in an area. To gain a deeper understanding of the concentration of vehicles parked on a street, the secondary analysis looked at the number of cars were divided by the length of the road in metres to get an approximate number of vehicles per metre of the road. This is purely a mechanism to gain an impression of density and not an indication of how many cars the street could accommodate. The higher the resulting number, the greater the concentration and density of vehicles parked on the street.

Figure 4: Parking Survey Areas



4. What we found

Numbers of vehicles parked on the street

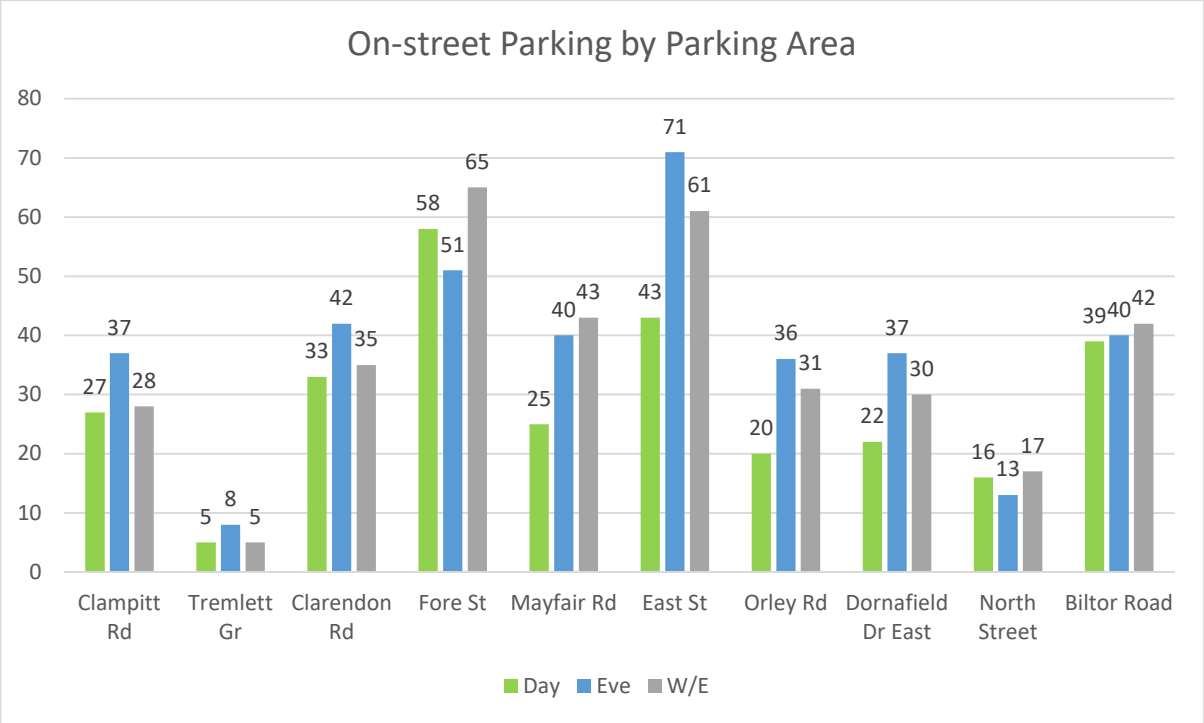


Figure 5: Numbers of vehicles parked on the street by survey area

4.1 Figure 5 illustrates that when the survey areas are examined, those with the greatest number of parked vehicles on the street were the East Street and Fore Street areas. The East Street area had a greater number of instances on-street parking in the evening at 71 whereas the Fore Street area had higher on-street parking instances in the day and weekend than other assessment areas.

4.2 Figure 6 to 14 illustrate the levels of on-street parking through the day, evening and weekend surveys for each area broken down by individual street.

4.3 The street with the greatest level of on-street parking in the daytime was Bridge Street with 21 vehicles, closely followed by Biltor Road with 20 and Fore Street with 19. Appendix PS1 includes a comparative graph which identifies the daytime record by street.

4.4 A higher number of vehicles were counted in the evening with the highest number recorded at 27 for both Dornafield Drive East and East Street. The streets with the second greatest number of counted vehicles were Bridge Street and Clampitt Road both with 21. Appendix PS2 includes a comparative graph which identifies the evening record by street.

4.5 The weekend figures have parallels with both those recorded in the daytime and the evening. Like the daytime record Bridge Street has the greatest number of vehicles recorded at the weekend at 26 vehicles and like the evening record also includes Dornafield Drive east and East Street with its top four streets.

Appendix PS3 includes a comparative graph which identifies the weekend record by street.

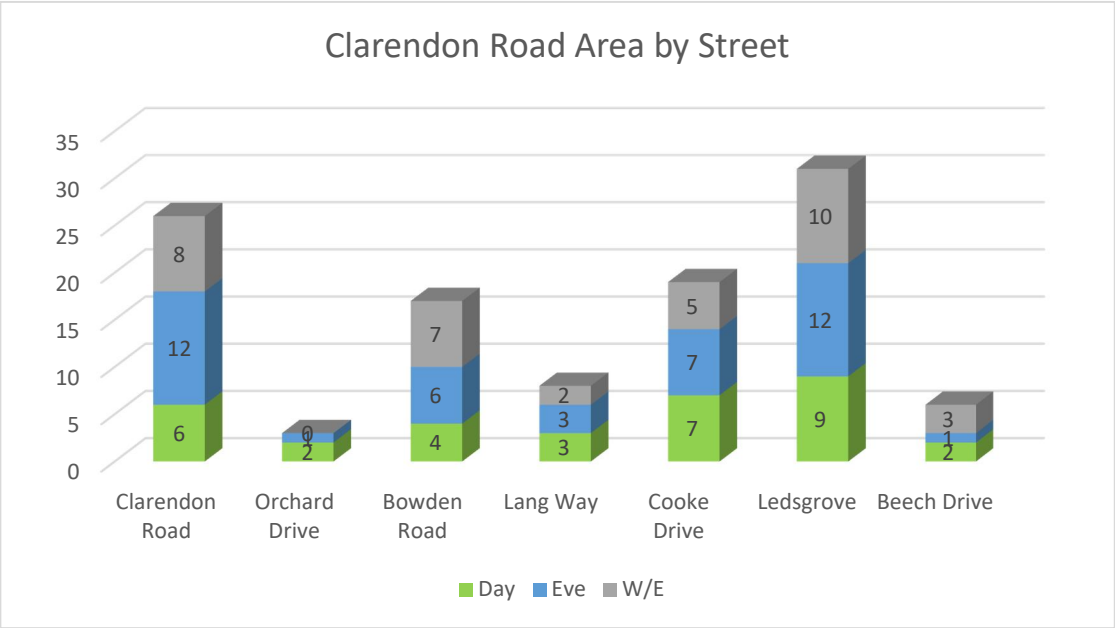


Figure 6: No. of vehicles parked on Street- Clarendon Road Area

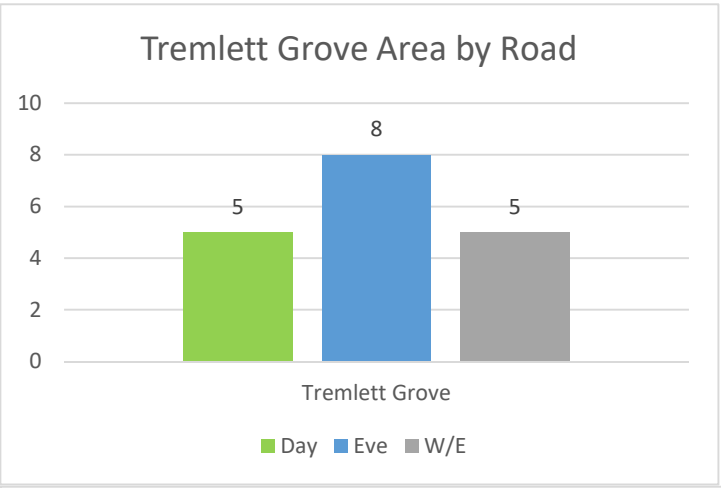
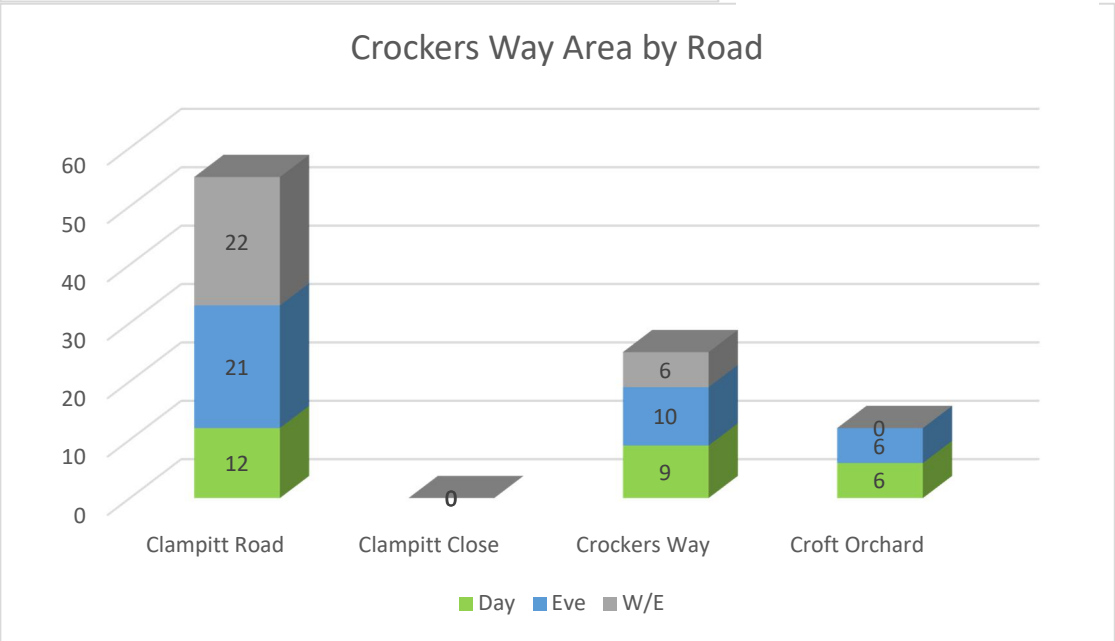


Figure 8: No. of vehicles parked on Street- Tremlett Grove Area

Figure 7: No. of vehicles parked on Street- Crockers Way Area



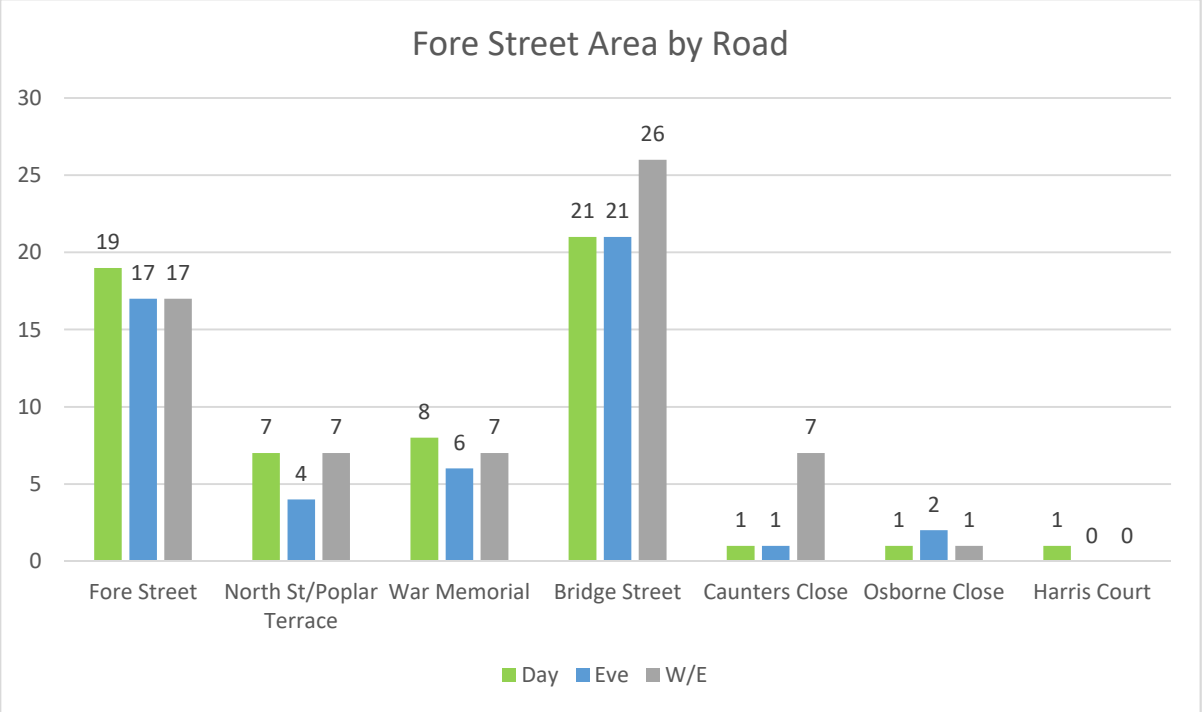


Figure 9: No. of vehicles parked on Street- Fore Street Area

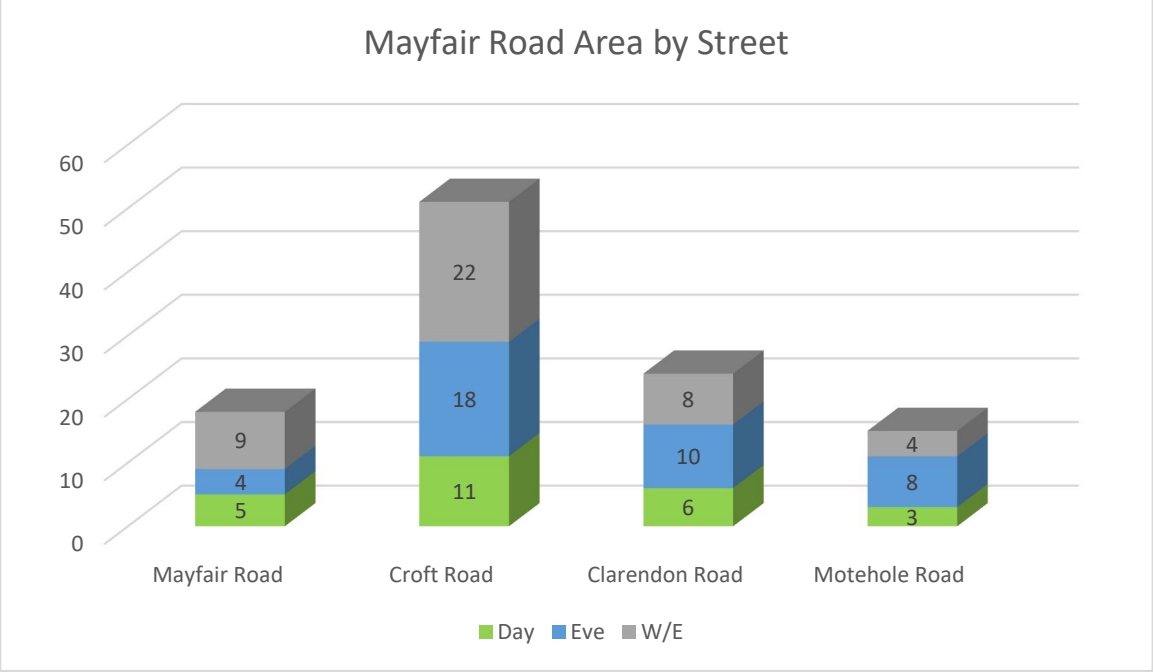


Figure 10: No. of vehicles parked on Street- Mayfair Road Area

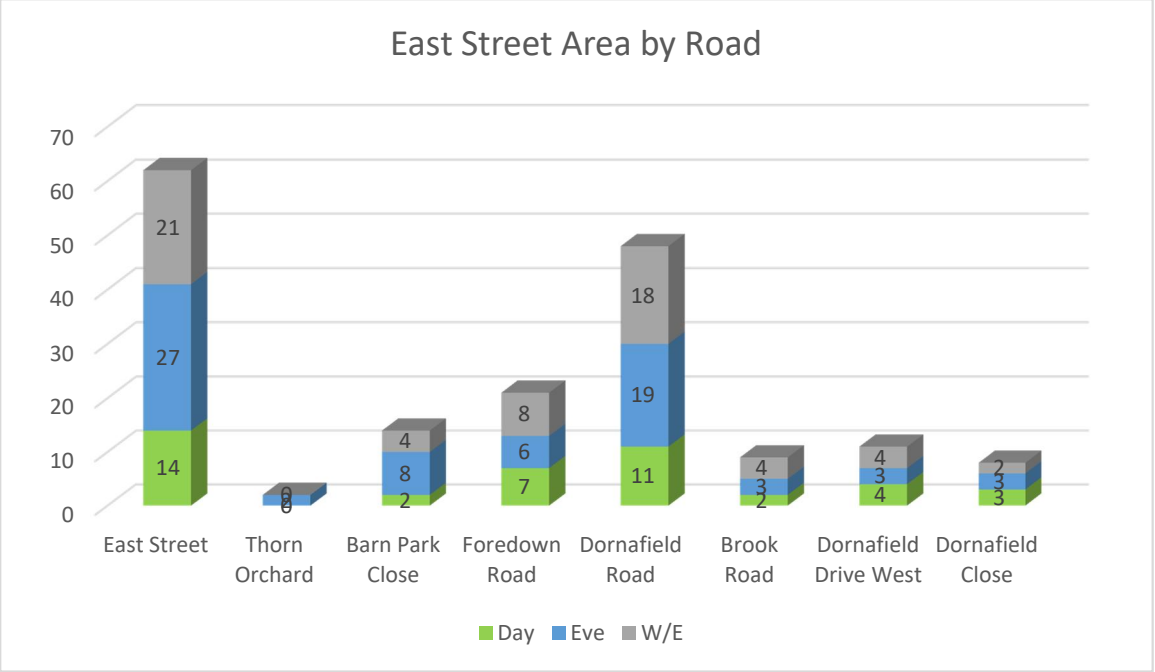


Figure 11: No. of vehicles parked on Street- East Street Area

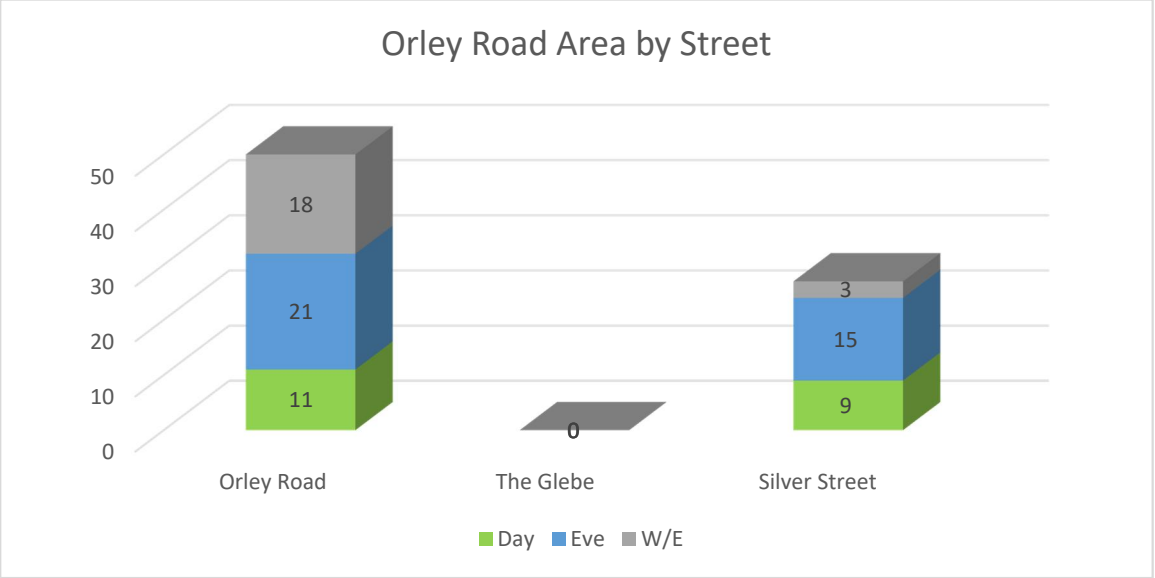


Figure 12: No. of vehicles parked on Street- Orley Road Area

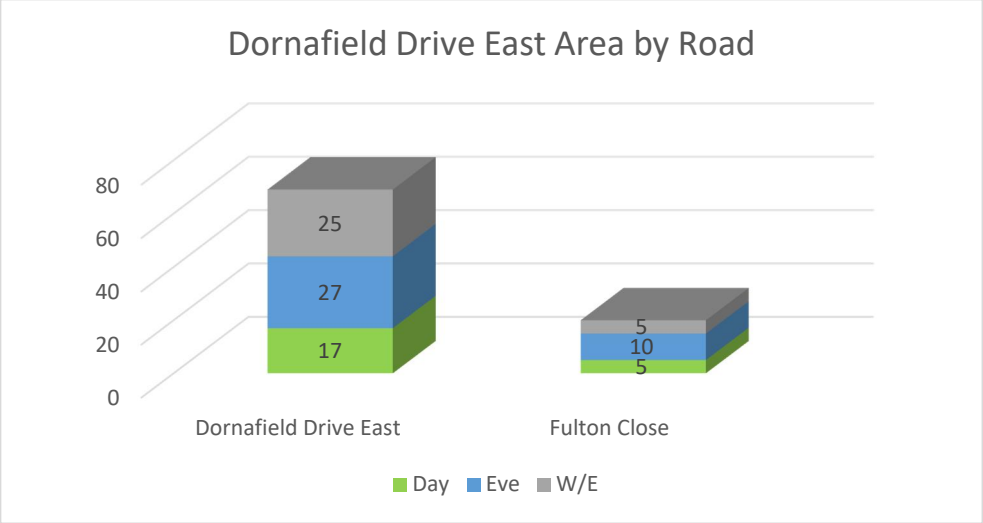
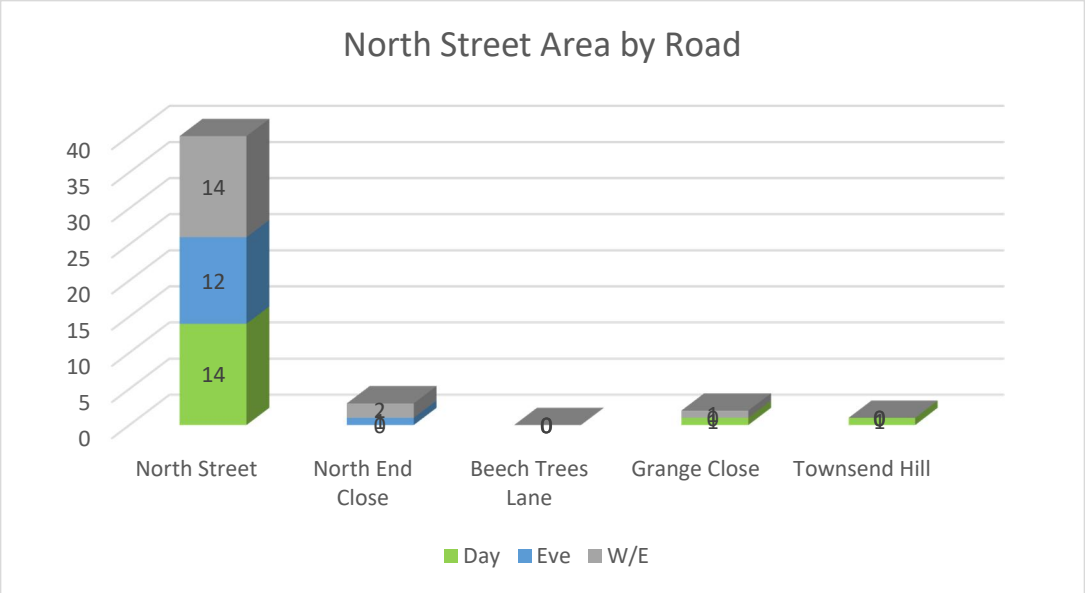


Figure 13: No. of vehicles parked on Street- Dornafield Drive East Area

Figure 15: No. of vehicles parked on Street- North Street Area



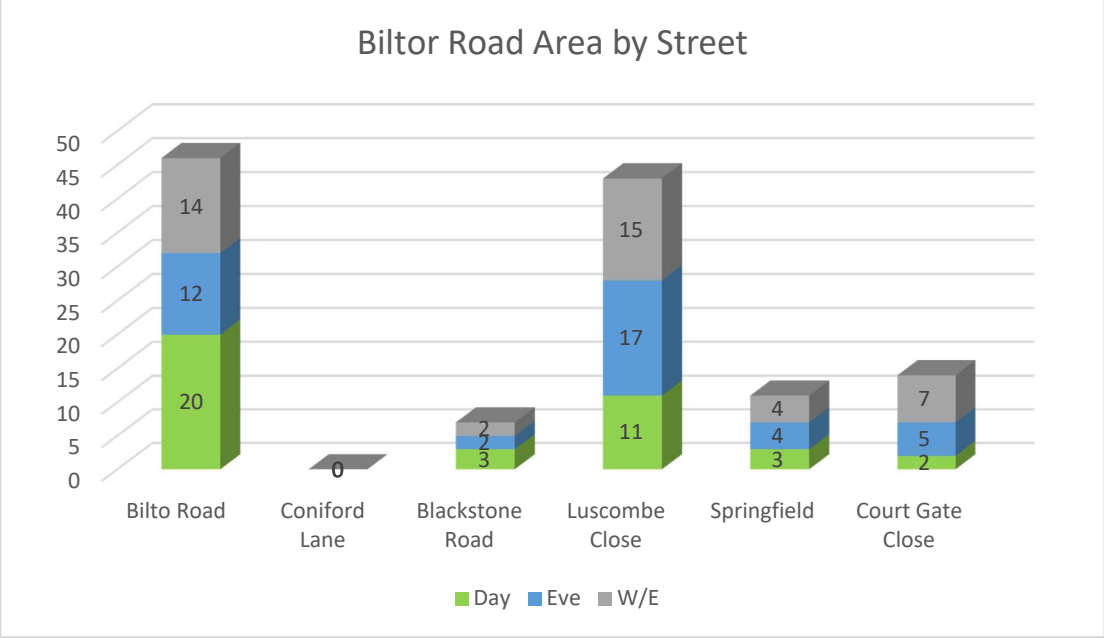


Figure 14: No. of vehicles parked on Street- Biltor Road Area

Density of On-street Parking

4.6 To gain a deeper understanding of the concentration of vehicles parked on a street, the number of cars were divided by the length of the road in metres to get an approximate number of vehicles per metre of the road. This is purely a mechanism to gain an impression of density and not an indication of how many cars the street could accommodate. The higher the resulting number, the greater the concentration and density of vehicles parked on the street.

4.7 Road lengths have been determined through the measuring tool on google maps. Table 1 lists the approximate road length of each street per assessment area and provides the number of vehicles parked on the street per metre. This assessment does not reflect a roadway's relative width.

Parking Area	Road	Approximate Length in metres	No. on-street parked vehicles per metre		
			Day	Eve	W/E
Clampitt Road Area	Clampitt Road	669	.017	.031	.032
	Clampitt Close	87	0	0	0
	Crockers Way	341	.026	.029	.017
	Croft Orchard	92	.065	.065	0
Tremlett Grove	Tremlett Grove	322	0.015	.024	.015
Clarendon Road Area	Clarendon Road	294	.020	.040	.027
	Orchard Drive	67	.029	.014	0
	Bowden Road	176	.022	.034	.039
	Lang Way	86	.034	.034	.023
	Cooke Drive	285	.024	.024	.017
	Ledsgrove	295	.030	.040	.033
	Beech Drive	49	.040	.020	.061
Fore Street Area	Fore Street	167	.113	.101	.101
	North Street/Poplar Terrace	65	.107	.061	.107
	War Memorial				
	Bridge Street	204	.102	.102	.127
	Caunters Close	52	.019	.019	.134
	Osborne Close	64	.015	.015	.015
	Harris Court	45	.022	0	0
Mayfair Road Area	Mayfair Road	414	.012	.009	.021
	Croft Road	178	.061	.101	.123
	Clarendon Road	105	.057	.095	.076
	Motehole Road	53	.056	0.15	.075
East Street Area	East Street	186	.075	.145	.112
	Thorn Orchard	53	0	.037	0
	Barn Park Close	123	.016	.065	.032
	Foredown Road	106	.066	.056	.075
	Dornafield Road	286	.038	.066	.062
	Brook Road	92	.021	.032	.043
	Dornafield Drive West	97	.041	.030	.041
	Dornafield Close	98	.030	.030	.020
	Orley Road	141	.078	.148	0.127

Parking Area	Road	Approximate Length in metres	No. on-street parked vehicles per metre		
			Day	Eve	W/E
Orley Road Area	The Glebe	61	0	0	0
	Silver Street	80	.112	.187	0.162
Dornafield Drive East	Dornafield Drive East	443	.038	.060	.056
	Fulton Close	116	.043	.086	.043
North Street Area	North Street	238	.058	.050	.058
	North End Close	37	0	.027	.054
	Beech Trees Lane	153	0	0	0
	Grange Close	60	.016	0	.016
	Townsend Hill	154	.006	0	0
Biltor Road Area	Biltor Road	423	.047	.028	.033
	Coniford Lane	78	0	0	0
	Blackstone Road	269	.011	.007	.007
	Luscombe Close	444	.024	.038	.033
	Springfield	47	.063	.085	.085
	Court Gate Close	157	.012	.031	.044

Table 1: Parking Density by street for day, evening & weekend

4.8 Appendices PS4 to PS6 provide a comparative illustration of the density of vehicles parked on local streets in the day, evening and weekend.

4.9 Table 2 below provides a ranked summary list of the streets with greatest number of vehicles parked on the street relative to the roads length.

On-street parking density – Top 6 densest streets			
Ranking	**Daytime**	**Evening**	**Weekend**
1	Fore Street	Silver Street/Newhayes	Silver Street/Newhayes
2	Silver Street/Newhayes	Orley Road	Caunters Close
3	North Street/Poplar Terrace	East Street	Bridge Street & Orley Road
4	Bridge Street	Caunters Close	Croft Road
5	Orley Road	Bridge Street & Croft Road	East Street
6	East Street	Clarendon Road	North Street/Poplar Terrace

Table 2: Top 6 densest streets

4.10 When the road length is considered in addition to absolute numbers of vehicles, a couple of new streets emerge such as Silver Street/Newhayes and Orley Road. However Fore Street, Bridge Street and East Street are repeated on the top streets for density.

4.11 The streets which are considered to have the highest density of on street parking relative to their length overall for the three survey times combined are:

- Silver Street/Newhayes
- North Street/Poplar Terrace

- Fore Street
- Bridge Street
- East Street
- Orley Road
- Croft Road

4.12 Appendix PS8 includes a more detailed analysis of the seven densest and most congested streets with on-street parking.

5. Hot Spot Areas

5.1 The analysis of the seven most congested streets for on-street parking presented in appendix PS8 identifies a number of commonalities:

- All affected streets form either the central east-west spine or north-south spine through the village;
- All affected streets are historic in their character;
- Nearly all affected streets stand within reasonable walking distance of the village core where there is a concentration of services, and
- Off-street parking provision is limited.

5.2 It is clear from this analysis that the streets which have the greatest number of vehicles parked on the street relative to their length are also those which serve the central thoroughfares for the village and experience the higher level of vehicle activity.

5.3 A significant number of properties on these streets lack their own off-street parking due to their historic and/or traditional character and design. Residents which lack their own private off-street parking have little choice but to park their car on the adjacent street to their home.

5.4 The historic character of the streets creates roads of varying widths with some portions being particularly narrow, at times, restricting the free-flow of traffic. The road widths are often defined by traditional buildings or stone boundary walls and could not be widened easily. These restricted widths, combined with a lack of private off-street parking, greater frequency of through-traffic, high levels of on-street parking and proximity to a concentration of services all create streets with highway and pedestrian safety issues arising from on-street parking.

5.5 It is for these reasons that the following streets have been identified as Hot Spot Areas where particular action to improve current issues should be focused.

- Silver Street/Newhayes
- North Street/Poplar Terrace
- Fore Street
- Bridge Street
- East Street
- Orley Road
- Croft Road

Photo 1: Illustration of congested historic streets

5.6 Figure 16 illustrates the Parking Hot Spot areas by the red line.

Figure 16: Illustration of Parking Hot Spot Areas

6. Recommendations

6.1 The below recommendations have sought to draw on the findings of this parking survey to provide suggestions on how this evidence could support policies and proposals in the Ipplepen neighbourhood plan.

Recommendation 1: Seek the provision of additional off-street parking provision for public and visitor use near the village centre.

6.2 The survey findings highlighted in particular the congestion from parked vehicles in the areas and streets adjoining the central village core around the war memorial. This is where the concentration of village services are located such as the local shop and public house and parking on the street in the primary parking method for visitors. Publicly available parking situated in close proximity to the war memorial is likely to serve to alleviate daytime visitor parking needs and reduce vehicles parked on the street.

6.3 It is possible that such provision could also alleviate evening and weekend on-street parking pressures by enabling residents parking. This is considered less likely as residents generally prefer to have their vehicles in close proximity to the front of their home.

6.4 It is recognised that the tight grain form of the buildings around the village core affords little opportunity to create new public parking provision but opportunities should be explored.

6.5 The Wellington pub stands within the historic core and is served by a large patron only car park. The daytime occupation of this car park is unknown but the car park presents an opportunity to serve a dual purpose if there is available capacity. Free or pay and display parking provision for general use on the pub car park would serve to provide additional capacity and an alternative to parking on the street for visitors to local services and businesses.

Recommendation 2: Reduce the potential loss of existing off-street parking provision in Hot Spot Areas

Recommendation 3: Support and encourage additional off-street parking provision in Hot Spot Areas.

6.6 There are a significant number of properties within the Hot spot areas which have no off-street parking provision, largely due to their historic character. This exacerbates the highway impact of the narrow congested through-roads. Where off-street parking is provided, such as through driveway and garages, they provide a valuable contribution to reducing on-street congestion from parked vehicles. It is therefore considered important to retain existing off-street parking provision, both private and public and increase the supply where possible.

6.7 It is recognised that many properties within the hot spot areas fall within or adjacent to the Ipplepen Conservation Area and the creation of additional off-street parking provision should not be at the expense of the areas historic character.

6.8 The recommendation has been limited to the hot spot areas because this is where the highest densities of parked vehicles occur and where the roads are less suitable for on-street parking. These are the areas where the evidence most strongly and clearly indicates these provisions are justified.

Recommendation 4: Ensure new residential development has adequate off-street parking provision to serve the new residents.

6.9 A lack of private or public off-street parking provision for properties in the hot spot areas has led, in part, to streets which are relatively dense with parked vehicles. Properties in streets radiating from the hot spot areas tend to be more modern with most providing some degree of off-street parking through a driveway or garage. The numbers of parked vehicles on some of these streets maybe relatively high but overall areas with off-street parking provision had less dense on-street parking occurrences.

6.10 It is important therefore that new development in Ipplepen provides an adequate level of off-street parking to limit the need for parking on the roadside.