

## Discussion Note

Date 16 January 2013

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Job No/ Name ST13040

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Subject Swanmore 3G Pitch - Parking Accumulation

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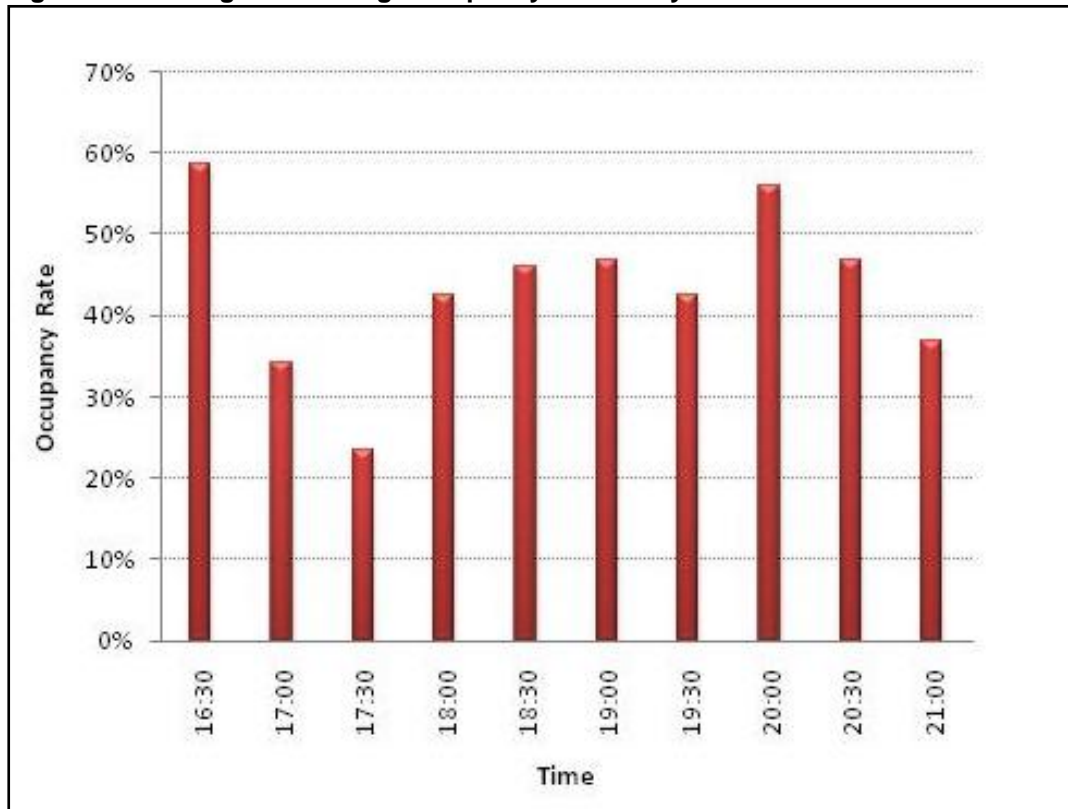
### Introduction

1. A snapshot parking survey of the Swanmore College of Technology, New Road, Hampshire, SO32 (the 'Site') was undertaken on Tuesday, 8 January 2013, between 14:45 and 21:00. Snapshot counts were undertaken at 15 minute intervals.
2. In a telephone conversation to JMP (dated 15 January 2013), Lee Thomas, Hampshire County Council Development Management, confirmed that the Site has 111 marked car parking bays all located within four car parks or an additional short row of bays. A more detailed breakdown is provided below:
  - south-western car park – 12 marked bays;
  - row of visitor parking – 3 marked bays;
  - main car park – 54 marked bays;
  - north-western car park – 18 marked bays; and
  - north-eastern car park – 24 marked bays.
3. HCC Development Management advises that informal parking currently occurs outside the marked bays in the south-western and north-western car parks. Further to the above, there are hard standing areas to the west of the south-western and north-western car parks that are currently unavailable as a public facility, but which could be infrequently used for parking when exceptional demand requires it (e.g. during a parents' evening).
4. The south-western area is estimated to be 400 sqm, and the north-western area 256 sqm. Assuming an approximate allocation of 25 sqm per space including circulation space, this would equate to a capacity of 16 and 10 spaces for the two hard standing areas respectively.

### Existing Demand

5. Car parking occupancy (of the 111 bays) based on the results of the snapshot survey is shown at **Figure 1** below. It is noted that initial occupancy is beyond 100% because of informal parking in the south-western and north-western car parks.

**Figure 1. Existing Car Parking Occupancy of 111 Bays**



NB. Under existing arrangements, no further community facility bookings are taken for the period beyond 21:00.

6. The maximum parking occupancy was recorded at 14:45, during school opening hours, with an occupancy rate of 103% (114 vehicles) of marked bays.
7. From 16:30 onwards, existing parking occupancy (without the inclusion of anticipated demand generated by the 3G pitch) does not exceed 59%, with parking demand for 65 vehicles and surplus parking capacity for 46 vehicles.

### **Future Demand**

8. JMP's Transport Statement report for the proposed Swanmore 3G pitch (Issue 2, dated 10 September 2012) considered the expected average and the worst case for anticipated pitch usage based on Swanmore College's observations of how existing community pitch/court facilities are accessed.
9. The Transport Statement states that the '3G pitch will be let according to designated start and end times. As such, it is reasonably assumed that players and referees will leave at concentrated periods. To assess peak impact, it is assumed that approximately 50% of people will arrive in the half hour prior to their designated start time' (JMP, 2010, para. 5.9). This was done to maximise parking demand. On that basis, the worst case scenario for vehicle trips is as shown at **Table 1** as reported in the Transport Statement.

**Table 1. Weekday Trips for the Proposed Pitch: Vehicles**

Time	Worst Case (Vehicles)		
	In	Out	Total
16:30 – 17:00	15	0	15
17:00 – 19:00	29	29	59
19:00 – 21:00	29	29	59
21:00 – 22:00	15	29	44
Total	88	88	176

10. A further breakdown to show the overlap with 50% of expected arrivals and departures in different time periods is shown in **Table 2**. Departures are concentrated because pitch users are expected to leave by the end of their slot. Table 2 shows the overlap of incoming and outgoing pitch users.

**Table 2. Weekday Trips for the Proposed Pitch: Vehicles – Breakdown**

Period	Worst Case (Vehicles)		
	In	Out	Two-Way
16:30 – 17:00	15	0	15
17:00 – 17:30	14	0	14
17:30 – 18:00	0	0	0
18:00 – 18:30	0	0	0
18:30 – 19:00	15	29	44
19:00 – 19:30	14	0	14
19:30 – 20:00	0	0	0
20:00 – 20:30	0	0	0
20:30 – 21:00	15	29	44
21:00 – 21:30	15	0	15
21:30 – 22:00	0	30	30
Total	88	88	176

11. The parking accumulation methodology is as listed below.

- **Step 1:** The differences in parking supply under the existing (no 3G pitch) scenario are identified for each time period (as shown in Figure 1). This is important for identifying residual parking supply that could be available to 3G pitch users.
- **Step 2:** The in/out vehicular trips generated by the 3G pitch are identified (as shown in Table 1).
- **Step 3:** The *number of remaining (i.e. surplus) parking spaces after the inclusion of the 3G pitch* is determined by adding the 'difference' (based on existing supply figures), subtracting the 3G pitch inbound vehicle trips and adding the 3G pitch outbound trips).

**Table 3. Parking Capacity after 3G Pitch Implementation**

Period	No. of Remaining Parking Spaces Available based on Existing Demand		3G Pitch: Worst Case (Vehicles)		No. of Remaining Parking Spaces after including 3G Pitch Demand	Parking Bay Vacancy Rate (out of 111 spaces)
	Total	Difference	In	Out		
16:30 – 17:00	46	-	15	0	31	28%
17:00 – 17:30	73	27	14	0	44	40%
17:30 – 18:00	85	12	0	0	56	50%
18:00 – 18:30	64	-21	0	0	35	32%
18:30 – 19:00	60	-4	15	29	45	41%
19:00 – 19:30	59	-1	14	0	30	27%
19:30 – 20:00	64	5	0	0	35	32%
20:00 – 20:30	49	-15	0	0	20	18%
20:30 – 21:00	59	10	15	29	44	40%
21:00 – 21:30	70	11	15	0	40	36%
21:30 – 22:00	70	0	0	30	70	63%

**Summary**

12. After parking demand by 3G pitch users is taken into consideration, the minimum left-over parking supply available is at 20:00 – 20:30 (18% or 20 bays), which conversely indicates a parking occupancy rate of 82%.
13. At no point does anticipated parking accumulation, including demand generated by the 3G pitch, exceed Site-based parking capacity. Should the overlap of arriving and departing pitch users result in a parking capacity issue contrary to the assessment carried out above, the College will consider increasing the gap between pitch slots from 5 to 15 minutes. It is recommended for the Site administration to monitor usage as part of ongoing Travel Plan activities and recommend suitable measures, if required.
14. Should changes in travel behaviour by school staff and parents warrant an increase in car parking capacity, it has been indicated that the identified hard standing areas to the west of the south-western and north-western car parks could be made available on a one-off basis when exceptional demand requires it (e.g. during a parents' evening). Similarly, the newly constructed bus/ coach drop-off area within the school ground could be made available to address exceptional parking demand, however outside school bus operating hours only.

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**Distribution** Lee Thomas (HCC), Miles Rankine (HCC)

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**Name/ Signed** Thomas Derstroff

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