London Borough of Merton

Parking Surveys in Wimbledon and Morden

Technical Report

August 2012
Parking Surveys in Wimbledon and Morden
Technical Report

Project No: 50050
July 2012

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GD DWP

Status: Final Issue no: 1 Date: 23 August 2012

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Parking Surveys in Wimbledon and Morden
Technical Report

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1 Introduction

1.1 Background

1.1.1 Vincent Knight were commissioned by Merton Council to undertake a study into the current levels of parking activity in Wimbledon and Morden town centres.

1.1.2 An on-street survey covered all ‘paid for’ bays in Wimbledon’s parking zones W1-W4 and 4F, whilst off-street surveys covered eight car parks in Wimbledon and six car parks in Morden. The on street study area is shown in Fig 1.1, and the car park locations for Wimbledon and Morden shown in Figs 1.2 and 1.3.

Figure 1.1: On Street Survey Coverage
Figure 1.2: Plan of Wimbledon Car Parks
1.1.3 These surveys are required to provide Merton Council with a robust dataset to aid with the development of its Sites and Policies Development Plan. The main aim is to gain a greater understanding of parking demand, it's location, capacity, occupancy levels and duration of stay.

1.2 This Report
1.2.1 This report is set out as follows:

- Section 2 outlines the method used and any observations made during the survey.
- Section 3 details and summarises the findings of the results, and makes further observations and conclusions.
2 Method and Observations

2.1 Method – Car Park Surveys

2.1.1 Of the fourteen car parks in the study area, seven were surveyed with ANPR, five with HD cameras, and two manually.

2.1.2 The car parks surveyed using ANPR were:
- St George's Road (exit)
- Hartfield Road
- Centre Court
- Kenley Road
- Morden Station
- Peel House
- LIDL/Iceland
- Morden Nursery

2.1.3 The car parks surveyed using HD were:
- St George's Road (entry)
- Sainsbury's
- Wimbledon Bridge
- Waitrose
- Queens Road

2.1.4 The car parks surveyed manually were:
- York Close
- The Broadway

2.1.5 At the car parks surveyed with ANPR, VK conducted reconnaissance before the survey to ensure there was sufficient street furniture to which to attach our cameras. The cameras were then set up before the beginning of the survey, and the registrations plates of all vehicles already parked were recorded. Similarly, when the cameras were removed after the survey, the registration plates of all vehicles remaining in the car park were recorded. This recording of plates ensures all vehicles using the car parks would be matched.

2.1.6 Figure 2.6 shows examples of the cameras angles used to capture registration plates at the car parks surveyed using HD cameras. As above, the registration plates of vehicles in the car park before and after the survey were recorded. The HD cameras were positioned so to ensure surveyors safety, and that all registration plates were clear to see and easy to record back in the office.
2.1.7 Due to the unique nature of each car park, there were some instances where further surveying away from the normal recording of vehicles 'in and out' of the car park was required, and these are detailed below.

2.1.8 Centre Court and Queens Road car park share an entrance and exit, with Queens Road being an additional area of surface parking outside of Centre Court. Vehicles were matched at the entrance and exit to both car parks, and then the registration plate details of those vehicles using Queens Road, were removed from the Centre Court data to avoid double counting. Vehicles parking in the church car park, which either entered or exited via Queens Road, were also removed from the data.

2.1.9 Vehicles entering the St George’s Road car park were recorded as either entering the main car park, or the private works car park. Vehicles which parked entirely in the works car park were removed from the data.

2.1.10 The entrance to the Waitrose car park is shared with the entrance to Wimbledon magistrates court. The HD cameras were set up to capture any vehicles which used the magistrates court, and these were removed from the data. Some vehicles however did enter the magistrates court first, and later on the Waitrose car park. These vehicles were included in the data, but only after leaving the magistrates court.

2.1.11 Morden Nursery is a privately owned car park, which closes at night. VK therefore had to wait until the car park opened in the morning to set up the cameras. During the evening, the cameras were taken down at the scheduled closing time, however the number of vehicles remaining in the car park suggests some vehicles do remain after closing.

2.1.12 The Broadway car park was conducted manually as there was not sufficient street furniture to which to attach ANPR cameras, and with a separate entrance and exit, HD cameras were not an option. VK used one surveyed for each access point, and a relief surveyor to provide breaks.
2.1.13 York Road car park was surveyed manually due to the data requirements of Merton Council. Hourly beat surveys were undertaken, with surveyors recording the registration plate details of each vehicle, as well as the permit/ticket type being displayed.

2.2 Method – On-Street Surveys

2.2.1 The main component of the on-street surveys was a beat survey of all paid for parking within five Controlled Parking Zones (CPZ’s) in Wimbledon. Whilst the majority of parking in these zones is taken by ‘Resident Permit Holder Only’ bays, space for visitors is available in ‘Shared Use’ and ‘Pay and Display’ bays. The location, restriction type and unique ID for each CPZ (W1-W4 and 4f) are shown in Figures 2.2 – 2.6.

Figure 2.2: Zone W1
Figure 2.3: Zone W2
Figure 2.4: Zone W3

Figure 2.5: Zone W4
2.2.2 For each of the bays shown above, VK conducted a parking beat survey to record the number of vehicles parked in each bay. The following information was recorded:

- **Shared Use bays** – The number of vehicles parked displaying a resident parking permit, and the number displaying a pay and display ticket.

- **Pay and Display bays** – The number of vehicles parked displaying a pay and display ticket.

2.2.3 Vehicles which were parked without displaying either a resident permit or pay and display ticket, such as disabled drivers with a blue badge, and those parking without any ticket, were recorded as ‘Others’.

2.2.4 The length of each beat was dependent on the length of maximum stay allowed for visitors. For bays where the maximum duration of stay is 2hrs, half hourly beats were undertaken. Where the duration of stay permitted was greater than two hours (normally five or nine hours in this area), hourly beats were undertaken.
2.3 Car Park and On-street Survey Dates and Times

2.3.1 The surveys were completed over an eight day period between Saturday 9th June and Sunday 17th June, 2012, covering one weekday, and two weekend days. An additional weekend survey was undertaken at Merton Council’s request on Saturday 16th June. The full survey schedule is shown below;

- **Saturday 9th June** – All car parks and all on street parking
- **Thursday 14th June** – All car parks and all on street parking
- **Saturday 16th June** – The Broadway, Centre Court and Hartfield Road car park, Zone W2 on-street (additional surveys)
- **Sunday 17th June** – All car parks and all on street parking

2.3.2 All on street surveys were undertaken between 06:00 – midnight on Thursday 14th June, and between 08:00 – midnight on Saturday 9th, Saturday 16th and Sunday 17th June.

2.3.3 The majority of the car parks were undertaken during the same hours as those shown above, however due to some having opening and closing times which differ to those hours, the survey schedule was amended to cover this. Table 2.1 details the analysis times for each car park.

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<td>0800-2130</td>
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<td>7 - Centre Court</td>
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<td>6 - Morden Nursery</td>
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<td>0900-1800</td>
<td>N/A</td>
<td>0930-1830</td>
</tr>
</tbody>
</table>
3  Car Park Survey Findings - Wimbledon

3.1  Findings Per Each Wimbledon Car Park

3.1.1  The findings in each of Wimbledon’s car parks are presented in Figures 3.1 to 3.42 below:

1 – St George’s Road

Figure 3.1:  St George's Road accumulation, arrival and departure profile – Saturday 9th June

Figure 3.2:  St George’s Road accumulation, arrival and departure profile – Thursday 14th June
Figure 3.3: St George’s Road accumulation, arrival and departure profile – Sunday 17th June

Figure 3.4: St George’s Road – Duration of stay
3.1.2 Whilst there were a similar number of parking acts on Saturday and Thursday, the occupancy was far higher on Thursday, with the peak occupancy of 92% (9 spare spaces) recorded between 1200-1300, compared to 61% on Saturday. This can be attributed to large amount of long stay (8-12 hour) parking acts which occurred on Thursday (33), compared to only 2 on Saturday. No vehicles parked for longer than 12 hours during the study.
2 – Sainsbury's

Figure 3.6: Sainsbury's accumulation, arrival and departure profile – Saturday 9th June

Figure 3.7: Sainsbury's accumulation, arrival and departure profile – Thursday 14th June
Figure 3.8: Sainsbury’s accumulation, arrival and departure profile – Sunday 17th June

Figure 3.9: Sainsbury’s – Duration of stay
3.1.3 Sainsbury’s car park was busier during Saturday and Sunday, with both days experiencing peak occupancies of over 80%, whilst Thursday was slightly quieter with a peak occupancy of 64%. During the study there was never less than ten free spaces, and the majority of vehicles parked for less than two hours.
3 – Wimbledon Bridge

Figure 3.11: Wimbledon Bridge accumulation, arrival and departure profile – Saturday 9th June

Figure 3.12: Wimbledon Bridge accumulation, arrival and departure profile – Thursday 14th June
Figure 3.13: Wimbledon Bridge accumulation, arrival and departure profile – Sunday 17th June

Figure 3.14: Wimbledon Bridge – Duration of stay
3.1.4 Wimbledon Bridge car park was relatively quiet during the study, reaching a peak occupancy of 44% on Thursday 14th, which still left 168 spaces available. Sunday was the quietest day, where the peak occupancy was only 16%, leaving 254 spaces available. Of the 270 parking events on Saturday 9th, 41.1% stayed for less than 2 hours, whilst on Thursday there were more long stay/commuter acts, with 66 vehicles (25%) staying for 8 hours or more.
4 – Waitrose

Figure 3.16: Waitrose accumulation, arrival and departure profile – Saturday 9th June

Figure 3.17: Waitrose accumulation, arrival and departure profile – Thursday 14th June
Figure 3.18: Waitrose accumulation, arrival and departure profile – Sunday 17\textsuperscript{th} June

Figure 3.19: Waitrose – Duration of stay
3.1.5 Waitrose was busier during the weekend than during week, with the peak occupancy of 79% recorded between 1500-1600 on Saturday 9th. Throughout the study there was ample parking available for patrons. Of the 905 parking acts on Sunday 17th, 896 (99%) stayed for less two hours, a pattern which was very similar throughout the study.
5 – Hartfield Road

Figure 3.21: Hartfield Road accumulation, arrival and departure profile – Saturday 9th June

Figure 3.22: Hartfield Road accumulation, arrival and departure profile – Thursday 14th June
Figure 3.23a: Hartfield Road accumulation, arrival and departure profile – Saturday 16th June

Hartfield Road CP - Saturday 16th June 2012 (126 Spaces)

Vehicles ➞

Time ➞

0
200
400
600
800
1000
1200
1400
1600
1800
2000

0800-0900
0900-1000
1000-1100
1100-1200
1200-1300
1300-1400
1400-1500
1500-1600
1600-1700
1700-1800
1800-1900
1900-2000
2000-2100
2100-2200
2200-2300
2300-0000

Cum Arr.
Accumulation
Capacity
**Figure 3.23:** Hartfield Road accumulation, arrival and departure profile – Sunday 17th June

**Figure 3.24:** Hartfield Road – Duration of stay
3.1.6 Hartfield Road is the busiest car park in the study area, regularly going over capacity. Whilst the figures are somewhat skewed due to the vagaries of the matching process and very short duration of stay of some vehicles (lots of people use the car park to drop others off in town centre, and not to park, which skews the occupancy figures), it is still clear to see this is a heavily utilised car park. The peak times during the weekend cover the main shopping hours, between 1000-1700, when the car park is full. During the weekday the car park is at capacity during the day, but busier during the evening, when more people come into Wimbledon. The car parks close location to the Broadway, and easy access from the roads south of the town centre, make it a popular choice for visitors, both parking and dropping off/collecting others.

3.1.7 The additional Saturday saw the highest number of parking events, 1746, whilst the quietest day, Thursday, still saw 1170 acts. Of the 1746 vehicles, 1158 (66.3%), stayed for less than two hours, and this pattern was similar throughout the study.
6 – The Broadway

Figure 3.26: The Broadway accumulation, arrival and departure profile – Saturday 9th June

Figure 3.27: The Broadway accumulation, arrival and departure profile – Thursday 14th June
Figure 3.28: The Broadway accumulation, arrival and departure profile – Sunday 17th June

Figure 3.29: The Broadway accumulation, arrival and departure profile – Saturday 16th June
3.1.8 The Broadway car park, similar to Hartfield Road, is centrally located in the town, and therefore attractive to visitors. On all four days of the study The Broadway was very busy, going over capacity on three occasions, and over 90% capacity during 20 of the 66 hourly...
survey periods. The additional Saturday was the busiest day, with 665 parking events. Of the 665 acts, 347 (52.2%) stayed for less than one hour, a pattern which was familiar throughout the study.

7 – Centre Court

Figure 3.32: Centre Court accumulation, arrival and departure profile – Saturday 9th June

Figure 3.33: Centre Court accumulation, arrival and departure profile – Thursday 14th June
Figure 3.34: Centre Court accumulation, arrival and departure profile – Sunday 17th June

Figure 3.35: Centre Court accumulation, arrival and departure profile – Saturday 16th June
3.1.9 Centre Court is the biggest car park in the study, and therefore attracts the most number of parking events. Due to its great size however, the occupancy throughout the study remains comparatively low. During the study, there were only four hourly periods where
the occupancy exceeds 50%, between 1200-1500 on Saturday 9th, and between 1200-
1300 on Saturday 16th. Even during these periods, there are still more 300 parking
spaces available. During the study, 50% or more of the vehicles using Centre Court
parked for less than two hours. On Thursday 14th, 15% of vehicles parked for longer than
four hours, although this was not replicated during the weekend.

8 – Queen’s Road

Figure 3.38: Queen’s Road accumulation, arrival and departure profile – Saturday
9th June

Figure 3.39: Queen’s Road accumulation, arrival and departure profile – Thursday
14th June
Figure 3.40: Queen’s Road accumulation, arrival and departure profile – Sunday 17th June

Figure 3.41: Queen’s Road – Duration of stay
3.1.10 Queens Road car park is a lightly utilised car park which is accessed via Centre Court. Peak occupancy was 36%, recorded between 1300-1400 on Thursday 14th. Sunday 17th was busier than Saturday 16th, and reached a peak of 35% between 1100-1300. Whilst the car park was quiet, it had a much higher proportion of long stay visitors than the other Wimbledon car parks. On Thursday 14th, 44% parked for longer than 4 hours, and 18% longer than ten hours, suggesting some commuters may utilise this car park due to its close proximity the Wimbledon town centre and station, and cheaper parking charges than Centre Court.

Figure 3.42: Queen's Road – Total parking events
### 3.2 Wimbledon's Council and Private Car Park Totals

**3.2.1** The following figures 3.43 to 3.47 show the findings amongst all of Wimbledon's Council car parks and Figures 3.48 to 3.52 Private car parks.

**3.2.2** Those that are Council and privately managed are as follows:

- **Council** – St George’s Road, Hartfield Road, The Broadway, Queens Road.
- **Private** – Sainsbury’s, Wimbledon Bridge, Waitrose, Centre Court.

![Figure 3.43: Wimbledon council car parks accumulation, arrival and departure profile – Saturday 9th June](image)

**Figure 3.43:** Wimbledon council car parks accumulation, arrival and departure profile – Saturday 9th June
Figure 3.44: Wimbledon Council car parks accumulation, arrival and departure profile – Thursday 14th June

Figure 3.45: Wimbledon Council car parks accumulation, arrival and departure profile – Sunday 17th June
Figure 3.46: Wimbledon Council car parks – Duration of stay

- Vehicles =>
  - 0-2hrs: Saturday 1798, Thursday 1519, Sunday 1297
  - 2-4hrs: Saturday 624, Thursday 471, Sunday 506
  - 4-8hrs: Saturday 202, Thursday 195, Sunday 160
  - 8-12hrs: Saturday 15, Thursday 85, Sunday 31
  - 12hrs+: Saturday 3, Thursday 5, Sunday 5

Figure 3.47: Wimbledon Council car parks – Total parking events

- Survey Day =>
  - Saturday: 2642
  - Thursday: 2284
  - Sunday: 1999
Figure 3.48: Wimbledon private car parks accumulation, arrival and departure profile – Saturday 9th June

Figure 3.49: Wimbledon private car parks accumulation, arrival and departure profile – Thursday 14th June
Figure 3.50: Wimbledon private car parks accumulation, arrival and departure profile – Sunday 17th June

Figure 3.51: Wimbledon private car parks – Duration of stay
3.2.3 There were 6,925 parking events in the council owned car parks, compared with 9,332 in the privately owned car parks within the Wimbledon study area. When comparing the occupancy of both sets of car parks, the council owned car parks were busier, with a peak occupancy of 74% recorded between 1400-1500 on Sunday 14th June. During this peak period there were 938 available parking spaces, 124 in the council owned car parks, and 814 in the privately owned.
3.3 **Wimbledon’s Car Park Totals**

3.3.1 The results amongst all car parks in Wimbledon are shown in Figures 3.53 to 3.57 below.

**Figure 3.53:** All Wimbledon car parks accumulation, arrival and departure profile
– Saturday 9th June

![Graph showing car park totals for Saturday 9th June](image)

**Figure 3.54:** All Wimbledon car parks accumulation, arrival and departure profile
– Thursday 14th June

![Graph showing car park totals for Thursday 14th June](image)
Parking Surveys in Wimbledon and Morden
Technical Report

Figure 3.55: All Wimbledon car parks accumulation, arrival and departure profile – Sunday 17th June

Figure 3.56: All Wimbledon Car Parks – Duration of stay
3.3.2 There were 16,257 parking events during the study in Wimbledon, of which 6428 (39%) were on Saturday 9th. Peak occupancy (54%) was recorded between 1300-1400 on Saturday 9th and Thursday 14th. During these periods there were still 780 available parking spaces. More than 65% of all parking events during the study were for less than two hours.
4 Car Park Survey Findings – Morden

4.1 Findings Per Each Morden Car Park

4.1.1 The findings in each of Morden’s car parks are presented in the figures 4.1 to 4.24 below:

1 – Kenley Road

Figure 4.1: Kenley Road accumulation, arrival and departure profile – Saturday 9th June
Figure 4.2: Kenley Road accumulation, arrival and departure profile – Thursday 14th June

![Graph showing vehicles, time, cumulative arrivals, cumulative departures, and accumulation for different time slots.]

Figure 4.3: Kenley Road accumulation, arrival and departure profile – Thursday 14th June

![Graph showing vehicles, time, cumulative arrivals, cumulative departures, and accumulation for different time slots.]
4.1.3 Kenley Road is the quietest car park in the study area, recording only 42 parking events across the three surveys days. 31 (73%) of these were on Thursday 14th, when the peak occupancy of 20 was recorded between 1300-1400. Only one vehicle used the car park.
on Sunday 17th. Of the 31 parking events on Thursday, 16 (51%) were for longer than six hours, suggesting a number of commuters use this car park during the working day.

2 – Morden Station

**Figure 4.6:** Morden Station accumulation, arrival and departure profile – Saturday 9th June

![Graph showing accumulation, arrival, and departure profile for Morden Station on Saturday 9th June.]

**Figure 4.7:** Morden Station accumulation, arrival and departure profile – Thursday 14th June

![Graph showing accumulation, arrival, and departure profile for Morden Station on Thursday 14th June.]


Figure 4.8: Morden Station accumulation, arrival and departure profile – Sunday 17th June

Figure 4.9: Morden Station – Duration of stay
Morden Station car park was very quiet during the weekend, never exceeding 10% occupancy. On Thursday 14th however the situation was very different, with the car park reaching peak occupancy of 93% between 1200-1300, and being at over 80% capacity between 1000-1500. The increase in capacity is due to large increase in parking events (155 on Thursday, compared to 33 on Saturday and 12 on Sunday), and also the increased duration of stay of patrons. Of the 155 parking events on Thursday, 80 (51%) stayed for longer than six hours. During both weekend survey days, 40% of vehicles parked for less than one hour.
3 – Peel House

Figure 4.11: Peel House accumulation, arrival and departure profile – Saturday 9th June

Figure 4.12: Peel House accumulation, arrival and departure profile – Thursday 14th June
Figure 4.13: Peel House accumulation, arrival and departure profile – Sunday 17\textsuperscript{th} June

Figure 4.14: Peel House – Duration of stay
4.1.5 Peel House is a busy car park, attracting 3989 parking events during the study. The highest proportion of these, 1475 (36%) came on Saturday 9th. It was on Thursday 14th however when the car park reached peak occupancy, 74% between 1000-1100, which still left 91 spaces available. The majority of visitors were short stay, with over 70% parking for less than two hours on each of the survey days. There was a slight increase in vehicles staying for between 8-12 hours (128) on Thursday, which helps explains the higher occupancy on this day.
5 – LIDL

Figure 4.16: LIDL accumulation, arrival and departure profile – Saturday 9th June

Figure 4.17: LIDL accumulation, arrival and departure profile – Thursday 14th June
Figure 4.18: LIDL accumulation, arrival and departure profile – Sunday 17th June

Figure 4.19: LIDL – Duration of stay
4.1.6 LIDL car park was the busiest car park in Morden study area, attracting 4796 parking events during the study. As would be expected for a supermarket car park, the majority of the parking events were short stay, with over 95% of vehicles parking for less than two hours during each day of the study. Saturday was the busiest day, with 1837 parking events, and the peak occupancy of 91% recorded between 1000-1100.
6 – Morden Nursery

Figure 4.21: Morden Nursery accumulation, arrival and departure profile – Saturday 9th June

![Graph showing accumulation, arrival, and departure profile for Morden Nursery on Saturday 9th June.]

Figure 4.22: Morden Nursery accumulation, arrival and departure profile – Thursday 14th June

![Graph showing accumulation, arrival, and departure profile for Morden Nursery on Thursday 14th June.]

**Figure 4.23:** Morden Nursery accumulation, arrival and departure profile – Sunday 17th June

**Figure 4.24:** Morden Nursery – Duration of stay
4.1.7 Morden Nursery provided an anomaly in the study as its busiest day was Sunday 17th, a pattern displayed by no other car park. Of the 2063 parking events during the study, 836 (40%) were on Sunday, when the car park also went over capacity between 1300-1600. Over 70% of parking events were short stay (less than two hours) on all three days of the study.

4.2 Morden’s Council and Private Car Park Totals

4.2.1 The following figures 4.26 to 4.30 show the findings amongst all of Morden’s Council car parks and Figures 4.31 to 4.35 Morden’s private car parks.

4.2.2 Those that are Council and privately managed are as follows:

- Council – Kenley Road, Morden Station, Peel House, York Close
- Private – LIDL, Morden Nursery
Figure 4.26: Morden Council car parks accumulation, arrival and departure profile – Saturday 9th June

Figure 4.27: Morden Council car parks accumulation, arrival and departure profile – Thursday 14th June
Figure 4.28: Morden Council car parks accumulation, arrival and departure profile – Sunday 17th June

Figure 4.29: Morden Council car parks – Duration of stay
Figure 4.30: Morden Council car parks – Total parking events

![Bar chart showing total parking events for Saturday, Thursday, and Sunday.]

Figure 4.31: Morden private car parks accumulation, arrival and departure profile – Saturday 9th June

![Line chart showing cumulative arrivals, departures, and accumulation over time. Capacity (Spaces) is also indicated.]
Figure 4.32: Morden private car parks accumulation, arrival and departure profile – Thursday 14th June

Figure 4.33: Morden private car parks accumulation, arrival and departure profile – Sunday 17th June
4.2.3 There were 4,795 parking events in the council owned car parks, compared with 6,859 in the privately owned car parks within the Morden study area. When comparing the occupancy of both sets of car parks, the privately owned car parks were busier, with a peak occupancy of 82% recorded between 1300-1400 on Sunday 14th June. During this
peak period there were 712 available parking spaces, 658 in the council owned car parks, and 54 in the privately owned.

### 4.3 Morden’s Car Park Totals

#### 4.3.1 The results amongst all car parks in Morden are shown in Figures 4.36 to 4.40 below.

*Figure 4.36: All Morden car parks accumulation, arrival and departure profile – Saturday 9th June*
Figure 4.37: All Morden car parks accumulation, arrival and departure profile – Thursday 14th June

Figure 4.38: All Morden car parks accumulation, arrival and departure profile – Sunday 17th June
4.3.2 There were 11,654 parking events during the study in Morden, of which 4207 (36%) were on Thursday 14th. Peak occupancy (73%) was recorded between 1200-1300 on Thursday 14th. During this period there were still 308 available parking spaces. More than 75% of all parking events during the study were for less than two hours, although there were significantly more long stay events on Thursday.
4.3.3 There were in total 27,911 parking events during the study (excluding the additional Saturday, when there were a further 4527 parking events). The busiest day overall was Saturday 9th, with 10,565 events.

4.4 York Close Car Park – Analysis by Permit Type

4.4.1 Whilst all other car parks were surveyed by recording the registration plates at the entry and exit points, York Close car park in Morden was manually surveyed using the car park ‘beat survey’ method. This method was used to provide Merton Council with both accumulation and duration of stay data, linked with permit and ticketing information.

4.4.2 Surveyors undertook a beat survey every hour, recording both the full registration plate of each vehicle, along with the parking permit type. Whilst York Close is a pay and display car park, vehicles displaying ‘Essential User’ (code YCST), and ‘Staff’ (code YORK) permits, are able to use the car park. Figure 4.41 shows an example of an Essential User permit, whilst an example of a Staff permit in shown in Figure 4.42.

Figure 4.41: Essential User/ YCST permit

Figure 4.42: Staff/YORK permit

4.4.3 Surveyors also recorded those vehicle parked with a badge blue (disabled), no ticket, and any other permits.
4.4.4 Figures 4.43 – 4.51 show the results from the York Close surveys, whilst Table 4.1 shows the median duration of stay data, by permit type.

**Figure 4.43: York Close Car Park – Occupancy by permit type – Saturday 9th June**
Figure 4.44: York Close Car Park – Occupancy by permit type – Thursday 14th June
Figure 4.45: York Close Car Park – Occupancy by permit type – Sunday 17th June

Figure 4.46: York Close Car Park – Duration of stay – Saturday 9th June
Figure 4.47: York Close Car Park – Total parking events – Saturday 9th June

![Bar chart showing parking events by type on Saturday 9th June.]

Figure 4.48: York Close Car Park – Duration of stay – Thursday 14th June

![Bar chart showing duration of stay by type on Thursday 14th June.]

- **1 - Essential Users**
- **2 - Staff**
- **3 - Pay and Display**
- **4 - Blue Badge**
- **5 - No Ticket**
- **6 - Other Permit**
- **Total**
Figure 4.49: York Close Car Park – Total parking events – Thursday 14th June

Figure 4.50: York Close Car Park – Duration of stay – Sunday 17th June
Figure 4.51: York Close Car Park – Total parking events – Sunday 17\textsuperscript{th} June

Table 4.1: Median duration of stay by type – York close

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Median Duration Of Stay</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Saturday 9\textsuperscript{th}</td>
</tr>
<tr>
<td>York Close CP</td>
<td></td>
</tr>
<tr>
<td>1 - Essential Users</td>
<td>05:30:00</td>
</tr>
<tr>
<td>2 - Staff</td>
<td>N/A</td>
</tr>
<tr>
<td>3 - P+D</td>
<td>03:00:00</td>
</tr>
<tr>
<td>4 - Blue Badge</td>
<td>01:00:00</td>
</tr>
<tr>
<td>5 - No ticket</td>
<td>02:00:00</td>
</tr>
<tr>
<td>6 - Other</td>
<td>N/A</td>
</tr>
</tbody>
</table>

4.4.5 Saturday 9\textsuperscript{th} and Sunday 17\textsuperscript{th} experienced relatively light parking activity, with 68 and 71 parking events respectively, meaning the car park was never more 10\% occupied over the weekend.

4.4.6 Thursday 14\textsuperscript{th} was far busier, which was to be expected due to the close proximity to Morden town centre and LUL station, and the car park was at close to capacity during the whole daytime period. Of the 425 parking events, 205 (48\%) were from vehicles with essential user permits. 10\% of vehicles were recorded displaying a staff permit, whilst 16\% were pay and display. Of the essential users, 69 (33\%) parked for between 4-8 hours, whilst 34 (49\%) of pay and display ticket holders parked for less than two hours.
5  Wimbledon and Morden Car Park’s – Total Parking Events and Median Duration of Stay

5.1  Total Parking Events

5.1.1 The following Table 5.1 summarises the total number of vehicle acts in each car park during the four survey days.

Table 5.1: Summary of total parking events

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Total Parking Events</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Saturday 9th</td>
</tr>
<tr>
<td>Wimbledon</td>
<td></td>
</tr>
<tr>
<td>1 - St Georges Road</td>
<td>387</td>
</tr>
<tr>
<td>2 - Sainsbury’s</td>
<td>460</td>
</tr>
<tr>
<td>3 - Wimbledon Bridge</td>
<td>270</td>
</tr>
<tr>
<td>4 - Waitrose</td>
<td>1371</td>
</tr>
<tr>
<td>5 - Hartfield Road</td>
<td>1624</td>
</tr>
<tr>
<td>6 - Broadway</td>
<td>542</td>
</tr>
<tr>
<td>7 - Centre Court</td>
<td>1685</td>
</tr>
<tr>
<td>8 - Queens Road</td>
<td>89</td>
</tr>
<tr>
<td>Wimbledon total</td>
<td>6428</td>
</tr>
<tr>
<td>Morden</td>
<td></td>
</tr>
<tr>
<td>1 - Kenley Road</td>
<td>10</td>
</tr>
<tr>
<td>2 - Morden Station</td>
<td>33</td>
</tr>
<tr>
<td>3 - Peel House</td>
<td>1475</td>
</tr>
<tr>
<td>4 - York Close</td>
<td>68</td>
</tr>
<tr>
<td>5 - Lidl/Iceland</td>
<td>1837</td>
</tr>
<tr>
<td>6 - Morden Nursery</td>
<td>714</td>
</tr>
<tr>
<td>Morden total</td>
<td>4137</td>
</tr>
<tr>
<td>Study area total</td>
<td>10565</td>
</tr>
</tbody>
</table>

5.1.2 Table 5.1 shows that whilst some car parks were significantly busy, and in some cases over capacity for a time (Hartfield Road, The Broadway, Morden Nursery) there was ample parking available in the study area, even during the periods of combined peak occupancy. Whilst the majority of vehicles parked for less than two hours, Thursday, especially in Morden, saw an increase in vehicles parking for more than 8hrs.

5.2  Median Duration of Stay

5.2.1 As part of the brief, Merton Council also required the median duration of stay for each car park to be calculated. Table 5.2 shows the median duration stay for each car park by survey day.

5.2.2 The car parks in Wimbledon were consistent throughout the study, with no great fluctuation in median during of stay, although Wimbledon Bridge was two hours higher on Thursday, than during the weekend day.

5.2.3 The car parks in Morden, namely Kenley Road, Morden Station and York Road, saw an increase in median duration stay on Thursday 14th, compared to much shorter stays during the weekend. The proximity of these car parks to Morden town centre and Morden LUL station suggests an increase in commuters leads to this increase.
### Table 5.2: Median duration of stay – All car parks

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Median Duration Of Stay</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wimbledon</strong></td>
<td></td>
</tr>
<tr>
<td>1 - St Georges Road</td>
<td>01:02:07 01:13:37 N/A</td>
</tr>
<tr>
<td>2 - Sainsbury's</td>
<td>00:44:46 00:43:05 N/A</td>
</tr>
<tr>
<td>3 - Wimbledon Bridge</td>
<td>01:47:02 03:41:43 N/A</td>
</tr>
<tr>
<td>4 - Waitrose</td>
<td>00:28:53 00:22:15 N/A</td>
</tr>
<tr>
<td>5 - Hartfield Road</td>
<td>00:45:14 00:46:59 00:55:59</td>
</tr>
<tr>
<td>6 - Broadway</td>
<td>00:30:36 00:21:41 00:15:14</td>
</tr>
<tr>
<td>7 - Centre Court</td>
<td>01:27:28 01:23:59 01:24:44</td>
</tr>
<tr>
<td>8 - Queens Road</td>
<td>00:55:17 02:34:35 N/A</td>
</tr>
<tr>
<td><strong>Morden</strong></td>
<td></td>
</tr>
<tr>
<td>1 - Kenley Road</td>
<td>00:04:22 05:51:36 N/A</td>
</tr>
<tr>
<td>2 - Morden Station</td>
<td>00:30:37 05:26:04 N/A</td>
</tr>
<tr>
<td>3 - Peel House</td>
<td>00:30:23 00:31:50 N/A</td>
</tr>
<tr>
<td>4 - York Road</td>
<td>02:00:00 06:00:00 N/A</td>
</tr>
<tr>
<td>5 - Lidl/Iceland</td>
<td>00:25:50 00:25:09 N/A</td>
</tr>
<tr>
<td>6 - Morden Nursery</td>
<td>00:49:56 00:46:19 N/A</td>
</tr>
</tbody>
</table>
6 On-Street Parking Survey Findings

6.1 Survey Sample

6.1.1 In total, 651 parking spaces were surveyed, 94 of which were P&D and 557 S/U. Those spaces that have a maximum stay of up to 2hrs were surveyed every half-hour and those with a maximum stay of up to 5 hours every 1 hour.

6.1.2 The total number of spaces as per this breakdown is shown in Figure 6.1 below:

Figure 6.1: Survey Sample – Pay and Display and Shared Use Bays

![Survey Sample Chart]

- 2hr Max P&D
- 5hr Max P&D
- 2hr Max S/U
- 5hr Max S/U
6.2 Average Occupancy % of Parking Spaces

6.2.1 Tables 6.1, 6.2 and 6.3 show the average occupancy in each parking zone for each type of parking during the four periods detailed below:

- Morning – 0800 – 0900 (0600-0900 weekday)
- Daytime – 0900 – 1800
- Evening – 1800 – 2100
- Nightime – 2100 – 0000

Table 6.1: Average Occupancy – Saturday 9th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Morning Average</th>
<th>Daytime Average</th>
<th>Evening Average</th>
<th>Nightime Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1</td>
<td>Pay and Display</td>
<td>25.6%</td>
<td>47.9%</td>
<td>55.5%</td>
<td>55.1%</td>
</tr>
<tr>
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<td>46.9%</td>
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<td>66.2%</td>
</tr>
<tr>
<td>W2</td>
<td>Pay and Display</td>
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<td>39.3%</td>
<td>19.4%</td>
</tr>
<tr>
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<td>41.9%</td>
<td>43.0%</td>
<td>30.0%</td>
</tr>
<tr>
<td>W3</td>
<td>Pay and Display</td>
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<td>38.8%</td>
</tr>
<tr>
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<td>50.5%</td>
<td>52.1%</td>
<td>59.7%</td>
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<tr>
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<td>Pay and Display</td>
<td>0.0%</td>
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<td>43.8%</td>
<td>29.9%</td>
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<tr>
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<td>72.6%</td>
<td>67.3%</td>
<td>72.1%</td>
</tr>
<tr>
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<td>Pay and Display</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
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<td>Shared Use</td>
<td>47.5%</td>
<td>54.1%</td>
<td>61.3%</td>
<td>53.8%</td>
</tr>
</tbody>
</table>

Table 6.2: Average Occupancy – Thursday 14th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Morning Average</th>
<th>Daytime Average</th>
<th>Evening Average</th>
<th>Nightime Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1</td>
<td>Pay and Display</td>
<td>8.5%</td>
<td>28.8%</td>
<td>18.7%</td>
<td>3.4%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>34.2%</td>
<td>63.2%</td>
<td>59.4%</td>
<td>42.7%</td>
</tr>
<tr>
<td>W2</td>
<td>Pay and Display</td>
<td>16.7%</td>
<td>55.4%</td>
<td>43.5%</td>
<td>23.7%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>50.7%</td>
<td>71.1%</td>
<td>54.7%</td>
<td>38.2%</td>
</tr>
<tr>
<td>W3</td>
<td>Pay and Display</td>
<td>16.7%</td>
<td>16.4%</td>
<td>14.8%</td>
<td>7.3%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>44.7%</td>
<td>52.3%</td>
<td>62.5%</td>
<td>66.6%</td>
</tr>
<tr>
<td>W4</td>
<td>Pay and Display</td>
<td>5.6%</td>
<td>7.2%</td>
<td>16.7%</td>
<td>9.7%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>73.3%</td>
<td>76.9%</td>
<td>81.0%</td>
<td>75.2%</td>
</tr>
<tr>
<td>4F</td>
<td>Pay and Display</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>45.2%</td>
<td>55.6%</td>
<td>53.4%</td>
<td>54.3%</td>
</tr>
</tbody>
</table>
Table 6.3: Average Occupancy – Sunday 17th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Morning Average</th>
<th>Daytime Average</th>
<th>Evening Average</th>
<th>Nightime Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1</td>
<td>Pay and Display</td>
<td>29.9%</td>
<td>70.9%</td>
<td>60.4%</td>
<td>28.2%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>59.7%</td>
<td>79.1%</td>
<td>65.9%</td>
<td>52.5%</td>
</tr>
<tr>
<td>W2</td>
<td>Pay and Display</td>
<td>33.3%</td>
<td>25.2%</td>
<td>20.0%</td>
<td>17.0%</td>
</tr>
<tr>
<td></td>
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<td>41.2%</td>
<td>32.2%</td>
<td>39.1%</td>
<td>34.2%</td>
</tr>
<tr>
<td>W3</td>
<td>Pay and Display</td>
<td>0.0%</td>
<td>14.8%</td>
<td>25.0%</td>
<td>16.7%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>46.7%</td>
<td>49.6%</td>
<td>52.4%</td>
<td>46.7%</td>
</tr>
<tr>
<td>W4</td>
<td>Pay and Display</td>
<td>0.0%</td>
<td>9.3%</td>
<td>6.9%</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>63.0%</td>
<td>61.8%</td>
<td>69.2%</td>
<td>73.2%</td>
</tr>
<tr>
<td>4F</td>
<td>Pay and Display</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>36.3%</td>
<td>34.9%</td>
<td>35.9%</td>
<td>39.8%</td>
</tr>
</tbody>
</table>

6.2.2 Throughout the study, the average occupancy of the shared use bays was significantly higher than that of the pay and display bays. Per day, the combined occupancy of the shared use bays never fell below 50%, whilst the maximum combined occupancy of the pay and display bays was 30.9%.

6.2.3 The shared use bays in zone W4 were consistently busy, with the average occupancy never falling below 70%, and peaking at 81% during the Thursday evening period. The least utilised shared use bays were in zones W2 and 4F.

6.2.4 The peak average occupancy recorded in the pay and display bays was 70.9% during the daytime period in zone W1 on Sunday 17th June. The average occupancy on this day however was 29.5%.
6.3 Snapshot of Vehicles and Occupancy Across the Survey Day

The following tables 6.4 to 6.6 provide a snapshot of the numbers of vehicles parked and occupancy % per type / zone during different hour periods across the full survey day.

### Table 6.4: Overview of vehicles parked on Saturday 9th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Bays</th>
<th>0800-0900</th>
<th>1000-1100</th>
<th>1200-1300</th>
<th>1600-1700</th>
<th>1800-1900</th>
<th>2200-2300</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
</tr>
<tr>
<td>W1</td>
<td>Pay and Display</td>
<td>38</td>
<td>7 18.4%</td>
<td>17 44.7%</td>
<td>26 68.4%</td>
<td>22 57.9%</td>
<td>23 60.5%</td>
<td>22 57.9%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>114</td>
<td>48 42.1%</td>
<td>62 54.4%</td>
<td>60 52.6%</td>
<td>55 48.2%</td>
<td>65 57.0%</td>
<td>74 64.9%</td>
</tr>
<tr>
<td>W2</td>
<td>Pay and Display</td>
<td>18</td>
<td>3 16.7%</td>
<td>7 38.9%</td>
<td>11 61.1%</td>
<td>12 66.7%</td>
<td>15 83.3%</td>
<td>11 61.1%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>93</td>
<td>36 38.7%</td>
<td>53 57.0%</td>
<td>37 39.8%</td>
<td>43 46.2%</td>
<td>52 55.9%</td>
<td>53 57.0%</td>
</tr>
<tr>
<td>W3</td>
<td>Pay and Display</td>
<td>22</td>
<td>2 9.1%</td>
<td>7 31.8%</td>
<td>9 40.9%</td>
<td>11 50.0%</td>
<td>9 40.9%</td>
<td>13 59.1%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>169</td>
<td>85 50.3%</td>
<td>78 46.2%</td>
<td>78 46.2%</td>
<td>88 52.1%</td>
<td>73 43.2%</td>
<td>89 52.7%</td>
</tr>
<tr>
<td>W4</td>
<td>Pay and Display</td>
<td>16</td>
<td>0 0.0%</td>
<td>3 18.8%</td>
<td>9 56.3%</td>
<td>11 68.8%</td>
<td>10 62.5%</td>
<td>11 68.8%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>113</td>
<td>87 77.0%</td>
<td>91 80.5%</td>
<td>83 73.5%</td>
<td>80 70.8%</td>
<td>71 62.8%</td>
<td>95 84.1%</td>
</tr>
<tr>
<td>4F</td>
<td>Pay and Display</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>68</td>
<td>34 50.0%</td>
<td>37 54.4%</td>
<td>35 51.5%</td>
<td>49 72.1%</td>
<td>49 72.1%</td>
<td>61 89.7%</td>
</tr>
<tr>
<td>All</td>
<td>Pay and Display</td>
<td>94</td>
<td>12 12.8%</td>
<td>34 36.2%</td>
<td>55 58.5%</td>
<td>56 59.6%</td>
<td>57 60.6%</td>
<td>57 60.6%</td>
</tr>
<tr>
<td></td>
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<td>557</td>
<td>290 52.9%</td>
<td>321 58.6%</td>
<td>293 53.5%</td>
<td>315 57.5%</td>
<td>310 56.6%</td>
<td>372 67.9%</td>
</tr>
</tbody>
</table>

### Table 6.5: Overview of vehicles parked on Thursday 14th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Bays</th>
<th>0800-0900</th>
<th>1000-1100</th>
<th>1200-1300</th>
<th>1600-1700</th>
<th>1800-1900</th>
<th>2200-2300</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
<td>Pk Occu Pk Occu</td>
</tr>
<tr>
<td>W1</td>
<td>Pay and Display</td>
<td>38</td>
<td>17 44.7%</td>
<td>21 55.3%</td>
<td>24 63.2%</td>
<td>21 55.3%</td>
<td>23 60.5%</td>
<td>17 44.7%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>114</td>
<td>80 70.2%</td>
<td>79 69.3%</td>
<td>77 67.5%</td>
<td>78 68.4%</td>
<td>86 75.4%</td>
<td>66 57.9%</td>
</tr>
<tr>
<td>W2</td>
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<td>9 50.0%</td>
<td>15 83.3%</td>
<td>8 44.4%</td>
<td>13 72.2%</td>
<td>11 61.1%</td>
</tr>
<tr>
<td></td>
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<td>57 61.3%</td>
<td>64 68.8%</td>
<td>65 69.9%</td>
<td>59 63.4%</td>
<td>66 71.0%</td>
<td>51 54.8%</td>
</tr>
<tr>
<td>W3</td>
<td>Pay and Display</td>
<td>22</td>
<td>4 18.2%</td>
<td>11 50.0%</td>
<td>17 77.3%</td>
<td>5 22.7%</td>
<td>4 18.2%</td>
<td>5 22.7%</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>169</td>
<td>82 48.5%</td>
<td>93 55.0%</td>
<td>87 51.5%</td>
<td>89 52.7%</td>
<td>80 47.3%</td>
<td>89 52.7%</td>
</tr>
<tr>
<td>W4</td>
<td>Pay and Display</td>
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<td>4 25.0%</td>
<td>8 50.0%</td>
<td>9 56.3%</td>
<td>8 50.0%</td>
<td>6 37.5%</td>
</tr>
<tr>
<td></td>
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<td>113</td>
<td>84 74.3%</td>
<td>90 79.6%</td>
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<td>94 83.2%</td>
<td>91 80.5%</td>
<td>93 82.3%</td>
</tr>
<tr>
<td>4F</td>
<td>Pay and Display</td>
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<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
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<td>30 44.1%</td>
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<td>44 64.7%</td>
<td>34 50.0%</td>
<td>36 52.9%</td>
<td>53 77.9%</td>
</tr>
<tr>
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<td>31 33.0%</td>
<td>45 47.9%</td>
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<td>48 51.1%</td>
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<td>361 65.9%</td>
<td>354 64.6%</td>
<td>359 65.5%</td>
<td>352 64.2%</td>
</tr>
</tbody>
</table>
Table 6.6: Overview of vehicles parked on Sunday 17th June

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Bays</th>
<th>0800-0900</th>
<th>1000-1100</th>
<th>1200-1300</th>
<th>1600-1700</th>
<th>1800-1900</th>
<th>2200-2300</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td>Pk</td>
<td>Occu</td>
<td>Pk</td>
<td>Occu</td>
<td>Pk</td>
<td>Occu</td>
</tr>
<tr>
<td>W1</td>
<td>Pay and Display</td>
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<td>26.3%</td>
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<td>71.1%</td>
<td>28</td>
<td>73.7%</td>
</tr>
<tr>
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<td>57.0%</td>
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<td>93</td>
<td>81.6%</td>
</tr>
<tr>
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<td>Pay and Display</td>
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<td>17</td>
<td>94.4%</td>
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<td>71</td>
<td>76.3%</td>
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<tr>
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<td>18.2%</td>
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<td>101</td>
<td>59.8%</td>
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<tr>
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<td>56.3%</td>
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<td>77.0%</td>
<td>76</td>
<td>67.3%</td>
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<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
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<td>38.2%</td>
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<td>47.1%</td>
<td>40</td>
<td>58.8%</td>
</tr>
<tr>
<td>All</td>
<td>Pay and Display</td>
<td>94</td>
<td>27</td>
<td>28.7%</td>
<td>66</td>
<td>70.2%</td>
<td>71</td>
<td>75.5%</td>
</tr>
<tr>
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<td>299</td>
<td>54.6%</td>
<td>338</td>
<td>61.7%</td>
<td>381</td>
<td>69.5%</td>
</tr>
</tbody>
</table>

6.3.1 Table 6.7 compares the findings in zone W2 between the two Saturday surveys.

Table 6.7: Comparison of vehicles parked on Saturday 9th June and Saturday 16th in zone W2

<table>
<thead>
<tr>
<th>Zone</th>
<th>Bay Type</th>
<th>Bays</th>
<th>0800-0900</th>
<th>1000-1100</th>
<th>1200-1300</th>
<th>1600-1700</th>
<th>1800-1900</th>
<th>2200-2300</th>
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<tbody>
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<td>Occu</td>
<td>Pk</td>
<td>Occu</td>
<td>Pk</td>
<td>Occu</td>
</tr>
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<td>W2 9th</td>
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<td>3</td>
<td>7</td>
<td>11</td>
<td>12</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>93</td>
<td>36</td>
<td>53</td>
<td>37</td>
<td>43</td>
<td>52</td>
<td>53</td>
</tr>
<tr>
<td>W2 16th</td>
<td>Pay and Display</td>
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<td>13</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>93</td>
<td>39</td>
<td>37</td>
<td>44</td>
<td>57</td>
<td>52</td>
<td>45</td>
</tr>
<tr>
<td>Diff</td>
<td>Pay and Display</td>
<td>18</td>
<td>-1</td>
<td>0</td>
<td>2</td>
<td>-4</td>
<td>-2</td>
<td>-2</td>
</tr>
<tr>
<td></td>
<td>Shared Use</td>
<td>93</td>
<td>3</td>
<td>-16</td>
<td>7</td>
<td>14</td>
<td>0</td>
<td>-8</td>
</tr>
</tbody>
</table>

6.3.2 Pay and display parking during the original and additional Saturday surveys was very similar, fluctuating by a maximum of 4. Shared use parking saw more fluctuation, with 16 more vehicles recorded during the original Saturday between 1000-1100, and then 14 less between 1600-1700.
6.4 Parking Accumulation and Free Spaces

6.4.1 The following figures 6.2 – 6.30 show for each zone and survey day the number of vehicles parked and free spaces during all survey periods.

6.4.2 The breakdown is (i) resident permit holders; (ii) visitors (paid-for ticket); (iii) other and (iv) free parking spaces. The half hourly beat results (bays with 2hr max stay) are provided in the charts separately from the hourly results (bays with 5hr max stay).
Figure 6.2: W1 Shared Bay summary – Saturday 9th June
Figure 6.3: W1 Shared Bay summary – Thursday 14th June
Figure 6.4: W1 Shared Bays Summary – Sunday 17th June
Figure 6.5: W1 Pay and Display bays summary – Saturday 9th June
Figure 6.6: W1 Pay and Display bays summary – Thursday 14th June
Figure 6.7: W1 Pay and Display bays summary – Sunday 17th June

W1 Pay and Display Bays Summary

- Sum of Free Spaces
- Sum of Other
- Sum of Visitors
- Sum of Residents

The chart shows the distribution of parking spaces across different time slots on Sunday 17th June, highlighting the usage patterns.
Figure 6.8: W2 Shared Bays Summary – Saturday 9th June

W2 Total Shared Bays Summary

- Sum of Free Spaces
- Sum of Other
- Sum of Visitors
- Sum of Residents
Figure 6.9: W2 Shared Bays Summary – Thursday 14th June
Figure 6.10: W2 Shared Bays Summary – Sunday 17th
Figure 6.11: W2 Shared Bays Summary – Saturday 16th June

W2 Total Shared Bays Summary

- Sum of Free Spaces
- Sum of Other
- Sum of Visitors
- Sum of Residents
Figure 6.12: W2 Pay and Display bays summary – Saturday 9th June
Figure 6.13: W2 Pay and Display bays summary – Thursday 14th June
Figure 6.14: W2 Pay and Display bays summary – Sunday 17th June
Figure 6.15: W2 Pay and Display bays summary – Saturday 16th June
Figure 6.16: W3 Shared Bays Summary – Saturday 9th June
Figure 6.17: W3 Shared Bays Summary – Thursday 14th June
Figure 6.18: W3 Shared Bays Summary – Sunday 17th June
Figure 6.19: W3 Pay and Display bays summary – Saturday 9th June
Figure 6.20: W3 Pay and Display bays summary – Thursday 14th June
Figure 6.21: W3 Pay and Display bays summary – Sunday 17th June
Figure 6.22: W4 Shared Bays Summary – Saturday 9th June
Figure 6.23: W4 Shared Bays Summary – Thursday 14th June
Figure 6.24: W4 Shared Bays Summary – Sunday 17th June
Figure 6.25: W4 Pay and Display bays summary – Saturday 9th June
Figure 6.26: W4 Pay and Display bays summary – Thursday 14th June

W4 Pay and Display Bays Summary

- Sum of Free Spaces
- Sum of Other
- Sum of Visitors
- Sum of Residents
Figure 6.27: W4 Pay and Display bays summary – Sunday 17th June
Figure 6.28: 4F Shared Bays Summary – Saturday 9th June
Figure 6.29: 4F Shared Bays Summary – Thursday 14th June
Figure 6.30: 4F Shared Bays Summary – Sunday 17th June
6.5 On-Street Results – Average Occupancy Per Section of Parking Space

6.5.1 The average survey findings for different periods of the survey day are illustrated at parking bay level in the following colour coded plans.

6.5.2 The plans use colour coded ranges/increments of 10%, starting with cold colours for low occupancy of 0-10% up to dark red for occupancy over 100%, to give a visual representation of the average parking occupancy % recorded in every section of parking surveyed.

6.5.3 The plans are provided as per the following order:

1) Saturday 9th June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
2) Saturday 9th June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
3) Saturday 9th June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
4) Saturday 9th June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
5) Saturday 16th June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
6) Saturday 16th June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
7) Saturday 16th June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
8) Saturday 16th June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
9) Thursday 14th June 2012: Average Morning Occupancy 06:00hrs-09:00hrs.
10) Thursday 14th June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
11) Thursday 14th June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
12) Thursday 14th June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
13) Sunday 17th June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
14) Sunday 17th June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
15) Sunday 17th June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
16) Sunday 17th June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.