

## 1. Introduction

In September 2014 Tarporley Parish Council asked Cheshire West and Chester Borough Council to complete a parking survey in Tarporley. The Parish Council and members of the public alike have identified a lack of off-street parking provision, in the Rising Sun Public Car Park, the British Legion Car Park and the Community Centre Car Park. There is also competition for on-street parking on High Street and Park Road and an ongoing problem of drivers illegally parking on Double Yellow Line. There are currently no restrictions on the duration of stay for parking on the High Street. This report will follow a similar format to two previous parking surveys completed in April 2005 by MVA on behalf of Cheshire County Council and a report completed in 2012 by the Tarporley Neighbourhood Plan Steering Committee.

The Parish Council have been discussing with Cheshire West Highways as to the possibility of implementing limited waiting restrictions along High Street and the affect that this would have on existing parking levels, both on and off street.

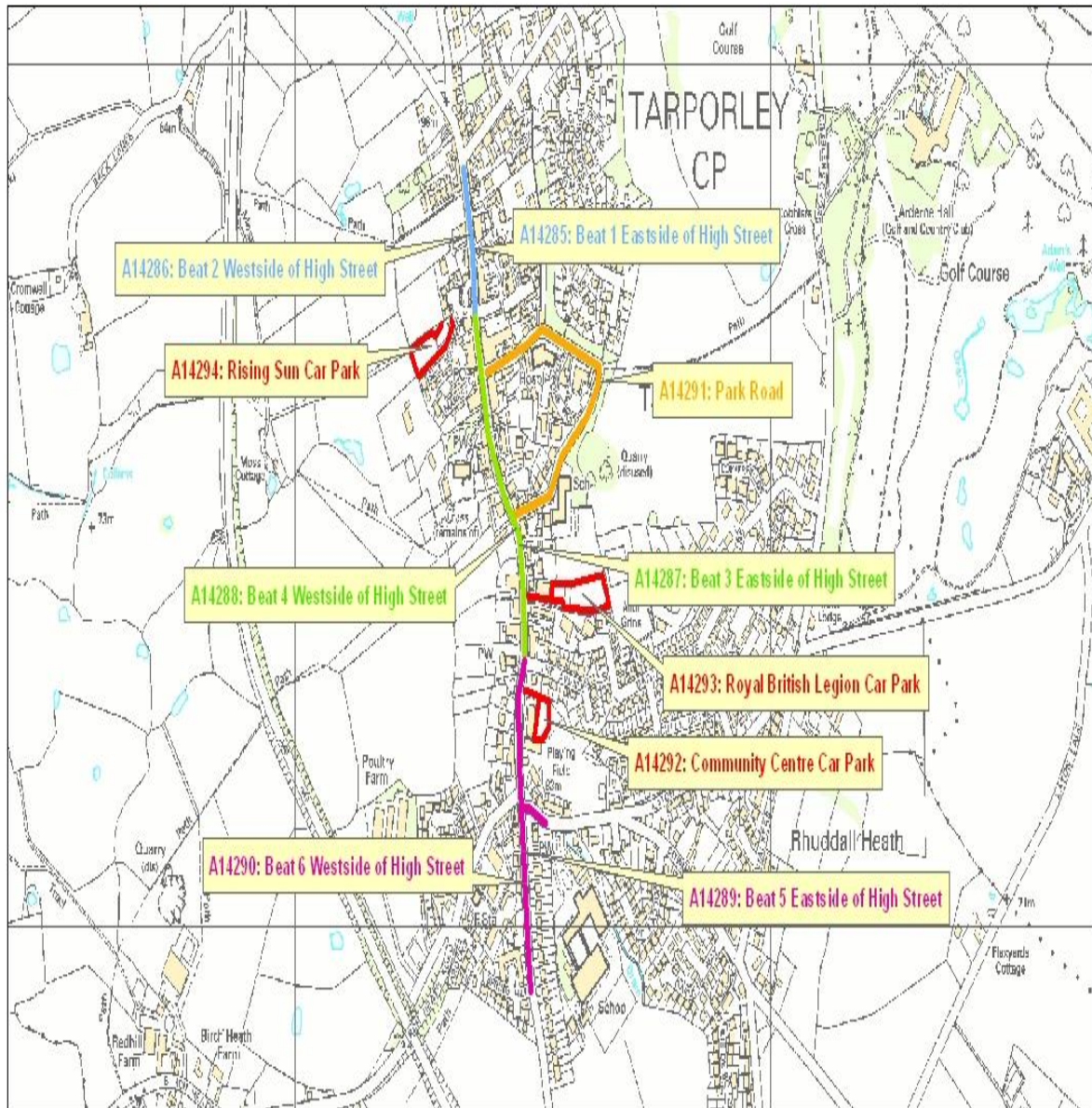
After a discussion with the Parish Council it was decided to complete a manual survey of the council maintained car parks, the High St and Park Rd, over a 12 hour period, between 07:00-19:00 and an interview parking survey i.e. asking people for their post code to find out how far they have travelled to come to Tarporley, and the reason for parking as follows:

- Work
- School
- Shopping
- Personal Business
- Catch bus out of village

The surveys were completed on Tuesday 30<sup>th</sup> September 2014 and were split into beats and completed in half hour periods. The beats were as follows:

- Rising Sun Council Car Park.
- Royal British Legion Car Park.
- Community Centre Car Park.
- Beat 1 – High Street – Forest Road to Rising Sun Car Park Entrance eastside of road.
- Beat 2 – High Street – Forest Road to Rising Sun Car Park Entrance west side of road.
- Beat 3 – High Street – Rising Sun Council Car Park to The Avenue eastside of road.
- Beat 4 – High Street – Rising Sun Council Car Park to The Avenue west side of road.
- Beat 5 – High Street – The Avenue to Spring Hill eastside of road (including parked cars on Eaton Road).
- Beat 6 – High Street – The Avenue to Spring Hill west side of road.
- Park Road – whole road.

### Figure: 1.1 – Car Parking Beats

 Cheshire West  
and Chester

## Tarporley Car Parking Surveys

### Tuesday 30th September 2014

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Map Ref. OURCHESHIRE\1170293 - h:\10863\arcgis9\surveyproject12 cwac.mxd (23 April 2012)

It was also decided to monitor the Community Centre Car Park / British Legion Car Park / Park Road and Eaton Road at the entrance to Tarporley High School and the Primary School between 8.15am-9:15am and 14:45pm-15:45pm to see what affect the schools have on these areas.

## 2. Car Parking Surveys

The car parking surveys where completed by Cheshire West and Chester Borough Council’s enumerator staff who are specialist in data collection. They noted registration number plates to record the duration of stay of each vehicle.

### Rising Sun Council Car Park.

The results of the survey of the Rising Sun Council car park are presented in Figures 2.1 and 2.2

Figure 2.1 Parking Duration in Half hours – the Rising Sun Council Car Park

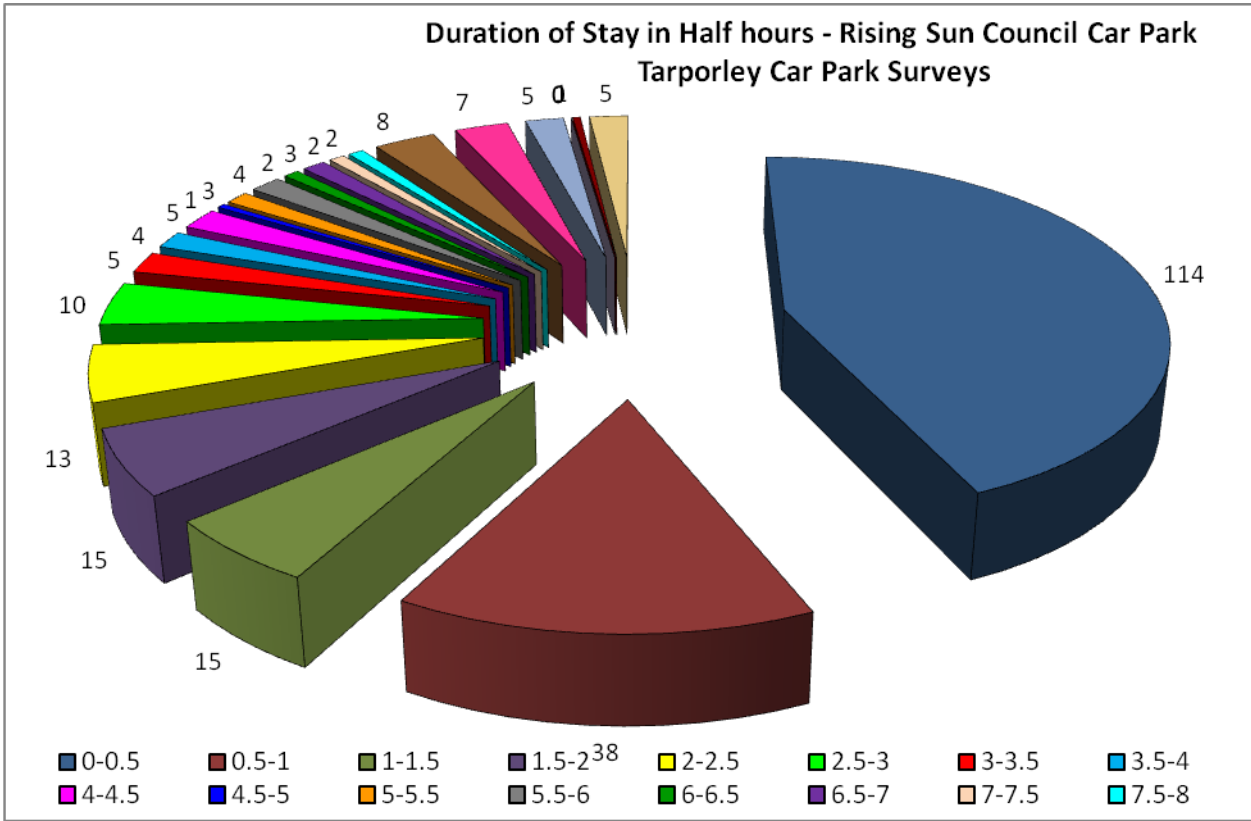
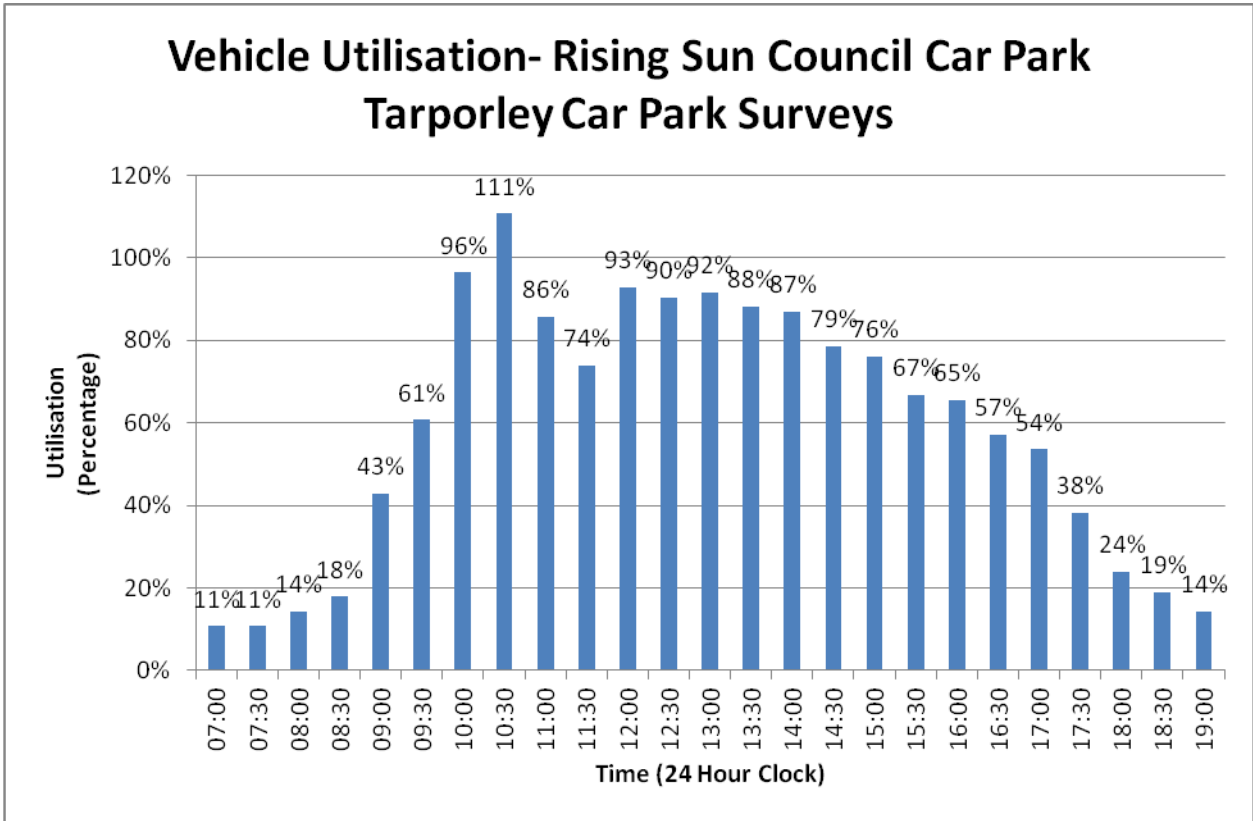


Figure 2.1 shows that 70% of all stays in the Rising Sun Council car park were up to two hours. In addition 11% of vehicles use the car park for long stays of between 7 and 12 hours. The average stay was 2 hours 24 minutes.

Figure 2.2 reveals that the utilisation of vehicles in the car park exceeded the number of marked spaces (84) around 10.30am for half an hour at the most. The car park also operated close to its operational capacity for 3 hours around lunch time. Some 261 vehicles used the car park during the day, with 9 vehicles parked in the car park when the survey started at 07:00 and 12 vehicles remaining when the survey ended at 19:00. Arrivals to the car park peaked around 10:00 and 10.30 with 36 vehicles and departures peaked at 14:00 and 14:30 hours with 18 vehicles leaving the car park.

Figure 2.2 – Parking Utilisation in the Rising Sun Council Car Park



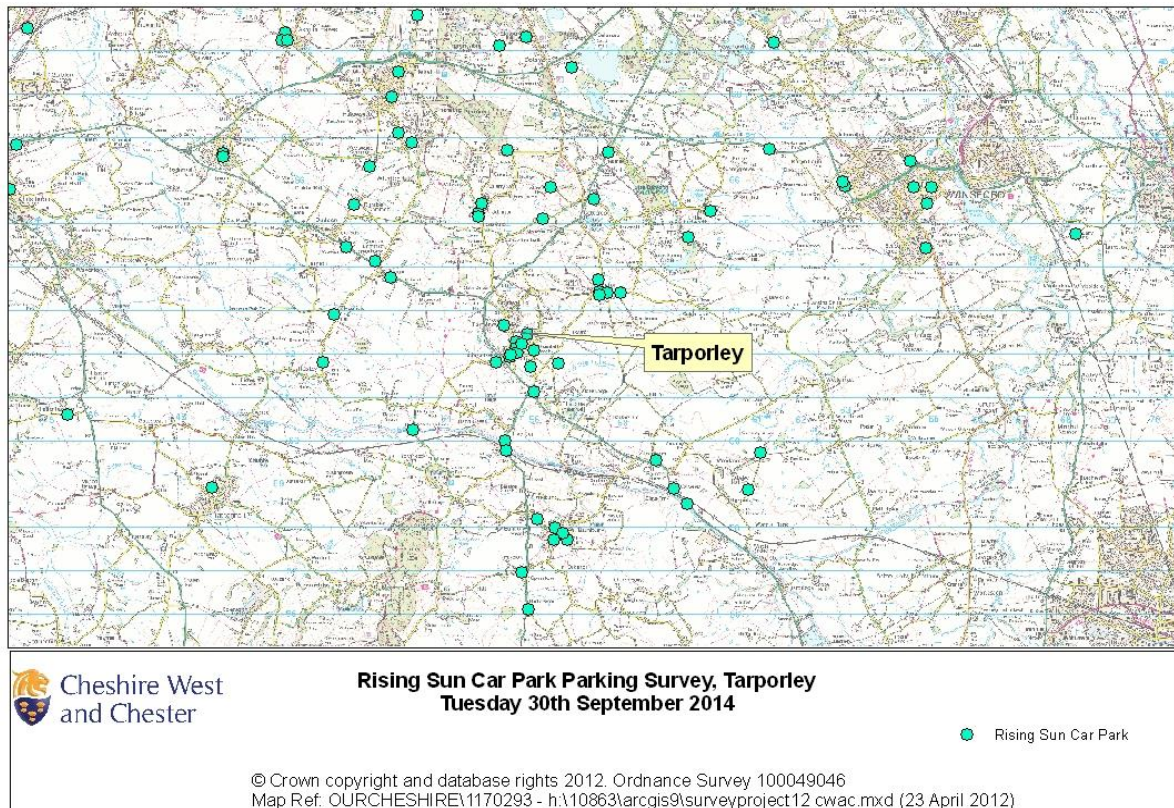
During the surveys users were interviewed to identify the areas they have travelled from, and the reason they had travelled into Tarporley. Table 1.1 shows the results of the interviews from the Rising Sun car park with 52% of users of the car park being interviewed within the survey period. Figure 2.3 shows a plot of the matched postcodes from these interviews and where the users have travelled from.



Table 1.1 Interviewed users reason for visiting Tarporley and parking at the Rising Sun Council Car Park.

Reason	Numbers	%
Work	36	26
School	2	1
Shopping	50	37
Personal Business	46	34
Bus	2	1
Total	136	100

Figure 2.3 – Plot of postcodes parked in the Rising Sun Council Car Park



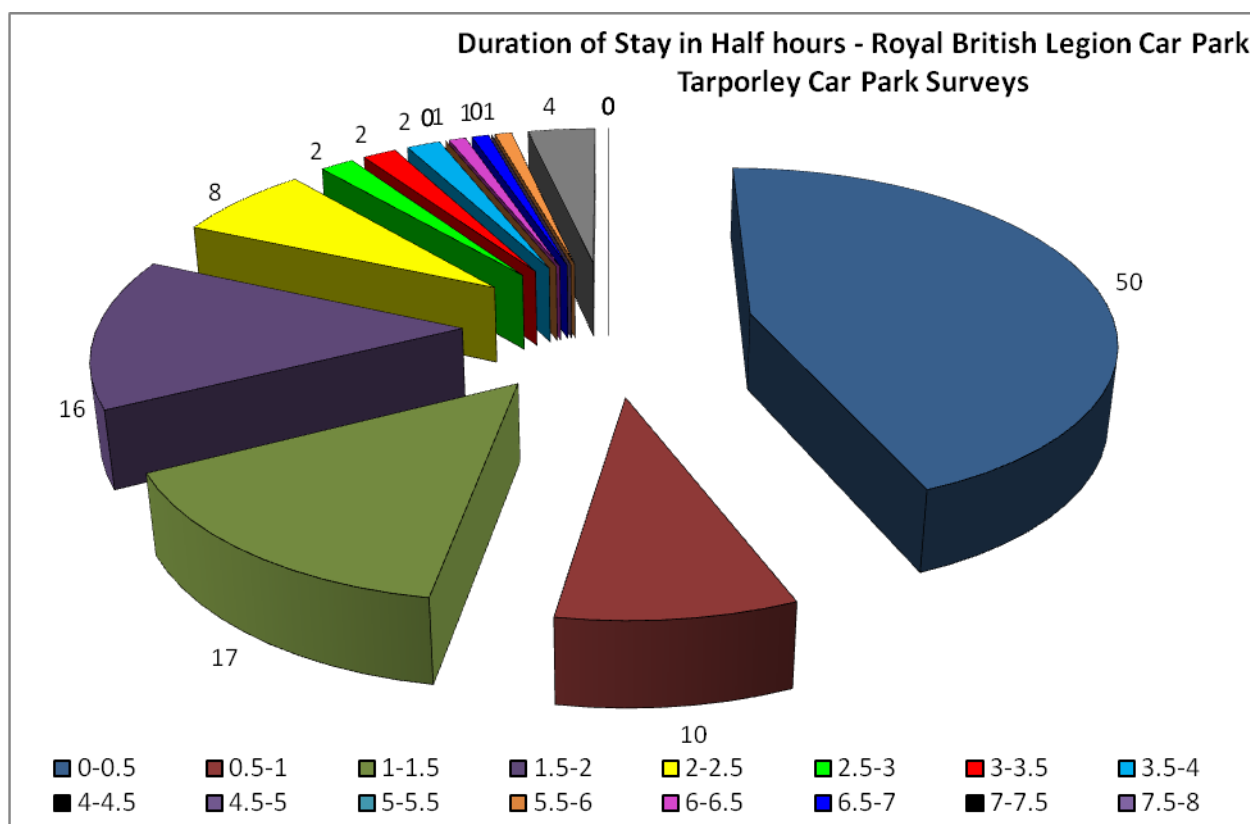
## British Legion Car Park

The results of the survey of the Royal British Legion public car park are presented in Figures 2.4 and 2.5.

Figure 2.4 shows that 82% of all stays in the Royal British Legion car park were up to two hours. In addition 4% of vehicles use the car park for long stays of between 8 and 9 hours. With no one staying in the car park for the whole of the survey. The average stay was 1 hour 42 minutes.

Figure 2.5 reveals that the utilisation of vehicles in the car park exceeded the number of marked spaces (31) around 15.30am for half an hour at the most when the primary school was closing for the day. The car park also operated close to its operational capacity around the 11:00 for half an hour. Some 114 vehicles used the car park during the day, with no vehicles parked in the car park when the survey started at 07:00 and 8 vehicles remaining when the survey ended

Figure 2.4 – Parking Duration in Half hours – the Royal British Legion Car Park



at 19:00. Arrivals to the car park peaked around 8.30 with 22 vehicles and departures peaked at 9:00 and 16:00 hours with 21 vehicles leaving the car park. These movements were all related to the school opening and closing times. This did cause a little problem when exiting the car park during these times as there is only a single lane entry and exit facility to the car park. Table 1.2 shows the results of the interviews from the Royal British Legion car park with 83% of users of the car park being interviewed within the survey period. Figure 2.6 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.2 Interviewed users reason for visiting Tarporley and parking at the Royal British Legion Car Park.

Reason	Numbers	%
Work	16	17
School	33	35
Shopping	18	19
Personal Business	28	29
Bus	0	0
Total	95	100

Figure 2.5 – Parking Utilisation in the Royal British Legion Car Park

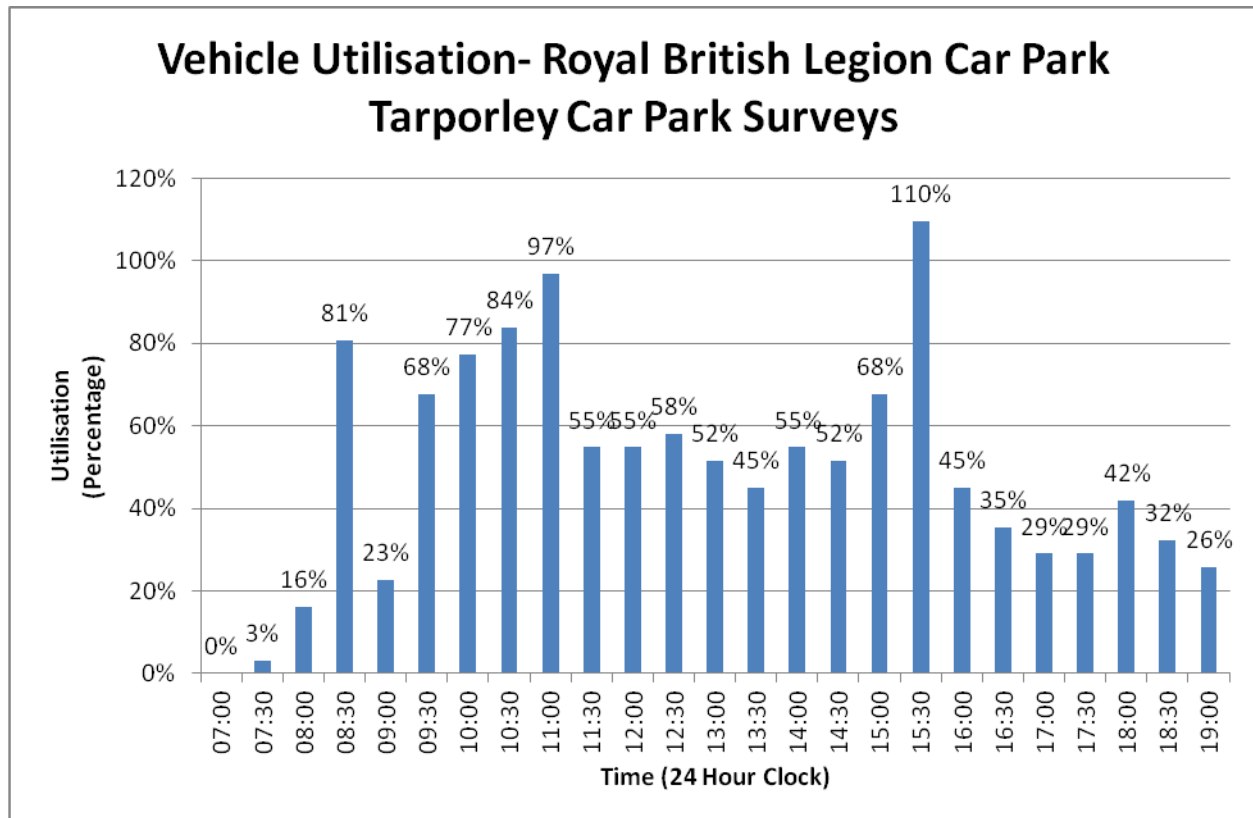
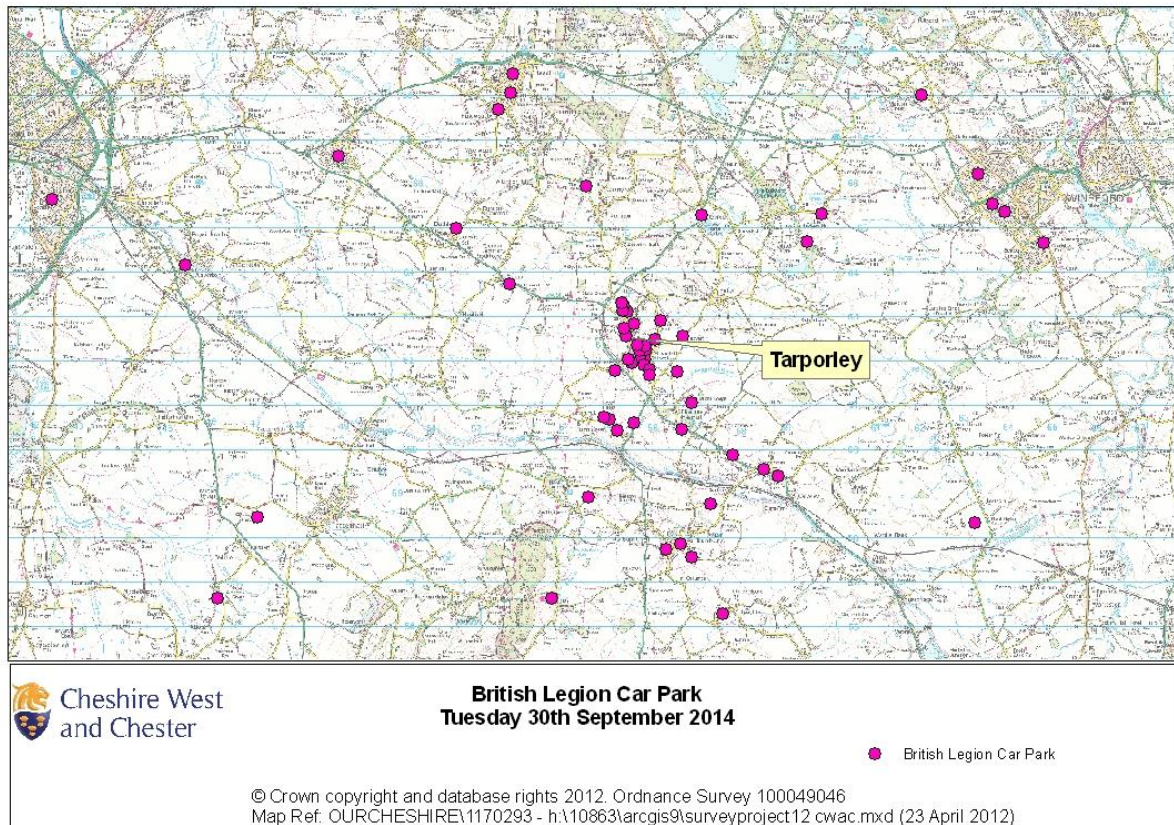




Figure 2.6 – Plot of postcodes parked in the Royal British Legion Car Park.



### Community Centre Car Park

The results of the survey of the Community Centre car park are presented in Figures 2.7 and 2.8.

Figure 2.7 shows that 77% of all stays in the Community Centre car park were up to two hours. In addition 3% of vehicles use the car park for long stays of between 8 and 11 hours. With no one staying in the car park for the whole of the survey. The average stay was 2 hours.

Figure 2.8 reveals that the utilisation of vehicles in the car park did not exceed the number of marked spaces (45) during the whole 12 hour survey. Some 106 vehicles used the car park during the day, with no vehicles parked in the car park when the survey started at 07:00 and 3 vehicles remaining when the survey ended at 19:00. Arrivals to the car park peaked around 15.30 with 25 vehicles and departures peaked at 16:00 hours with 19 vehicles leaving the car park. These movements were all related to Tarporley High school closing time. This did cause a little problem when exiting the car park because of the number of cars entering and leaving the car park at the same time.



### Duration of Stay in Half hours - Community Centre Car Park

Tarporley Car Park Surveys

Duration (Half hours)	Percentage
0-0.5	38
0.5-1	22
1-1.5	15
1.5-2	7
2-2.5	3
2.5-3	2
3-3.5	2
3.5-4	4
4-4.5	1
4.5-5	2
5-5.5	0
5.5-6	5
6-6.5	0
6.5-7	2
7-7.5	10
7.5-8	10
8-8.5	10
8.5-9	10
9-9.5	10
9.5-10	10
10-10.5	10
10.5-11	10
11-11.5	10
11.5-12	10

Table 1.3 Interviewed users reason for visiting Tarporley and parking at the Community Centre Car Park.

Reason	Numbers	%
Work	6	12
School	16	33
Shopping	6	12
Personal Business	18	37
Bus	3	6
Total	49	100

Figure 2.8 – Parking Utilisation in the Community Centre Car Park

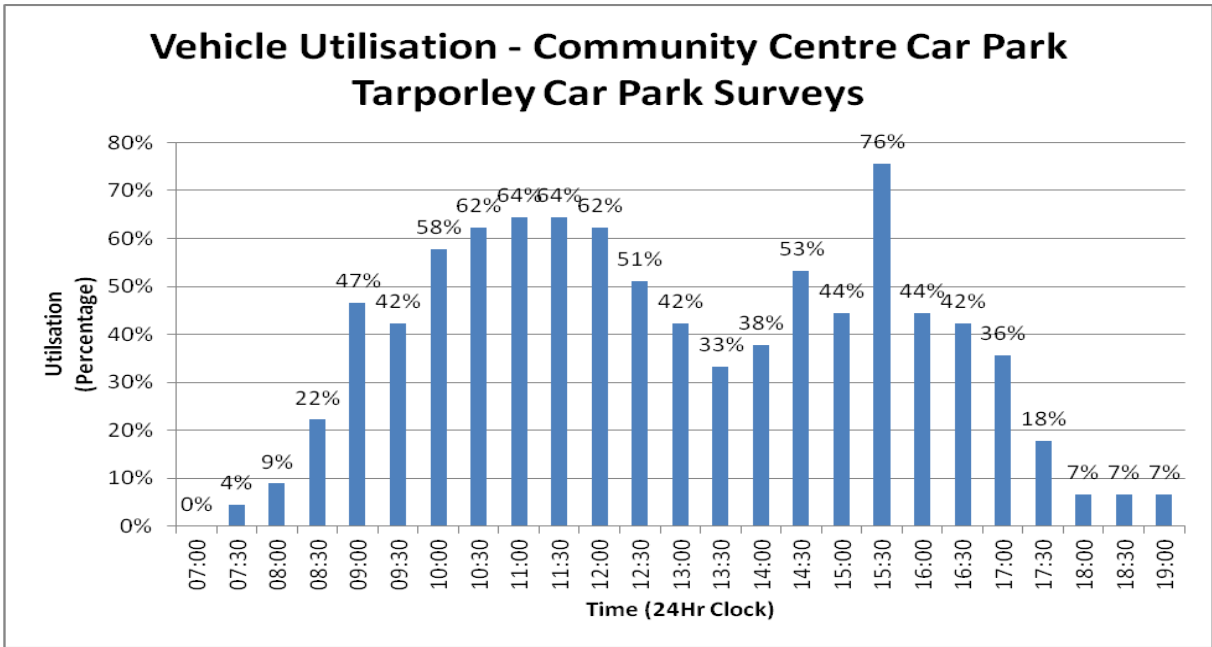
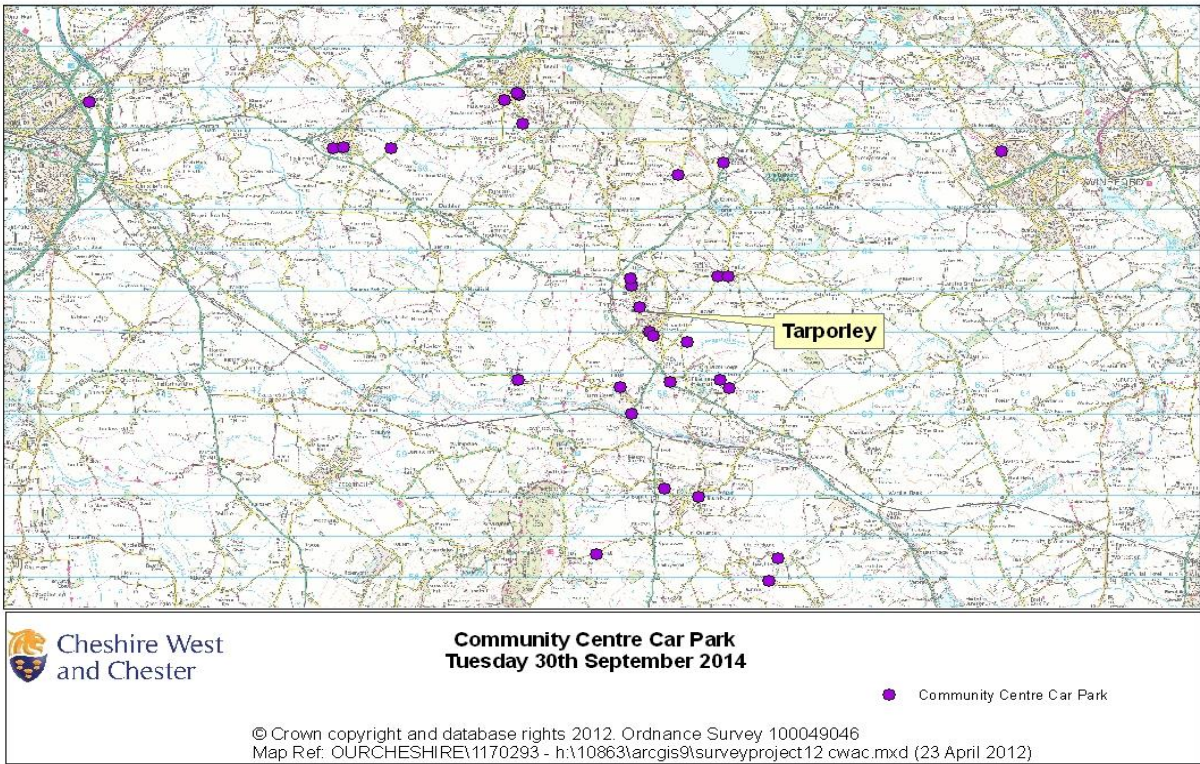


Figure 2.9 – Plot of postcodes parked in the Community Centre Car Park.



### 3. On-Street Parking

#### Beat 1 High Street – Forest Road to the Rising Sun Council Car Park eastside of road.

The results of the survey of beat 1 the High Street – Forest Road to the Rising Sun Car Park eastside are presented in Figures 2.10 and 2.11.

Figure 2.10 shows that 89% of all stays within beat 1 (eastside) were up to two hours. In addition only 1 vehicle stayed for the whole survey period and only 1 other vehicle stayed for up to 8 hours. The average stay was 1 hour 6 minutes.

Figure 2.11 reveals that the utilisation of vehicles within beat 1 did exceed the number of legal spaces (14) for 6 hours with 22 vehicles parking on double yellow lines during the survey. Some 152 vehicles parked within beat 1 during the day, with 15 vehicles parked when the survey started at 07:00 and 13 vehicles remaining when the survey ended at 19:00. Arrivals within beat 1 peaked around 15.30 with 10 vehicles and departures peaked at 16:00 hours with 13 vehicles leaving beat 1.

Figure 2.10 – Parking Duration in Half hours – Beat 1 High Street – Forest Rd to Rising Sun Council Car Park eastside

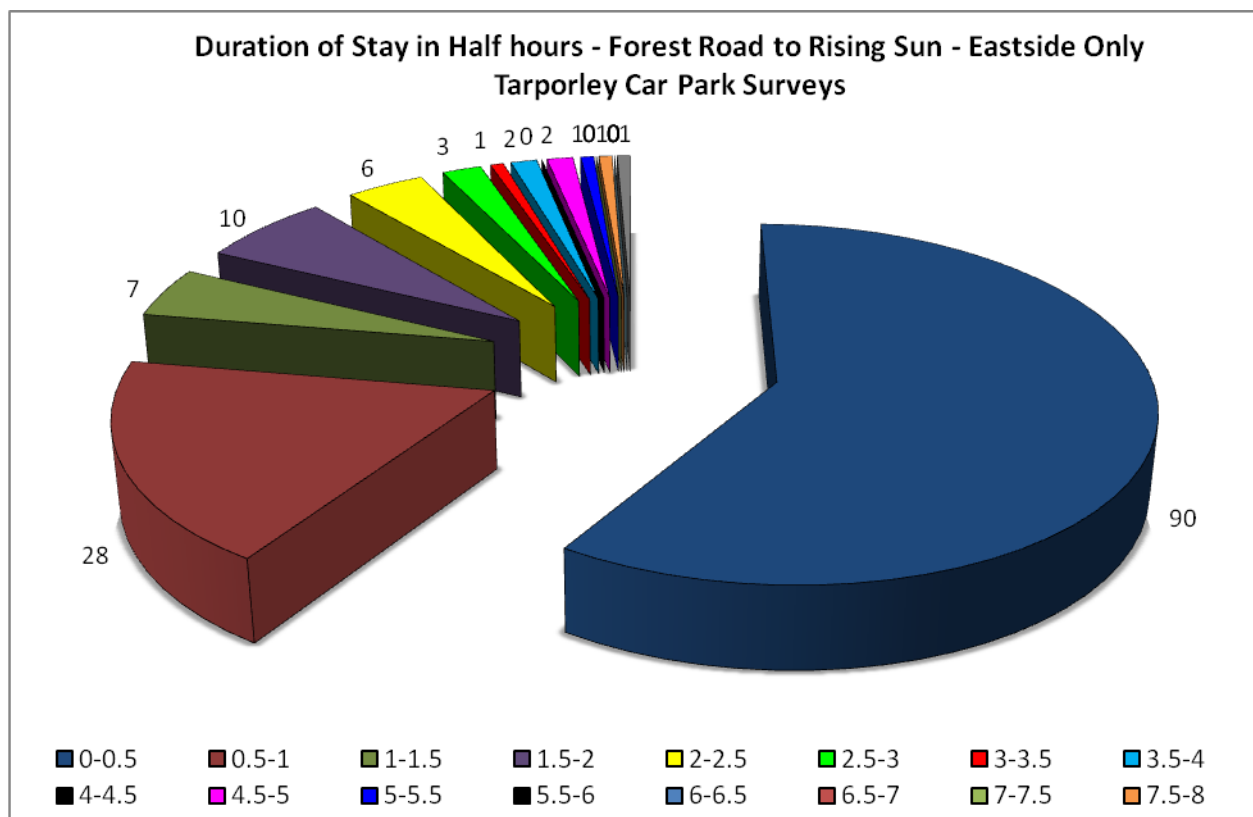


Figure 2.11 – Parking Utilisation at Beat 1 High St – Forest Rd to Rising Sun Council eastside

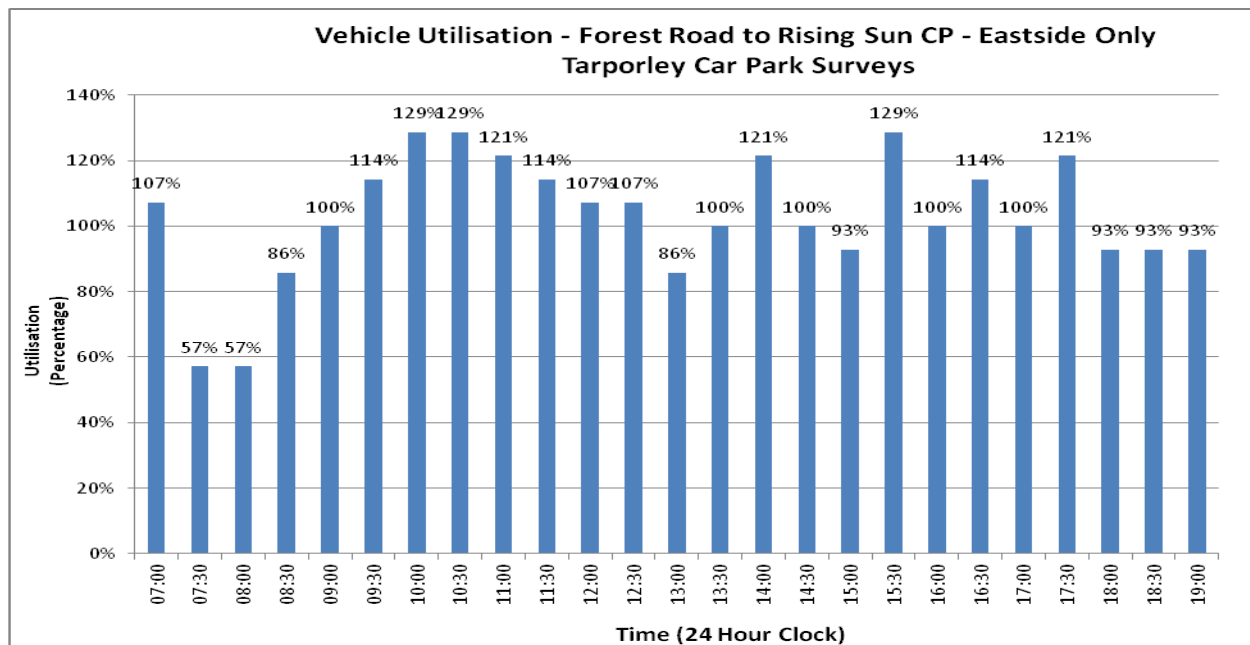


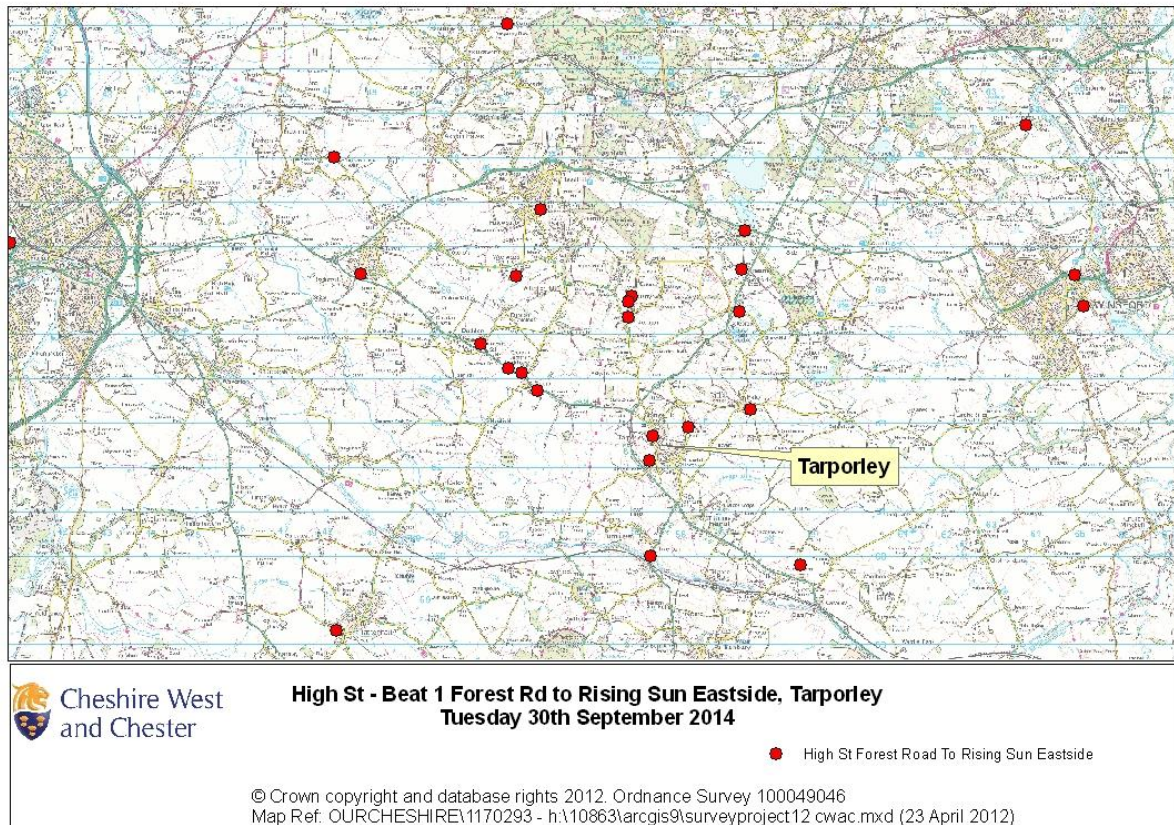
Table 1.4 shows the results of the interviews from the beat 1 with 30% of users being interviewed within the survey period. Figure 2.12 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.4 Interviewed users reason for visiting Tarpорley and parking within beat 1.

Reason	Numbers	%
Work	14	30
School	0	0
Shopping	23	49
Personal Business	10	21
Bus	0	0
Total	47	100



Figure 2.12 – Plot of postcodes parked within Beat 1.



### **Beat 2 High Street – Forest Road to the Rising Sun Council west side of road.**

The results of the survey of beat 2 the High Street – Forest Road to the Rising Sun Council west side are presented in Figures 2.13 and 2.14.

Figure 2.13 shows that 83% of all stays within beat 2 (westside) were up to two hours. In addition 5% of vehicles stayed between 8 and 12 hours. The average stay was 1 hour 48 minutes.

Figure 2.14 reveals that the utilisation of vehicles within beat 2 exceeded the number of legal spaces (14) for 5 and half hours and 14 vehicles parking on double yellow lines during the survey. Some 97 vehicles parked within beat 2 during the day, with 12 vehicles parked when the survey started at 07:00 and 13 vehicles remaining when the survey ended at 19:00. Arrivals within beat 2 peaked at 09.30, 13:00 and 18:30 with 7 vehicles and departures peaked at 17:30 and 18:30 hours with 7 vehicles leaving beat 2.

Figure 2.13 – Parking Duration in Half hours – Beat 2 High Street – Forest Rd to Rising Sun Council west side.

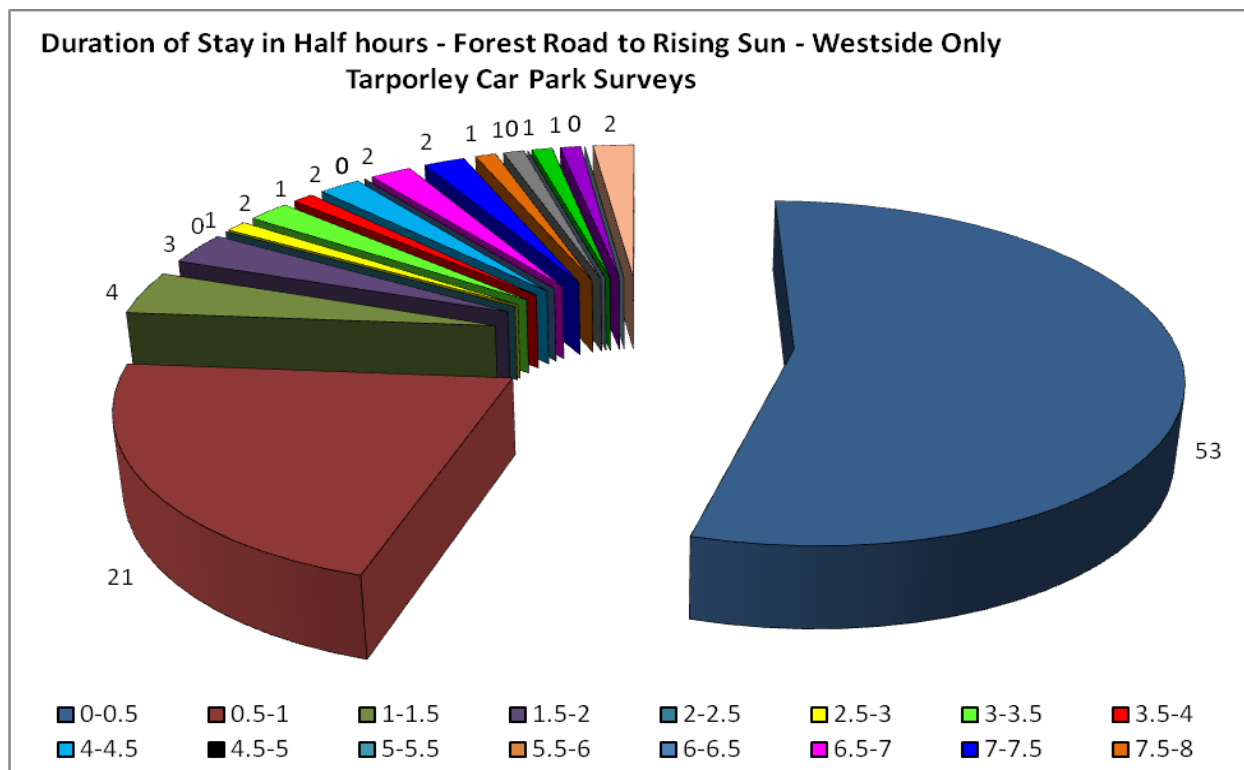


Figure 2.14 – Parking Utilisation at Beat 2 High St – Forest Rd to Rising Sun Council Car Park west side

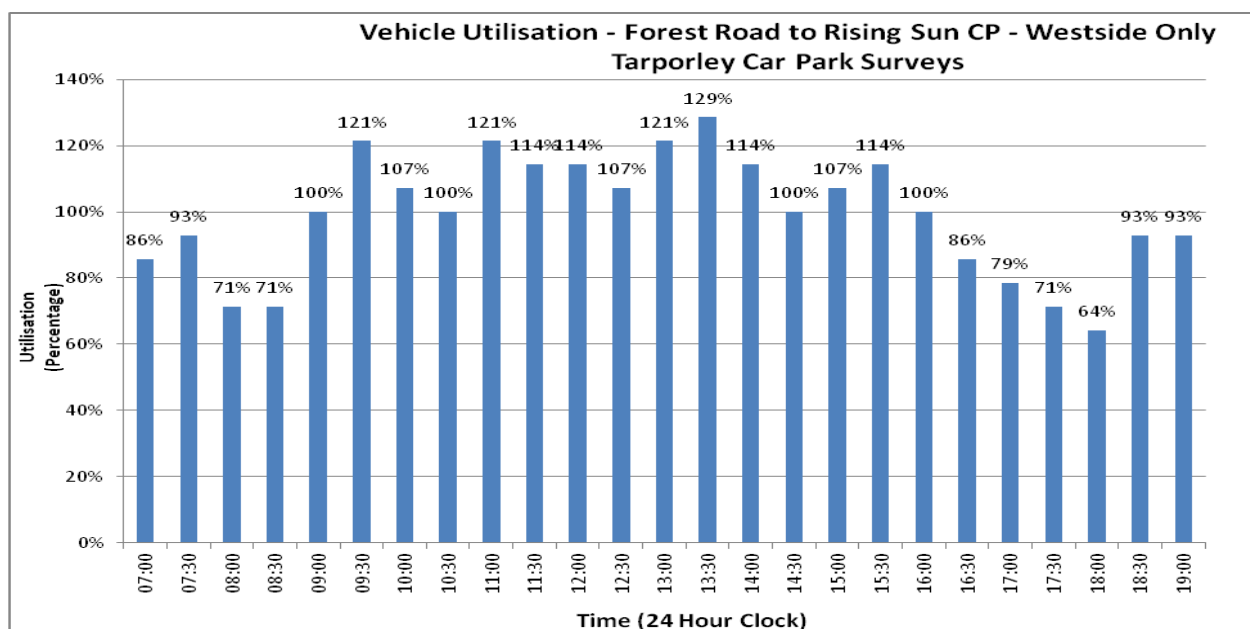


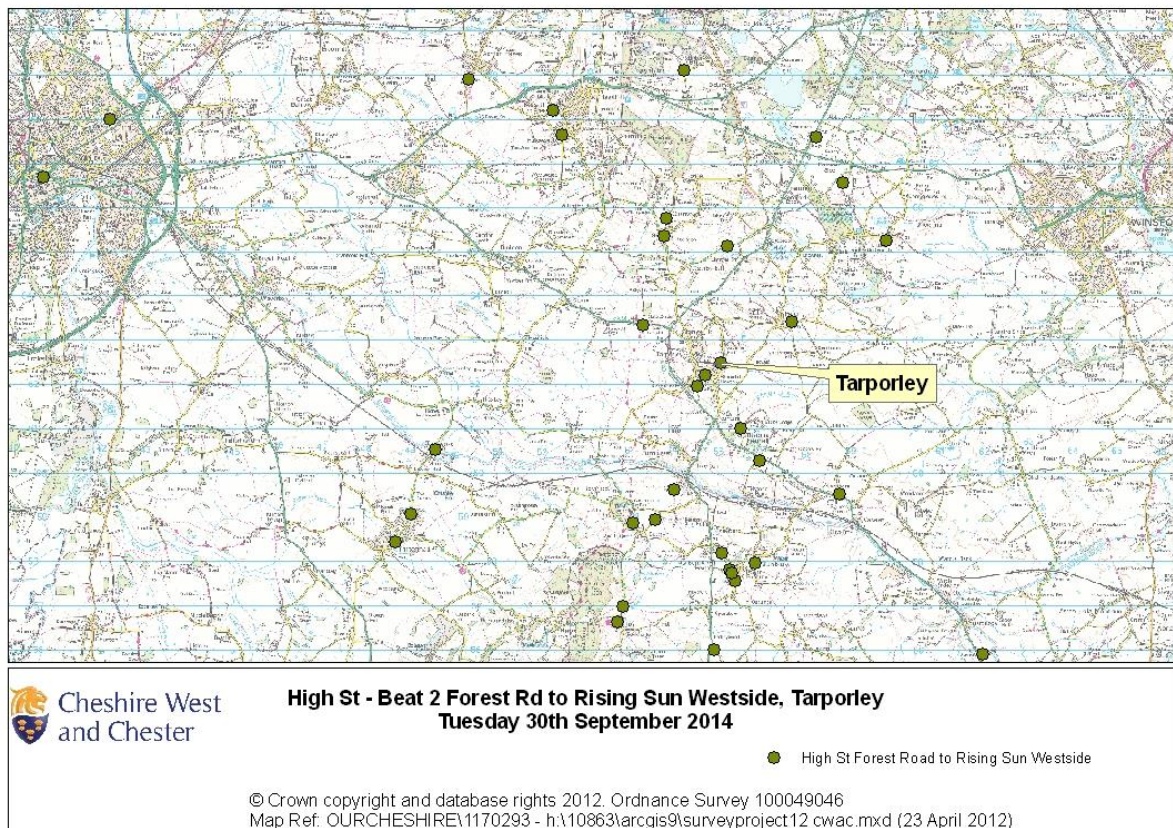


Table 1.5 shows the results of the interviews from beat 2 with 51% of users being interviewed within the survey period. Figure 2.15 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.5 Interviewed users reason for visiting Tarporley and parking within beat 2.

Reason	Numbers	%
Work	6	12
School	0	0
Shopping	9	18
Personal Business	33	67
Bus	1	2
Total	49	100

Figure 2.15 – Plot of postcodes parked within Beat 2.



**Beat 3 – High Street – Rising Sun Council Car Park to The Avenue eastside of road**

The results of the survey of beat 3 the High Street – Rising Sun Council Car Park to The Avenue east side are presented in Figures 2.16 and 2.17.

Figure 2.16 shows that 80% of all stays within beat 3 (eastside) were up to two hours. In addition 7% of vehicles stayed between 8 and 12 hours. The average stay was 2 hours.

Figure 2.17 reveals that the utilisation of vehicles within beat 3 exceeded the number of legal spaces (16) for 5 and half hours and 2 vehicles parking on double yellow lines during the survey. Some 94 vehicles parked within beat 3 during the day, with 12 vehicles parked when the survey started at 07:00 and 11 vehicles remaining when the survey ended at 19:00. Arrivals within beat 3 peaked at 09.00 with 12 vehicles and departures peaked at 16:00 hours with 10 vehicles leaving beat 3.

Figure 2.16 – Parking Duration in Half hours – Beat 3 High Street – Rising Sun Council Car Park to The Avenue east side.

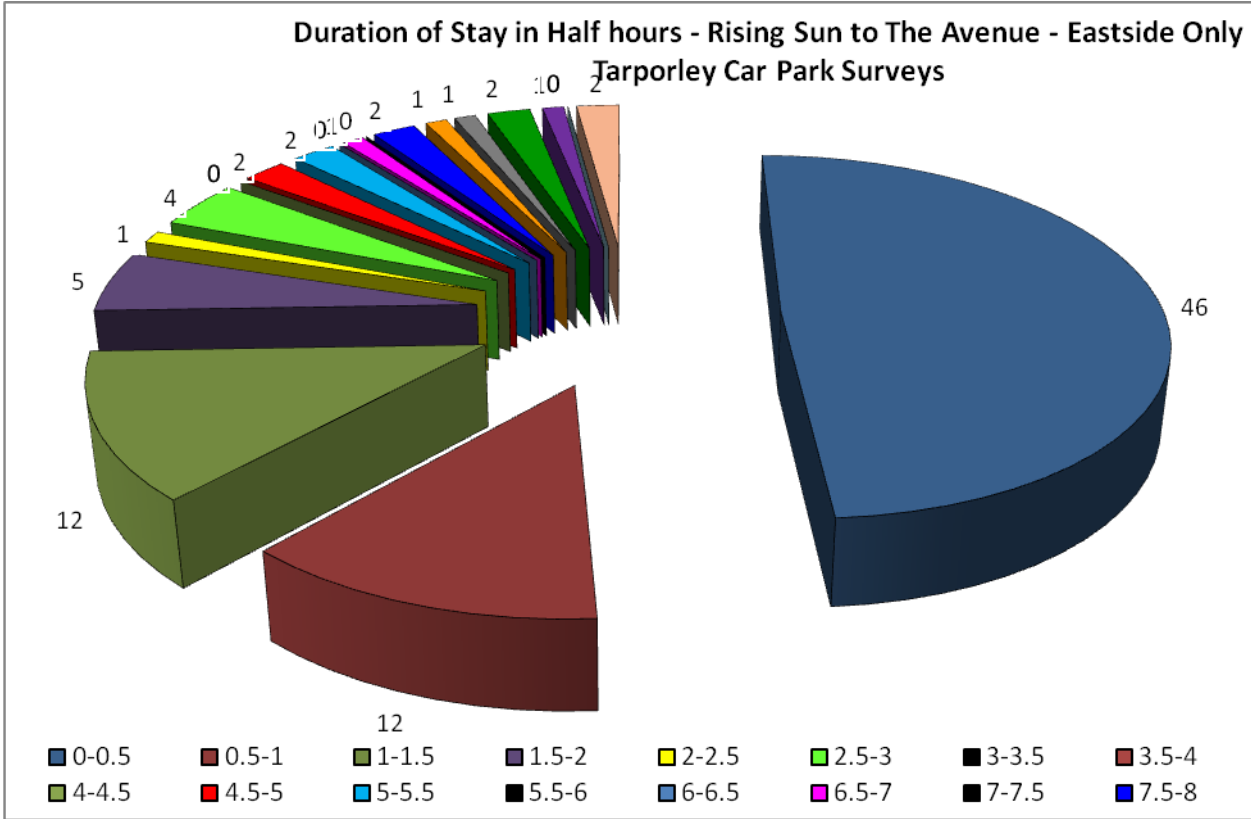
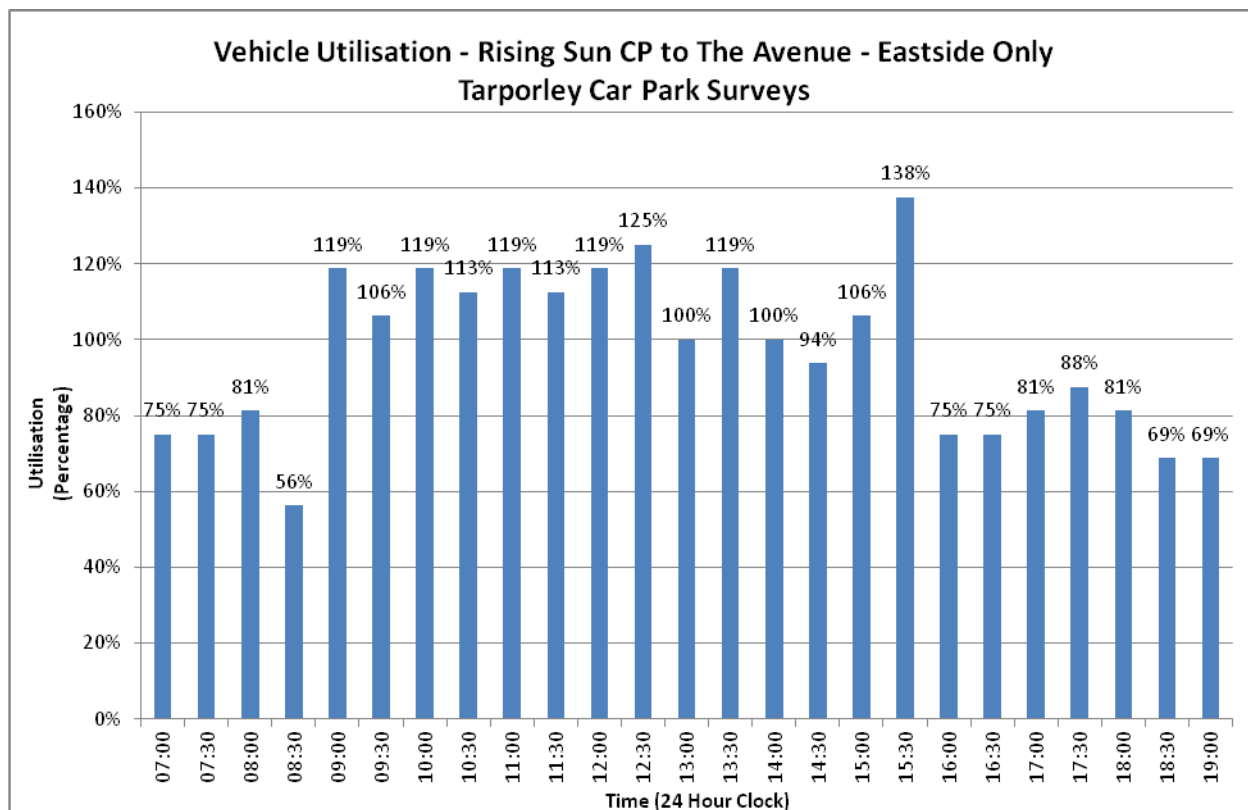




Figure 2.17 – Parking Utilisation at Beat 3 High St – Rising Sun Council Car Park to The Avenue east side.



During the survey period there were no interviews from beat 3 as the beat was quite long it was difficult to catch users when they were leaving their vehicles.

#### **Beat 4 – High Street – Rising Sun Council Car Park to The Avenue west side of road.**

The results of the survey of beat 4 the High Street – Rising Sun Council Car Park to The Avenue west side are presented in Figures 2.18 and 2.19.

Figure 2.18 shows that 82% of all stays within beat 4 (west side) were up to two hours. In addition 6% of vehicles stayed between 7 and 11 hours. The average stay was 1 hour 36 minutes.

Figure 2.19 reveals that the utilisation of vehicles within beat 4 did not exceed the number of legal spaces (27) but 9 vehicles park on double yellow lines during the survey. Some 145 vehicles parked within beat 4 during the day, with 8 vehicles parked when the survey started at 07:00 and 8 vehicles remaining when the survey ended at 19:00. Arrivals within beat 4 peaked

at 11.30 with 12 vehicles and departures peaked at 16:30 and 17:30 hours with 10 vehicles leaving beat 4.

Figure 2.18 – Parking Duration in Half hours – Beat 4 High Street – Rising Sun Council Car Park to The Avenue west side.

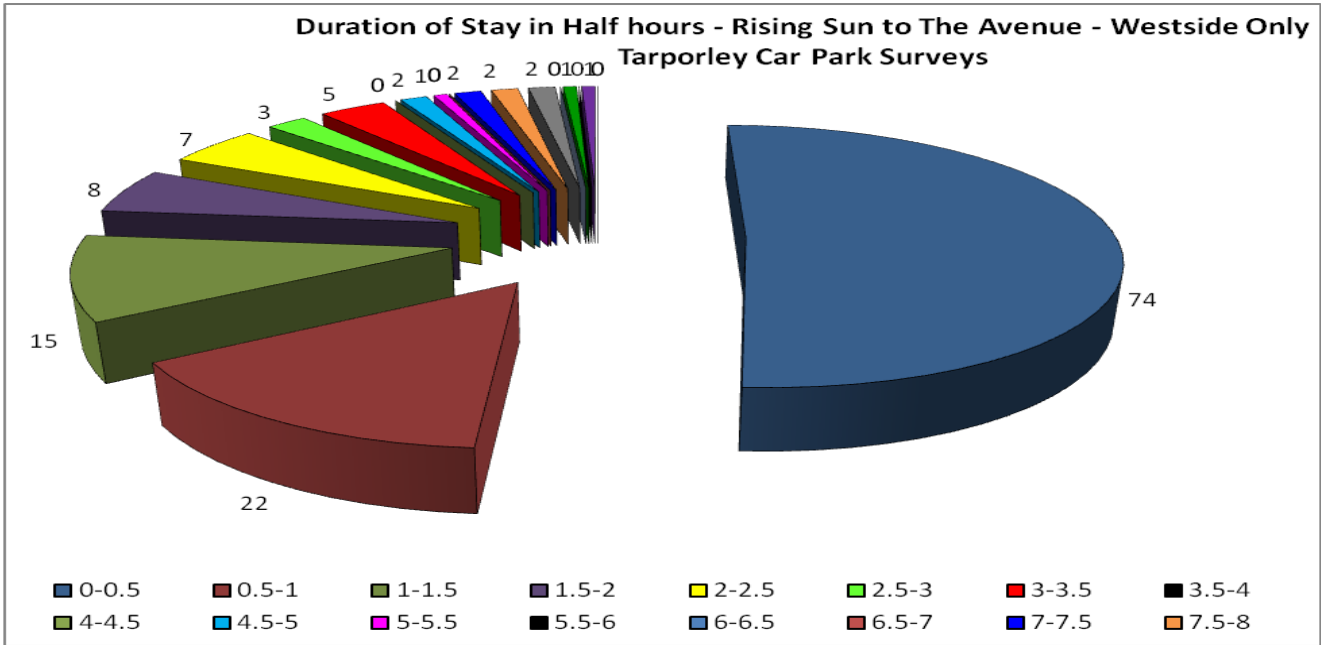


Figure 2.19 – Parking Utilisation at Beat 4 High St – Rising Sun Council Car Park to The Avenue west side.

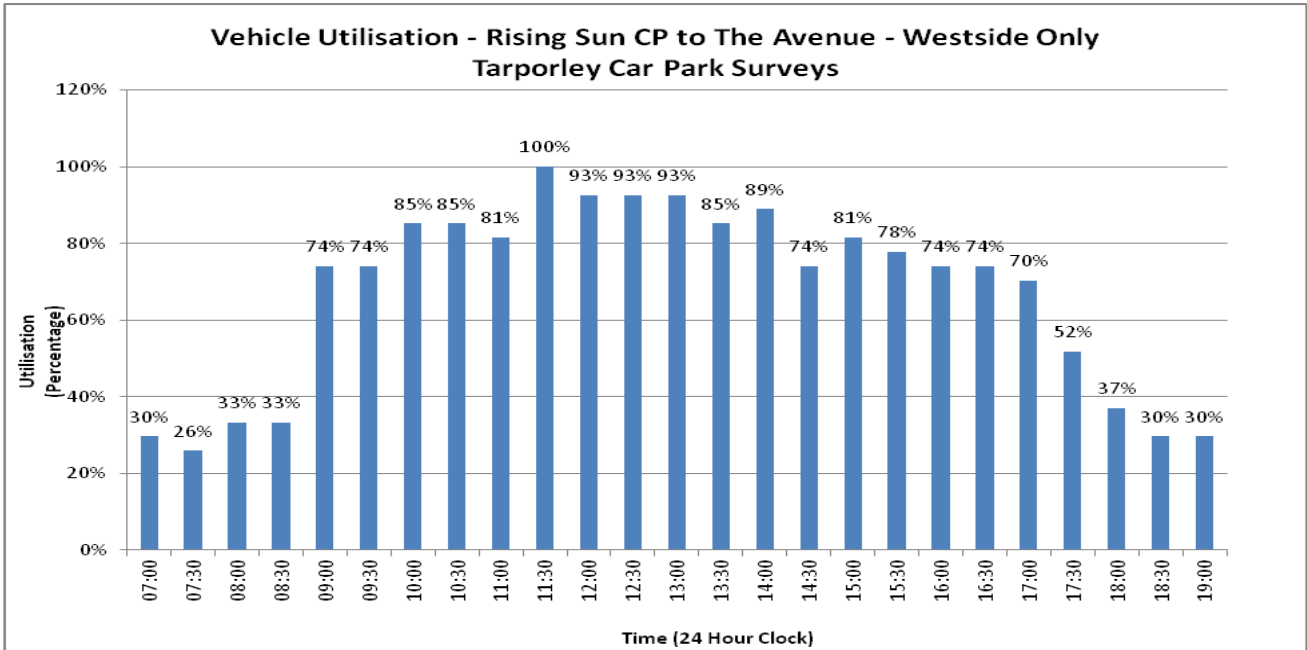
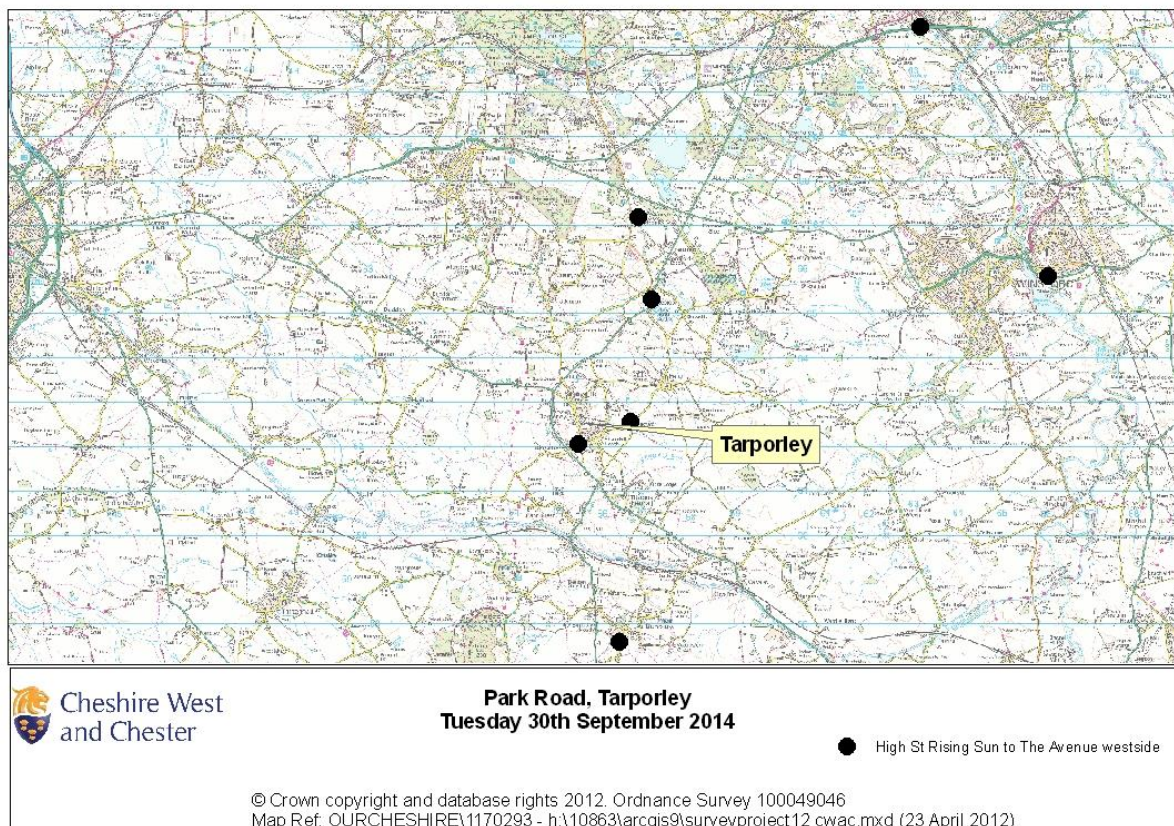


Table 1.6 shows the results of the interviews from beat 2 with 6% of users being interviewed within the survey period. Figure 2.20 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.6 Interviewed users reason for visiting Tarporley and parking within beat 4.

Reason	Numbers	%
Work	5	56
School	1	11
Shopping	3	33
Personal Business	0	0
Bus	0	0
Total	9	100

Figure 2.20 – Plot of postcodes parked within Beat 4.



**Beat 5 – High Street – The Avenue to Spring Hill eastside of road (including parked cars on Eaton Road).**

The results of the survey of beat 5 the High Street – The Avenue to Spring Hill east side are presented in Figures 2.21 and 2.22.

Figure 2.21 shows that 40% of all stays within beat 5 (east side) were up to two hours. In addition 20% of vehicles stayed between 8 and 11 hours. The average stay was 4 hour 48 minutes.

Figure 2.22 reveals that the utilisation of vehicles within beat 5 did not exceed the number of legal spaces (29) and one vehicle parked on double yellow lines during the survey. Only 10 vehicles parked within beat 5 during the day, with 3 vehicles parked when the survey started at 07:00 and 2 vehicles remaining when the survey ended at 19:00. The main section of parked cars within this beat were on Eaton Road between the school entrance and its entrance onto the High Street.

Figure 2.21 – Parking Duration in Half hours – Beat 5 High Street – The Avenue to Spring Hill east side.

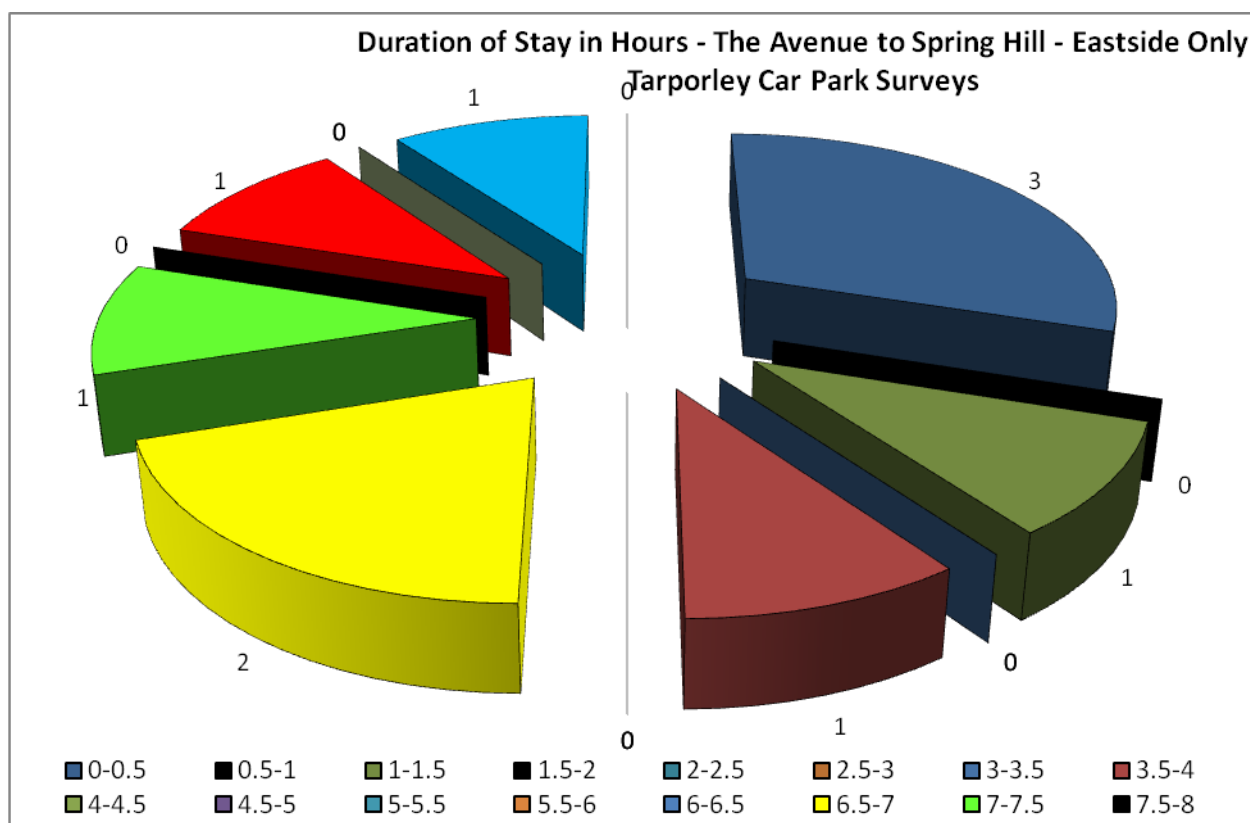
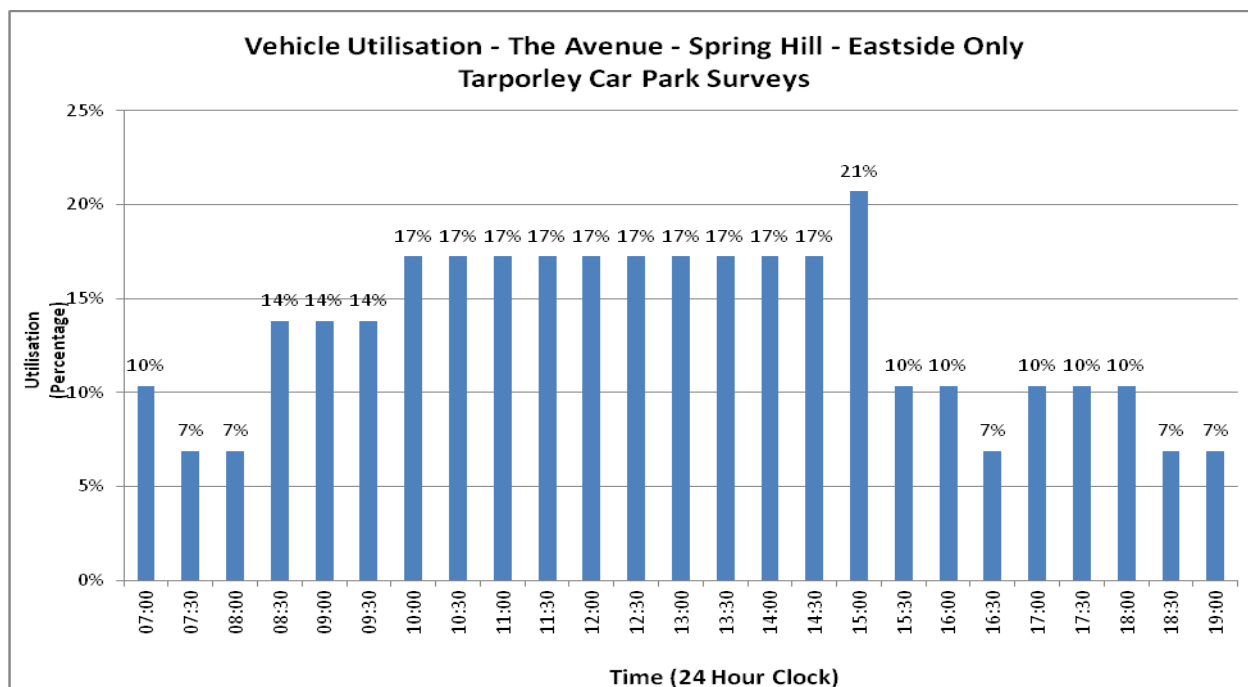




Figure 2.22 – Parking Utilisation at Beat 5 High St – The Avenue to Spring Hill east side.



Due to the small amount of vehicles using this section there was only one interview taken and the user's postcode was not matched.

#### **Beat 6 – High Street – The Avenue to Spring Hill west side of road.**

The results of the survey of beat 6 the High Street – The Avenue to Spring Hill west side are presented in Figures 2.23 and 2.24.

Figure 2.23 shows that 80% of all stays within beat 6 (west side) were up to two hours. In addition 11% of vehicles stayed between 8 and 12 hours. The average stay was 2 hour 12 minutes.

Figure 2.24 reveals that the utilisation of vehicles within beat 6 only exceeded the number of legal spaces (24) around 11:00 and 8 vehicles parked on double yellow lines during the survey. Some 100 vehicles parked within beat 6 during the day, with 18 vehicles parked when the survey started at 07:00 and 20 vehicles remaining when the survey ended at 19:00. Arrivals within beat 6 peaked at 10.30 and 11:00 with 12 vehicles and departures peaked at 11:30 hours with 10 vehicles leaving beat 6. With 8 vehicles remaining in the beat for the whole 12 hour survey.

Figure 2.23 – Parking Duration in Half hours – Beat 6 High Street – The Avenue to Spring Hill west side.

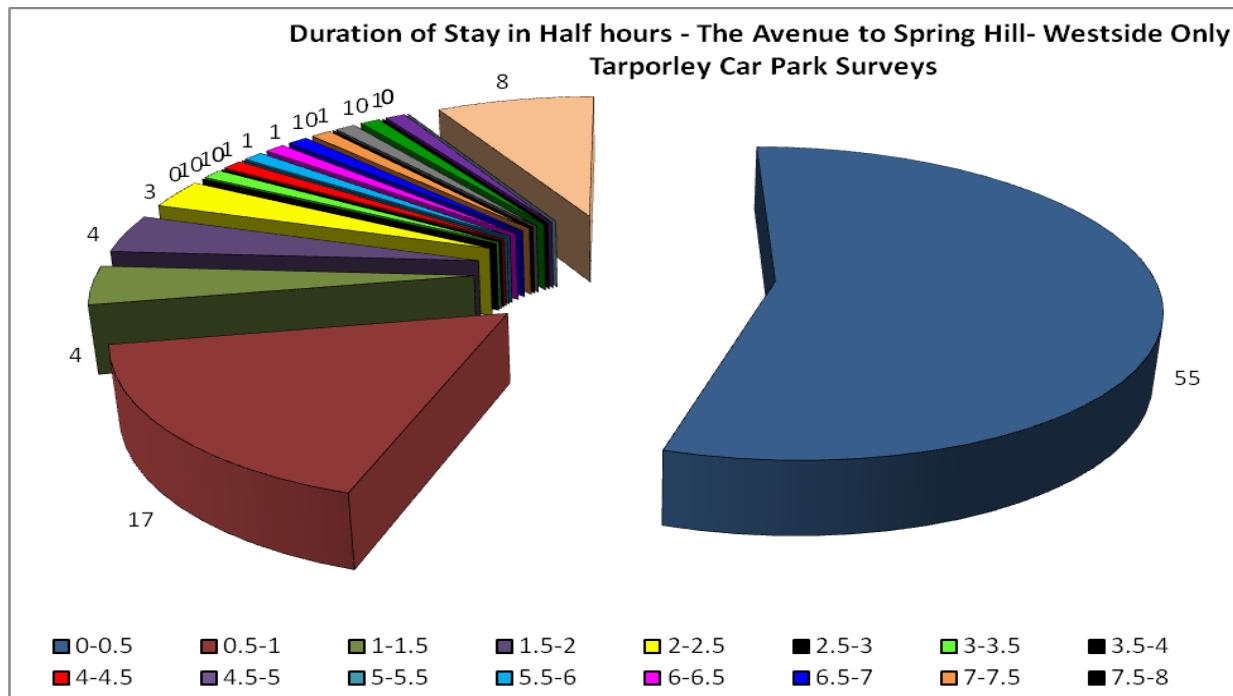


Figure 2.24 – Parking Utilisation at Beat 6 High St – The Avenue to Spring Hill west side.

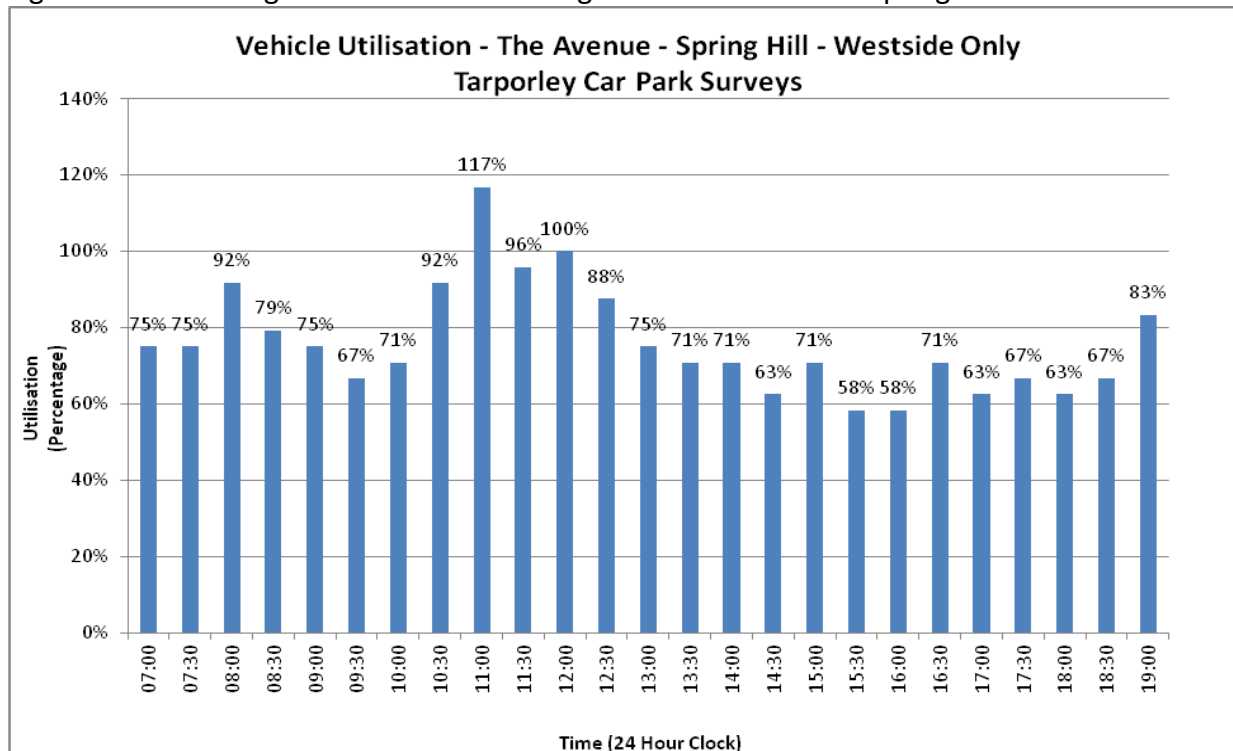
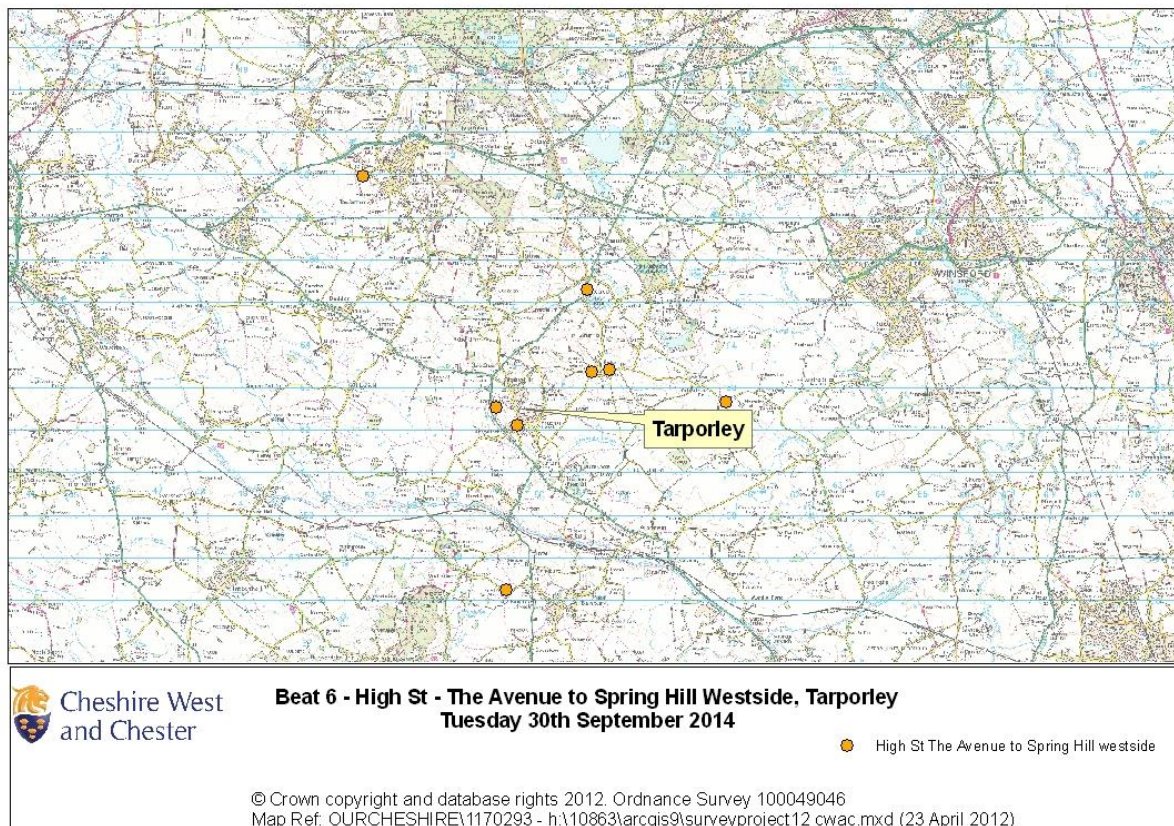


Table 1.7 shows the results of the interviews from beat 6 with 11% of users being interviewed within the survey period. Figure 2.23 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.7 Interviewed users reason for visiting Tarporley and parking within beat 6.

Reason	Numbers	%
Work	3	27
School	2	18
Shopping	0	0
Personal Business	5	45
Bus	1	9
Total	11	100

Figure 2.25 – Plot of postcodes parked within Beat 6.



### Park Road – whole road.

The results of the survey on Park Road are presented in Figures 2.26 and 2.27.

Figure 2.26 shows that 75% of all stays on Park Road were up to two hours. In addition 9% of vehicles stayed between 8 and 12 hours. The average stay was 2 hour 18 minutes.

Figure 2.27 reveals that the utilisation of vehicles on Park Road only exceeded the number of legal spaces (27) for 3 and 1/2 hours and 5 vehicles parked on double yellow lines during the survey. Some 118 vehicles parked within Park Road during the day, with 6 vehicles parked when the survey started at 07:00 and 10 vehicles remaining when the survey ended at 19:00. Arrivals within Park Road peaked at 08:30 with 13 vehicles and departures peaked at 16:30 hours with 10 vehicles leaving. With one vehicle remaining in Park Road for the whole 12 hours of the survey.

Figure 2.26 – Parking Duration in Half hours – Park Road.

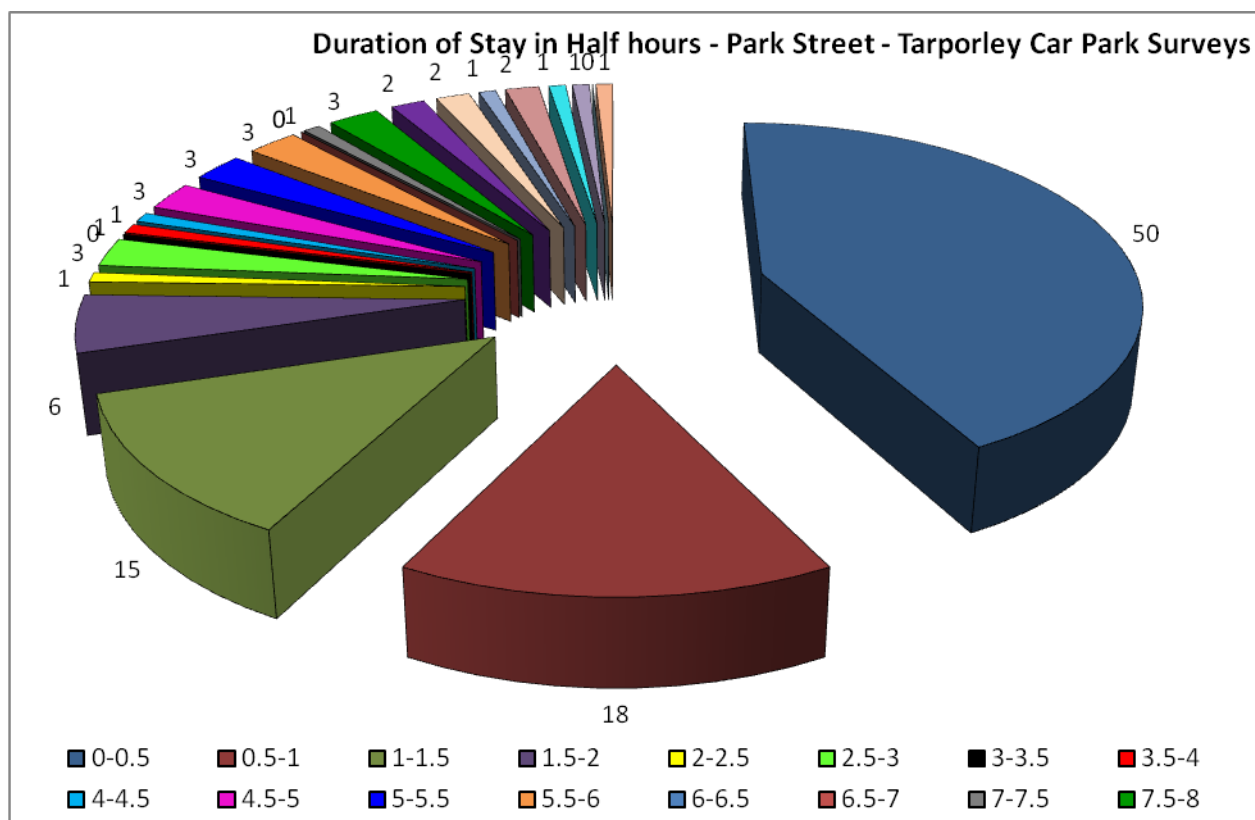




Figure 2.27 – Parking Utilisation on Park Road.

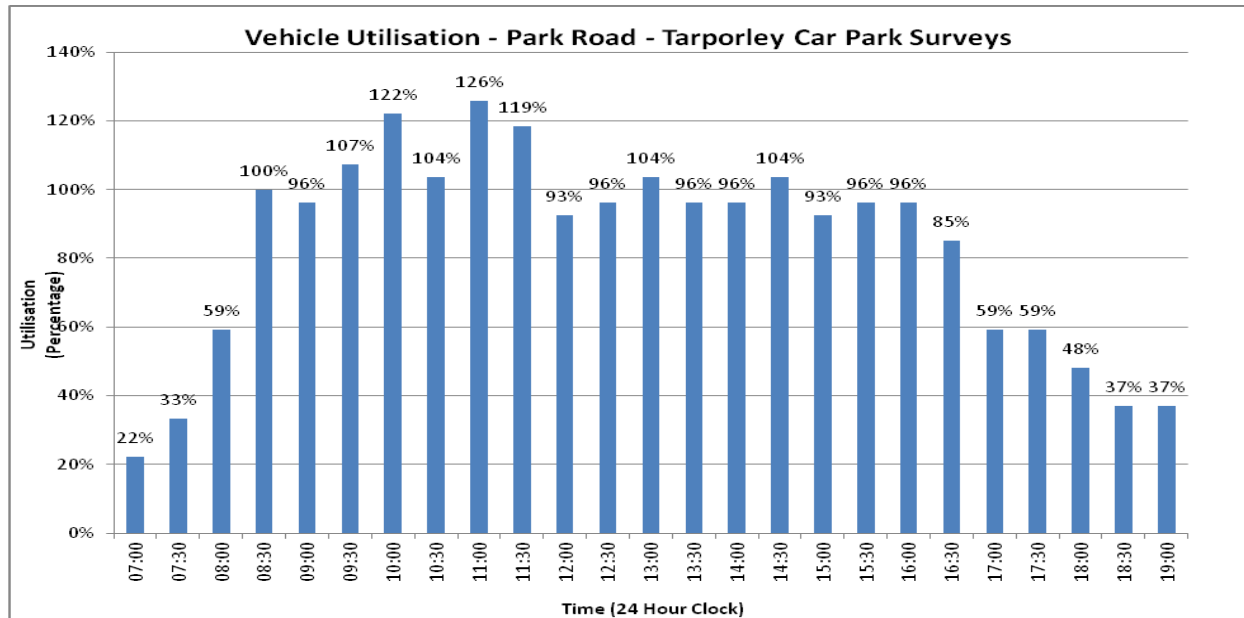


Table 1.8 shows the results of the interviews from Park Rd with 11% of users being interviewed within the survey period. Figure 2.28 shows a plot of the matched postcodes from these interviews and where the users have travelled from.

Table 1.8 Interviewed users reason for visiting Tarporley and parking on Park Road.

Reason	Numbers	%
Work	3	18
School	2	12
Shopping	0	0
Personal Business	12	71
Bus	0	0
Total	17	100

Figure 2.28 – Plot of postcodes parked on Park Road.

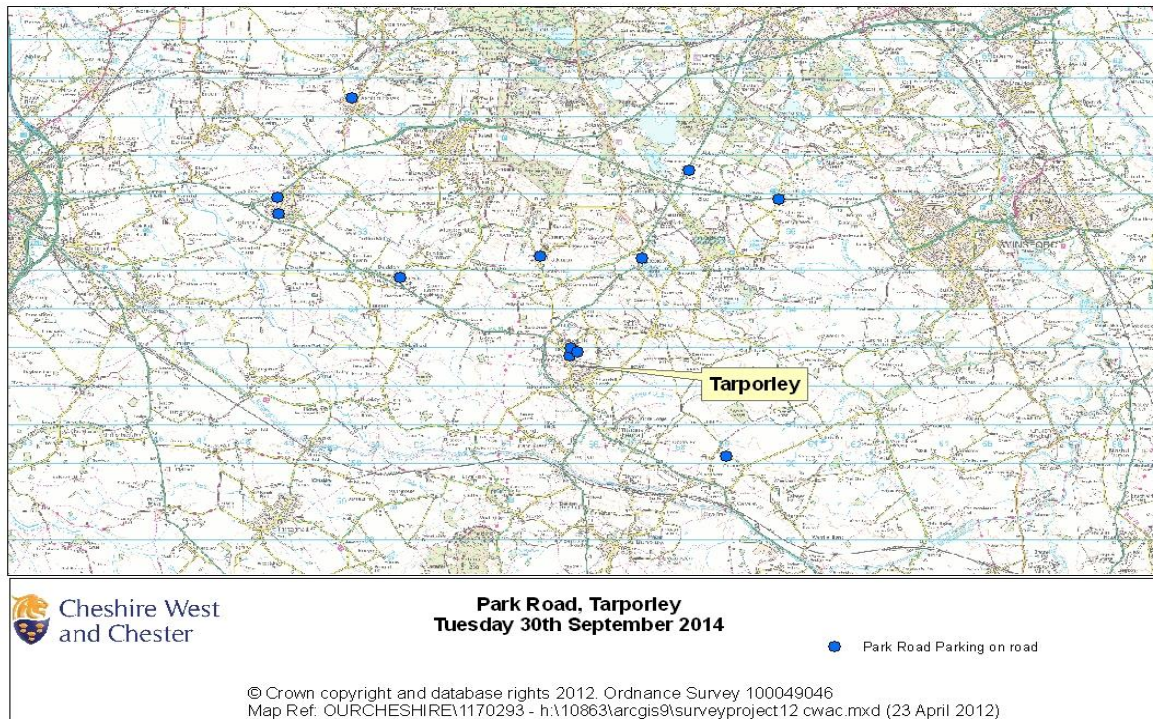


Figure 2.29 – Map showing plot of postcodes parked on all areas assessed.

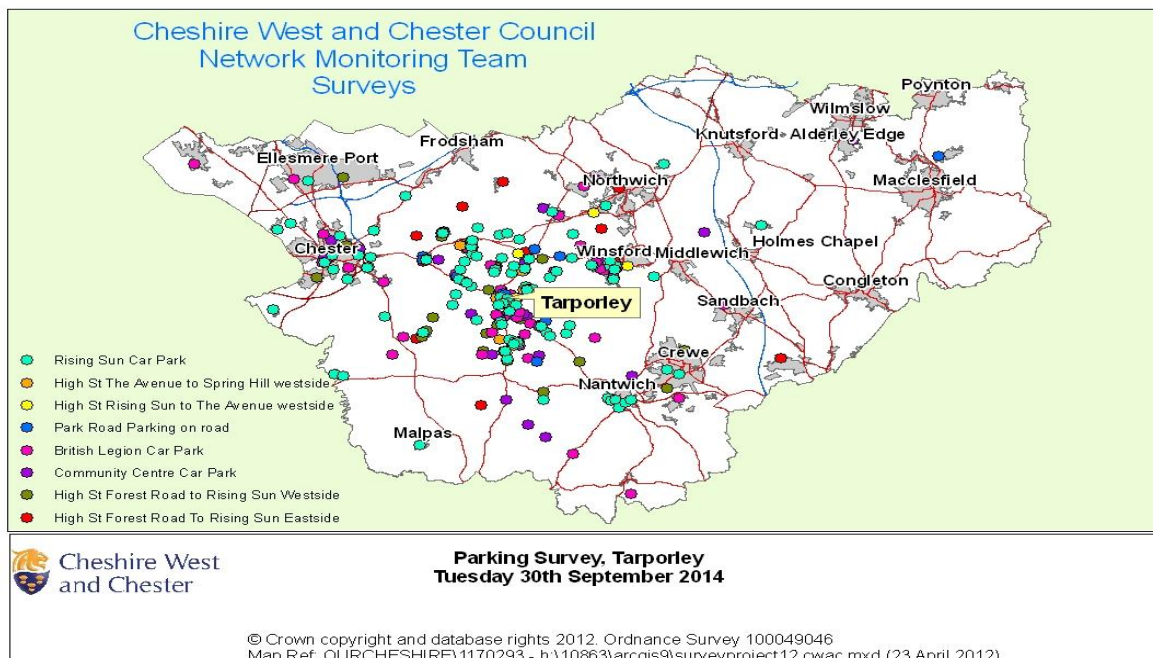


Figure 2.30 – Table showing a summary of the parked vehicles

Parking area/ Beat	No. of Legal Spaces	Total No. of Vehicles parked	Total No. illegally parked vehicles	No. parked before 7 am	No. Parked after 7 pm
Rising Sun Council Car Park.	84	261	9	9	12
Royal British Legion Car Park.	31	114	0	0	8
Community Centre Car Park.	45	160	0	0	3
Beat 1 – High Street – Forest Road to Rising Sun Car Park Entrance eastside of road.	14	152	22	15	13
Beat 2 – High Street – Forest Road to Rising Sun Car Park Entrance west side of road.	14	97	14	12	13
Beat 3 – High Street – Rising Sun Council Car Park to The Avenue eastside of road.	16	94	2	12	11
Beat 4 – High Street – Rising Sun Council Car Park to The Avenue west side of road.	27	145	9	8	8
Beat 5 – High Street – The Avenue to Spring Hill eastside of road (including parked cars on Eaton Road).	29	10	1	3	2
Beat 6 – High Street – The Avenue to Spring Hill west side of road.	24	100	8	18	20
Park Road – whole road.	27	118	5	6	10

Figure 2.31 – Table showing a summary of users.

Parking area/ Beat	% of user interviewed	No. interviewed	Work %	School %	Shopping %	Personal Business %	To catch a bus %
Rising Sun Council Car Park.	52%	136	26%	1%	37%	34%	1%
Royal British Legion Car Park.	83%	95	17%	35%	19%	29%	0
Community Centre Car Park.	46%	49	12%	33%	12%	37%	6%
Beat 1 – High Street – Forest Road to Rising Sun Car Park Entrance eastside of road.	30%	47	30%	0	49%	21%	0
Beat 2 – High Street – Forest Road to Rising Sun Car Park Entrance west side of road.	51%	49	12%	0	18%	67%	2%
Beat 3 – High Street – Rising Sun Council Car Park to The Avenue eastside of road.	0	0	0	0	0	0	0
Beat 4 – High Street – Rising Sun Council Car Park to The Avenue west side of road.	6%	9	56%	11%	33%	0	0
Beat 5 – High Street – The Avenue to Spring Hill eastside of road (including parked cars on Eaton Road).	0	0	0	0	0	0	0
Beat 6 – High Street – The Avenue to Spring Hill west side of road.	11%	11	27%	18%	0	45%	9%
Park Road – whole road.	11%	17	18%	12%	0	71%	0



## 4. Summary

To help assess whether limited waiting would be appropriate to introduce within Tarporley Village, we assessed the total number of displaced vehicles from the High St, within the six on-street parking beats. We then compared this to the available off-street parking spaces, within the three Cheshire West maintained car parks. Table 1.9 shows the effect of introducing limited waiting on High Street for half an hour, one hour and two hour periods. The table compares the number of available off-street parking spaces with the number of displaced vehicles. Where figures are highlighted in red, this clearly shows that the car parks are over capacity.

For both the half an hour and 1 hour scenarios, the car parks would be over capacity between the hours of 09.30 and 15.30. For the 2 hour scenario, the car parks would be over capacity between the hours of 10.00 and 15.30.

It is considered that if limited waiting was introduced along the High Street, at the present time, then this could exacerbate the parking problems in the rest of the village & lead to a decrease in compliance with the existing parking restrictions.

## 5. Recommendations

It is considered that before limited waiting can be introduced as a viable solution, the existing off-street parking provision would need to be increased and improved.

The MVA report from 2005 detailed a number of measures which could be used to improve the parking situation in the village. Whilst these measures may still be appropriate, the recent surveys undertaken by Cheshire West and Chester highlighted the following additional options:

- Extend the Community Centre car park by re-locating the play area into the playing field, already next to the park, which would allow the car park to be extended without the need to address the difference in ground levels.
- Liaise with the private owners to utilise car parks not maintained by Cheshire West and Chester Council i.e.
  - The Crown Hotel
  - Wright Manley Estate Agents
  - Car park off Birds Lane
  - Tarporley Business Centre

It is considered that this may be more cost effective and easier to implement than constructing additional car parking areas. Also, the private owners would benefit from the currently under-used parking areas and may also benefit from increased trade to their businesses.