



Mirfield Garden Centre Car Park

Parking Beat Survey

AUGUST 2023

PARKING STRESS SURVEY REPORT

Development: Mirfield Garden Centre Car Park

Location: Far Common Road, WF14 0DQ

Client: Osprey Charging

Version No: V01

Date: 16/08/2023

Approvals:

Name	Signature	Title
Penny Winder	<i>P. Winder</i>	Director

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1 INTRODUCTION

Osprey Charging has commissioned Alpha Parking Ltd to undertake a parking beat survey at Mirfield Garden Centre in Leeds. The survey was conducted in the car park and surrounding roads within a 200 metres' walking distance. The main purpose of this survey was to establish the effect of shifting twelve current parking bays into an electric vehicle charging hub within the car park. In order to gain planning permission for this, the current parking occupancy levels in the car park need to be established.

The on-street survey reflects the existing levels of parking stress as a percentage of the occupied kerbside space. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking spaces.

Further details of the survey project are given in the document shown in Appendix A and survey area is shown in Figure 1.

2 METHODOLOGY

An assessment has been made that a loss of twelve customer parking bays will be required in order to proceed with providing an electric vehicle charging hub within the car park. Every Planning Department will decide on the parking situation on a case by case basis meaning that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion.

As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, site users will begin to have difficulty parking closeby. Anything over 95% represents a situation where full capacity has effectively been reached which may lead to queuing and overspill on the Highway at peak times.

For the on-street surveys, the use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice for this type of development.

Background Assessment

Following the clients requirements, an initial assessment was made taking into account the following factors:-

- Peak times and days for the development
- The size and nature of the development
- Setting of development

Surveys

The survey times and days were defined taking into account the results of the background assessment. The busiest day was identified as Saturdays and the chosen weekday was Friday. For the on-street surveys, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs.

Analysis

The lengths of any restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs, or unsafe areas to park in were excluded from the calculation, as were any lengths of less than 5 metres.

3 RESULTS

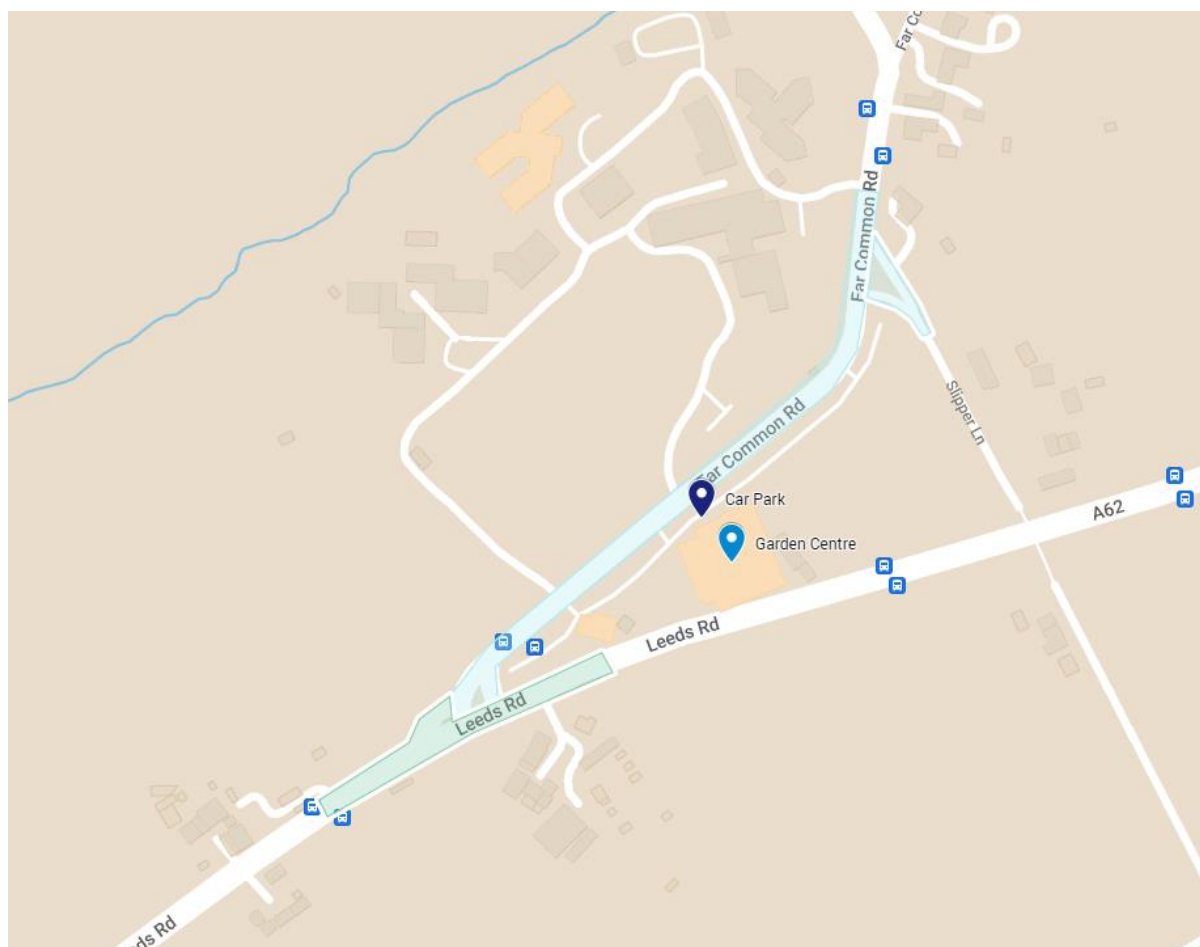
Surveys

The on-street area surveyed is shown on the plan in Figure 1 and the car park bay breakdown is listed in Table 1 (both located on the following page).

The surveys took place at two time periods on each survey day; one count between 9am to 11am covering the opening time and morning peak, and the second between 2pm to 4pm covering the afternoon peak on Friday 10th and Saturday 11th August 2023.

Table 2 – 5 shows a detailed breakdown of the results for both days and what restrictions are in place on the streets within the survey area.

Figure 1. Survey Area



- The blue pin point is the site location.
- The navy pin point if the car park location.
- Roads highlighted in light blue have been surveyed.

Table 1 - Car Park Bay Count Breakdown

Bay type	No. bays
Disabled	3
Parent parking	1
Normal bays	46
Non marked bays	34
Total	84

Table 2 – 5: - Parking Stress Survey results:

Car Park Results

Day 1 - Friday 11th August 2023	Garden Centre Car Park				
	No. Parking Bays	9am - 11am		2pm - 4pm	
		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)
	84	32	38.10%	56	66.67%
TOTAL	84	32	38.10%	56	66.67%
Car Park Averages (Day 1)	Spaces	Av. Useage	Av. Stress		
Total	84	44	52.38%		
Loss of 12 bays	72	44	61.11%		

Day 2 - Saturday 12th August 2023	Garden Centre Car Park				
	No. Parking Bays	9am - 11am		2pm - 4pm	
		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)
	84	37	44.05%	49	58.33%
TOTAL	84	37	44.05%	49	58.33%
Car Park Averages (Day 2)	Spaces	Av. Useage	Av. Stress		
Total	84	43	51.19%		
Loss of 12 bays	72	43	59.72%		

On-street Results

Day 1 - Friday 11th August 2023	Leeds Road					Far Common Road					Slipper Lane				
	No. Parking Spaces	9am - 11am		2pm - 4pm		No of Parking Spaces	9am - 11am		2pm - 4pm		No of Parking Spaces	9am - 11am		2pm - 4pm	
		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)
Unrestricted areas (unsafe to park in)	0	3	>100.00%	2	>100.00%	0	2	>100.00%	3	>100.00%	0	1	>100.00%	0	0.00%
TOTAL	0	3	>100.00%	2	>100.00%	0	2	>100.00%	3	>100.00%	0	1	>100.00%	0	0.00%

Day 2 - Saturday 12th August 2023	Leeds Road					Far Common Road					Slipper Lane				
	No. Parking Spaces	9am - 11am		2pm - 4pm		No of Parking Spaces	9am - 11am		2pm - 4pm		No of Parking Spaces	9am - 11am		2pm - 4pm	
		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)		Occupancy (Number)	Stress (%)	Occupancy (Number)	Stress (%)
Unrestricted areas (unsafe to park in)	0	0	0.00%	0	0.00%	0	1	>100.00%	0	0.00%	0	1	>100.00%	1	>100.00%
TOTAL	0	0	0.00%	0	0.00%	0	1	>100.00%	0	0.00%	0	1	>100.00%	1	>100.00%

NB there are no safe locations for vehicles to park on-street

Sample Photographs





4 CONCLUSION

While the parking decisions for developments remains with the Council the results for the car park are proving to be low to moderate.

The average day 1 result at 52.38% and day 2 result at 51.19% give an average occupancy level of 51.79%, reflecting 41 unoccupied parking spaces in the car park. The average parking stress increases to 60.42% when twelve parking bays are removed which reflects 29 unoccupied parking spaces.

The peak level in the car park was reached on the Friday afternoon when 56 vehicles were recorded. This reflects 28 unoccupied parking spaces, or 16 when considering the removal of 12 bays.

The on-street surveys around Leeds Road, Far Common Road and Slipper Lane confirmed that on assessment of the area there are no safe on-street spaces nearby to the site, however vehicles parked within these unsafe parking locations and the results have taken this into account. It is not known whether these vehicles were customers of the Garden Centre.

Appendix A

A. CONTACT DETAILS

1. Client Contact Name	Osprey Charging
2. Client Contact Job Title	n/a
3. Client Contact Email address	c/o: thomas.levy@ospreycharging.co.uk

B. DEVELOPMENT DETAILS

4. Development Name	Mirfield Garden Centre Car Park
5. Development address	Far Common Road, Mirfield, WF14 0DQ
6. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

7. Which Local Authority is requiring the Parking Stress Survey?	Kirklees Council
8. Local Authority Planning address:	n/a