



BINGHAM TOWN COUNCIL

PARKING STRATEGY REPORT

ADOPTED 3RD MARCH 2015

Bingham Town Council Parking Strategy Report

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1. Summary

1.1 This report sets out the considered views of the Bingham Town Council (BTC) on the parking challenges in the Town. The recommendations shown in Section 4 represents the policy and stance of the Council going forward. There are no easy solutions to the current problems but doing nothing and having no objectives is not an option.

1.2 The recommendations come out of a 7 month working group project which considered data from a variety of sources. This data is detailed in the appendices attached to the report. The Process & Discussion Section 3 paragraphs highlight the key conclusions that have been drawn from the data.

1.3 The fundamental conclusion is that Bingham needs more 'off road' parking capacity to cope with present needs and to support the existing planned future growth in the town.

1.4 The vision is that the existing Town Centre car parks are there to primarily provide car parking space for people who drive into town to shop and access services. Essentially this need is for short term parking.

1.5 To accommodate the longer term parking need which is mainly to support those who work in the Town Centre but also those who need to drive into town to access train & bus services further long term parking is required. Changes to the existing 'free all day' car park regulations cannot take place until and unless appropriate long term car park capacity is created as the resulting vehicle overflow onto town streets would bring chaos to the Town.

1.6 To manage & control any new 'off road' parking environment in Bingham a review of the Town-wide traffic management arrangements is required. In particular if additional parking capacity is created in either or both of the sites referred to in the report, measures would have to be taken to ensure that they are used effectively as both are away from the recognised Town Centre. One of the sites is north of the railway line and access over the line to & from the centre is problematical. This will become even more of an issue with the proposed closure of the Moor Lane crossing by Network Rail. Continuing engagement with the Crown Estate over the developing details of the 'Future Bingham' project will also be required.

1.7 The review of the traffic management arrangements including the possible increase in regulated "on street" parking should specifically consider what changes (if any) would assist in reducing problems on the worst affected streets in and around the Town centre.

1.8 Both potential new car parking sites would require significant funding to bring into effect. However this challenge needs to be seen in the context of the long term viability of the Town. Bingham has recently been upgraded from a Local Centre to a District Centre by the Borough Council and along with West Bridgford is the only such centre in the Borough. Despite significant growth in recent years with more planned there has been no corresponding development of the infrastructure. Bingham's current vibrant and attractive environment and hence future is under threat.

1.9 Outside of the additional 'off road' parking need a number of other recommendations are made which, whilst not solving the fundamental problem, should help. In particular

turning the Market Square bays into 2 hour limited marked parking places will further increase vehicle 'churn' in the Town Centre.

1.10 The report relies heavily on evidence gathered from various recent surveys which are referred to in this report. The Community Survey shows that responders want additional car parking capacity and regulations in the existing car parks. The Nottingham County Council (NCC) survey and the BTC survey data supports these aspirations. The evidence also demonstrates that available car parking space in the car parks has got tighter and it can be seen that one reason for this is the increase in long term parkers. If Bingham is to continue to prosper the needs of both workers & shoppers have to be met.

1.11 To respond effectively to the challenges identified in this report co-ordinated support from all agencies who have a part to play will be required. These naturally include both the Rushcliffe Borough Council (RBC) & the Nottinghamshire County Council (NCC) but also both the Crown Estate & Network Rail.

2. Introduction

2.1 By common consent parking in Bingham has been a major concern to residents, town workers & visitors for many years. Unlike West Bridgford which has an open airy feeling in the centre the middle of Bingham is tight with only the Market Square as an open space. Changing parking regulations to help one group will inevitably cause problems for other groups. Holistic solutions are difficult if not impossible.

2.2 The Bingham Town Council (BTC) believes that the situation has continued to worsen and with the planned future development in mind foresees a time when the current vitality of the Town will be irreparably damaged unless solutions can be found. Already it is believed that there are many people who would ideally like to shop in Bingham who choose to visit other towns because they believe parking in the town is too difficult (see appendix 2.3 page 2 point 5).

2.3 Government policy demands that all Local Authorities have parking policies integral to a transport strategy. Furthermore it requires authorities to take account of existing and projected levels of parking demand linked to local objectives & circumstances (see appendix 3). BTC wanted to create a considered view on what options were available taking into account the views of residents and any data that was available.

2.4 In March 2014 the Council approved the setting up of an 'across Council' working group to review all parking issues in the Town. The object of this review was to try and define a number of aspirations for the Council which, if agreed, would represent the objectives to be pursued and lobbied for with other agencies, most particularly Rushcliffe Borough Council (RBC) who have authority for 'off street' parking & Nottinghamshire County Council (NCC) who have responsibility for 'on street parking' and accompanying traffic regulations.

2.5 The starting point for the project was the car parking questions within the Community Survey completed by 901 residents & visitors during the turn of 2013/2014 (see appendices 2.1, 2.2 & 2.3). This was supplemented by NCC & BTC surveys during 2014.

3. Process & Discussion

3.1 At the inaugural working group meeting on 17th April 2014 the objectives & terms of reference for the project were agreed. The group consisted of Cllrs J Eagles, T Fox, Mrs. S Hull & J Stockwood together with the Mayor Cllr G Davidson and Deputy Mayor Cllr Mrs. T Kerry.

3.2 Also at the inaugural meeting it was agreed that both NCC & RBC would be invited to be part of the process. This resulted in officers Paul Hillier & Peter Mathieson of NCC together with NCC Cllr Martin Suthers attending meetings and offering advice. RBC declined to be involved but expressed a wish to be appraised of "any resultant proposals for changes to current parking arrangements in Bingham".

3.3 In anticipation of one likely discussion point a meeting was sought with the Crown Estate to discuss their plans for the land immediately north of the railway line close to the BTC owned contaminated land and Butt Field. A meeting was eventually held on 10th September at which possible developments in car parking in that area were discussed.

3.4 The effect of likely extra car parking being provided by the possible Tesco & more recently Aldi & Lidl supermarkets was recognised. However the view is that this (inevitably short term parking) would not provide a solution to the long term parking need. Neither could this be relied upon to noticeably reduce the need for more short term parking availability in the centre. Some people may park in these supermarkets and walk back and forth to the town centre but the Group is sceptical that this would be significant.

3.5 The Community Survey completed by 901 residents and visitors showed amongst other things that 77% of responders used their car to visit the town centre & of those 95% found it difficult to park (note that since the subsequent implementation of 2 hour 'on street' parking around the Market Square there is circumstantial evidence that this position has improved), that 91% of responders were in favour of an additional car park being constructed and that 90% of responders would be in favour of limited free parking in the car parks. (see appendix 2.2).

3.6 The case for a park & ride either into Bingham or from Bingham into Nottingham has not been proven. Whilst the Community Survey suggested a 70/30 majority in favour many responders were confused about which direction the question referred to. The data suggests that many people do not see the benefit of one into Bingham (i.e "the town is too small") and the suggestion that one into Nottingham would relieve the Town car parks is not born out by the facts i.e on the NCC survey only 6 people admitted to parking in the car parks and then taking the bus to Nottingham. Furthermore it became clear in discussions with NCC that they are unlikely to support another 'pocket' park & ride even if an appropriate site could be found. The Community Survey did flag up an interest in a Community Minibus and the working group do feel that this should be pursued.

3.7 The NCC survey shows that the percentage of the car park spaces taken up by long stayers has increased since previous surveys (see appendix 4). Previous references to the latest survey had put the figure as high as 70% but due to the possibility that some of the Doctors surgery parkers were included this is now being described as a minimum of 58% (the actual figure will be somewhere between the two). Even at 58% it can be seen that the 'long stayer' effect has noticeably increased. The assumption is that the majority of these 'long stayers' are Bingham workers. Logic suggests this is the case because 698

forms were handed out for the BTC survey (reflecting the advised number of workers both part & full time at each Town centre business) and of the 349 returns 81 said they parked in the car parks (see appendix 6.2).

3.8 The BTC survey of workers methods of getting to work showed that 57% of town centre worker responders live outside of Bingham. The scatter of locations is very wide (see appendix 6.3) with a fairly even geographic split between the three general directions south & south east, the north & north east and the west. Furthermore whilst there is some concentrations in towns such Grantham & Newark the general spread is very wide covering some 80 different locations. In practice it would seem unlikely that much reduction in the number of vehicles being driven into Bingham can be achieved by these drivers using other means of transport or car sharing. Nevertheless this likely fact does not obviate the sense in pursuing this line of action.

3.9 The BTC survey also showed that 80% of worker responders drive to work. Fortunately 45% of these drivers use private parking spaces but that still leaves 55% who park in the car parks (29%) or on the road (26%). Clearly it is not just shoppers & service users who find it hard to park at times so do workers and both groups need to be accommodated to maintain a viable centre. To an extent workers have an advantage in that many start work before the shoppers & service users arrive and therefore have more parking opportunities.

3.10 Various statistics can be drawn from the NCC survey but in both the car park and “on street” parking sections the most important is seen as the volume of “long stayers”. The survey records vehicles staying in the car parks for over 5 hours and “on street” for over 6 hours. Over the two days in the car parks the average number of vehicles staying over 5 hours was 110 (113 & 106) whilst on the streets the average number of vehicles staying over 6 hours was 77 (69 & 85). In both cases residents vehicles were excluded. However from the BTC survey 74 workers said they parked on the road although unlike the NCC survey this included the Market square bays. Statistically this 74 should be doubled (given the 50% survey response) to 148 and if the 18 bays are taken off this suggests 130 long stay road parkers. In reality a sensible correlation between the different surveys is impossible to make. What can be said though is that it would seem that during weekdays there are likely to be an average minimum of 77 vehicles parked on the town centre roads for 5 hours or more. A separate exercise (not recorded in this report) shows that the town centre has 40 2 hour limited parking spaces and a maximum town centre ‘on road’ unlimited parking capacity of 256 vehicles. The roads included are those marked in the NCC report. This may seem a big number but when one adds in the need for residents and their visitors parking requirements it’s not so large. Furthermore the width of many of the town centre roads are such that safe movement of vehicles are compromised when these roads are heavily parked. Certainly the implementation of limited parking in the car parks without putting other measures in place is likely to be very detrimental.

3.11 The NCC survey (appendix 3) does provide data on the “on street” parking volumes in the Town centre on the survey days of 10th & 12th June 2014. The average non resident cars parked on the surveyed streets was 580 over the two days. This is with the Chesterfield car park numbers which NCC included taken out. Since the survey it is believed that the situation on The Banks has eased slightly with the re-opening of the full Toothill car park and the provision by the school of separate teacher car parking. Nevertheless it is recognized that there are problems on many streets such as the short

Gillotts Close or the longer roads such as The Banks. Increased car parking capacity in the Town would help to reduce “on street” parking but further consideration of regulated “on street” parking is considered necessary.

3.12 The case for a Community Transport Minibus scheme in Bingham was made and accepted in the March 2010 report by Rural Community Action Nottinghamshire (RCAN) & STAR (Sustainable Transport Advice & Research) Independent Consultants Ltd. A major factor behind this proposal was the predicted increase from 23% to 30% of the over 60 population in the County between 2006 & 2031 which was predicted to be mirrored in Rushcliffe. More recently the Rushcliffe Clinical Commissioning Group have highlighted that the forecasted increase in population by 2015 in the Borough is predicted to be the highest in the County with a 40% increase in the over 65’s & a 66% increase in the over 85% (Town & Parish Conference 25 June 2014 - Dr Stephen Short CCG Clinical lead). Despite the case being made Bingham doesn’t have a Community Minibus whilst Bassetlaw does. The predictions for the growth in the elderly population in the Borough coupled with the the previously made case for a Minibus in Bingham shows that the Town would benefit from one. Furthermore if one was in place there would be a beneficial impact on the parking situation that this report deals with.

4. Recommendations

4.1 More parking capacity is needed to cater specifically for long term parking.

4.2 That two sites are further considered as potential car parking sites, these being the only ones that are potentially viable (the two sites are the BTC owned contaminated land north of the railway line & the old Police Station on the Grantham road).

4.3 Timed parking regulations should be introduced in the 3 central car parks but only if & when appropriate long term parking is available.

4.4 Extension of 2 hour parking around the Market square to include the bays .

4.5 The principle that free parking should continue to be available in the Town Centre to stimulate trade and aid visits to services.

4.6 In the short term to consider maximising regulated ‘on street’ parking with a view to it being more effective.

4.7 To encourage Town Centre Businesses & Organisations to consider Travel Plans as a way of cutting down on staff vehicles in the Town Centre i.e. car sharing, home working etc.

4.8 To investigate issues raised by the Community Survey - Community mini-bus scheme, increased cycle facilities and lower speed limits in the Town Centre.

The group is conscious that the Town Council has very limited authority to introduce changes to either ‘off street’ or ‘on street’ parking arrangements and that it has to seek the co-operation of RBC & NCC to effect change. The hope though is that now the above

evidence based measures are approved the BTC will be in a stronger position to lobby for its strategic objectives.

5. Qualifying comments

5.1 Park & Ride (P&R) into Nottingham does take place involving people who park west of the Town Centre and use the 3 bus stops from Garden road to Balmoral road. The NCC survey only covered the 5 central bus stops on the basis that the possible effect on the town centre car parks of 'park & riders' would be limited to people using these bus stops.

5.2 P&R into Nottingham by train has not been tested but some of the heavy parking down Station street may be due to this activity as the formal station car park has only 9 spaces.

5.3 The Market square bays were not covered in the NCC survey.

5.4 The VOSA site off the Saxondale roundabout is still being used and VOSA have advised that they have no plans to vacate or sell the site. The theoretical option of seeking some sharing of the site (which would involve site development) by arrangement with VOSA to facilitate additional 'out of town' parking has not been tested.

5.5 The analysis of theoretical options for helping to 'solve' the parking problem (see Appendix 5) represents the views of the working group members with input from County Councillor Martin Suthers & NCC representative Paul Hillier. The Working Group wishes to acknowledge their appreciation of the time & input to the process given by these people.

5.6 The BTC survey of Bingham workers excluded the Town Centre Robert Miles schools and the Moor Lane old peoples facilities as it was assumed that all their workers who drive to work would park on the premises. Also excluded were the Toothill School & the Moorbridge road businesses as their locations are not classed as Town centre.

Bingham Town Council
February 2015

Appendix 1 - National parking policy

The Governments policy on parking related matters has its origins in the Traffic Management Act 2004. Subsequently Operational Guidance to Local Authorities was issued in November 2010 relating to Parking Policy & Enforcement. Some extracts from this advise are listed below:-

Chapter 1 - Introduction

1.2 This Operational Guidance:

- sets out the policy framework within which the Government believes that all English local authorities, both inside and outside London, should be setting their parking policies and, if appropriate, enforcing those policies;

Chapter 2 - The Policy Context

National policy

2.2 Parking policies need to be integral to a local authority's transport strategy.

2.3 Discussions about parking tend to concentrate on enforcement. But all local authorities need to develop a parking strategy covering on- and off-street parking that is linked to local objectives and circumstances.

Local policy

2.10 Each local authority should have a clear idea of what its parking policy is and what it intends to achieve by it. This applies whether or not an authority is responsible for enforcement. They should appraise their policy and its objectives regularly. When setting and appraising the policy, an authority should take account of the:

- existing and projected levels of parking demand;
- availability and pricing of on- and off-street parking;
- justification for and accuracy of existing Traffic Regulation Orders; and
- accuracy and quality of traffic signs and road markings that restrict or permit parking.

2.13 Authorities should consult the public on their parking policies as they formulate or appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police. Once they have finalised their parking policies, they should make them available to the public. Explaining the context and the purpose of parking policies can increase public understanding and acceptance. It can even help public acceptance of enforcement. Where possible, neighbouring authorities should work together to ensure a consistent approach to parking policy and its enforcement.

Parking provision

2.17 PPS3 advises local planning authorities to develop parking policies for their plan area with local stakeholders and local communities having regard to expected car ownership for planned housing in different locations, the efficient use of land and the importance of promoting good design.

Footnote:

Advice in Planning Policy Guidance 6 makes clear that good quality secure parking is important to maintain the vitality and viability of town centres, and to enable retail and leisure uses to flourish

January 2015

Community Survey Bingham needs your opinion!

According to a recent national study, Bingham is the number-one place to live and raise a family in the UK; but residents, shoppers, parents, schools, business-owners, pedestrians, motorists and cyclists would all like to see improvements made to Bingham's town centre to keep it at the top of the list. But it won't happen unless **you** talk about it. Please spare a few moments to complete this survey. We, the community, can then use the results to help the various councils make Bingham even better. Thank you.

1. How do you travel into the centre of Bingham?

Walk Car Cycle Public Transport

2. If you drive in by car; how easy is it to find a parking space?

Very easy Very difficult

3. Would you be in favour of an additional car park being constructed?

Yes No

4. Would you be in favour of a Park-and-Ride system being introduced?

Yes No

5. Would you be in favour of car-park charging after 3 hours of free parking?

Yes No

6. Do you feel safe when crossing the roads in the market-place?

Yes No

7. Are you in favour of a pedestrianised area or a zebra crossing outside Costa and Clive Lancaster's?

Yes No

8. Are you in favour of a pedestrianised area outside Wetherspoons, with limited vehicle access, to protect children at the entrance to Robert Miles Junior School?

Yes No

9. Would you be in favour of extending the cycle route through the market-place?

Yes No

10. Would you be in favour of dedicated loading-bays for shops in the market-place?

Yes No

11. Any other comments (please use the other side if you require more space):

Collection points for completed surveys are located at:

• RAW • ASH ACCOUNTING • CLIVE LANCASTER • HAMMOND PROPERTY SERVICES •

The printing of this survey has been sponsored by the business community of Bingham.

Appendix 2.2 – Bingham Community Survey Q1 – 2014 Results

1. How do you travel into the centre of Bingham ?					
Walk	Car	Cycle	Public Transport	Total	Responses
392	696	51	31	1170	901
44%	77%	6%	3%		100%
Note: many people use multiple methods for getting into town hence total exceeds 100%					
2. If you drive in by car how easy is it to find a parking space?					
Easy	Difficult	No Response			
39	785	77			824
5%	95%				100%
3. Would you be in favour of an additional car park being constructed?					
Yes	No	No Response			
800	81	20			881
91%	9%				100%
4. Would you be in favour of a park & ride system being introduced?					
Yes	No	No Response			
608	264	29			872
70%	30%				100%
5. Would you be in favour of car park charging after 3 hours of free parking?					
Yes	No	No Response			
805	88	8			893
90%	10%				100%
6. Do you feel safe when crossing the roads in the Market Place?					
Yes	No	No Response			
362	525	14			887
41%	59%				100%
7. Are you in favour of a pedestrianised area or a zebra crossing outside Costa Coffee & Clive Lancasters?					
Yes	No	No Response			
761	128	12			889
86%	14%				100%
8. Are you in favour of a pedestrianised area outside Wetherspoons, with limited vehicle access, to protect children at the entrance to Robert Miles Junior School?					
Yes	No	No Response			
711	171	19			882
81%	19%				100%
9. Would you be in favour of extending the cycle route through the Market Place?					
Yes	No	No Response			
431	421	49			852
51%	49%				100%
10. Would you be in favour of dedicated loading-bays for shops in the Market Place?					
Yes	No	No Response			
634	227	40			861
74%	26%				100%
11. Any other comments?					
There were a total of 421 out of 901 survey responses (ie. 47%) on which comments and suggestions were made.					

Appendix 2.3

Community Survey 2014 results (to be read in conjunction with the analysis of the raw statistics refer to appendix 2.2)

The attached spreadsheet summarises the results of this survey which was prepared by local resident Tim O'Brien and supported by the Bingham Business Club. A total of 901 people responded and of these 421 made comments and suggestions.

The questionnaire did face some criticisms due to the closed nature of the questions (including the lack of option to answer within a 1 to 5 range or similar vein) and the somewhat confusing nature of some of the questions. The main examples of these confusions are as follows:-

1) Question 2 - 'If you drive in by car, how easy is it to park?'

Some people highlighted that this depends on when you come in i.e difficult sometimes, easier at other times.

2) Question 3 - 'Would you be in favour of an additional car park being constructed?'

Some people highlighted that it would depend on where the car park was. Of these some people were against further car parking in the centre.

3) Question 4 - 'Would you be in favour of a Park and Ride system being introduced?'

Many people were unsure as to whether this meant into Bingham or into Nottingham. The answers often played into the respondents concerns over other matters such as how to stop Nottingham commuters parking in Bingham and taking the bus to Nottingham.

4) Question 7 - 'Are you in favour of a pedestrianised area or a zebra crossing outside Costa and Clive Lancaster's?'

Many people like the idea of one (usually a zebra crossing) but not the other so could not easily say yes or no.

At first sight these confusions detract from the quality of the exercise but in reality these deficiencies have resulted in many more comments and suggestions on the questionnaire than arguably would otherwise have been the case. To get 421 returns with comments and suggestions is quite remarkable. This response and the strident nature of many of the returns highlights the degree of frustration and irritation that exists in the town over the issue of parking.

The comments and suggestions have been either expressed against the appropriate question or against question 11 (Any other comments). As one would expect there is a wide range of input but there is a heavy focus on just a few themes are listed in order of number of times they have been mentioned. Whilst most of these are also covered by the raw statistics from the tick box questions they represent the more considered views of the respondents.

1. The most requested change is a one way system round the market place which would represent an extension to the recent one way system on market street. It is interesting to note that there is no question on this issue in the survey. Attached to this is a request from some people for the addition of either Church street east to this change or this plus Cherry street.
2. Next in line is a desire to limit free parking in the car parks to 2 hours (not 3 hours as mentioned in the survey). This highlights the desire to on the one hand still allow short term free parking but on the other hand to charge for long stay parking in the central car parks as a means of stopping all day parking in these areas.
3. The next theme appears to be related to the last one. A lot of people believe that Bingham is used as a 'Park & Ride' for people working in Nottingham. Reference is made to somewhat

easier parking on a Saturday as opposed to weekdays to prove this and one respondent suggests that the policy of Nottingham Council to charge for work parking is feeding this. Correct interpretation of the comments is though made difficult by the fact that some people may see a 'Park & Ride' into Bingham as desirable. However in reading all the responses there is a sense that this is not what most people are looking for. One alternative mentioned by a few people is the establishment of a Community Minibus.

4. In addition to the 91% call for an additional car park in the survey a good number of people have suggested this in their comments and where a location has been suggested it is north of the railway line.
5. Concerns for Bingham's trade is another popular theme. Comments vary from those who say they rarely come to Bingham now because they can't park to those who fear for future trade because of the worsening trend in parking. The possible negative effect of Tesco is also mentioned.
6. A lot of specific concerns about safety in the Market place area were expressed. The raw statistics in the survey say that 59% of respondents don't feel safe crossing the market place. The actual comments highlight a number of reasons for this from the amount of traffic, speed of traffic, visibility issues, concerns for children's safety and lack of safe crossing points. It is suspect that the huge support for a one way system is connected to this concern. A number of people see a zebra crossing perhaps with beacons in front of Eaton Place as being desirable and some would like to see this matched by one opposite the entrance to the Robert Miles school. There is a route for children with parents from the infant school and/or the Newgate street car park across the Market Place to the Junior school. Parents want this to be as safe as possible. Several mums have commented that they daren't let their children go to the Junior school on their own.
7. A recognition of the parking needs of people who work in Bingham and the increasing difficulties experienced by residents in streets close to the centre is picked up in the comments. Some respondents have suggested a permit scheme to help these people.
8. Finally it is clear from many comments that people with appointments at the Health Centre, Dentists or Vets have real problems because of the lack of parking availability in the central car parks. This can be linked to complaints that were made about the problems of mums parking or trying to park up by the Junior school because of unavailability in the car parks. As with many of the issues highlighted in the survey comments & suggestions many of the problems are interrelated.

Comments on questions 9 & 10. In the first case the comments are limited over the cycling issue because a) there is little evidence of much cycle use - only 6% say they sometimes cycle into town b) there is no feeling that there is any real existing cycle route into town and question 9 doesn't suggest where any (extended) route through the Market Place might be and c) feedback suggests that cyclists don't feel safe anyway in the Town. One respondent made reference to the good (new) cycle routes west of the Town and some folk coming from Newton & East Bridgford into Bingham might bike in if there was a safe route. On the question of dedicated loading bays it was found that the few comments were confusing and have not been able to be summarized.

Appendix 3 – Nottinghamshire County Council – Bingham Parking Survey (summary of results)

CAR PARKING IN BINGHAM

Nottinghamshire County Council has undertaken a series of surveys in Bingham town centre to quantify the amount of car parking and the length of stay of each visitor. The surveys have been undertaken in response to continued concerns about the availability of parking in the town centre and concerns from residents about the impact this has on residential roads. In addition, the council took the opportunity to carry out surveys at the bus stops in and around the town centre to determine whether commuters are driving into Bingham before then catching an onward bus to Nottingham or elsewhere.

The survey was undertaken over three days:

The car parks and residential roads were surveyed on Tuesday 10th June 2014 (a non-market day) and Thursday 12th June (a market day). The bus stop surveys were conducted on Wednesday 13th June 2014.

Surveys were carried out as follows:

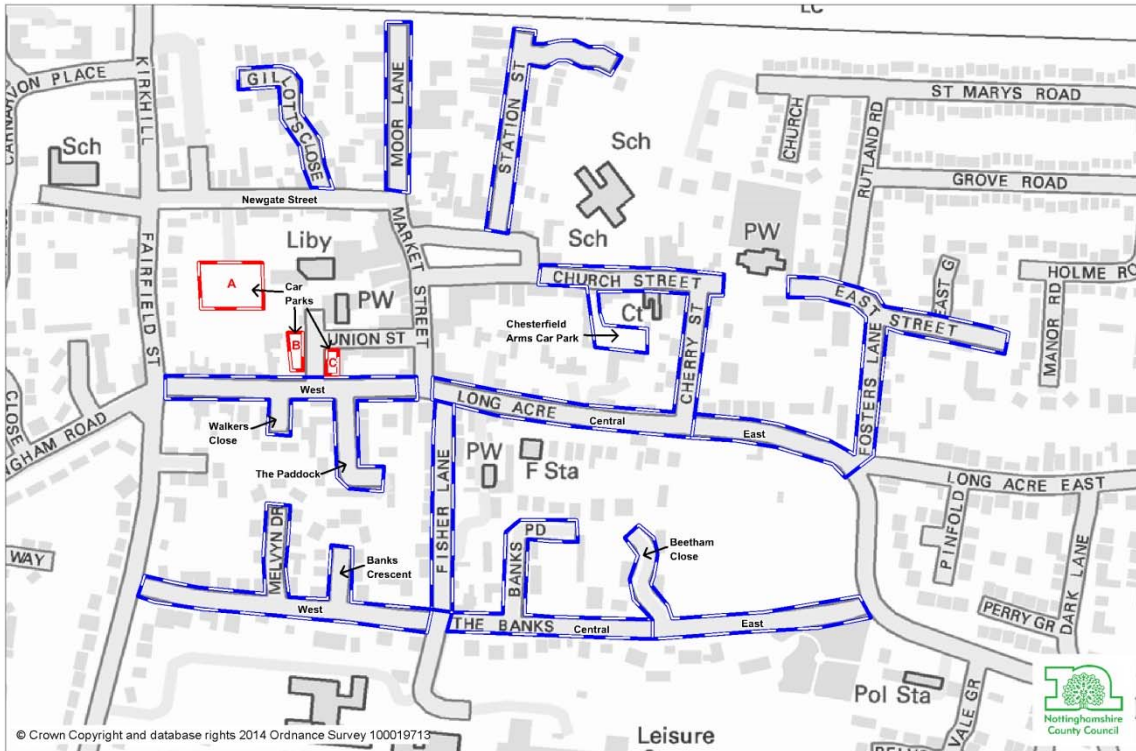
On-street parking was monitored by an enumerator walking a designated “beat” once every 30 minutes and noting the registration plate of any vehicle parked on the road between 9 am and 7 pm.

An initial beat was also carried out between 5 and 5.30 am in order to determine roughly how many of parked vehicles were likely to belong to residents. For the purposes of this survey, a vehicle noted during a beat is considered to have been parked for the duration of that beat, i.e. half an hour.

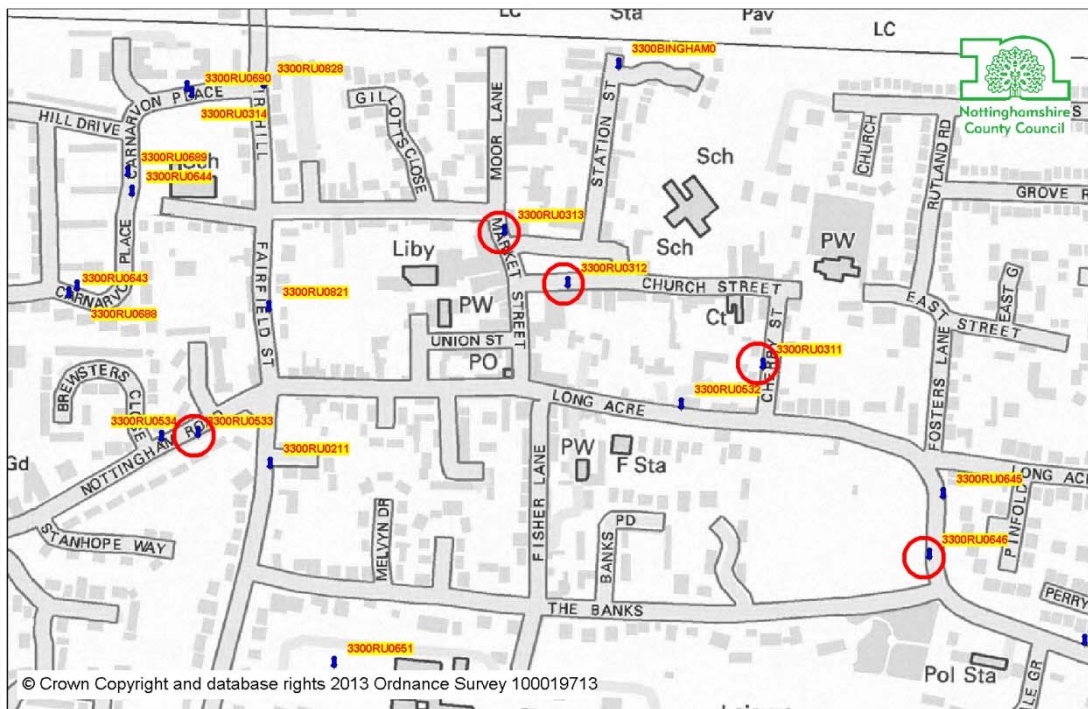
The car parks were monitored by means of an enumerator noting registration numbers and exact time of vehicles entering and exiting. This allows a much more accurate analysis of the duration of stay. Again, surveys were carried out between 9 am and 7 pm.

Bus stops were monitored by placing an enumerator at each stop and, as a bus passenger arrived at the stop, briefly interviewing them about their journey. Passengers were asked where they had come from, how they had travelled to the bus stop, how long they were expecting to be away, where they were travelling to and what the purpose of their trip was. The first passenger was interviewed at 5:50 am, the last at 13:57 pm.

Plans illustrating the car parks, roads and bus stops surveyed are shown below.



Bus stop questionnaires at 5 bus stops in Bingham Town Centre as circled
One weekday in termtime. Duration: 0600-1400



SUMMARY OF RESULTS

BUS STOPS

A total of 203 people were interviewed; 142 came from Bingham, 7 came from Aslockton, 7 came from Bottesford, 7 came from East Bridgford, 4 came from Nottingham, 10 came from Radcliffe, and 4 came from Whatton.

126 people walked to the bus stop, 25 were given a lift, 31 caught a connecting bus and 16 people drove. Of these 16, five travelled from within Bingham.

Of those who drove, two parked in Union Street, four parked in Newgate Street, and the remainder parked on street. Four expected to stay over 8 hours; two up to 6 hours, three up to 3 hours, five under 2 hours. All were travelling to Nottingham.

Six confirmed that they were travelling to work, one had a health appointment, one was on personal business and the remainder were shopping.

NEWGATE STREET CAR PARK

Average duration of stay

Day	Ave stay (incl unsuccessful searches for spaces*)	Ave stay (excl unsuccessful searches for spaces*)
Tuesday 10 th Jun 2014	1 hour 18 mins	1 hour 28 mins
Thursday 12 th Jun 2014	1 hour 15 mins	1 hour 25 mins

**Defined as any stay of 2 minutes or less*

Number of vehicles by duration of stay (excluding unsuccessful searches for spaces)

Tuesday 10th Jun 2014

Duration	Vehicles	%
3-30 mins	281	46.8
31-60 mins	136	22.6
1-2 hours	75	12.5
2-5 hours	52	8.7
5 hours +	57	9.5
Total	601	100%

Note: the survey carried out on 10th June did not match up all vehicles entering and exiting the car park. The figures in the table above are the actual number of matched vehicles. It is known that 1,049 vehicles entered the car park and 998 left. Taking the average of these values gives an expected total of 1,024 vehicles. The survey matched 679 vehicles (including those unsuccessfully searching for a space). The table below contains an estimate growthed up to match the average expected total, using the same proportions determined by the sample. For the sake of simplicity, the figures below are those used in the analysis.

Duration	Vehicles	%
3-30 mins	423	46.8
31-60 mins	205	22.6
1-2 hours	113	12.5
2-5 hours	78	8.7
5 hours +	86	9.5
Total	905	100%

Thursday 12th Jun 2014

Duration	Vehicles	%
3-30 mins	409	41.3
31-60 mins	249	25.2
1-2 hours	152	15.4
2-5 hours	104	10.5
5 hours +	76	7.7
Total	990	100%

The car park has 115 spaces (including disabled spaces) plus a further 18 spaces for doctors at the surgery (these were included in the survey).

Without carrying out a separate survey, we do not know how long vehicles were parked in the GP surgery. If we assume they were all short stay (that is, less than 5 hours), we have 86 vehicles parked in the main car park for more than 5 hours on the non-market day and 76 vehicles on market day.

If, however, we assume that the vehicles parking in the surgery car park were all long stay (that is, more than 5 hours), we have 68 vehicles parked in the main car park for more than 5 hours on the non-market day and 58 vehicles on market day.

Impact

On non-market days between 68 and 86 vehicles park in Newgate Street for more than 5 hours (depending on how many cars park in the doctors' surgery for a long time). This means that between 7.5% and 9.5% of the vehicles using the car park are taking up between 59% and 75% of the parking spaces for a large portion of the day.

On market days between 58 and 76 vehicles park in Newgate Street for more than 5 hours (again depending on how many cars park in the doctors' surgery for a long time). This means that between 5.9% and 7.7% of the vehicles using the car park are taking up between 50% and 66% of the parking spaces for a large portion of the day.

Commuting

Due to resource limitations it was not possible to carry out the bus stop survey on the same day as the car park surveys, so it was not possible to gather data on a market day. However, it is reasonable to assume that the travel patterns of those working outside Bingham are not likely to be affected by the presence of the market in the town (unless the additional pressure on parking spaces causes commuters to adopt different travel patterns).

We know (from the bus stop survey) that 4 bus users parked in Newgate Street. Three said they expected to be parked for more than 6 hours; one expected to stay for 3.

NEEDHAM STREET CAR PARK

Average duration of stay

Day	Ave stay (incl unsuccessful searches for spaces*)	Ave stay (excl unsuccessful searches for spaces*)
Tuesday 10 th Jun 2014	1 hour 2 mins	1 hour 3 mins
Thursday 12 th Jun 2014	1 hour 18 mins	1 hour 20 mins

**Defined as any stay of 2 minutes or less*

Number of vehicles by duration of stay (excluding unsuccessful searches for spaces)

Tuesday 10th Jun 2014

Duration	Vehicles	%
3-30 mins	111	62.0
31-60 mins	26	14.5
1-2 hours	22	12.3
2-5 hours	10	5.6
5 hours +	10	5.6
Total	179	100%

Thursday 12th Jun 2014

Duration	Vehicles	%
3-30 mins	77	51.3
31-60 mins	34	22.7
1-2 hours	17	11.3
2-5 hours	10	6.7
5 hours +	12	8.0
Total	150	100%

The car park has 23 spaces (including disabled spaces).

Impact

On non-market days 10 vehicles park in Needham Street for more than 5 hours. This means that 5.6% of the vehicles using the car park are taking up 43.5% of the parking spaces for a large portion of the day.

On market days 12 vehicles park in Needham Street for more than 5 hours. This means that 8% of the vehicles using the car park are taking up 52% of the parking spaces for a large portion of the day.

Commuting

We know (from the bus stop survey) that no bus users parked in Needham Street.

UNION STREET CAR PARK

Average duration of stay

Day	Ave stay (incl unsuccessful searches for spaces*)	Ave stay (excl unsuccessful searches for spaces*)
Tuesday 10 th Jun 2014	1 hour 55 mins	2 hours 5 mins
Thursday 12 th Jun 2014	1 hour 34 mins	1 hour 50 mins

**Defined as any stay of 2 minutes or less*

Number of vehicles by duration of stay (excluding unsuccessful searches for spaces)

Tuesday 10th Jun 2014

Duration	Vehicles	%
3-30 mins	52	47.7
31-60 mins	19	17.4
1-2 hours	10	9.2
2-5 hours	11	10.1
5 hours +	17	15.6
Total	109	100%

Thursday 12th Jun 2014

Duration	Vehicles	%
3-30 mins	65	50.8
31-60 mins	17	13.3
1-2 hours	11	8.6
2-5 hours	17	13.3
5 hours +	18	14.1
Total	128	100%

The car park has 20 spaces (none of which are disabled).

Impact

On non-market days 17 vehicles park in Union Street for more than 5 hours. This means that 15.6% of the vehicles using the car park are taking up 85% of the parking spaces for a large portion of the day.

On market days 18 vehicles park in Union Street for more than 5 hours. This means that 14.1% of the vehicles using the car park are taking up 90% of the parking spaces for a large portion of the day.

Commuting

We know (from the bus stop survey) that two bus users parked in Union Street. Both expected to stay more than 8 hours.

ON-STREET PARKING

Vehicles are considered to belong to residents if they were parked on-street between 5 and 5.30 am.

Average duration of stay

Tuesday 10th June 2014

Street	Count of vehicles	Count of Residents	Ave duration of stay	Number of vehicles parked for > 6 hours	Illegally parked
Banks Crescent	3	1	01:00:00	0	
Cherry Street	25	2	02:46:48	4 (0 residents)	
Chesterfield Arms CP	50	1	01:36:00	1 (0 residents)	
Church Street	85	3	01:55:46	7 (plus 1 resident)	2
East Street	38	1	01:41:03	1 (plus 1 resident)	2
Fisher Lane	37	8	02:56:45	4 (plus 3 residents)	1
Fosters Lane	21	6	02:24:17	0 (plus 3 residents)	
Gillotts Close	37	9	02:10:32	2 (plus 3 residents)	
Long Acre (C)	38	7	03:26:51	8 (plus 4 residents)	2
Long Acre (E)	12	2	02:50:00	0 (plus 2 residents)	
Long Acre (W)	58	7	02:50:41	4 (plus 3 residents)	
Melvyn Drive	1	0	01:00:00	0	
Moor Lane	29	3	02:27:56	3 (plus 1 resident)	1
Station Street	93	5	03:34:50	24 (plus 4 residents)	1
The Banks (C)	55	2	02:00:33	3 (plus 2 residents)	
The Banks (E)	3	0	03:20:00	1 (0 residents)	
The Banks (W)	36	3	03:18:20	5 (plus 1 resident)	
The Paddock	21	6	02:28:34	0 (plus 3 residents)	2
Walkers Close	5	1	06:06:00	2 (plus 1 resident)	
Grand Total	647	67	02:35:37	69 (plus 32 residents)	11

No vehicles were recorded on Banks Paddock or Beetham Close.

Thursday 12th June 2014

Street	Count of vehicles	Count of Residents	Ave duration of stay	Number of vehicles parked for > 6 hours	Illegally parked
Banks Crescent	7	1	03:30:00	2 (0 residents)	
Cherry Street	31	1	02:08:43	4 (0 residents)	
Chesterfield Arms CP	80	2	01:43:30	1 (plus 2 residents)	
Church Street	90	6	01:59:40	10 (plus 1 resident)	2
East Street	43	2	01:39:04	1 (0 residents)	
Fisher Lane	39	6	03:08:28	6 (plus 3 residents)	1
Fosters Lane	33	6	01:41:49	0 (plus 2 residents)	
Gillotts Close	50	5	02:03:00	3 (plus 2 residents)	
Long Acre (C)	44	5	03:09:33	12 (plus 1 resident)	
Long Acre (E)	9	2	04:20:00	2 (plus 2 residents)	
Long Acre (W)	67	15	02:17:01	7 (plus 3 residents)	1
Melvyn Drive	4	0	02:22:30	1 (0 residents)	
Moor Lane	36	2	02:45:50	4 (plus 1 resident)	1
Station Street	106	4	03:20:40	23 (plus 2 residents)	
The Banks (C)	56	0	02:20:54	5 (0 residents)	
The Banks (E)	11	0	01:49:05	0	
The Banks (W)	41	1	02:15:22	3 (0 residents)	
The Paddock	18	3	02:55:00	0 (plus 2 residents)	
Walkers Close	6	0	03:25:00	1 (0 residents)	
Grand Total	771	61	02:25:41	85 (plus 21 residents)	5

No vehicles were recorded on Banks Paddock or Beetham Close.

Number of vehicles by duration of stay

Tuesday 10th June 2014

Street	<30 mins	30-60 mins	1-2 hrs	2-3 hrs	3-5 hrs	> 5 hrs	Total
Banks Crescent	1	1	1	0	0	0	3
Cherry Street	5	8	3	2	2	5	25
Chesterfield Arms CP	11	23	5	6	3	2	50
Church Street	18	36	12	6	4	9	85
East Street	14	9	8	2	3	2	38
Fisher Lane	8	8	7	3	3	8	37
Fosters Lane	8	3	3	4	0	3	21
Gillotts Close	14	9	4	1	4	5	37
Long Acre (C)	15	2	7	1	0	13	38
Long Acre (E)	2	4	2	1	1	2	12
Long Acre (W)	3	11	21	8	5	10	58
Melvyn Drive	0	1	0	0	0	0	1
Moor Lane	8	3	8	1	5	4	29
Station Street	21	20	13	1	10	28	93
The Banks (C)	11	13	20	3	3	5	55
The Banks (E)	0	1	0	1	0	1	3
The Banks (W)	4	3	11	7	2	9	36
The Paddock	2	7	7	1	1	3	21
Walkers Close	0	1	0	0	1	3	5
Total	145	163	132	48	47	112	647

Thursday 12th June 2014

Street	<30 mins	30-60 mins	1-2 hrs	2-3 hrs	3-5 hrs	> 5 hrs	Total
Banks Crescent	1	2	0	0	2	2	7
Cherry Street	7	10	6	4	0	4	31
Chesterfield Arms CP	24	13	27	9	4	3	80
Church Street	28	24	19	3	4	12	90
East Street	12	14	7	6	3	1	43
Fisher Lane	13	6	4	2	4	10	39
Fosters Lane	9	11	9	2	0	2	33
Gillotts Close	19	9	10	1	5	6	50
Long Acre (C)	13	9	5	2	2	13	44
Long Acre (E)	1	1	3	0	0	4	9
Long Acre (W)	24	11	15	3	3	11	67
Melvyn Drive	2	1	0	0	0	1	4
Moor Lane	5	12	8	1	4	6	36
Station Street	12	26	19	8	12	29	106
The Banks (C)	10	18	11	5	6	6	56
The Banks (E)	2	2	4	2	1	0	11
The Banks (W)	12	4	8	10	4	3	41
The Paddock	2	3	5	1	5	2	18
Walkers Close	0	2	2	0	0	2	6
Total	196	178	162	59	59	117	771

SUMMARY OF PARKING IN THE TOWN

Average duration of stay

Location	Tuesday 10th June 2014	Thursday 12th June 2014
On street	2 hours 36 mins	2 hours 25 mins
Newgate Street CP	1 hour 28 mins*	1 hour 25 mins*
Needham Street CP	1 hour 3 mins*	1 hour 20 mins*
Union Street CP	2 hours 5 mins*	1 hour 50 mins*

**Excluding unsuccessful searches for spaces, defined as any stay of 2 minutes or less*

Number of vehicles by duration of stay

Tuesday 10th June 2014

Location	<30 mins	30 mins – 2 hours	Over 2 hours	Total
On street	145	295	207	647
Newgate Street CP	423	318	164	905
Needham Street CP	111	48	20	179
Union Street CP	52	29	28	109
Total	731	690	419	1,840

Thursday 12th June 2014

Location	<30 mins	30 mins – 2 hours	Over 2 hours	Total
On street	196	340	235	771
Newgate Street CP	409	401	180	990
Needham Street CP	77	51	22	150
Union Street CP	65	28	35	128
Total	747	820	472	2,039

Appendix 4 – Long stay parking in Bingham car parks 2003 – 2014

	Number of spaces	Long term parking	% Of spaces
2003 NCC – Bingham Transport Study	170	63	37
2005 RBC – November car park survey	166	70	42
2007 RBC – car park survey	166	61	37
2014 NCC – June car park survey	158	92	58

Minimum over the 2 days

QUALIFYING NOTES:

1. The definition of long stay over the first 3 yearly surveys was 6 hours and 5 hours for the 2014 survey.
2. The 2014 survey numbers have been adjusted downwards from figures previously reported. This is to discount the possible effects of including some doctors surgery parkers amongst the long stayers.
3. Out of interest the BTC October 2014 survey of Bingham workers parking habits suggested that 81 out of a 50% response sample of workers said they parked in the 3 central car parks (see appendix 6.2). Statistically the total is higher but either way this suggests that the long stayers are mainly workers.

Appendix 5 - Working Group options for creating additional parking capacity / alleviating problem

Proposal	Positives	Negatives	Overall conclusion
1. Multi-storey car park on Newgate Street site	<p>2. Very close to town centre</p> <ul style="list-style-type: none"> Does not require additional land 	<ul style="list-style-type: none"> Extremely expensive Would cause severe parking difficulties during construction Would not create many additional spaces due to loss of spaces to accommodate access ramps Could become site for anti-social behaviour Would significantly adversely affect nearby residents, whose properties and view would be blighted by high building Would increase congestion on Newgate Lane 	<ul style="list-style-type: none"> Not a viable option
2. Convert Market Place to a car park	<ul style="list-style-type: none"> Within town centre Does not require additional land 	<ul style="list-style-type: none"> Would not be considered an appropriate development within a conservation area, spoiling the shopping environment Would be very expensive due to the need to use high quality materials in a conservation area Could not be used during market days or other events when additional parking is most required Would not create many additional spaces once access requirements are taken into account Would significantly increase traffic flows in the town centre, adding to congestion, worsening air quality and reducing safety, especially for school children 	<ul style="list-style-type: none"> Not a viable option

<p>3. Extend the existing bays around the Market Place</p>	<ul style="list-style-type: none"> • Within town centre • Does not require additional land • Relatively cheap 	<ul style="list-style-type: none"> • Might not be considered an appropriate development within a conservation area • Could not be used during market days or other events when additional parking is most required. • Would reduce the available space for stalls, reducing the attractiveness of the market and other events • Would not create many additional spaces • Would increase traffic flows in the town centre, adding to congestion, worsening air quality and reducing safety, especially for school children 	<ul style="list-style-type: none"> • Viable but not considered an appropriate option
<p>4. Construct new car park on Warner's Paddock</p>	<ul style="list-style-type: none"> • Close to town centre 	<ul style="list-style-type: none"> • Would destroy historic and rare town centre open space • Would remove the option to use the space in future as a public open space for leisure/recreation • Site access would be difficult to achieve • Likely to increase traffic flow on The Banks • Significant public objection to previous development proposals • Land ownership issues 	<ul style="list-style-type: none"> • Might be viable but not considered an appropriate option
<p>5. Purchase former police station on Grantham Road</p>	<ul style="list-style-type: none"> • Reasonable sized site • Site served off main road 	<ul style="list-style-type: none"> • Further away from town centre • Cost of purchase on open market might be prohibitively high • Cost of property demolition will be high 	<ul style="list-style-type: none"> • Viable but might be prohibitively expensive

<p>6. Utilise Robert Miles School site</p>	<ul style="list-style-type: none"> • Within town centre • Very cheap 	<ul style="list-style-type: none"> • Would significantly increase traffic flows in the town centre, particularly at the entrance to the school, which would severely impact on child safety, would add to congestion and worsen air quality • Would potentially create child protection issues 	<ul style="list-style-type: none"> • Viable but not considered an appropriate option
<p>7. Create new car parks at the east and/or west ends of the town and provide Park and Ride bus service</p>	<ul style="list-style-type: none"> • Could create large additional parking capacity • Would reduce traffic flows in the town centre, reducing congestion, improving air quality 	<ul style="list-style-type: none"> • Furthest away from town centre, therefore least likely to be used • Would require extensive parking controls across the town (on-street and off-street) to force visitors to use the facility • Would require dedicated frequent bus service which would require significant revenue funding or charge for use • Security issues for vehicles left during the day • Potential site for anti-social behaviour at night • Land ownership issues. VOSA still use Saxondale roundabout site and have no plans to move/sell 	<ul style="list-style-type: none"> • Not a viable option
<p>8. New car park on former allotment north of railway line</p>	<ul style="list-style-type: none"> • Land is owned by Town Council • Close to town centre • Would reduce traffic flows in the town centre, reducing congestion, improving air quality 	<ul style="list-style-type: none"> • Pedestrian links to the town centre are poor and potential users may be put off because of this • High cost of de-contaminating land • Requires town centre-wide parking management strategy in order to 	<ul style="list-style-type: none"> • Viable but might be prohibitively expensive

9. Create large number of small-scale parking areas across the town	<ul style="list-style-type: none"> • Would reduce traffic flows in the town centre, reducing congestion, improving air quality 	<ul style="list-style-type: none"> • Not likely to be practical because visitors are unlikely to want to search around several different locations hunting a space • Would remove numerous green spaces, creating a much less pleasant overall townscape 	<ul style="list-style-type: none"> • Viable but not considered an appropriate option
10. Introduce parking management across town (including car parks)	<ul style="list-style-type: none"> • Would not require land • Would not affect amount of green space in the town • Relatively cheap 	<ul style="list-style-type: none"> • Requires the support of residents on all affected roads (not likely to be popular) • Might require significant additional enforcement 	<ul style="list-style-type: none"> • Viable but unlikely to provide a long term solution on its own
11. Encourage town centre businesses to develop town-wide Travel Plan	<ul style="list-style-type: none"> • Very cheap • Could significantly reduce demand for parking spaces • County council has significant expertise in helping businesses identify appropriate actions 	<ul style="list-style-type: none"> • Requires the support (including financial) of all businesses • Will need continuous on-going effort, including the support of new businesses • Difficult to determine how much additional parking will be made available 	<ul style="list-style-type: none"> • Viable but unlikely to be sufficient without other actions
12. Do nothing	<ul style="list-style-type: none"> • No implementation cost • No impact on greenfield sites 	<ul style="list-style-type: none"> • Will harm economic viability of town centre in both the short- and long term • Will not future-proof town centre against future competition • Parking and congestion problems will worsen as town is enlarged 	<ul style="list-style-type: none"> • Viable but not considered an appropriate option

Overall: thought will be needed regards the management/operation of any new car park which will likely be long stay. Without RBC's agreement to impose charges on the existing car parks or NCC agreement to introduce on-street parking management around the town centre, it is likely that any

car park located further away from the town centre than existing free parking will, at best, be under-used and will not contribute to improving the parking situation to the desired extent.

Even with car park and on-street parking management, it will be necessary to consider a complementary strategy for any new car park: if the car park is free to use visitors may choose to park there for short trips even though it is intended for long-stay parking. This would reduce the availability of long-stay spaces causing problems for staff of local businesses. Therefore the establishment of any new car parks will require a town wide complementary parking strategy.



APPENDIX 6.1

**BINGHAM TOWN COUNCIL
Parking Working Group**

Bingham parking questionnaire - for people who work in Bingham

- Please could you answer the following questions to help the Town Council Parking Working Group with its deliberations over parking issues in the Town?
- 3. All information will be treated in strict confidence and only the cumulative result will be used or quoted.

Please circle that which applies

- Which mode of transport do you normally use to get to your workplace in Bingham?

Walk / Cycle / Bus / Car

- What is your **normal** working week? –

weekdays am / weekdays pm / evenings / weekends/ part time

- 3. If you **normally** come in by car do you come in alone or do you travel in with someone else?

Alone / as passenger / or as driver with a passenger

- 4. If you drive your own car in where do you **usually** park?

Newgate Street car park / Union Street car park / Needham Street car park

Market Place bays (i.e the indented spaces not the on street sections)

Private car parking / On street parking / Other (please state)-----

- 5. If you drive your own car in can you **usually** park in your preferred location? Yes / No

- 6. If you drive your own car in and you couldn't park all day (when required) would you:-

use public transport / walk / cycle / look to car share / consider other options

- 7. Do you need your car for work during the day Yes / No

Additional Comments:

Your Name..... Employer.....

Town/Village/Area where you live.....

Additional question for Business owners

- 8. If you are a business owner with surplus parking availability would you be prepared to 'rent' a space to another Bingham worker? Yes / No / Not sure / Not applicable

If yes please state how many places you have available to rent (state number) - .

Name.....Company.....Spaces.....

APPENDIX 6.2 – Summary of workers parking questionnaire 7th Nov. 2014

1. Conclusion.

The evidence of this survey and the previous NCC June 2014 survey is that at least two thirds of the 175 unlimited parking spaces in the Town Centre are taken up by Bingham workers who also take up significant (time unrestricted) 'on street' parking in the Town Centre which leaves little space for folk wanting to shop or use services. Amongst other things this will discourage folk from outside of Bingham coming to the town to shop. There is significant anecdotal evidence to suggest that this is already happening and we know that some shops are already suffering. It is also interesting to note that a noticeable majority of Bingham workers live out of town and therefore have to drive in to get to work. Having said that they are (not unreasonably) the main users of the significant pool of private parking in the town. If there was any doubt the case for creating extra parking capacity is underlined by these two surveys. This is not to say that some 'self help' over getting into the Town Centre by individuals augmented by Council inspired schemes would not help but this cannot solve the basic problem of lack of car parking capacity, particularly as the town continues to grow.

2. Key Results.

2.1 Of the 698 questionnaires included there were 349 returns i.e. 50% - a decent response but less than hoped for (see footnotes c, d & e).

2.2 Locations where workers come from - Bingham 129 (37%).
- Other locations 199 (57%)
- Didn't say 21 (6%)
- Total 349

2.3 Method of transport to work - By car/van - 280 (80%) - Others 69 (20%) - Total 349

2.4 Locations of workers who drive to work - Bingham 71 (25%)
- Other locations 189 (68%)
- Didn't say 20 (7%)
- Total 280

Leaving only 69 folk (20%) who come to work by other means. Most of these are Bingham folk so broadly stated around half of Town centre workers who live in Bingham drive to work.

2.5 Normal parking location for those who drive to work - Private parking 125 (45%)
- Car Parks 81 (29%) (see footnote f)
- On street etc 74 (26%)
- Total 280

2.6 Location of workers who use private parking - Bingham 25 (20%)
- Other locations 92 (74%)
- Didn't say 8 (6%)

2.7 Only one business (Bostock White) has said that they have spare private parking space that they may be prepared to rent out. However a number of others who have not yet responded may be prepared to offer space. The businesses that fall into this category are The Chesterfield, The White Hart & The Bingham Town House. There is also the parking space behind the Market place building owned by Mr Farrell which could possibly

yield a few spaces beyond those already used. The sum total though of all these possibilities will not though solve the capacity problem.

3. Summary.

3.1 This exercise gives a profile to the way that folk who work in Bingham get to work. Whilst much of this is interesting the main question to be asked is to what extent does this information support or contradict the NCC June 2014 survey and when taken together with the NCC exercise can we with this evidence conclude whether or not Bingham needs more parking capacity.

3.2 There are 175 unlimited car parking spaces in the centre of Bingham (158 in car parks + 17 in the Market square bays). The NCC survey said that 110 car park spaces (average of the two days) were occupied for more than 5 hours. P & Riders totalled 6 only which suggests that long term parking in the car parks by workers would be approx 104 out of 158 i.e. 66% with P & Riders 6 out of 158 i.e. 4% leaving only 48 places for folk wanting to shop or use services etc. The Market square bays were not included in the survey so are excluded.

The BTC survey returns suggest 81 workers use the car parks (and are therefore long term parkers) but this is only from 50% of folk who work in the centre of town. As is implied in the footnotes below it is considered unreasonable to double this number up as it is likely that a higher percentage of those who didn't return the questionnaire didn't drive to work than in the summary of those who did. To go from 81 to 110 is however plausible. It is felt that this BTC survey does support the finding of the NCC survey.

3.3 The picture on the town centre roads also seems to correlate with the NCC survey which picked out an average of 77 over 6 hour parkers of which around 10 were likely P & Riders. The BTC survey suggested 74 workers use 'on street' parking but this also includes the Market Square bays.

Footnotes:-

a) The area covered by the survey as advised in my 17th October email has been amended. Serendipity who had 22 questionnaire have been taken out partly because they did not return any and partly because their location west of the Town centre suggests that people who worked there would not be parking in the centre. This is the main reason for the reduction from the originally quoted numbers of questionnaires to 698.

b) The original intention was to include the Moorbridge Road Industrial Estate but because of the time involved in covering the centre and the fact that it is most unlikely that folk working there will park south of the Railway line they have been excluded. Deliberately excluded were the two Robert Miles schools and the Care Home and NCC care centre on Moor Lane. In all these 4 cases it is believed that any parking by workers is on site i.e. they don't contribute to the problem.

c) No returns have been received from folk working at Eaton Place Fish bar, The Circle, Bingham Dry Cleaners, White Fix, Dizzy, White Lion, Goscar, Log Burners, Country Carpets, Earth Child, Out & About, Little Hair Beauty & The Snack shop. 42 questionnaires were handed out to these businesses (note only the number of questionnaires were handed out during this process that corresponded to the number of workers advised as working at each business).

d) Significant businesses that returned few questionnaires were:-

3 Pubs - 64 issued 5 returned (5%)

4 Big Stores - 119 issued 31 returned (26%)

3 Charities - 56 issued (mainly park timers) 8 returned (14%)

e) 237 non returns come from c) & d) above which is 68% of all the non returns.

f) The car park data cannot be broken down between the different locations because in many cases respondents have marked more than one car park. Similarly most respondents when referring to parking on the street have just said 'on street' so it is impossible to get an accurate picture by street.

APPENDIX 6.3 – Location of Bingham workers (drivers)

1. South & East from Vale (A52)	Numbers	Total
Aslockton	1	
Barnstone	4	
Bottesford	7	
Cropwell Bishop	3	
Cropwell Butler	1	
Eastwell	1	
Eaton	1	
Granby	1	
Harby	2	
Kinoulton	2	
Langar	3	
Muston	1	
Normanton	2	
Orston	3	
Plunger	2	
Redmile	1	
Vale (unspecified)	2	
Whatton	4	
Woolsthorpe	1	42
2. South beyond Vale		
Glen Parva	1	
Leicester	6	
Melton Mowbray	3	
Stamford	1	
Swayfield	1	
Waltham	1	13
3. East beyond Vale (A52)		
Foston	1	
Grantham	11	
Sleaford	1	13
4. North East (A46)		
Car Colston	2	
Farndon	2	
Flintham	1	
Lincoln	3	
Long Bennington	3	
Newark	11	
North Muskham	2	
Retford	1	
Scarrington	2	
Thoroton	1	28
		Table continued on next page

5. North (A6097)		
Bleasby	1	
Blidworth	1	
Burton Joyce	1	
East Bridgford	5	
Farnsfield	1	
Gunthorpe	3	
Kirkby-in-Ashfield	1	
Lambley	1	
Lowdham	2	
Mansfield	2	
Newton	1	
Rainworth	1	
Ravenshead	1	
Southwell	1	
Sutton-in-Ashfield	2	
Thurgarton	1	
Woodborough	2	
Worksop	1	28
6. West (Nottingham A52)		
Bestwood	3	
Calverton	3	
Carlton	3	
Clifton	2	
Daybrook	1	
Gedling	2	
Hucknall	4	
Long Eaton	1	
Mapperley	2	
Nottingham	9	
Old Basford	1	
Strelley	1	32
7. West (A52)		
Belper	1	
Bradmore	1	
Cotgrave	11	
Derby	3	
Draycott	1	
East Leake	1	
Edwalton	2	
Gamston	1	
Keyworth	1	
Radcliffe	9	
Ruddington	2	
Tollerton	1	
West Bridgford	9	43
80 Locations	Overall total	199