

Appendix DT/20

TN/10/A – Verge Parking and Measures in the Area to the South July 2020

TECHNICAL NOTE

PROJECT: Peel Hall, Warrington

REPORT: 1901/TN/10/A – Potential Parking and Other Mitigation Measures to the South

DATE: July 2020

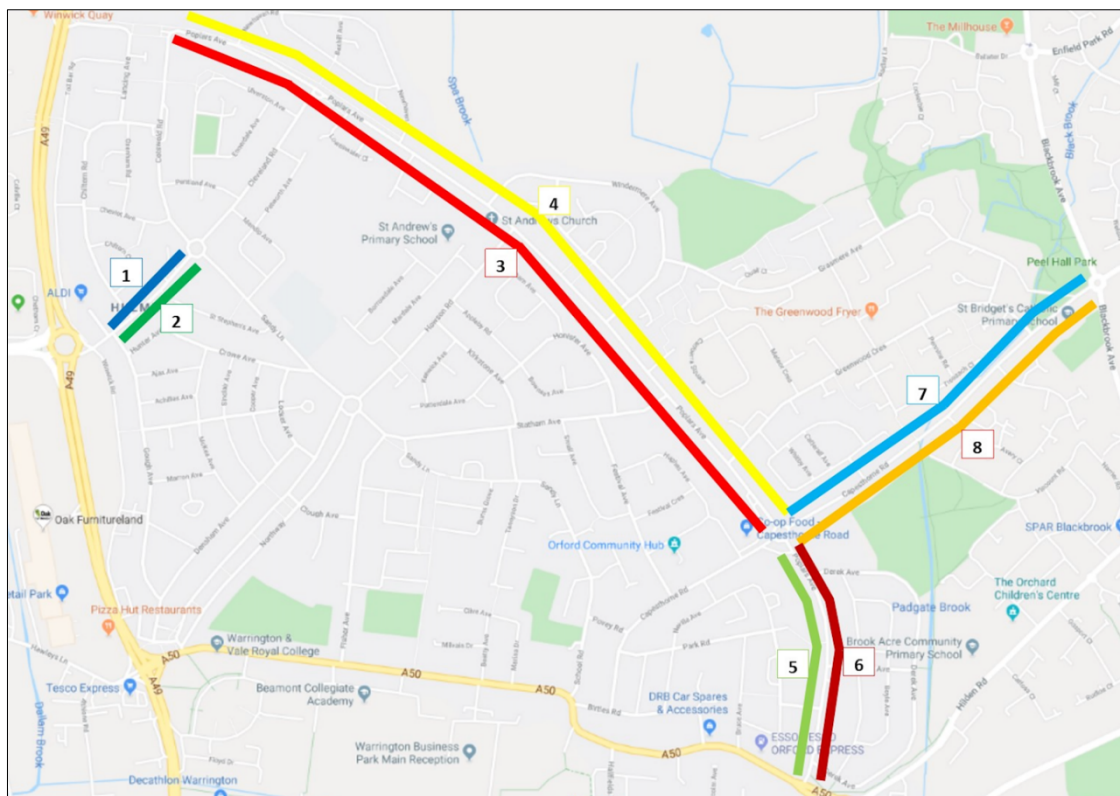
1. One of the proposed elements of the mitigation measures that could be provided in the area to the south of the Peel Hall site is to provide car parking within the highway verge. The reason for this is that when the road hierarchy for the area was designed the demand for on-street parking was significantly less than at present and as a result on-street car parking can restrict the free flow of traffic.
2. This Technical Note has been updated to confirm the current parking demand on the area to the south of the Peel Hall site i.e. Poplars Avenue, and Capesthorpe Road (between Poplars Avenue and Blackbrook Avenue) and to investigate the amount of verge parking that could be created.
3. The study has been carried out using a combination of parking surveys and on-site observations.
4. At the 2018 inquiry (APP/M/0655/W/17/3178530), the development impact on the area to the south of Peel Hall was highlighted as an area of concern in terms of vehicle capacity, the additional traffic movement, safety and character of the area. To address the previous Inspector's concerns, two measures were put forward for consideration should mitigation be required:
 - i. An increase in the amount of verge parking on Poplars Avenue and Capesthorpe Road
 - ii. An extension to the existing 20mph speed limit on Poplars Avenue
5. Since the inquiry, the Council have also expressed an interest in alterations to the existing traffic calming on Capesthorpe Road and further traffic calming measures in this area to the south, which can be defined as those residential areas around the following links:
 - i. Capesthorpe Road
 - ii. Poplars Avenue
 - iii. Statham Avenue
 - iv. Howson Road
 - v. Sandy Lane
 - vi. Cleveland Road
 - vii. Greenwood Crescent
 - viii. Cotswold Road

6. This Technical Note therefore also summarises what additional traffic calming measures may be desirable to complement the proposed verge parking and extensions to the 20mph speed limit to further address the Inspector's comments and mitigate for impact on character and pedestrian/cyclist movements that may arise as a result of development traffic on this area to the south in terms, should the new Inspector consider such measures to be required.

Parking Surveys

7. A parking survey was carried out in the area to the south of the Peel Hall site on Thursday 31st October at 11pm and Saturday 2nd November 2019 at 1pm. The parking survey data is contained in full in **Appendix 1**.
8. The parking survey was carried out in eight zones within the study area. The zones were as follows:
 - i. Sandy Lane West (NE-bound)
 - ii. Sandy Lane West (SW-bound)
 - iii. Poplars Avenue, north of Capesthorpe Road (NW-bound)
 - iv. Poplars Avenue, north of Capesthorpe Road (SE-bound)
 - v. Poplars Avenue, south of Capesthorpe Road (N-bound)
 - vi. Poplars Avenue, south of Capesthorpe Road (S-bound)
 - vii. Capesthorpe Road, east of Poplars Avenue (NE-bound)
 - viii. Capesthorpe Road, east of Poplars Avenue (SW-bound)
9. **Figure 1** shows the parking survey zones on a street map for reference.

Figure 1 - Parking Survey Zones



10. The parking survey recorded how many available vehicles were parked on-street in each zone (**Table 1**), as well as how many vehicles were parked informally e.g. on grass verges, on footways or in front of driveways (**Table 2**).

Table 1 – Number of vehicles parked in each zone

Location	Thursday 31st October 2019; 23:00	Saturday 2nd November 2019, 13:00
	Occupied	
Zone 1	0	0
Zone 2	0	0
Zone 3	35	13
Zone 4	37	28
Zone 5	22	19
Zone 6	5	6
Zone 7	12	14
Zone 8	7	1
Total	118	81

Table 2 – Number of vehicles parked informally in each zone

Location	Thursday 31st October 2019; 23:00	Saturday 2nd November 2019, 13:00
	Vehicles Parked on Grass Verges, Pavements and in front of Driveways with all 4 wheels off the road	
Zone 1	7	5
Zone 2	4	1
Zone 3	39	37
Zone 4	33	26
Zone 5	6	5
Zone 6	8	3
Zone 7	5	4
Zone 8	10	7
Total	112	88

11. Additionally, the parking survey recorded how many vehicles were parked illegally in each zone within the study area, e.g. parked in bus stops or on zig-zag markings. The results of this are shown in **Table 3**.

Table 3 – Number of vehicles parked illegally

Location	Total Spaces	Thursday 31st October 2019; 23:00	Saturday 2nd November 2019, 13:00
		Illegal Parking	
Zone 1		0	0
Zone 2		0	0
Zone 3		2	0
Zone 4		0	0
Zone 5		0	0
Zone 6		0	0
Zone 7		0	0
Zone 8		0	0
Total		2	0

12. In order to calculate parking demand in each zone, the results contained within **Tables 1, 2 and 3** have been added together and this is shown in **Table 4**.

Table 4 – Parking demand in the study area

Location	Thursday 31st October 2019; 23:00				Saturday 2nd November 2019, 13:00			
	Spaces Occupied	Parked Informally	Illegally Parked	Total Parking Demand	Spaces Occupied	Parked Informally	Illegally Parked	Total Parking Demand
Zone 1	0	7	0	7	0	5	0	5
Zone 2	0	4	0	4	0	1	0	1
Zone 3	35	39	2	76	13	37	0	50
Zone 4	37	33	0	70	28	26	0	54
Zone 5	22	6	0	28	19	5	0	24
Zone 6	5	8	0	13	6	3	0	9
Zone 7	12	5	0	17	14	4	0	18
Zone 8	7	10	0	17	1	7	0	8
Total	118	112	2	232	81	88	0	169

Verge Parking Capacity

13. In order to assess the feasibility of providing parking in the highway verges, on site observations and measurements were taken. The initial plan contained at **Appendix 2** (HTp/1901/06/B) indicates the approximate areas of highway verge available for parking based on an OS plan of the study area. The analysis has been taken forward using the 2019 parking surveys, a recent Appleton's survey of the verge and trees and plan HTp/1901/06/B further to the now superseded Technical Note TN/10.
14. It can be noted that Sandy Lane West has not been considered further at this time given that all on-street parking is currently off-carriageway and therefore not blocking the free-flow of vehicles in any event.

15. The updated verge parking provision table is set out as an extract below (**Table 5**) with the full table provided in **Appendix 3**. This shows the largest number of surveyed vehicles parked across the parking survey as 'demand', the total number of vehicle crossovers facilitating driveway access (approx.) which are often parked on and as such included for within the parking survey numbers, the number of verge parking bays we consider could be accommodated (taking account of driveway accesses, pedestrian facilities, bus stops and street trees) if the verges were to be maxed out, together with the resultant number of verge parking bays proposed.

Table 5 – Verge parking

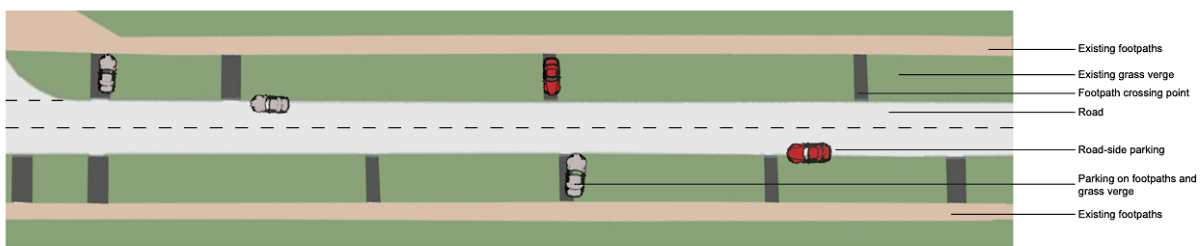
Location	a		b	c	d	e	f	g	h
	Surveyed Parking Demand		Revised Max Verge Parking Capacity that could be Created*	Existing Formalised Verge Parking	Potential Off-Street Parking (c+d)	Formalised Verge Parking PROPOSED	% Proposed of Max Off-Street Parking Capacity (f of c)	Total of Existing and Proposed Formalised Verge Parking (d+f)	
	On-Street	Total (on-street & verge)							
Zone 3	35	76	84	53	137	40	48%	93	
Zone 4	37	70	90	58	148	40	44%	98	
Zone 5	22	28	15	10	25	10	67%	20	
Zone 6	6	13	10	37	47	10	100%	47	
Zone 7	14	18	30	16	46	14	47%	30	
Zone 8	7	17	20	14	44	17	57%	31	
Total	121	222	259	188	447	131	51%	319	

Italicised includes 10 spaces to north - school drop off/pick up
 * Taking into account driveways, bus stops, trees etc

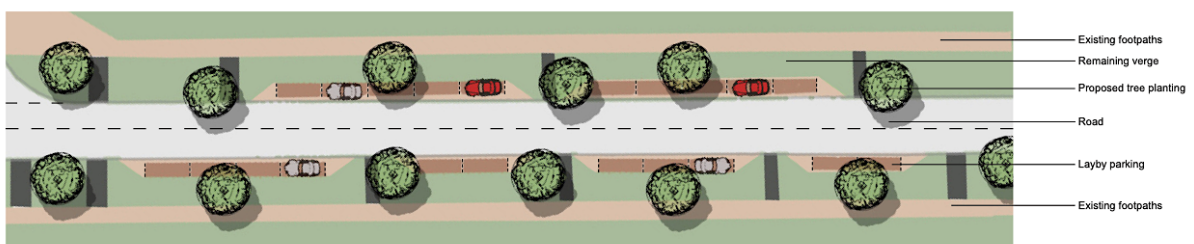
16. From this table it can be seen that the number of verge parking bays proposed within the area to the south is around 50% of all measured verge capacity. It can also be seen that there could be a total of around 319 verge parking spaces provided as part of this scheme of verge parking when accounting for existing parking in the verges.

17. Therefore, it is considered that the number of verge parking bays proposed to be provided as part of the Peel Hall development will be suitable to offset the on-street parking demand.

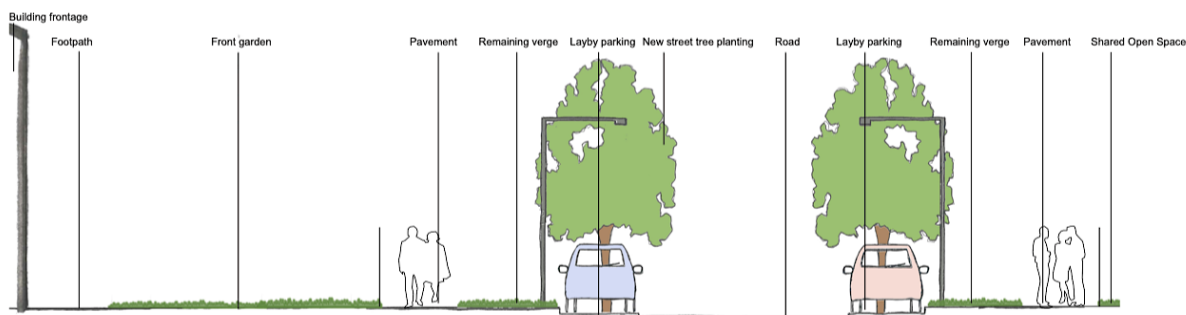
18. Appleton’s have provided a sketch for the creation of verge parking with additional tree planting, to set out how this will not impact existing pedestrian routes and to demonstrate that much of the verges will remain as they are so wide. The plan is provided in **Appendix 4** and extracts are provided below for reference.



Existing Parking- Plan View:



Illustrative Layby Parking Treatment- Plan View:



Illustrative Layby Parking Treatment - Section View. (Scale: 1:100).

19. It can be noted that construction of the verge parking bays would be low impact to ensure the trees are safeguarded, and porous tarmac or permeable block paving would be used in agreement with the Council's local highway engineer as part of a reserved matter should such measures be considered necessary by the Inspector.

Speed Limit

20. Existing 20mph speed limits in the local area are shown indicatively on the plan HTP/1901/22 contained in **Appendix 5**.
21. The creation of off-carriageway formalised parking will result in less vehicles parking on-street within the study area, subsequently increasing highway capacity. Whilst the free flow of traffic is beneficial in terms of capacity and reductions in vehicle emissions, this could increase vehicle speeds and impact pedestrian movements.
22. To counteract this, an extension to the 20mph speed limit that already exists on a northern section of Poplars Avenue has been proposed on the rest of Poplars Avenue and the northern section of Capesthorne Road between Poplars Avenue and Blackbrook Avenue. The area for potential extension to the 20mph speed restriction is shown on the plan HTP/1901/07 in **Appendix 6**. It is considered that the implementation of the speed limit extension, although not essential, will assist in terms of highway and pedestrian safety.
23. The extension to the 20mph speed restriction would include six of the eight parking survey zones (3, 4, 5, 6, 7 and 8). The impact of development traffic flows has been set out in TN/09/A.
24. Again, should this measure be considered necessary by the Inspector it can be secured as part of a reserved matters submission.

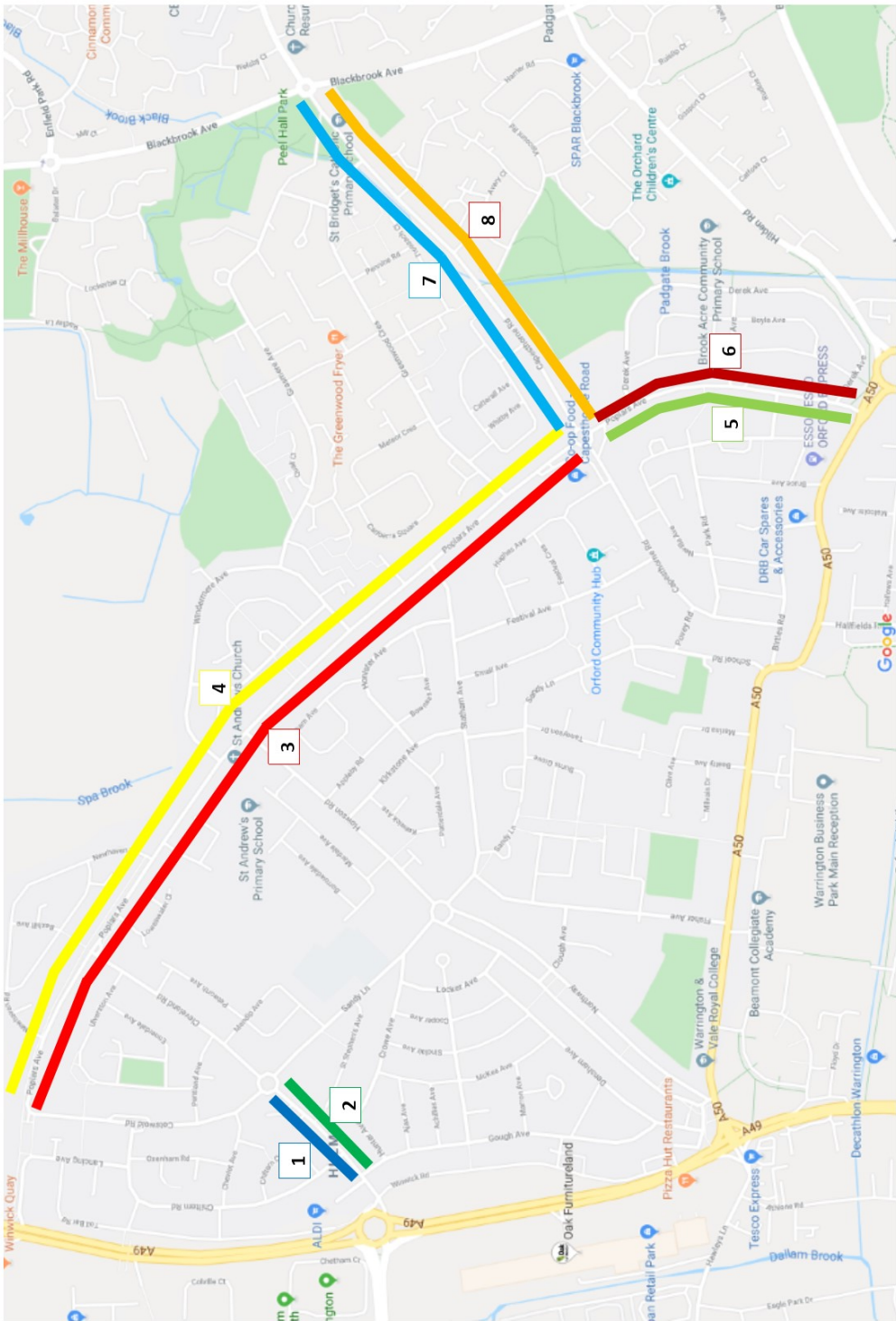
Traffic Calming and Pedestrian Safety

25. Existing traffic calming on Capesthorne Road comprises speed cushions and road humps. Speed cushions are likewise located on Greenwood Crescent. It is also recognised that there are a lack of modern pedestrian crossing facilities within the study area, with many lacking tactile paving, dropped kerbs or even a safe landing zone on the opposite side of the carriageway i.e. a pedestrian route one side of the road aligned with a full-height kerb and a grass verge on the other.

26. There is also little in the way of provision for cyclists and/or measures to highlight the presence of cycles or that encourage cyclists. It is anticipated that a financial contribution could be provided to improve the existing situation.
27. As above, should these measures be considered necessary by the Inspector, they can be secured as part of a reserved matters submission.
28. The following list of measures have been considered alongside the verge parking to support the proposed extension to the 20mph speed limit and enhance awareness of the character of the area to through-traffic:
 - i. Raised tables at junctions (these can be virtual (painted) rather than physical depending on local constraints).
 - ii. Removal of centre line markings on sections of roads subject to a 20mph speed limit (retained at junctions unless raised tables installed).
 - iii. Increase person presence through the installation of street furniture such as benches for residents to sit on.
 - iv. Provision of signing/lining to enhance awareness of cyclists to drivers (and pedestrians as necessary).
 - v. Additional pedestrian crossings and improving the existing crossing locations with dropped kerbs and tactile paving where appropriate.
 - vi. Potential for additional planting throughout the area.
 - vii. Provision of road narrowing's to maintain low traffic speeds through the area (possibly provided in conjunction with additional planting).
 - viii. Consideration of the removal of vertical traffic calming such as road humps, to reduce impact of noise and emissions on local residents.
29. From the above it is clear that a range of parking and traffic calming measures could be implemented in the area to the south of the Peel Hall site to address the 2018 Inspector's concerns regarding safety in general and pedestrian safety in particular. Whilst these measures are not considered essential, they are desirable, and it is considered that should the Inspector takes the view that mitigation measures are essential a contribution will be provided by the appellant for the Council to introduce measures they consider appropriate. This will be secured via a suitably worded planning condition.

Appendix 1

Parking Survey Data



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Warrington Parking Beat Survey

Location	Thursday 31st October 2019; 23:00		Saturday 2nd November 2019; 13:00	
	Total Spaces	Occupied	Total Spaces	Occupied
Zone 1	24	0	24	0
Zone 2	22	0	22	0
Zone 3	81	35	81	13
Zone 4	163	37	163	28
Zone 5	42	22	42	19
Zone 6	35	5	35	6
Zone 7	43	12	43	14
Zone 8	30	7	30	1
Total	440	118	440	81

Location	Thursday 31st October 2019; 23:00		Saturday 2nd November 2019; 13:00	
	Total Spaces	Parking Stress (%)	Total Spaces	Parking Stress (%)
Zone 1	24	0%	24	0%
Zone 2	22	0%	22	0%
Zone 3	81	43%	81	16%
Zone 4	163	23%	163	17%
Zone 5	42	52%	42	45%
Zone 6	35	14%	35	17%
Zone 7	43	28%	43	33%
Zone 8	30	23%	30	3%
Total	440	27%	440	18%

Location	Thursday 31st October 2019; 23:00		Saturday 2nd November 2019; 13:00	
	Total Spaces	Illegal Parking	Total Spaces	Illegal Parking
Zone 1	24	0	24	0
Zone 2	22	0	22	0
Zone 3	81	2	81	0
Zone 4	163	0	163	0
Zone 5	42	0	42	0
Zone 6	35	0	35	0
Zone 7	43	0	43	0
Zone 8	30	0	30	0
Total	440	2	440	0

Location	Thursday 31st October 2019; 23:00		Saturday 2nd November 2019; 13:00	
	Vehicles Parked on Grass Verges, Pavements and in front of Driveways with all 4 wheels off the road			
Zone 1	7		5	
Zone 2	4		1	
Zone 3	39		37	
Zone 4	33		26	
Zone 5	6		5	
Zone 6	8		3	
Zone 7	5		4	
Zone 8	10		7	
Total	112		88	

Location	Thursday 31st October 2019; 23:00				Saturday 2nd November 2019; 13:00			
	Spaces Occupied	Parked Informally	Illegally Parked	Total Parking Demand	Spaces Occupied	Parked Informally	Illegally Parked	Total Parking Demand
Zone 1	0	7	0	7	0	0	0	5
Zone 2	0	4	0	4	0	1	0	1
Zone 3	35	39	2	76	13	37	0	50
Zone 4	37	33	0	70	28	26	0	54
Zone 5	22	6	0	28	19	5	0	24
Zone 6	5	8	0	13	6	3	0	9
Zone 7	12	5	0	17	14	4	0	18
Zone 8	7	10	0	17	1	7	0	8
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Appendix 2

Initial Plan of Approximate Areas for Verge Parking

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Key

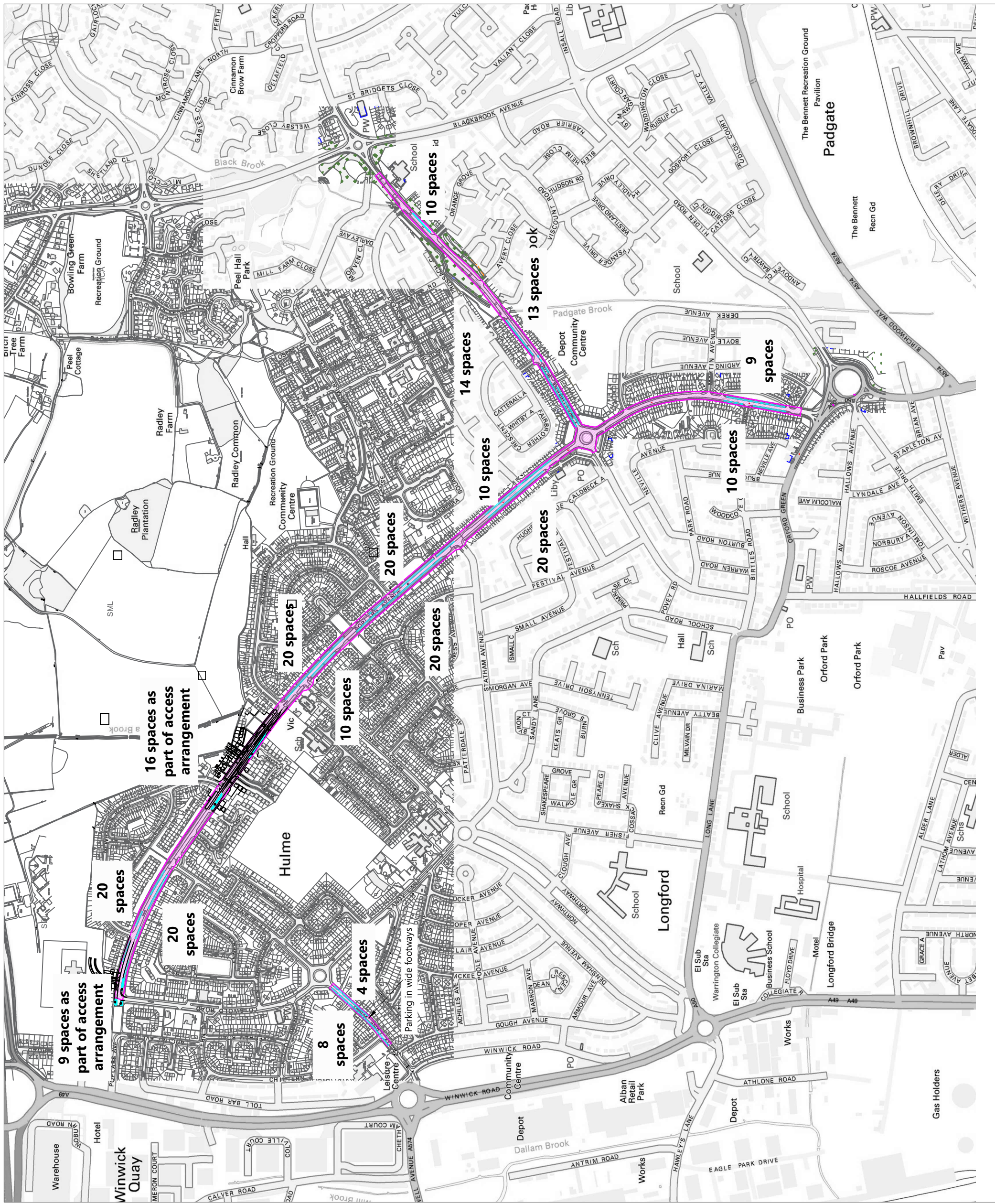
- Study area to be considered for off-carriageway formalised parking
- Potential locations for verge parking
- Indicative only - based on on-site observations

ISSUE	REASON FOR REVISION	DATE
B	Parking numbers to reflect surveys	25/06/20
A	Parking locations reduced based on constraints	22/06/20

PROJECT: PEEL HALL, WARRINGTON	
CLIENT: SATNAM MILLENNIUM LTD	
PROJECT REFERENCE: 1901	DRAWING NUMBER: 06
SCALE: Not to Scale	

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TITLE: POTENTIAL AREAS TO BE CONSIDERED FOR VERGE/FOOTWAY PARKING		
DATE: 29/01/20	DRAWN BY: FB	CHECKED: DT



Appendix 3

Parking Summary Table

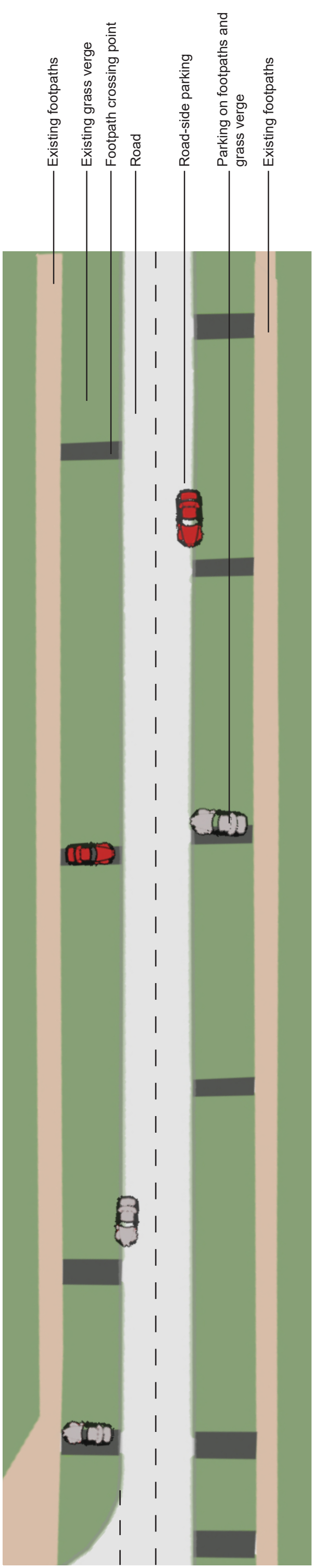
Location	a		b		c	d	e	f	g	h
	Surveyed Parking Demand		Revised Max Verge Parking Capacity that could be Created*							
	On-Street	Total (on-street & verge)	On-Street	Total (on-street & verge)						
Zone 3	35	76	84	53	137	40	48%	93		
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Total	121	222	259	188	447	131	51%	319		

Italicised includes 10 spaces to north - school drop off/pick up

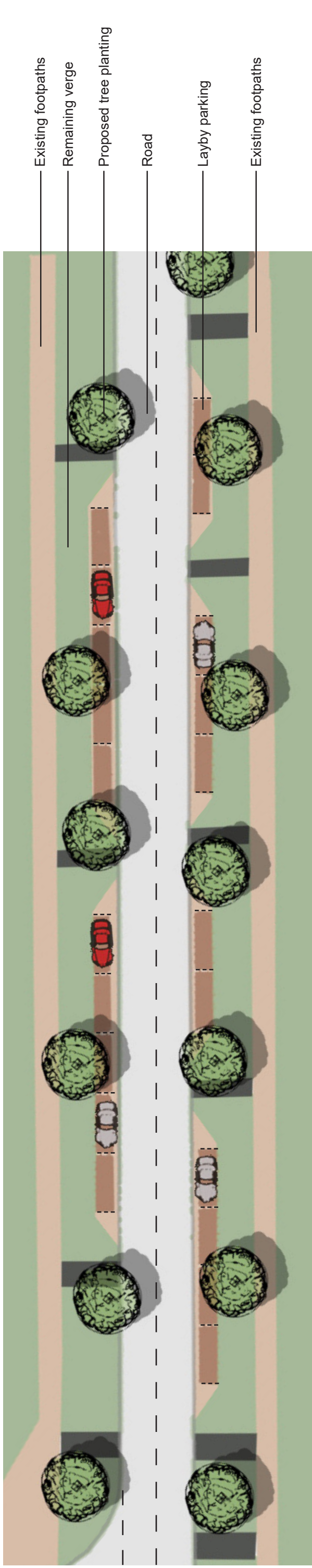
* Taking into account driveways, bus stops, trees etc

Appendix 4

Appletons Parking Sketches



Existing Parking- Plan View:

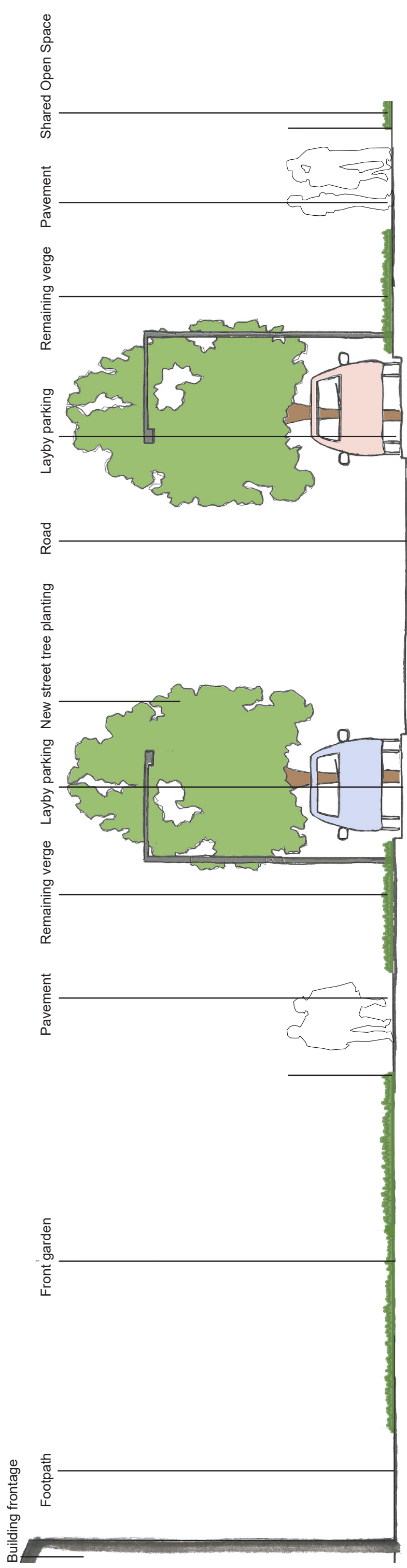


Illustrative Layby Parking Treatment- Plan View:

PEEL HALL, WARRINGTON

FIG 2: Sheet C
TYPICAL SKETCH PLANS
Scale: NTS





Illustrative Layby Parking Treatment-Section View: (Scale:1:100):

PEEL HALL, WARRINGTON

FIG 2: Sheet D
TYPICAL SKETCH SECTION
Scale: NTS



Appendix 5

Existing 20mph Speed Limits

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Key

- Study area of 20mph speed restrictions
- Indicative extents of 20mph speed restrictions
- Indicative only - based on on-site observations and desk studies

ISSUE	REASON FOR REVISION	DATE

PROJECT: **PEEL HALL, WARRINGTON**

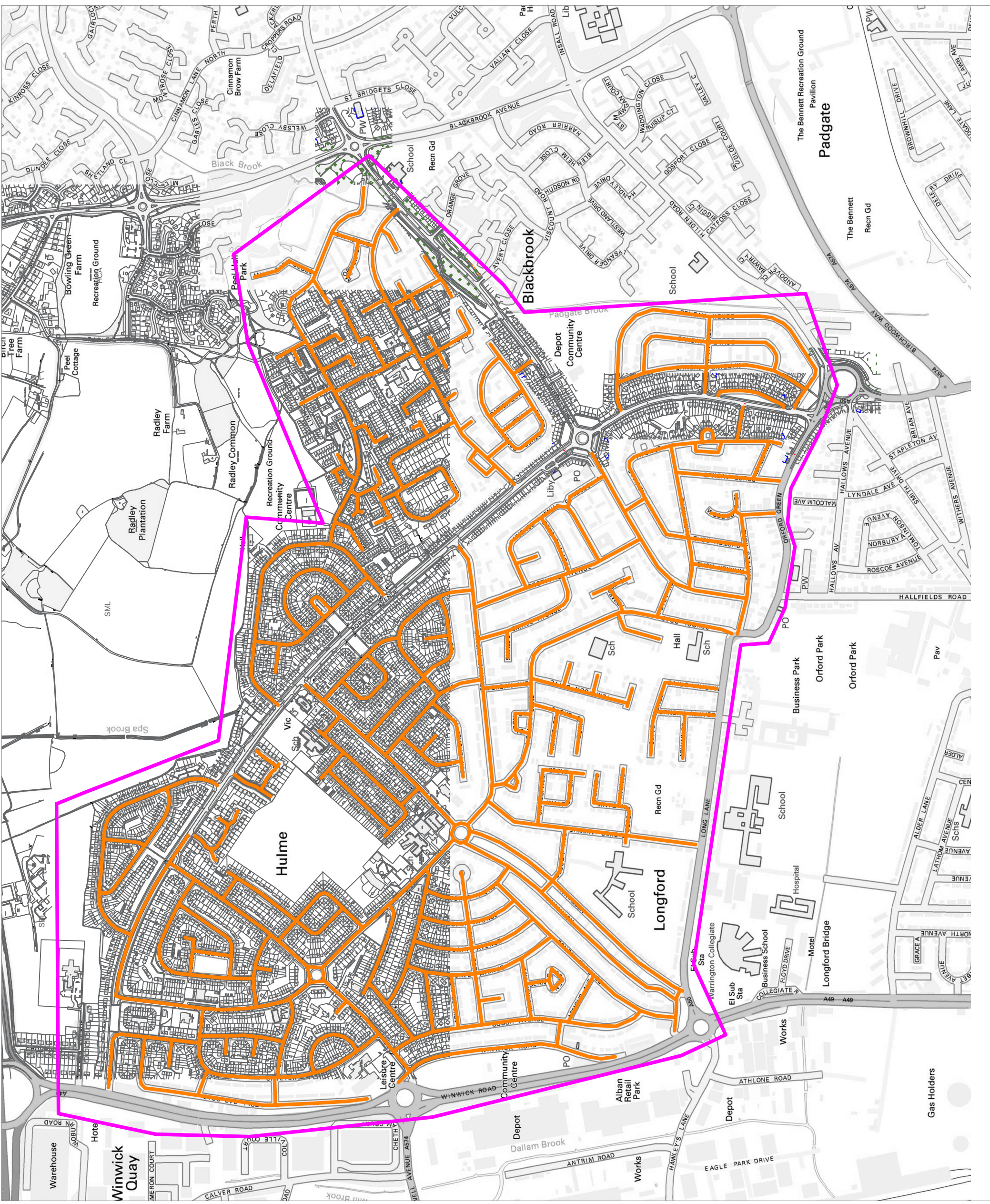
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TITLE: **INDICATIVE EXTENTS OF 20MPH SPEED RESTRICTIONS IN THE POPLARS AVENUE AREA**

DATE: 10.07.20	DRAWN BY: BL	CHECKED: FB
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Appendix 6

Potential Extent of 20mph Speed Limit Extension

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Proposed 20mph restriction to tie into existing 20mph restrictions where present.

Key

Potential 20mph speed restriction extension

ISSUE	REASON FOR REVISION	DATE



PROJECT:
**PEEL HALL,
 WARRINGTON**

CLIENT:
**SATNAM MILLENNIUM
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PROJECT REFERENCE: 1901	DRAWING NUMBER: 07	SCALE: Not to Scale
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TITLE:
**AREA FOR POTENTIAL 20MPH
 SPEED RESTRICTION EXTENSION**

DATE: 20/01/20	DRAWN BY: FB	CHECKED: DT
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