

## TECHNICAL NOTE

PROJECT: Peel Hall, Warrington

REPORT: 1901/TN/10 – Parking and Measures to the South

DATE: January 2020

---

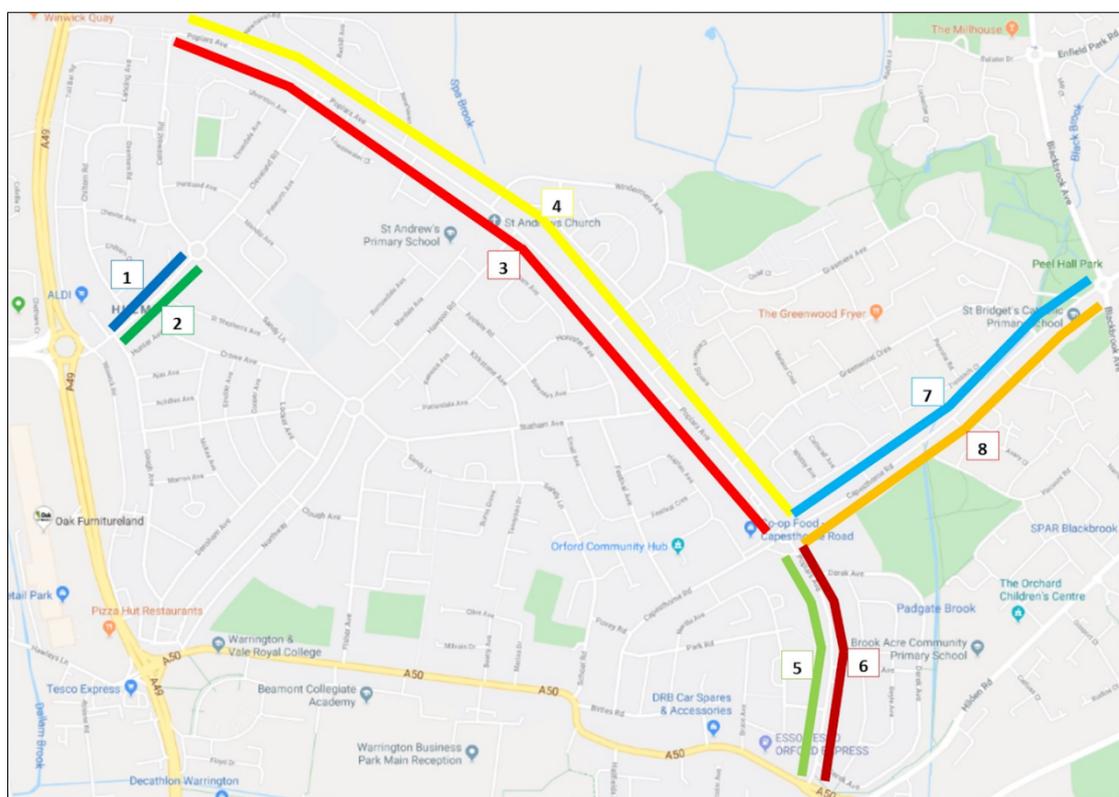
1. Part of the mitigation proposals to the south of the Peel Hall site is to provide car parking within the highway verge. The reason for this is that when the road hierarchy for the area was designed at the time of construction, the demand for on-street parking was significantly less than at present and as a result this can reduce the free flow of traffic.
2. This Technical Note has been provided to confirm the current parking demand on the area to the south of the Peel Hall site i.e. Sandy Lane West, 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 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 these concerns, two measures were put forward:
  - i. An increase in the amount of verge parking on Sandy Lane West, 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 could be implemented 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.

### Parking Surveys

7. A parking survey was carried out in the area to the south of the Peel Hall site on Thursday 31<sup>st</sup> October at 11pm and Saturday 2<sup>nd</sup> 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
<b>Total</b>	<b>118</b>	<b>81</b>

**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
<b>Total</b>	<b>112</b>	<b>88</b>

11. Additionally, the parking survey recorded how many vehicles were parked illegally in each zone within the study area. 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
<b>Total</b>		<b>2</b>	<b>0</b>

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
<b>Total</b>	<b>118</b>	<b>112</b>	<b>2</b>	<b>232</b>	<b>81</b>	<b>88</b>	<b>0</b>	<b>169</b>

### 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** indicates the approximate areas of highway verge available for parking based on an OS plan of the study area.
14. **Table 5** sets out the estimated parking capacity that could be created in the grass verges of Poplars Avenue and Capesthorpe Road (between Poplars Avenue and Blackbrook Avenue) or within the wide footway at Sandy Lane West, as highlighted on the plan at **Appendix 2**. It should also be noted that trees are located within the verges and the retention of these were taken account of in the calculations but are not shown on the OS plan.

**Table 5 – Potential Verge Parking**

Location	Potential Creation of Verge/Footway Parking Spaces
Zone 1	12
Zone 2	8
Zone 3	59
Zone 4	42
Zone 5	23
Zone 6	17
Zone 7	14
Zone 8	25
<b>Total</b>	<b>200</b>

15. From **Table 5** it can be seen that up to around 200 parking bays could be provided throughout the study area within the highway verge/footway. This is around  $[200/232=]$  85% of the surveyed parking demand across the study area.
16. The following **Table 6** compares the potential verge parking capacity against the demand from the parking surveys.

**Table 6 – Parking Demand Potentially Off-set by Verge Parking**

Location	Total Parking Demand	Potential Creation of Verge/Footway Parking Spaces	Surplus/Deficit	% Demand of Availability
Zone 1	7	12	5	58%
Zone 2	4	8	4	50%
Zone 3	76	59	-17	129%
Zone 4	70	42	-28	167%
Zone 5	28	23	-5	122%
Zone 6	13	17	4	76%
Zone 7	18	12	-6	150%
Zone 8	17	24	7	71%
<b>Total</b>	<b>233</b>	<b>197</b>	-	<b>118%</b>

17. From this Table it can be seen that a flexible approach may need to be applied to the supply of verge parking, with around 50% of potential supply provided in some areas and closer to 75% to 100% created in other areas. The site access arrangement proposed for the Poplars Avenue (west) access also proposes to formalise the parking in that area, with the creation of additional parking spaces.
18. It should be noted that an element of the parking demand survey figures will be vehicles parked in the highway verge directly in front of driveways, perpendicular to the carriageway. As such, this level of demand cannot be taken into account in the calculations, beyond a statement that not all of the vehicles counted in the survey as 'informally parked' could be offset by proposed verge parking.
19. Any proposed verge parking measures will not impact on this practice of parking in the wide highway verge perpendicular to the carriageway in front of driveways in any event.

20. It is anticipated that all parking bays would be constructed using low impact methods to ensure limited impact on the highway trees, with cellular structure to permit grass growth for a reduced impact on the visual character of the area. Construction methods and materials to be agreed with the Council and their Arboricultural officer.

### **Speed Limit**

21. As a result of creating more off-carriageway formalised parking, less vehicles would park 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 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 Capesthorpe Road between Poplars Avenue and Blackbrook Avenue. The area for potential extension to the 20mph speed restriction is shown in **Appendix 3**. This 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).
24. The impact of development traffic flows has been set out in TN/09.

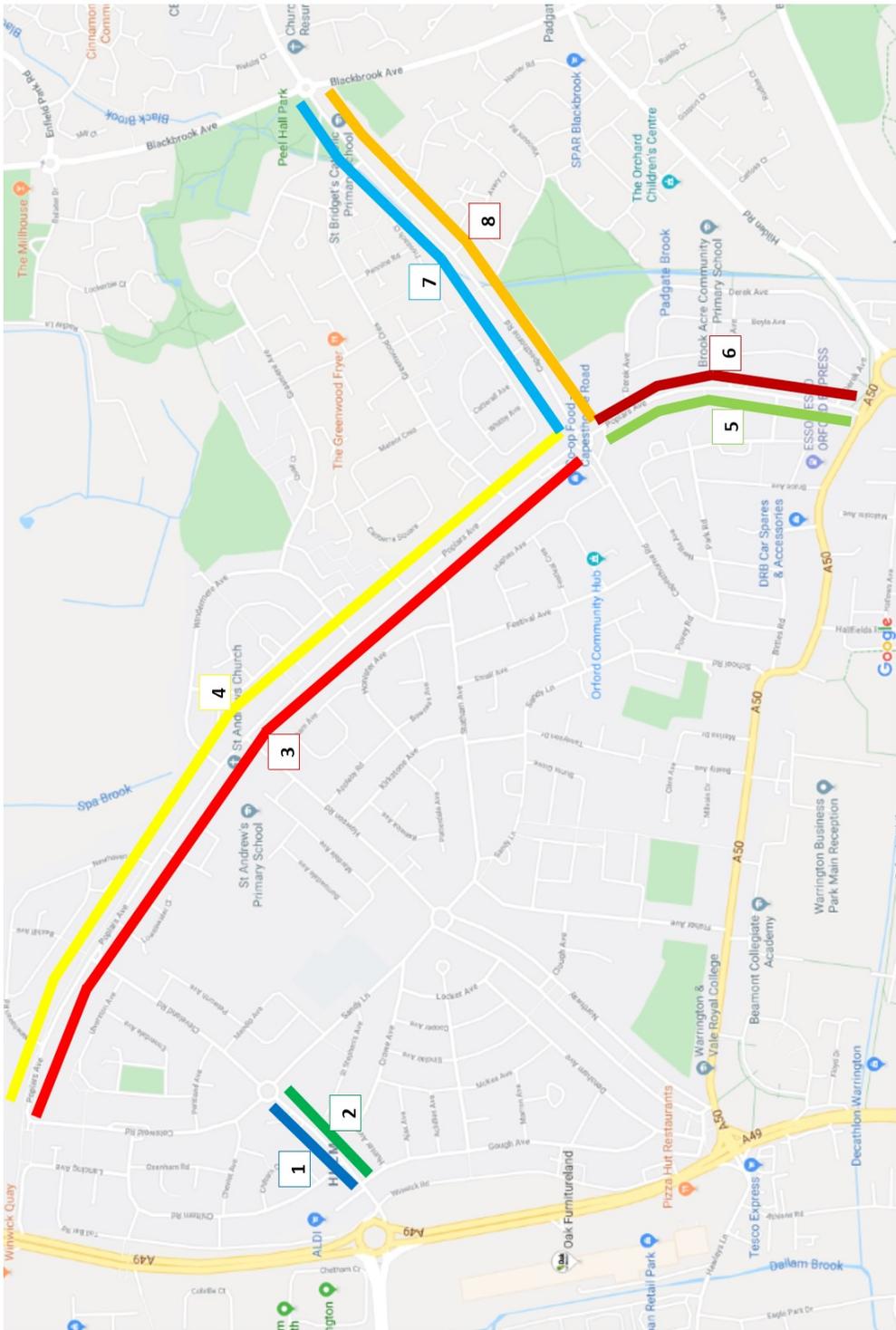
### **Traffic Calming and Pedestrian Safety**

25. Existing traffic calming on Capesthorpe Road comprises speed cushions and road humps. Speed cushions are also 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. There is also little in the way of provision for cyclists and/or measures to highlight the presence of cycles or that encourage cyclists. Current discussions are being held with highway officers to identify the most appropriate measures that could be brought forward and it is anticipated that a financial contribution will be provided to improve the existing situation.
26. 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.
27. From the above it is clear that a range of parking and traffic calming measures to the area to the south of the Peel Hall site are available to address the Inspector's concerns regarding safety in general and pedestrian safety in particular. These will be developed in conjunction with the Council so that they can be secured as part of the appeal proposals.

# Appendix 1

## Parking Survey Data



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
<b>Total</b>	<b>440</b>	<b>118</b>	<b>440</b>	<b>81</b>

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%
<b>Total</b>	<b>440</b>	<b>27%</b>	<b>440</b>	<b>18%</b>

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
<b>Total</b>	<b>440</b>	<b>2</b>	<b>440</b>	<b>0</b>

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	
<b>Total</b>	<b>112</b>		<b>88</b>	

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	0
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
<b>Total</b>	<b>118</b>	<b>112</b>	<b>2</b>	<b>232</b>	<b>81</b>	<b>88</b>	<b>0</b>	<b>169</b>

## Appendix 2

### Potential Locations for Verge Parking

NOTES:  
 © Crown Copyright and database rights 2019 OS Licence 100056454.  
 Reproduced by Starfields by permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office.

**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

PROJECT: **PEEL HALL, WARRINGTON**

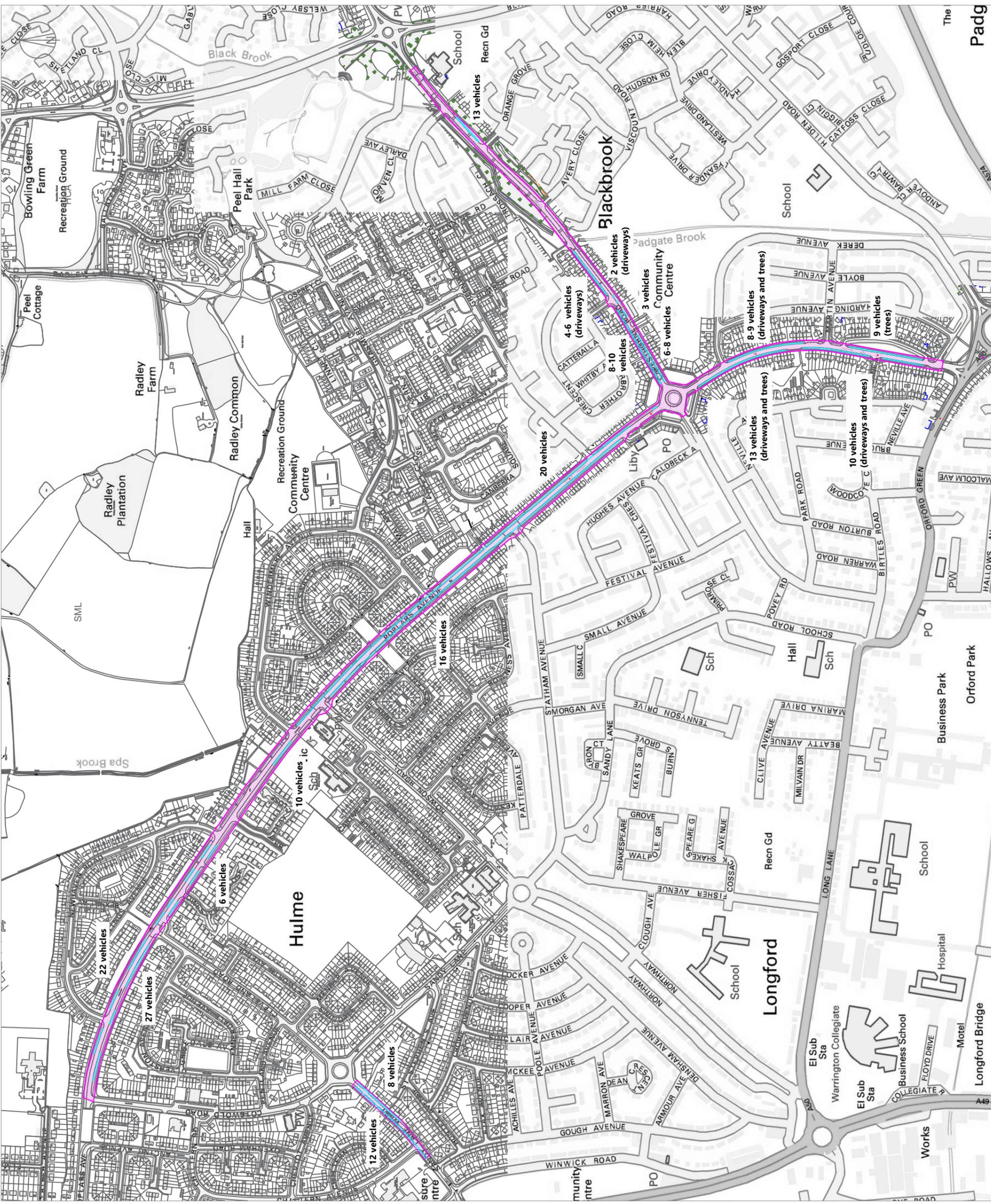
CLIENT: **SATNAM MILLENNIUM LTD**

PROJECT REFERENCE	DRAWING NUMBER	SCALE
1901	06	Not to Scale

**HighgateTransportation**  
 www.highgatetransportation.co.uk  
 First Floor, 43-45 Park Street  
 Bristol BS1 5NL  
 07973 375 937 / 07595 892 217  
 © Highgate Transportation Limited

TITLE: **POTENTIAL AREAS TO BE CONSIDERED FOR VERGE/FOOTWAY PARKING**

DATE:	DRAWN BY:	CHECKED:
29/01/20	FB	DT



The  
**Padgate Brook**  
 Business Park  
 Orford Park  
 Longford Bridge  
 Works  
 El Sub Sta  
 Warrington Collegiate  
 El Sub Sta  
 Business School  
 Hospital  
 Motel  
 A49

## Appendix 3

### Potential Extent of 20mph Speed Limit Extension

NOTES:  
 © Crown Copyright and database rights 2019 OS Licence 100056454.  
 Reproduced by Stanfords by permission of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office.

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  
 LTD**

PROJECT REFERENCE: 1901	DRAWING NUMBER: 07	SCALE: Not to Scale
----------------------------	-----------------------	------------------------

**HighgateTransportation**  
 www.highgatetransportation.co.uk  
 First Floor, 43-45 Park Street  
 Bristol BS1 5NL  
 07973 375 937 / 07595 892 217  
 © Highgate Transportation Limited

TITLE:  
**AREA FOR POTENTIAL 20MPH  
 SPEED RESTRICTION EXTENSION**

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