

**Stroud District Council**

Market Town Regeneration

Car Parking Survey - Berkeley

March 2005

**Halcrow Group Limited**

**FINAL REPORT**

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## Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Approved by
1	1	Final Report		

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# 1 Introduction

## 1.1 *Background*

1.1.1 Stroud District Council appointed Halcrow to undertake surveys and provide advice in relation to parking in the two market towns of Berkeley and Dursley. This followed car parking studies for Nailsworth, Stonehouse and Wotton-under-Edge in 2003. A copy of the study brief is in Appendix A.

1.1.2 Following discussions it was agreed that it would avoid confusions by reporting on the towns separately. This report deals with Berkeley.

1.1.3 Although the town of Berkeley has a relatively small population of about 1,900, it acts as a centre for surrounding villages in the southern part of the Vale of Gloucester lying west of the A38. Its prime employment site, accessed through the centre of Berkeley, remains the Nuclear Power Station and associated laboratories, although the power station is now being decommissioned. Berkeley hosts a series of important visitor attractions, including Berkeley Castle and collectively attract a large number of visitors the vast majority of which come by private car. Berkeley Castle has its own car park and tends not to impact on the parking situation in the town.

1.1.4 The town's retail and commercial activity is mainly centred upon Market Place and the immediate adjoining roads of High Street and the eastern end of Salter Street. Travelling east from Market Place is Canonbury Street, with mainly residential property. High Street is very narrow with no parking facilities whereas the east – west roads of Salter Street, Market Place and Canonbury Street have on-street parking. Travelling north from Market Place is Marybrook Street, again with no on-street parking but access to the two off-street car parks. A plan showing the car parking provision in Berkeley is in Section 3.

## 1.2 *Structure of Report*

- Section 1 is the introduction;
- Section 2 describes the objectives of the study;
- Section 3 contains the existing parking provision;
- Section 4 sets out the survey methodology;
- Section 5 has the survey results;
- Section 6 contains the car parking audit;
- Section 7 has a summary of the results with conclusions for individual sites and the overall conclusions;
- Section 8 puts forward recommendations;
- The Appendices are under a separate cover enabling them to be observed alongside this report.

## **2 Study Objectives**

- 2.1 Establish the current usage of the existing parking provision in each town centre, including duration of stay and peak accumulation in car parks.
- 2.2 Identify any spare capacity in the defined parking areas.
- 2.3 Provide information on the extent of unofficial or illegal parking in the immediately adjacent areas;
- 2.4 Highlight any potential capacity problems and recommend any possible solutions.
- 2.5 Consider the design, layout and safety of existing parking areas.

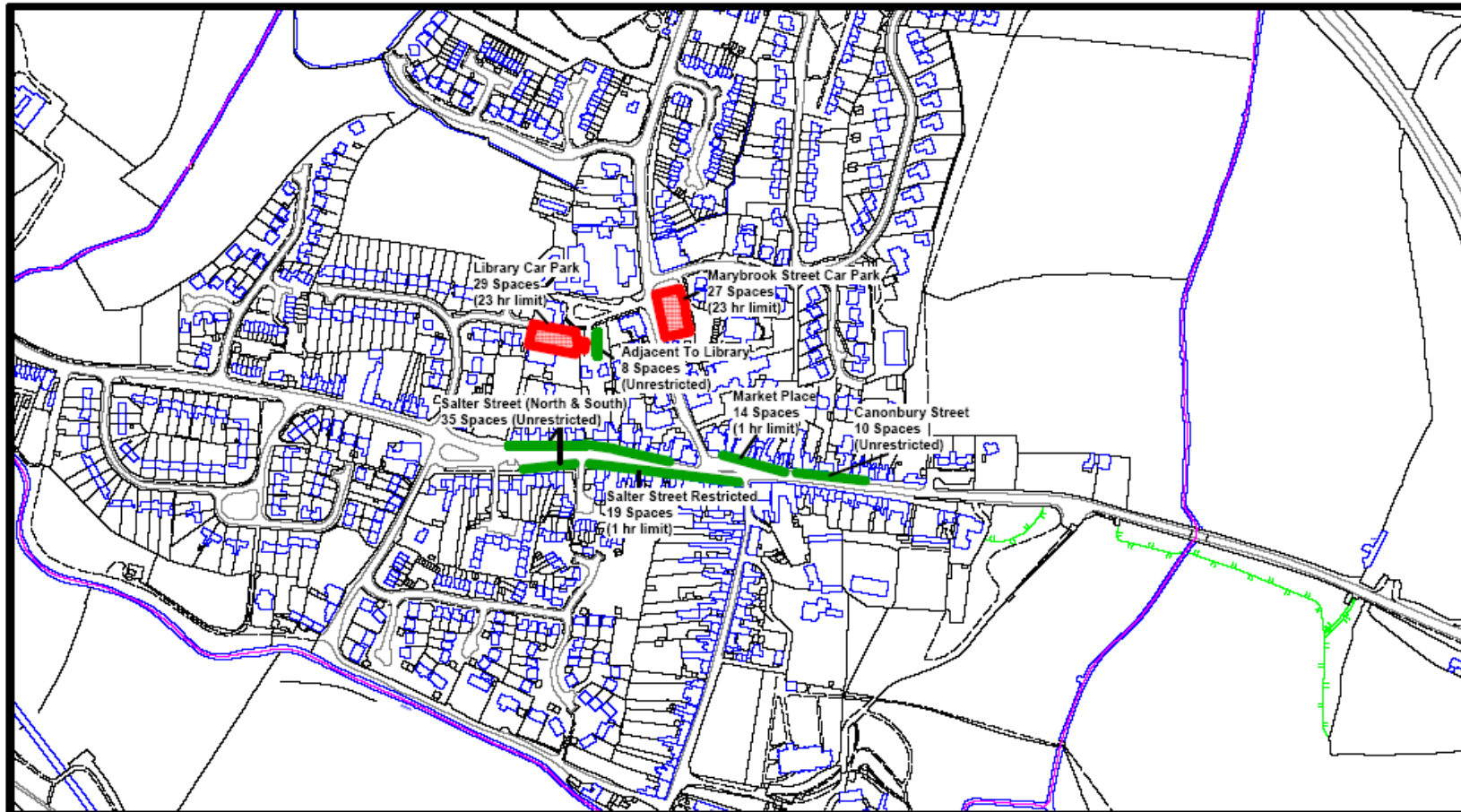
### 3 Existing Parking Provision

3.1 On Street parking dominates the centre with two small off street car parks just to the north. Table 3.1 below gives the parking locations, ownership, size and their restriction. The sizes of the on-street sites are approximate. There are no parking charges

**Table 3.1 Existing Parking Provision**

Location	Owner	Type	Total Spaces	Disabled	Restrictions
Library	SDC	Off Street	29	0	23 hr limit
Marybrook Street	SDC	Off Street	27	0	23 hr limit
<b>Total Spaces- Off Street</b>			<b>56</b>	<b>0</b>	
Adjacent to Library	GCC	On Street	8	0	No Restriction
Market Place	GCC	On Street	14	0	1 hr (no return within 1hr)
Canonbury Street	GCC	On Street	10	0	No Restriction
Canonbury Street	Unknown	On Street	4	0	Unofficial Parking
Salter Street	GCC	On Street	19	0	1 hr (no return within 1hr)
Salter Street (North)	GCC	On Street	20	0	No Restriction
Salter Street (South)	GCC	On Street	15	0	No Restriction
<b>Total Spaces – On Street</b>			<b>90</b>	<b>0</b>	

3.2 The locations are shown on the plan opposite and in Appendix A.



	<h2 style="text-align: center;">Berkeley Car Parking Provision</h2>	Estates, Council Offices, Ebley Mill, Westward Road, Stroud GL5 4UB.
<p style="font-size: small;">Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office ©Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.                  Stroud District Council                  Licence No LA079596</p>	<p style="font-size: large; text-align: center;">1:4653.1</p> <div style="text-align: right;"> </div>	

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## 4 Survey Methodology

- 4.1 The survey method was based on vehicle registration numbers gathered by surveyors patrolling car parking areas at regular intervals or by surveyors at entry/exits of car parks. Partial vehicle registration numbers were taken, providing sufficient confidence for individuality without vehicle owners being traceable. The data collected was analysed using the specialised computer software package MicroMatch, widely used in this type of survey. The analysis included car park occupancy levels, duration and turnover reflecting previous surveys (as requested in the brief) in Nailsworth, Stonehouse and Wotton-under-Edge. Estimates of spare capacity were made, areas encountering over-capacity highlighted and where possible solutions recommended.
- 4.2 Discussions were held with the client to finalise the surveys required, e.g. the time interval for survey observations and a detailed survey design drawn up by Halcrow staff. Surveyors were employed from a register of experienced traffic enumerators maintained by Halcrow at its Gloucester office.
- 4.3 The Marybrook Street Car Park, Market Place and Salter Street (the part restricted to 1 hour parking) were patrolled every 15 minutes with the remaining sites patrolled every 30 minutes, listed in Table 4.1 below

**Table 4.1 Parking Location Survey Methods**

Parking Location	Type	Total Spaces	Survey Method
Library	Off Street	29	Patrol every 30 minutes
Marybrook Street	Off Street	27	Patrol every 15 minutes
Adjacent to Library	On Street	8	Patrol every 30 minutes
Market Place	On Street	14	Patrol every 15 minutes
Canonbury Street	On Street	10	Patrol every 30 minutes
Canonbury Street	On Street	4	Patrol every 30 minutes
Salter Street	On Street	19	Patrol every 30 minutes
Salter Street (North)	On Street	20	Patrol every 30 minutes
Salter Street (South)	On Street	15	Patrol every 15 minutes

- 4.4 On-street capacities varied according to how vehicles parked, particularly relevant in small areas with between 3 and 6 spaces where a reduction of 1 equates to a large percentage change in occupancy capacity. In Canonbury Street it was considered that the capacity varied between 9 and 10 spaces.
- 4.5 With the client's approval the surveys were conducted over 12 hours (0700-1900hrs) on Saturday 12<sup>th</sup> and Monday 14<sup>th</sup> March 2005. Illegal parking and other relevant incidents at or adjacent to the survey locations were noted.

- 4.6 The term “Short Stay” was defined as a parking area restricted to a maximum stay of 4 hours. The remaining areas were termed “Long Stay” parking.
- 4.7 For each parking area, “Turnover” was the average figure for the number of times a parking space was used over the total survey period, calculated by dividing the total number of vehicles observed by the number of spaces.
- 4.8 From the car park Occupancy results a “general maximum occupancy” was assessed and the continuous length of time that it occurred noted. The average number parked over this period was expressed as a percentage of the car park capacity thus providing a gauge for car park usage and conversely spare capacity. 85% of the theoretical capacity was termed as the practical capacity or “full” to allow for operational movements, e.g. cars searching for a space.
- 4.9 The theoretical capacity for a parking area was the total number of spaces available. An allowance for operational movements, e.g. cars searching for a space, caused a reduction in the theoretical capacity and manoeuvring into a space was termed as the practical capacity or “full” to allow for operational movements. The practical capacity was assessed as 85% of the theoretical capacity. Exceeding the practical capacity would probably cause drivers to “tour” the area searching for a parking space. In the case of parking areas spread thinly over a district, “touring” will increase the traffic volumes in the town centre.
- 4.10 A highway engineer, with experience in car parking layout design, carried an audit of the sites and made general observations, “health checks”, about the existing layouts and conditions.
- 4.11 **Limitations of Methodology**
- 4.11.1 The results were a snap-shot of a Monday and a Saturday in March 2005 and no account was made for day to day and seasonal variations.
- 4.11.2 Data collection by patrolling beats every 15 or 30 minutes was agreed as the most logical and cost efficient means of counting. However this did not capture all short-term parking, e.g. the shopping stop that lasted less than 5 minutes. Consequently the true “average stay” was probably slightly lower than calculated and similarly true turnover rate was slightly higher than calculated.
- 4.11.3 For simplicity, the practical capacity mentioned in section 4.8 above was assessed at 85% of the theoretical capacity and applied generally. This proportion could vary from 50 to 125% depending on the car park layout, size, ease of access and egress, ease of circulation, marked or unmarked spaces and the parking discipline of drivers (particularly relevant to On-street parking).

## 5 Survey Results

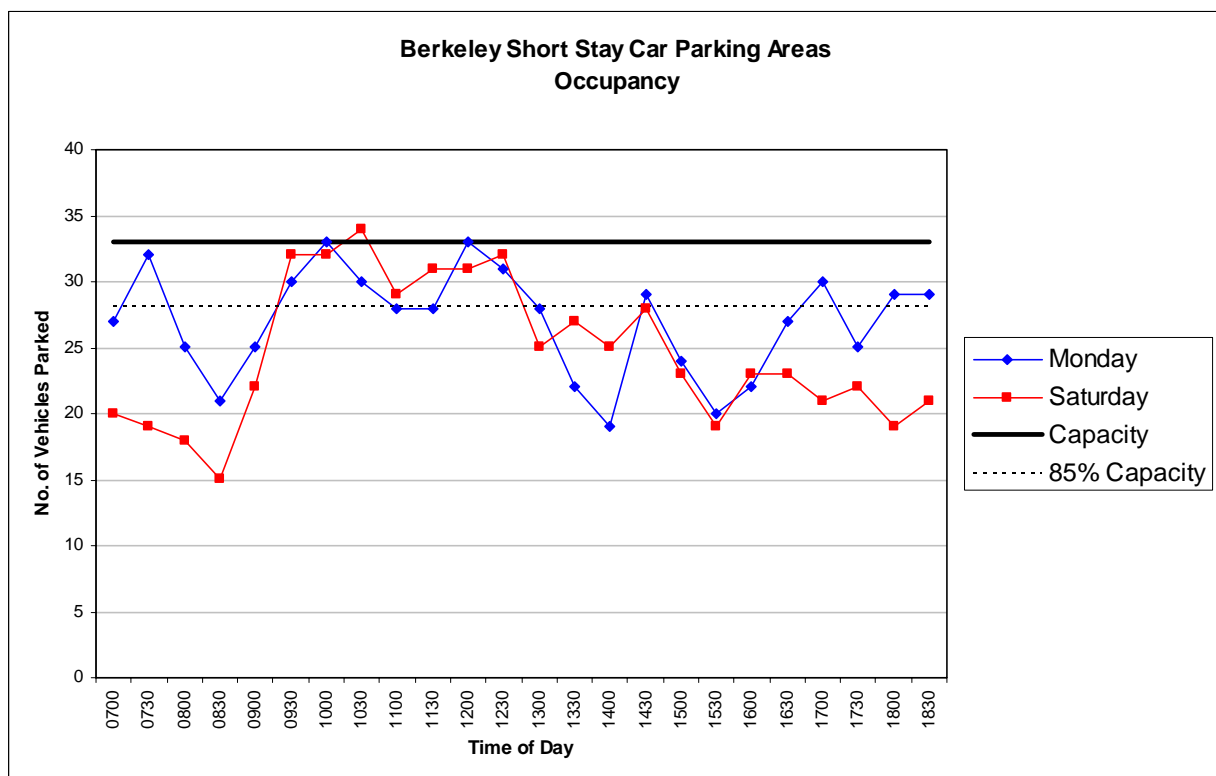
- 5.1 The survey work was carried out on Saturday 12<sup>th</sup> March and Monday 14<sup>th</sup> March 2005 and no problems were encountered by the surveyors. Saturday's weather was dry and sunny with a cold north wind, strong at times. Monday's weather was dry, apart from a little light drizzle for a short period in the morning, and turning milder with some sunny periods in the afternoon.
- 5.2 The computer suite, "Micromatch" was used to analyse the data and the results for each site on each day placed in Appendix B. From these tables graphs for the occupancy (numbers parked) with the parking capacity, and the duration stay were constructed and placed in Appendix C.
- 5.3 From the above results "turnover", an average figure for the number of times a parking space was used over the survey day (12 hours), was calculated.
- 5.4 From the car park Occupancy results a "general maximum occupancy" was assessed and the continuous length of time that it occurred noted. The average number parked over this period was expressed as a percentage of the car park capacity, "% cap", thus providing a gauge for car park usage and conversely spare capacity. 85% capacity equates to "full" after allowing for operational movements. See Table 5.1 below.

**Table 5.1 Average Stay, Turnover and "General Maximum Capacity"**

Location	Survey Day	Spaces	Total vehicles	Average Stay	Turnover	General Maximum Occupancy	
		No.	No.	hrs	Rate/12hr	Time Period	%cap
Library	Mon	29	46	2.6	1.6	0900-1530	55
	Sat		10	1.3	0.3	1100-1330	11
Marybrook Street	Mon	27	71	3.0	2.6	0845-1530	85
	Sat		45	3.5	1.7	0900-1300	67
Adjacent to Library	Mon	8	16	2.4	2.0	1000-1200	75
	Sat		8	6.4	1	0700-1230	63
Market Place	Mon	14	253	0.6	18.1	0700-1230	100
	Sat		146	1.0	10.4	0900-1445	100
Canonbury Street	Mon	10	23	4.7	2.3	0700 – 0730 0830 – 1230 1400 – 1730 1830 - 1900	100
	Sat		21	5.3	2.1	All Day	100
Canonbury St.(unofficial)	Mon	4	11	3.3	2.8	All Day	100
	Sat		5	9.6	1.3	All Day	100
Salter Street (Restricted)	Mon	19	336	0.53	17.7	All Day	80
	Sat		341	0.45	17.9	0930-1245	90
Salter Street (North)	Mon	20	101	2.1	5.1	0930-1700	90
	Sat		63	3.1	3.2	0930-1200	100
Salter Street (South)	Mon	15	53	2.6	3.5	0830-1300	87
	Sat		38	3.3	2.5	0700-1130	82

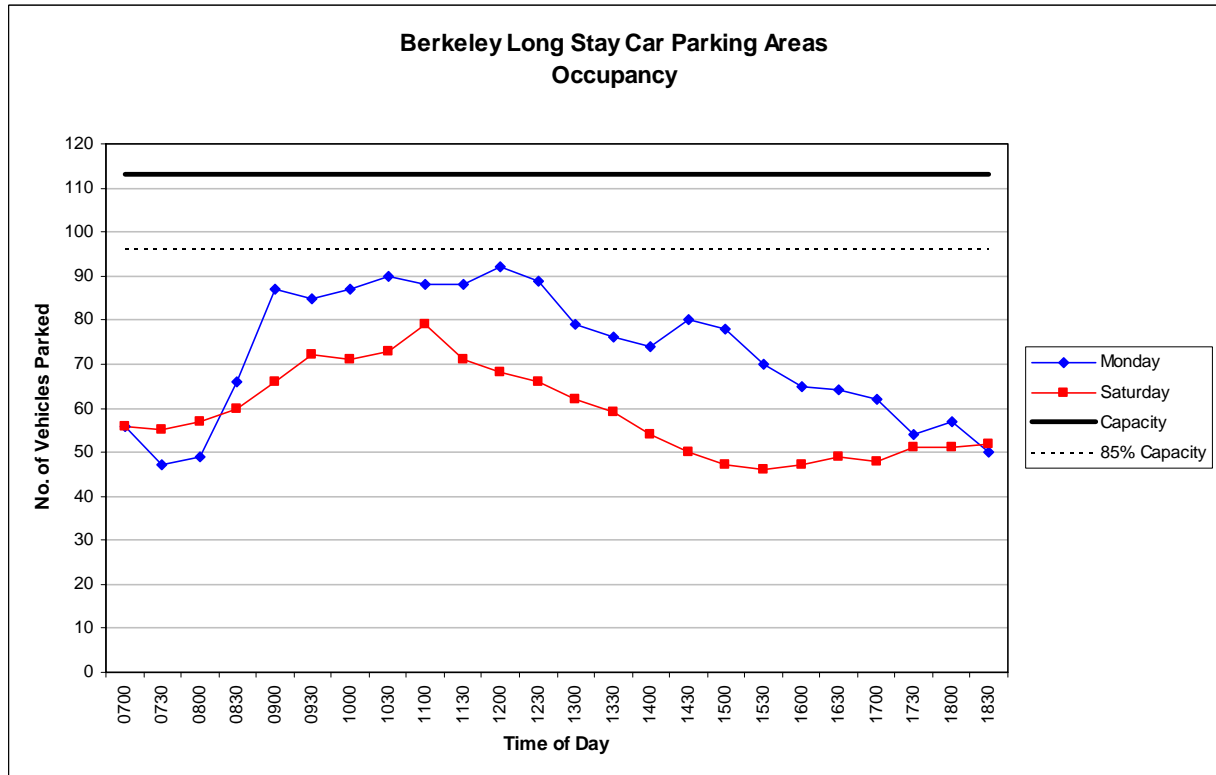
- 5.5 A minimum spare capacity was assessed by applying the “% cap” to the “Spaces” in Table 5.1. For this assessment it was considered more appropriate to include the on-street area adjacent to the Library as part of the Library Car Park.
- 5.6 During Monday the minimum spare capacity for On-street parking was assessed at 8 spaces all day, mainly in Salter Street, although this increased in the afternoon. Similarly the Off-street parking spare capacity was 20 spaces all day. This gave the total minimum spare capacity as 28 spaces, 30% of the total available spaces in the survey brief.
- 5.7 On the Saturday the minimum spare capacity for On-street parking was assessed at 5 spaces all day, mainly in Salter Street, although this increased in the afternoon. Similarly the Off-street parking spare capacity was 38 spaces all day. This gave the total minimum spare capacity as 43 spaces, 48% of the total available spaces in the survey brief.
- 5.8 The Short Stay parking areas were Market Place and the eastern section of Salter Street, both limited to 1 hour waiting restriction. The numbers parked and capacities were summated and shown in Figure 5.1 below.

**Figure 5.1 – Berkeley Short Stay Car Parking**



5.9 The remaining parking areas in the study were Long Stay and the accumulated results shown in Figure 5.2 below.

**Figure 5.2 – Berkeley Long Stay Parking**



**5.10 On-Street Parking – Restricted**

5.10.1 The on-street areas in the centre of town with parking restricted to 1 hour, **Market Place** and the **eastern part of Salter Street**, had a very high turnover about 18 vehicles per space per day on both survey days, confirming the average stay of about ½ hour and observed as mostly convenience shopping. The survey indicated that these areas were not always at full capacity, but with such a high turnover an empty space could easily occur at the time of a patrol but would soon be occupied. During the afternoon the demand for parking space declined and one or two spaces were always available.

5.10.2 The over-capacity shown in Market Place was due to parking on the pavement at the junction with Marybrook Street and occasional double parking.

5.10.3 On the Monday there was a drop in demand during the lunch-time period 1300-1400hrs resulting in a minimum of 3 occupied spaces.

- 5.10.4 There was some abuse of the limited waiting restriction and Table 5.2 below shows the numbers involved.

**Table 5.2 No. of Vehicles Parked for over 1 hour**

Location	Survey Day	Total No. of Vehicles	Duration – No. of vehicles			Longest Duration
			Between 1 & 2 hrs	Between 2 & 4 hrs	> 4hrs	
Market Place	Mon	253	27	10	3	7 hrs
	Sat	146	30	19	9	12 hrs
Salter Street	Mon	335	30	9	5	11 hrs
	Sat	341	17	9	4	7 hrs

- 5.10.5 Given the above it was not easy to assess “spare” capacity and a reasonable conclusion was that the limited waiting areas were generally well used there was no spare capacity in the mornings.
- 5.10.6 Comments were received that the presence of our surveyors were causing more drivers to observe the limited waiting restrictions, hence the figures in Table 5.2 may be an underestimate.
- 5.11 **On Street Parking - Unrestricted**
- 5.11.1 **Canonbury Street** was virtually at full capacity all day with longer term parking. There were some vehicles parked throughout the survey implying residents parking. On the Monday there was a slight drop in demand during the lunch-time period 1300-1400hrs with 3 spaces unoccupied. Two vehicles left this parking area at approximately 1300hrs and returned for 1400hrs. It was assumed that the occupants of these vehicles worked in the town centre.
- 5.11.2 The “unofficial” parking in **Canonbury Street** was longer term parking with spaces being vacated early on the Monday by residents probably travelling to their work and returning later in the day. This has been assumed because, on Saturday the spaces were occupied throughout the survey day.
- 5.11.3 **Salter Street North** had mixed parking. During Monday the area was near capacity with 30% of the total vehicles (101) observed parked for over an hour and 5 vehicles parked throughout the survey. On Saturday the area was near capacity until mid-day about 50% of the total vehicles (63) observed parked for over an hour with 6 vehicles parked throughout the survey.
- 5.11.4 **Salter Street South** had mixed parking. During Monday the area was near capacity until 1300hrs with about 50% of the total vehicles (53) observed parked for over an hour and 1 vehicle parked throughout the survey. On Saturday the area was near capacity until mid-day about 50% of the total vehicles (38) observed parked for over an hour with 3 vehicles parked throughout the survey.

**5.11 Off-Street Parking**

5.11.1 **The Library Car Park** and the adjacent area, at just over 100 metres walking distance from Market Place, were rarely above 50% of their parking capacity.

5.11.2 **Marybrook Street Car Park**, at less than 100 metres from the Market Place, had mixed parking. During Monday the car park was near capacity between 0930 and 1530hrs with about 50% of the total vehicles (71) observed parked for over an hour and 3 vehicles parked throughout the survey. On Saturday it was two-thirds full between 0900 and 1300hrs about 60% of the total vehicles (45) observed parked for over an hour with 3 vehicles parked throughout the survey.

## 6 Car Park Audits

6.1 Audits, focusing on aspects of the design, layout and safety of the individual car parks and off-street parking, have been carried out by an experienced highway engineer. “Health Check” forms as used in the previous parking surveys were completed and put in Appendix D.

### 6.2 On Street Parking

6.2.1 Current on-street parking is the predominant feature in the town and heavily used. The layout of on-street parking was satisfactory in terms of space utilisation, but unsatisfactory in terms of disabled user provision.

6.2.2 Parking on **Salter Street** to the west of ‘Berkeley Kitchens and Interiors’ is less organised and could benefit from alterations to the current road markings. See Photo’s below.



Plates 5 & 6 – Salter Street On-Street Parking

- 6.2.3 There may possibly be potential for changing the existing parallel parking on the **North side of Salter Street** to 45 degree parking similar to that on the opposite side of the road.
- 6.2.4 On **Market Place** and **Canonbury Street** the existing on-street parking works well generally but reversing out of the parking area is difficult due to the bend in the road from Marybrook Street to Market Place. The area needs to have the appropriate road markings refreshed. See Photo's below.



#### Plate 7 & 8 – Market Place & Canonbury St On-Street Parking

- 6.2.5 Any formal crossing facilities in Market Place would be difficult to implement and undesirable due to the very wide road and the poor visibility to Marybrook Street. The purpose of the central refuge is to separate the directional traffic thus improving safety for vehicles.
- 6.2.5 Other pedestrian facilities in terms of dropped kerbs, footways, crossing points in relation to street parking were found to be adequate, however, no disabled parking spaces are provided in the whole town save for blue badge holders having the facility to park on double yellow lines.
- 6.2.6 Very little if any formal cycle facilities such as cycle stands exist around Berkeley town centre.
- 6.2.7 On-street parking within the town as a whole was seen to be well organised and presented no problems for the free flow of traffic.

### 6.3 Off Street Parking

- 6.3.1 There are a total of approximately 56 off-street car parking spaces for the two locations, the **Library and Marybrook Street Car Parks** and points common to both sites are listed below
- There are no spaces provided for disabled users. The suggested minimum of percentage of spaces dedicated for disabled users is 4%.
  - Vehicular access and egress to off-street parking is satisfactory, although the advanced signage to the car parks is in need of improvement.
  - Lighting for the car parks seemed barely adequate except for any incidental peripheral lighting of the adjacent highway. This coupled with the location of both, raises personal safety and security issues. Safety and

security concerns may affect usage in the winter months when periods of natural light during the day are shorter.

- External vehicular access and egress from the car parks was generally found to be adequate, although without segregated entry and exit for vehicles. Internal accesses and manoeuvrability are also satisfactory but again provide no physical segregation for users relying more on give and take.
- External pedestrian and disabled accesses are adequate on the whole. However there is limited or no internal provision and improvements may be required.
- There is extremely limited provision for pedestrian, cyclists, and disabled facilities in the off street car parks. In many cases there were no dropped kerbs or ramps, and the existing condition of the footways and kerbing did little to provide for acceptable desire lines.

6.3.3 The **Library Car Park** layout is acceptable but the whole area could be improved especially the provision of disabled users space, especially when considering its location by the Library. Existing disabled visitors to the Library park on the double yellow lines possibly obstructing the path of a bus arriving at the marked bus bay could be improved See Photo's below



**Plates 1 & 2 – Library Off-Street Parking**

- 6.3.7 The **Marybrook Street Car Park** is good in terms of access, surface condition and markings. The layout is generally good but alterations are needed to improve on manoeuvrability within the car park by relocation of recycling facilities. See Photo's below.



**Plates 3&4 – Marybrook Street Off-Street Parking**

#### **6.4 General Comments**

- 6.4.1 During the time spent on site, parking spaces around the town were nearly fully occupied throughout the day with the exception of the car park near to the Library. This car park has the greatest potential for expansion and it will need to have lighting, pedestrian, cyclist and disabled user needs heavily improved to attract users.
- 6.4.2 Disabled facilities in and around the town centre streets were observed to be non existent and considerable further improvements may need to be made.
- 6.4.3 There is need to improve provisions for cyclists in the town on the whole.

## 7 Conclusions

Note: It is acknowledged that some of the Conclusions may not within the District Council's powers.

7.1 The following table summarises the survey results with individual conclusions

Location	Summary	Conclusions
On Street Parking - Restricted	<ul style="list-style-type: none"> <li>The occupancy was virtually at capacity during the morning.</li> <li>Of all users about 90% parked for 1 hour or less.</li> <li>Of all users about 80% parked for less than 30 minutes</li> <li>Long Stay parking (over 4 hours accounted for less than 3% of all users</li> <li>No spaces for disabled users</li> <li>The road markings were no longer clear</li> </ul>	<ul style="list-style-type: none"> <li>Generally well used with no spare capacity in the mornings.</li> <li>The presence of the survey team may have caused better compliance with the limited waiting time</li> <li>Requirement for disabled users</li> <li>Re-new the road markings</li> </ul>
On Street Parking - Unrestricted	<ul style="list-style-type: none"> <li>The greatest demand was during the morning but there were 5 or more spaces available</li> <li>Of all users 57% (Monday) and 40% (Saturday) parked for 1 hour or less.</li> <li>Long Stay parking accounted for 23% of all users on Monday and 31% on Saturday</li> <li>No spaces for disabled users</li> <li></li> <li>The road markings require maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Long and Short stay parking</li> <li>Some parking always available</li> <li>Acted as an overspill to the well used restricted waiting areas.</li> <li>Requirement for disabled users</li> <li>Re-new the road markings</li> </ul>
Library Car Park and adjacent area	<ul style="list-style-type: none"> <li>The maximum utilisation was about 55% of capacity between 0900 and 1530hrs on the weekday and 11% between 1100 and 1330hrs on the Saturday</li> <li>Used for Long and Short Stay parking</li> <li>Inadequate provision for disabled persons,</li> </ul>	<ul style="list-style-type: none"> <li>The area was under used.</li> <li>Provision is required for disabled users, particularly for the Library</li> <li>Access and egress is satisfactory</li> <li>Advanced signage needs improvement</li> <li>The lighting should be improved</li> <li>General condition of car</li> </ul>

	<ul style="list-style-type: none"> <li>especially Library users</li> <li>• Advanced signage requires improvement</li> <li>• The lighting is inadequate</li> </ul>	park is good
Marybrook Street Car Park	<ul style="list-style-type: none"> <li>• The closest car park to the town centre</li> <li>• The maximum utilisation was about 85% between 0845 and 1530hrs on the weekday and 67% between 0900 and 1300hrs on the Saturday</li> <li>• Long Stay parking accounted for 27% of all users on the Monday and 36% on the Saturday</li> <li>• Mainly used for Short Stay – about 50% of users parked for less than hour</li> <li>• Inadequate provision for disabled users</li> <li>• Advanced signage requires improvement</li> <li>• The lighting is inadequate</li> <li>• Spaces occupied by Recycling bins</li> </ul>	<ul style="list-style-type: none"> <li>• Provision is required for disabled users</li> <li>• Access and egress is good</li> <li>• Advanced signage needs improvement</li> <li>• The lighting should be improved</li> <li>• General condition of car park is good</li> </ul>

## 7.2 Overall Conclusions

- 7.2.1 The survey in March 2005 showed that parking capacity for Berkeley was generally adequate with at least 30% spare capacity. The Library Car Park was particularly under used.
- 7.2.2 The signage to and lighting of the off-street car parks should be improved.
- 7.2.3 There were no parking facilities for disabled users. 4% of spaces would be the normal target for towns larger than Berkeley.
- 7.2.4 There is potential for the transfer of long term parking to the Library Car Park, giving more space for short parking.
- 7.2.5 Changes in the layout around the Library could provide extra car parking capacity.
- 7.2.6 The usage of spaces available for very short stay parking could be increased by better compliance with the restrictions. The renewal of the road markings and occasional random policing in these areas would improve the compliance.
- 7.2.7 The unrestricted areas of Salter Street operated as an overspill to the town centre short term parking whilst also having capacity for long term parking.
- 7.2.8 The width of Salter Street may permit angled parking on the northern side thus increasing capacity.

## 8 Recommendations

Note: It is acknowledged that some of the Recommendations may not be within the District Council's powers.

- 8.1 Investigate improvement in signage and lighting for the off-street parking, especially to the Library Car Park.
- 8.2 Parking for disabled users should be provided, possibly one space in Market Place, Salter Street, Library Car Park and Marybrook Street Car Park.
- 8.3 Re-new the road markings in the town centre.
- 8.4 The Library Car Park provides spare capacity for Berkeley but when more capacity is required the area around the Library could be reorganised.
- 8.5 The town centre would benefit from increased short stay parking by:
  - Encouraging the use of the Library Car Park for long stay
  - Increasing the area covered by short stay restrictions
  - Investigating the feasibility for angled parking on the northern side of Salter Street, hence extra on-street capacity.
  - Carrying out occasional random policing in Market Place and Salter Street.