

HOOK PARISH COUNCIL

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Parking Survey

Parking Working Group (PWG)

*Updated Report
May 2014*

APRIL 2013

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SURVEY OF THE CURRENT ISSUES RELATED TO THE PROVISION OF PARKING FACILITIES IN THE CENTRE OF HOOK VILLAGE

1.0 Overview

- 1a. Parking problems are common throughout towns and cities of the UK. There are many locations where residents believe the parking issues are affecting their quality of life and wellbeing. Parking is often viewed as inconsiderate and antisocial.
- 1b. Hook is at a crossroads of its development, too large to be considered a true village and yet without sufficient infrastructure and resources to be classified as a town. Located in the rural area of North East Hampshire it is still considered to be a village. It sits astride the main A30 road between Camberley and Basingstoke and is adjacent to junction 5 of the M3. Hook also has direct access to the Network Rail system through the Hook railway station. This location and easy access has led to a substantial flow of visiting and through traffic, and specifically an increase in the number of commuter using the railway.
- 1c. Hook currently comprises 3,600 households, with 26 number of small retail/office units in the village centre and a small supermarket serving the community. There is also a substantial business park that attracts employees from the surrounding villages and towns. Through the implementation of the Local Plan there is the possibility of an additional 600 houses and supermarket. While the growth is welcomed there is a wish in the community to support the existing shops, businesses and employment and at the same time ensure that the quality of village life is maintained.
- 1d. The residential and business growth of Hook in recent years has led not only to a substantial increase in local traffic but also an increased requirement for both on-street and off-street parking. The additional growth and development in surrounding areas has further increased demand for parking spaces. Two aspects of parking demand have been identified. Firstly long duration parking (8hours +) for those commuters using the Hook railway station and secondly for residents and non-residents requiring short term parking for shopping, school runs and services such as dentist and doctors surgeries.
On-street parking is limited and the two major car parks that require payment are expensive relative to the facilities available and are not controlled by the Parish. It is apparent that users are not prepared to pay the high fees and this has led to on-street parking in residential areas, resulting in obstruction to driveways and complaints from residents. The introduction limited waiting times in shopping areas and of restrictions through the use of “yellow lines” has effected some improvement in access and availability.
- 1e. However, the current situation is far from satisfactory and will no doubt deteriorate with the increased development of housing and business in Hook and its environs. The anecdotal evidence from observation and complaints from residents are insufficient to form a basis for a parking strategy for Hook. It was therefore essential that a detailed parking survey was undertaken in order to determine the

demand and rationale for the provision of present and future parking requirements in Hook.

2.0 Rationale and Scope for the Parking Survey

- 2a. As outlined in section 1.0 the demand for parking may be broadly broken down into two categories, long duration commuter parking and short term access parking. What is not clearly understood are the reasons for the increase on-street parking and demand requirements to meet the needs of all users. Cost is clearly an issue for commuters and those requiring short-term parking, to access local facilities and services. This is clearly illustrated by the lack of use of the Crossway car park and the station car park. Neither car park is at capacity and yet the on-street parking and obstruction in local streets is considerable. Elms road is used in preference to Crossways, and the streets adjacent to the station are all used by commuters. Appendix I illustrates the usage of Crossways car park and Appendix II streets affected by the on-street parking. The survey is designed to determine volume of parking and through questionnaires, the underlying reason for parking in each location.
- 2b. At the first meeting of the PWG the current situation and some issues and needs of users were identified. The minutes of the meeting of the 13th August provide full details of the discussions.

Extract of relevant points related to different user groups:

Parents/School –

- Difficulties in drop off and collection of children
- Crossways is free till 9 am, but not at 3 pm. A free period in the afternoon may help.
- It is not clear how wide awareness is of the free parking before 9 am.
- Antisocial parking in Church View led to restrictions being introduced. Lines were painted but they are not enforced regularly.
- Community Centre Car park gets full and congestion occurs along Ravenscroft and sometimes onto Griffin Way South.
- A period of free parking would encourage parking in Crossways.

Parking Wardens –

- Enforcement is done by HDC, but it was felt they are in Hook at the wrong time of day and only for 1.5 hrs in the morning, which does not appear to be varied.

Retailers –

- Aspirations for improvements to retail in the centre of Hook resulted from the LDF consultation HPC held.
- Grand Parade car park is free but becomes congested due to narrow entrance /exit and limited space.
- Poor car park surfacing which looks shabby

Patients –

- Patients need easy parking at surgery
- More options for parking - 30 minutes not always long enough so many people have to pay for 1 hour
- Machines don't give change
- A period of free would resolve the issues for patients

Shoppers –

- A period of free parking during the day needed
- Pay on exit would solve overstaying the ticket and encourage shoppers to stay longer therefore encouraging businesses.

Businesses –

- Staff parking - Some business employees park in Elms Road
- Virgin etc. have parking problems as they employ contractors

Commuters –

- Economic environment means some will not be willing to pay for parking at station or elsewhere. Some will continue to park on the roads whatever is done.
- Restrictions historically have simply moved the problem to another road, not solved it

Residents affected by on street parking –

Possibly put in double yellow lines with specific time restrictions ?

- Consider residents parking permit scheme – 24 hrs a day. .

2c. In the consultation with residents which formed the background to the Parish Plan, car parking/ traffic problems were ranked second to concerns over development and community safety. A survey of parking in limited areas was carried out in 2010. As a result, parking restrictions were introduced in 2010 in sections of some, but not all of the affected roads.

2d. It has long been considered, by both residents and Hook Parish Council that a form of limited free parking period in Crossways would alleviate some of the parking issues. In 2010 a trial 1 hour free parking proved inconclusive. It was felt that this was due to the inconvenient refund mechanism and bad weather during the trial.

There was a further need to establish exactly what people use the village centre for and the associated parking issues?

At present there is a mix of:

- Local residents using shops or local services (doctors, dentist etc) in Hook centre;
- Visitors using shops or local services in Hook centre;
- People travelling through Hook who shop;

- People travelling to work in Hook who shop;
 - Parents/Carers taking children to school;
 - People travelling to Hook to park, who then commute elsewhere;
 - Residents who park on the road outside their property
- 2e. As part of the consultation process for a Parking Review being undertaken by Hart District Council, it was considered that a more detailed survey of parking was urgently needed to identify the true nature and extent of the parking issues. This would assist in developing a strategy for increasing use of the Crossways Car Park and reducing the on-road issues.

3.0 Current Availability and Capacity of Parking Facilities

3.1 Pay for use car parks

| | | |
|-------|-------------------------------|-----|
| 3.1.1 | Network Rail Station car park | 170 |
| 3.1.2 | Raven Hotel | 84 |
| 3.1.3 | Crossways car park | 68 |

3.2 Free car parks

| | | |
|-------|------------------|----|
| 3.2.1 | Grand Parade | 23 |
| 3.2.2 | Boots Parking | 6 |
| 3.2.3 | London Road | 5 |
| 3.2.4 | Station Parade | 10 |
| 3.2.5 | Londis Parking | 2 |
| 3.2.6 | Community Centre | 92 |

3.3 Areas where parking is restricted by "yellow lines"

- 3.3.1 The map in Appendix II outlines these restriction

4.0 Terms of Reference of the Parking Survey

4.1 Objectives of Parking Survey

- 4.1.1 Determine the adequacy of the current arrangements for provision of on-street and off-street parking, and to make recommendations for the maintenance and growth of the retail economy in Hook
- 4.1.2 Quantify the totality of the number of free and paid parking spaces available
- 4.1.3 Evaluate the use of on-street parking by commuters and to consider ways to reduce on-street parking in congested residential roads
- 4.1.4 To determine the use and need for local short term parking in order to relieve the impact of school related parking on residents

4.2 Measurement Criteria

The criteria and data collection required to the achievement of the desired objectives are:

- 4.2.1 To measure the frequency and location of vehicles parked in the specified zones
- Zone 1 Three times a day
 - Zone 2 Every two hours
 - Zone 3 School run times twice a day
- 4.2.2 To record and analyse in detail the identity of parked vehicles so as to ensure the validity of the data

- Record the location, day/time and identity of each parked vehicle.
 - Zone 1 Forms
 - Zone 2 Forms
 - Zone 3 Forms
- 4.2.3 To measure and record data related to the availability of parking within the defined zones
- To count the available and utilised space in each car park
 - To count the available and utilised space in Crossways car park at each cycle
- 4.2.4 To collect, compare and contrast qualitative data with anecdotal evidence
- 4.2.5 To record all data over a minimum of two weeks. (Tues, Thurs in week 1 and Monday Wednesday and Friday in week 2 in the relevant cycles and evaluate its reliability in respect of 4.2.4
- 4.2.6 By the use of questionnaires placed on all parked vehicles and questionnaires delivered to residents affected by on-street parking
- 4.2.7 Survey households in all roads in zones 1-3 by letters and forms

5.0 Process Overview and Methodology

- 5.1** The survey was introduced to the public and volunteers recruited by means of local media in February and March 2013. The data collection was carried out by 20 volunteers over a period two weeks (Mon - Friday only) from March 11th to 22nd. A general map of Hook and the areas to be covered are highlighted in Yellow in Appendix III.
- The area to be surveyed was broken down into three zones, these zones were identified and classified according the perceived issues and times of the survey
- 5.2** Zone 1 is a mix of roads where there have been reports of repeated parking issues, mainly in respect of commuter parking. The list includes roads where some restrictions are already in place along part of the road, as well as those with no current restrictions. Some of these roads are not currently perceived to have a problem, but were included in the survey to provide an 'as is' position.
- 5.3** Zone 2 consists of two roads closest to Crossways Car Park. These roads were identified as an area for mix of commuter, shopper, surgery and other parking, whilst space is plentiful in the adjacent car park.
- 5.4** Zone 3 comprises roads and the car park currently used for the majority of school parking.

A summary of the number of parking places available is shown in Appendix X The number of empty spaces at Crossways will be noted in line with the times of the on road survey in the adjacent roads.

5.5 Supplementary Information

The locations of the main shopping regions Station Road, Grand Parade, Hook Parade, Fairholme Parade, Tesco, London Road are marked on Appendix IV by shaded red lines.

The Infant and Junior schools are marked on Appendix V shaded green.

The major places of employment in Hook are marked on Appendix VI shaded blue
The team of volunteers were allocated roads and times to check depending on the needs of each specific road.

6.0 Data Observation and Recording

Sample forms for recording data for all zones are shown in Appendix VII examples of the questionnaires are shown in Appendix VIII

6.1 Survey Time Zone 1

Spot checks were undertaken at approximately 9-00 am, 3-00 pm and 5-00 pm.
Registration number and time of entry were recorded at each visit. A questionnaire was placed on the windscreen of all parked cars on each day. There are no parking charges applicable on any of the roads, although some parking restrictions do apply as indicated with some existing lines or restrictions. The following roads were surveyed.

Bell Meadow Road (BMR) – up to the junction with Kerfield Way
Gower Crescent (GC)
Raven Road (RavR)

No current lines or restrictions, but reported parking problems in some sections

Bramshott Drive (BD) – up to the junction with Kerfield Way
Rectory Road (RR) – on section up to the junction of the first cul de sac on the right
Sheldon Road (SR)
Sheldon's Lane (SL) – up to Hop Garden Close
Newnham Road (NR) – including the cul de sac to junction with Carleton Close
Valmeade Close (VC)

No restrictions and no current perceived parking issues.
Bramshott Drive (BD) – beyond the junction with Kerfield Way
Kerfield Way (KW)
Oakhanger (O)
Selborne Close (SC)
Reading Road (ReR) – up to The Crescent

6.2 Survey Time Zone 2

The registration number of cars parked were recorded with the leaving and arriving times at these locations between 07.00 and 19.00, with volunteers working in 2 hour shifts. The following roads were surveyed.

Elms Road (ER) – up to the junction with The Spinney
Dorchester Road (DR)
Crossways Car Park (CCP) (count of number of cars parked at each visit only)

6.3 Survey Time Zone 3

Spot checks were undertaken between 08.30 and 9-00 am and again between 15.00 and 16.00 A questionnaire was placed on the windscreen of all parked cars on each day. The following roads were surveyed.

Hook Community Centre Car Park (HCCP)
Bandhall Place (BP)

Church View (CV)
St Johns Close (SJC)

If cars are parking in an antisocial or dangerous manner, volunteers were requested to note the locations and vehicle details.

7.0 Analysis and reporting

7.1 Residents Comments and Observations.

7.1a. 170 survey forms were returned from residents. 112 respondents answered 'Yes' to having difficulty accessing their property mainly in the roads listed below. The reason for the difficulty were:-

- 89 responded that Commuters were a problem
- 29 said fellow residents caused a problem mainly in roads where there were insufficient off road parking spaces for the needs of the residents in the road
- 27 responded that the school run caused a problem but these were in the roads around the school.

7.1b. Other access problem causes were: Local business parking (13), Shoppers (12), Medical appointments (15), Vets (5), Guests of residents (5), Inclusion (2), Elizabeth Hall traffic (2) Life Church (1), Hairdresser (1)
Most problems occurred on weekdays throughout the day. Problems reported on weekdays (98), not only weekdays (17)
The timing was dependant on when people were home to see what was going on so it is probably not very reliable to draw too many conclusions.
107 respondents have sufficient car parking spaces, but 48 saying they do not have sufficient spaces.

7.1c. Reporting on specific roads

- **Elms Road** – Used by commuters, surgery, local business, shoppers & residents. 9 respondents said they had difficulty accessing their property. The marked bays work well on the whole, but there is some evidence of antisocial parking. 2 residents responded that they do not have sufficient parking for their needs. 8 would support restricted parking, 1 unsure and 2 would not. 26 vehicles parked for 6 hrs +
- **Dorchester Road** – Parking is a mix of commuters, surgery, visitors, shoppers, Life Church visitors, residents. 10 respondents said they had difficulty accessing their property. Antisocial parking near the junction with Elms Road or adjacent to driveways was highlighted. 8 would support restricted parking, 2 unsure and 2 would not. 2 residents do not have sufficient parking for their needs. 16 vehicles parked for 6 hrs +
- **Valmeade Close** – Traffic chaos caused by 43 different cars parked during the 2 week survey period. 9 respondents say they have difficulty accessing their property. Issues with commuters, residents, local businesses, vets & shoppers. Resident's parking bays are being used by commuters. 9 residents indicated that they do not have sufficient car parking spaces for their own needs. 11 vehicles parked for 6 hrs +

- **Bell Meadow – 12** respondents have difficulty accessing their property. Issues with commuters, residents, local businesses, school run, vets & shoppers. The main issue is antisocial commuter parking all day on weekdays. 5 residents do not have sufficient car parking spaces for their own needs. 16 vehicles parked for 6 hrs +.
- **Gower Crescent – 3** respondents have difficulty accessing their property. Commuters were identified as the main problem. The antisocial nature of the commuter parking is the main issue – obstruction of driveways and parking too close to the junctions. Parking on Bell Meadow causes poor visibility when exiting at the junction of Gower Crescent, which is affecting safety. 6 vehicles parked for 6 hrs+
- **Bramshott Drive – Commuters.** Again, it is the antisocial parking not the volume of cars which is the issue. Parking on Bell Meadow causes poor visibility when exiting at the junction. The residents' survey generated a particularly high response (24). 6 respondents did not have sufficient spaces for their own needs. 16 supported restricted parking, 3 do not and 1 supports it in Bell Meadow Road. 8 vehicles parked for 6 hrs +
- **Raven Road – 17** residents have difficulty in accessing their property. Commuters are the main problem but also residents, local businesses, shoppers and Elizabeth Hall traffic. Problems all day, mainly on weekdays. There is a 1 hour no parking restriction in the middle of the day. Commuters are still parking in this area, but further along Raven Road. Again, antisocial parking causes the main problem. 26 vehicles parked for 6 hrs +
- **Rectory Road – 6** residents have a problem accessing their property. The main problem is commuter parking and parking for local businesses. Problems exist all day, mainly during weekdays. 4 residents don't have sufficient spaces for their needs. 5 support restricted parking, 1 is unsure and 1 is against. 24 vehicles parked for 6 hrs +
- **Newnham Road** was not highlighted as having a problem but 4 residents have difficulty accessing their property and 3 blame this on commuters, 4 on other residents and 1 on local businesses. This problem seems to be not only confined to weekdays. 2 residents do not have sufficient spaces to meet their needs. 3 support restricted parking and 4 do not.
- **School Parking.** The questionnaires indicate that between 47 to 69 vehicles could use Crossways Car Park now they know it will be free in the morning and again in the afternoon. Indications are that they live in areas that would make Crossways more convenient. Those parking for the school, either in the Community Centre Car Park or Church View and surrounding roads near the school completed 119 questionnaires.

7.2 Findings and Conclusions

The data collected has been analysed and is summarised in Appendix IX. The major problem areas and areas of concern are identified below, with provisional proposals for ameliorating, if not solving the problems.

Valmeade Close - Residents need more car parking space than the current car parking provision in the road and small car park. Therefore, commuter parking, vets surgery/shop parking is adding to the problem. Currently there is a single yellow line from Station Road to junction of Valmeade Close

Possible solution: *Ownership of bays at entrance to Valmeade Close on right hand side must be determined. A possible zone for residents only parking introduced and a permit scheme or restricted timings.*

Bell Meadow Road - Anti social parking by commuters, vets surgery visitors and school are the major cause of problems. Cars parking opposite the junction with Gower Crescent compound the problem. These cars block the view for cars exiting Bramshott Drive and Gower Crescent. This is mainly commuter parking issue.

Possible solution: *Double yellow lines opposite Gower Crescent from junction of Valmeade Close to Bramshott Drive. Clarify if disabled box recently painted outside house opposite Gower Crescent was authorised. Consider marked bays along rest of Bell Meadow Road, which may reduce verge parking and encourage less anti-social parking.*

Gower Crescent – Limited problems caused by commuter parking and visitors to the vet clinic.

Possible solution: *Non resident time restriction? Not a high priority at present so no immediate action.*

Bramshott Drive – Difficulties caused by Commuter parking.

Possible solution: *Requires further investigation*

Raven Road - Anti social parking from commuters, residents and shop/business parking.

Possible solution: *Time limited parking zone to be extended to whole road except for residents. Alter some existing markings to provide more spaces for residents.*

Rectory Road – Problems caused by commuter parking with limited parking space for residents.

Possible solution: *Examine the possibility of parking restrictions over the first 100metres, further investigation required.*

Elms Road. Anti-social parking is the major issue with short term parking and churning of spaces for visiting doctors and shops at A30 end of Elms Road to Dorchester Road having a major effect. Only 18 car parking spaces are available. There is also some longer term Commuter and business parking.

Possible solution: *No further action but would greatly benefit from free parking in Crossways.*

Dorchester Road. There is some anti-social parking by visitors to residents, doctors & Life Church combined with limited commuter parking.

Possible solution: *Not of major significance, no immediate action required.*

Crossways Car Park. The HPC Parking Survey and KM Traffic Survey have both confirmed that the car park is seriously underutilised. Residents and visitors are reluctant to pay the high charges for short term parking, preferring to park on the streets

Possible solution: *HPC should enter into discussions with Hart to review the issues and seek a long term solution.*

School Car Parking - Permits have been issued to parents to use the Crossway's Car Park and this should help to alleviate some volume of parking in **Church View, St. John's Close and Band Hall Place** and reduce numbers in the Community Centre car park

Possible solution: *Additional double yellow road markings and marked bays could help anti-social parking.*

Reading Road. Although not an immediate problem, future issues could be avoided by the marking of parking bays from the A30 junction to the first build out.

London Road Lay by. Repeated complaints received about long term parking affecting retail business.

Possible solution. Time limit on parking. 30 mins, no return within 2 hr? (similar to lay by outside Londis).

7.3 Review of Options (replaces previous 7.3)

The following roads were part of a further review of outstanding issues in relation to parking in Hook:-

Church View / St Johns Close parking at school times.

As a result of an email from PC 23608 Natalie Gardner (circulated on 30th March 2014), this location was included in the further review. There was nothing physical that Hook Parish Council could do in relation to changing or adding to the enforcements already in place. This is a matter for the police working in liaison with the school and also the Civil Parking Enforcement officers from Hart being on site at the allotted times. The single yellow lines in place in Church View, during school times should be adhered to.

Request HDC continues to operate the School Parking Permit Scheme

Reading Road West side

There are yellow lines from the entrance of the car park going north along Reading Road for a short distance. There are no entrances to premises or dropped kerbs on this side. There is approximately 90 metres of clear road between the yellow lines adjacent to Crossways entrance and Nightingale Gardens. On this side of the road 13 x 6 metre free parking bays could be achieved over the length, with a break for cars to pull in should vehicles be travelling south. Although this road is of average width, with a passing place these bays would be feasible. It should also be borne in mind that this road is limited for access only.

Request HDC review the option of parking bays

Valmeade Close

The review covered the whole road, including the parking bays at the bottom, behind the garages. There were two free parking bays. It was perceived that

commuters were parking in this road and leaving their vehicles all day. This was not the case at the time of the inspection. At night this road is full of residents' cars.

No further action.

Kerfield Way/Bramshott Drive.

Only one car was parked in Kerfield Way. At the junction of Bramshott Drive and Bell Meadow Road, when sitting at the "Give Way" sign waiting to turn into Bell Meadow Road there was a clear vision of vehicles that were travelling east along Bell Meadow Road.

No issues at this location.

Bell Meadow Drive/Gower Crescent

The vehicle parked in the disabled bay outside 2a/2b Bell Meadow Road was **not displaying a disabled permit** or anything else to show the driver was disabled. The same vehicle always occupies this bay. Along this short stretch of road were also 5 other cars parked on the same side in a line. It was considered that any change to the parking i.e. replaced by yellow lines would push the vehicles further into Bell Meadow Road or even Bramshott Drive. This would alleviate the issues exiting Gower Crescent, but could cause further access problems from Church View.

When exiting from Gower Crescent towards Station Road, there is a restricted view of traffic driving east along Bell Meadow Road. Cars exiting have to drive on the wrong side of the road due to the cars parked opposite the junction. A reduction in the height of the hedge(11Feet) belonging to 3 Bell Meadow and the slight spill over the boundary over the pavement would help visibility. This hedge runs down the side and across the front of the front garden.

Request that Hart confirms the disabled status of the user/vehicle parked on Bell Meadow Road.

Crossways Car Park

When entering Crossways Car Park it is necessary to turn left into the car park at the end of the small approach road as the majority of the bays are in that area of the car park.

There is a very high kerb which has scuff marks on the top, indicating that vehicles drive over it a) because it is not very visible, and b) because of the tight turn necessary to get to a bay when the bays opposite the entrance are in use.

Request that Hart review options for improvements at the entrance and kerb

Appendix I Usage of Crossways Car Park

| Parking Charge Bands Rurals 1 APRIL 2011 -29 MAR 2012 | | | | | | | | | | |
|---|---------|--------|--------|------|-------|-------|-------|---------|------------|---------|
| Fleet car parks | | | | | | | | | | |
| | | Number | 30mins | 1hr | 2hrs | 3hrs | 4hrs | all day | TOTAL | |
| Car Park | Machine | Spaces | 35p | 70p | £1.40 | £2.10 | £2.80 | £3.50 | REVENUE | TOTALS |
| | No | | | | | | | | | TICKETS |
| Hook | 1 | | 11403 | 9712 | 1322 | 219 | 63 | 169 | £15,181.25 | 22888 |
| Totals | | 68 | 11403 | 9712 | 1322 | 219 | 63 | 169 | £15,181.25 | 22888 |

TOTAL

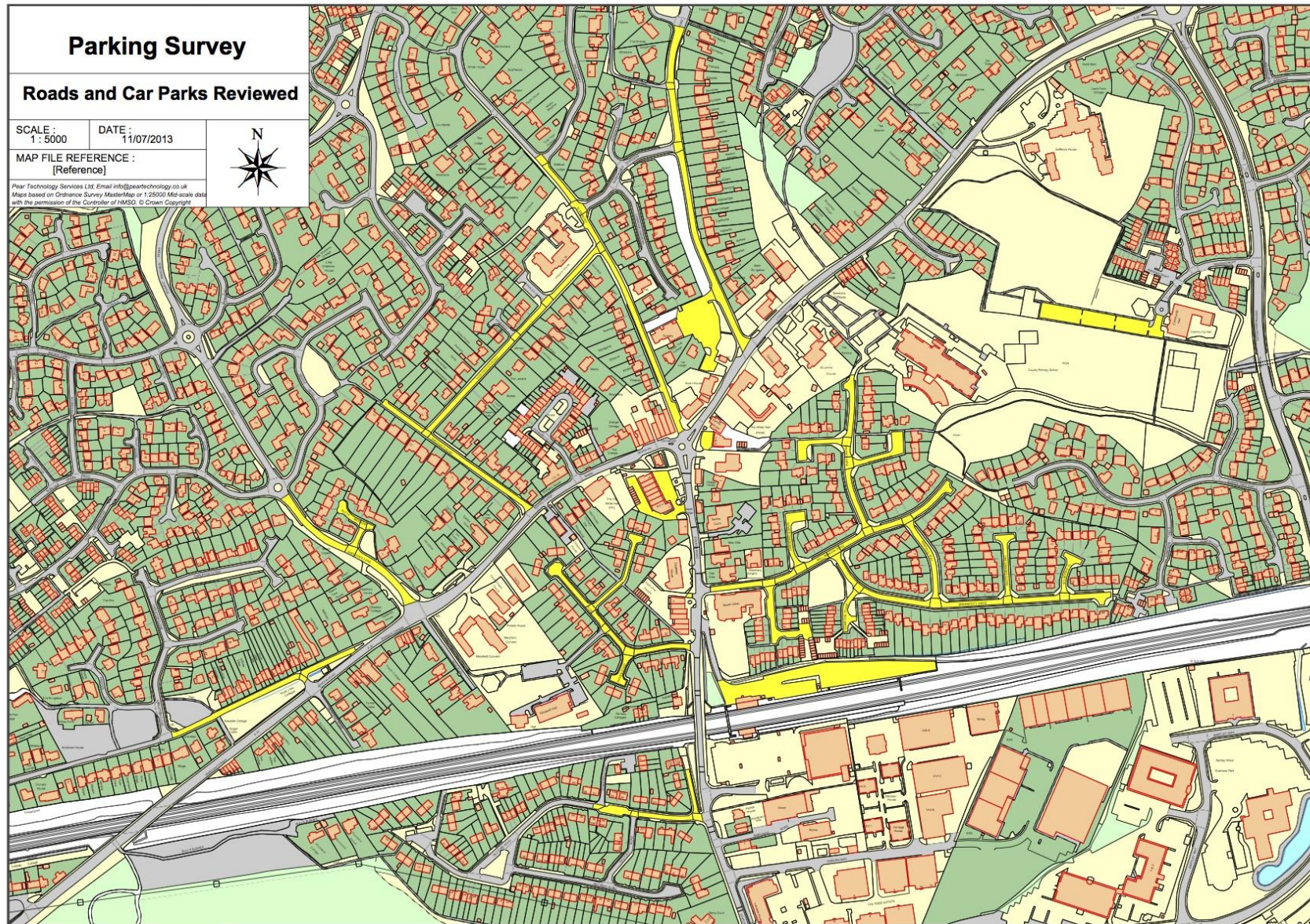
INCOME

£3,991.05 £6,798.40 £1,850.80 £459.90 £176.40 £591.50 £13,868.05

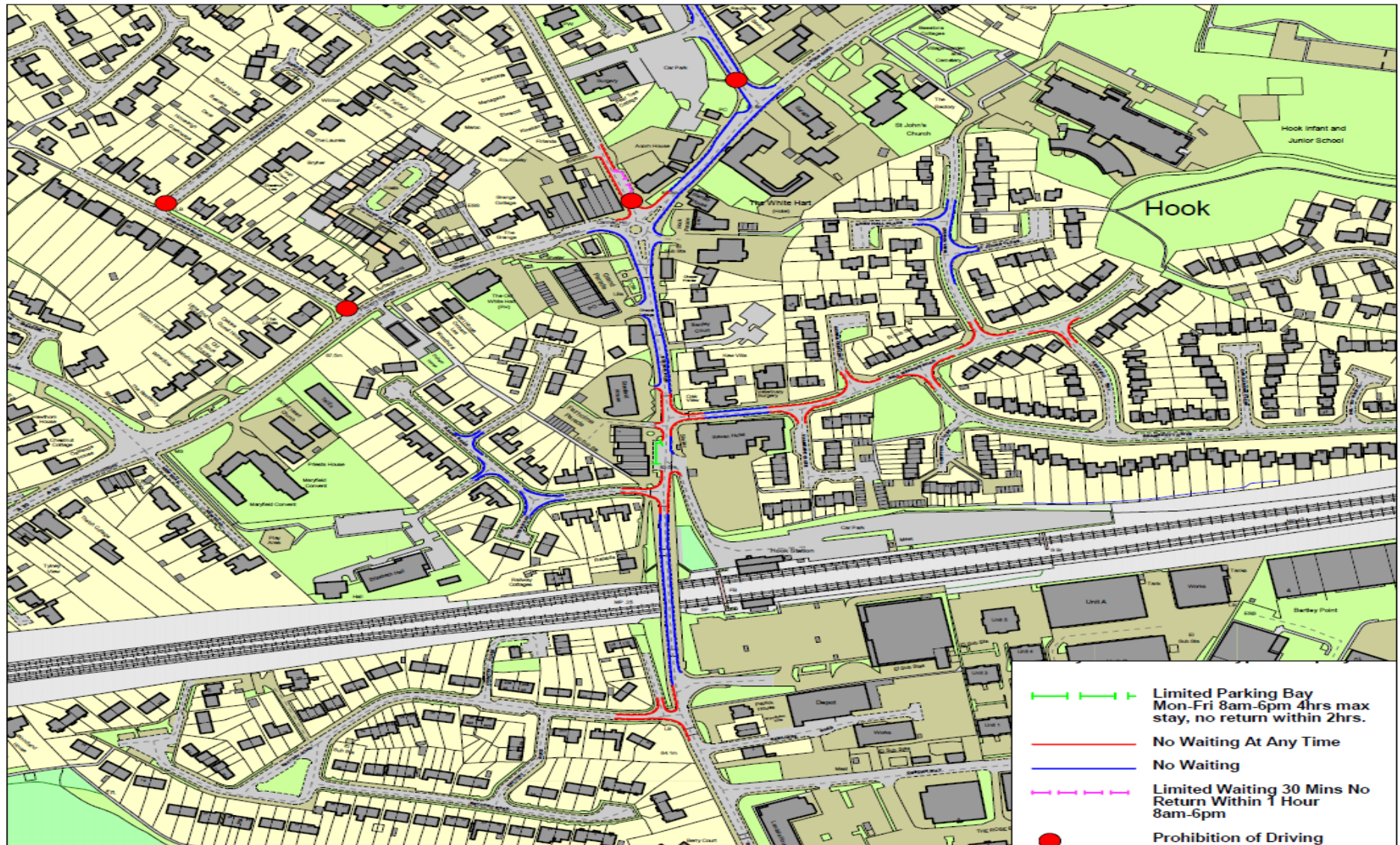
Notes

1. Data provided does not include mi permit payments or days when system was down or faulty
2. No data available for disabled bay use as no tickets purchased
3. Overpayments are shown in appropriate band i.e. £1.20 will be in 70p band as not enough to cover next band but does provide extra time for amount paid therefore total income difference is the amount of overpayments made
4. Data does not include season tickets.
5. Hook start time 09:00hrs
6. Total spaces includes disabled and lost spaces for recycling

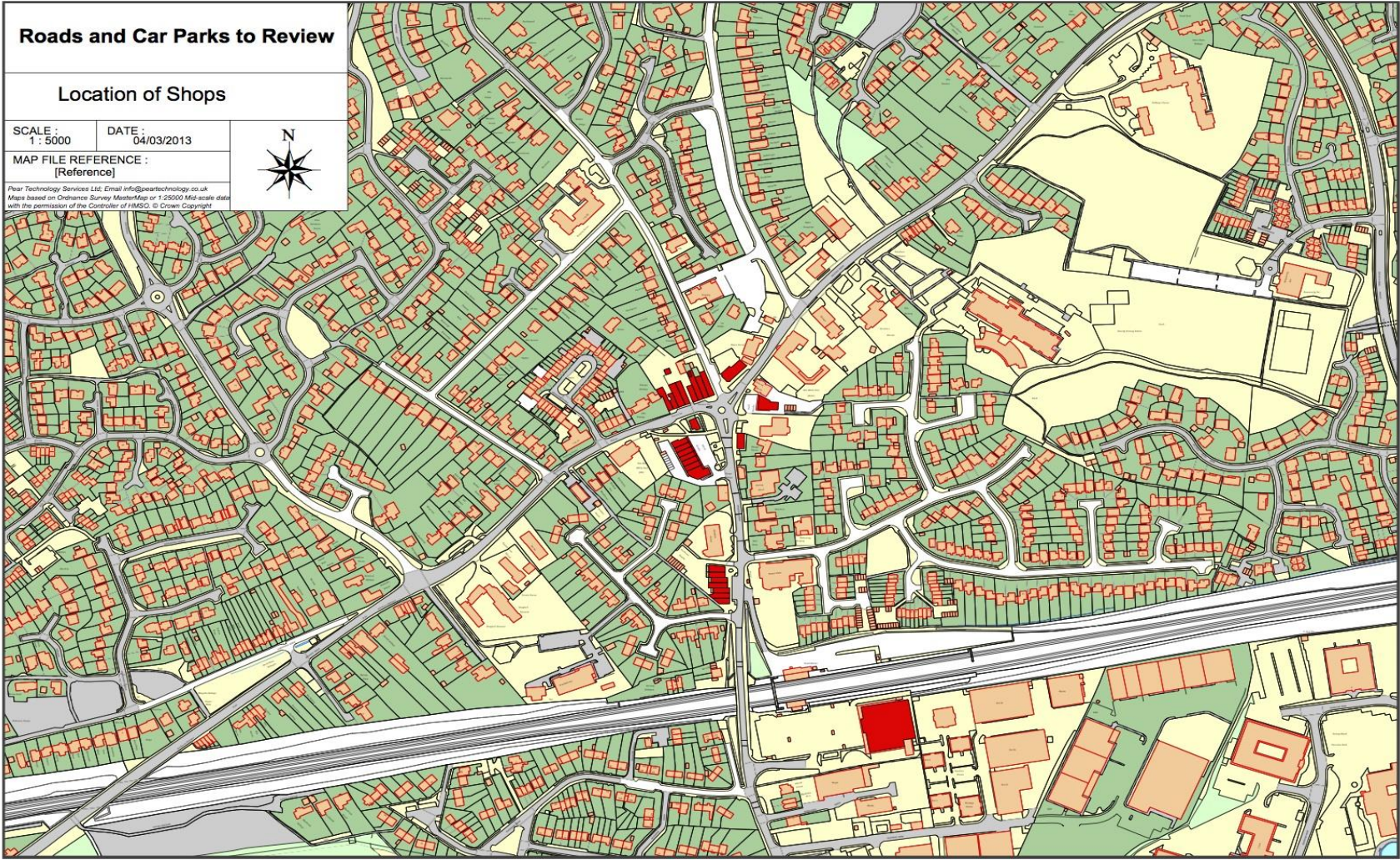
Appendix II Map of streets surveyed in parking Survey



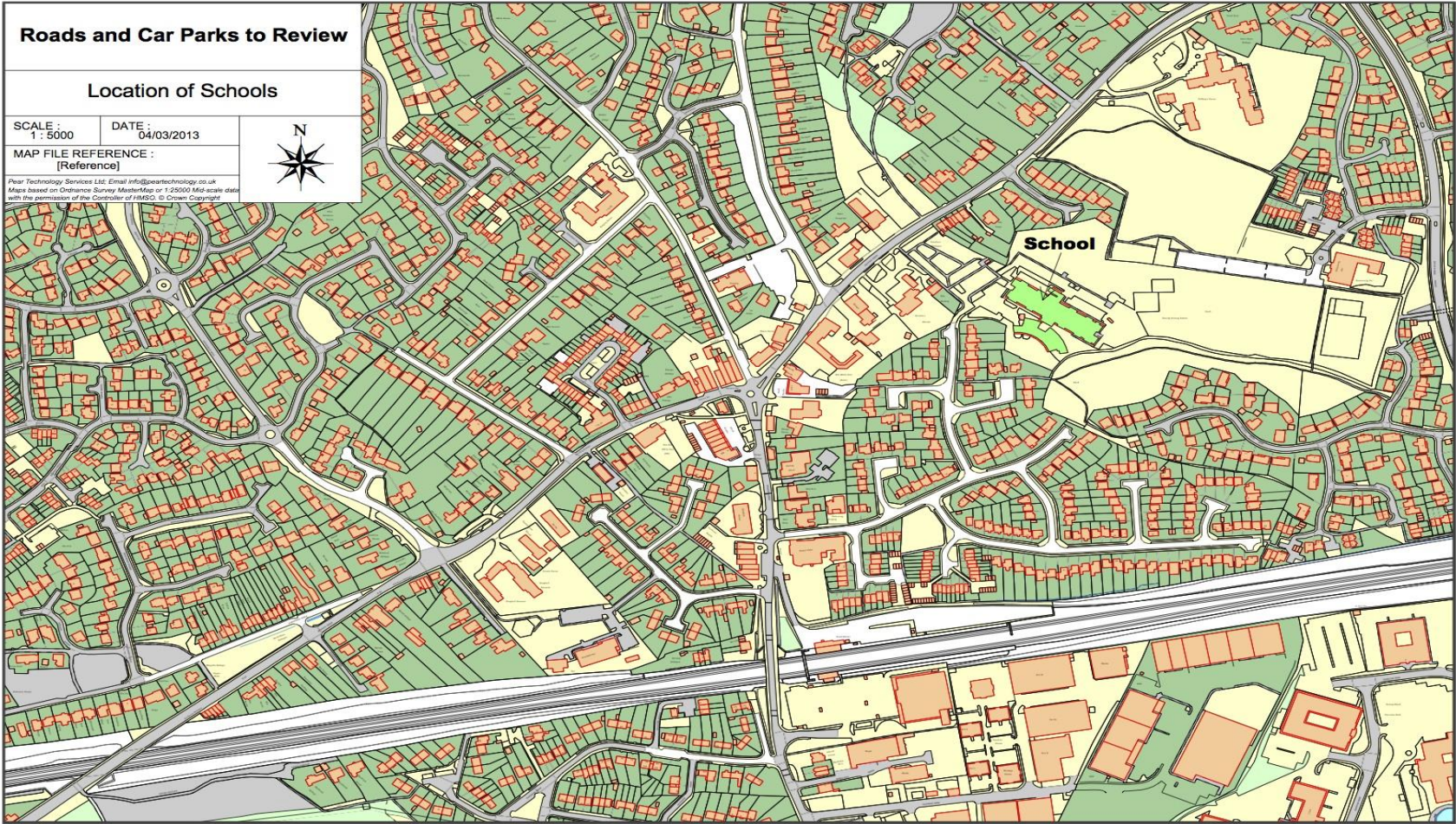
Appendix III Parking Restrictions in Hook.



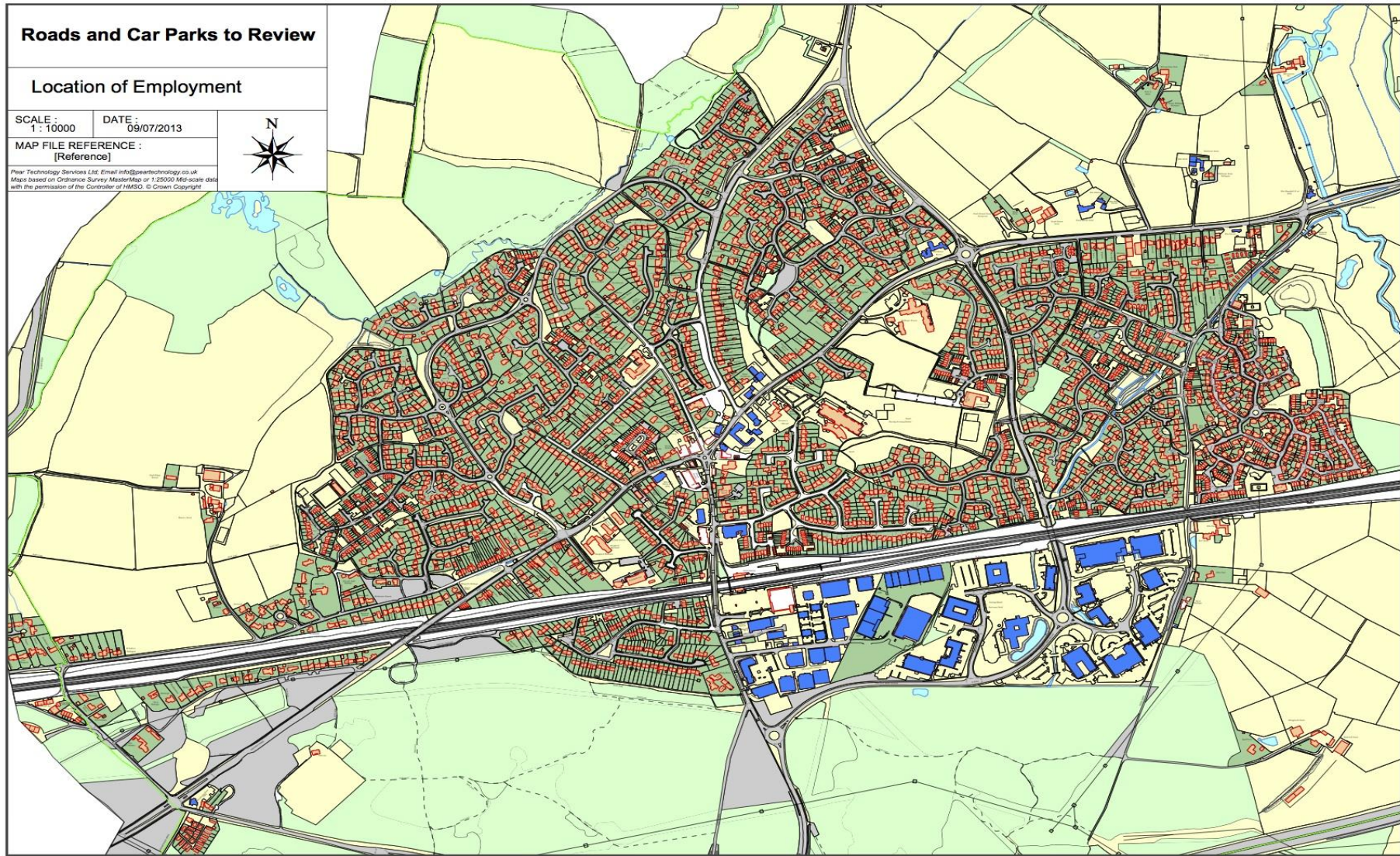
Appendix IV Map of Hook shopping/commercial areas




Appendix V Map of location of Primary and Junior schools



Appendix VI Location of Major Places of Employment



Appendix VII Sample data recording form

| HOOK PARISH COUNCIL PARKING SURVEY MARCH 2013 | | | | | | | | | | | | | | | | | |
|---|---|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|--------------------------------|-----------|
| Route | | Time at start of route 1.00 pm | | Time at start of route 1.15 pm | | Time at start of route 1.30 pm | | Time at start of route 1.45 pm | | Time at start of route 2.00 pm | | Time at start of route 2.15 pm | | Time at start of route 2.30 pm | | Time at start of route 2.45 pm | |
| | | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type | Reg. No. | Veh. Type |
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| | 16 | | | | | | | | | | | | | | | | |
| | 17 | | | | | | | | | | | | | | | | |
| | 18 | | | | | | | | | | | | | | | | |
| | 19 | | | | | | | | | | | | | | | | |
| | 20 | | | | | | | | | | | | | | | | |
| Crossways | | | | | | | | | | | | | | | | | |
| Vehicle Numbers |  | | | | | | | | | | | | | | | | |
| Total Veh's | | | | | | | | | | | | | | | | | |
| New Arr. | | | | | | | | | | | | | | | | | |
| Departures | | | | | | | | | | | | | | | | | |
| Notes | | | | | | | | | | | | | | | | | |

Appendix VIIIa Example of Questionnaires

HOOK PARISH COUNCIL PARKING SURVEY – Residents

Q1. Do on road parking issues affect your ability to access your property on a frequent basis? (Please Tick as appropriate)

Yes ☐ No ☐

Q2. If you have answered yes to Q1 above, what do you believe is the main cause of the problem?

Commuters ☐ Residents ☐ School run ☐

Local businesses ☐ Shoppers ☐ Medical appt ☐

Other (PLEASE WRITE) _____

Q3. Does the problem mainly occur during the weekdays? Yes ☐ No ☐

Q4. What time of day do the parking problems occur

All day ☐ AM only ☐ PM only ☐ Evenings ☐

Q5. Do you have sufficient off road parking to meet the needs of those living in your property (excl visitors)?

Yes ☐ No ☐

Q6. Do on road parking issues affect your ability to access your property on a frequent basis? (Please Tick as appropriate)

Yes ☐ No ☐

Q7. What is the name of the road your property is in? _____

We would like to keep you informed on the outcome of this survey and about any future restrictions to be introduced in Hook. Please provide an e-mail address or phone number below

Thank you very much for taking part in this survey. Can you please return your questionnaire by 8th March 2013

Appendix VIIIb Example of Questionnaires

HOOK PARISH COUNCIL ON STREET PARKING SURVEY

Q1. For what purpose are you parking in your present location today? (Tick all that apply)

- | | | | | | |
|------------------|--------------------------|----------------------------|--------------------------|--------------|--------------------------|
| Use train | <input type="checkbox"/> | Visit residents | <input type="checkbox"/> | School run | <input type="checkbox"/> |
| Local employment | <input type="checkbox"/> | Visit shops | <input type="checkbox"/> | Medical appt | <input type="checkbox"/> |
| Visit residents | <input type="checkbox"/> | Other (Please write) _____ | | | |

Q2. How frequently do you use on street parking for any of above purposes?

- Regularly Mon – Fri ☐ Weekly ☐ Rarely ☐

Q3. What is the duration of parking you require for the above stated purpose?

- Less than 1 hr 2-3 hrs ☐ 4 hrs ☐ 8 hrs + ☐

Q4 Please tell us the main reason why are you parking on street rather than in the nearby Reading Road Car Park?

Q5. What is the postcode of the place where you journey originated today? _____

We would like to keep you informed on the outcome of this survey and about any future restrictions to be introduced in Hook. Please provide an e-mail address or phone number below

Thank you very much for taking part in this survey. Can you please return your questionnaire by **27th March 2013**.

Appendix IX Summary of Parking Survey Data

| Residents Parking Survey | Restricted Roads | | | | | | | | Non Restricted Roads | | | | | | | | | | |
|---------------------------------------|------------------|--------|----------------|---------|----------------|-----------------|-------------|--|----------------------|---------------|---------|-------|-------|------------|--------------|-----------------|------------|----------------|-----|
| | Raven Rd | Bell M | Valmeade Close | Ch View | St Johns Close | Band Hall Place | Gower Cres. | | Bramshot Dr | Dorchester Rd | Elms Rd | RecRd | RdgRd | Newnham Rd | Kerfield Way | Oakhangar Close | Seldons Rd | Selborne Close | |
| No of houses in road | 43 | 28 | 18 | 19 | 8 | 12 | 10 | | 46 | 22 | 33 | 26 | 25 | 24 | 9 | 19 | 30 | 14 | 386 |
| No of respondents | 21 | 15 | 11 | 11 | 5 | 4 | 5 | | 24 | 12 | 11 | 8 | 14 | 8 | 4 | 8 | 8 | 2 | 171 |
| Percentage of respondents | 49% | 54% | 61% | 58% | 62% | 33% | 50% | | 52% | 55% | 33% | 31% | 56% | 33% | 44% | 42% | 27% | 14% | |
| Restricted Roads | | | | | | | | | | | | | | | | | | | |
| Q1 Problem Accessing Property? | | | | | | | | | | | | | | | | | | | |
| Yes | 17 | 12 | 9 | 8 | 5 | 4 | 3 | | 13 | 10 | 9 | 7 | 4 | 4 | 3 | 3 | 2 | | 113 |
| No | 4 | 2 | 2 | 3 | | | 2 | | 9 | 2 | 2 | 1 | 10 | 4 | 1 | 5 | 6 | 2 | 55 |
| Problem but doesn't block dr. | | 1 | | | | | | | 2 | | | | | | | | | | 3 |
| Q2 Causes | | | | | | | | | | | | | | | | | | | |
| Commuters | 17 | 12 | 9 | 5 | 1 | | 4 | | 13 | 4 | 9 | 7 | 1 | 3 | 2 | 2 | 1 | | 90 |
| Residents | 4 | 4 | 5 | 1 | | 1 | | | 3 | 3 | | | 1 | 4 | 1 | 1 | | | 29 |
| School Run | | 4 | | 7 | 4 | 4 | | | 1 | 2 | | | 2 | | 2 | | 1 | | 27 |
| Local businesses | 3 | 1 | 3 | | | | 1 | | | 2 | 1 | | | 1 | | | 1 | | 13 |
| Shoppers | 4 | 1 | 1 | | | 1 | | | | 1 | 2 | | | | | | 2 | | 12 |
| Medical Appointments | | 2 | | | | | | | 5 | 6 | | | 2 | | | | | | 15 |
| Other Hairdresser | | | | | | | | | | | | | | | | 1 | | | 1 |
| Vet | | | 3 | | | | 2 | | | | | | | | | | | | 5 |
| Life Church Centre | | | | | | | | | | 1 | | | | | | | | | 1 |
| Guests of residents | 1 | | | 1 | | | | | 1 | 2 | | | | | | | | | 5 |
| Hart Neighbourhood Ctr. Users | | | | | | | | | | 1 | | | | | | | 1 | | 2 |
| Elizabeth Hall/Traffic to and from | 2 | | | | | | | | | | | | | | | | | | 2 |
| Q3 Weekdays? | | | | | | | | | | | | | | | | | | | |
| Yes | 16 | 12 | 7 | 8 | 4 | 4 | 4 | | 14 | 5 | 9 | 6 | 3 | | 2 | 3 | 2 | | 99 |
| No | 1 | | 3 | 1 | | | | | 2 | 2 | | 1 | 1 | 5 | 1 | | | | 17 |
| Q4 Time? | | | | | | | | | | | | | | | | | | | |
| All day | 16 | 12 | 5 | 4 | 2 | 3 | 3 | | 15 | 10 | 8 | 8 | 3 | 2 | 2 | 3 | 1 | | 97 |
| a m | | | 1 | 3 | 3 | 1 | | | | | | | | | | | 1 | | 9 |
| pm | | 1 | 1 | 4 | 2 | 1 | | | | | | | | 1 | | | | | 10 |
| Evenings | 5 | | 4 | | | 1 | 1 | | 1 | 2 | | 1 | 1 | 2 | 1 | | | | 19 |
| Q5 Sufficient Spaces? | | | | | | | | | | | | | | | | | | | |
| Yes | 15 | 9 | 2 | 6 | 3 | 4 | 3 | | 18 | 9 | 9 | 3 | 6 | 5 | 2 | 7 | 6 | | 107 |
| No | 6 | 5 | 9 | 4 | 2 | | 2 | | 6 | 2 | 2 | ++ | 1 | 2 | | | 1 | 2 | 44 |
| Q6 Effect of Restrictions? | | | | | | | | | | | | | | | | | | | |
| There are no restrictions | 1 | | 4 | | | | | | | | | | | | | | | | 5 |
| None at all | 4 | | 1 | | | | 2 | | | | | | | | | | | | 7 |
| Problem moved further down the road | 7 | | | | | | | | | | | | | | | | | | 7 |
| Q6 Support restricted parking? | | | | | | | | | | | | | | | | | | | |
| Yes | | | | | | | | | 13 | 7 | 7 | 5 | 7 | 3 | 2 | 2 | 3 | | 49 |
| Unsure - depending on details | | | | | | | | | | 2 | 1 | 1 | 1 | | | | | | 5 |
| Yes if parking probs displaced | | | | | | | | | 1 | | | | | | | | | | 1 |
| Yes - weekdays and weekends | | | | | | | | | | 1 | | | | | | | | | 1 |
| Yes - if also permits for visitors. | | | | | | | | | 2 | | 1 | | | | | | | | 3 |
| No | | | | | | | | | 3 | 2 | 2 | 1 | 3 | 4 | | 5 | 4 | 1 | 25 |
| No, but yes in Bell Meadow Rd. | | | | | | | | | 1 | | | | | | | | | | 1 |

Appendix X Sainsbury Parking Survey

Section removed as the data is not owned by the Parish Council was not part of the Parish Council survey