

Occupancy of dual use bays by types of user:

<b>Millmead Area</b> (approx 55 spaces)	Weekday	Weekend
Permit holders	29%	31%
Non-permit holders	56%	62%
Total occupancy	85%	93%
Free	15%	7%

<b>Warwicks Bench</b> (approx 12 spaces)	Weekday	Weekend
Permit holders	43%	40%
Non-permit holders	50%	60%
Total occupancy	83%	100%
Free	17%	0

<b>Woodbridge Road Area</b> (approx 83 spaces)	Weekday	Weekend
Permit holders	42%	51%
Non-permit holders	44%	42%
Total occupancy	86%	93%
Free	14%	7%

<b>Falcon Road Area</b> (approx 55 spaces)	Weekday	Weekend
Permit holders	62%	62%
Non-permit holders	22%	22%
Total occupancy	84%	94%
Free	16%	6%

<b>London Road Area</b> (approx 58 spaces)	Weekday	Weekend
Permit holders	20%	9%
Non-permit holders	18%	28%*
Total occupancy	38%	37%
Free	62%	63%

\*there was a function on in Stoke Park on the day of the spot survey

## **Assessment**

### **Millmead, Woodbridge Road and Warwicks Bench**

These areas both have high overall occupancy and a high level of non-permit holders. From observation they are areas where shoppers park and walk into the town centre. Millmead also has non permit holders visiting the clinics and in Woodbridge Road there are adjacent shops. In all three areas it is considered that residents would benefit from a greater turnover of space created by pay and display and from deterring town centre shoppers from using the spaces. In Millmead and Woodbridge Road the local businesses should benefit from a greater availability of space.

### **Falcon Road Area**

There is a high usage of space by permit holders but much lower by non-permit holders. This is likely to due to a level of visitors to residents. There were no “shoppers” observed during the survey. It is unlikely that pay and display would create more space or be viable based on these levels of occupancy of non permit holders.

### **London Road Area**

In addition to the dual use bays highlighted in the survey, there are around 30 spaces which are unrestricted. These are currently full most days, but charging is likely to disperse users to other unrestricted bays in the area, or to other free parking areas like the park and ride car park at Spectrum. It is considered that neither controlling the dual use bays or the unrestricted bays using P&D would be economically viable and would not offer any policy benefit.