

## Appendix C

### ADSS Parking Survey



Meridian Community Primary School, Roderick Avenue,  
Peacehaven, East Sussex

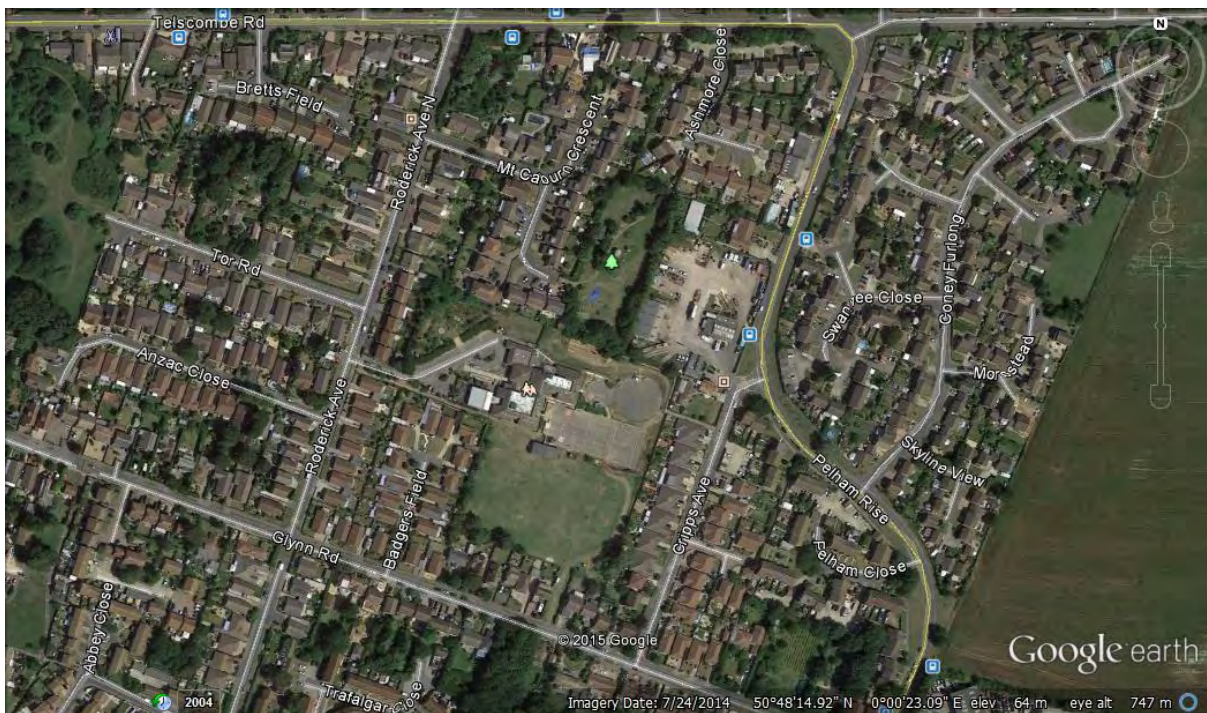
Parking Survey 3<sup>rd</sup> July 2015

# ADSS

## Amis Development Support Services

### Meridian Community Primary School, Roderick Avenue, Peacehaven, East Sussex

A parking survey and observations were undertaken on Friday 3<sup>rd</sup> July in support of a proposed expansion of Meridian Community Primary School to enable a three form entry to the school. The school has its main vehicular access onto Roderick Avenue, but also has a pedestrian only access from Cripps Avenue on the eastern side of the school grounds.



The total amount of parking was counted in an area covering approximately 200 metres from the two school entrances. The roads surveyed were: Roderick Avenue, Mount Caburn Crescent, Tor Road, Anzac Close, Glynn Road, Badgers Field, Pelham Rise and Cripps Avenue. These roads are residential in nature and predominantly fronted by detached residential properties with their own off-street parking and driveways. The roads are quite narrow at about 5.5 m, which limits parking to one side only with consequent one-way working although the driveways provide frequent passing places. The exception to this is Pelham Rise, which is the local distributor road and bus route. This road is wider, about 7.3m, and has a much lower level of direct frontage access. Whilst this too is predominantly residential, there are some businesses fronting onto the road and some associated large vehicle access requirements. All the roads, with the exception of Pelham Rise, appeared to experience very low traffic levels outside the school access periods.

The surveys were carried out at 15 minute intervals during two time periods: between 07:30 and 09:30, and between 14:45 and 16:45 in order to assess peak parking demand at school access times. The weather for both periods was sunny, hot and dry. The total number vehicles parked in each section was noted with more general observations being made about parking impacts.

For the analysis of the total practical parking capacity in the tables, it has been assumed that parking can only take place on one side of each road at a time and that there will be no parking in accesses or excluded areas. The total length available for parking in each road has been assumed to be between the tangent points of the junction corners at each end of the road or end of cul-de-sac. Turning-heads have also been excluded.

## Roderick Avenue

Roderick Avenue is effectively divided into two sections: one south of Glynn Road and one North.

The southern section is a cul-de-sac terminating at its junction with Glynn Road. Roderick Road to the south of its junction with Pelham Rise forms one of the main local distributors down to the A259 coast road. There were a number of vehicles parked throughout the survey period, but the overall number doubled at peak times up to about its practical capacity. The level of parking did not appear to impede access.



The southern section of Roderick Avenue looking south from Glynn Road



The southern section of Roderick Avenue at close to practical parking capacity during the morning peak

North of Glynn Road, the section of Roderick Avenue which contains the main school access, is a traffic-calmed 20 mph school safety zone. This section had little parking outside the periods of peak school activity. During the peak periods, the level of parking substantially increased reaching a maximum of about 80% of practical capacity in the morning peak concentrated around the school entrance. Parking was not observed to take place on the School Keep Clear markings and access appeared to be reasonably trouble-free at all times. Parking was biased toward the southern end of this section and school related parking was not observed to extend as far north as Mount Caburn Crescent at any time.



Roderick Avenue looking north from Glynn Road



Roderick Ave looking south from Tor Rd past the school entrance at the height of the morning peak



Roderick Ave looking north from Glynn Road during the morning peak

Table of Vehicles Parked in Roderick Avenue and the Percentage of Practical Parking Capacity Occupied

<b>Roderick Avenue, Peacehaven 030715</b>				
Section 1 - South of Glynn Road to the junction with Pelham Rise				
Section 2 - from Glynn Road to the junction with Telscombe Road				
Time	Section 1		Section 2	
	Vehicles	%age occupied	Vehicles	%age occupied
<b>07.30</b>	7	54	3	10
<b>07.45</b>	6	46	3	10
<b>08.00</b>	6	46	3	10
<b>08.15</b>	6	46	7	24
<b>08.30</b>	9	69	14	48
<b>08.45</b>	12	92	23	79
<b>09.00</b>	10	77	21	72
<b>09.15</b>	10	77	19	66
<b>14.30</b>	8	62	12	41
<b>14.45</b>	10	77	17	59
<b>15.00</b>	13	100	16	55
<b>15.15</b>	13	100	8	27
<b>15.30</b>	8	62	8	27
<b>15.45</b>	8	62	8	27
<b>16.00</b>	8	62	3	10
<b>16.15</b>	8	62	2	7



## Mount Caburn Crescent

Mount Caburn Crescent is a cul-de-sac on the eastern side of Roderick Avenue and was very quiet throughout the survey periods with little, if any, school related parking despite being within a short walk of the school entrance. The vehicles recorded were nearly all in the north and south arms at the eastern end of the cul-de-sac where there are the majority of residential accesses.



Mount Caburn Crescent looking east from Roderick Avenue

Table of Vehicles Parked in Mount Caburn Crescent and the Percentage of Practical Parking Capacity Occupied

<b>Mount Caburn Crescent, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	6	25
<b>07.45</b>	6	25
<b>08.00</b>	7	29
<b>08.15</b>	7	29
<b>08.30</b>	6	25
<b>08.45</b>	6	25
<b>09.00</b>	6	25
<b>09.15</b>	5	21
<b>14.30</b>	6	25
<b>14.45</b>	5	21
<b>15.00</b>	6	25
<b>15.15</b>	7	29
<b>15.30</b>	6	25
<b>15.45</b>	7	29
<b>16.00</b>	6	25
<b>16.15</b>	5	21

## Tor Road

Tor Road is a cul-de-sac to the west of Roderick Avenue whose junction is just to the north of the school entrance. This road was one of the more attractive roads for school related parking and was at or close to its practical capacity during the peak periods. Parking was biased toward the Roderick Road end with cars being parked around the junction corners, which, to an extent, impeded access and visibility, but did not appear to cause anything other than momentary congestion at this point.



Tor Road looking east from Roderick Avenue

Table of Vehicles Parked in Tor Road and the Percentage of Practical Parking Capacity Occupied

<b>Tor Road, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	3	21
<b>07.45</b>	3	21
<b>08.00</b>	3	21
<b>08.15</b>	3	21
<b>08.30</b>	9	64
<b>08.45</b>	14	100
<b>09.00</b>	13	93
<b>09.15</b>	12	86
<b>14.30</b>	4	29
<b>14.45</b>	11	79
<b>15.00</b>	10	71
<b>15.15</b>	3	21
<b>15.30</b>	4	29
<b>15.45</b>	4	29
<b>16.00</b>	4	29
<b>16.15</b>	5	36

### Anzac Close

Anzac Close is a cul-de-sac to the west of Roderick Avenue whose junction is just to the south of the school entrance. This road was one of the more attractive roads for school related parking and was at or close to its practical capacity during the peak periods. Parking was biased toward the Roderick Road end with cars being parked around the junction corners, which, to an extent, impeded access and visibility, but did not appear to cause anything other than momentary congestion at this point



Anzac Close looking west from Roderick Avenue.

Table of Vehicles Parked in Anzac Close and the Percentage of Practical Parking Capacity Occupied

<b>Anzac Close, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	1	6
<b>07.45</b>	1	6
<b>08.00</b>	2	13
<b>08.15</b>	2	13
<b>08.30</b>	10	63
<b>08.45</b>	12	75
<b>09.00</b>	9	56
<b>09.15</b>	9	56
<b>14.30</b>	8	50
<b>14.45</b>	12	75
<b>15.00</b>	9	56
<b>15.15</b>	3	19
<b>15.30</b>	3	19
<b>15.45</b>	2	13
<b>16.00</b>	3	19
<b>16.15</b>	3	19

Glynn Road.

Glynn Road, despite being relatively close to the school, appeared to experience little school related parking. Those vehicles observed parked nearby all seemed to be associated with adjacent properties.



Glynn Road looking east from the junction of Roderick Avenue

Table of Vehicles Parked in Glynn Road and the Percentage of Practical Parking Capacity Occupied

<b>Glynn Road, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	13	29
<b>07.45</b>	12	27
<b>08.00</b>	13	29
<b>08.15</b>	8	17
<b>08.30</b>	11	24
<b>08.45</b>	13	29
<b>09.00</b>	11	24
<b>09.15</b>	9	20
<b>14.30</b>	13	29
<b>14.45</b>	13	29
<b>15.00</b>	12	27
<b>15.15</b>	11	24
<b>15.30</b>	13	29
<b>15.45</b>	14	31
<b>16.00</b>	13	29
<b>16.15</b>	14	31



Badgers Field

Badgers Field, a cul-de-sac off of Glynn Road had little activity during the survey period and appeared to experience no school related parking.



Badgers Field looking north from Glynn Road

Table of Vehicles Parked in Badgers Field and the Percentage of Practical Parking Capacity Occupied

<b>Badgers Field, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	2	33
<b>07.45</b>	2	33
<b>08.00</b>	2	33
<b>08.15</b>	2	33
<b>08.30</b>	2	33
<b>08.45</b>	4	67
<b>09.00</b>	4	67
<b>09.15</b>	4	67
<b>14.30</b>	2	33
<b>14.45</b>	3	50
<b>15.00</b>	3	50
<b>15.15</b>	3	50
<b>15.30</b>	5	83
<b>15.45</b>	5	83
<b>16.00</b>	6	100
<b>16.15</b>	5	83

## Pelham Rise

Pelham Rise, as described above, is the main local distributor, connecting with Roderick Avenue and thence the A259 coast road. The overall level of parking observed as a proportion of the practical parking capacity was quite low at all times. School related parking was confined to the immediate vicinity of Cripps Avenue junction, with just a few vehicles being parked to the south of it and up to 6 or 7 vehicles to the north of it on the western side during the peak periods. They did not appear to impede access along Pelham Rise.



Pelham Rise looking south towards Cripps Avenue



Pelham Rise looking east from Cripps Avenue



Pelham Rise looking northwest toward Cripps Avenue

Table of Vehicles Parked in Pelham Rise and the Percentage of Practical Parking Capacity Occupied

<b>Pelham Rise, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	11	16
<b>07.45</b>	10	14
<b>08.00</b>	9	13
<b>08.15</b>	11	16
<b>08.30</b>	17	24
<b>08.45</b>	9	13
<b>09.00</b>	8	11
<b>09.15</b>	8	11
<b>14.30</b>	6	9
<b>14.45</b>	17	24
<b>15.00</b>	17	24
<b>15.15</b>	8	11
<b>15.30</b>	7	10
<b>15.45</b>	8	11
<b>16.00</b>	8	11
<b>16.15</b>	7	10

## Cripps Avenue

Cripps Avenue contains the pedestrian only access to the school. From its junction with Pelham Rise to its junction with Glynn Road, is a 20 mph traffic-calmed school safety zone. Low levels of parking were observed outside the peak school access periods. During the peak periods, the level of parking substantially increased, but did not reach its full capacity along its entire length; there were always spaces available. To this extent the table below of parking numbers expressed as a proportion of the total practical capacity is misleading. This is because, firstly, as noted on the table, three vehicles were included that were parked in The Sparrows without the total parking capacity being increased to allow for The Sparrows, and secondly, there was parking taking place in areas specifically excluded from the total. School related parking was concentrated in the northern section of Cripps Avenue to the north of the school entrance, taking place mainly on the eastern side and all around the corner of the junction with Pelham Rise. Parking also took place in the access to the yard at the junction with Pelham Rise. The parking around the corner and in the yard access had the potential to impede access, not only to and from Cripps Avenue, but in particular to the yard which is used by some substantial construction vehicles. There was also some parking on both sides of Cripps Avenue in some places on this northern section, achieved by vehicles parking half off the road to allow other vehicles to pass. Hence, the practical parking capacity of this small area could be considered to have been exceeded despite there being parking spaces within a very short distance.



Cripps Avenue looking south from Pelham Rise.



The school pedestrian access from Cripps Avenue

Table of Vehicles Parked in Cripps Avenue and the Percentage of Practical Parking Capacity Occupied

<b>Cripps Avenue, Peacehaven 030715</b>		
<b>Time</b>	<b>Vehicles</b>	<b>%age occupied</b>
<b>07.30</b>	6	32
<b>07.45</b>	5	26
<b>08.00</b>	5	26
<b>08.15</b>	14	74
<b>08.30</b>	13	68
<b>08.45</b>	5	26
<b>09.00</b>	5	26
<b>09.15</b>	7	37
<b>14.30</b>	6	32
<b>14.45</b>	13	68
<b>15.00</b>	19*	100
<b>15.15</b>	8	42
<b>15.30</b>	8	42
<b>15.45</b>	8	42
<b>16.00</b>	5	26
<b>16.15</b>	5	26

\*Note that this includes 3 vehicles parked in The Sparrows, a small cul-de-sac on the eastern side of Cripps Avenue. No other vehicles were observed parking here at any other time during the survey periods.

### General Observations

Despite there being one or two parking “hotspots”, parking around the school appeared to be relatively trouble free. At all times there were parking spaces within a very short walking distance of the school entrances and the peak parking periods were short in duration. Access for local residents did not appear to be particularly impeded although it would, obviously, be slightly less straightforward at those times. Some residents did give their opinions during the surveys which amounted to concerns about poor practices by some drivers – parking on corners, restricting visibility, turning in and blocking driveways, and exasperation that parents were apparently not prepared to walk short distances from where there were plenty of parking spaces.

It was also noted that the school’s onsite parking appeared to be full during the school day and that, as a consequence, some school staff were parking off-site in the adjacent roads.

### Conclusion

In conclusion, it would seem that there is parking capacity within the road network near to the school which could potentially accommodate extra parking at peak times should the school be expanded. There are some issues with the behaviour of some drivers parking and driving whilst taking children to and from school, which could probably be addressed by the school pointing this out to parents on a regular basis and which, if successful, would appear to go some way to addressing the concerns of local residents