Public off-street car parking study

Occupancy data

BCP Local Plan Evidence

November 2024

Version 1

Contents

Introduction

1.1 Bournemouth, Poole, and Christchurch Council (BCP) is currently in the process of preparing a Local Plan for the area which sets out a development strategy and aspirations for growth. The strategy identifies Bournemouth and Poole town centres as strategic opportunity areas where significant growth can place. Growth is also directed into other key centres across the BCP area.

1.2 Many of our centres provide off-street public parking to support the activities of the centre. Public off-street parking is a typically charged for service offering fixed time period parking at managed sites. Public car parks can be surface, covered underground or decked. These facilities are located away from the public highway on land owned and or operated by the council or entirely owned and operated by a third party. In either case the public are able to access (usually for a fee) unlike workplace or retail outlet parking which are restricted to the users of the associated development/location.

1.3 Public car parking is used by many differing markets including long stay commuters during weekdays year-round, visitors/holiday makers at weekends and mid-week during peak season, and others for shopping and leisure. The differing markets for public parking have differing characteristics in terms of time of day and duration and as such the pricing structure is usually tailored to relevant market for each car park.

1.4 Public parking space is a finite resource and needs to be managed. It has a role to play in supporting facilities and services in our centres and generating revenue but if poorly managed can have a detrimental impact on the vitality and function of our centres by encouraging traffic and congestion, contributing to a poor townscape, and costing money to maintain. Our strategy for public parking will need to achieve a balance between economy, townscape, income and sustainability objectives.

1.5 This study collates the evidence regarding the occupancy of off-street public car parking and explores some scenarios that illustrate how car parking distributions could be changed to better match the measured occupancy of the car parks. It demonstrates that the car park sites allocated in the draft BCP Local Plan can be released without undermining overall parking capacity.

1.6 Within some specific policies of the draft BCP Local Plan, for example Bournemouth Central Policy P5, a number of public car park sites are allocated for development and include criteria to provide parking in accordance with the Council's Public Car Parking Strategy. This document is not that strategy.

1.7 Instead, this study provides evidence regarding occupancy and sets out some scenarios that will inform that strategy. These scenarios show that spaces can be reduced to facilitate development while matching occupancy levels. Further data collection and engagement is required to take these findings forward into the agreed Public Parking Strategy.

1.8 It should be noted that this study is only concerned with public off-street car parks. It does not include on-street parking, residential parking or car parking which is somehow restricted to the users of a building, including supermarket car parking.

2.0 Local Policy context

The draft BCP Local Plan

2.1 The draft BCP Local Plan was submitted for examination in June 2024, the Plan and accompanying information can be viewed on the Council's website. The Plan highlights the key principles guiding the transport strategy are:

- Sustainability: Promoting sustainable transportation options, such as walking, wheeling, cycling, and public transport, to reduce carbon emissions, improve public health, enhance air quality, and minimise the environmental impact of transportation.
- Connectivity: Enhancing connectivity within and between communities, enabling seamless travel across different modes of transportation, and improving connections to major employment centres, shopping destinations, leisure and community spaces, educational institutions, healthcare facilities, and cultural amenities.
- Safety: Prioritising the safety of all road users by designing and managing transportation infrastructure that minimises the risk of collisions between vehicles and vulnerable road users. This includes implementing traffic calming measures, improving road signage, and promoting safe cycling and walking networks.
- Integration: Encouraging the integration of land use and transport planning to create cohesive, well-designed, permeable and sustainable developments that meet people's everyday needs without reliance on the private car

2.2 The Plan acknowledges it necessary to review transport strategies for the town centre areas, including the approach to public car parking in order to facilitate and prioritise sustainable transport as well as supporting the vitality of the town centres.

Local Transport Plan

2.3 Local Transport Plans (LTP) are statutory documents which set the strategy for the management, maintenance and development of an area's transport system. The current LTP3 (2011-2026) currently remains in place and can viewed at Local Transport Plan 3 - Dorset Council. Work has commenced work on the new joint LTP4 and an Issues and Opportunities consultation took place in early 2024 Local Transport Plan Issues and Opportunities | Have Your Say Bournemouth, Christchurch and Poole. The project is progressing and BCP Council and Dorset Council aim to have a new LTP4 to be adopted by December 2025.

2.4 The strategy within LTP3 is focused on:

- reducing the need to travel
- managing and maintaining the existing network more efficiently
- active travel and 'greener' travel choices
- public transport alternatives to the car
- car parking measures
- travel safety measures; and
- strategy infrastructure improvements

2.5 It is anticipated that many of these themes will continue to remain relevant for LTP4. Further emphasis is likely on the importance of decarbonising transport in order to help meet climate change objectives.

2.6 The current LTP3 notes the importance of balanced and proportionate approach to parking which promotes economic vitality and supports the use of alternatives to the car, particularly for single occupancy commuter trips. We know that 80% of work journeys of less than 5km are made by car (BCP Council Travel Survey 2019) and there is scope to improve sustainable travel options to give people more choice as to how they make these journeys. The levels of public car parking have a direct role to play to managing parking effectively

and important role in fulfilling other strategic objectives to promote active travel and public transport alternatives to the car.

2.7 Since the LTP3 the role of High streets and town centres has continued to change, there has been a shift away from the predominance of retail units and the rise of internet shopping and the increase in people working from home continues to change how and when people use town centres and high streets, and how they access them. However, centres continue to be key leisure destinations and contain a range of facilities and services. Parking management remains important to allowing visitors and residents to access services and supporting local economies, but poorly managed parking can encourage traffic, exacerbate air pollution and contribute to poor townscape. Drivers circulating for parking can generate congestion and contribute to emissions.

2.8 In the future technology will continue to play a significant role in how people decide on their destination, where they will choose to park and how they will pay for parking. Parking services will be able to provide real time digital information to inform parking and transport decisions in advance of, and during people's journeys. Cars are likely to become increasingly connected, manufactures are expanding in car systems increasing potential guidance to parking spaces and parking reservation.

2.9 In the longer term technology may further change the way people interact with parking and transport. However, more radical technological advances, including those surrounding autonomous vehicles and autonomous parking are unknown at this stage. These may further impact on the demand and operation of parking space and further reviews will be required in the future as technology advances.

3.0 Methodology

3.1 Parking Matters were commissioned to undertake data collection and partial analysis of parking demand across the BCP area, recording the levels of occupancy in car parks at different times of the day and evening. Data collection for the study comprised of several elements:

- Site visits and beat surveys held on weekdays in October/November 2022, and weekdays and weekends in May 2023 and August 2023
- Analysis of ticket data supplied by the Council from pay and display machines for a sample week in each of March, August and October 2022
- Analysis of barrier data supplied by the Council for barriered car parks for a sample week in each of March, August and October 2022
- Analysis of numbers of parking permits on issue.

3.2 It should be noted that the ticket sales data analysed did not include vehicles using a permit. There are a significant number of parking permits on issue. The number of permits eligible to park in a car park cannot be used to assess how many are, in reality, parking in each car park. The site visits and beat surveys were therefore considered to be the most accurate level of car park use.

3.3 To better understand the relationships between sites in a functional way, sites have been grouped into zones to represent groups of car parks with similar seasonality and usage characteristics.

3.4 To generate typical average occupancies the average day time occupancy for each car park has been generated from the daytime counts that were recorded (between 10am and 4pm). Average evening occupancy rates from data recorded between 5pm and 8pm has also been examined. The highest levels of occupancy percentages have been used to generate the level of parking that would be needed to match the highest average occupancy in a given zone and across the centre as a whole.

3.5 Some initial scenarios are set out illustrating how parking distributions could alter to reflect occupancy levels. This could free up some sites for development and help to promote sustainable transport. Further analysis, engagement and data collection will be required, alongside considerations of overall traffic flows and income generation implications, to formulate a strategy.

3.6 In some cases, it may be considered that a level of provision below the highest occupancy levels is appropriate, particularly where the highest occupancy levels are only experienced for limited time periods. Further data collection would aid the understanding of occupancy levels.

4.0 Bournemouth town centre

Current public car parking provision and occupancy

4.1 There are approximately 6,300 publicly available off street car parking spaces within Bournemouth town centre, see table 4.1 and figure 4.1. Most of the spaces are operated by the council with the remainder split between NCP, RCP and the Britannia Parking Group. The current public car parking is distributed across the town centre into a mixture of large multi-storey car parks (MSCPs) and smaller surface car parks.

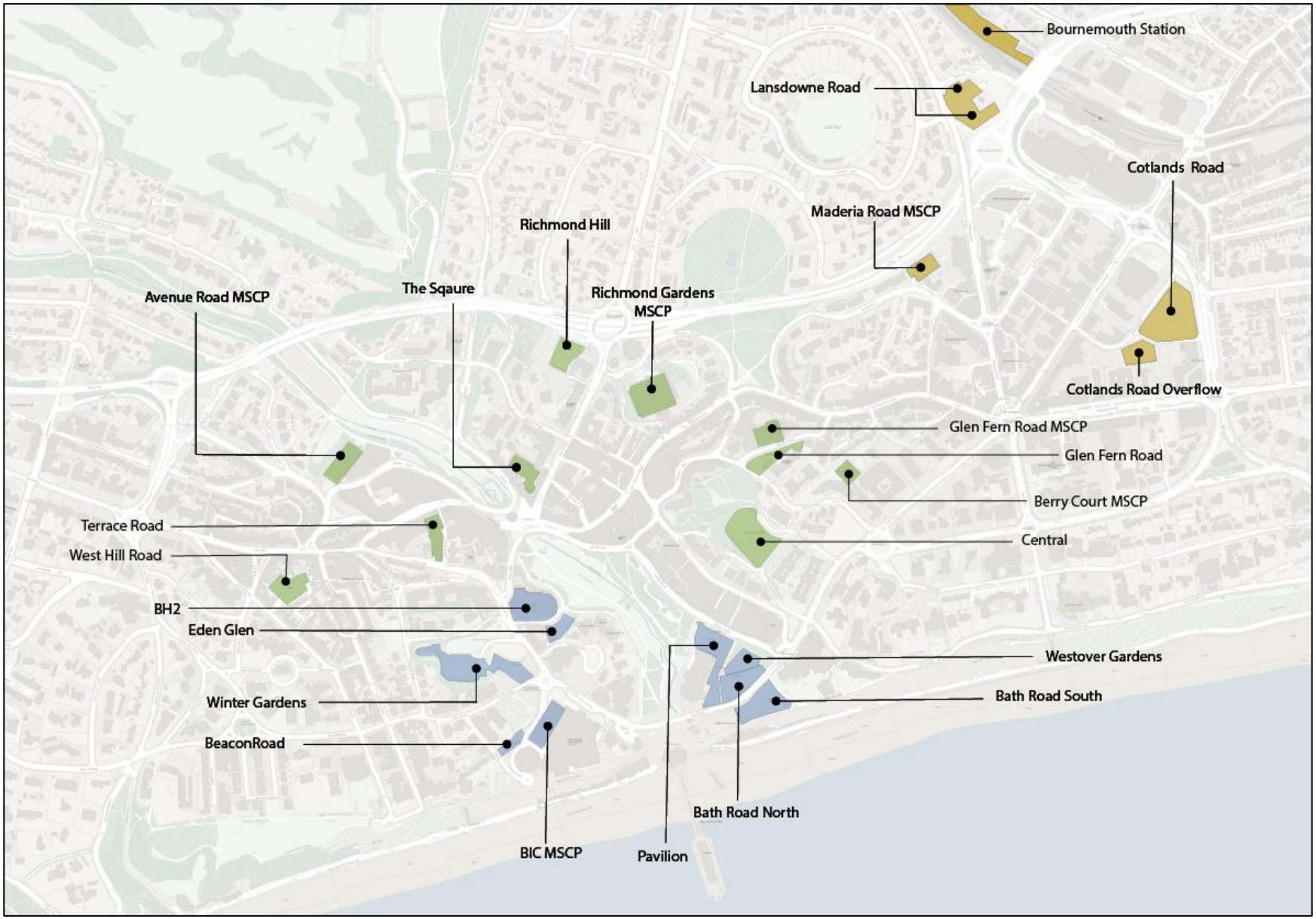
4.2 Three broad parking zones have been identified within Bournemouth Town Centre which typically serve different markets, there is however some overlap between them:

- Lansdowne; large commercial area with office accommodation and university related uses
- Central town area; sits to the north of the main beach/leisure area, it has mixed usage with retail, commuter and leisure parking
- Bournemouth Arc; main area for leisure and recreation visits, although the main shopping area is also accessible from these car parks

Table 4.1: Existing public off street parking within Bournemouth Town Centre

Area	Name	Type	Capacity	Operator
Lansdowne	Cotlands Rd	Surface	492	Council
Lansdowne	Cotlands Rd Overflow	Surface	88	Council
Lansdowne	Madeira Rd MSCP	MSCP	383	Council
Lansdowne	Lansdowne Road	Surface	40	Council
Lansdowne	Bournemouth Station	Surface	357	Private
Central	Avenue Rd MSCP	MSCP	880	Council
Central	Berry Court MSCP	MSCP	152	Council
Central	Central	Surface	315	Council
Central	Glen Fern	Surface	64	Council
Central	Glen Fern MSCP	MSCP	380	Private
Central	Richmond Gardens MSCP	MSCP	935	Private
Central	Richmond Hill	Surface	112	Council
Central	Terrace	Surface	87	Private
Central	The Square	MSCP	236	Private
Central	West Hill	Surface	127	Council
Arc	Bath Road North	Surface	116	Council
Arc	Bath Road South	Surface	163	Council
Arc	Beacon Rd	Surface	40	Council
Arc	BH2	MSCP	176	Private
Arc	BIC MSCP	MSCP	644	Council
Arc	Eden Glenn	Surface	66	Council
Arc	Pavillion Theatre	Surface	185	Council
Arc	Westover Gardens	Surface	52	Council
Arc	Winter Gardens	Surface	215	Council
Total			**6,305**	

Figure 4.1: Existing public off street parking within Bournemouth Town Centre



Lansdowne

4.3 In the Lansdowne there are approximately 1,360 publicly available off-street parking spaces spread across surface car parks at Cotlands Road, Lansdowne Road, and Bournemouth Station, and a multi storey at Maderia Road, see table 4.2 and figure 4.2. Additional public car parking exists at ASDA which has its own car park, this has some restrictions to ensure the main users are limited to users of the retail store. As such, the car park has not been included in the assessment.

Table 4.2: Public off street parking spaces Lansdowne

Name	Capacity
Cotlands Rd	492
Cotlands Rd Overflow (York Road)	88
Madeira Rd MSCP	383
Lansdowne Road	40
Bournemouth Station	357
Total	**1,360**

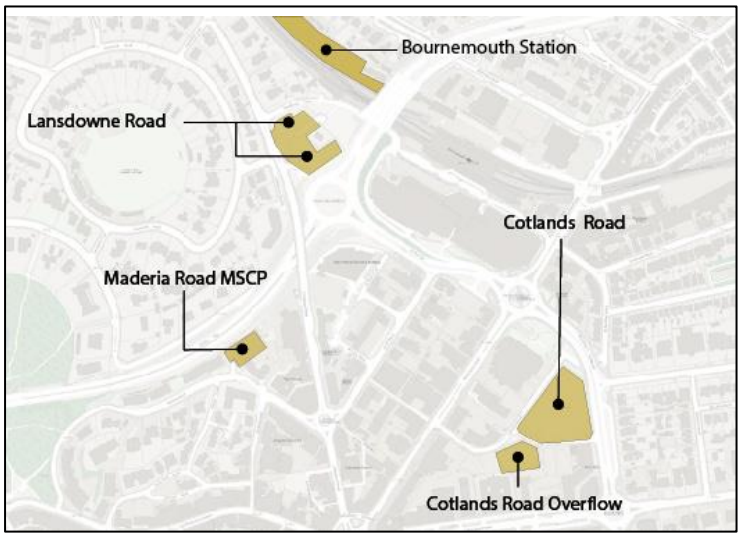


Figure 4.2 Lansdowne Off-street car parking locations

4.4 In the Lansdowne data is available for Cotlands Road, Cotlands Road Overflow (York Road) and Maderia MSCP. No data is available for Lansdowne Road, the 40 spaces included in the total in table 4.2 above relates to the publicly available pay and display car park at this location. A further area of approximately 100 spaces exists for permit holders, some of whom are associated with the Nuffield hospital on Lansdowne Road. Bournemouth Station was not included in the Parking Matters Survey but live occupancy data can be obtained from the South West Rail website.

4.5 For the Maderia Road MSCP, Cotlands Road and Cotlands Road Overflow (York Road) car parks October mid-week day time occupancy averaged at around 84%, reflecting the use of the car parks by commuters who work in the area. Midweek occupancy in August was shown to be averaging 66%, possibly reflecting a period when people who would normally be commuting may be away for the school holiday period. Weekend capacity during August was shown to be lower, dropping to an average of 31% on Saturday, see summary table 4.3. Evening occupancies are all lower than day time occupancy and do not impact on the highest average occupancy. The data related to Bournemouth town centre occupancy is set out in appendix 1.

4.6 The average daytime occupancy on the Railway station car park on an October weekdays in 2024 was found to be 55%.

Table 4.3 Average occupancy of the main Lansdowne car parks

	Day time occupancy		
	Mid week October	**Mid week August**	**Weekend August**
Cotlands Rd	74%	43%	12%
Cotlands Rd Overflow (York Road)	98%	98%	31%
Madeira Rd MSCP	81%	55%	25%
Area average	**84%**	**66%**	**22%**
Bournemouth Station	55%	No data	No data

4.7 The data shows there is often relatively high demand for spaces mid week with an average of 84% of the main spaces occupied and around 55% of the station car park spaces occupied. There was less demand for spaces in the main car parks over the summer period.

4.8 Together Maderia Road MSCP, Cotlands Road and Cotlands Road Overflow (York Road) currently provide 963 spaces. To meet the average highest levels of occupancy in these car parks 809 (84% of 963) spaces would be needed. However, there could also be argument to influence commuter trips, many of which are under 5km (BCP Travel to Work Survey, 2019), by catering to a lower level of demand.

4.9 In considering future scenarios it should be noted that Maderia Road MSCP is a relatively new MSCP and it is logical it is retained. Its location also helps to incept people arriving north into the town centre along Lansdowne Road.

4.10 Cotlands Road car park has long been identified for development within the Bournemouth Town Centre Area Action Plan and is proposed for allocation in the draft BCP Local Plan. The Council has previously explored replacing the car park at Cotlands Road with a new multistorey car park on Cotlands Road Overflow York Road site. This would free up the Cotlands Road site for redevelopment but would have a significant cost associated with it.

4.11 Retaining Maderia Road MSCP and providing a new 400 space MSCP at York Road would result in the provision of 783 spaces (26 spaces short of the 809 spaces that would be needed to meet highest occupancy levels). In this scenario there would still be a surplus of capacity at weekends and during the summer period. If a new MSCP was not provided and Cotlands Road car park developed this would result in the provision of 471 spaces (338 spaces short of the 809 spaces that would be needed to meet the highest occupancy levels).

4.12 Lansdowne Road car park has not formed part of the data collection in the Parking Matters surveys, however anecdotal evidence and interrogation of arial images suggest that the pay and display car park can be up to 70% occupied. It has been identified as a potential development site in the draft Local Plan. Due to its location on the edge of the Lansdowne area and near the station the car park is likely to used by station users and commuters.

4.13 The Bournemouth Station car park has a mid week occupancy of 55%, this indicates that any rail users of Lansdowne Road car park could be accommodated within the Station car park. There could be scope to retain some parking on site as part of a development, particularly as the permit provision associated with the Nuffield hospital is likely to change in the future when the Nuffield relocates to a new site at Talbot Village. The retention of spaces would help intercept people on arrival into the town centre if they were prepared to undertake the last part of their journey into the Lansdowne on foot/bike/scooter.

4.14 Different scenarios for parking provision are set out in table 4.4 below. These include the development of Cotlands Road car park and Lansdowne Road car park as set out in the draft Local Plan. Scenario A matches the highest recorded occupancy levels. Scenarios B

and C illustrate a lower level of parking compared to the highest occupancy, but it should be noted that any shortage of spaces in the Lansdowne Road car park compared to highest levels of occupancy could compensated by a surplus of parking in the central area of the town centre, discussed below.

4.15 There may also be capacity and flexibility within the ASDA car park to accommodate commuters and further data would be required to understand the occupancy levels and user profiles within the car park. In addition, improved public transport and sustainable travel choices could reduce the demand for publicly available parking.

Table 4.4 Illustrative scenarios for public car parking Lansdowne

Name	Existing capacity	Potential Capacity		
		Scenario A	Scenario B	Scenario C
Cotlands Rd	492	0	0	0
Cotlands Rd Overflow (York Road)	88	400 MSCP	88	88
Madeira Rd MSCP	383	383	383	383
Lansdowne Road	40	0	0	40
Bournemouth Station	357	357	357	357
Total	**1,360**	**1,140 (84% of current total)**	**828 (61% of current total)**	**868 (64% of current total)**

Central area

4.16 In the Central area there are approximately 3,288 publicly available off-street parking spaces spread across surface car parks at Central, Glen Fern Road, Richmond Hill, Terrace Road and West Hill, and multi storey car parks at Avenue Road, Berry Court, Richmond Gardens, Glen Fern Road and the Square, see table 4.5.

Table 4.5: Public off street parking spaces Central area

Name	Capacity
Avenue Rd MSCP	880
Berry Court MSCP	152
Central	315
Glen Fern	64
Richmond Gardens MSCP	935
Glen Fern MSCP	380
Richmond Hill	112
Terrace Road	87
The Square MSCP	236
West Hill	127
Total	**3,288**

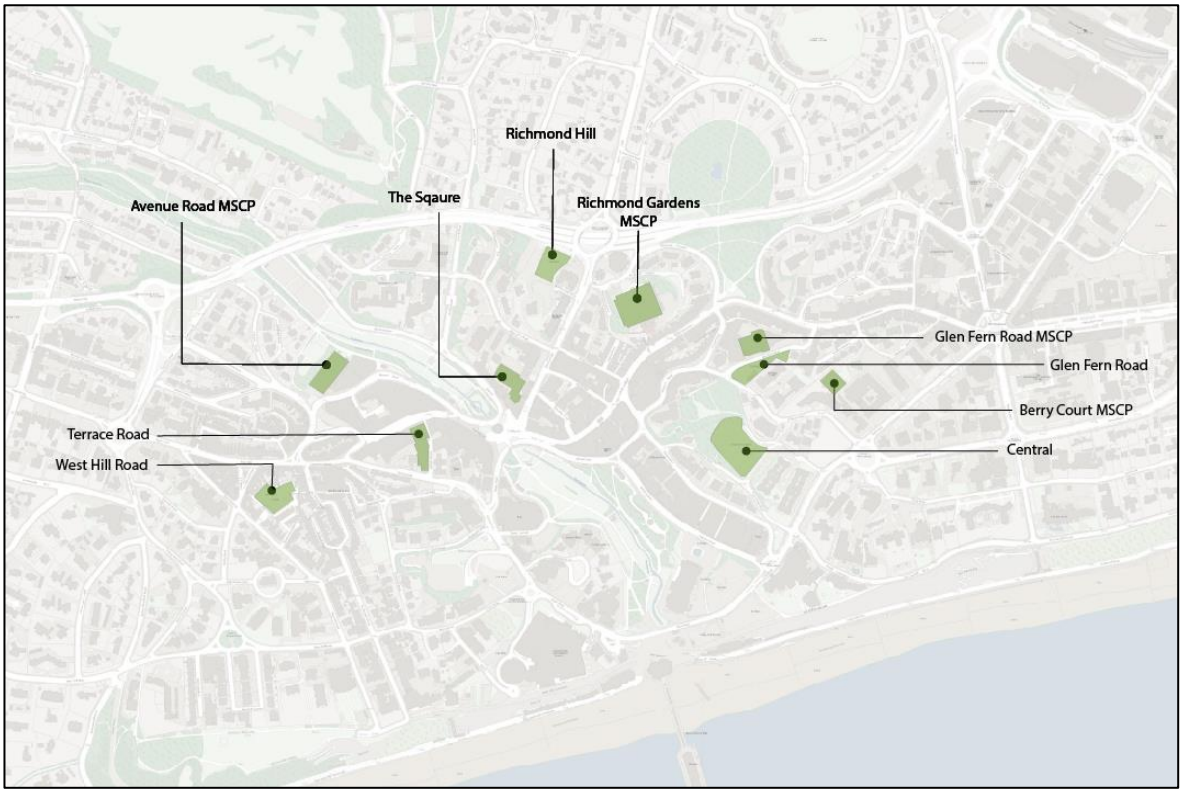


Figure 4.3: Existing public car parks within the central area

4.17 In the Central area data is available for Avenue Road MSCP, Berry Court MSCP, Central, Glen Fern, Richmond Hill, Richmond Gardens MSCP, West Hill and Terrace Road. No data is available for the remaining car parks. For the car parks where data is available October mid week day time occupancy averages 24%. Midweek occupancy in August is shown to be averaging 42%, possibly reflecting a period where some people have more free time to visit the town centre due to the school holiday period. Weekend capacity

during August was shown to be 62% on Saturday. Evening occupancies are all lower than day time occupancy and do not impact on the highest average occupancy. The data related to Bournemouth town centre occupancy is set out in appendix 1.

Table 4.6 Average occupancy of Central car parks

	Daytime occupancy		
	Mid week October	Mid week August	Weekend August
Avenue Rd MSCP	18%	23%	25%
Berry Court MSCP	23%	20%	35%
Central	28%	76%	79%
Glen Fern	30%	30%	84%
Richmond Hill	71%	No data	78%
Richmond Gardens MSCP	20%	21%	19%
Terrace (NCP)	No data	79%	95%
West Hill	55%	No data	78%
Area Average	**24%**	**42%**	**62%**

4.18 The data shows there is surplus capacity compared to occupancy across the central area. Taking the busiest average across the area on an August weekend at 62% would equate to 2,038 spaces against provision of 3,288 spaces.

4.19 There is some scope to shift provision from surface level car parks to multistorey provision, this would make efficient use of land and ensure efficient use of existing structures. However, a number of these MSCPs require improvements to make them more attractive and cater for modern vehicles.

4.20 Avenue Road MSCP, Berry Court MSCP and Richmond Gardens MSCP are Council owned car parks. The Square MSCP has recently (May 2024) been taken over by a new car park operator (RCP). Glen Fern Road MSCP is subject to two live planning applications, both retain the car park, and the most recent application removes 24 spaces to accommodate cycle storage. Given the capacities of the MSCP and the general occupancy within the central area there could be scope for some of the surface car parking, for example at Central car park, Glen Fern and Richmond Hill to be redevelopment for alternative uses.

4.21 Terrace Road car park is privately owned and managed, it forms part of the rear servicing area to shops on Commercial Road, it has the highest occupancy levels of these car parks, it is therefore likely this car park would be retained in all scenarios.

4.22 West Hill car park is the only remaining car park on the west of the central area, a previous car park at Durley Road has been redeveloped. The car park has a role in facilitating school pick up and drop off of the near by primary school. The site would also be challenging to develop due to the proximity of the surrounding properties. It is therefore assumed this car park is retained in all scenarios.

4.23 If a scenario was taken to rationalise spaces into the MSCPs and retain Terrace Road and West Hill and redeveloping other surface car parks (Scenario A), 2,797 spaces would remain in the central area. This would provide 84% of the current total, and more than the highest average occupancy of 62% or 2,038 spaces. The loss of Council surface car parks would impact Council revenue and alternative scenarios retaining a greater number of surface car parks could also be explored.

Table 4.7 Illustrative scenarios for public car parking Central

Name	Existing capacity	Potential capacity		
		Scenario A	Scenario B	Scenario C
Avenue Rd MSCP	880	880	880	880
Berry Court MSCP	152	152	152	152
Central	315	0	0	315
Glen Fern	64	0	64	0
Richmond Gdns MSCP	935	935	935	935
Glen Fern MSCP	380	380	380	380
Richmond Hill	112	0	112	0
Terrace Road	87	87	87	87
The Square MSCP	236	236	236	236
West Hill	127	127	127	127
Total	**3,288**	**2,797 (84% of current total)**	**2,973 (90% of current total)**	**3,112 (95% of current total)**

Bournemouth Arc

4.24 In the Bournemouth Arc area there are approximately 1,678 publicly available off-street parking spaces mainly spread across surface car parks with a multistorey car park at the BIC, see table 4.8 and figure 4.4. One temporary car park exists at Exeter Road but due to the temporary nature of its planning permission it has not been included within this assessment.

Table 4.8 Public off street parking spaces Bournemouth Arc

Name	Capacity
Bath Rd N	116
Bath Rd S	163
Beacon Rd	40
BH2	176
BIC MSCP	644
Eden Glenn	66
Pavilion Theatre	185
Westover Gardens	52
Winter Gardens	215
Total	**1,657**

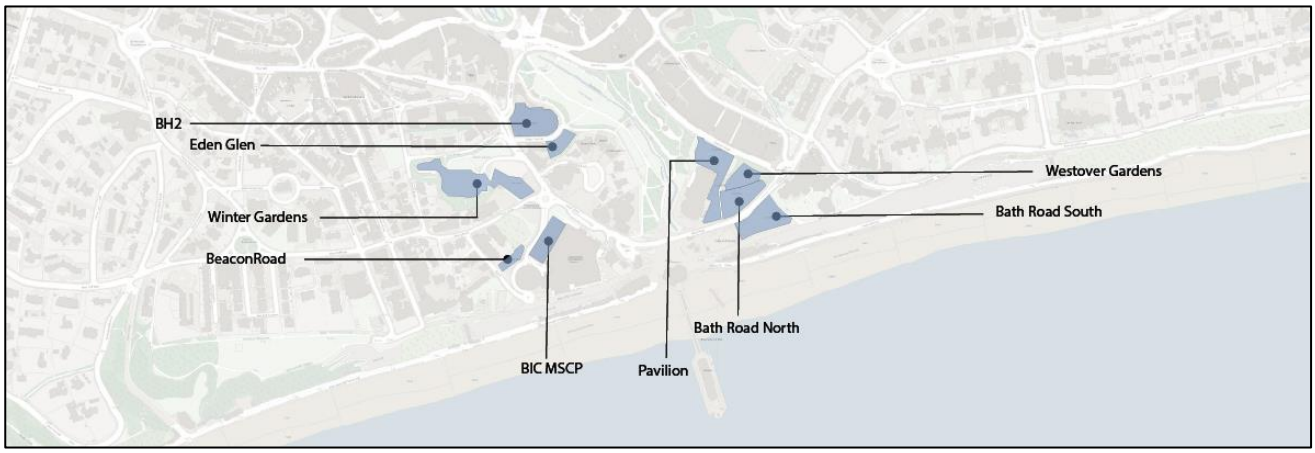


Figure 4.4 Existing public car parks within the Bournemouth Arc area

4.25 In the Bournemouth Arc area data is available for all of the sites and for October mid-week day time occupancy is around 32%. A mid-week evening occupancy taken at 6pm shows capacity had reduced to around 21%. Mid-week occupancy in August is shown to be averaging 67%, possibly reflecting a period where some people have more free time due to the school holiday period, with some car parks immediately adjacent to the seafront having an occupancy of 100%. Weekend capacity during August was shown to be 86% on Saturday, again with the car parks in the closest proximity to the seafront having the highest occupancy levels in the afternoon. The data related to Bournemouth town centre occupancy is set out in appendix 1.

Table 4.9 Average occupancy of Bournemouth Arc car parks

	Mid week October day time	Mid week August day time	Weekend August day time
Beacon Rd	No data	65%	90%
Bath Rd N	6%	63%	100%
Bath Rd S	40%	99%	100%
BH2	No data	52%	62%
BIC MSCP	No data	44%	63%
Eden Glenn	49%	97%	89%
Pavilion Theatre	38%	74%	100%
Westover Gdns	28%	38%	71%
Winter Gardens	31%	67%	91%
Average	**32%**	**67%**	**86%**

4.26 The data shows that at occupancy can reach up to 86% (the equivalent of 1,425 spaces) on an August weekend. There are notable fluctuations between car parks with the car parks at Bath Road South, Bath Road North, Westover Gardens and the Pavilion, closest to the seafront having occupancy levels of 100% on an August Weekend. Demand for spaces by the seafront will always outstrip supply on days of good weather at weekends or within school holidays. Alternative ways of managing this demand can be explored as part of an overall approach to traffic and parking management.

4.27 The cluster of car parks around the Pavilion, Bath Road North, Bath Road South and Westover Gardens are popular car parks and attract people into the heart of the town centre. Bath Road North and South generate a large amount of revenue for the Council. There could be potential to intercept these journeys further out and provide alternative options for seafront access, particularly utilising car parks elsewhere in the town centre in the Lansdowne and Central areas, some of which have spare capacity.

4.28 This could have a positive benefit on reducing traffic and congestion in the heart of the town centre at peak times but could impact significantly on Council revenue and be perceived negatively by some visitors. Parking is also needed to support the operation of the Pavilion theatre which host different shows and events. There could be scope for comprehensive redevelopment of some of these sites and a comprehensive scheme could provide flexibility regarding how parking is provided.

4.29 On the west side of the Arc parking currently exists within the BIC MSCP, the Winter Gardens, Beacon Road, Eden Glen and the BH2 complex. The BH2 car park is part of a modern leisure complex, which is privately owned and is therefore shown as being retained in all scenarios.

4.30 The Winter Gardens site has obtained planning consent for redevelopment, and this includes a replacement public car park of 225 spaces. While the scheme has been implemented it has not been built out. The provision of public car parking has an impact on the viability of the scheme, the topography of the site is however suited to the provision of non-residential uses at ground floor. Different options exist which are set out in the different scenarios.

4.31 The Beacon Road car park forms part of the potential access into the former Winterbourne Hotel site and it is considered this will be removed to facilitate the development of this site in the future.

4.32 The BIC is an important events venue in the town centre which has an adjacent MSCP attached. Parking is needed to support the operation of the BIC, and this car park is also well located for the seafront. There could be scope to upgrade and enhance the BIC operation in the longer term. There may be scope to explore comprehensive approach between the Winter Gardens and BIC sites and if these sites were taken together there could be flexibility of how parking is provided.

4.33 Eden Glen is a surface car park situated opposite the BH2 complex adjacent to the Gardens. It has long been identified for development in the Bournemouth Town Centre Area Action Plan and is allocated within the draft Local Plan.

4.34 There are different scenarios for the provision of parking in the Bournemouth Arc area, see table 4.10. Parking could be reduced to around 60% of the current provision, this level of reduction would reflect typical occupancy for most of the year but would not reflect the highest occupancy rates seen at peak time in August.

4.35 While there would be surplus capacity in the central car parks and the Lansdowne car parks on weekends this may be considered more remote for seafront users. Such an approach could also have a significant impact on Council revenue. Alternative scenarios could seek to retain a larger number of car parking spaces which would have less of an impact on Council revenue but would continue to attract vehicles into the heart of the town centre.

Table 4.10 Potential location of public car parking Bournemouth Arc

Name	Existing capacity	Potential capacity			
		Scenario A	Scenario B	Scenario C	Scenario D
Bath Rd N	116	185	116	116	185
Bath Rd S	163		163	163	
Westover Gardens	52		52	52	
Pavillion Theatre	185		185	185	
Beacon Rd	40	0	0	0	0
BH2	176	176	176	176	176
BIC MSCP	644	644	644	644	644
Winter Gardens	215	0	0	0	225
Eden Glen	66	0	66	0	0
Total	**1,657**	**1,005 (60% of current total)**	**1,402 (84% of current total)**	**1,336 (80% of current total)**	**1,230 (74% of current total)**

Conclusion

4.36 The study considers the highest levels of average occupancy within different areas and across the town centre as a whole. The data demonstrates that during the week Lansdowne, and during August weekends, Bournemouth Arc, have relatively high occupancy rates. The Central area generally has a lower average occupancy rate and significant over capacity compared to demand.

4.37 Overall there is potential to rationalise the overall number of spaces to reflect demand. This would make efficient use of land to enable redevelopment opportunities and concentrate parking into key interceptor locations. When applied with other travel management proposals this could help to reduce traffic circulating within the heart of Bournemouth. Depending on the scenarios taken forward there could be an impact on Council revenue.

4.38 The total number of public off street parking spaces is currently approximately 6,305 and there is a total average overall occupancy of 72%, equivalent to 4,540 spaces. There are different scenarios which could be implemented. Taking the scenarios in each area which

yield the lowest number of spaces would result in a total number of spaces of 4,630 spaces or 73% of the current total. The occupancy data and scenarios presented support the allocations in the draft BCP Local Plan.

4.39 Further refinement is required to formulate the final strategy which will provide further detail regarding the parking provision required on some of the allocated sites. The views of a wider range of Council services, car park operators and consideration of the parking provision with overall traffic management and pricing regimes will be required in preparing the final strategy. In reality different aspects of the various scenarios are likely to be taken forward as economic, sustainability and development considerations are balanced.

Table 4.11 Summary of occupancy testing and potential supply

	Existing capacity	Highest average occupancy monitored	Spaces required based on highest occupancy	Potential rationalised capacity based on lowest scenario	Percentage of proposed capacity against existing	Area shortfall /surplus against occupancy
Lansdowne	1,360	84%	842	828	61%	-14
Central	3,288	62%	2,039	2,797	85%	+758
Bournemouth Arc	1,657	81%	1,425	1,005	63%	-420
Total/average	**6,305**	**72%**	**4,306**	**4,630**	**73%**	**+636**

5.0 Poole

Current public car parking provision and occupancy

5.1 Within Poole town centre there are approximately 4,447 publicly available off-street parking spaces, see table 5.1 and figure 5.1. The council is the main operator. The current public car parking is spread across a mixture of surface car parks ranging from small-isolated sites to very large locations along with some large multi-storey sites.

5.2 In addition to the 4,447 publicly available spaces a large car park also exists at ASDA for supermarket users. As this car park has some restrictions to users of the store it has been excluded from the assessment. There is a further car park at Poole Stadium, this is available for the public to use but is primarily used by NHS workers on a permit basis during the week. The Lighthouse also has public spaces available in the evening, for half a day on Saturday and on Sunday. As these car parks have unique circumstances, they have been excluded from the occupancy figures but are referred to in the commentary where relevant.

5.3 The car parking at Poole railway station has been included in the totally number of publicly available spaces (4,447). While this parking is privately operated and predominately for rail users it is publicly available and is in close proximity to the Dolphin Shopping Centre/High Street.

5.4 Three broad parking zones have been identified within Poole Town Centre which typically serve different areas, there is however some overlap between some of them due to the relatively compact nature of the town centre and the linked nature of trips:

- Shoppers; these car parks serve the town's main shops and facilities including the Dolphin Centre, a large covered indoor shopping and leisure destination, the Lighthouse centre for the Arts, the main bus and railway station, the High Street and Dolphin Swimming Pool. The area is close to Poole Park, Poole Stadium and Poole Hospital.
- Quay; in the southern part of the town with a commercial Quay side and a focus for visitors
- Baiter: A large recreation area adjacent to Poole Park

Table 5.1: Existing public off street parking within Poole Town Centre

Area	Name	Type	Capacity	Operator
Shoppers	Dolphin Shoppers	Roof top	358	Council
Shoppers	Dolphin MSCP	MSCP	1160	Council
Shoppers	Seldown	Surface	75	Council
Shoppers	Swimming Pool	Surface	348	Council
Shoppers	Pitwines	Surface	564	Private
Shoppers	Chapel Lane N	Surface	45	Council
Shoppers	Chapel Lane S	Surface	55	Council
Shoppers	High Street Shops	MSCP	335	Council
Shoppers	Poole railway station	Surface	146	Private
Baiter	Harbourside 1	Surface	206	Council
Baiter	Harbourside 1 Slip.	Surface	61	Council
Baiter	Harbourside 2	Surface	258	Council

Area	Name	Type	Capacity	Operator
Baiter	Newfoundland Way	Surface	37	Council
Quay	Poole Quay Hotel	Surface	167	Council
Quay	Poole Quayside	Surface	110	Private
Quay	Quay Visitors	MSCP	539	Council
Total			**4,477**	

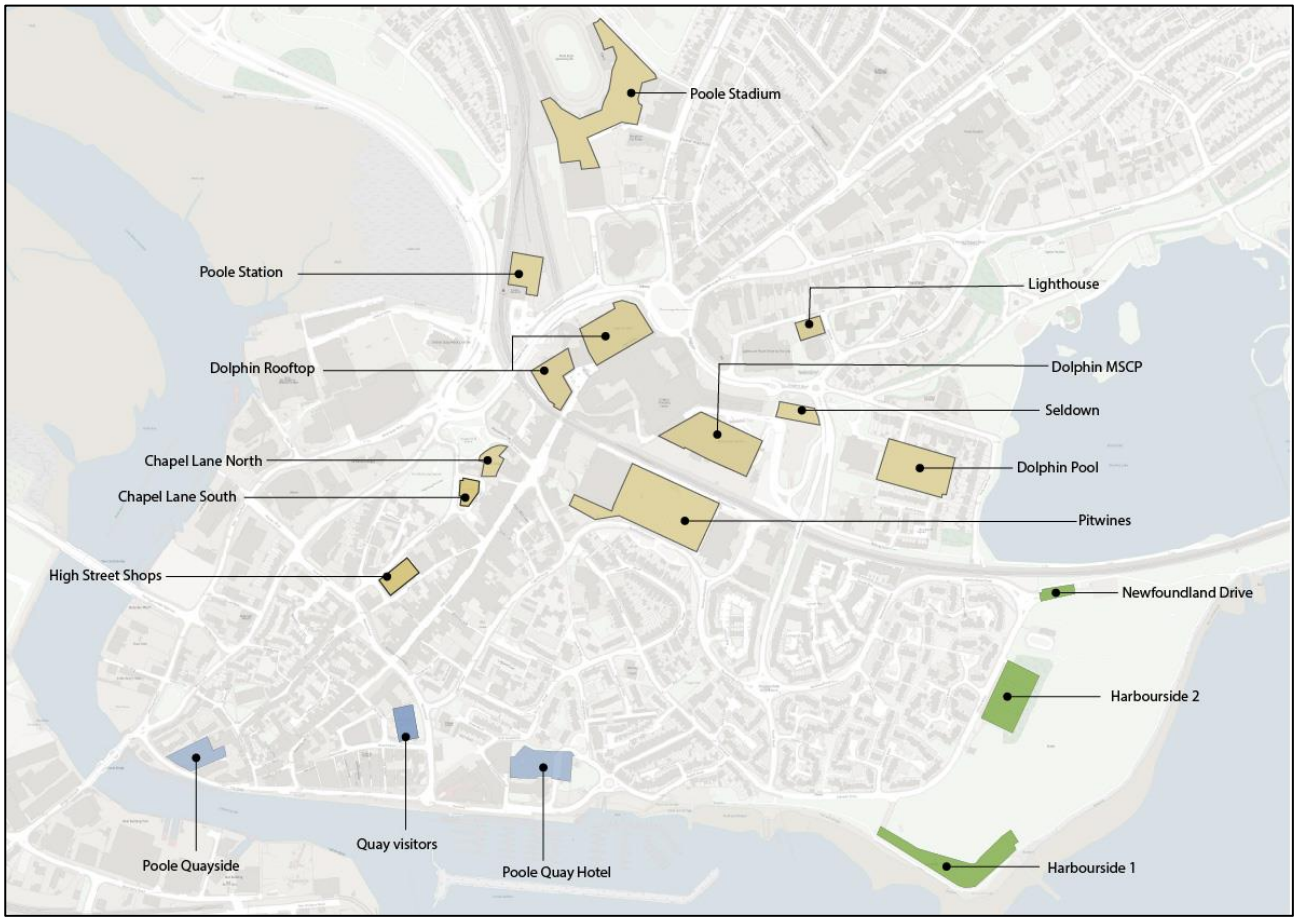


Figure 5.1 – Existing public off street parking in Poole Town Centre

Shoppers

5.5 There are approximately 3,086 publicly available off-street parking spaces serving the main shopping area comprising of the Dolphin Shopping Centre and the High Street. These spaces are spread across surface car parks at Seldown, Chapel Lane (North and South), Pitwines, Poole Railway Station and the Swimming Pool, and large multi storey car parks at the Dolphin Shopping Centre and Hill Street, and a roof top car park on top of the Dolphin Centre, see table 5.2.

5.6 Additional public car parking exists at ASDA (487 spaces), this is limited to users of the retail store and has not been included within the assessment, but people do use it for linked trips to the shops. Poole Stadium also has 521 parking spaces, the public can access these parking spaces, and they are used by the stadium for events, they are also available to NHS Staff working on the Poole Hospital complex as part of a permit scheme. As the car park is more remote from the main shopping area and surrounding facilities and is specifically used by the NHS it is not included in the assessment. The Lighthouse also

has a publicly available car park, but its use is limited to evenings, parts of Saturday and all-day Sunday and has limited data available to aid the assessment.

Table 5.2 Public off street parking spaces Shoppers

Name	Capacity
Dolphin Shoppers	358
Dolphin MSCP	1160
Seldown	75
Swimming Pool	348
Chapel Lane N	45
Chapel Lane S	55
Pitwines	564
High Street Shops	335
Poole railway station	146
Total	**3,086**

5.7 In the Shoppers zone, data is available for mid-week in May and October and for some car parks a weekend in May. The data shows an overall mid range occupancy in the week increasing at the weekend for some car parks. The surface car parks at Seldown and Chapel Lane North/South have the highest occupancy levels in the week and at weekends, see table 5.3. These surface car parks are conveniently located and avoid access ramps associated with multi storey car parks. Evening occupancies are all lower than daytime occupancy and do not impact on the highest average occupancy. The data related to Poole town centre occupancy is set out in appendix 1.

Table 5.3 Average occupancy of Poole north car parks

	Mid week October day time	Mid week May day time	Weekend May day time
Dolphin Roof top	21%	24%	76%
Dolphin MSCP	17%	19%	41%
Seldown	89%	88%	No data
Swimming Pool	11%	27%	No data
Chapel Lane N	86%	82%	96%
Chapel Lane S	61%	90%	100%
Pitwines	37%	39%	No data
High Street Shops	39%	36%	9%
Railway station	50%	59%	No data
Area average	**46%**	**52%**	**54%**

5.8 Dolphin roof top car park is on top of the Dolphin Centre. It has relatively low occupancy during the week but can be busier on weekends. Its access up a winding ramp is off putting to some users but the car park makes efficient use of space and due to the configuration currently would have little alternative use.

5.9 The Dolphin MSCP has direct covered access into the shopping centre, its occupancy was recorded to be relatively low in the week but is shown to be higher on weekends. The car park has been refurbished in recent years.

5.10 Seldown is a popular surface car park with relatively high levels of occupancy. It is conveniently located for the dolphin shopping centre and is particularly attractive for those with vans or high sided vehicles that find it difficult to navigate the multi storey or roof top car parks.

5.11 The swimming pool car park has a relatively low occupancy, but some spaces are required to support the leisure facility.

5.12 Chapel Lane north and south are both popular surface car parks with relatively high levels of occupancy. They are easily accessible from the west side of town and provide easy access onto the High Street.

5.13 Pitwines is a large surface car park with relatively low occupancy. It is situated immediately adjacent to Sainsbury's supermarket, but parking is not restricted to the supermarket. It is privately owned.

5.14 High Street shops MSCP has a low occupancy and is not up to modern standards, being difficult to navigate with modern vehicles, but it is positioned close to the High Street and is in walking distance of the Quay.

5.15 It has long been considered that the area across town centre north could be comprehensively redeveloped. There is scope to make more efficient use of land and improve the overall town centre offer. It remains an aspiration of the Council to work with interested parties to bring forward a masterplan to consider the opportunities. However, at the current time there is no agreed position.

5.16 Given the overall occupancy levels there is some potential to reduce and rationalise the overall amount of parking in the area, however sufficient spaces need to be retained to support the Dolphin Centre, High Street and leisure facilities.

5.17 The Dolphin Centre and High Street are mainly served by the current Dolphin MSCP, Dolphin Roof top, Seldown, Pitwines, Chapel Lane and High Street Shoppers car parks. These car parks would have an average highest occupancy of around 66%, see table 5.4. These car parks currently provide 2,592 spaces, 66% of the current capacity would be equivalent to 1,710 spaces.

Table 5.4 Average occupancy of the Dolphin centre and High Street car parks

	Mid week October day time	Mid week May day time	Weekend May day time
Dolphin Roof top	21%	24%	76%
Dolphin MSCP	17%	19%	41%
Seldown	89%	88%	No data
Chapel Lane N	86%	82%	96%
Chapel Lane S	61%	90%	100%
Pitwines	37%	39%	No data
High Street Shops	39%	36%	9%
Area average	**50%**	**66%**	**54%**

5.18 The swimming pool site has long been identified as a potential development site in the Poole Local Plan and in the draft BCP Local Plan. The leisure centre and pool are in need of investment to upgrade or replace the existing facilities. Current occupancy levels are

relatively low with the highest recorded occupancy at 27% or 94 spaces. It is therefore considered that around 90 spaces would support the leisure centre, alongside any specific parking for coaches/minibuses.

5.19 The railway station car park has 146 spaces which are privately owned and operated, the average occupancy is around 50% with the maximum occupancy level recorded was 65% (equivalent to 95 spaces). The railway will continue to provide parking to support the rail operation. Over the longer term, as part of wider regeneration proposals, there could be scope to combine railway parking with other public car parking, but this would depend on any overall masterplan and the interests of different stakeholders.

5.20 Poole Stadium is located in this area but is further north of the main shopping facilities at the Dolphin Centre and while available for public use is currently largely used by NHS permit holders with occupancy levels of 70% during weekdays and rates of around 5% on weekends. At times the stadium hosts events occupancy levels are also expected to be relatively high. Further information regarding occupancy during events would be useful to determine the levels of parking required to support the use of the stadium.

5.21 The overall parking usage now and into the future across the shoppers car parks is relatively complex with a range of different landowners and aspirations for wider, comprehensive, regeneration. Across this area 1,710 spaces would be needed to reflect current occupancy levels of the main shoppers car parks along with additional spaces to support the leisure centre, railway station and Poole stadium.

5.22 A range of different scenarios exist, see table 5.5 and the most appropriate solution will depend on a number of factors that need to be considered as part of the wider car parking strategy.

Table 5.5 Potential location of public car parking Shoppers

<table>
<tr><th rowspan="2">Name</th><th rowspan="2">Existing capacity</th><th colspan="3">Proposed Capacity</th></tr>
<tr><th>Scenario A</th><th>Scenario B</th><th>Scenario C</th></tr>
<tr><td>Dolphin Shoppers</td><td>358</td><td>358</td><td rowspan="3">1,000</td><td rowspan="4">2,000</td></tr>
<tr><td>Dolphin MSCP</td><td>1160</td><td>1160</td></tr>
<tr><td>Seldown</td><td>75</td><td>0</td></tr>
<tr><td>Chapel Lane North</td><td>45</td><td>0</td><td>0</td></tr>
<tr><td>Chapel Lane South</td><td>55</td><td>55</td><td>55</td><td></td></tr>
<tr><td>High Street Shops</td><td>335</td><td>335</td><td>0</td><td></td></tr>
<tr><td>Pitwines</td><td>564</td><td>564</td><td>564</td><td></td></tr>
<tr><td>Railway station</td><td>146</td><td>146</td><td>146</td><td>96</td></tr>
<tr><td>Swimming Pool</td><td>348</td><td>90</td><td>90</td><td>90</td></tr>
<tr><td>Total</td><td>3,086</td><td>2,708
(88% of current total)</td><td>1,855
(60% of the current total)</td><td>2,186
(71% of current total)</td></tr>
</table>

Quay

5.23 There are approximately 816 off street publicly accessible parking spaces in the quay area, table 5.6. These are distributed in a large muti storey at Quay visitors car park and

surface car parks at Poole Quay Hotel and Poole Quayside. The Quay visitors multi storey is in a prime location for quayside access but its age its geometry and pillar positioning can make it difficult for drivers of larger modern cars to access.

Table 5.6: Public off street parking spaces Quay

Name	Capacity
Poole Quay Hotel (Priv)	167
Poole Quayside (Priv)	110
Quay Visitors	539
Total	**816**

5.24 The occupancy data, table 5.7, shows that typically occupancy in the week and outside school holidays is relatively low. The data available for an August weekend covers two of the three car parks and shows higher levels of occupancy. Quay visitors MSCP typically has lower occupancy levels that the surface car parks. Taking the highest average occupancy of 79% then around 644 spaces would be needed in this area.

Table 5.7 Average occupancy of Poole quay car parks

	Mid week May day time	Saturday May	Weekend August
Poole Quay Hotel (Priv)	94%	53%	84%
Poole Quayside (Priv)	43%	0%	No data
Quay Visitors	19%	41%	73%
Average occupancy	**52%**	**31%**	**79%**

5.25 The Poole Quay Hotel site has obtained planning permission for a redevelopment, publicly accessible car park is not retained as part of the proposal and the existing spaces here will be removed.

5.26 The Poole Quayside car park has an extant planning permission for redevelopment and is operating as a car park under a temporary permission. It is therefore assumed that in the future the parking spaces will be removed.

5.27 With the redevelopment of the Poole Quay Hotel and Poole Quayside car park the Quay visitors multistorey would become the main car park serving the area providing 539 spaces against a demand of closer to 644 spaces, a shortfall of 105 spaces. There is however a surplus of capacity within the Baiter car parks (discussed below) or demand could be catered for within the shopping area.

5.28 As noted above the Quay visitors car park does not meet modern standards and the long-term future of the car park could be considered in conjunction with the High Street Shoppers car park which is in relatively close proximity to the Quay but also has issues due to its age and internal layout.

Table 5.8 Potential location of public car parking Quay

Name	Existing capacity	Potential future capacity
Poole Quay Hotel (Priv)	167	0
Poole Quayside (Priv)	110	0
Quay Visitors	539	539
Total	**816**	**539**

Baiter

5.29 There are approximately 562 off street publicly accessible parking spaces in the Baiter Area, table 5.9. These are located within surface car parks.

Table 5.9 Public car parking Baiter

Name	Capacity
Harbourside 1	206
Harbourside 1 Slip.	61
Harbourside 2	258
Newfoundland Way	37
Total	**562**

5.30 The car parks typically have low levels of occupancy, table 5.10 and the highest average occupancy was shown to average 32%. Given the levels of occupancy there could be potential for rationalisation, and this will be considered as part of the Harbourside Park Masterplan project. Initial Master Plan proposals sought to largely retain and enhance parking with the potential loss of some spaces to enhance sports and catering facilities, see figure 5.2, however the proposed masterplan has not yet been formally agreed by the Council, but the data does support the loss of some spaces due to low occupancy levels.

Table 5.10 Average occupancy of Baiter car parks

	Mid week May day time	Saturday May	Weekend August
Harbourside 1	23%	21%	35%
Harbourside 1 Slip.	20%	73%	0%
Harbourside 2	13%	5%	6%
Newfoundland Way	18%	27%	22%
Average occupancy	**19%**	**32%**	**16%**

Figure 5.2 Proposed Baiter masterplan

Conclusion

5.31 The study considers the highest levels of average occupancy within different areas and across the town centre as a whole. The data demonstrates that at times the main shopping area car parks can have relatively high average occupancy of around 66%. During August

weekends the Quay car parks also have high occupancy rates of around 79%. The Baiter area generally has a lower average occupancy rate.

6.32 Overall, there is some potential to rationalise the overall number of spaces to reflect demand. This would make efficient use of land to enable town centre regeneration redevelopment opportunities and concentrate parking into key interceptor locations.

6.33 The total number of public off street parking spaces is currently approximately 4,447. There is a total average overall occupancy of 55%, equivalent to 2,446 spaces. There are different scenarios which could be implemented. Taking the scenarios in each area which yield the lowest number of spaces would result in a total number of spaces of around 2,800 spaces or 63% of the current total. The occupancy data and scenarios presented support the allocations in the draft BCP Local Plan.

6.34 Further refinement is required to formulate the final strategy which will provide further detail regarding the parking provision required on some of the allocated sites. The views of a wider range of Council services, car park operators and consideration of the parking provision with overall traffic management and pricing regimes will be required in preparing the final strategy. In reality different aspects of the various scenarios are likely to be taken forward as economic, sustainability and development considerations are balanced.

Table 5.11 Summary of occupancy testing and potential supply

	Existing capacity	Highest average occupancy monitored	Spaces required based on occupancy	Potential rationalised capacity	Percentage of proposed capacity against existing	Area shortfall surplus
Shoppers (main car parks)	2,592	66%	1,710	1,710	66%	0
Shoppers – swimming pool	348	27%	94	90	26%	-4
Shoppers - railway	146	65%	95	95	65%	0
Baiter	562	32%	180	400	71%	+220
Quay	816	79%	644	539	66%	-105
Total/average	**4,464**	**55%**	**2,723**	**2,834**	**63%**	**+111**

6.0 Christchurch

Current public car parking provision and occupancy

6.1 Christchurch town centre has 1,312 publicly available off-street parking spaces, see table 6.1 and figure 6.1. These are mostly available in surface car parks with one multistorey site at Saxon Square. The majority of the car parks are within very close proximity to the core town centre location with other car parks located near the main destinations of the Quay and to serve the Two Riversmeet sports area. The spaces are mostly council operated with Bypass car park operated by the Town Council.

6.2 Three broad areas have been identified:

- Two Riversmeet: To the east of the main High Street, serving the leisure centre, sports facilities and recreational area
- Quay: Serving the main quayside area, Priory and Quomps open space
- Shoppers: Serving the main retail area

Table 6.1 Christchurch town centre existing public off street parking spaces

Zone	Name	Operator	Type	Capacity
Two Riversmeet	West	Council	Surface	96
Two Riversmeet	East	Council	Surface	126
Two Riversmeet	Bridge Street	Council	Surface	30
Quay	Priory	Council	Surface	97
Quay	Quay	Council	Surface	20
Quay	Mayor's Mead	Council	Surface	156
Quay	Willow Way	Council	Surface	74
Shoppers	Wick Lane	Council	Surface	164
Shoppers	Bank Close	Council	Surface	156
Shoppers	Saxon Square	Council	MSCP	265
Shoppers	Bypass	Town Council	Surface	202
Total				**1,312**

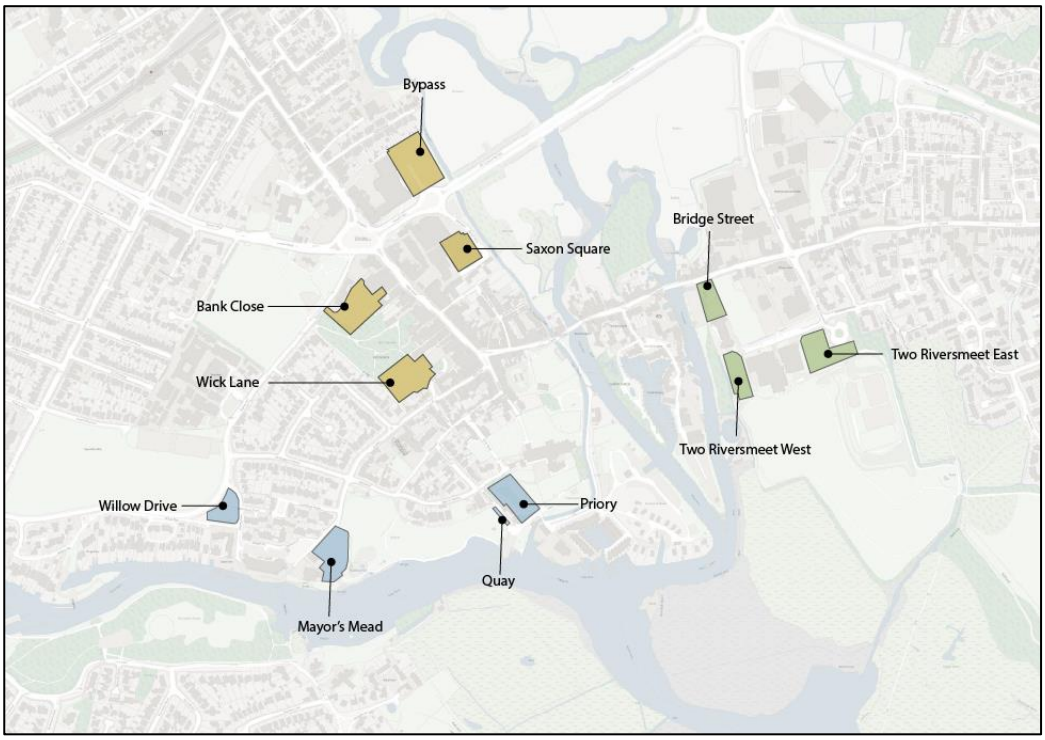


Figure 6.1 Christchurch Off-street car parking locations

Two Riversmeet

6.3 In the Two Riversmeet area there are approximately 252 publicly available off-street parking spaces spread across surface car parks at Two Rivers West, Two Rivers East and Bridge Street.

Area	Name	Capacity
Two Riversmeet	West	96
Two Riversmeet	East	126
Two Riversmeet	Bridge Street	30
Total		**252**

6.4 The highest average occupancy of these car parks is 69%, see table 6.2, which is equivalent of 174 spaces. The Two Riversmeet West and Two Riversmeet East car parks are moderately occupied throughout the day and have relatively high levels of occupancy in the evening, presumably supporting the leisure centre and other sporting activities. Bridge Street is moderately busy in the week and well occupied on the weekend serving local shops and nearby marina.

Table 6.2 Average occupancy of Two Riversmeet car parks

Name	May Thursday average daytime occupancy	August Thursday average daytime occupancy	August average weekend daytime occupancy	Highest recorded evening occupancy
West	40%	42%	26%	43%
East	63%	43%	33%	77%
Bridge Street	58%	68%	81%	87%
Average overall occupancy	**54%**	**51%**	**47%**	**69%**

6.5 The East and West car parks have the closet relationship with the leisure centre and sporting facilities. Bridge Street is more remote from the leisure facilities and is more likely to be used to support town centre shops and local marinas. The highest recorded occupancy across the West and East car parks would be an average of 60% (43% + 77%/2 x 100 = 60%) or 133 spaces. This indicates that around 133 spaces should be retained for the leisure centre.

6.6 The area around the former Christchurch Civic Centre, including Two Riversmeet West and Bridge Street car park have been identified as potential allocations within the draft BCP Local Plan. However, the area is at high risk of flooding and food risk issues need to be resolved before any development could come forward. If these car parks were rationalised as set out in table 6.3 below then 133 spaces would remain, 53% of the current total.

Table 6.3 Potential location of public car parking Two Riversmeet area

Area	Name	Existing capacity	Scenario A
Two Riversmeet	West	96	133
Two Riversmeet	East	126	
Two Riversmeet	Bridge Street	30	0
Total		**252**	**133 (53% of the current total)**

Shoppers

6.7 There are four main car parks serving the main shopping area providing approximately 787 publicly available off-street parking spaces. These spaces are spread across surface car parks at Wick Lane and Banks Close and a multi storey at Saxon Square.

Area	Name	Capacity
Shoppers	Wick Lane	164
Shoppers	Bank Close	156
Shoppers	Saxon Square	265
Shoppers	Bypass	202
Total		787

6.8 The highest average occupancy of these car parks is 72%, see table 6.4, the equivalent to 567 spaces. The car parks at Wick Lane and Bank Close have relatively high levels of occupancy throughout the week and on weekends. Saxon Square had moderate occupancy levels in the week which increases on the weekend. Bypass car park had the

highest occupancy levels on an August weekday. There are no proposals within the draft Local Plan to alter any of these car parks.

Table 6.4 Average occupancy of Shoppers car parks

Name	Nov Monday average daytime occupancy	August Thursday average daytime occupancy	August average weekend daytime occupancy	Highest recorded evening occupancy
Wick Lane	98%	63%	82%	98%
Bank Close	78%	68%	64%	97%
Saxon Square	53%	44%	42%	60%
Bypass	48%	74%	43%	35%
Average overall occupancy	**69%**	**62%**	**58%**	**72%**

Quay

6.9 Four surface car parks serve the Christchurch Quay area providing 347 spaces.

Area	Name	Capacity
Quay	Priory	97
Quay	Quay	20
Quay	Mayor's Mead	156
Quay	Willow Way	347
Total		347

6.10 No data is available for Willow Way. The highest average occupancy of the remaining car parks is 91%, equivalent to 316 of the total number of spaces. The car parks have particularly high levels of occupancy at weekends. There are no proposals within the draft Local Plan to alter any of these car parks.

Table 6.5 Average occupancy of Quay car parks

Name	Nov Monday average daytime occupancy	Nov Thursday average daytime occupancy	August average weekend daytime occupancy	Highest recorded evening occupancy
Priory	75%	58%	100%	82%
Quay	38%	53%	100%	60%
Mayor's Mead	0%	10%	73%	24%
Average overall occupancy	**37%**	**40%**	**91%**	**55%**

Conclusion

6.11 The Christchurch car parks have relatively high levels of occupancy, particularly the Quay area on summer weekends and the shoppers areas on Mondays and some evenings.

However, there is some additional capacity within the shopper car parks over the observed highest occupancy. This could give some flexibility to rationalise parking across the town centre as a whole. Table 6.6 illustrates the overall occupancy levels across the town centre as a whole and table 6.7 illustrates how spaces could be potentially rationalised.

6.12 The area around Two Riversmeet has long been identified through Local Plans as a strategic opportunity area for development. The area is however heavily constrained by flood risk issues which need to resolved before any development could take place. The Two Riversmeet leisure centre and adjoining sports uses have an important role in serving the health and well being needs of the area and parking needs to be retained to support the leisure centre/sporting facilities.

6.13 It is considered that at least 130 spaces are needed to support the centre. However, there could be scope to remove spaces at Bridge Street and/or within the Two Riversmeet West car park to support wider regeneration proposals should the flood risk issues be resolved. If these spaces were removed 1,267 publicly accessible car parking spaces would remain across the town centre, 91% of the current total.

Table 6.6 Summary of car parking occupancy within Christchurch town centre

	Existing capacity	Highest average occupancy monitored	Spaces required based on occupancy	Proposed capacity	Percentage of proposed capacity against existing	Area shortfall surplus
Two Riversmeet	252	69%	173	133	53%	-40
Quay	347	91%	316	347	100%	31
Shoppers	787	72%	567	787	100%	220
Total/average	**1,386**	**77%**	**1,056**	**1,267**	**91%**	**211**

Table 6.7 Potential distribution of publicly accessible car parking within Christchurch town centre

Zone	Name	Existing Capacity	Potential capacity
Two Riversmeet	West	96	133
Two Riversmeet	East	126	
Two Riversmeet	Bridge Street	30	
Quay	Priory	97	97
Quay	Quay	20	20
Quay	Mayor's Mead	156	156
Quay	Willow Way	74	74
Shoppers	Wick Lane	164	164
Shoppers	Bank Close	156	156
Shoppers	Saxon Square	265	265
Shoppers	Bypass	202	202
Total		1,386	1,267

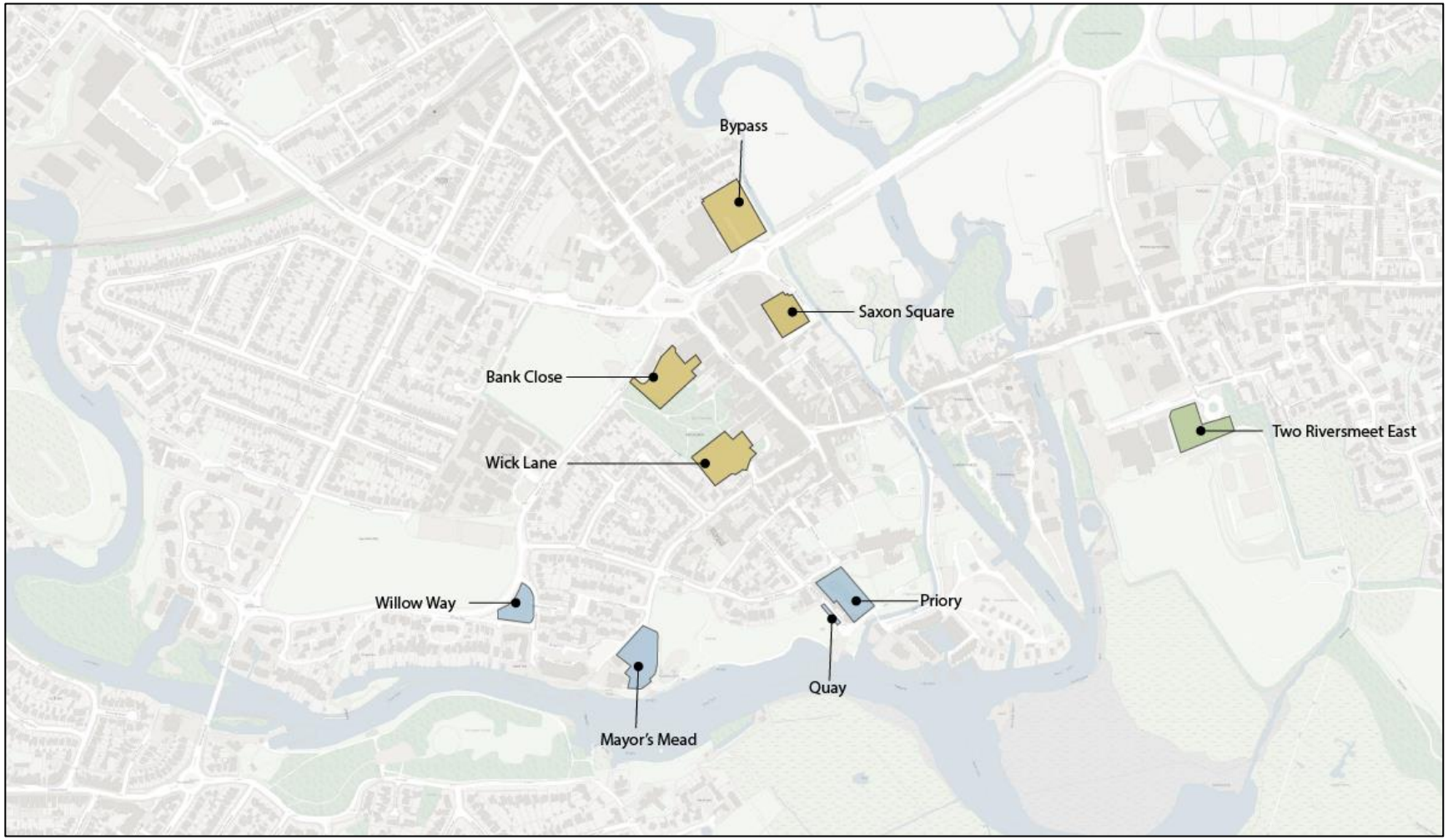


Figure 6.2 Potential locations of off-street car parking locations within Christchurch town centre

7.0 Conclusions and next steps

7.1 The study of public off-street car parking within the Bournemouth, Poole, and Christchurch centres provides a valuable insight into the current occupancy and usage patterns. The findings indicate that there is an oversupply of parking spaces in certain areas, leading to underutilisation and inefficiencies. This surplus capacity fails to make efficient use of land, contributes to congestion, and incurs ongoing maintenance costs.

7.2 The study considers there is potential to rationalise the numbers of parking spaces based on observed occupancy levels aligning with broader objectives to promote sustainable transport options and reduce reliance on single-occupancy vehicles. This supports the allocation of sites within the draft BCP Local Plan.

7.3 Further data collection and engagement is now required to improve the quality of the data and refine the scenarios as part of the production of a comprehensive Public Car Parking Strategy that balances economic, environmental, and social objectives.

Appendix 1 Bournemouth public off street car parking occupancy data

Zone	Name	Capacity	Thursday October 2022				Thursday August 2023					Saturday August 2023					Sunday August 2023				
			10:00	14:00	Daytime average	18:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00
Lansdowne	Cotlands Rd	492	71%	77%	74%	16%	47%	40%	43%	11%	7%	11%	12%	12%	10%	9%	9%	8%	8%	7%	5%
Lansdowne	Cotlands Rd Overflow	88	100%	95%	98%	91%	98%	98%	98%	35%	25%	26%	36%	31%	26%	28%	22%	18%	20%	25%	18%
Lansdowne	Madeira Rd MSCP	383	78%	85%	81%	46%	57%	54%	55%	20%	19%	25%	24%	25%	24%	22%	26%	22%	24%	16%	16%
Totals/averages		963	83%	86%	84%	51%	67%	64%	66%	22%	17%	21%	24%	22%	20%	20%	19%	16%	17%	16%	13%

Zone	Name	Capacity	Thursday October 2022				Thursday August 2023					Saturday August 2023					Sunday August 2023				
			10:00	14:00	Daytime average	18:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00
Central	Avenue Rd MSCP	880	19%	18%	18%	4%	21%	26%	23%	14%	6%	22%	28%	25%	13%	6%	12%	17%	14%	10%	1%
Central	Berry Court MSCP	152	22%	23%	23%	15%	20%	20%	20%	21%	41%	34%	36%	35%	42%	34%	26%	25%	25%	26%	30%
Central	Central	315	6%	50%	28%	42%	68%	85%	76%	86%	66%	72%	86%	79%	107%	83%	86%	98%	92%	95%	74%
Central	Glen Fern	64	34%	27%	30%	27%	55%	67%	61%	78%	70%	86%	81%	84%	77%	106%	80%	92%	86%	61%	61%
Central	Richmond Gdns MSCP	935	22%	18%	20%	9%	20%	22%	21%	12%	6%	17%	21%	19%	7%	5%	9%	12%	10%	4%	1%
Central	Terrace (NCP)	87					67%	92%	79%	49%	24%	90%	100%	95%	53%	51%	92%	100%	96%	51%	23%
Totals/averages		2433			24%	19%			47%					56%					54%		

Zone	Name	Capacity	Thursday October 2022				Thursday August 2023					Saturday August 2023					Sunday August 2023				
			10:00	14:00	Daytime average	18:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00	11:00	14:00	Daytime average	17:00	20:00
Arc	Beacon Rd	40					35%	95%	65%	50%	48%	45%	100%	73%	78%	63%	80%	100%	90%	60%	35%
Arc	Bath Rd N	116	3%	8%	6%	3%	33%	93%	63%	68%	36%	84%	100%	92%	77%	40%	100%	100%	100%	86%	45%
Arc	Bath Rd S	163	12%	67%	40%	29%	100%	98%	99%	93%	71%	100%	100%	100%	96%	16%	100%	100%	100%	100%	57%
Arc	BH2 (Priv)	176					31%	73%	52%	82%	74%	49%	98%	73%	90%	94%	35%	88%	62%	90%	98%
Arc	BIC MSCP	644					22%	66%	44%	57%	33%	23%	65%	44%	76%	68%	49%	78%	63%	79%	59%
Arc	Eden Glenn	66	17%	82%	49%	36%	94%	100%	97%	100%	100%	73%	100%	86%	86%	94%	77%	100%	89%	88%	88%
Arc	Pavillion Theatre	185	29%	48%	38%	20%	52%	96%	74%	93%	84%	76%	100%	88%	70%	69%	100%	100%	100%	70%	31%
Arc	Westover Gdns	52	15%	40%	28%	10%	19%	58%	38%	38%	42%	48%	100%	74%	63%	42%	62%	100%	81%	77%	31%
Arc	Winter Gardens	215	37%	25%	31%	27%	45%	90%	67%	69%	66%	65%	105%	85%	96%	77%	83%	99%	91%	101%	53%
Totals/averages		1657			32%	21%			67%					79%					86%		

Appendix 2 Poole public off street car parking occupancy data

Zone	Name	Capacity	Thursday October 2022				Thursday May 2023						May Saturday		
			10:00	13:00	Daytime average	17:00	11:00	13:00	15:00	Daytime average	17:00	19:00	11:00	13:00	Daytime average
Shoppers	Dolphin roof top	358	13%	28%	21%	22%	20%	24%	27%	24%	25%	8%		76%	76%
Shoppers	Dolphin MSCP	1160	13%	20%	17%	16%	14%	20%	23%	19%	17%	8%	41%	41%	41%
Shoppers	Seldown	75	96%	81%	89%	77%	100%	84%	80%	88%	56%	56%			
Shoppers	Swimming Pool	348	10%	11%	11%	15%	29%	25%	27%	27%	24%	6%	0%	0%	0%
Shoppers	Chapel Lane N	45	100%	71%	86%	78%	96%	71%	80%	82%	36%	7%	96%	96%	96%
Shoppers	Chapel Lane S	55	58%	64%	61%	24%	100%	85%	85%	90%	45%	49%	100%	100%	100%
Shoppers	Pitwines	564	34%	41%	37%	14%	50%	38%	29%	39%	19%	13%			
Shoppers	High Street Shops	335	34%	45%	39%	15%	33%	41%	33%	36%	27%	23%	0%	19%	9%
Shoppers	Railway*	146	50%	50%	50%										
Total		3086			46%					51%					54%

Zone	Name	Capacity	Thursday October 2022				Thursday May 2023						May Saturday			August Sunday
			10:00	13:00	Daytime average	17:00	11:00	13:00	15:00	Daytime average	17:00	19:00	11:00	13:00	Daytime average	*Sunday*
Baiter	Harbourside 1	206	26%	19%	23%	6%	21%	24%	24%	23%	11%	9%	15%	28%	21%	35%
Baiter	Harbourside 1 Slip.	61	0%	0%	0%	0%	23%	20%	18%	20%	15%	15%	48%	98%	73%	0%
Baiter	Harbourside 2	258					13%	11%	14%	13%	6%	2%	3%	7%	5%	6%
Baiter	Newfoundland Way	37					22%	22%	11%	18%	5%	32%	27%	27%	27%	22%
Total		562								19%					32%	16%

Zone	Name	Capacity	Thursday October 2022				Thursday May 2023						May Saturday			August Sunday
			10:00	13:00	Daytime average	17:00	11:00	13:00	15:00	Daytime average	17:00	19:00	11:00	13:00	Daytime average	*Sunday*
Quay	Poole Quay Hotel (Priv)	167					98%	96%	90%	94%	53%	33%	51%	54%	53%	84%
Quay	Poole Quayside (Priv)	110					43%	47%	38%	43%	17%	15%	0%	0%	0%	
Quay	Quay Visitors	539					4%	20%	33%	19%	15%	11%	29%	53%	41%	73%
Total		816								52%					31%	79%

Appendix 3 Christchurch Public off street car parking occupancy data