



Redruth Town Council

Redruth Town Centre

Car Parking, Servicing and Access Study

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I Introduction

I.1 Overview

- 1.1.1 This report has been prepared by PJA on behalf of Redruth Town Council (RTC) to present the results of a car parking, servicing and access study undertaken for Redruth, Cornwall.
- 1.1.2 This report details the findings of a desktop review of on and off-street parking, servicing and access to the town centre, a site visit undertaken to Redruth on Wednesday 6th July 2022 and car park surveys undertaken at each of the car parks selected for the study in July 2022. The report presents baseline characteristics of the town and analyses the parking demands of the town centre car parks included within the study.

I.2 Context

- 1.2.1 As a World Heritage Site, Redruth is a place rich in heritage and opportunity, it has however suffered from decades of economic decline, exacerbated by the impact of online shopping and the COVID-19 pandemic.
- 1.2.2 In early 2020, the Redruth High Street Heritage Action Zone (HSHAZ) Project Board and Cornwall Council were successful in their bid for funding for the regeneration of Redruth town centre from Historic England.
- 1.2.3 Lavigne Lonsdale was appointed in July 2020 to undertake a masterplanning exercise to help realise the potential of Redruth town centre. The outputs from this work were a Baseline Report and Feasibility Study.
- 1.2.4 Following this, PJA has been appointed by RTC to build upon and contribute to further work undertaken by Lavigne Lonsdale and to undertake a study looking at car parking, servicing and access within the town centre. The scope of the study, including the car parks assessed, has been agreed through early discussions with RTC, Cornwall Council and Lavigne Lonsdale. The results of the study will in turn help to inform the development of the Vision and Investment Plan.

I.3 Parking Surveys

- 1.3.1 A specialist third-party survey company was commissioned to undertake surveys at a number of off-street car parks across Redruth. The surveys undertaken included the following assessments:
- Parking accumulation in 15-minute intervals over a 12-hour period from 07:00-19:00; and
 - Duration of stay of individual vehicles (defined in 15-minute periods), with the exception of the St Rumons Car Park.
- 1.3.2 The surveys were undertaken over two days; Wednesday 13th July and Saturday 16th July 2022 in order to understand behaviours establish patterns where possible and identify any differences

across a neutral weekday and a weekend day. The surveyed car parks are shown in Figure 3.1 and Appendix A.

- 1.3.3 The study has also considered on-street car parking opportunities. This aspect has been informed by desktop analysis and visiting the town centre to observe behaviours. Section 2 of this report presents the assessment of on-street parking.

2 On-Street Car Parking

2.1 Overview

2.1.1 The study area considered by the on-street parking assessment is shown in Figure 2.1. This area comprises an approximate five-minute walk (400m) of the Fore Street/Alma Place Junction and the Cornish Miner Statue. On-street parking within the study area is restricted by a mix of double and single yellow line markings and other on-street uses such as a taxi rank, loading bays and disabled bays. No residents' parking permit zones are in place in Redruth.

Figure 2.1: Redruth On-Street Parking and Restrictions



2.1.2 Within the study area, Fore Street, Green Lane and Treruffe Hill provide some restricted on-street parking bays. White box markings are provided with restrictions in place between 09:00-18:00, Monday-Saturday for a 30-minute period free of charge, with vehicles not permitted to return within one hour. Parking at these locations is unrestricted outside of the specified periods.

2.1.3 Figure 2.2 shows the on-street parking bays on Fore Street. During the site visit, a kerb build-out, providing carriageway narrowing for a pedestrian crossing, was noted to be used for impromptu on-street parking. A desktop review of Google Street View images also shows instances of this behaviour taking place, with the pedestrian crossing either wholly or partially blocked by parked vehicles. Provision of street furniture or landscaping features in such locations could mitigate this issue and maintain access to the pedestrian crossing.

Figure 2.2: Fore Street On-Street Parking Bays – Vehicle using Kerb Build-Out as Parking Space



2.1.4 The site visit undertaken during a weekday, in the late morning/early afternoon period, found the most on-street parking bays to be fully occupied and oversubscribed in places, such as in Figure 2.2, where vehicles result in parking on kerb build-outs or on the footway. This could suggest that the demand for on-street parking outstrips the supply given in the Town Centre and that could result in vehicles circulating the one-way system to find a space, in avoidance of the off-street car parks, potentially generating an impact to congestion.

2.1.5 On-street disabled bays feature on Green Lane with space available for approximately six vehicles, the location of which are shown in Figure 2.1 in blue. These bays are restricted to a 3-hour period with vehicles not permitted to return within six hours.

2.1.6 Double yellow lines are present, generally on both sides of the carriageway along the key routes to, and through, the town centre such as the B3300 Chapel Street/Penryn Street which runs north-south through Redruth and West End which leads west towards the A3047 from the town centre.

2.1.7 Where restrictions are not in place, the remaining streets within the study area are noted to experience high levels of on-street parking demand. Areas where this is prevalent are residential in character and are shown in Figure 2.1 as pink transparent areas to the north of the town centre and east of Green Lane on Ford's Row, Rose Row and Bellevue. Streets south-east of Redruth Railway Station are additionally noted to experience high levels of on-street parking, such as Basset Street, Heanton Terrace and Sea View Terrace.

- 2.1.8 Figure 2.3 shows the on-street parking experienced on Rose Row, on a largely residential street with a lack of off-street parking available. Vehicles are shown to be parked on either side of the carriageway and therefore virtually narrowing the carriageway to be one-way with vehicles required to pull in to allow others to pass. When visiting Rose Row and the surrounding streets, it was observed during the site visit on a weekday, daytime period that there was a low turnover of spaces and little movement of the vehicles on these streets, with few spaces were noted to be available for additional vehicles.

Figure 2.3: Rose Row On-Street Parking – Vehicles Parked Both Sides Narrowing to One-Way



- 2.1.9 During the site visit, a discussion was held with a Cornwall Council Parking Officer while attending the Flowerpot Chapel Car Park. The officer gave anecdotal evidence when discussing on-street parking, to reinforce the constraints present within the areas mentioned, mainly on streets which are residential in nature.
- 2.1.10 In relation to the analysis of off-street parking surveys, it has become evident that the public car parks, operated by Cornwall Council, are being utilised in the evenings, when parking is not charged for. It is considered likely that some spaces are being utilised by residents for overnight parking, when on-street parking is unavailable near their place of residence. This is most noticeable in the West End Car Park across the Saturday period, where the recorded parking accumulation is noted to drop from 33 to 24 vehicles parked in the two hours before 09:00 when charging commences, and increases from 28 to 35 vehicles parked in the two hours following 16:00 when charging ceases (Figure 3.10).



3 Off-Street Car Parking

3.1 Overview

3.1.1 This section presents the results of an assessment the existing conditions of each car park selected for the study, including a Red, Amber or Green rating for each car park. A benchmarking exercise has also been undertaken to review the level and quality of parking provision within Redruth in comparison with other similar sized towns within Cornwall. This section also summarises the results of the off-street car parking surveys undertaken.

3.2 Study Area

3.2.1 The study assessed the following car parks within Redruth as shown in Figure 3.1;

Cornwall Council Operated Car Parks

- New Cut Extension Car Park
- New Cut Car Park
- Flowerpot Chapel Car Park
- West End Car Park

Privately Operated Car Parks

- Iceland Car Park
- Market View, Fair Meadow Car Park
- St Rumons Social Club Car Park

3.2.2 The above car parks were selected for inclusion in this assessment following initial discussions with RTC, Cornwall Council and Lavigne Lonsdale. All car parks are located within an approximate 5-minute walk of the town centre and/or provide car parking signed for the use of people visiting or working in Redruth town centre. Redruth Railway Station was excluded from this assessment due to its purpose of serving the railway station specifically, rather than the town centre, and also its limited size (35 spaces only).

3.3 Site Visit

3.3.1 A site visit to Redruth town centre and each of the surveyed car parks was undertaken on Wednesday 6th July 2022. The site visit was used to confirm and validate the desktop review element of the study and provided anecdotal evidence of experience using each of the car parks, as well as accessing the Town Centre.

3.4 Parking Surveys and Assessment

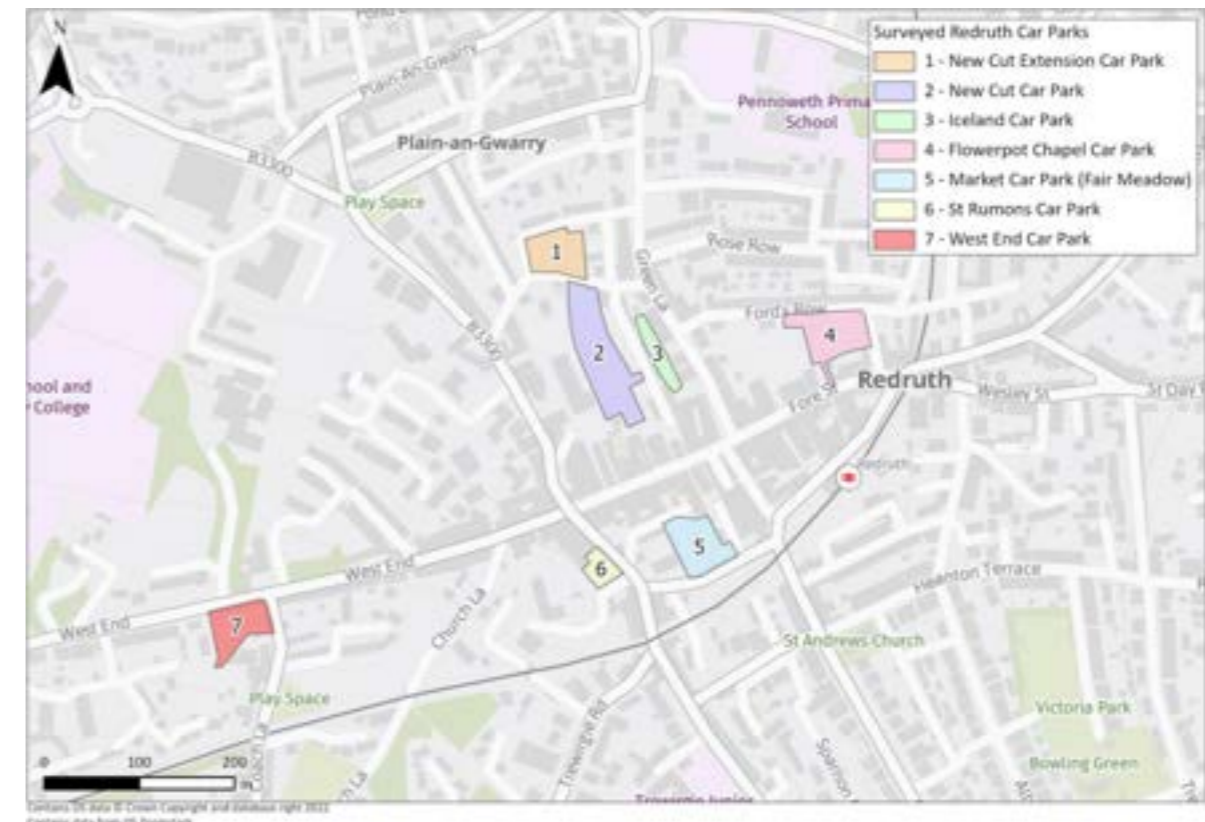
3.4.1 The off-street car park surveys were undertaken on Wednesday 13th July and Saturday 16th July. The surveys captured the operation of the car parks including arrival and departure movements, parking

accumulation and duration of stay at each car park, using ANPR cameras positioned within and adjacent to each car park.

3.4.2 This was achieved at all of the car parks, with the exception of the St Rumons Social Club, where it was not possible to record the duration of stay.

3.4.3 Prior to the commencement of the parking surveys, it was confirmed by RTC that no specific events were taking place on Wednesday 13th or Saturday 16th July that would impact the typical operation of the car parks being surveyed.

Figure 3.1: Surveyed Redruth Car Parks



3.5 Assessment Methodology

Car Park RAG Audits

3.5.1 The existing conditions of each car park included in the study will be reviewed by a RAG (Red, Amber, Green) audit. The RAG compiles the following information for the five main characteristics of each car park;

- Condition – Reviewing the condition of marked parking bays, surfacing of the car park for vehicles and pedestrians, lighting provided throughout the car park, condition of any hard and soft landscaping within and adjacent to the car park;



- Size – Type and scale of the car park, including a breakdown of all types of spaces provided including standard, disabled, motorcycle, Electric Vehicle, Parent and Child and residents only. The level of disabled parking provision has also been reviewed against Inclusive Mobility (2021) for each car park;
- Signage – Summary of existing signage provision including directional signage towards key destinations, particularly for pedestrians and signage detailing tariffs and restrictions in place within the car park;
- Accessibility – Vehicular and pedestrian access to and from the car park is summarised and reviewed for appropriateness, as well as the provision of suitable access to any disabled parking; and
- Payment Options and Tariffs – Existing charges and restrictions in place at each car park are detailed, including a breakdown of hourly charges.

3.5.2 Each car park has been given a rating of Red, Amber or Green, based upon the assessment of the above characteristics.

Parking Accumulation

3.5.3 Parking accumulation surveys were carried out at all surveyed off-street car parks. Start and end counts were manually undertaken at each car park to understand the baseline number of vehicles in the car park prior to the start of the survey and vehicles that remained parked after the completion of the surveys. The surveys subsequently recorded the inbound and outbound movements from each car park, which was utilised to calculate the accumulation of vehicles parked within each car park across the survey period. The surveys covered a 12-hour period between 07:00-19:00 on each of the weekday and Saturday, with the data broken down into 15-minute intervals across the day.

3.5.4 The parking accumulation data has been summarised graphically for each car park. This data has been used to understand the levels of demand at each car park and how much of each car park's capacity is utilised across the survey days.

3.5.5 Town-wide analysis has also been undertaken, combining the data from all surveyed car parks to understand the level of demand for parking spaces within Redruth town centre against the total capacity of spaces and any behavioural patterns that emerge.

Duration of Stay

3.5.6 Duration of stay parking surveys were undertaken at all of the car parks, except for the St Rumons Social Club. Automatic Number Plate Recognition (ANPR) cameras were required to be installed within or adjacent to each car park to capture this data. Permission to install ANPR cameras within the car parks was agreed with the respective operators prior to the survey. St Rumons Club Car Park declined and therefore duration of stay was not captured for this car park.

3.5.7 Duration of stay data was captured to understand the turnover of spaces and the length of time vehicles are parking for. Similar to the parking accumulation, the ANPR surveys took account of any vehicles parked at the start of the survey period. The surveys covered a 12-hour period between 07:00-19:00 on each of the weekday and Saturday, with the data broken down into 15-minute intervals across the day.

3.5.8 The duration of stay information has been summarised for each car park. The 15-minute interval data has been grouped for the purposes of analysis to provide insight into short and long stay durations. The same time periods have been analysed for all car parks, with 15-minute time periods provided up to 1 hour, 30-minute time periods provided up to 3 hours and hourly data provided up to 7 hours. Any vehicles parked for 7+ have been grouped into a single category. The data has been summarised for the weekday and Saturday separately to enable comparisons to be drawn. A town-wide assessment of the duration of stay data has also been undertaken.

3.6 Benchmarking Exercise

3.6.1 A benchmarking exercise has been undertaken to review car parking provision in towns with similar characteristics to Redruth such as town offering, size, population and similar level of tourist visitation (particularly in comparison to coastal towns in Cornwall such as St Ives, Penzance and Falmouth). The comparator towns selected for this exercise is Camborne, Helston, Bodmin and Liskeard.

3.6.2 Table 3.1 summarises the comparator town's populations, number of car parks, car parking spaces and disabled parking spaces, as well as the percentage of disabled spaces across the town's car parks. To enable a like for like comparison between the towns, the car parks included in this exercise are located within an approximate 5 minute walk (400m) of each respective town centre.

Table 3.1: Off-street Parking Spaces in Comparator Towns

Town	Population (2011 Census)	All Town Car Parks within Study Area			
		No. of Car Parks	No. of Car Parking Spaces	No. of Disabled Spaces	Disabled Spaces (%)
Redruth	14,018	7	648	26	4%
Camborne	20,436	4	410	12	3%
Helston	11,311	5	421	16	4%
Bodmin	14,736	8	652	27	4%
Liskeard	9,417	5	681	19	3%

3.6.3 The data illustrates that the overall number of parking spaces in Redruth, when compared to other towns of a similar size, is at a similar level. Redruth has a relatively high rate of parking spaces per member of population at 0.05 spaces/person, with only Liskeard having a higher rate at 0.07 spaces/person and Camborne having the lowest at 0.02 spaces/person.

3.6.4 Redruth also offers one of the higher levels of disabled parking across the comparator towns with 4% of spaces alongside Helston and Bodmin. Camborne and Liskeard both have 3% disabled parking spaces.

3.6.5 Table 3.2 provides a comparison of the parking charges to determine the difference in the cost of parking across the comparator towns.

Table 3.2: Off-street Parking Charges in Comparator Towns

Town	Up to 1 Hour	Up to 2 hours	Up to 3 hours	Up to 4 hours	24 hours /All Day
Redruth	50p-80p	£1-£1.60	£2-£3.70	£4.40	£2.80-£5.10
Camborne	80p-£1	£1.50-£2	£2.50-£3.70	-	£2.80-£5
Helston	50p-80p	£1-£1.60	£2-£3.70	£4.80	£2.50-£6
Bodmin	50p-90p	£1.50-£2.20	£2.50-£3.20	£2.70-£4.60	£3.40-£5.40
Liskeard	90p	£1.60-£1.70	£3.70	£4.90	£1.70-£6.60

3.6.6 Table 3.2 demonstrates that the charges in Redruth are comparable to those in the other towns. For short-stay parking, Camborne and Liskeard appear to be more expensive, whereas long-stay parking is broadly similar across all car parks assessed in the benchmarking exercise, including Redruth.

3.6.7 Parking charges across the towns assessed are typically only in place between 09:00-16:00 with unrestricted parking without charge permitted overnight.

3.6.8 Many of the car parks across the comparator towns are operated by Cornwall Council, as are four of the car parks assessed in Redruth. The risk of pricing structures changing over time and impacting on the relative attractiveness of visiting Redruth town centre is therefore considered low.

3.7 New Cut Extension (Long Stay)

Car Park RAG Audit

3.7.1 Figure 3.2 shows the New Cut Extension (Long Stay) Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.2: New Cut Extension (Long Stay) Car Park



3.7.2 **Condition:** Adequate for current use, although markings would benefit from being re-painted. The surface of the car park is in good condition however, markings are significantly worn in places. Modern lighting is provided at regular intervals along the boundary of the car park. A good level of space for manoeuvres and circulation space is provided.

3.7.3 A hatched area that was previously dedicated to a recycling centre is situated within the car park with several bins for recycling. However, this function has since been reduced to one bin for clothes and shoes recycling.

3.7.4 **Size:** Surface car park with 55 spaces including 4 disabled spaces. Additional coach parking area for 1-2 coaches, which is noted to be used by skateboarders. In the absence of Cornwall Council parking standards, Inclusive Mobility (2021) has been reviewed for appropriate levels of disabled parking provision. The recommended 6% for visiting disabled motorists has been met by the New Cut Extension car park.

3.7.5 **Signage:** No directional signage to advise visitors where to access the town centre. Tariffs and restriction signage provided in the car park.

3.7.6 **Accessibility:** The car park is located north of Redruth Town Centre (Fore Street) and will likely be popular location for visitors. Access and egress via two vehicular entrances from New Cut. Pedestrian access is gained alongside both vehicular accesses and a dedicated pedestrian point of access to the south of the vehicular access points. No footpath or virtual footway is provided for



pedestrians within the car park. The areas of public realm provided at the car park entrance are provided to a very good standard with seating and landscaping.

3.7.7 Disabled parking bays are split across two areas of the car park with one positioned adjacent to the payment machine on a level surface however, the remaining three spaces are provided in a separate small parking area on an upper level. Users of these spaces are required to travel approximately 41m downhill (from the furthest space) to access the nearest payment machine. An upstand kerb is also located between the disabled parking bays and the footway, users of these spaces are therefore required to travel into the area used by vehicles to access the dropped kerb.

3.7.8 An additional payment machine on the upper-level parking area would help to mitigate this issue. The appropriateness of these bays and the routes to destinations served by this car park should be reviewed to ensure access is achievable by all users that require access.

3.7.9 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash and by mobile/card through 'JustPark'. Charging is applicable between 09:00-16:00, Monday-Saturday, including bank holidays. Tariffs are as follows;

- Up to 2 hours - £1.60
- 2-3 hours - £3.70
- 3-4 hours - £4.40
- 24 hours - £5.10
- Weekly - £30.45
- Coach parking per hour - £1.60
- Coach parking for 24 hours - £10.40

3.7.10 Blue Badge holders are required to pay the normal parking fees, but are entitled to 1 extra hour of free parking.

3.7.11 **RAG Status: Amber** – Car park is in adequate condition with markings worn away, significantly in some places. However, the public realm areas of the car park are provided to a high standard.

Survey Data Analysis

Parking Accumulation

3.7.12 The number of vehicles parked at any one time within the New Cut Extension showed little variation across either the weekday or the Saturday surveys. The peak across both days occurred on the weekday evening at 18:00 with 33 vehicles, as shown in Figure 3.3, with a low of 19 vehicles, also on the weekday survey. The peak parking demand equates to 60% occupancy of the car park. Overall, the level of usage of the car park was slightly higher on the weekday with 76 vehicles parked across the day compared to 59 on the Saturday.

Figure 3.3: New Cut Extension Weekday Parking Demand

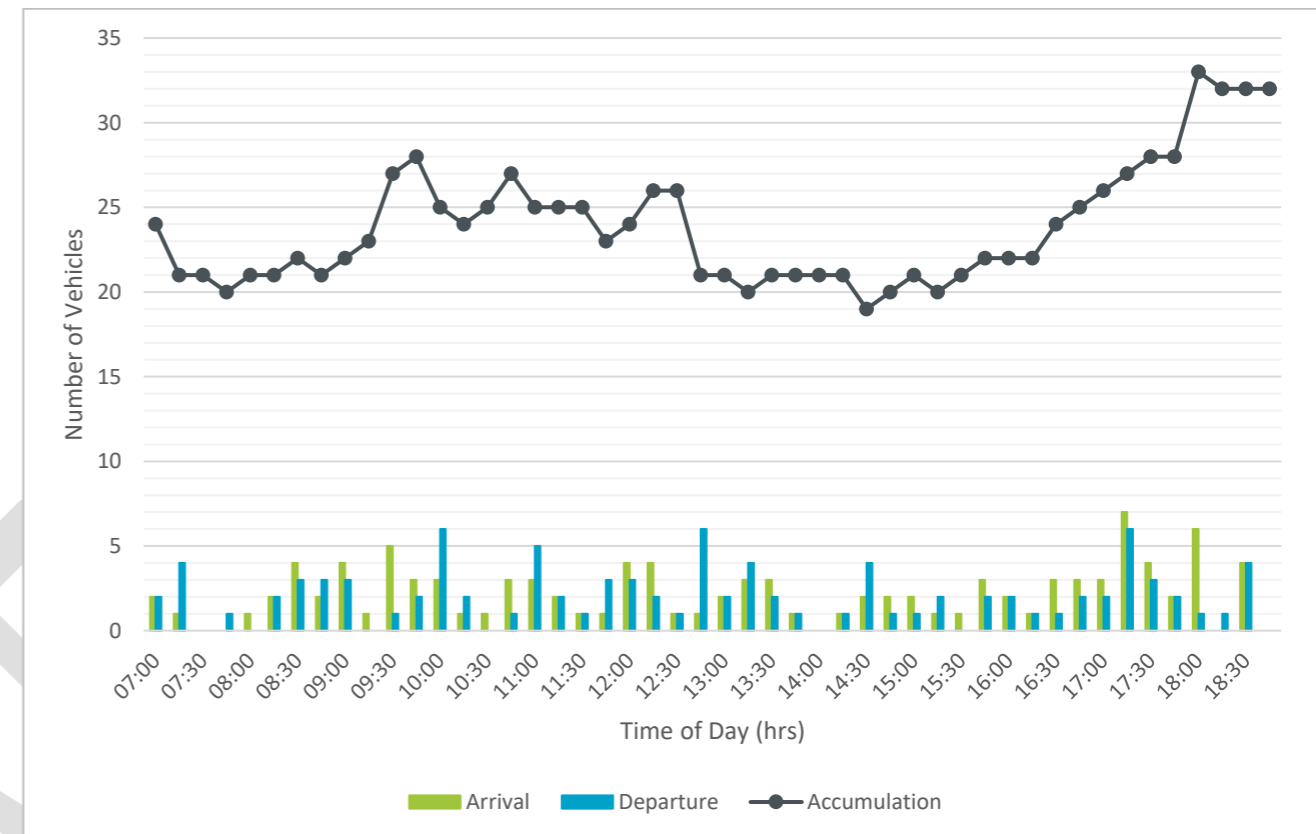
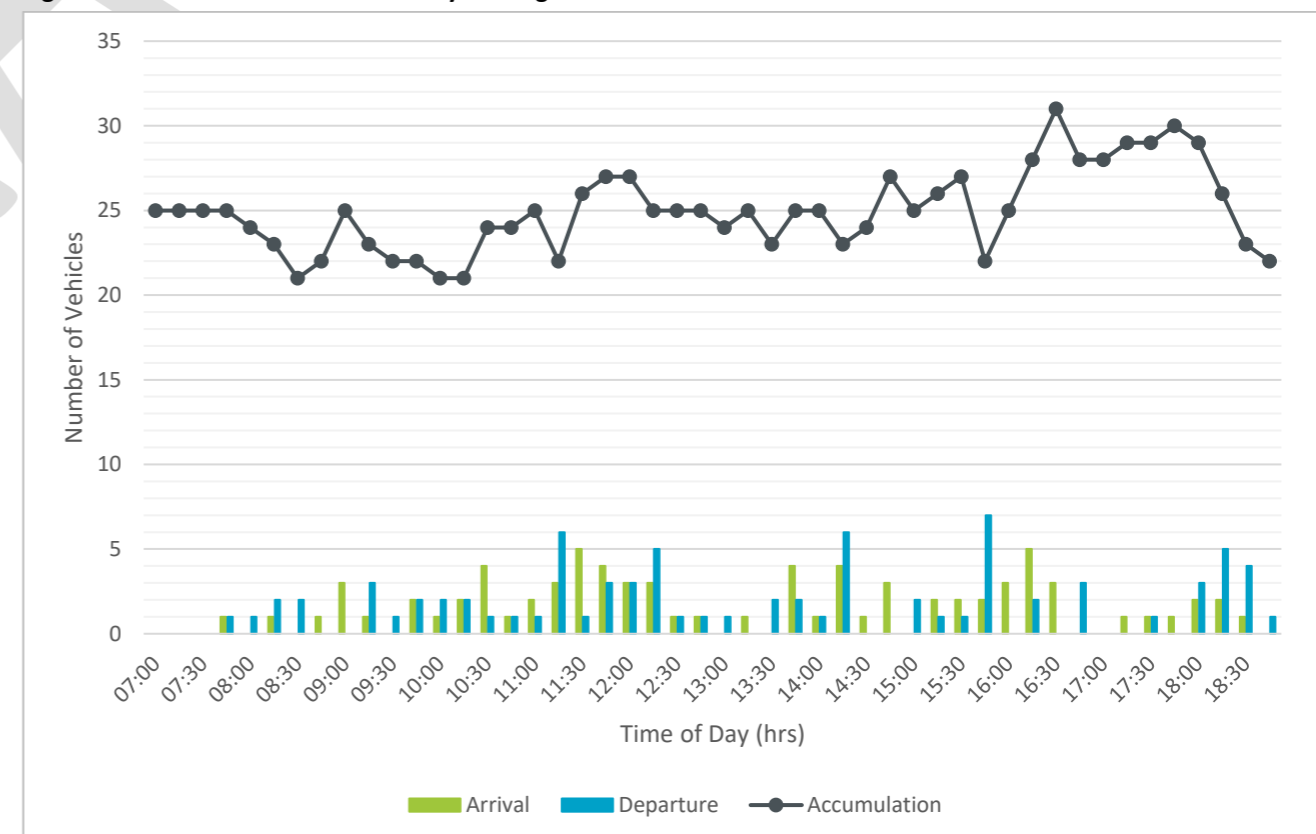


Figure 3.4: New Cut Extension Saturday Parking Demand



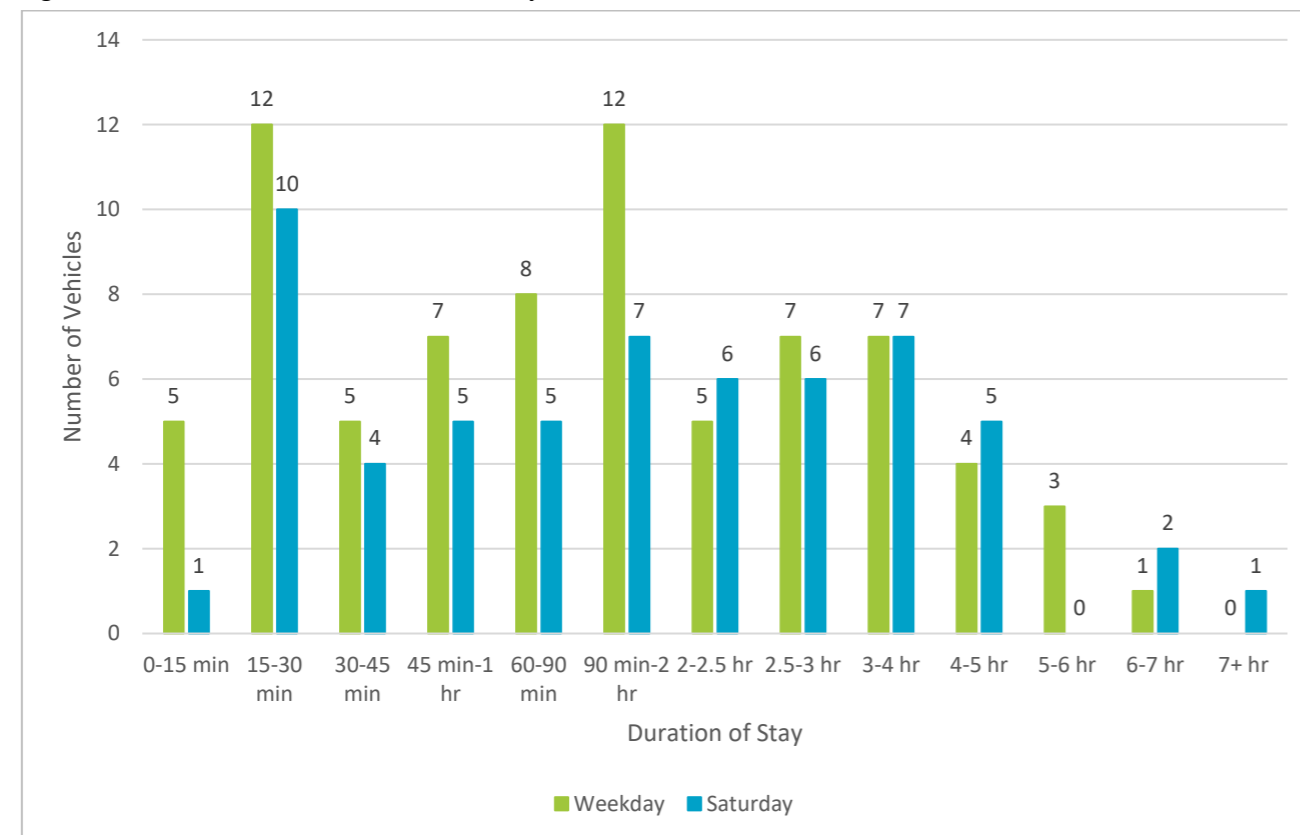
3.7.13 There are a number of residential properties to the north and west of this car park. The timing of the peak, combined with the lack of any parking charges after 16:00 might suggest that this demand is being generated by adjacent residential dwellings.

3.7.14 The data for arrivals and departures at the New Cut Extension as shown in Figure 3.3 and Figure 3.4 does not exhibit any strong patterns or peaks, with a mix of arrivals and departures occurring throughout the weekday and Saturday surveys.

Duration of Stay

3.7.15 Figure 3.5 provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.5: New Cut Extension Duration of Stay Data



3.7.16 The data demonstrates that, despite its long stay allocation, the New Cut Extension accommodates a high number of relatively short duration trips, with 38% and 34% of trips on a weekday and Saturday of up to 1 hour duration. The Saturday survey data shows a slightly higher proportion of mid-long stay trips of 2-5 hours duration however, this is in the context of lower overall use than on the weekday. For longer duration trips that may be associated with full-time working hours, the surveys captured very little use of the New Cut Extension. The mean duration of stay was 1:53 on the weekday survey and 2:05 on the Saturday.

3.8 New Cut Short Stay

Car Park RAG Audit

3.8.1 Figure 3.6 shows the New Cut (Short Stay) Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.6: New Cut (Short Stay) Car Park



3.8.2 **Condition:** Adequate for current use, although markings would benefit from being re-painted. The surface of the car park is in good condition however, markings appear worn in places. Modern lighting is provided at regular intervals along the boundary of the car park and along the central footway through the car park. A good level of space for manoeuvres and circulation space is provided.

3.8.3 **Size:** Surface car park with 197 spaces including 9 disabled spaces, space and locking anchor for approximately 6 motorcycles and 7 private residential spaces for local residents. Formal drop-off/pick-up point provided. No Electric Vehicle or Parent and Child spaces are provided within this car park. In the absence of Cornwall Council parking standards, Inclusive Mobility (2021) has been reviewed for appropriate levels of disabled parking provision. In consideration to the 175 standard parking bays, the minimum recommended disabled parking provision is 11 bays, two more than currently provided.

- 3.8.4 **Signage:** Some directional signage to advise visitors where to access the town centre and Kresen Kernow is provided however, repeater signs throughout the car park could be added. Noticeboard for local information and a map of Redruth is provided within the car park. Tariffs and restriction signage provided in the car park.
- 3.8.5 **Accessibility:** The car park is located immediately north of Redruth Town Centre (Fore Street) and is likely a popular location for visitors. Primary vehicular access to the car park is provided south of New Cut. Two additional points of access are possible south of New Cut, located immediately east of the primary access and along Symons Terrace. However, both of these routes are very narrow and are only wide enough for one-way traffic.
- 3.8.6 Pedestrian access can be gained via a dedicated point of access just west of the primary vehicular access along New Cut, this connects to a central footpath through the car park. Pedestrian access is also available to the south of the car park via multiple points of access, including a footpath adjacent to Wilko and a footpath via Symons Terrace adjacent to Hamiltons Barbershop Redruth.
- 3.8.7 It was additionally noted anecdotally by a local business owner that a private car park to the south of the car park is also being utilised as a pedestrian access to Fore Street. The areas of public realm throughout the car park are provided to a good standard with a noticeboard, public art, seating and landscaping.
- 3.8.8 The disabled parking bays are within a reasonable distance of the payment machine and nearest to the pedestrian accesses to Fore Street. However, the bays are noted to be on a slope and the distance of the spaces from Fore Street could be considered too great for some disabled users.
- 3.8.9 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash and by mobile/card through 'JustPark'. Charging is applicable between 09:00-16:00, Monday-Saturday, including bank holidays. Maximum stay in the car park is 3 hours with no return to the car park permitted within a 3-hour period. Tariffs are as follows;
- Up to 1 hour - 80p
 - 1-2 hours - £1.60
 - 2-3 hours - £3.70
- 3.8.10 Blue Badge holders are required to pay the normal parking fees but are entitled to 1 extra hour of free parking. Motorcycle parking is free in designated bays located to the south of the car park.
- 3.8.11 **RAG Status: Amber** – Car park is in adequate condition with markings worn away, significantly in some places. However, the public realm areas of the car park are provided to a high standard.

Survey Data Analysis

Parking Accumulation

- 3.8.12 The New Cut car park data shows evidence of two clear peak periods on the weekday survey, as demonstrated by the graph at Figure 3.7. The first peak occurred in the morning, with an initial peak at 10:00 of 53 vehicles, prior to the overall peak of 60 vehicles that occurred at 11:00. The number of vehicles parked halved across the early afternoon before picking up again later in the afternoon to 45 vehicles. Levels of use in the early evening during the week were at a very low level.

Figure 3.7: New Cut Weekday Parking Demand

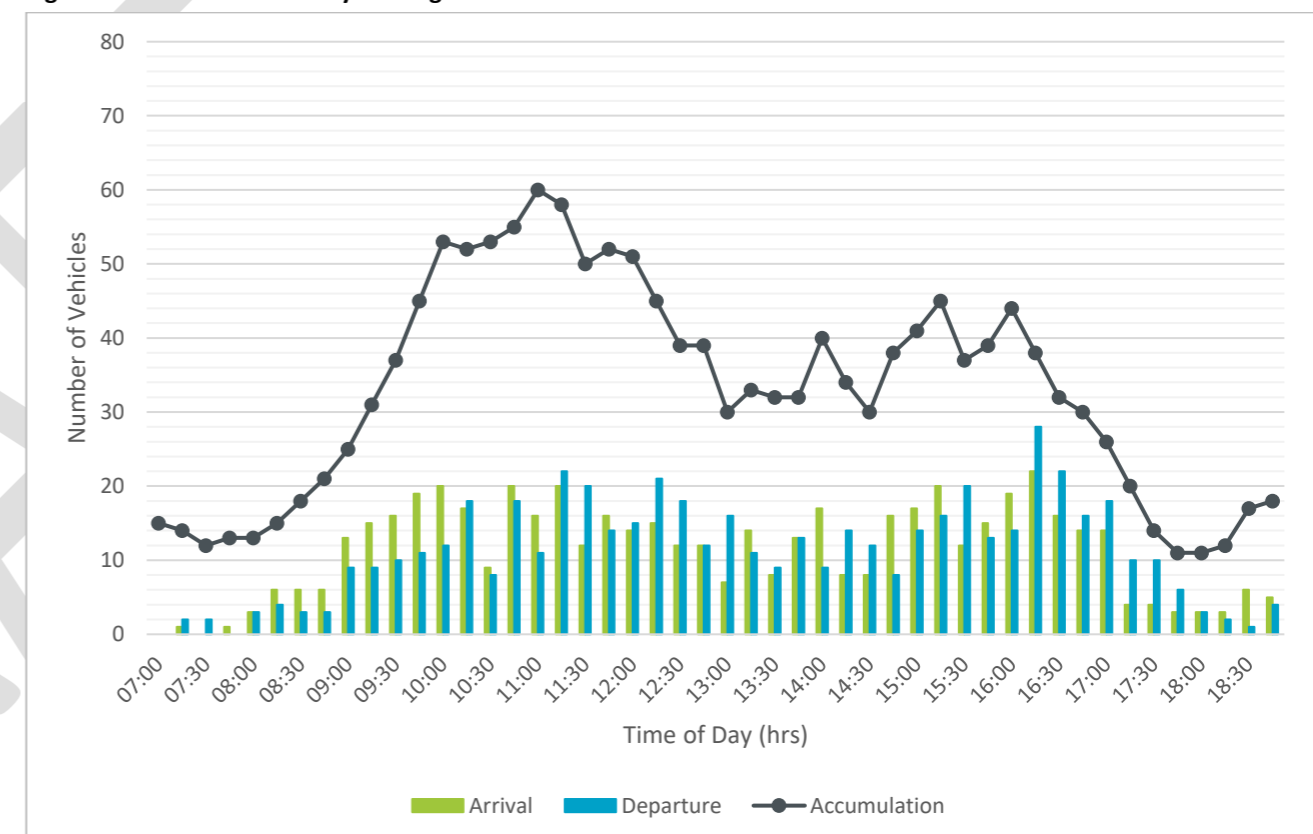
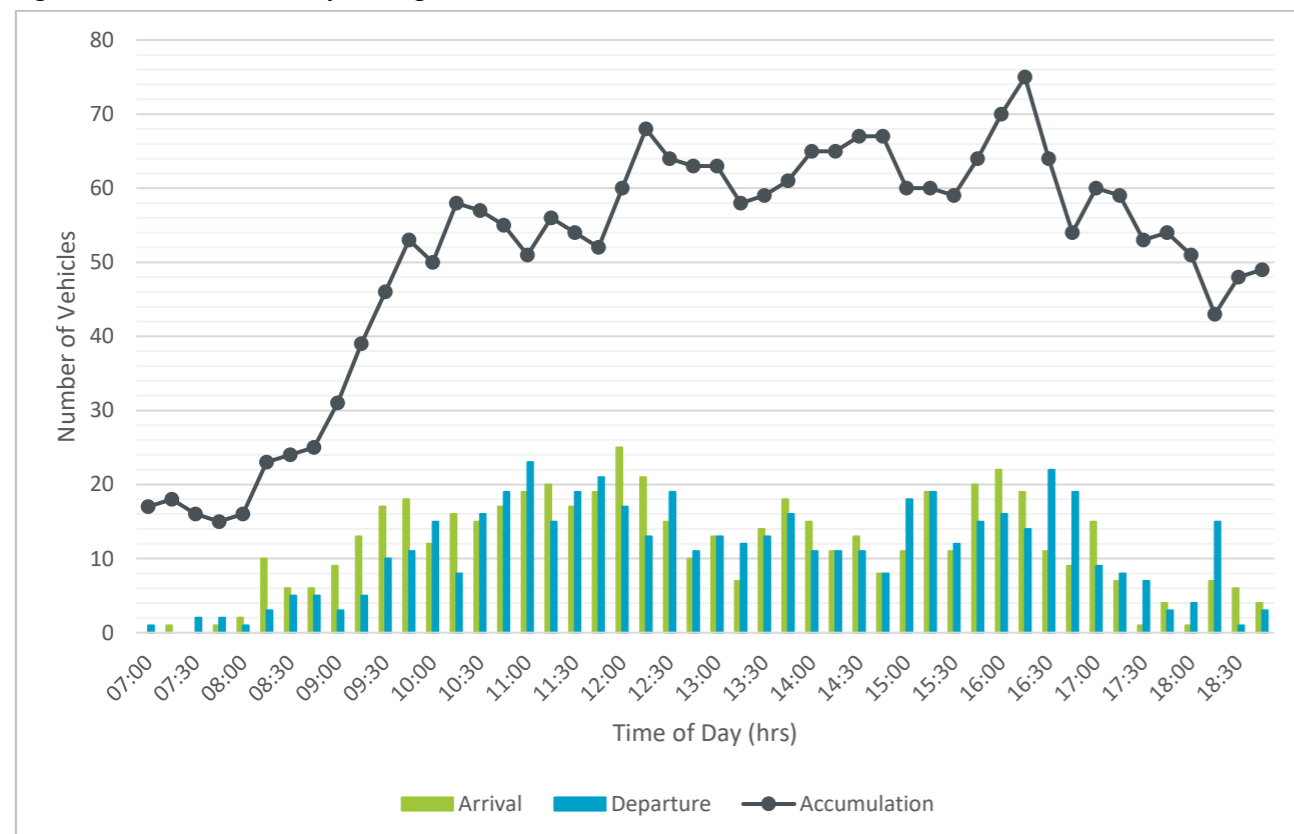


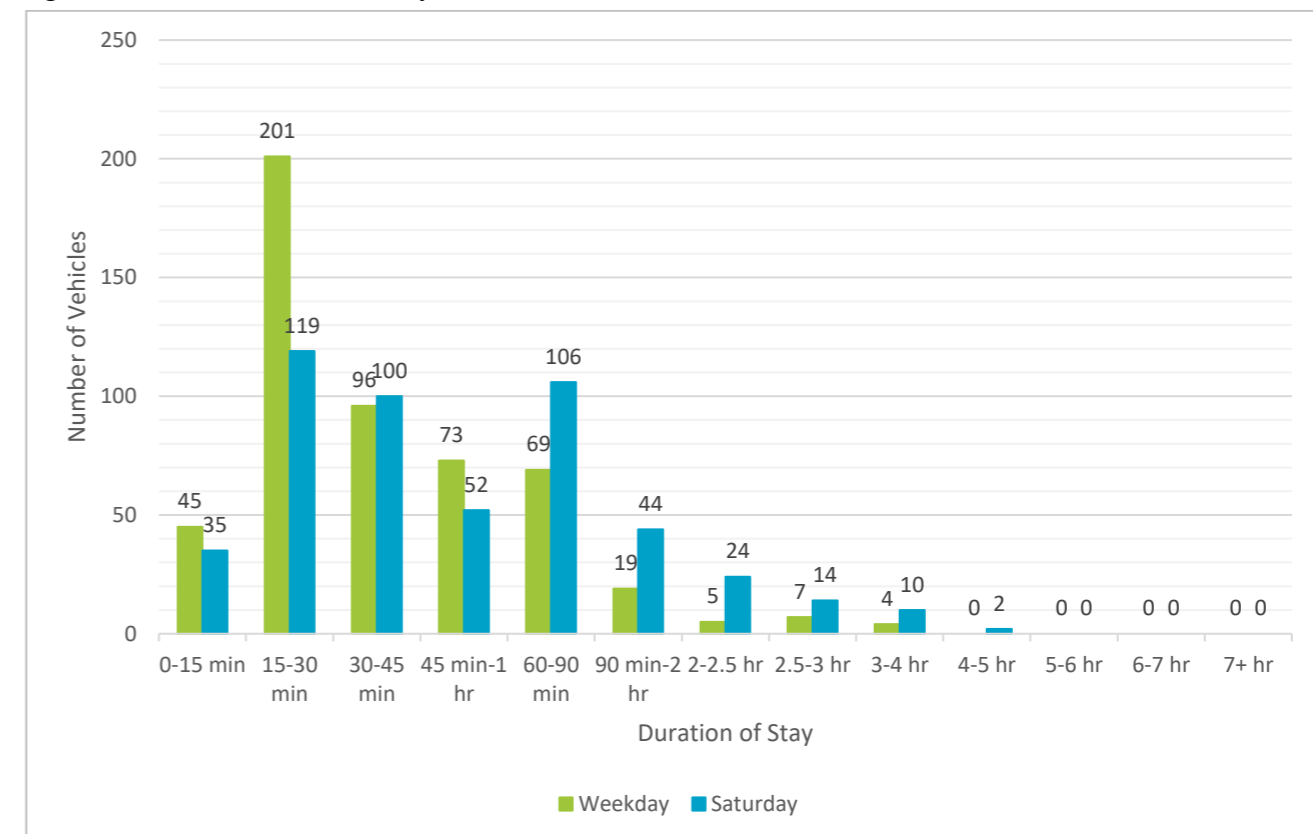
Figure 3.8: New Cut Saturday Parking Demand


3.8.13 The Saturday survey (Figure 3.8) showed overall higher parking accumulation throughout the day with over 50 vehicles consistently parked from 09:45 – 18:15. The peak accumulation (75 vehicles) occurred at 16:15 on the Saturday and represents 38% of the spaces within the car park being occupied.

3.8.14 Overall levels of usage of the car park were similar on the weekday (519 vehicles) and on the Saturday (506 vehicles)

Duration of Stay

3.8.15 Figure 3.9 provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.9: New Cut Duration of Stay Data


3.8.16 The data in Figure 3.9 demonstrates a pattern of longer stay trips in the New Cut car park on a Saturday than on a weekday. The car park's maximum duration of stay is 3 hours. Despite this, a number of vehicles, particularly on the Saturday are shown to have stayed beyond this duration, some in excess of 4 hours.

3.8.17 Overall, there are a high proportion of very short stay trips, with 47% of weekday trips and 30% of Saturday trips being less than 30 minutes duration. The mean duration of stay was 41 minutes on the weekday survey and 58 minutes on the Saturday.

3.9 Iceland

Car Park RAG Audit

3.9.1 Figure 3.10 shows the Iceland Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.10: Iceland Car Park


- 3.9.2 **Condition:** The car park is in good condition, with all marked bays clearly visible. Some areas of uneven surfacing across the car park. Three lights are provided along the western boundary of the car park. A good level of space for manoeuvres and circulation space is provided.
- 3.9.3 **Size:** Surface car park with 50 spaces including 2 disabled spaces, 4 motorcycle parking bays and 4 parent and child spaces. In the absence of Cornwall Council parking standards, Inclusive Mobility (2021) has been reviewed for appropriate levels of disabled parking provision. The recommended 6% for visiting disabled motorists is not met in the Iceland car park furthermore, the guidance recommends that should any employees require a disabled space, one additional space per employee should be provided.
- 3.9.4 **Signage:** No directional signage to advise visitors where to access the town centre. Tariffs and restriction signage provided throughout car park, including notice that the car park is provided for Iceland customers.
- 3.9.5 **Accessibility:** The car park is located north of Redruth Town Centre (Fore Street). Vehicular access to the car park is gained via a one-way route with access taken south of New Cut and egress south-east onto Green Lane. Pedestrian access to/from the car park will primarily be undertaken between the rear entrance to the Iceland store and the parking spaces however, it is noted that no dedicated pedestrian infrastructure is provided between these two locations. It is also possible for pedestrians to access the footways on Green Lane and New Cut however, there is no separation between

pedestrians and vehicles on this route. The uneven surfacing in the car park could also cause issues for pedestrians and disabled users moving through the car park, particularly during periods of inclement weather.

- 3.9.6 The disabled parking is provided nearest to the store entrance and the payment machine of all spaces within the car park. A level route is also provided between the store entrance and the disabled parking spaces.
- 3.9.7 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash only. Charging is applicable Monday-Sunday, including bank holidays and 24 hours per day, maximum stay is 2 hours. It is noted that a refund for these charges is available to customers in the Iceland store. Tariffs are as follows;
- Up to 1 hour - 50p
 - 1-2 hours - £1.00
- 3.9.8 **RAG Status: Green** – Car park is in good condition with all marked bays clearly visible. A virtual footway or some level of separation for pedestrians accessing the Iceland store would further enhance the provision.

Survey Data Analysis

Parking Accumulation

- 3.9.9 As demonstrated by Figure 3.11 and **Error! Reference source not found.**, the Iceland car park accommodated consistently high levels of parking across both the weekday and Saturday survey periods. The peak across both days occurred on the weekday at 12:15 with 48 vehicles parked, as shown in Figure 3.11. The Saturday peak occurred at the end of the survey period which coincides with the store closing time. The peak weekday parking demand equates to 96% occupancy of the car park and the Saturday peak equates to 92% occupancy. Overall, the level of usage of the car park was higher on the weekday with 247 vehicles parked across the day compared to 208 on the Saturday.

Figure 3.11: Iceland Car Park Weekday Parking Demand

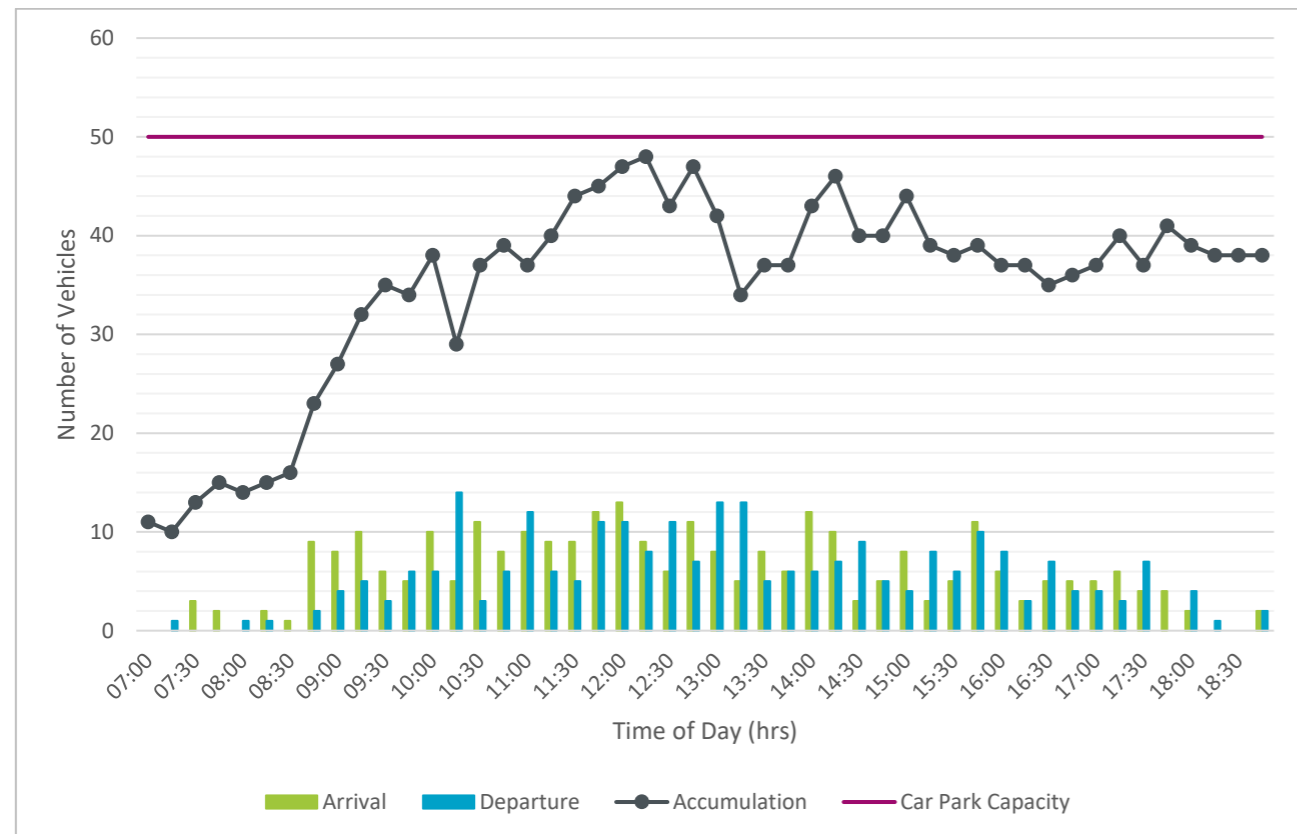
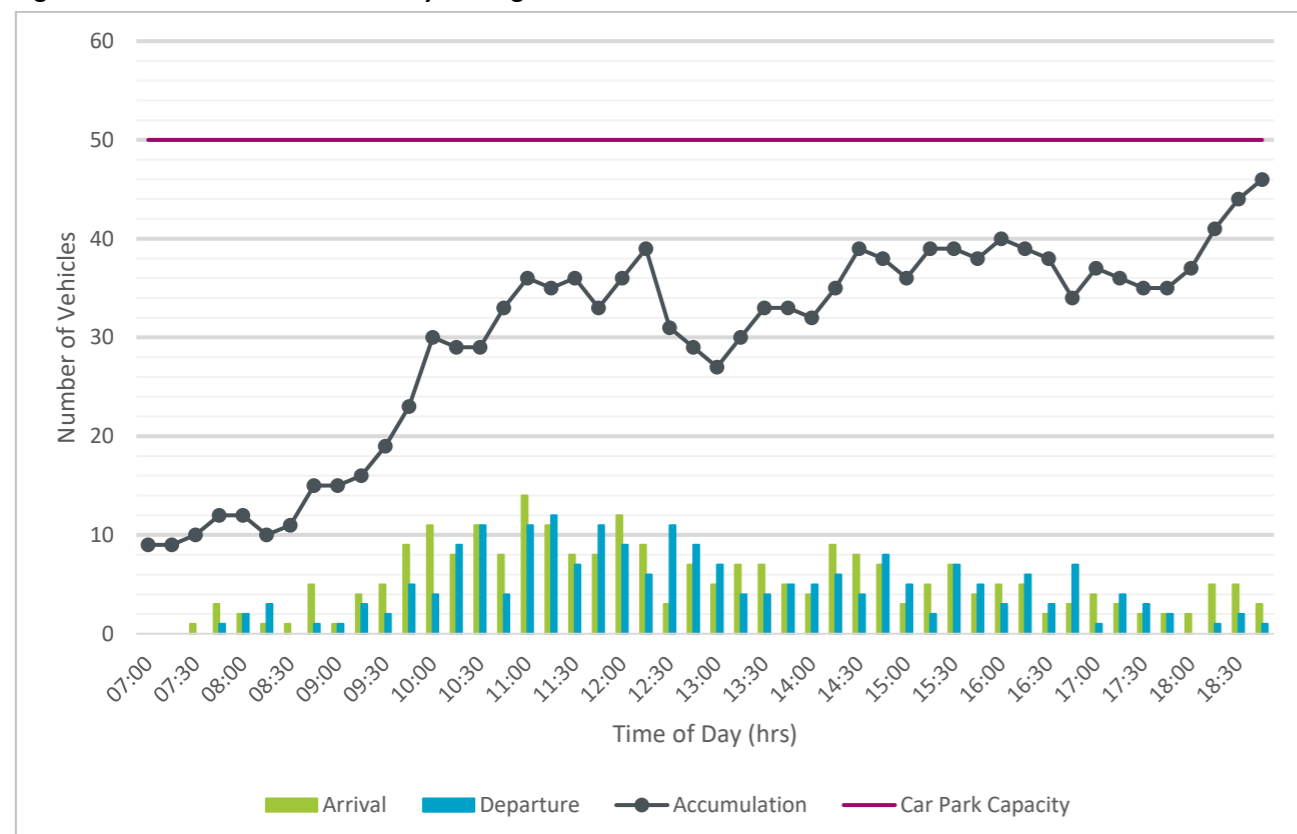


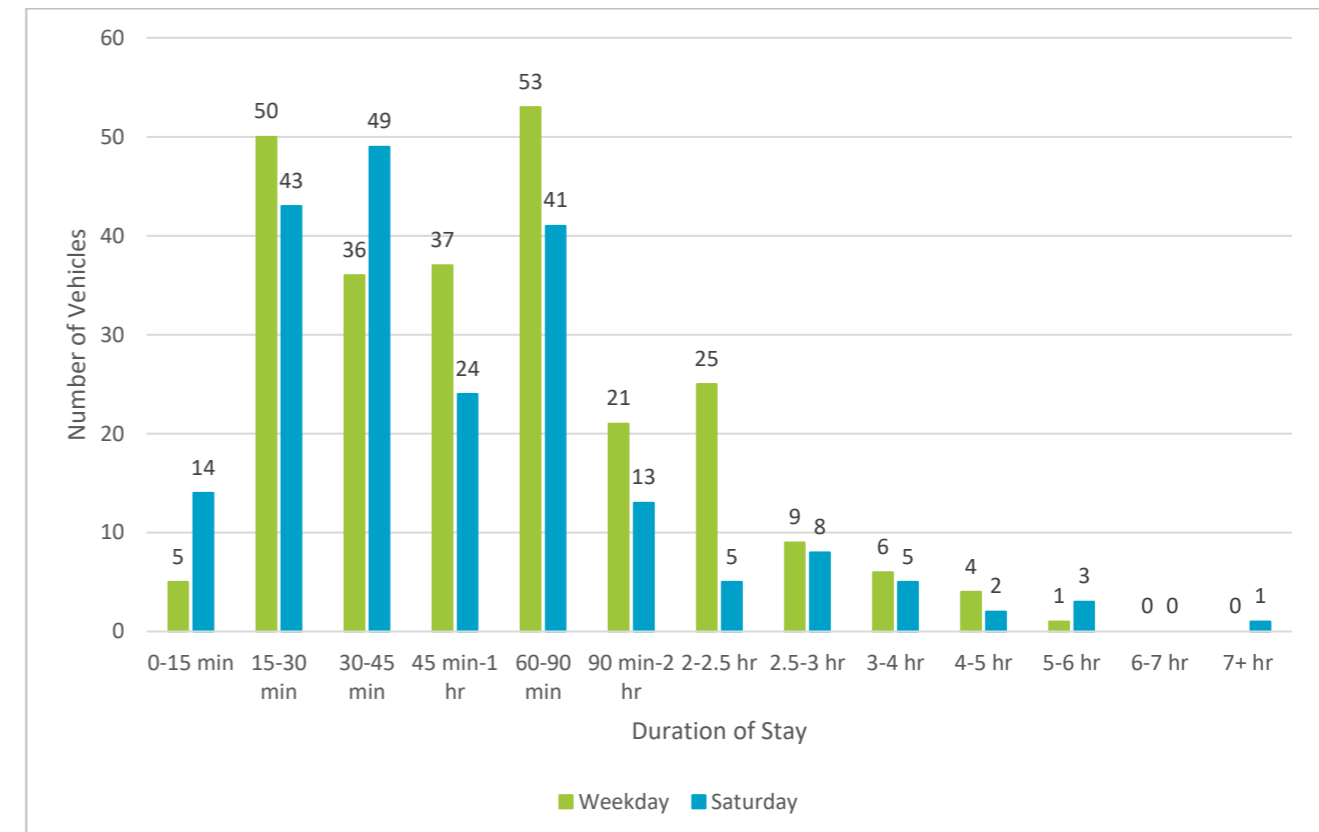
Figure 3.12: Iceland Car Park Saturday Parking Demand



Duration of Stay

3.9.10 **Error! Reference source not found.** provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.13: Iceland Car Park Duration of Stay Data



3.9.11 The data in Figure 3.13 demonstrates that, despite a 2-hour maximum stay within the Iceland car park, many people are parking for longer – 18% of vehicles on a weekday and 12% on a Saturday. The Saturday survey data shows a slightly higher proportion of short stay trips of up to 1 hour duration (63%) compared to the weekday survey (52%). The mean duration of stay was 1:12 on the weekday survey and 1:45 on the Saturday.

3.10 Flowerpot Chapel (Long Stay)

Car Park RAG Audit

3.10.1 Figure 3.14 shows the Flowerpot Chapel (Long Stay) Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park’s condition, size, accessibility, signage and payment/tariffs.

Figure 3.14: Flowerpot Chapel (Long Stay) Car Park



- 3.10.2 **Condition:** The car park is in good condition with marked bays visible. A good level of space for manoeuvres and circulation space is provided. Lighting is provided at regular intervals along the boundary and in the central area of the car park. A good level of space for manoeuvres and circulation space is provided.
- 3.10.3 **Size:** Surface car park with 129 spaces including 8 disabled spaces, space and locking anchor for approximately 3-4 motorcycles and two Electric Vehicle charging points however, one of these is bays is dedicated for taxis only. No Parent and Child spaces are provided in this car park.
- 3.10.4 In the absence of Cornwall Council parking standards, Inclusive Mobility (2021) has been reviewed for appropriate levels of disabled parking provision. The recommended 6% provision for visiting disabled motorists has been met by the Flowerpot Chapel car park.
- 3.10.5 **Signage:** Some directional signage to advise visitors where to access the town centre is provided, however, repeater signs throughout the car park could be added. A map of Redruth, highlighting key locations, car parks and 'Town Trail' buildings is provided on the pedestrian route between the car park and the town centre. Tariffs and restriction signage provided in the car park.
- 3.10.6 **Accessibility:** The car park is located north-east of Redruth Town Centre (Fore Street) and is likely a popular location for visitors. During the site visit, it was noted to be the most heavily used car park of those assessed.

- 3.10.7 Vehicular access to the car park can be gained via a two-way western access from Fore Street and an eastern entry only access from Shoot Row. Pedestrian access to the car park is accessible via footways alongside each vehicular access, two additional pedestrian accesses are available south of Ford's Row. The areas of public realm provided throughout the car park are provided to a very good standard with public art, seating and landscaping provided.
- 3.10.8 The areas of public realm provided throughout the car park are provided to a very good standard with a noticeboard, public art, seating and landscaping provided.
- 3.10.9 The disabled parking bays are located within a reasonable distance of the payment machine and nearest to the pedestrian footways, with dropped kerbs, providing access to the Town Centre. However, it is noted that no tactile paving is provided at the dropped kerbs.
- 3.10.10 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash and by mobile/card through 'JustPark'. Charging is applicable between 09:00-16:00, Monday-Saturday, including bank holidays. Tariffs are as follows;
- Up to 1 hour - 80p
 - 1-2 hours - £1.60
 - 2-3 hours - £3.70
 - 3-4 hours - £4.40
 - 24 hours - £5.10
 - Weekly - £30.00
- 3.10.11 Blue Badge holders are required to pay the normal parking fees, but are entitled to 1 extra hour of free parking. Motorcycle parking is free in designated bays located in the south-western corner of the car park.
- 3.10.12 **RAG Status: Green** – Car park is in good condition; directional signage is provided towards the town centre and the public realm areas are provided to a high standard.

Survey Data Analysis

Parking Accumulation

- 3.10.13 The profile of parked vehicles within the Flowerpot Chapel car park on the weekday survey shows a gradual increase across the morning to the peak at 13:45 with 99 vehicles parked as shown in Figure 3.15. This represented the peak in demand across the two survey days, equating to 77% occupancy of the car park. The number of vehicles parked was shown to drop away in the early afternoon, but increase again between 16:00-17:15, corresponding to the time when the charging period for parking comes to an end.



Figure 3.15: Flowerpot Chapel Weekday Parking Demand

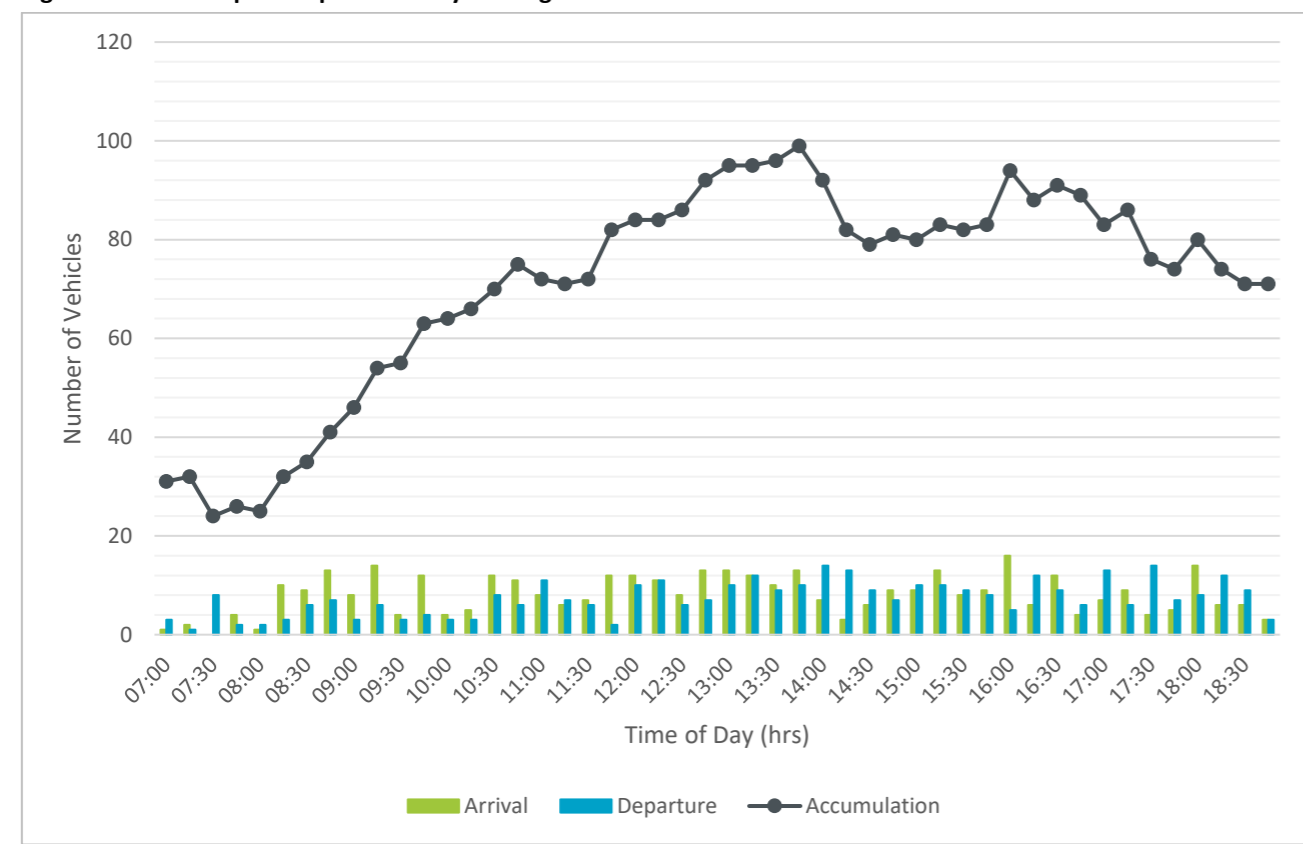
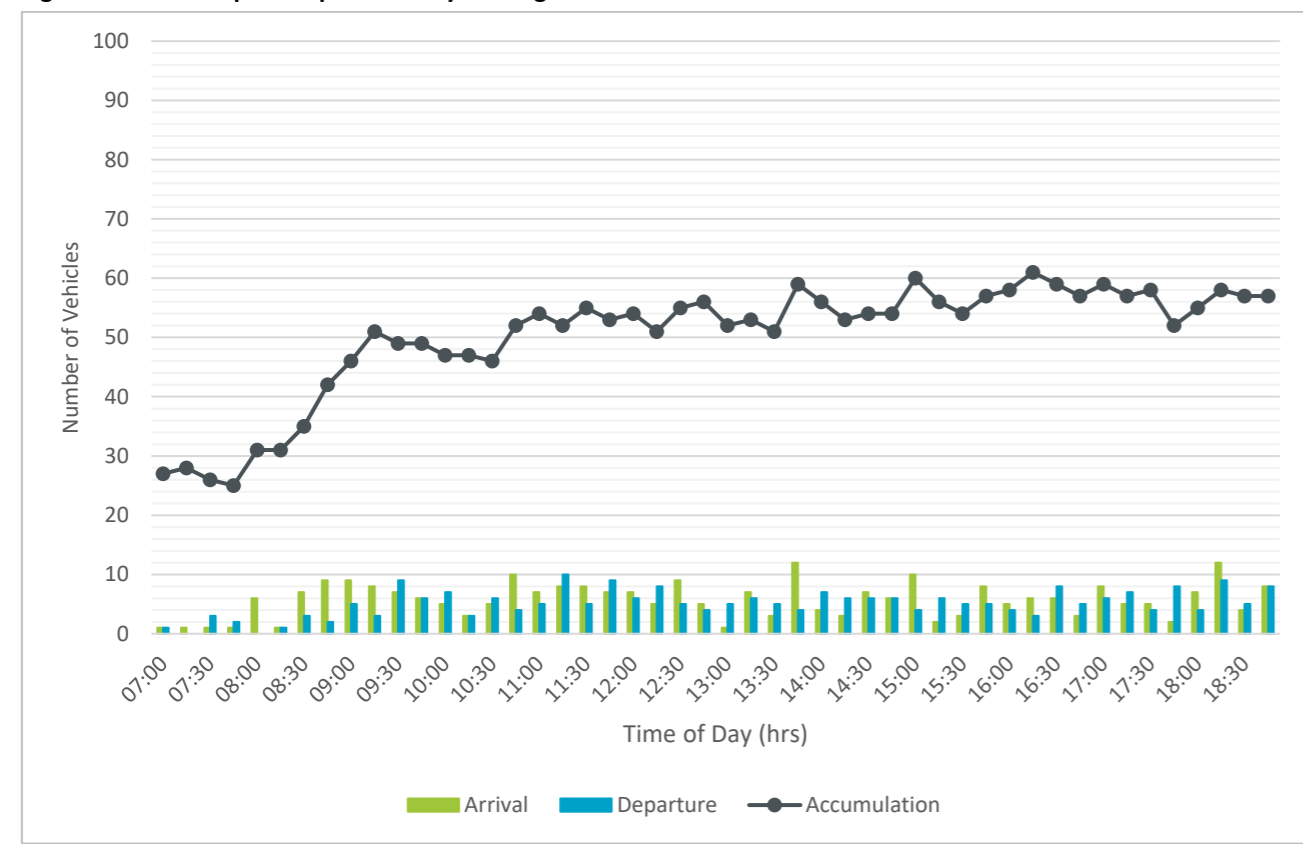


Figure 3.16: Flowerpot Chapel Saturday Parking Demand



3.10.14 Figure 3.15 shows a small decrease in parked vehicles up to 7:30 from an initial 31 parked to 24. This may be accounted for by residential demand from the adjacent dwellings on Ford's Row and Shoot Row where parking provision on-street and for many of the dwellings is limited.

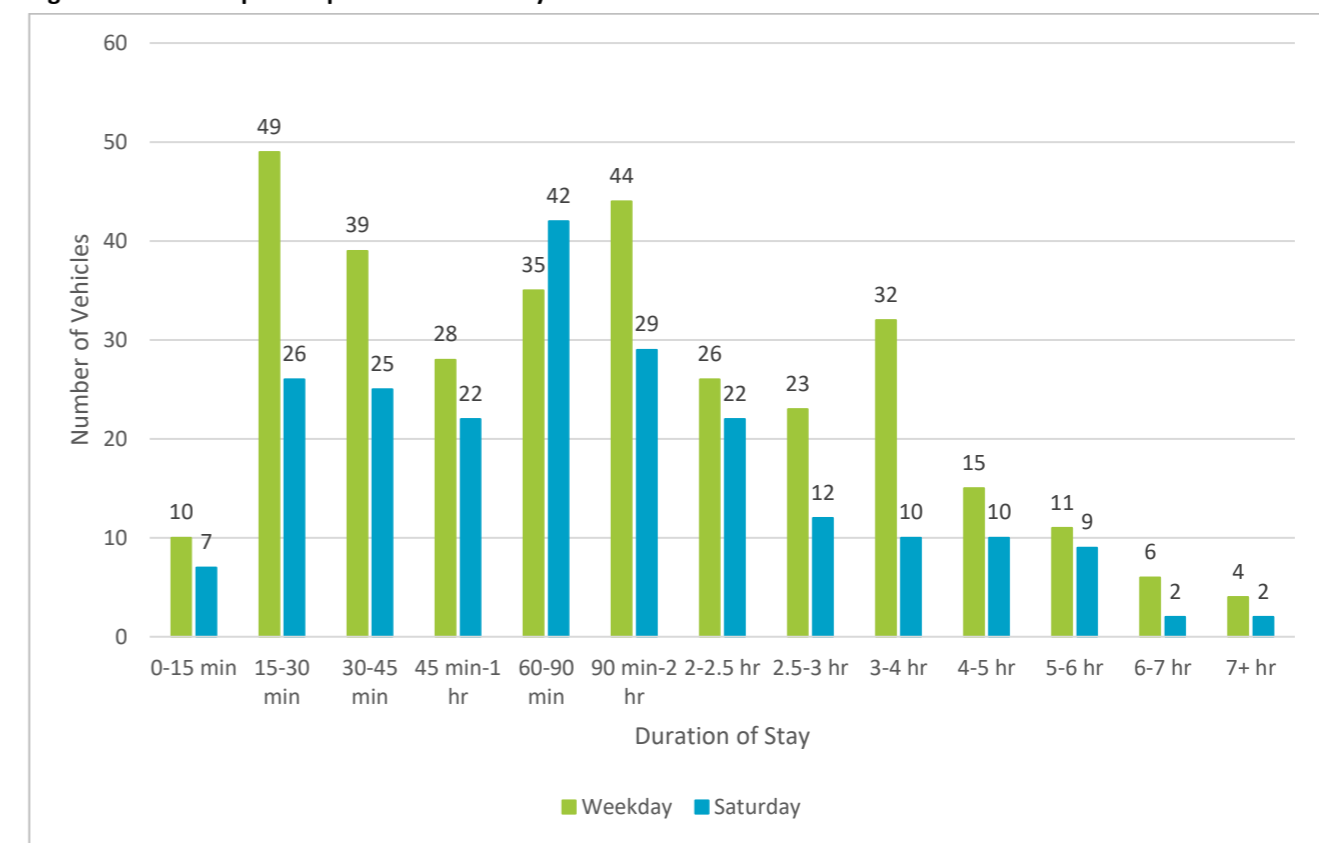
3.10.15 The Saturday survey data for Flowerpot Chapel car park (Figure 3.16) shows a fairly consistent level of parking demand across the day of 50-60 vehicles parked from 10:45 onwards. The numbers of arrivals and departures are also within a consistent range.

3.10.16 Overall levels of use of the Flowerpot Chapel car park were higher on the weekday with 322 vehicles parked across the survey period compared to 218 on the Saturday survey.

Duration of Stay

3.10.17 Figure 3.17 provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.17: Flowerpot Chapel Duration of Stay Data



3.10.18 The data demonstrates that, despite being a long stay car park, Flowerpot Chapel accommodates a high number of short duration trips, with 39% and 37% of vehicles on a weekday and Saturday respectively parking for up to 1 hour duration. The mean duration of stay was 1:54 on the weekday survey and 1:45 on the Saturday. On both the weekday and Saturday surveys, two vehicles were recorded as being parking within the car park all day.

3.11 Market View, Fair Meadow (Long Stay)

Car Park RAG Audit

3.11.1 Figure 3.18 shows the Market View, Fair Meadow (Long Stay) Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.18: Market View, Fair Meadow (Long Stay) Car Park



3.11.2 **Condition:** The car park is currently in poor condition; the majority of parking bays are not visible. Some areas of uneven surfacing across the car park. No lighting is provided within the car park however, the car park may be partially illuminated by nearby streetlights during periods of darkness.

3.11.3 **Size:** Surface car park with approximately 145 spaces. It is not known if disabled spaces are provided in the car park as the majority of markings have worn away. The car park would benefit from marking disabled parking provision and directing users to nearby destinations. In reference to the recommended level of provision set out in Inclusive Mobility (2021), 9 disabled parking bays would be required to meet current standards.

3.11.4 **Signage:** No directional signage to advise visitors where to access the town centre. Tariffs and restriction signage provided throughout the car park.

3.11.5 **Accessibility:** The car park is located south of Redruth Town Centre (Fore Street). Access and egress for vehicles is via a single entrance from Station Hill.

3.11.6 Pedestrian access to/from Fore Street can be gained via an uneven stepped pedestrian route at the northern boundary of the car park. It is also possible for pedestrians to access the footways on Station Hill however, there is no separation between pedestrians and vehicles upon entering or exiting the car park. No footpath or virtual footway is provided for pedestrians within the car park. The uneven surfacing in the car park could also cause issues for pedestrians and disabled users moving through the car park, particularly during periods of inclement weather.

3.11.7 **Payment Options and Tariffs:** This car park offers pay and display parking with a machine located within the car park, payable by cash and by mobile/card through 'Connect Cashless Parking'. Charging is applicable Monday-Sunday, including bank holidays and 24 hours per day. Tariffs are as follows;

- Up to 2 hours - £1.50
- 2-3 hours - £2.00
- 3-12 hours - £3.00

3.11.8 **RAG Status: Red** – Car park is in poor condition with the vast majority of markings worn away, although parking charge notices are issued for failure to park wholly within the lines of a single marked bay. No directional signage towards the town centre is provided. Pedestrian access to town centre is not available to disabled users with an uneven stepped route provided as main route.

Survey Data Analysis

Parking Accumulation

3.11.9 The pattern of use of the Market View car park shows the number of parked vehicles building early in the morning, some turnover of spaces during the day and then departures dominating from mid-afternoon onwards. The broad pattern was similar on the weekday and Saturday surveys, as illustrated in Figure 3.19 and Figure 3.20, although the overall levels of use, and peak parking accumulation was higher on the weekday survey.

3.11.10 The peak across both survey days occurred on the weekday afternoon at 13:45 with 32 vehicles, as shown in Figure 3.19, equating to 22% occupancy of the car park at peak.



Figure 3.19: Market View Weekday Parking Demand

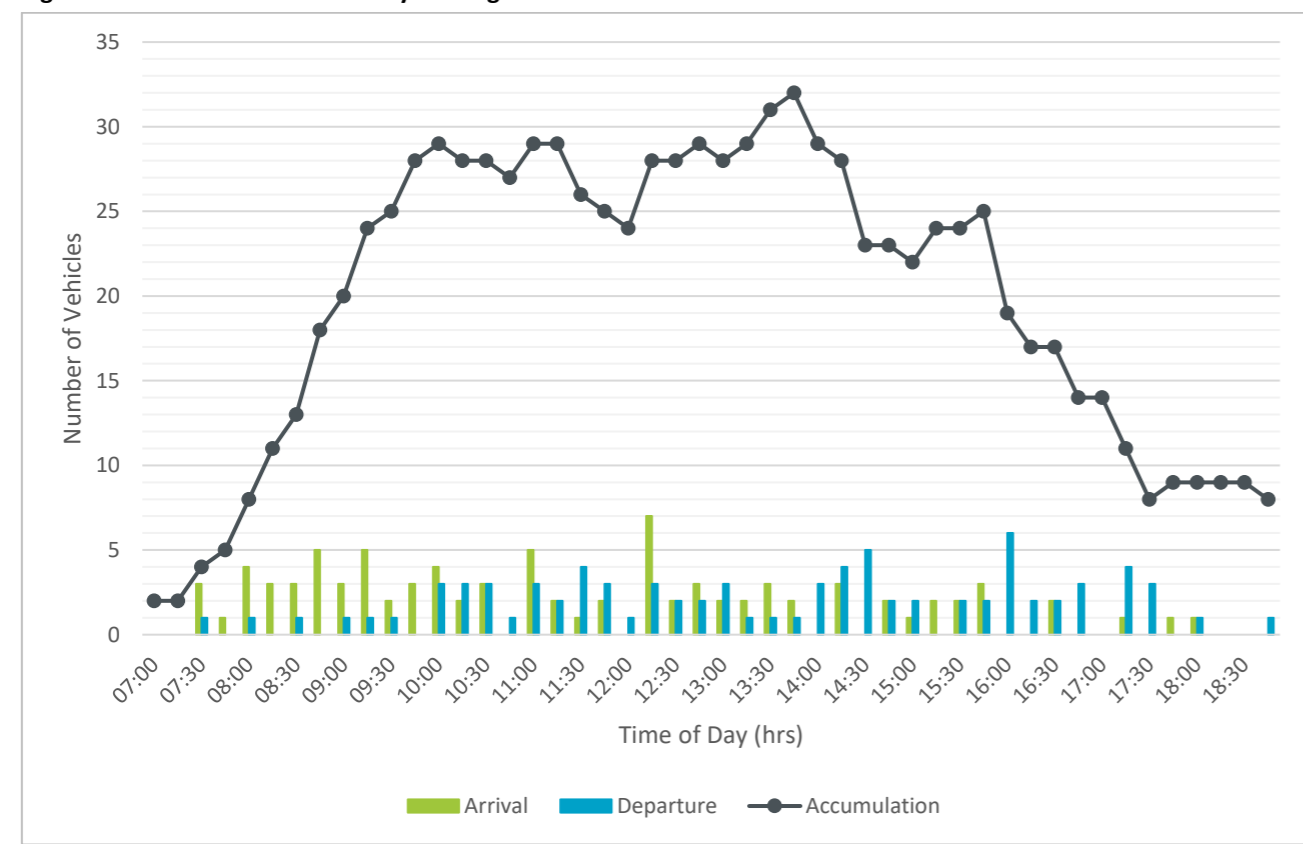
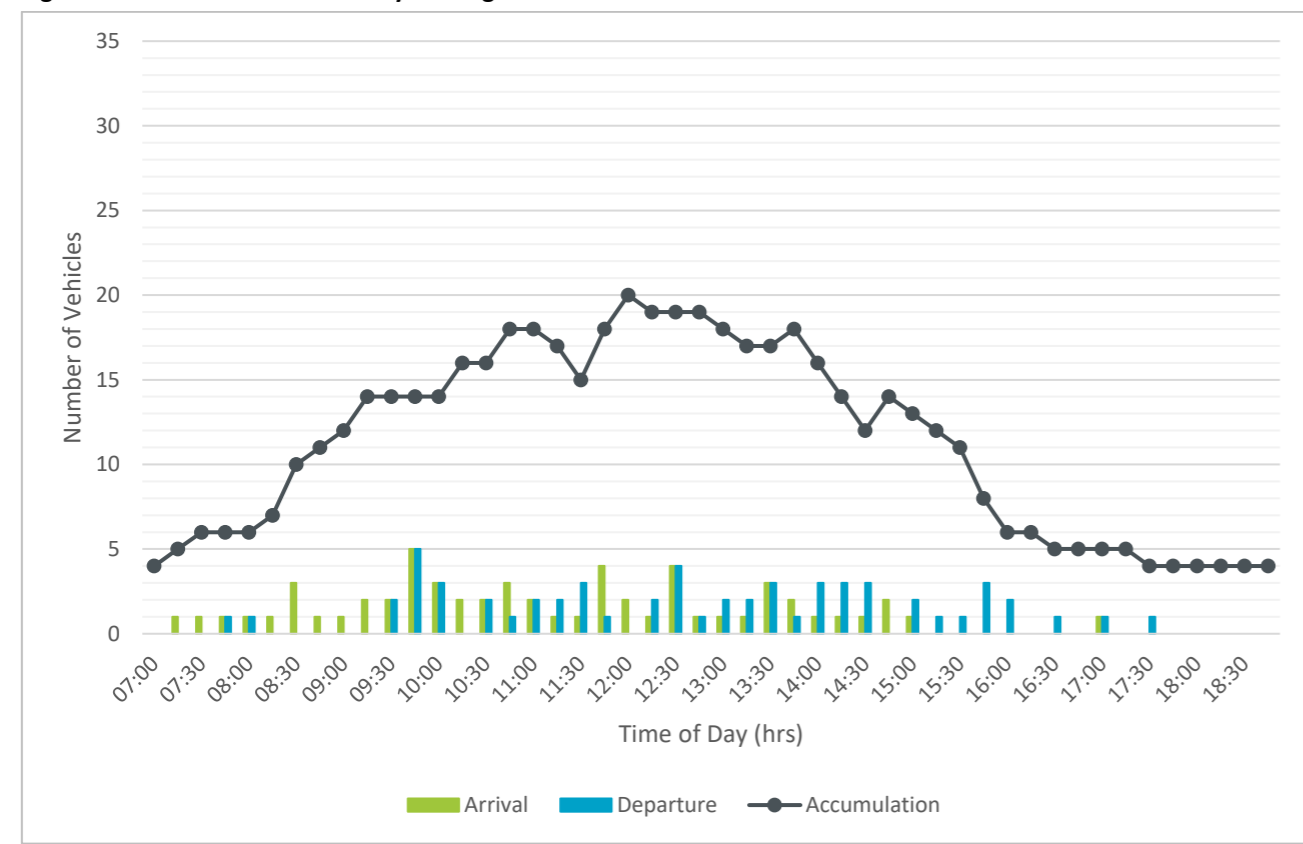


Figure 3.20: Market View Saturday Parking Demand



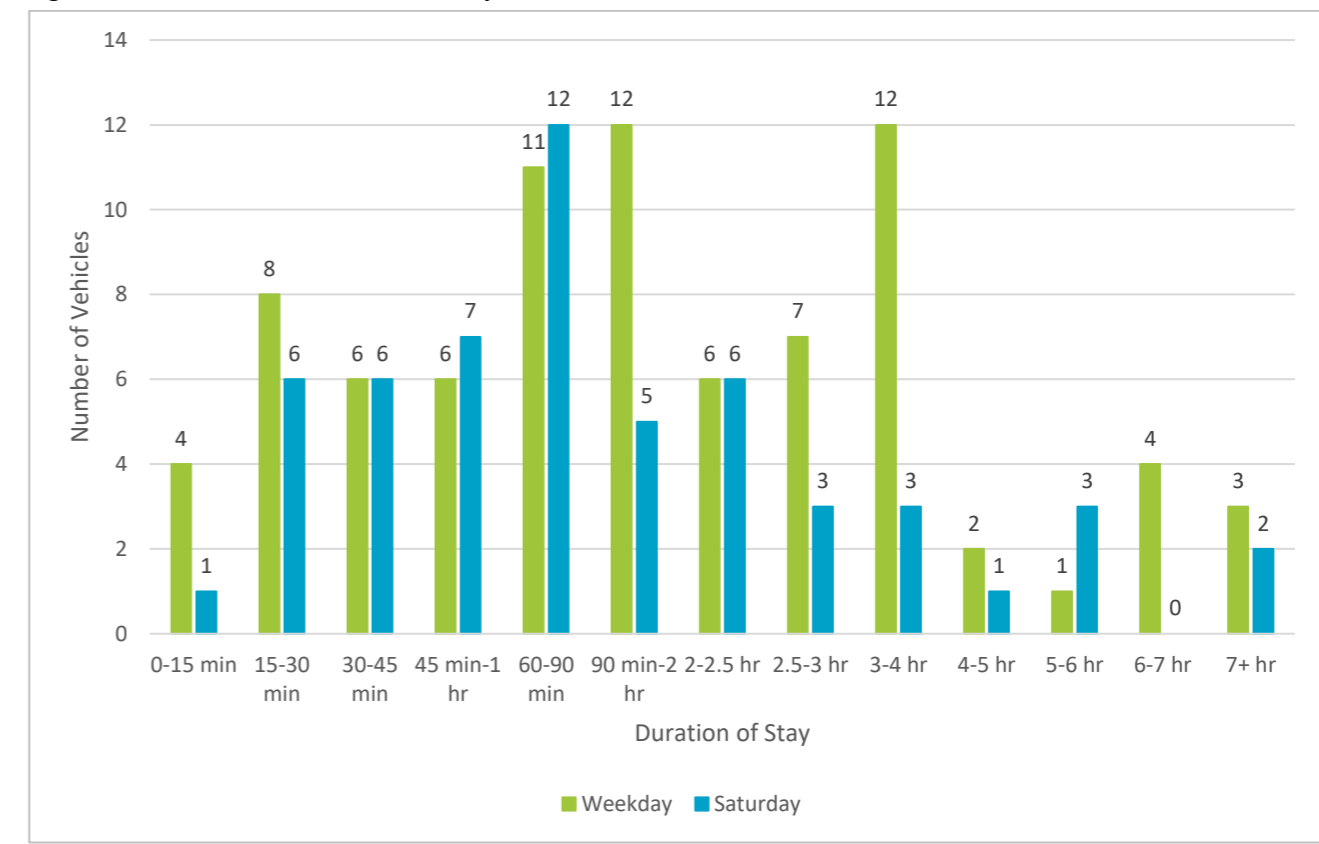
3.11.11 Overall, the level of usage of the car park was higher on the weekday with 82 vehicles parked across the day compared to 55 on the Saturday.

3.11.12 The vehicles parked at the early part of the day, and those remaining at the end of the survey period could be related to the train station which is a short walk to the east. The station car park itself is relatively small and has a higher daily charge than the Market View car park.

Duration of Stay

3.11.13 Figure 3.21 provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.21: Market View Duration of Stay Data



3.11.14 The duration of stay data shows a small number of vehicles parked in the Market View car park for over 7 hours which may support the notion of this car park being used by people taking the train. Durations of stay within the car park are quite mixed however, the weekday data shows that 59% of vehicles parked for between 1-4 hours. On the Saturday the corresponding figure was 53% of vehicles. The mean duration of stay was 2:18 on the weekday survey and 1:53 on the Saturday.

3.12 St Rumons Social Club

Car Park RAG Audit

3.12.1 Figure 3.22 shows the St Rumons Social Club Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.22: St Rumons Social Club Car Park



3.12.2 **Condition:** The car park is in good condition with clear markings of a combination of echelon and standard parking bays, suitable space for manoeuvres and circulation space is provided. No lighting is provided within the car park however, the car park may be partially illuminated by nearby streetlights during periods of darkness. The car park surface appears relatively new and even.

3.12.3 **Size:** Surface car park with 36 spaces. No disabled, Electric Vehicle, Parent and Child or Motorcycle spaces are provided. In the absence of Cornwall Council parking standards, Inclusive Mobility (2021) has been reviewed for appropriate levels of disabled parking provision. As a leisure venue, it is considered that the St Rumons Social Club car park should provide 2 spaces (6%) for visiting disabled motorists and one space for each employee requiring a disabled space.

3.12.4 **Signage:** No directional signage to advise visitors where to access the town centre. Tariffs and restriction signage provided throughout car park, including notice that parking is available for St Rumons Club Members and Visitors only.

3.12.5 **Accessibility:** The car park is located south-west of Redruth Town Centre (Fore Street) and would likely be a popular location for visitors however, the restricted access prevents public parking without use of St Rumons Social Club. Access and egress for vehicles and pedestrians is via a single vehicle width entrance from B3330 Penryn Street. No footway or virtual footway is provided for pedestrians within the car park.

3.12.6 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash only. Charging is applicable Monday-Sunday, including bank holidays and 24 hours per day, tariffs are as follows;

- Up to 1 hour - 50p;
- 1-2 hours - £1.00;
- 2-4 hours - £2.00; and
- 4 hours-23:59 - £3.00.

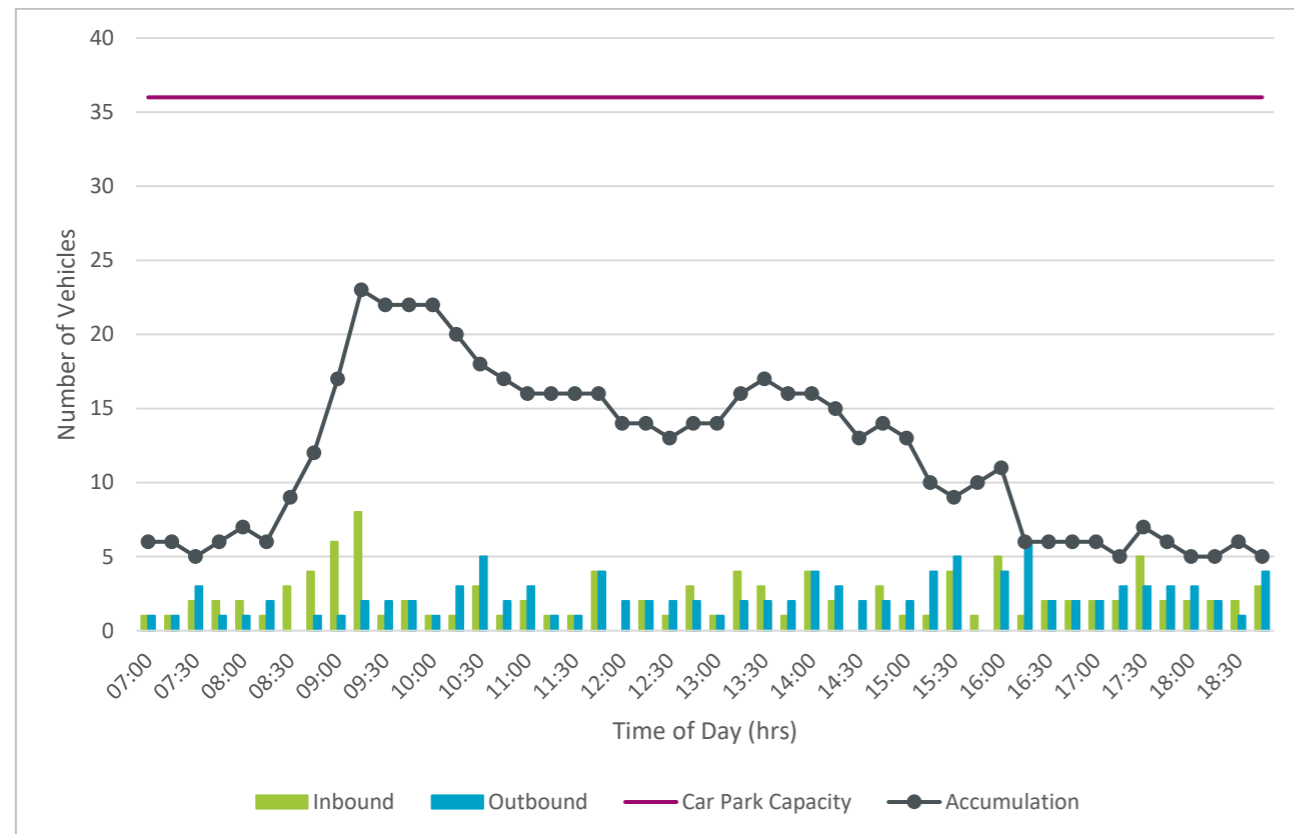
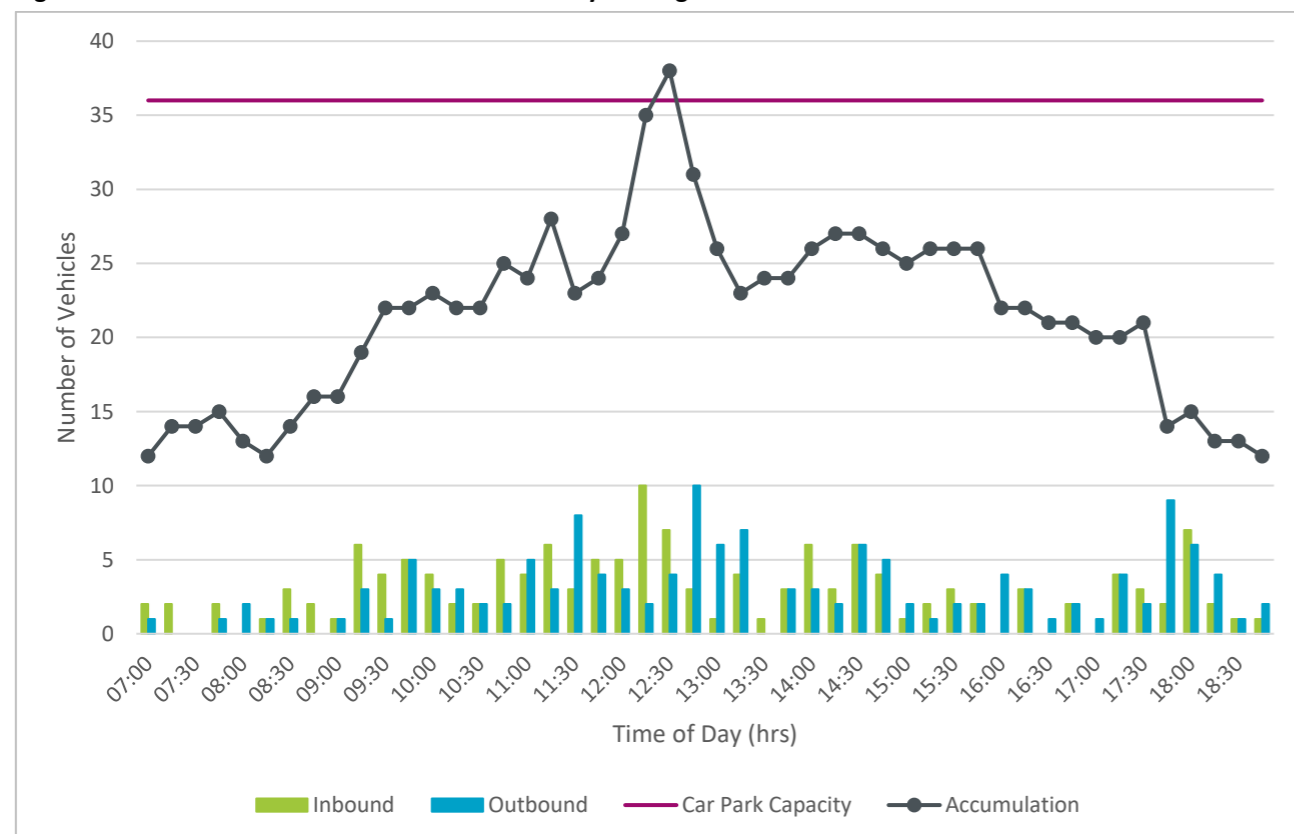
3.12.7 **RAG Status: Amber** – Car park is in good condition however; provision of disabled spaces would enhance it further.

Survey Data Analysis

3.12.8 Figure 3.23 and Figure 3.24 present the car parking demand recorded for the St Rumons Social Club car park during the weekday and Saturday survey periods.

3.12.9 The data indicates a high proportion of arrivals between 08:30-09:15 during the weekday survey suggesting that some people may be using the car park for the purposes of commuting trips. Overall levels of demand on the weekday survey remained well within the capacity of the car park with a peak of 22 vehicles parked, equating to 61% occupancy.

3.12.10 On the Saturday, parking demand is shown to build to a lunchtime peak of 38 parked vehicles, 105% of the car park capacity. The observed peak was over a short duration, with levels of parking settling at around 24-27 spaces, 66-75% occupancy, throughout the afternoon period.

Figure 3.23: St Rumons Social Club Car Park Weekday Parking Demand

Figure 3.24: St Rumons Social Club Car Park Saturday Parking Demand


3.13 West End (Long Stay)

Car Park RAG Audit

3.13.1 Figure 3.25 shows the West End (Long Stay) Car Park. This section of the study will compile the RAG (Red, Amber, Green) audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Figure 3.25: West End (Long Stay) Car Park


3.13.2 **Condition:** The car park is currently in poor condition; the majority of parking bays are not visible and require re-marking. Some areas of uneven surfacing and of overgrown grass/moss encroaching on parking spaces, particularly along the southern boundary of the car park. One street light is provided within the car park, this is not likely to cover the entire surface area of the car park with suitable lighting. However, additional street lighting is available on nearby streets which may supplement this.

3.13.3 **Size:** Surface car park with approximately 85 spaces. It is not known if disabled or other types of spaces are provided in the car park as the majority of markings have worn away. Disabled parking provision should be reviewed and included in this car park with suitable markings and access to nearby destinations. In consideration to the standards set by Inclusive Mobility (2021), 5 disabled parking bays would be required to meet current standards.

3.13.4 **Signage:** No directional signage to advise visitors where to access the town centre. Tariffs and restriction signage provided in the car park.



3.13.5 **Accessibility:** The car park is located west of Redruth Town Centre. Access and egress for vehicles is via a single point of access from West End. Pedestrian access can be gained via footways alongside the vehicular access, a footpath to the south-east leading to a residential area and access to a pedestrian footway along Coach Lane to the east. The connection to Coach Lane is noted to have very restricted pedestrian visibility to the south of the access. No footpath or virtual footway is provided for pedestrians within the car park. The uneven surfacing in the car park could also cause issues for pedestrians and disabled users moving through the car park, particularly during periods of inclement weather.

3.13.6 **Payment Options and Tariffs:** This car park offers pay & display parking with a machine located within the car park, payable by cash and by mobile/card through 'JustPark'. Charging is applicable between 09:00-16:00, Monday-Saturday, including bank holidays. Tariffs are as follows;

- 24 hours - £2.80
- Weekly - £16.20
- Coach parking per hour - £1.60
- Coach parking for 24 hours - £10.40

3.13.7 Blue Badge holders are required to pay the normal parking fees, but are entitled to 1 extra hour of free parking. Although, no marked disabled bays are currently visible in the car park.

3.13.8 **RAG Status: Red** – Car park is in poor condition with the vast majority of markings worn away, although parking charge notices are issued for failure to park wholly within the lines of a single marked bay. Overgrown grass areas are also encroaching on parking spaces. No directional signage towards the town centre is provided.

Survey Data Analysis

Parking Accumulation

3.13.9 The car parking accumulation profile of the West End car park does not reflect that of a typical town centre car park, or that of the other car parks surveyed within Redruth Town Centre. The weekday profile is very flat with a range of 26-33 vehicles consistently parked (31%-39% occupied), with low levels of arrivals and departures occurring across the day. There is some evidence of a peak in arrivals at 08:30, and a peak in departures occurring at 17:00 however, when considered alongside the duration of stay data below, it is clear that these are not the same vehicles.

Figure 3.26: West End Weekday Parking Demand

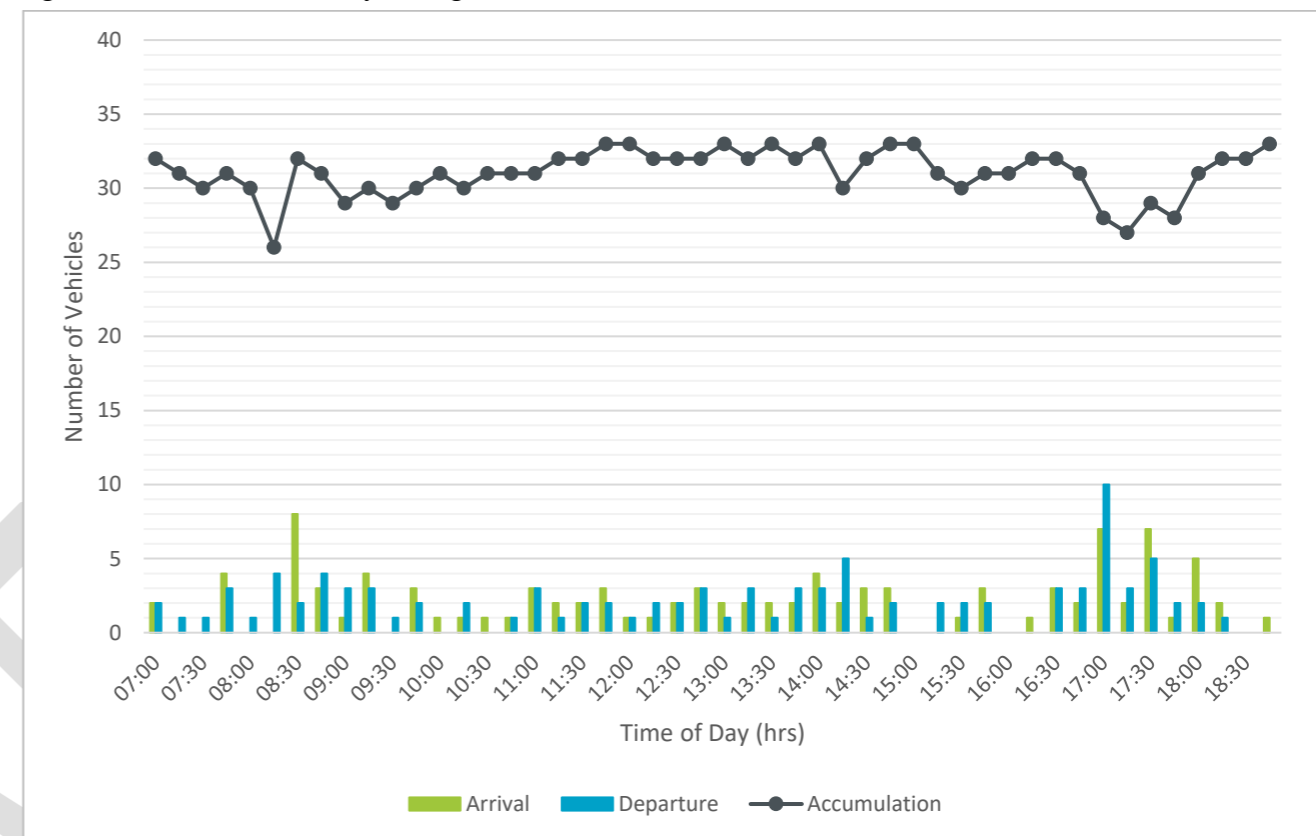
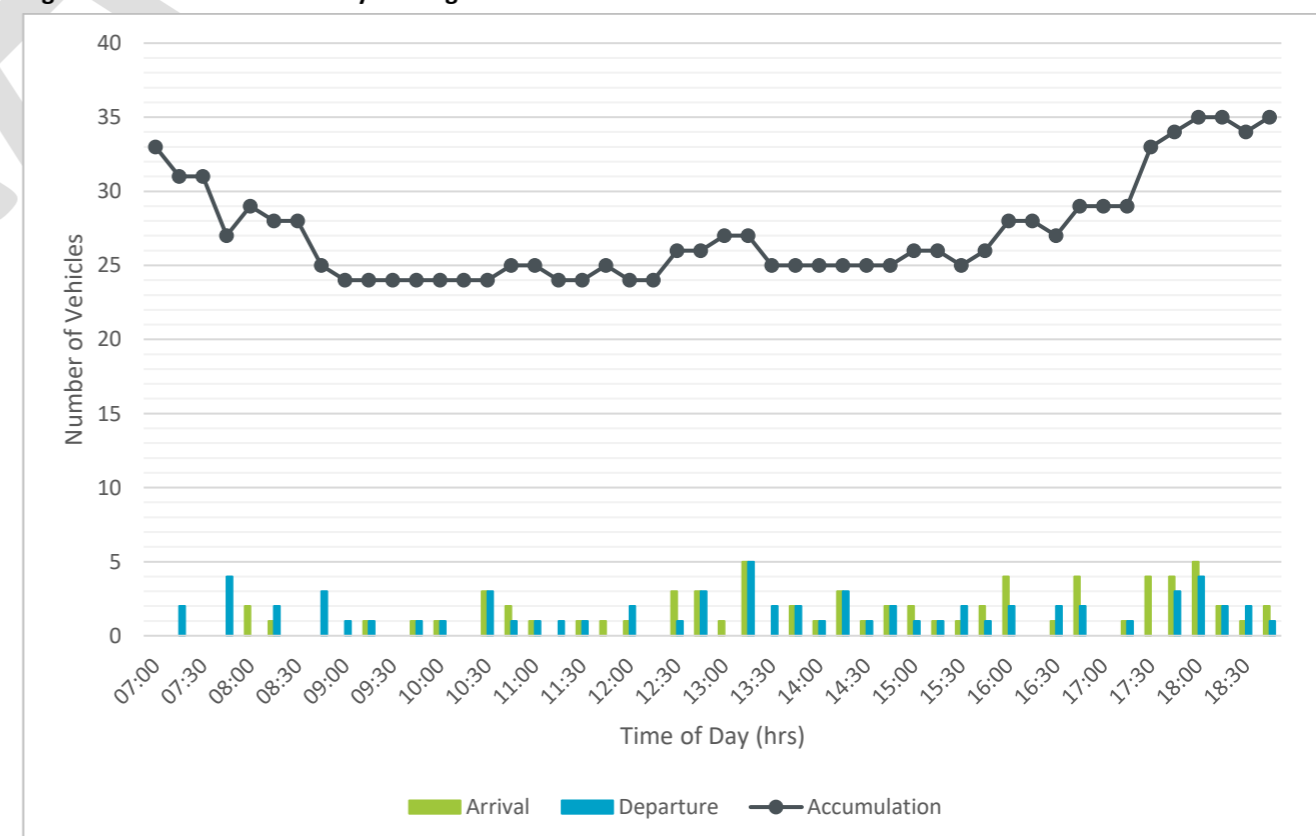


Figure 3.27: West End Saturday Parking Demand





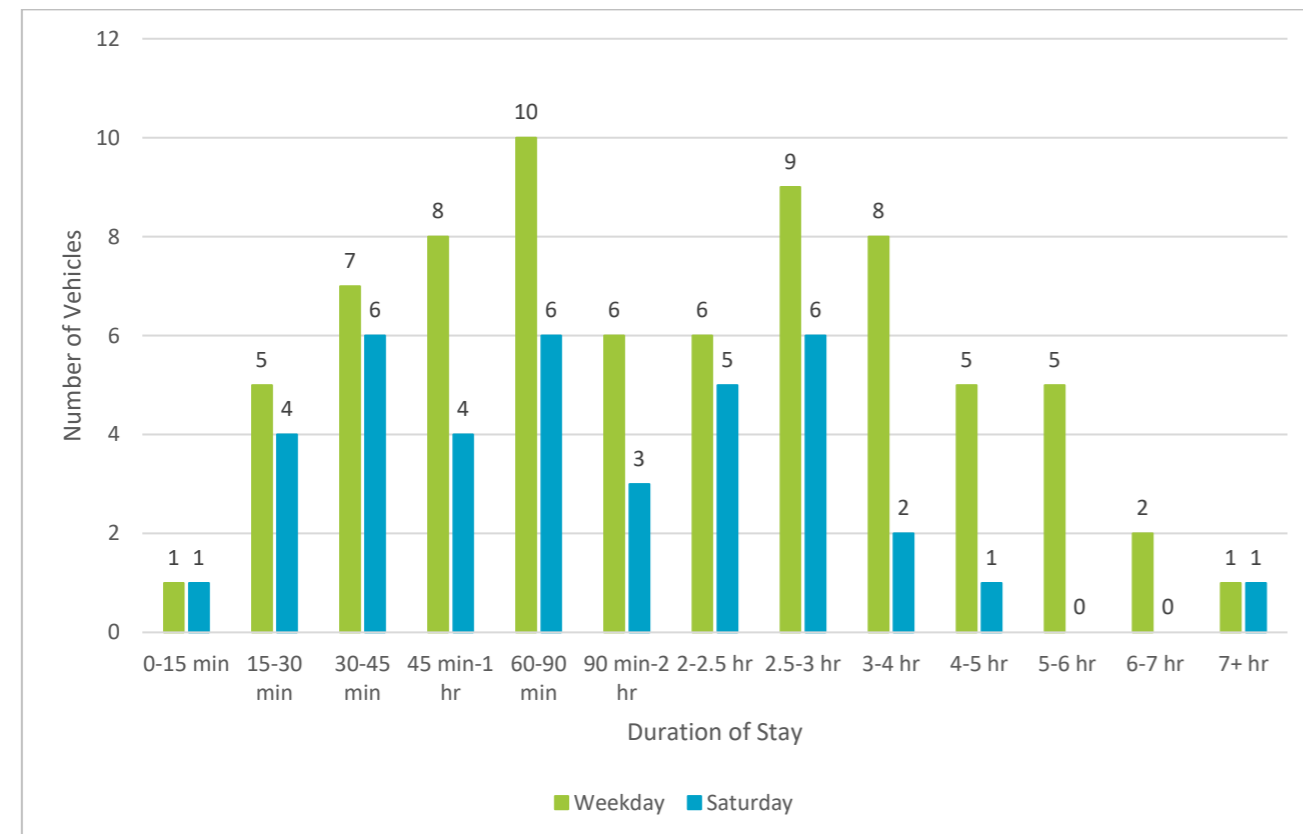
3.13.10 The Saturday data shown in Figure 3.27Error! Reference source not found. shows the number of vehicles parked reducing during the day, with 33 vehicles parked initially and the peak of 35 occurring at the end of the survey period. Between 09:00 and 15:00 the profile is broadly flat ranging from 24-27 vehicles parked, with a small peak evident in the early afternoon. This profile suggests a more residential use of the car park on a Saturday, with people going out for the day, and some turnover of spaces around lunchtime and people returning home later in the afternoon.

3.13.11 The peak across both days occurred on the Saturday evening from 18:00 with 35 vehicles, as shown in Figure 3.27Error! Reference source not found., with a low of 24 vehicles, also on the Saturday survey. The peak parking demand equates to 41% occupancy of the car park. Overall, the level of usage of the car park was higher on the weekday with 73 vehicles parked across the day compared to 39 on the Saturday.

Duration of Stay

3.13.12 Figure 3.28 provides a comparison of the durations of stay recorded by the weekday and Saturday surveys.

Figure 3.28: West End Duration of Stay Data



3.13.13 The data in Figure 3.28 demonstrates that the weekday arrival and departure peaks referred to in paragraph 3.13.9 are not the same vehicles, with only one vehicle recorded as staying within the car park for longer than seven hours. Overall, the pattern of stay within the car park shows more mid-

long stay durations than the other car parks surveyed within the town centre. The mean duration of stay was 2:22 on the weekday survey and 1:47 on the Saturday.

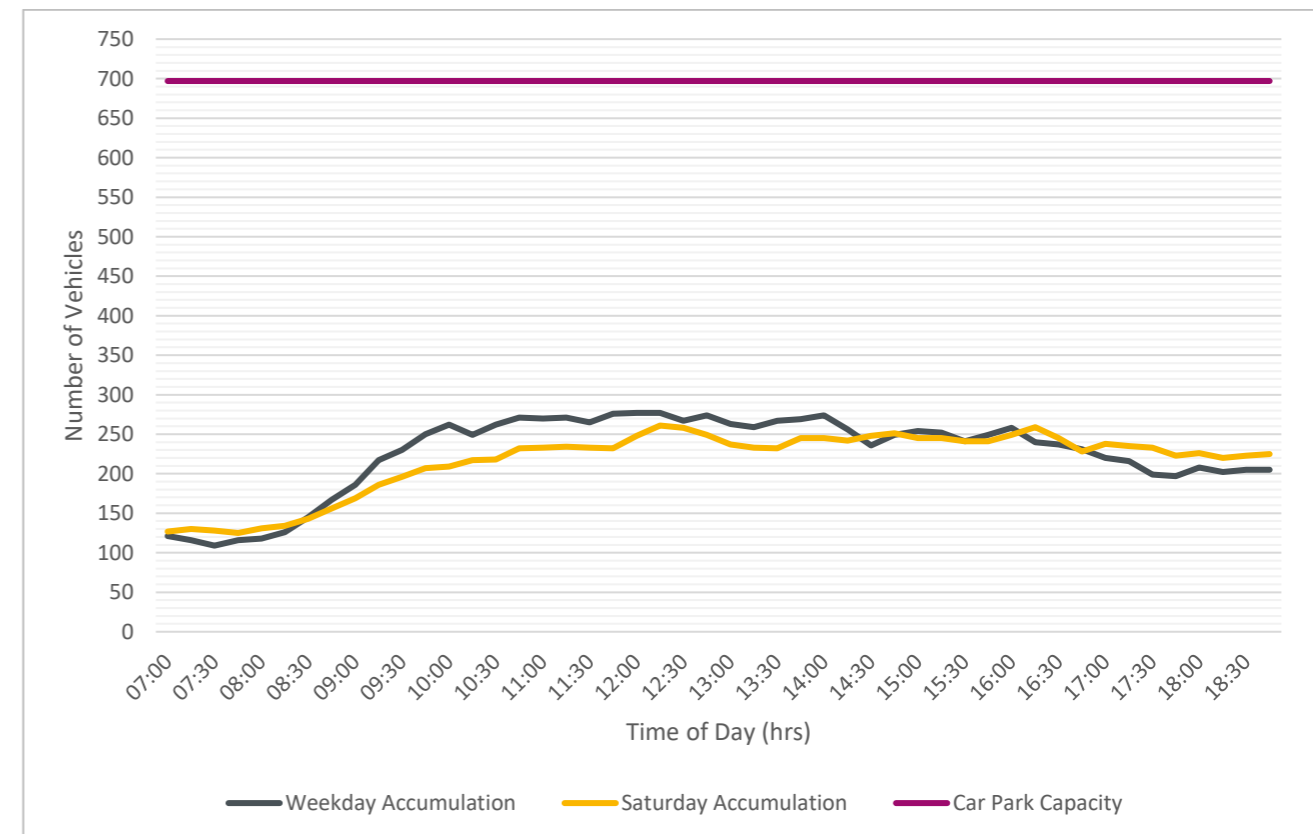
3.14 Town-wide Analysis and Trends

3.14.1 This section provides analysis of the overall data captured across all the car parks surveyed seeking to draw out the overall trends and to compare car parks against one another.

Parking Accumulation

3.14.2 Figure 3.29 illustrates the overall car parking demand across all the surveyed car parks for the weekday surveys and the Saturday surveys. The total car parking capacity of the surveyed car parks (697 spaces) is also shown.

Figure 3.29: Overall Redruth Car Parking Demand



3.14.3 The parking surveys have demonstrated that parking demand was higher on the weekday than on the Saturday overall. The peak demand across the surveyed car parks occurred on the weekday survey between 12:00-12:30 with 277 vehicles parked although the number of vehicles parked exceeded 260 between 10:30-14:00 displaying an extended, relatively flat peak as shown in Figure 3.29. There is evidence of a slight increase in parking demand at 16:00 on the weekday survey. This is the time at which parking charges cease in the Cornwall Council owned car parks however, the level of parking drops away quickly from the 16:00 increase.



3.14.4 The Saturday survey data shows a more gradual increase in car parking across the morning with evidence of two peaks occurring, the first at 12:15 with 261 vehicles parked, and the second at 16:15 with 259 vehicles parked. Into the evening, the number of parked vehicles is seen to fall away more during the weekday survey data than the Saturday.

3.14.5 From the data in Figure 3.29, it is very evident that there is a significant over-supply of car parking provision across the surveyed car parks compared to the demand. The peak demand represents 40% of the overall capacity across the surveyed car parks.

3.14.6 Maximum capacity at which car parks can still operate efficiently is typically taken as 85%. Beyond this level, issues such as circulation within car parks, queuing and perceptions that a car park is full start to impact upon the efficient operation of individual car parks, and also parking stock in a location in general. Collectively, this would suggest that the number of spaces across those car parks surveyed could be reduced to around 330 spaces and still operate efficiently.

3.14.7 The arrival and departure data from the surveyed car parks has been reviewed to seek to understand whether any patterns exist. Table 3.3 includes the vehicular arrival and departure profiles of all the trips to and from the surveyed car parks during the typical highway AM and PM peak periods. The figures presented are as a percentage of the overall daily arrivals/departures.

Table 3.3: Surveyed Car Parks – Highway Peak Period Vehicular Arrival and Departure Profiles

	Weekday		Saturday	
	Arrival	Departure	Arrival	Departure
07:00	0%	0%	0%	0%
07:15	0%	1%	0%	0%
07:30	0%	1%	0%	0%
07:45	1%	0%	1%	1%
08:00	1%	1%	1%	1%
08:15	2%	1%	1%	1%
08:30	2%	1%	1%	1%
08:45	3%	1%	2%	1%
09:00	2%	2%	2%	1%
09:15	3%	2%	2%	1%
09:30	2%	1%	2%	2%
09:45	3%	2%	3%	3%
16:00	3%	2%	3%	2%
16:15	2%	3%	3%	2%
16:30	3%	3%	2%	3%
16:45	2%	2%	1%	3%
17:00	2%	3%	2%	1%
17:15	2%	2%	1%	2%
17:30	2%	3%	1%	1%
17:45	1%	1%	1%	2%
18:00	2%	1%	2%	2%
18:15	1%	1%	2%	3%
18:30	1%	1%	1%	1%
18:45	1%	1%	1%	1%

3.14.8 The data in Table 3.3 does not identify a clear peak in arrivals or departures within the highway peak periods. Instead, there is more of a consistent turnover of spaces throughout the day during the weekday.

3.14.9 The Saturday survey data shows some evidence of a peak occurring during the late morning and early lunchtime between 10:30-12:45 as demonstrated by Table 3.4. The peak rates of arrival and departure across the day both occur over this period suggesting a relatively short duration of stay. This is discussed in more detail at paragraph 3.14.12.



Table 3.4: Surveyed Car Parks - Saturday Peak Period Vehicular Arrival and Departure Profiles

	Weekday		Saturday	
	Arrival	Departure	Arrival	Departure
09:30	2%	1%	2%	2%
09:45	3%	2%	3%	3%
10:00	3%	2%	3%	3%
10:15	2%	3%	2%	2%
10:30	2%	2%	3%	3%
10:45	3%	2%	3%	2%
11:00	3%	3%	3%	4%
11:15	3%	3%	3%	4%
11:30	2%	3%	3%	3%
11:45	3%	2%	3%	4%
12:00	3%	3%	4%	3%
12:15	3%	3%	3%	3%
12:30	2%	3%	3%	3%
12:45	3%	3%	2%	3%
13:00	2%	3%	2%	3%

Car Park Utilisation

3.14.10 In order to understand which car parks are most utilised, the number of vehicles parked per car parking space within each respective car park has been calculated. This enables a direct comparison between the car parks to be made, regardless of size. Figure 3.30 and Figure 3.31 present the results of this analysis for the weekday and Saturday surveys respectively.

Figure 3.30: Number of Vehicles Parked per Car Parking Space - Weekday Analysis

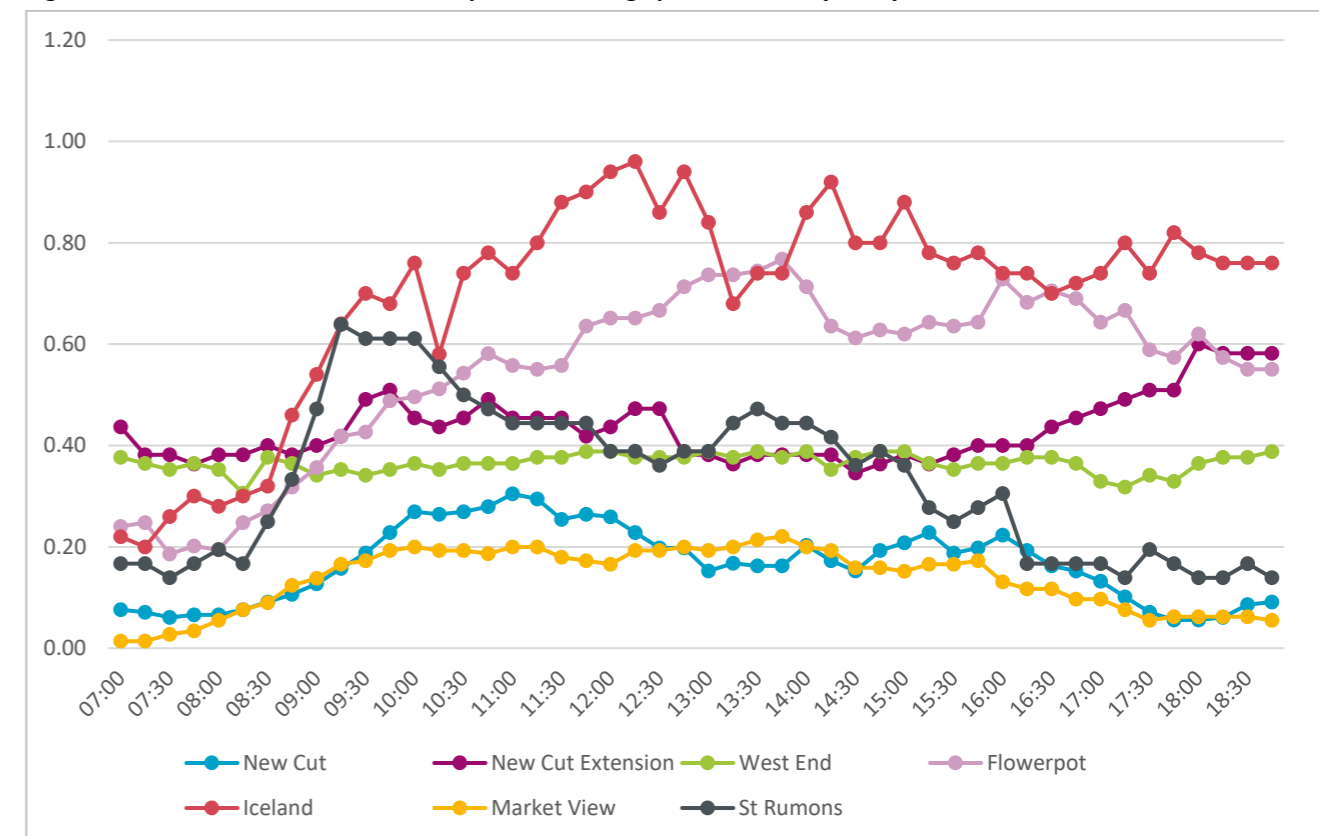
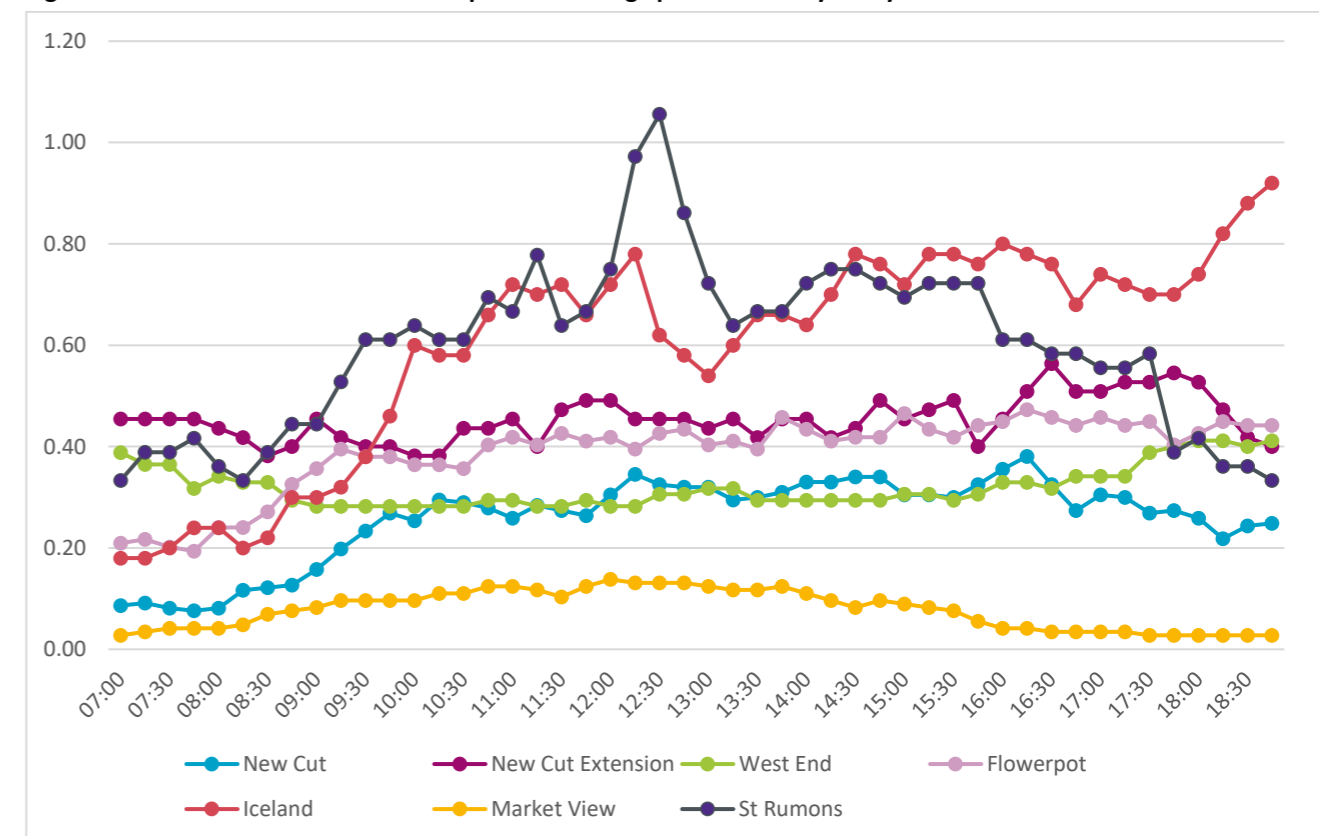


Figure 3.31: Number of Vehicles Parked per Car Parking Space - Saturday Analysis



3.14.11 Figure 3.30 and Figure 3.31 show that the Iceland car park is consistently one of the most used across both the weekday and Saturday surveyed, along with St Rumons Social Club. Market View was the least used car park, with the number of vehicles parked per space being significantly lower on the Saturday than the weekday survey. From the data, there does not appear to be any trend in levels of use between the Cornwall Council and private operated car parks.

Duration of Stay

3.14.12 Table 3.5 summarises the mean duration of stay recorded across the surveyed car parks for the weekday and Saturday surveys and as reported upon in the preceding sections.

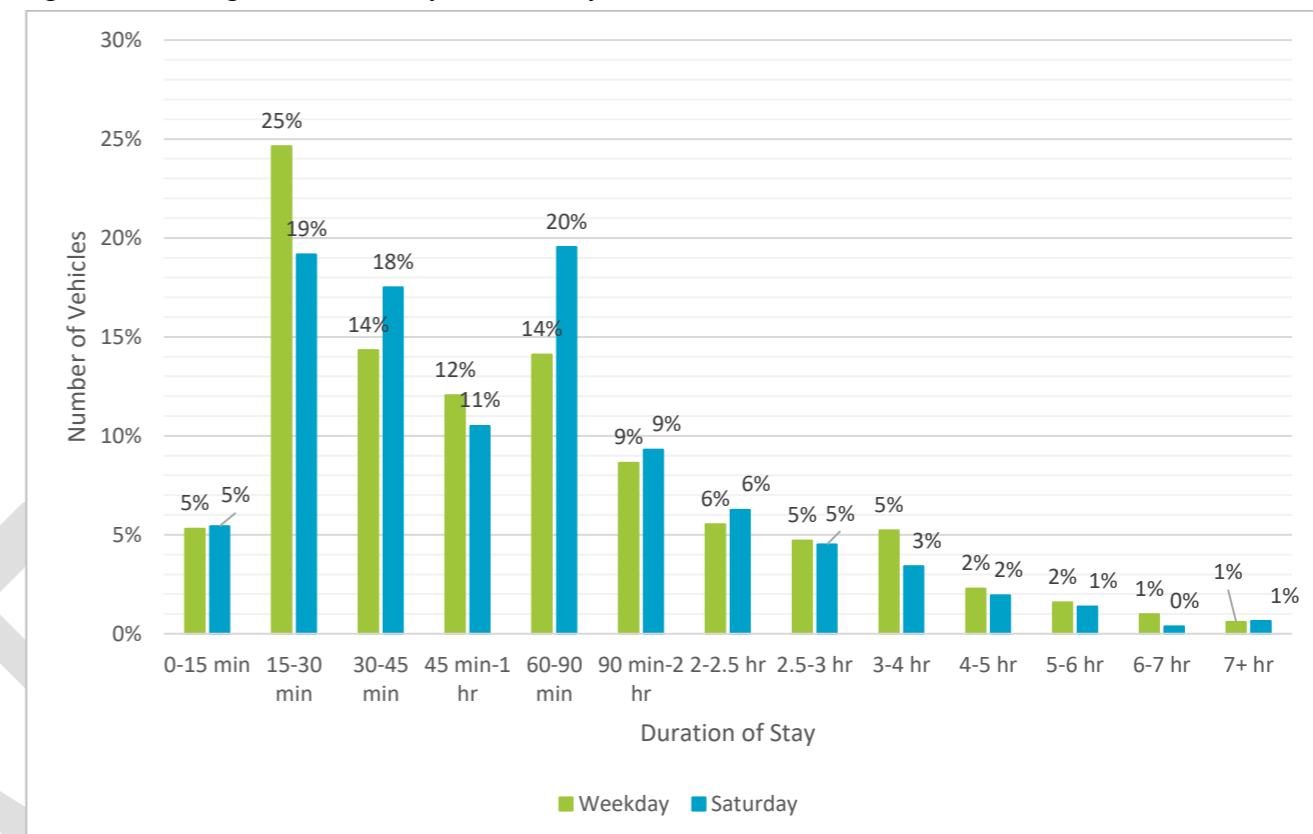
Table 3.5: Mean Duration of Stay by Car Park

Car Park	Weekday	Saturday
Iceland	01:12	01:04
Flowerpot Chapel	01:54	01:45
New Cut	00:41	00:58
New Cut Extension	01:53	02:05
West End	02:22	01:47
Market View	02:18	01:53

3.14.13 Across all the surveyed car parks, New Cut was consistently used for trips of the shortest duration, with mean length of stay of less than an hour on both a weekday and Saturday. New Cut Extension and Flowerpot Chapel exhibited similar mean durations of stay on a weekday, as did West End and Market View.

3.14.14 Figure 3.32 presents the average duration of stay across all the surveyed car parks, split into the time durations presented for each of the car parks in the individual analysis.

Figure 3.32: Average Duration of Stay Across Surveyed Car Parks



3.14.15 The data in Figure 3.32 demonstrates that a higher proportion of vehicles parked for between 30 minutes and 2 hours on a Saturday than during the week, but a greater proportion of short 15-30 minute trips occurred on the weekday. Overall, a high percentage of the vehicle trips to the car parks surveyed in Redruth town centre on both a weekday and Saturday are of less than half an hour where there would be limited opportunity for linked trips between multiple destinations/businesses to take place.

3.14.16 The data also highlights that, at present, there is little demand for long stay parking provision. Data from the individual car park analysis raises questions over the role it plays for the town centre as the survey results suggest that some car parks may support residential demand more so than the town centre itself. Some further survey work of users of specific car parks could be undertaken to interrogate this further and assist in the consideration of any potential changes to car parking provision.

Summary

3.14.17 This section of the report has presented the analysis of the car parking surveys undertaken across a selection of car parks within Redruth town centre. The key headlines from the survey analysis are summarised below:



- There is a significant over-provision of car parking within Redruth Town Centre. The survey results suggest that the number of spaces could be more than halved from the existing 697 spaces to around 330 and still accommodate the level of demand identified by the weekday and Saturday surveys.
- Levels of car parking demand across the surveyed car parks were higher on the weekday than the Saturday survey.
- Across both survey days, the Iceland and St Rumons Social Club car parks were those most used, with New Cut Extension and Flowerpot Chapel Car Parks being the most used car parks without a specific end destination.
- The survey data highlights that there is a high percentage of parking of relatively short durations of stay. New Cut in particular recorded a high percentage of trips of less than 30 minutes duration during the weekday survey.
- The surveys show some evidence of vehicles being parked in car parks beyond the maximum permitted duration of stay – the data for the Iceland in particular demonstrated this, but also New Cut to a lesser extent.

4 Servicing and Access Review

4.1 Overview

4.1.1 Figure 4.1 demonstrates the servicing locations and access features within Redruth Town Centre. This section provides a baseline to these elements and potential recommendations, with consideration to Lavigne Lonsdale's Stage 2: Feasibility Study and the transport hierarchy putting greater priority on pedestrian and cycle movements, over private vehicles.

Figure 4.1: Redruth Town Centre Servicing and Access Plan



Pedestrian Zone and Access

4.1.2 The pedestrian zone in place on the lower extent of Fore Street is highlighted in pink in Figure 4.1. The restrictions of the pedestrian zone exclude vehicles from using this route, with the exception of vehicles loading between 16:00-10:00. The enforcement of the pedestrian zone is managed by rising bollards with the location highlighted in Figure 4.1 as a brown circle, these are controlled by a keypad with a code given to authorised users. The entrance to the pedestrian zone is shown in Figure 4.1.

Figure 4.2: Fore Street Pedestrian Zone Entrance



4.1.3 At either extent of the pedestrian zone, the public realm changes, and streets are predominantly vehicular routes with limited crossing opportunities or infrastructure for pedestrians on the immediate desire line. Linking the existing pedestrian zone with other areas of Redruth will improve the town centre experience and improve access, which is a key aspect of the overall experience that will attract visitors and shoppers. However, the B3300 Chapel Street/Penryn Street is noted to be a primary route through Redruth town centre and is required to carry higher volumes of traffic. Any proposals would therefore need to be mindful of the operation of this route and the signalised junction with West End to ensure that the proposals would not generate considerable congestion or have a negative impact on the town centre as a result.

4.1.4 The majority of footfall to the town centre is likely to come from the car parks situated in closest proximity, including New Cut/Extension, Market View (Fair Meadow), Iceland and Flowerpot Chapel. The parking surveys noted these to be among the most popular car parks within Redruth town centre, with the exception of the Market View (Fair Meadow) car park. Market View was recorded as the most underutilised car park, which may be due to the poor state of repair and limited pedestrian access to the town centre due to an uneven stepped route, noted in the RAG audit undertaken.

Access for Cyclists

4.1.5 Cycle infrastructure throughout Redruth town centre is noted to be very limited with no dedicated cycle paths, lanes or advanced stop lines with cyclists also required to dismount when travelling

along Fore Street. However, this can create issues and could exclude for those with reduced mobility, using non-standard bikes as a mobility aide.

4.1.6 The Stage 2: Feasibility Study produced by Lavigne Lonsdale acknowledges the need for improved cycle infrastructure within Redruth. Suggested proposals included improved cycle access into the town centre from the wider parts of Redruth, a possible cycle connection from the town centre linking to National Cycle Route 3 (NCR3) and the provision of a cycle hub. The provision of a linking route to NCR3 could help to improve visitor numbers by encouraging cyclists travelling along the NCR3 to divert via Redruth and visit the town centre.

4.1.7 It is therefore recommended that proposals to develop cycle access in Redruth as part of the Vision and Investment Plan, to enhance access to the town centre and allow the town to become more legible for cyclists of all abilities.

Public Transport Access

4.1.8 Figure 4.1 highlights the bus stops located within close proximity of the town centre, located on Station Road and B3300 Chapel Street.

4.1.9 The Station Road (NE bound) stop is identified by a shelter with seating and printed timetable information, the Station Road (SW bound) stop can be identified by a dedicated stopping location and a flag and pole with printed timetable information. Both stops are served by a number of frequent bus services with destinations including Truro, Falmouth, St Agnes, Newquay, Penzance, St Ives and Camborne, as well as intermediate destinations. The National Express 104 service also serves these stops with a long distance route available between Birmingham and Penzance, via Plymouth, Exeter and Bristol.

4.1.10 The B3300 Chapel Street stops are operated as hail and ride services with just one flag identifying the stops for both sides of the carriageway. Both stops are served by a number of frequent services with destinations including Camborne, Truro, Lizard and St Agnes and Truro, as well as services to other destinations within Redruth.

4.1.11 Redruth Town Centre is also served by Redruth Rail Station offering frequent national and local rail services, operated by Cross Country and GWR. Destinations accessible by Redruth Rail Station include Plymouth, Penzance, Gloucester, London Paddington, Cardiff, Exeter and Bristol.

Vehicular Access

4.1.12 As shown in Figure 4.1, Redruth town centre is subject to a number of one-way routes, largely in a west to east alignment across the centre. Alma Place, Green Lane and the lower extent of Fore Street all culminate at the Fore Street/Alma Place junction, just east of the pedestrian zone. Vehicular traffic continues east along the upper extent of Fore Street, past the short-stay, on-street parking bays, towards the Flowerpot Chapel Car Park, Higher Fore Street and Station Road.

4.1.13 The Flowerpot Chapel was noted to be the second most attended car park during the weekday (after Iceland) and one of the most attended public car parks on the Saturday. During the site visit, Flowerpot Chapel Car Park was noted anecdotally to be the most used car parks. Vehicles travelling to the town centre seeking to utilise the short-stay on-street parking spaces (free of charge) on Fore Street may end up parking in the Flowerpot Chapel Car Park, in the absence of available on-street spaces.

4.1.14 A taxi rank, measuring approximately 17m in length, is provided on the north-eastern side of Green Lane, with space for approximately 3 taxis to wait. The location of the taxi rank is shown in Figure 4.1 in green.

Servicing and Loading

4.1.15 Areas for loading and waiting are allocated within the town centre on Green Lane and Alma Place.

4.1.16 Alma Place accommodates three formal loading bays, measuring approximately of total 23.7m in length along the south-western side of Alma Place, shown in Figure 4.1 in purple and in Figure 4.3. Loading is unrestricted within these bays. During the site visit undertaken as part of this study, these bays were noted to be in frequent use throughout the day.

Figure 4.3: Alma Place Loading Bays



4.1.17 Figure 4.4 shows a space on Alma Place that is currently formed of a layby or passing place that is restricted with double yellow line markings. During the site visit, it was noted that this area was in

use as informal on-street parking and could be considered opportunistic, nuisance on-street parking rather than being allocated to a particular use.

- 4.1.18 It is noted that in the past, this area was in use as a loading bay between 16:00-18:00 and parking bays for disabled badge holders between 10:00-16:00. These have since been revoked and the space presents an opportunity to either be reallocated to upgrade the public realm on Alma Place to allow for greater pedestrian space, in line with the proposals suggested in Lavigne Lonsdale's Stage 2: Feasibility Study, or it could be re-provided for parking and loading.

Figure 4.4: Alma Place – Restricted Layby / Passing Place





5 Summary

5.1 Summary

- 5.1.1 PJA has been appointed by Redruth Town Council to prepare a Car Parking, Servicing and Access Study for the town of Redruth, Cornwall. The information detailed in this study will inform the Vision and Investment Plan for Redruth and the opportunities for improvements and new development within the town centre.
- 5.1.2 This study summarises and evaluates the combined findings of a desktop review of on and off-street parking, servicing and access to the town centre, a site visit undertaken to Redruth on Wednesday 6th July 2022 and parking surveys undertaken at seven town centre car parks within Redruth. The parking surveys took place on Wednesday 13th July and Saturday 16th July and recorded the parking accumulation for each car park based on start and end counts and the arrivals and departures over the course of the survey period, as well as the duration of stay of individual vehicles at six of the car parks (excluding St Rumons Social Club car park). The methodology for assessing each element of the study has been detailed within this report.
- 5.1.3 The review of on-street parking in Redruth found that beyond the dedicated on-street parking within the town centre and study area, the unrestricted parking areas are experiencing high levels of on-street parking with vehicles lining one or both sides of a carriageway. The site visit undertaken on a weekday in the late morning/early afternoon period found most on-street spaces to be occupied.
- 5.1.4 The parking surveys undertaken also found significant usage of the surveyed car parks outside of the period of charging, particularly in the Cornwall Council operated car parks where tariffs are only in place between 09:00-16:00. This could result from local residents utilising the car parks as an overflow to on-street parking, nearer to their place of residence.
- 5.1.5 The marked on-street bays within the Town Centre, notably on Fore Street, were noted to be oversubscribed during the site visit, with some vehicles taking to parking on areas of footway in the absence of available on-street parking bays.
- 5.1.6 As part of the off-street parking study, a benchmarking assessment has been undertaken to compare the off-street parking provision in Redruth against other comparator towns within Cornwall. The assessment included Camborne, Helston, Bodmin and Liskeard as towns of a similar size, with a similar town offering and characteristics to Redruth, particularly noting if the town is located along the coastline and would be a popular destination for tourists. The figures recorded for each town included the population (2011 Census), the number of car parks, overall parking spaces, disabled spaces and the parking tariffs and restrictions in place.
- 5.1.7 The benchmarking exercise found that levels of off-street car parking in Redruth compared to towns of a similar scale, particularly Bodmin. Levels of disabled parking provision within Redruth were also

found to be one of the highest across the comparator towns, with 4% of the overall spaces allocated for disabled parking provision.

- 5.1.8 A Red, Amber, Green audit has been undertaken for each car park based on the criteria of condition, size, signage, accessibility and payment options and tariffs. The following ratings have been given to each car park;
- New Cut Extension (Long Stay) - **Amber** – Car park is in adequate condition with markings worn away, significantly in some places. However, the public realm areas of the car park are provided to a high standard.
 - New Cut (Short Stay) - **Amber** – Car park is in adequate condition with markings worn away, significantly in some places. However, the public realm areas of the car park are provided to a high standard.
 - Iceland Car Park - **Green** – Car park is in good condition with all marked bays clearly visible. A virtual footway or some level of separation for pedestrians accessing the Iceland store would further enhance the provision.
 - Flowerpot Chapel (Long Stay) - **Green** – Car park is in good condition; directional signage is provided towards the town centre and the public realm areas are provided to a high standard.
 - Market View, Fair Meadow (Long Stay) - **Red** – Car park is in poor condition with the vast majority of markings worn away, although parking charge notices are issued for failure to park wholly within the lines of a single marked bay. No directional signage towards the town centre is provided. Pedestrian access to town centre is not available to disabled users with an uneven stepped route provided as main route.
 - St Rumons Social Club Car Park - **Amber** – Car park is in good condition however; provision of disabled spaces would enhance it further.
 - West End (Long Stay) - **Red** – Car park is in poor condition with the vast majority of markings worn away, although parking charge notices are issued for failure to park wholly within the lines of a single marked bay. Overgrown grass areas are also encroaching on parking spaces. No directional signage towards the town centre is provided.
- 5.1.9 The review of the off-street parking surveys found the following key headlines from the analysis:
- There is a significant over-provision of car parking within Redruth Town Centre. The survey results suggest that the number of spaces could be more than halved from the existing 697 spaces to around 330 and still accommodate the level of demand identified by the weekday and Saturday surveys.
 - Levels of car parking demand across the surveyed car parks were higher on the weekday than the Saturday survey.



- Across both survey days, the Iceland and St Rumons Social Club car parks were those most used, with New Cut Extension and Flowerpot Chapel Car Parks being the most used car parks without a specific end destination.
- The survey data highlights that there is a high percentage of parking of relatively short durations of stay. New Cut in particular recorded a high percentage of trips of less than 30 minutes duration during the weekday survey.
- The surveys show some evidence of vehicles being parked in car parks beyond the maximum permitted duration of stay – the data for the Iceland in particular demonstrated this, but also New Cut to a lesser extent.

5.1.10 The review of servicing and access within Redruth Town Centre found opportunities for potential improvements to be made to improve access made by vehicles, as well as significantly enhancing opportunities for more priority to be given to pedestrians and cyclists moving through the town centre.

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