

TOWN - PEEBLES

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	18 August 2016	19 August 2016	20 August 2016								
<p><u>Length of Stay:</u> There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even full 8 hour period parking. The majority of parkers however were in the shorter category periods with over 60% each day staying for the minimum half hour period and a further 15 to 20% staying for one hour. Between 5 and 7% of vehicles were observed as staying for 3 or more hours and of these the number staying all day was 5 or less each day.</p>											
<p><u>Occupancy Levels:</u> Overall occupancy was at a high level with there never being more than 25% spaces unoccupied throughout the period of the survey. At times, particularly on the Saturday capacity levels were approaching, and even over 100%. That does not necessarily mean there was no available spaces at that time as areas such as taxi ranks, buses and double yellow lines are allocated zero capacity but often had vehicles in them counting towards the overall number of vehicles parked.</p>											
<p><u>Turnover Levels:</u> Turn-over was generally good with the vast majority of spaces displaying the mid to high range levels of vehicles per space.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 40%;"></th> <th style="text-align: center;">Day 1</th> <th style="text-align: center;">Day 2</th> <th style="text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">76% - 91%</td> <td style="text-align: center;">79% - 111%</td> <td style="text-align: center;">79% - 96%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	76% - 91%	79% - 111%	79% - 96%
	Day 1	Day 2	Day 3								
Overall Capacity Range	76% - 91%	79% - 111%	79% - 96%								
<p><u>Busier Streets:</u> Eastgate was regularly over capacity as a result of illegal parking on double yellow lines and in bus stops. The situation was exacerbated by taxi parking as it was not assigned as parking capacity due to it being unavailable to private vehicles. High Street was busy throughout the day ranging from 70 % to 100%, but typically being in the low 80%.</p>											
<p><u>Quieter Streets:</u> N/A</p>											

Arrivals v Departures:

Vehicles in place at 09:00	Day 1	Day 2	Day 3
	66	67	62
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	66	81	62
Total vehicle Turn over	511	568	550

Over the half hour periods in between the arrivals and departures tended to balance each other out and were fairly consistent ranging from 21 to 43 and 18 to 41 respectively; with slight peaks in movements tending to occur at lunch-time and mid-afternoon.

Observations on Restricted Parking:

Parking and waiting was observed at dyl but this was at a fairly low level and typically only for short periods at a time.

Restriction	Street	Day 1	Day 2	Day 3
DYL	Eastgate	3,1,1,0,0,0	7,7,2,0,0,0	2,3,4,0,0,1
	High Street	0,5,1,3,3,1,3	0,4,2,3,2,2,7	1,4,3,3,2,0,4
SYL	Eastgate			
	High Street			

Other Observations:

Disabled bays appear to be well used and have a good turn-over.

There was evidence of abuse of bus stops by other vehicles but this tended to be for short periods only.

Taxi bays appear to be well observed by other users and relatively well utilised by the trade particularly later in the afternoon.