

	<p style="text-align: center;"><b>Chipping Barnet Area Committee</b></p> <p style="text-align: center;"><b>13 January 2016</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Chipping Barnet Town Centre Parking Surveys – March/April 2015</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>High Barnet</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendices A-H</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Lisa Wright, Traffic and Development Manager  <a href="mailto:lisa.wright@barnet.gov.uk">lisa.wright@barnet.gov.uk</a>, 020 8359 3555</p>

## Summary

This report informs the Chipping Barnet Area Committee of the review of parking in Chipping Barnet town centre.

## Recommendations

1. That the Chipping Barnet Area Committee notes the results of the parking survey undertaken in March / April 2015 in Chipping Barnet Town Centre.
2. That a further parking survey is undertaken in February 2016 to gain a better understanding of parking pattern and demand in the Town Centre.

## **1. WHY THIS REPORT IS NEEDED**

### **Chipping Barnet Town Centre**

- 1.1 Chipping Barnet Town Centre is located to the north of the borough and is situated around High Street EN5 (A1000), extending from High Barnet Underground Station in the south-east to the Hadley area in the north. The Town Centre also boasts the Spires Shopping Centre with adjoining multi-story parking.
- 1.2 The High Street acts as a commercial spine to the area, with mainly residential roads surrounding it, and is included in the Chipping Barnet Controlled Parking Zone, which is split into two main areas:
  - Zone C operates Monday to Saturday 8am to 6.30pm, in order to afford local residential roads protection from any motorist visiting the amenities which can be found in the Town Centre. This is a relatively large area, including and situated around the High Street.
  - Zone D, which operates Monday to Friday, 2pm to 3pm affords local residential roads protection from motorists wishing to park in the area for the whole day. This area is to the south of the Town Centre and is comprised of roads located opposite High Barnet Station.
- 1.3 High Street forms part of Zone C, but has a mixture of off-peak 15 minute free parking places, short-term pay by phone parking places designed to promote a regular turnover of parking availability to the benefit of local businesses. It also has a shared medium term pay by phone/resident 'C' permit parking places catering for those wishing to visit the area for longer periods and resident permit holders.
- 1.4 Due to the layout of the High Street, there are substantial lengths of kerbside space where it is considered that parking should not occur, i.e. at junctions and pedestrian crossing areas, and the necessity to provide sufficient capacity to handle the amount of traffic using the road. This has resulted in the number of parking spaces on High Street between the Underground Station and Christ Church Lane being limited to approximately 30 short stay pay by phone spaces and 34 'shared use' long stay pay by phone/permit holder spaces.
- 1.5 Shared use long stay pay by phone/resident Zone 'C' permit/business 'CB' permit parking places are also located in Hadley Green, just outside the main business hub. These parking places offer a two hour free stay for motorists. Within the CPZ, there are also three Council-owned car parks in which pay by phone charges apply. The Stapylton Road (approx. 61 spaces plus 2 disabled badge spaces), Fitzjohn Avenue (approx. 87 spaces plus 2 disabled badge spaces) and Moxon Street (59 spaces plus 3 disabled badge spaces) car parks all offer motorists the opportunity to pay to park for short and long periods alike, although the Moxon Street

and Stapylton Road car parks provide the most attractive short-term parking tariffs, with the former offering a free 'one hour' stay.

- 1.6 Fitzjohn Avenue car park offers the most attractive tariff for those wishing to park all day, and also provides for 'CB' business permit holder parking.
- 1.7 The Town Centre benefits from additional public car parks which are not owned by the Council - The Spires shopping centre car park and a car park situated on St Albans Road between Bruce Road and Chipping Close - although current information is not known about their facilities and tariffs.
- 1.8 On-foot occupancy surveys of the parking places in the Chipping Barnet Town Centre were carried out in March/April 2015 to try to find out the usage of the parking bays.

### **Survey Methodology**

- 1.9 Surveys were undertaken during the operative period of the parking places, so commencing at 8am and ending at 6.30pm. Surveys were undertaken on the following days:
  - ☐ Friday 27th March 2015
  - ☐ Saturday 28th March 2015
  - ☐ Monday 30th March 2015
  - ☐ Wednesday 1st April 2015
- 1.10 Surveys were undertaken in all the parking places in:
  - ☐ High Street EN5
  - ☐ Bruce Road EN5
  - ☐ Hadley Green EN5
- 1.11 Surveys were also undertaken in certain short stay parking places in:
  - ☐ Park Road EN5;
  - ☐ Moxon Street EN5;
  - ☐ Fitzjohn Avenue EN5; (1 parking place)
  - ☐ Union Street EN5; (1 parking place)
  - ☐ Moxon Street Car Park.
- 1.12 Prior to the surveys taking place, the relevant parking places were measured to establish the number of vehicle spaces it contained, using an average of 5.0 metres per car space. In some parts of the town centre, individual spaces have been already marked out, so these numbers have been taken as the total number of spaces per parking place.
- 1.13 Surveyors took note of the number of vehicles parked in each parking place at the relevant survey periods which was at 30 minute intervals between 8am and 6pm totalling 483 per day.
- 1.14 Each parking place has been referenced using its Pay by Phone location 4 or 5 digit number and where there is more than one parking place per

location number they have been referenced as (a), and (b) etc. The result is that each parking place has data of occupancy in it in half-hour intervals.

- 1.15 It should be noted that in some parking places permit holder parking is allowed so to inform the survey the number of 'C' resident, or 'CB' business permit holder parking as appropriate has also been noted, as have vehicles with a disabled badge displayed or where a Penalty Charge Notice (PCN) has been issued.

### **Summary of Survey Findings**

- 1.16 The results of the survey are shown in the attached appendices. For the purposes of the survey, the Town Centre was split into two areas:

**Area 1:** High Street between Meadway (High Barnet Station) and St Albans Road, including side streets with short stay pay by phone parking provision

**Area 2:** High Street between St Albans Road and Great North Road/Hadley Green.

- 1.17 All of the on-street parking places in Area 1 are Pay by Phone parking places only, between the hours of 8am and 6.30pm, offering motorists a maximum of an hour's stay at any given time. In addition, Moxon Street Car Park offers motorists a maximum stay of 4 hours, with a 1 hour free stay.
- 1.18 All but one of the parking places in Area 2 offer a combination of Pay by Phone and 'C' resident permit holders, and, in the case of the parking places on Hadley Green, 'CB' business permit holders.
- 1.19 A summary of the survey findings are as follows:

#### **Friday 27th March 2015**

Area 1: Average 61% occupancy

Area 2: Average 50% occupancy

**Total: Average 55% occupancy**

#### **Saturday 28th March 2015**

Area 1: Average 62% occupancy

Area 2: Average 49% occupancy

**Total: Average 50.5% occupancy**

#### **Monday 30th March 2015**

Area 1: Average 53% occupancy

Area 2: Average 42% occupancy

**Total: Average 47.5% occupancy**

#### **Wednesday 1st April 2015**

Area 1: Average 58% occupancy

Area 2: Average 44% occupancy

## Total: Average 51% Occupancy

**Table 1: Bay Occupancy by Area**

	No. Spaces			Average Occupancy			Average Occupancy (%)		
	Area 1	Area 2	Total	Area 1	Area 2	Total	Area 1	Area 2	Total
Friday 27th March 2015				60.9	43.81	<b>104.71</b>	61	50	<b>55.5</b>
Saturday 28th March 2015				61.57	33.95	<b>95.52</b>	62	39	<b>50.5</b>
Monday 30th March 2015				52.76	36.48	<b>89.24</b>	53	42	<b>47.5</b>
Wednesday 1st April 2015				58.05	38.48	<b>96.53</b>	58	44	<b>51.0</b>
Total	100	87	<b>187</b>	<b>58.32</b>	<b>38.18</b>	<b>96.5</b>	<b>58.5</b>	<b>43.75</b>	<b>51.12</b>

- 1.20 The council received complaints that the parking surveys were undertaken during the Easter holiday period and were therefore not representative of daily parking patterns. It is therefore proposed to undertake new surveys in February 2016.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The surveys are needed to determine existing parking usage in the Town Centre and to maximise on-street parking capacity where possible in response to parking demands.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 A further parking survey to be undertaken in February 2016 to gain a better understanding of parking demand in the Town Centre.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Once authorised by the Committee officers would commission new parking surveys to obtain up-to-date parking data to maximise on-street parking spaces in the Town Centre.

## **5. IMPLICATIONS OF DECISION**

- 5.1 **Corporate Priorities and Performance**

5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 There are no resource implications as the surveys have been carried out.

## **5.3 Social Value**

5.3.1 None in relation to this report.

## **5.4 Legal and Constitutional References**

5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees’ functions include “in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes”.

## **5.5 Risk Management**

5.5.1 No risks have been identified in relation to this decision. Health and safety risks will be considered through the design and implementation process.

## **5.6 Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:  
eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010  
advance equality of opportunity between people from different groups  
foster good relations between people from different groups.

5.6.1 The survey results are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

Ward Members and the Town Team will be informed of the timescale for undertaking the surveys

## 5.8 **Insight**

5.8.1 Not relevant to this report.

## 6. **BACKGROUND PAPERS**

6.1 None

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