

North Finchley Town Centre Supplementary Planning Document

Parking - Information Note

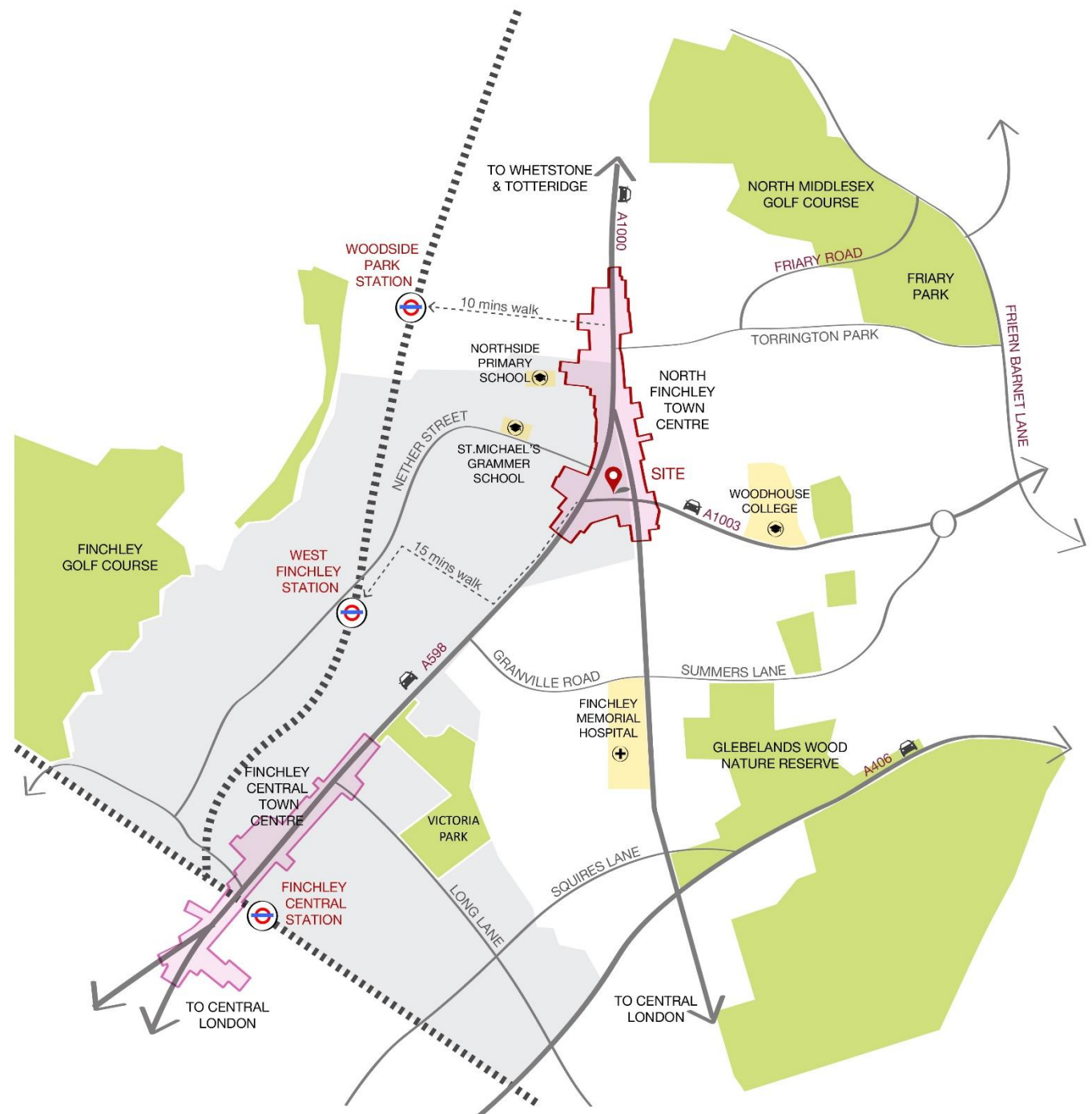
October 2017

Introduction

This document draws together elements from the initial parking study undertaken in support of the draft North Finchley Supplementary Planning Document (SPD) issued in August 2017. It does not represent new further study, but rather a re-presentation of that work presented within the SPD.

During the course of the draft SPD's preparation, the council recognised the need for a specific parking survey to inform the SPD development. However, that work, though sufficient for SPD purposes, does not represent a comprehensive parking study, nor a town centre parking strategy as such. Both would provide a robust basis for any future change in town centre parking arrangements. The work undertaken to date does though provide some initial parking data analysis as well as suggesting some early measures to improve parking in the town centre and help provide for existing and future development and support wider development framework principles. Accordingly, it should be read alongside the draft North Finchley Supplementary Planning Document to provide the relevant context.

Relevant themes from the SPD are described overleaf, before the presentation of the initial parking survey findings.



North Finchley Town Centre SPD area

Supplementary Planning Document Themes

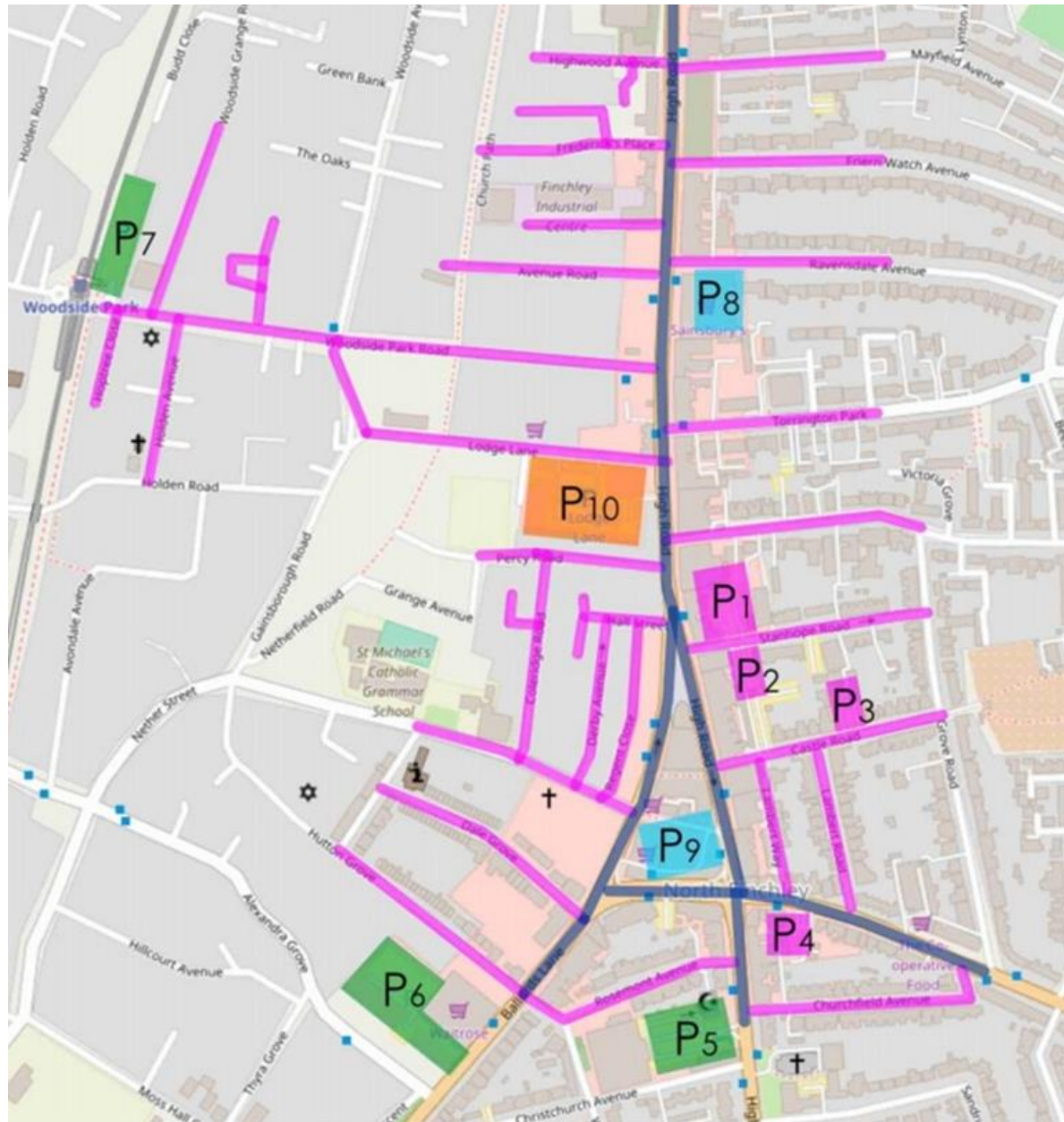
The supply and management of parking is not a means to its own end, but should contribute positively to town centre activity, amenity and the achievement of wider objectives. Four themes and ambitions emerged from the draft North Finchley Town Centre SPD – Town Centre Places (1), Economy (2), People (3) and Movement (4). The optimisation and management of parking supply and demand is a contributor to the achievement of **Theme 4 - Town Centre Movement** objectives:

- Encouraging local people to stay local for shopping, leisure and amenity purposes to minimise car use and parking demand on the town centre's streets and support positive changes to the street environment
- Improving the public realm is of key importance to support walking, cycling and bus use by providing an environment that supports those travel modes whether through footway improvement, welcoming bus facilities, benches for walkers and attractive and convenient facilities for cyclists
- Addressing the impacts of present vehicle domination of the town centre will do much to improve movement conditions for all, reduce real and perceived severance effects, and improve its perceived ambience and quality. Where possible, road space should be reallocated to the benefit of local people whilst recognising the A1000 as an important traffic carrying corridor
- Sufficient and well-located town centre parking is important in supporting the town centre's retail, business and leisure activities, and for those for whom travel on foot, cycle, bus or rail is not a viable option. The use of kerbside space and car park sites should be optimised to ensure that those areas are worked hard as they occupy space that could be otherwise given over to other town centre uses such as footway widening, loading, public space etc.
- Buses should represent a positive presence in the town centre and an attractive movement choice for local people, with high quality waiting facilities, a high profile, and good quality route information.



Town Centre Parking Survey

Surveyed streets and car parks



To better understand the existing town centre parking supply and use, the council commissioned a survey of on-street (kerbside) and off-street (car park) usage on a weekday (Thursday) and at the weekend (Saturday) during July 2017 to help inform SPD development.

The results of that initial work (see Introduction) are summarised in the following pages along with selected analysis diagrams.

- 30-min parking beat survey (blue streets)
- 1-hour parking beat survey (pink streets and car parks P1 to P4)
- 2-hour spot car park counts (green car parks P5 to P7)
- 2-hour spot car park counts (green car parks P8 and P9)
- 30-min duration survey (orange car park P10)

On-Street Parking Data Analysis

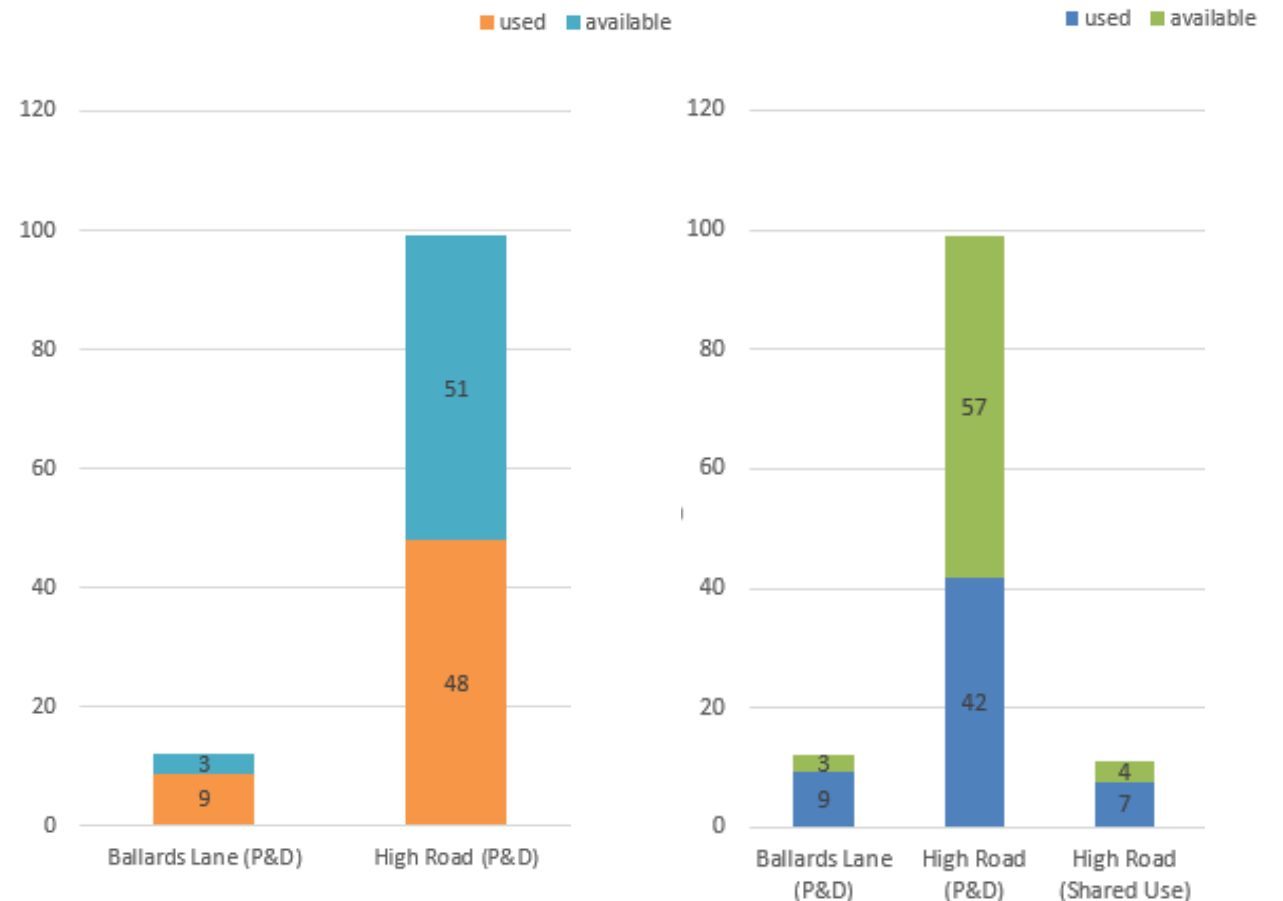
High Road (incl. Ballard's Lane)

A considerable proportion of High Road kerbside space is given over to parking and loading, which while highly convenient for users, means that roadspace is effectively prioritised away from other uses such as public realm, widening footways and providing for cyclists.

Approximately half of the Pay & Display spaces are used during the week and weekend, with parking stays of less than one hour typical, though there are a notable proportion of longer stays of 3-4 hours plus. Actions to decrease the length of stay and increase space turnover could do much to provide more readily available short-stay parking spaces.

It appears therefore that kerbside parking supply along the High Street could be better managed to provide a better level of service for motorists without increasing supply, whilst rationalising kerbside activity.

High Road, Average Utilisation (8am-6pm) – Weekday (left) and Saturday (right)



Weekday Turnover

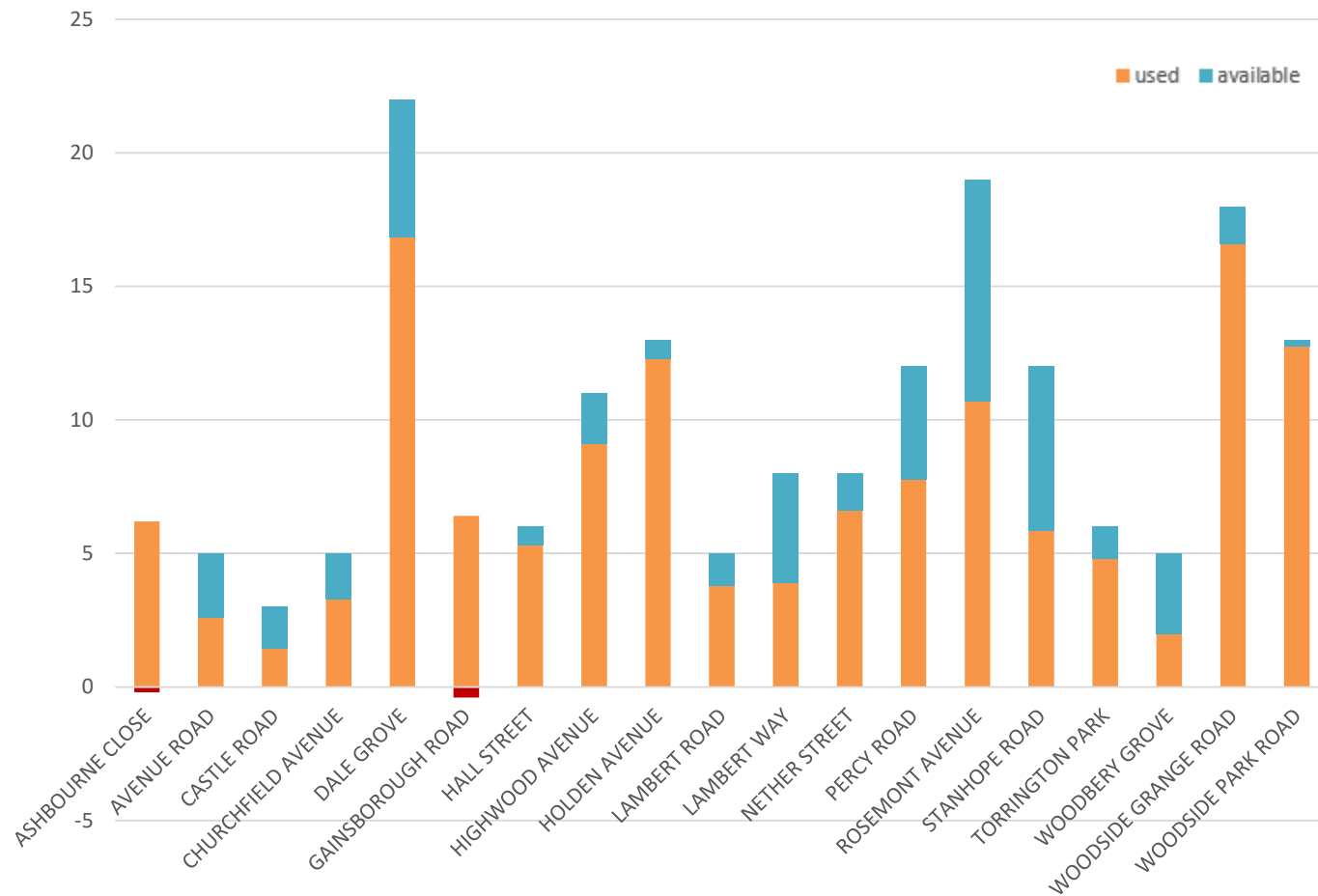
	0-2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Grand Total
Ballards Lane (P&D)	2			2	1				4	2			2			13
High Road (P&D / Shared use)	40	9	7	12	5	4	6	7	4	9	3	1	3	2	2	114
Woodhouse Road (Shared use)	9	3		3		1	1	1	1							19
Grand Total	51	12	7	17	6	5	7	8	9	11	3	1	5	2	2	146

On-Street Parking Data Analysis (cont.)

Residents' parking bays

The residential side streets are mostly well-used during the week, but offer some capacity for further use with around 13% of spaces not used at all during the weekday or weekend surveyed days.

Residential Streets, Average Weekday Utilisation (8am-6pm) – only P&D, shared use and unrestricted parking bays



Side Streets Parking Turnover

	0	1	2	3	4	5	6	Total
Weekday	74	290	150	72	20	5	2	613
Weekend	70	276	165	67	28	7	0	613

Castle Road



Avenue Road



Friern Park



Off-Street Parking Data Analysis

Town centre car parks

The total town centre off-street car park capacity is approximately 510 publicly available spaces provided principally by the Lodge lane car park at 232 spaces, with another 184 spaces available at the Aldi car park. Other smaller sites at Stanhope Road and Woodhouse Road offer the balance of 95 spaces.

As the Figure opposite shows, further retail parking capacity is also provided at Sainsbury's to the north with 156 spaces and at Waitrose to the south with 170 spaces.

Lodge Lane car park



Castle Road car park

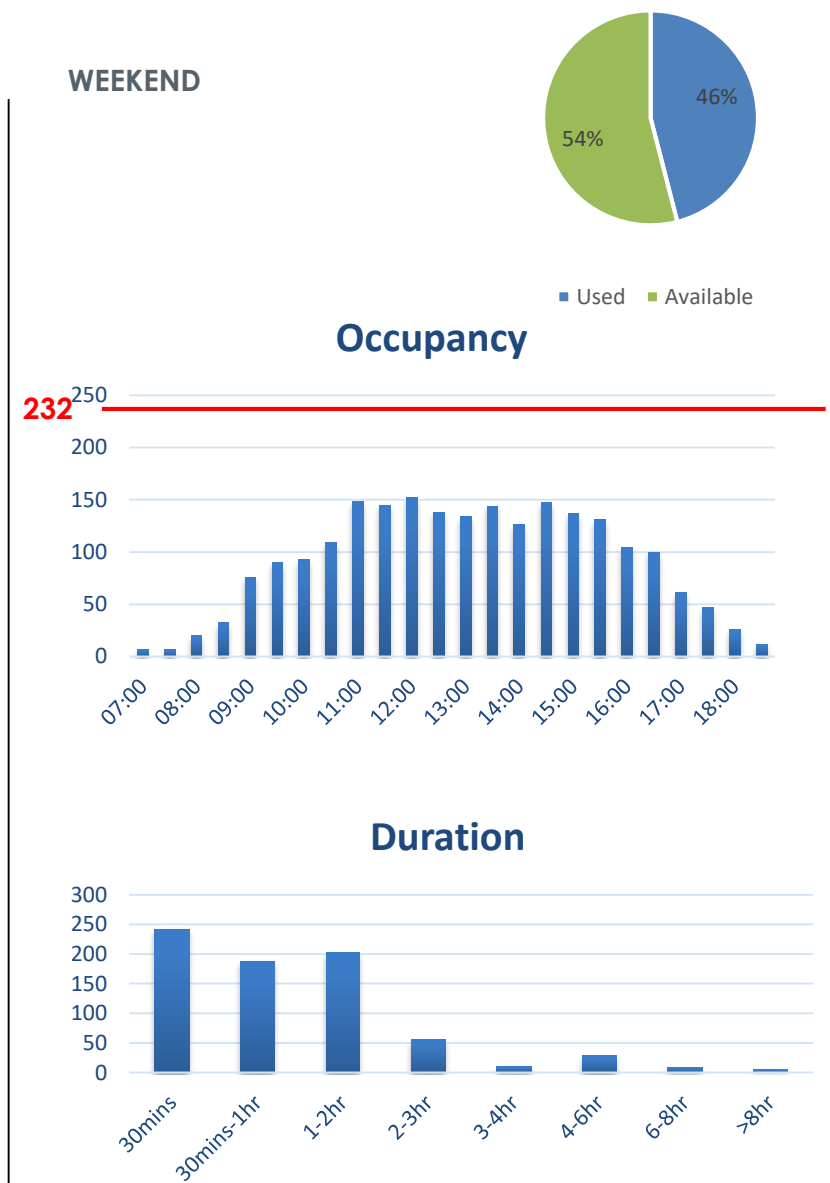


Off-Street Parking Data Analysis (cont.)

Public Car Parks

The key location for town centre public parking is at Lodge Lane where, for much of the weekday convenient parking can be found until the clear 'spike' in usage appears from midday to 3.30pm.

There is also evidence of lengthy stays of 4, 5 and 6 hours plus, most likely related to business and commuter use. On the surveyed Saturday, use is clearly shorter stay in nature with parking spaces readily available, giving an indication of how the weekday supply may be better used to benefit shoppers and visitors, be they business or leisure users.



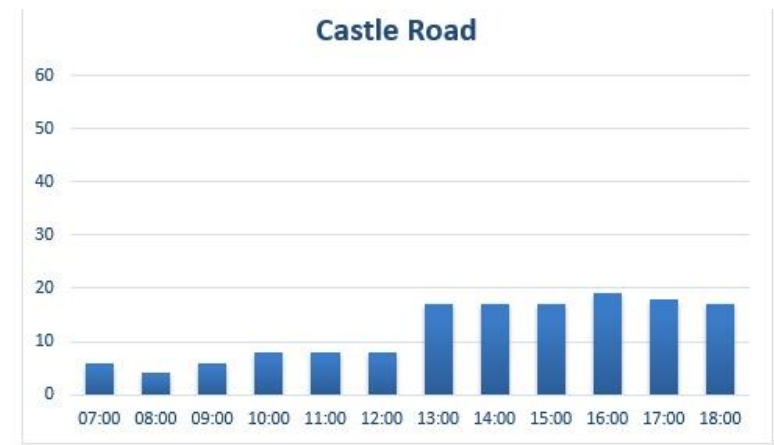
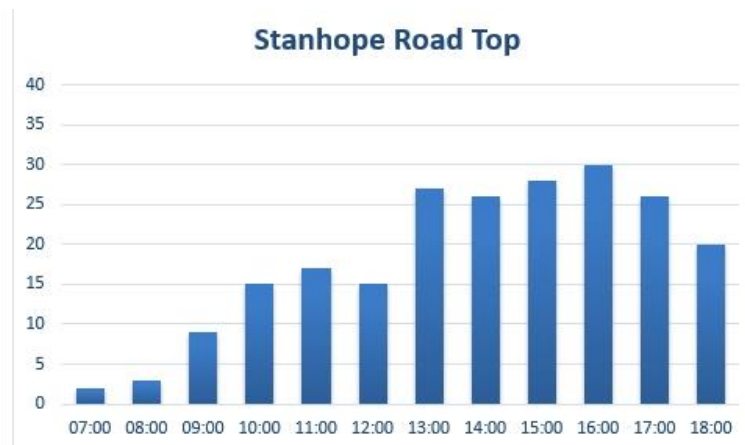
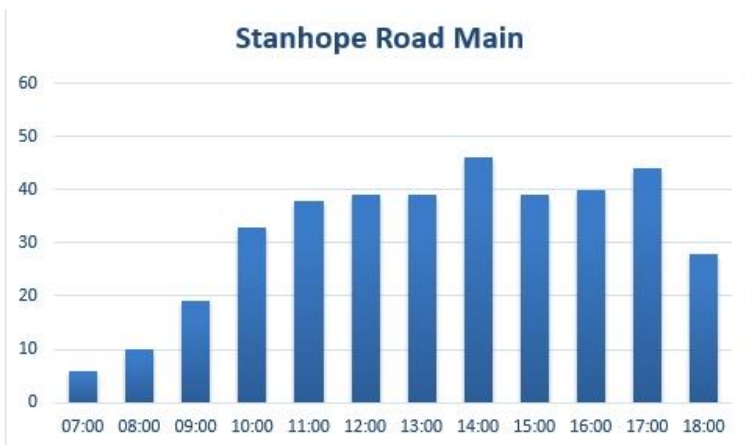
Lodge Lane Car Park – Weekday and Weekend Use – Daily Profile

Off-Street Parking Data Analysis (cont.)

Public Car Parks

Both of the smaller public car parks at Stanhope Road, Main (52 sp.) and Top (32 sp.) are typically two-thirds occupied with parking typically for stays below two hours. However, both are home to stays of considerably longer length, with 18 vehicles staying for longer than 6 hours at the Stanhope Road Main car park.

Castle Road, some way distant from the High Street by comparison, is much less well used at typically a third of its capacity though its use in terms of the parking stay length is similar, mostly short-stay but with stays of considerably longer lengths.



Stanhope Road Main car park



Stanhope Road Top car park



Castle Road car park

Off-Street Parking Data Analysis (cont.)

Retailers' Car Parks

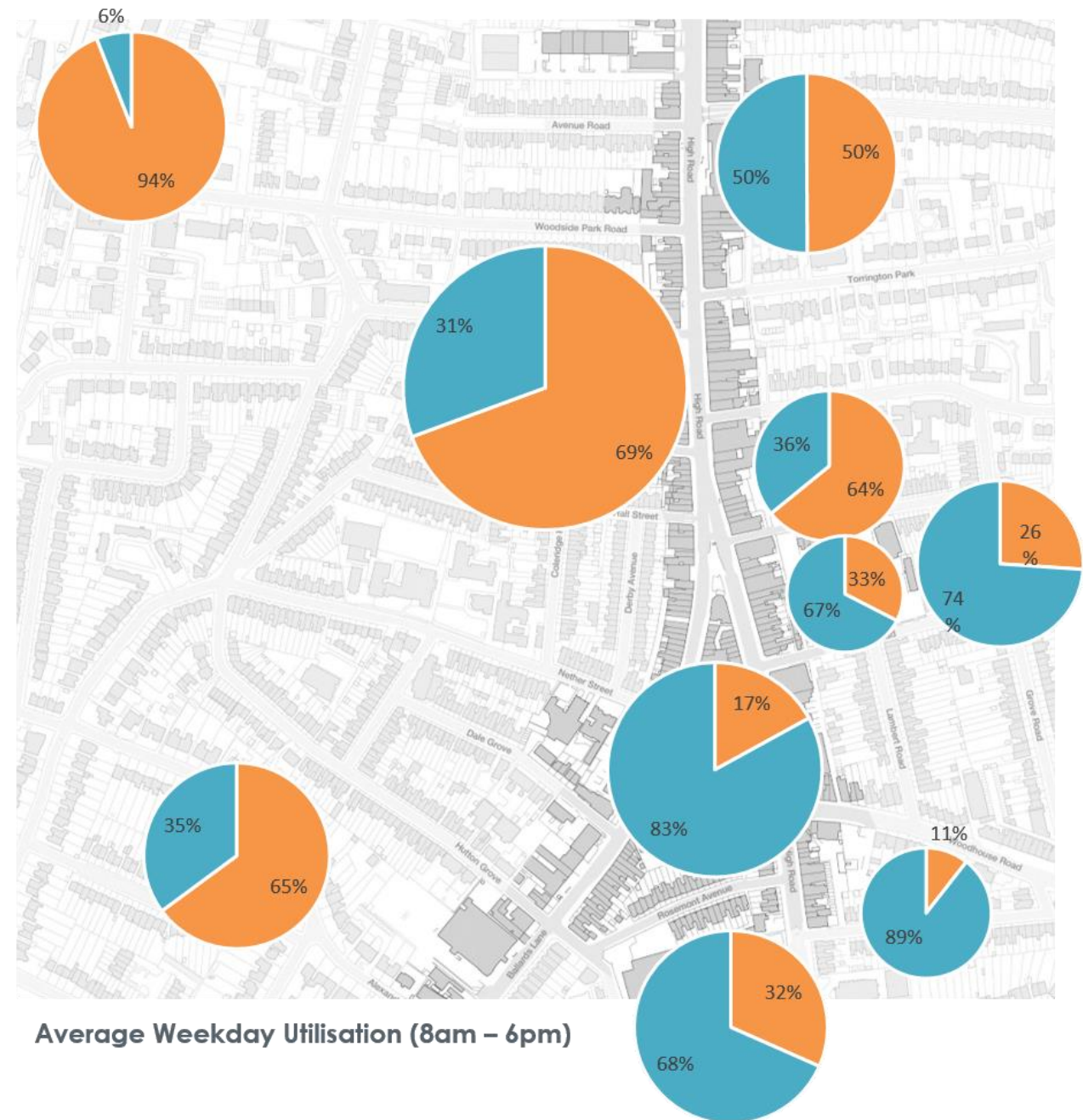
The privately-owned car parks offer clear scope for further parking with generally poor use made of the available space during weekday at all of the foodstores' car parks, though somewhat better utilised at the weekend.

The average utilisation across all four stores for the weekend is just 42%, with the maximum peak use across all four rising to 67%. A very similar pattern is in evidence for the weekday too. There are of course important differences in use patterns between those car parks, but the potential for better use of that space is evident.

Sainsbury's car park



Waitrose car park



Parking – Development Framework Overview



Public Realm Strategy (SPD, 2017)

The town centre's parking supply has a key role in providing for a range of specific needs where perhaps cycle, bus and rail are lacking in coverage, frequency or load carrying ability. It is also important that the town centre provides a convenient and good quality parking supply to maintain a competitive position with other centres.

It is also important that the town centre balances that provision with the recognition that providing for car parking utilises valuable kerbside and site area that could be put to other positive uses, such as reallocation to benefit public realm, footway widening, narrower road crossings, or perhaps servicing. Each parking space also comes with two related car movements on the local road network which at times struggles with delays caused by turning movements at junctions and from parking manoeuvres at the kerbside.

In seeking to explore the parking supply further, the council have commissioned a survey of on-street (kerbside) and off-street (car parks) usage to help inform the SPD development. Initial analysis of the High Street and Ballard's Lane spaces indicates that the on-street parking supply along the High Street could be better tuned to provide a better level of service for motorists without increasing supply. Actions to decrease the length of stay and increase space turnover could do much to provide more readily available parking spaces.

Residents' parking provision on the side streets is mostly well-used, but offers some capacity for further use at specific locations.

Parking – Development Framework Overview

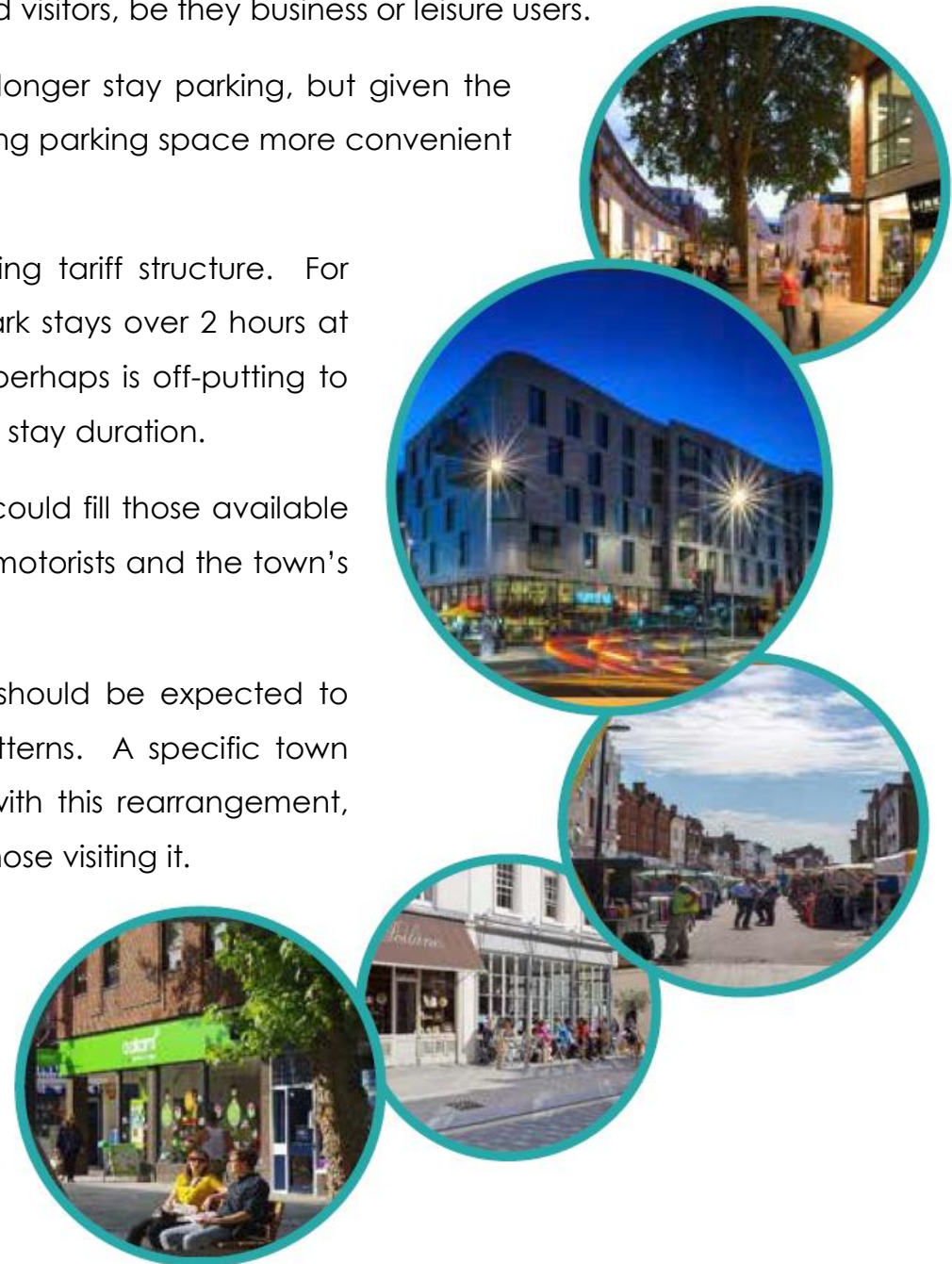
It is in the car parks where we find greater scope for use optimisation. The privately-owned car parks offer clear scope for further parking with generally poor use made of the available space during weekdays, though better at the weekend. The key location for town centre public parking is at Lodge Lane where, for much of the weekday, convenient parking can be found until a 'spike' in usage from midday to 3.30pm, variously attributed to the adjacent school use and effects of local resident parking restrictions. There is also evidence of lengthy stays of 4, 5 and 6 hours plus, perhaps related to business and commuter use. On the surveyed Saturday, use was clearly shorter stay in nature with parking readily available, giving an indication of how the weekday supply may be better used to benefit shoppers and visitors, be they business or leisure users.

Naturally, a proportion of the parking supply needs to accommodate medium to longer stay parking, but given the length of stays, it could be better located in the less well-used parking locations leaving parking space more convenient to the High Street / Ballard's Lane for shorter stay use, e.g. 20 minutes – 2 hour use.

The principal means of achieving this rebalancing is through amending the parking tariff structure. For example, at present, car park long-stay use represents very good value with car park stays over 2 hours at £3.25. On-street High Street parking has 3 price bands within a single hour which perhaps is off-putting to users and simplification may make better use of those spaces in terms of turnover and stay duration.

With the cooperation of the private car parks, it may be that the longer stay users could fill those available weekday spaces through a formal arrangement to the likely benefit of both parties, motorists and the town's street environment.

For future town centre development, then the present supply, suitably optimised should be expected to provide for any additional related parking demand given the present parking patterns. A specific town centre parking strategy, informed by the 2017 survey data gathered would help with this rearrangement, tuning the supply and demand to work more harmoniously for the town centre and those visiting it.



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