



Bisham Garden Residents Association

Parking Survey : November 2015

A : Background

1 : Parking is a source of considerable stress to residents in Bisham Gardens with residents regularly having to park as far away as The Grove when they return home and known to have spent as many as 45 minutes driving round to find a vacant space.

In order to support its representation to Camden Council to ameliorate conditions, the **Bisham Gardens Residents Association** decided to undertake a survey of vehicles that park in the street to identify the severity of the problem, the times of the week and day when stress is most severe and the proportion of vehicles parked for different reasons.

2 : The survey involved the collection of car registration numbers for different times of the day and week during the week commencing **Monday, November 2nd**. The original plan was to survey parked cars on the Monday, Tuesday and Wednesday of that week but due to the need to restrict parking because of a film location in Swains Lane on the Tuesday and Wednesday, the decision was taken to survey on the Thursday and Friday rather than the Tuesday and Wednesday. A survey was also undertaken on Saturday morning.

3 : Vehicles were identified by their **registration numbers** at six fixed times during each dayⁱ. We also recorded the number of empty spaces including the two stretches of yellow line.

4 : **Thanks** are due to the following residents for assisting with the survey:

Rosemary Bondy
Catherine Budgett-Meakin
Pat Fox
John Cooling
Denis Herbstein
John Pearce
Peter Reader
Richard Webber

B : Results : Regular parkers constitute more than 50% of parked cars

5 : All in all the surveyors recorded data at 19 different points in time. Excluding the dedicated bays for motor cycles and for electric charging but not the disabled bay, the surveyors found on average **49 spaces** – this number varied according to how well cars were parked. The 730 registration plates that were recorded during these 19 sessions belonged to 161 different vehicles. Table one shows that just over half the 161 vehicles identified during the survey were recorded only once. By contrast there were 28 vehicles that were recorded during 10 or more of the 19 sessions. These **regular** parkers accounted for more than half (57.1%) of the parked cars.

Times parked	Number of vehicles	% vehicles	Number of spaces taken	% spaces taken
	161	100.0	730	100.0
10 or more	28	17.4	417	57.1
9	3	1.9	27	3.7
8	5	3.1	40	5.5
7	4	2.5	28	3.8
6	3	1.9	18	2.5
5	10	6.2	50	6.8
4	4	2.5	16	2.2
3	8	5.0	24	3.3
2	14	8.7	28	3.8
1	82	50.9	82	11.2

Table one : frequencies with which vehicles were parked

C : 82% of available spaces occupied at any one time

6 : Excluding the yellow lines we can see from table two that **82% of the 926 spaces** available for parking when our surveys were conducted were **occupied** at any one time, just under one in five being unoccupied. This average conceals wide variations at different times of the day. The easiest time to find a parking space is at 1800-1830 in the early evening, by when commuters, shoppers and parents of local school children have left and before people come to enjoy their evening in local pubs and restaurants.

Time of day	Total spaces	Yellow lines	Unoccupied	Occupied	Availability rate	Occupancy rate
700	164	6	43	115	27.2	72.8
1000	194	8	23	163	12.4	87.6
1200	153	6	5	142	3.4	96.6
1545	102	4	8	90	8.2	91.8
1800	154	6	45	103	30.4	69.6
2230	159	6	36	117	23.5	76.5
Total	926	36	160	730	18.0	82.0

Table two : Count of number of spaces in use at different times in the day and % occupied

By contrast the most difficult time to find somewhere to park is towards the end of the CPZ period, at 1200, when only one in thirty spaces is available, typically on average **just one or two spaces** in the street.

Day and Time	Time of day	Total spaces	Yellow lines	Unoccupied	Occupied	Availability rate
Monday	1000	49	2	11	36	23.4
Thursday	1000	48	2	5	41	10.9
Friday	1000	43	2	4	37	9.8
<i>Saturday</i>	<i>1000</i>	<i>54</i>	<i>2</i>	<i>3</i>	<i>49</i>	<i>5.8</i>
Monday	1200	53	2	3	48	5.9
Thursday	1200	50	2	0	48	0.0
Friday	1200	50	2	2	46	4.2

Table three : Count of spaces in use at different times during the operation of the CPZ and % unoccupied

In practice the availability of spaces during the CPZ period is mostly **even worse** than these figures suggest. Table three shows that both of the Monday surveys revealed more empty spaces than equivalent times on the Thursday and Friday. Almost certainly there were many owners on this particular Monday morning who avoided parking in the street due the restrictions they knew would come into force on the Monday night because of the filming. Monday is also a day when parking is lighter.

The Saturday survey showed that there is just as serious **parking stress on Saturday**, when the CPZ is not in force, as there is on a weekday when it is not.

D : Sources of stress

7 : We believe that collecting information on the registration numbers of cars parked at different times of day enables us to make **reasonably accurate inferences** about the reasons why they are parked there. For example a registration number recorded by two or more late night or early morning surveys and also at two or more times during the day will almost certainly indicate a local resident, whether in Bisham Gardens, the High Street or South Grove. A registration number occurring only once, and then during the day, is likely to be that of a shopper, a visitor to Waterlow Park or a parent collecting a child from Channing School.

A registration number recorded more than once during the hours of CPZ operation but **never at night** is likely to be that of a business permit holder, probably using the street for commuter parking. A number recorded only once during CPZ hours is likely to suggest a vehicle with a visitor permit or a business permit holder not using the street for commuter parking.

8 : Using this method, and cross referencing against the list of registration numbers held by Pat Fox, we have sought to identify **residential permit holders**. According to Pat's database there are 28 vehicles which so knows to be used by residents. Using the information from the survey we believe there are in fact 37 residential permit holders whose vehicle overnight in Bisham Gardens. We don't know how many of the additional nine vehicles are ones owned by residents of Bisham Gardens and how many are owned by other residents in CA-U.

Using the combined information table four tracks how many of the street's parking spaces are taken up by different types of owner and, in table five, how this varies by time of the day and week.

Number of Spaces	%	Yellow line	Unoccupied space	Residents permit holders	Business permit holders	One off cpz users (inc visitors permits)	School pick up or shopper	Difficult to classify
926	100.0	4	17	52	14	4	6	2

Table four : % of spaces (including yellow lines) taken up by different categories of vehicle owner

9 : Overall, at any one time, the vehicles of **residential permit holders** are likely to be occupying just over half of the spaces in Bisham Gardens. One in six spaces is vacant. Of the remaining spaces that are occupied it appears from our estimates that just over half are business permit holders, most of them commuters. They outnumber one off visitors during CPZ hours and other occasional users. In other words though there is no doubt a rapid turnover of the spaces in Bisham Gardens that are used by short term visitors, ie shoppers or people collecting children from Channing, not much of the space in the road is actually available for use by this group.

10 : Likewise though there are **30 residents** in the street, in the High Street or on South Grove who parked a vehicle at some time in one of the 47 available bays, at any one time **only 24** were parked on average.

11 : These overall average clearly conceal very different patterns at different times of the day.

Time	%s	Yellow line	Unoccupied space	Residents permit holders	Business permit holders	One off cpz users (inc visitors permits)	School pick up or shopper	Difficult to classify
All	100.0	4	17	52	14	4	6	2
700	100.0	4	26	59	4	0	1	6
1000	100.0	4	12	49	21	7	7	1
1200	100.0	4	3	48	29	15	0	0
1545	100.0	4	8	44	24	2	19	0
1800	100.0	4	29	49	6	1	7	3
2230	100.0	4	23	61	2	1	7	3

Table five : % of spaces in use by different categories of user at different times of the day

Residents, as one would expect, take up more space at night during the day. However relatively few Bisham Garden residents appear to use their vehicles for commuting. Particularly revealing is the **drop of in residents' vehicles at 1545**, the time in day when residents are most likely to be unable to park in the street and are most vulnerable to having to park elsewhere and to walk home.

During the day around one in four spaces are being taken by what appear to be business permit holders using the street for commuting taking up half as many spaces as are used by residents. Both they are one off CPZ users (some of whom may also be business permit holders) are particularly likely to park toward the end of the CPZ control period rather than at the beginning.

Occasional visitors, shoppers, visitors to Waterlow park and those picking up from school, are particularly concentrated at school leaving time (1545) whilst there is a rising demand later in the day for spaces from people visiting Highgate in the evening.

D : Conclusions

12 : The results of the survey would seem to give objective empirical evidence in support of the arguments that residents have made:

- There is a very high level of parking stress in the street
- This is felt not just outside CPZ hours but also during them, and particular towards the end of them
- 1545, when children are collected from school, is also a point in time when there is various serious stress and when residents are often forced to park at considerable distance from their homes
- During CPZ hours there is a very high level of parking in the street by non-residents, most of whom we presume to be business permit holders (or people living elsewhere in C-AU) to such a degree that the CPZ no longer gives protection to BG residents. Although much of the traffic in the street consists of shoppers and others looking for short term parking, this search is often unsuccessful. Though there is a high turnover of parked cars for short term visitors, for most of the day the street is offering very little provision for this category of need, with adverse effect on traders.

13 : Taking the interests of all parties into consideration the survey would seem to support proposals that:

- That the existing CPZ is not providing adequate protection to residents and that there should be a reduction in the amount of non-residential permit parking in the street through restriction and enforcement
- That CPZ hours should be extended

ⁱ Due to the restrictions imposed by the filming the 2230 survey planned for Monday evening was instead taken on Wednesday at 2230.