



**TRANSPORT AND TRAFFIC  
CONSULTANCY**

Tel: 020 8579 4385  
Fax: 020 8840 6280

48 Church Gardens  
Ealing  
London W5 4HH

Email [info@transport-traffic.co.uk](mailto:info@transport-traffic.co.uk)

**No 1 TRINITY WALK, LONDON NW3**

**PARKING STUDY**

**BY**

**C M VEASEY BSc DipTransP CMILT MCIHT**

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# No 1 TRINITY WALK, LONDON NW3

## PARKING STUDY

### CONTENTS

	Page
1 Introduction	1
2 Site and Surroundings	1
3 Parking Survey	2
4 Conclusions	3
Figure 1: Parking Survey Keyplan	
Figure 2: Site and Surroundings	
Appendix A: Parking Survey Results	

## **1 INTRODUCTION**

- 1.1 This statement gives an assessment of the on-street parking impact of the existing family house at No 1 Trinity Walk, London NW3 in support of a proposal to remove a restrictive planning condition debarring occupants of the house from eligibility for residents' on-street parking permits.

## **2 SITE AND SURROUNDINGS**

- 2.1 The site and surrounding area are shown on the plans at Figures 1 and 2 of this report. The site lies on the north side of Trinity Walk, a broad pedestrian link between Maresfield Gardens and the A41 Finchley Road. There is no direct road access to the site, Trinity Walk being the sole means of access.
- 2.2 Maresfield Gardens and other local roads to the north and east of the site are in a controlled parking zone operating 0900 – 18.30 Monday – Friday and 09.30 – 13.30 Saturday.
- 2.3 North of Trinity walk, Maresfield Gardens is fronted almost entirely by residential property consisting mostly of large detached or semi detached houses, some in multiple occupation and many though not all with private off-street parking accessed by crossovers from the highway. The on-street parking bays on this residential part of the road are almost all resident permit only parking.
- 2.4 The southern section of Maresfield Gardens is fronted mainly by the large South Hampstead High School with Holy Trinity Primary School adjoining, and by St Thomas More church and ancillary buildings, and most of the controlled parking bays on this part of the road are for pay and display ticket or pay by phone parking rather than resident permit or dual use parking.
- 2.5 Finchley Road is a Red Route which also forms the spine of the adjacent busy town centre.
- 2.6 Street lighting is generally of a high standard throughout the locality, using high pressure sodium lanterns.

- 2.7 The site is well served by public transport, being in PTAL 5 area, with frequent London local bus services calling at bus stops less than 5 minutes walk from the site on Finchley Road and Fitzjohn's Avenue as well as other nearby roads, and the well served Underground and Overground railway stations at Finchley Road and Finchley Road & Frognal also about 5 minutes away.
- 2.8 The site is also very accessible on foot to the wide range of shops and other services in the adjacent town centre along Finchley Road.
- 2.9 The relatively light traffic in the surrounding local residential roads and the generally flat or gently undulating terrain are conducive to cycling.
- 2.10 The house is thus well placed to attract occupants who do not feel the need to own cars. At the same time, however, there are many circumstances in which a car may be of major benefit, and its lack a serious disadvantage.

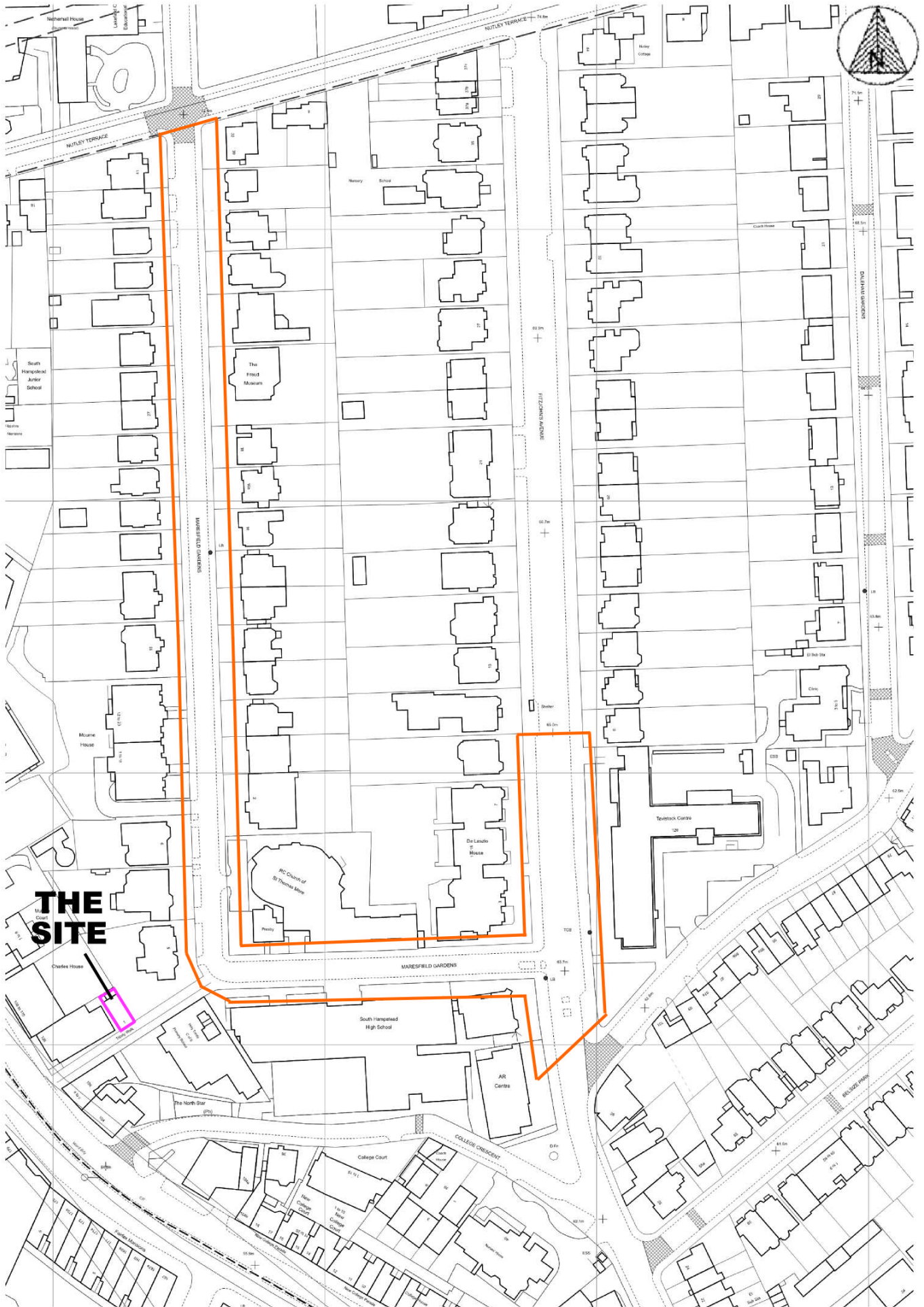
### **3 PARKING SURVEY**

- 3.1 A survey of night time parking in the locality was carried out between the hours of 4.30 – 5.00 am Tuesday 5<sup>th</sup> and Wednesday 6<sup>th</sup> July 2016, in order to determine the degree of on-street parking pressure during the peak period for residential parking demand, in accordance with the widely accepted Lambeth Council prescribed methodology.
- 3.2 The surveys were repeated during sample weekday daytime periods, during schools term time late morning and late afternoon, the latter coinciding with the pupil pickup period from the adjacent schools which attract significant parent parking in the southern section of Maresfield Gardens closest to the site.
- 3.3 The core study area, shown in figure 1, was defined as Maresfield Gardens and Fitzjohn's Avenue (between No 11 and Belsize Lane), this being the area of local highways within approximately 200-300 metres walk from the site but taking account of sensible termination points at junctions.

- 3.4 The results of the parking survey are tabulated at Appendix A of this report. The results confirm the visual impression that parking pressure in residents' permit parking bays in these local roads close to this house is well below serious parking stress level night and day, particularly in the bays closest to the house, and that even if the occupying household owned more than one car and were allowed to have residents' parking permits for each, this would cause no parking problems whatever in the locality.

#### **4 CONCLUSIONS**

- 4.1 The house at No 1 Trinity walk has good access by public transport as well as good access on foot and by cycle to local town centre facilities. This would reduce but not necessarily eliminate the need or desire of the occupying residents to own cars.
- 4.2 The parking survey has nevertheless demonstrated that there is substantial spare space on-street in residents' permit parking bays very close to the site even at night when residential parking demand is at its heaviest, so any additional on-street parking resulting from the occupants of this house being allowed to have residents' parking permits would have no significant impact and cause no problems in the locality.
- 4.3 There is therefore no parking or other transport reason the current no-permit restriction imposed on this development should not be removed and its occupants allowed to have residents' parking permits.

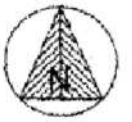


 Area included in parking survey

# Parking Survey Keyplan

## FIGURE 1





**Key:**

-  No waiting any time
-  Resident permit parking bay
-  Ticket/ phone pay parking bay
-  Blue Badge parking space
-  School Keep Clear marking
-  Bus stop cage and Clearway
-  Bus stop
-  Footway crossover

**Note:** All other kerbside in study area subject to single yellow line waiting restrictions during CPZ hours

**THE SITE**

## **APPENDIX A**

### **Parking Survey Results**



No 1 TRINITY WALK, LONDON NW3

Parking Survey Results

Night time parking survey results for whole study area:-

Street section:-	Kerbside supply in resident permit parking bays (metres)	Other kerbside supply available at night (metres)	Tuesday/ Wednesday night				Wednesday/ Thursday night			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)
Maresfield Gardens	285	100	46	8	81	70	46	5	81	66
Fitzjohns Avenue	65	25	5	0	38	28	7	1	54	44
<b>TOTAL</b>	<b>350</b>	<b>125</b>	<b>51</b>	<b>8</b>	<b>73</b>	<b>62</b>	<b>53</b>	<b>6</b>	<b>76</b>	<b>62</b>

Night time parking survey results for area within 2 - 3 minutes walk of site:-

Street section:-	Kerbside supply in resident permit bays (metres)	Other kerbside supply available at night (metres)	Tuesday/ Wednesday night				Thursday/ Friday night			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)
Maresfield Gardens (south of no 15)	85	100	11	3	65	38	11	5	65	43

Night time parking pressure in area within 2 -3 minutes walk of site if household at no 1 Trinity Walk owned 2 cars:-

Street section:-	Kerbside supply in resident permit bays (metres)	Other kerbside supply available at night (metres)	Tuesday/ Wednesday night				Thursday/ Friday night			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked lawfully in other locations	Resident permit bay parking Stress (%)	Parking stress at all kerbside available overnight (%)
Maresfield Gardens (south of no 15)	85	100	13	3	76	43	13	5	76	49

Weekday daytime parking survey results for whole study area:-

Street section:-	Kerbside supply in resident permit bays (metres)	Kerbside supply in ticket/ phone parking bays (metres)	Wednesday late morning				Thursday late afternoon			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)
Maresfield Gardens	285	100	41	12	72	69	43	16	75	77
Fitzjohns Avenue	65	25	6	3	46	50	8	4	62	67
<b>TOTAL</b>	<b>350</b>	<b>125</b>	<b>47</b>	<b>15</b>	<b>67</b>	<b>65</b>	<b>51</b>	<b>20</b>	<b>73</b>	<b>75</b>

Weekday daytime parking survey results for area within 2 - 3 minutes walk of site:-

Street section:-	Kerbside supply in resident permit bays (metres)	Kerbside supply subject to daytime restrictions (metres)	Wednesday late morning				Thursday late afternoon			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)
Maresfield Gardens (south of no 15)	85	100	11	12	65	62	11	16	65	73

Weekday daytime parking pressure in area within 2 -3 minutes walk of site if household at no 1 Trinity Walk owned 2 cars which were parked locally during day:-

Street section:-	Kerbside supply in resident permit bays (metres)	Kerbside supply subject to daytime restrictions (metres)	Wednesday late morning				Thursday late afternoon			
			Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)	Number of vehicles parked in resident permit parking bays	Number of vehicles parked in ticket/ phone parking bays	Resident permit bay parking Stress (%)	Parking stress at all kerbside available daytime (%)
Maresfield Gardens (south of no 15)	85	100	13	12	76	68	13	16	76	78