Enfield Town Parking Strategy

Prepared for London Borough of Enfield

April 2018

Alan Baxter

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Contents

1.0 Introduction

This parking strategy has been prepared by Alan Baxter Ltd (ABA) as technical evidence to support the Enfield Town Centre Framework Masterplan, which has been prepared by the London Borough of Enfield (LBE), with the assistance of a team led by GVA and Allies and Morrison Urban Practitioners.

The strategy identifies current public car parking demand in Enfield Town, assesses the likely impact of emerging development opportunities on this parking provision, and provides recommendations regarding the future provision and management of public car parking in the town centre.

The strategy does not specifically address resident, business and other permit parking within the town centre. It is anticipated that these will be included as part of a wider operational review of the Enfield Town Controlled Parking Zone later in 2018. Neither does the strategy specifically address parking for servicing and deliveries, although this it is recognised that these are important elements of town centre parking provision and will need to be carefully considered as part of any detailed residential or commercial development proposals.

1.1 Background & Context

Enfield Town is the principle town centre in the Outer London Borough of Enfield (see Figure 1.1) and is one of 35 Major Town Centres identified in the London Plan.

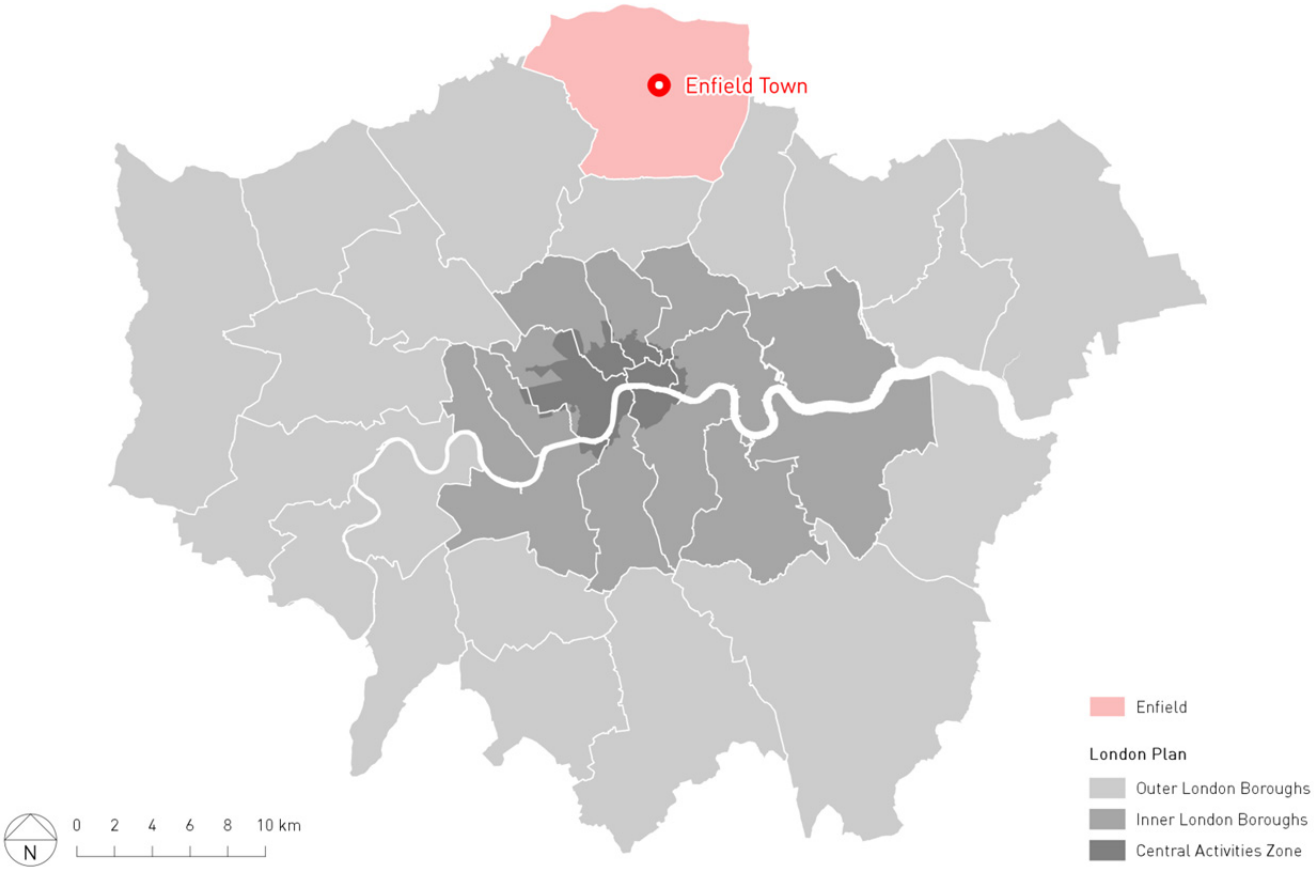

Figure 1.1 Enfield Town Location in London

The town centre boundary is defined within Enfield's Development Management Document (DMD) of 2014 and is indicated in Figure 1.2 below. This area contains the primary shopping, commercial, leisure and administrative uses within the centre, as well as Enfield Town Station, which provides direct connections to London Liverpool Street. Most of the town centre is also designated as a Conservation Area.

The town centre falls completely within a Controlled Parking Zone, which operates Mon-Sat, 08:00-18:30. Public car parking during CPZ hours on the streets within and immediately adjacent to the town centre is limited to 66 pay & display bays, 2 free (short-stay) bays and 2 blue badge (disabled) bays.[1]

The town centre is served by a range of public off-street car parks, either within the town centre boundary or within a short walk. These are identified in Figure 1.2 and summarised in Table 1.1 below.

More detailed information on existing parking supply and demand is provided in section 3.0 below.

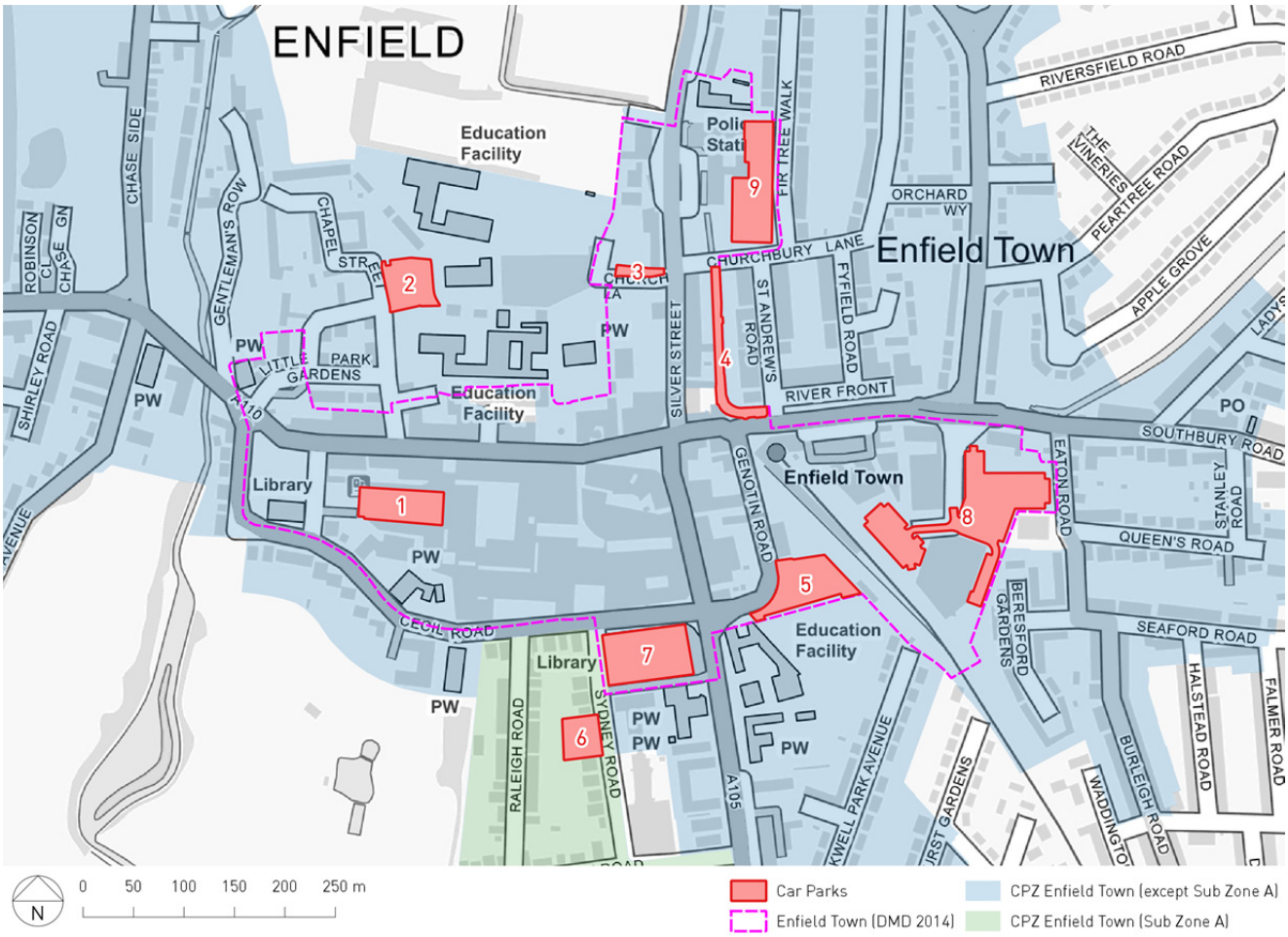

Figure 1.2 Enfield Town Car Parks

[1] Excludes resident permit, business permit, shared resident/business/P&D, car club, motorcycle, taxi, bus and loading bays, and parking on single/double yellow lines

Table 1.1 Enfield Town Public Car Parks

Car Park	Spaces[2]				Charges	Charging Period
	Standard	Special[3]	Blu/Brn[4]	Total		
1. Palace Gardens	461	33	56	550	<1hr: £1.20 1-3hrs: £2.40 3-5hrs: £4.00 >5hrs: £6.00 Sun 1-3 hrs: free	Mon-Sat 0730-1830 Sun 1000-1700
2. Little Park Gardens	94	-	4	98		
3. Church Lane	14	-	2	16		
4. New River Loop	39	-	4	43		
5. Genotin Road	110	2	10	122		
6. Sydney Road	66	-	2	68		
7. Palace Exchange	476	-	24	500	<1hr: £1.00 1-2hrs: £2.00 2-3hrs: £2.50 3-6hrs: £3-£6 >6hrs: £7	Mon-Sat 0900-1750 (Thu til 1900) Sun 1000-1600
8. Tesco	182	22	16	220	<2hrs: free >£2hrs: £70 charge	Mon-Sat 0600-0000, Sun 1100-1700
9. Civic Centre (P&D)	45	-	-	45	As for (1)-(6)	Mon-Fri 0800-1600 Sat 0730-1830 Sun 1000-1700
TOTAL	**1,487**	**57**	**118**	**1,662**		

Additional public parking (42 spaces) is available in the market square on non-market days (Sun-Wed).

There is parking on Council sites, namely 200 spaces at the Civic Centre, of which the majority are for staff (155) with some available for public use (45), and a153 spaces at Portcullis Lodge, which is solely for staff use..

For centres of Enfield Town's size and location, the supply and availability of good quality off-street public parking is a factor in their commercial success and viability.

The total public parking supply currently available is higher than average compared to other Major Town Centres in Outer London. It is a similar level to centres like Walthamstow, Wembley and Orpington, but is higher than others like Wimbledon, Richmond and Chiswick. Further details are provided in section3.4 below.

2 Capacity identified in car parking beat surveys (Feb 2018). Excludes motorcycle and taxi bays.
3 "Special" includes Parent & Child, Electric, XL and Car Wash bays
4 "Blu/Brn" includes Blue Badge (disabled) and Brown Badge (over 70s) bays

Discussions with stakeholders in and users of the town's car parks, undertaken as part of the Framework Masterplan development, highlighted some particular issues to consider:

1. Surface car parks (like Genotin Road and Little Park Gardens) are often preferred by users over multi-storeys, as they are perceived to be more accessible at all hours;

2. Surface car parks (like Sydney Road, Little Park Gardens and Church Lane) have been identified as being visually intrusive in the conservation area;

3. Multi-storey car parks (like Palace Exchange) are often closed in the evenings, and therefore not useful to support evening activities like the Dugdale Centre's theatre;

4. A town centre parking strategy is likely to be required to help explore options available for improving access to and the management of public car parking in the centre.

The Framework Masterplan identifies development opportunities in the wider Enfield Town area that could, over the next 15 years, add up to 1,400 new homes, 11,000m^2 of office/commercial space, 6,000m^2 of retail/leisure space, a new school, community facilities and a range of supporting public realm and infrastructure improvements. These proposals could involve redeveloping some existing surface car parks at Genotin Road, Tesco and Portcullis Lodge, improving existing car parks and in some instances providing new reconfigured car parks.

Enfield is also developing a programme of significant walking, cycling and public realm improvements across the borough which could affect the provision of on-street parking in the town centre.

In developing a parking strategy for the town centre in response to these proposals, a balance needs to be struck between accommodating existing travel demands and addressing overarching policy objectives (set out in section 2.0 below) to encourage more sustainable patterns of movement that are essential for the borough as a whole to cope with anticipated growth. This can be done by making town centres more accessible by foot, bicycle and public transport, and making the most efficient use of space, for instance by consolidating car parks and improving their operation and availability.

1.2 Report Structure

The report starts with a review of the existing policy context, highlighting particular policies and objectives relevant to town centre parking provision. It then examines in detail the existing parking supply and patterns of demand, based on data from automated parking management systems and recent surveys.

The report then identifies planned and proposed improvements, principally related to the Enfield Town Framework Masterplan and wider cycle infrastructure proposals. It assesses the likely impact of these potential changes, and then provides recommendations regarding the future provision and management of public car parking in the town centre.

2.0
Policy Context

A set of national, regional, and local policy documents form the planning policy framework for development and improving parking in town centres. A brief summary of the most relevant documents and policies is outlined below.

2.1 National Policy

National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local plans can be produced. It establishes a presumption in favour of sustainable development – economic, social and environmental – which is expanded upon by a number of core planning principles and more detailed policies. In particular it should be noted that the NPPF emphasises the importance of ensuring the vitality of town centres (Section 2) and the promotion of sustainable transport (Section 4).

In relation to town centre parking, the NPPF notes:

5. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
   - the accessibility of the development;
   - the type, mix and use of development;
   - the availability of and opportunities for public transport;
   - local car ownership levels; and
   - an overall need to reduce the use of high-emission vehicles.

6. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

2.2 Regional Policy

The London Plan (Draft, December 2017)

The London Plan is the overall spatial development strategy for Greater London, setting out an integrated economic, environmental, transport and social framework for the development of the city over the next 20-25 years. The plan is also the framework for development and use of land in London. Specifically, it sets out the need to integrate transport and development to reduce the need to travel by car.

The London Plan designates Enfield Town as a Major Town Centre.

Overarching transport policies T1 (Strategic approach to transport) and T2 (Healthy Streets), require development plans and strategies to prioritise travel by foot, cycle or public transport and to make the most effective use of land, reflecting its connectivity and accessibility by these modes.

The key transport policy relevant to this town centre parking study is Policy T6 Car Parking, along with its associated sub-policies on use-specific parking standards.

Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. T6 makes clear that all development proposals in places that are (or are planned to be) well connected by public transport should be car-free development to reduce reliance on private cars and congestion, as well as to encourage more walking and cycling.

Adequate provision should be made for disabled persons parking, as well as for efficient deliveries and servicing. Infrastructure for electric or other Ultra-Low Emission vehicles should be provided where car parking is provided in new developments. The policy T6 also declares that existing parking provision should be reduced where sites are redeveloped to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.

Public Transport Accessibility Level (PTAL) provides a basis for setting parking levels, with higher PTAL likely to make lower parking levels acceptable and vice versa. A car-free lifestyle is seen a realistic option for people living in town centres as developments located there generally have good access levels to a wide range of services within walking distance. Reduced parking provision would support the creation of mixed and vital places that are designed for people rather than vehicles, and encourages more walking and cycling. The highest existing or planned PTAL at the sites should be the starting point for discussion when calculating general parking provision within the relevant standards (Paragraph 10.6.3 of London Plan). Where no standard is provided, Policy T6 Car Parking, PTAL and future levels of public transport, walking and cycling connectivity should be considered to determine the level of parking on a case-by-case basis, (Paragraph 10.6.4 of London Plan).

Policy T6 Car Parking notes the importance of creating good environments for walking and cycling, a well-connected public transport network, and improved public realm, to support the vitality of town centres. Therefore, the policy stresses keeping car parking provision to minimum, using space for activities that create vibrancy and contribute to the formation of liveable neighbourhoods.

Mayor's Transport Strategy (Draft, June 2017)

The Mayor's Transport Strategy (MTS) is a statutory document, which presents an integrated package of measures that are designed to improve transport, enhance London's environment and foster its development as part of a strategic policy framework over the next 25 years.

The strategy emphasises the importance of minimising of car parking provision in favour of promoting sustainable transport modes and decreasing car dependency. It notes that car-free development should be encouraged within new developments that are accessible and well connected to public transport.

In particular, it highlights the Mayor's vision that 80 per cent of all trips in London to be made by active, efficient and sustainable modes (walking, cycling and public transport) by 2041.

2.3 Local Policy

The Enfield Plan Core Strategy 2010-2025 (November 2010)

The Core Strategy indicates within the Borough's spatial vision that "Enfield Town will be the focus for the Borough's retail, leisure and cultural growth whilst retaining its historic and green market town character", adding that new retail-led mixed use development will be promoted in the east of the town centre around Enfield Town Station.

There are a set of objectives contained within the Local Plan policies which set the specific context for the Enfield Town area. These include Enfield Town being identified as one of the Council's Strategic Growth Areas (within Core Policy 1), with specific details in Core Policy 42 – Enfield Town.

Core Policy 24 – The Road Network states that the Development Management Document (DMD) will provide standards for the provision of off-street parking in new developments, including reduced parking in town centres with good public transport and on-street parking controls. It also sets the requirements for Transport Assessments and Travel Plans, and the provision of car club and car share schemes. Where there is high public transport accessibility and cycling links, the restriction of car parking provision would play a significant role in encouraging sustainable modes of travel, particularly for large new developments.

Development Management Document (DMD) (November 2014)

The Development Management Document (DMD) supports the Core Strategy by providing more detailed policies and standards relating to how planning applications will be determined. It contains a number of policies relevant to Enfield Town.

DMD 26 – Enfield Town states that all development within the primary shopping area in Enfield Town, comprising primary and secondary frontages, should "not harm safety and traffic flows, or increase traffic and parking problems in the centre."

DMD 45 – Parking Standards and Layout states that the standards set out in the London Plan will be used to consider car parking proposals, in addition to:

- The scale and nature of the development;
- The public transport accessibility (PTAL) of the site;
- Existing parking pressures in the locality;
- Accessibility to local amenities, and the needs of the future occupants of the developments.

For developments where no standards exist, parking should be provided to ensure that operational needs are adequately met, having regard to the need to maximise use of sustainable modes of transport. Options to minimise car parking and to promote sustainable transport modes form a core intention of DMD 45.

Enfield Town Centre Framework Masterplan (Draft, July 2017)

A Framework Masterplan for Enfield Town Centre has been prepared and will be adopted as a Supplementary Planning Document (SPD). This document sets out guidance for development and investment, and delivering the vision for Enfield Town, established in the Core Strategy. In particular, it provides a development framework, design principles and identification of potential development sites.

The Framework Masterplan identifies the need for a town centre parking strategy to aid in exploring options available for improving access to and management of public car parking in Enfield Town Centre, as well as supporting public realm improvements.

The document highlights the role of the Council in achieving the vision of Enfield Town and advancing developments, particularly in relation to consolidating or re-provision of car parks to meet future demands, as a number owned by the council have been identified as potential development sites.

3.0
Existing Conditions

3.1 Parking Location & Access

On-Street Car Parking

Enfield Town is covered by an extensive Controlled Parking Zone (CPZ), which operates from 8.00am to 6.30pm Monday to Saturday (except Sub Zone A), and from 8.00am to 6.30pm Monday to Sunday (Sub Zone A: Essex Road, Raleigh Road, Sydney Road, and Tiptree Drive). The extent of these areas is shown in **Appendix A**.

Public parking during CPZ hours on the streets within and immediately adjacent to the town centre is limited to 66 pay & display bays, 2 free (short-stay) bays and 2 blue badge (disabled) bays.[5] The maximum stay for pay & display bay is 2 hours. Current prices are shown in Table 3.1 below.

Table 3.1 Enfield Town On-Street Parking Charges.

<15 mins	40p
15-30 mins	80p
30-1 hour	£1.50
1-2 hours	£3

Permits are issued for parking in designated bays in the following categories: resident, business, blue and brown badges, carer, parking suspension and dispensation, and visitor. Permits can be applied for or renewed, with fees and appropriate documentation required, and prices vary depending on engine size for resident and time for business. All designated parking bays are illustrated in **Appendix A**.

[5] Excludes resident permit, business permit, shared resident/business/P&D, car club, motorcycle, taxi, bus and loading bays, and parking on single/double yellow lines

Off-Street Car Parking

The town centre is served by a range of public off-street car parks, either within the town centre boundary or within a short walk. These are identified in Figure 3.1 and **Appendix A** and listed in Table 3.2.

Additional public parking (42 spaces) is available in the market square on non-market days (Sun-Wed).

There is parking on Council sites with 200 spaces at the Civic Centre, of which the majority are for staff (155) with some available for public use (45), and a153 spaces at Portcullis Lodge, which is solely for staff use.

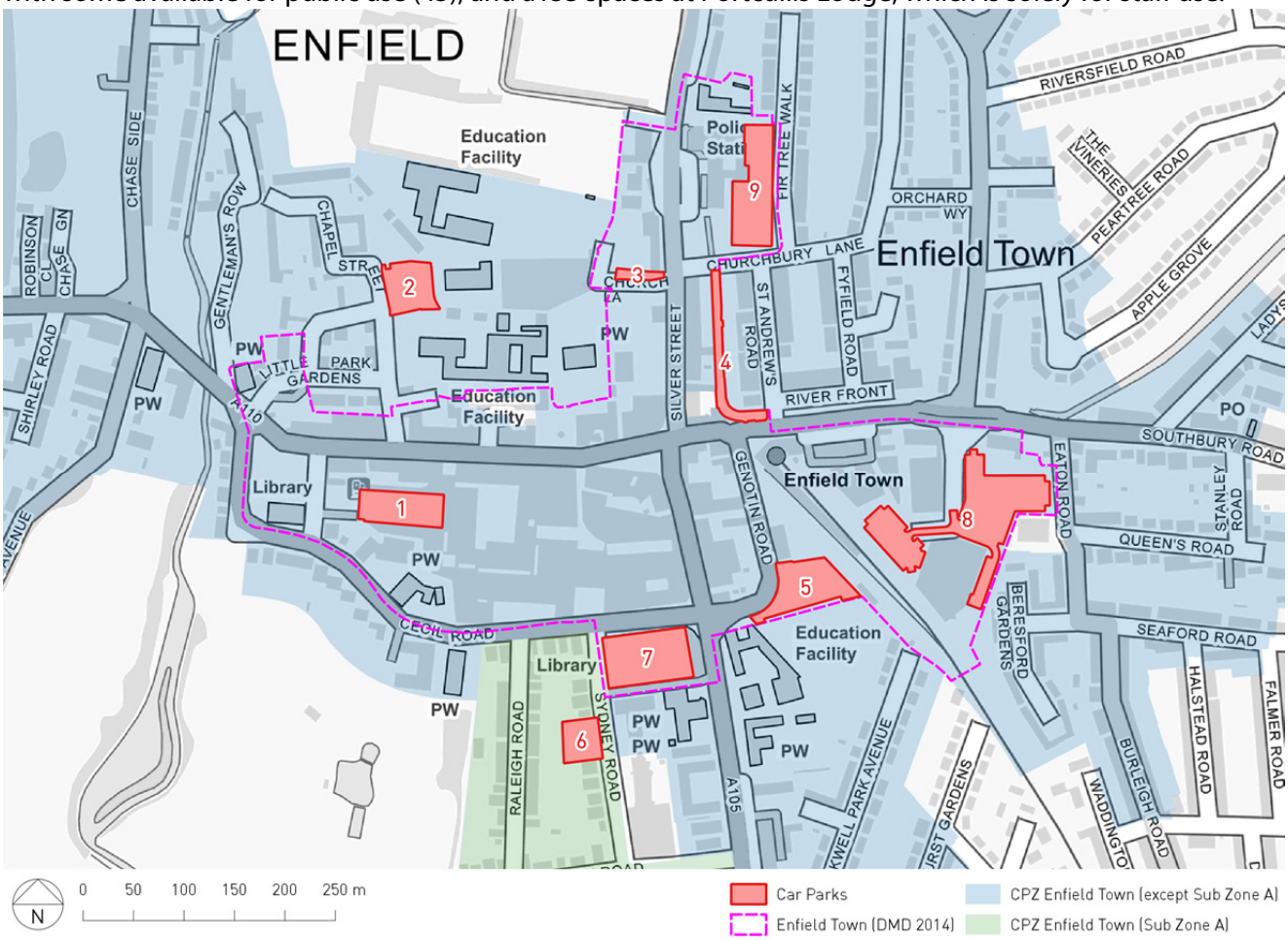

Figure 3.1 Enfield Town Car Parks

Table 3.2 Enfield Town Public Car Parks

Car Park	Spaces[6]				Charges	Charging Period
	Standard	Special[7]	Blu/Brn[8]	Total		
1. Palace Gardens	461	33	56	550	<1hr: £1.20 1-3hrs: £2.40 3-5hrs: £4.00 >5hrs: £6.00 Sun 1-3 hrs: free	Mon-Sat 0730-1830 Sun 1000-1700
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TOTAL	**1,487**	**57**	**118**	**1,662**		

Car parks 1-6 and 9 are council-run. A uniform charging structure is in place for these. The Civic Centre offers 45 pay & display spaces which are available for visitors 24/7.

There is also a large amount of private parking in Enfield Town. Palace Exchange (7) is slightly cheaper than the council-run car parks. Tesco supermarket parking (8) is free to customers for the first 2 hours. However a substantial charge is levied after this point to discourage use by commuters and those parking for other purposes. Various private lots for businesses, retailers, schools, and churches can also be seen elsewhere in the town centre.

Automatic counters record arrivals and departures at the four main car parks (Palace Gardens, Little Park Gardens, Genotin Road and Palace Exchange). These are linked to variable message signs (VMS) on some of the approach roads to Enfield Town, which assist car users to find available parking space (see Figure 3.2).

Signs are displayed within public car parks, listing charges and times, information for disabled parking and cashless payment, and a location map (see Figure 3.3).

6 Capacity identified in car parking beat surveys (Feb 2018). Excludes motorcycle and taxi bays.
7 "Special" includes Parent & Child, Electric, XL and Car Wash bays
8 "Blu/Brn" includes Blue Badge (disabled) and Brown Badge (over 70s) bays

Figure 3.2 Variable Message Signs showing Parking Availability

Figure 3.3 Information Signs within Car Parks

3.2 Parking Demand

VMS Data (2017)

VMS data has been reviewed to identify parking demand at the four main car parks (Palace Gardens, Little Park Gardens, Genotin Road and Palace Exchange) for selected weeks (all during school term time) in March, June, September, and December 2017. These car parks together have capacity for around 75% of the total off-street public parking capacity in the town centre (85% if one excludes Tesco customer parking).[9]

Charts showing the total car park occupancy (as a percentage of the total capacity of 1,255) over time on each day in the selected weeks are presented in Figure 3.4, Figure 3.5, Figure 3.6, and Figure 3.7 below.

Note that the VMS counters automatically record all entries and exits to estimate occupancy. They therefore indicate the number of vehicles inside a particular car park at any one time, rather than the number of vehicles actually parked, so are likely to represent an overestimate of occupancy, as they include circulating vehicles, taxis, motorcycles and other vehicles not specifically parking.

The data indicates a fairly regular pattern of demand across March, June and September, with notably higher demand in December.

Typical weekday demand reaches a maximum of 50-60% capacity in the late morning/early afternoon, while on Saturdays demand peaks at around 70-80% of capacity mid-afternoon. Demand in December is around 20% higher, growing day by day in the busy shopping period leading up to Christmas and reaching capacity at one point on Saturday 16 Dec at 14:30.

While car parks frequently reaching 100% of capacity might be the most efficient in terms of land use, this may in fact lead to more circulating vehicles and consequent impacts on local road traffic, air quality etc. One could therefore consider an effective maximum to be around 90% of capacity.

On balance however, across the main car parks, there is typically significant spare capacity throughout the year, with demand only reaching effective capacity in the lead up to Christmas.

It is interesting that after 18:30, outside CPZ hours, (even on Thursday when there is late night shopping) the demand for parking in the car parks covered by VMS is low.

[9] VMS data received indicates that these car parks have a capacity of 1,255 (523 Palace Gardens + 99 Little Park Gardens + 123 Genotin Road +510 Palace Exchange), which is slightly lower than the capacity of 1,270 (550 Palace Gardens + 98 Little Park Gardens + 122 Genotin Road +500 Palace Exchange) recorded by manual car park surveys in Feb 2018.

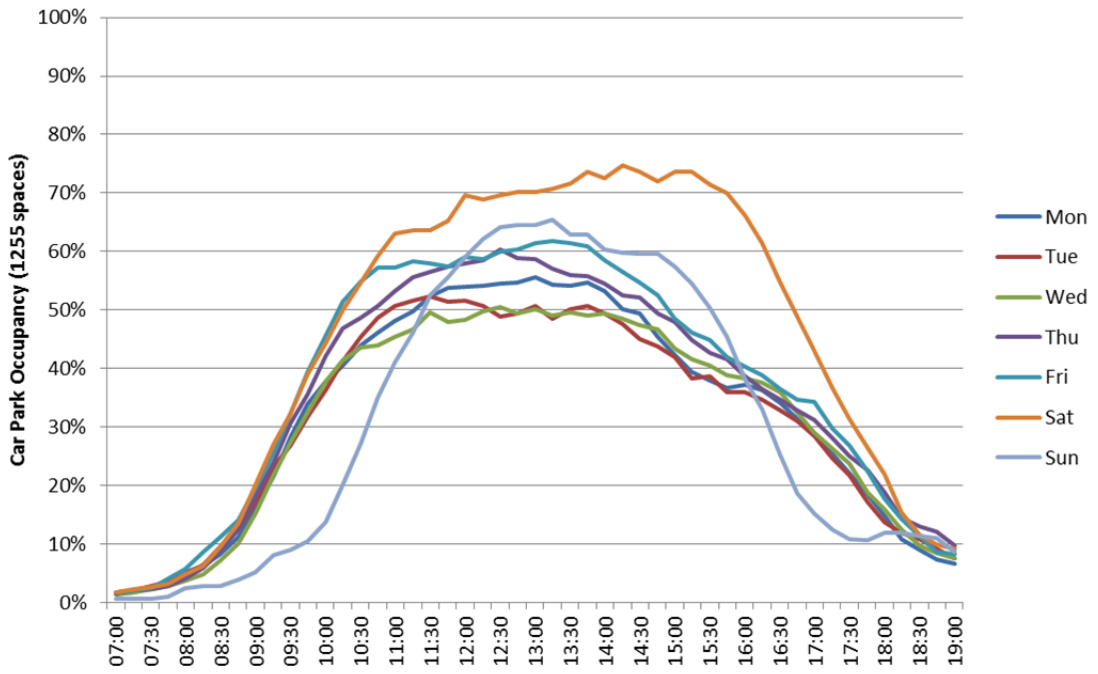

Figure 3.4 VMS Parking Demand – Week Commencing 13 March 2017

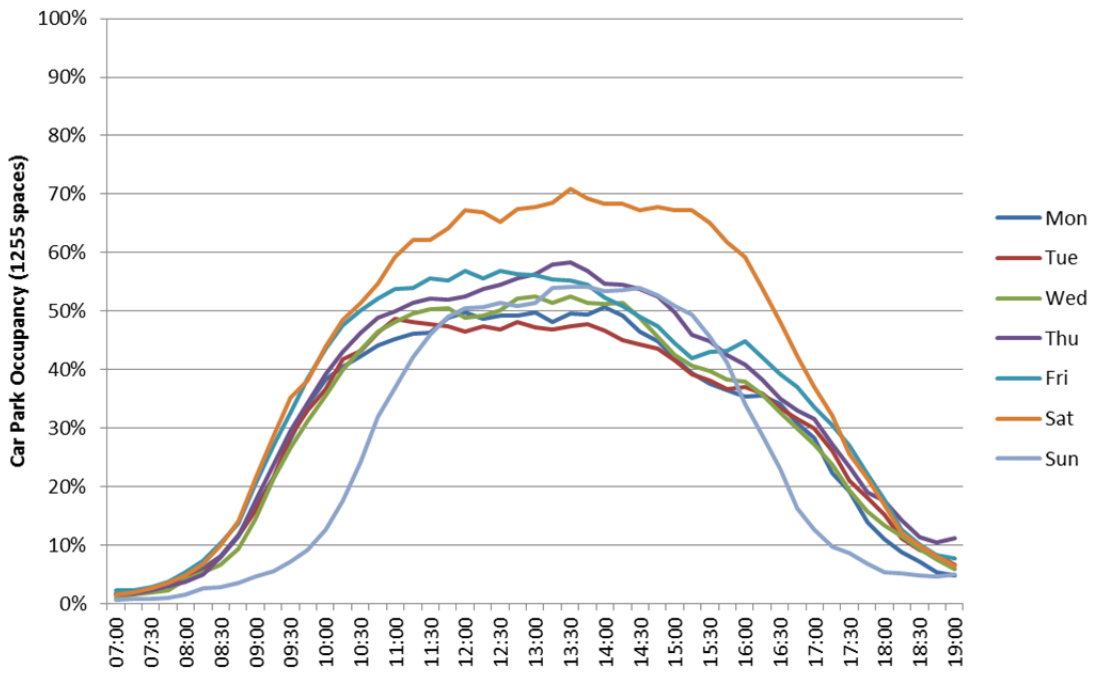

Figure 3.5 VMS Parking Demand – Week Commencing 5 June 2017

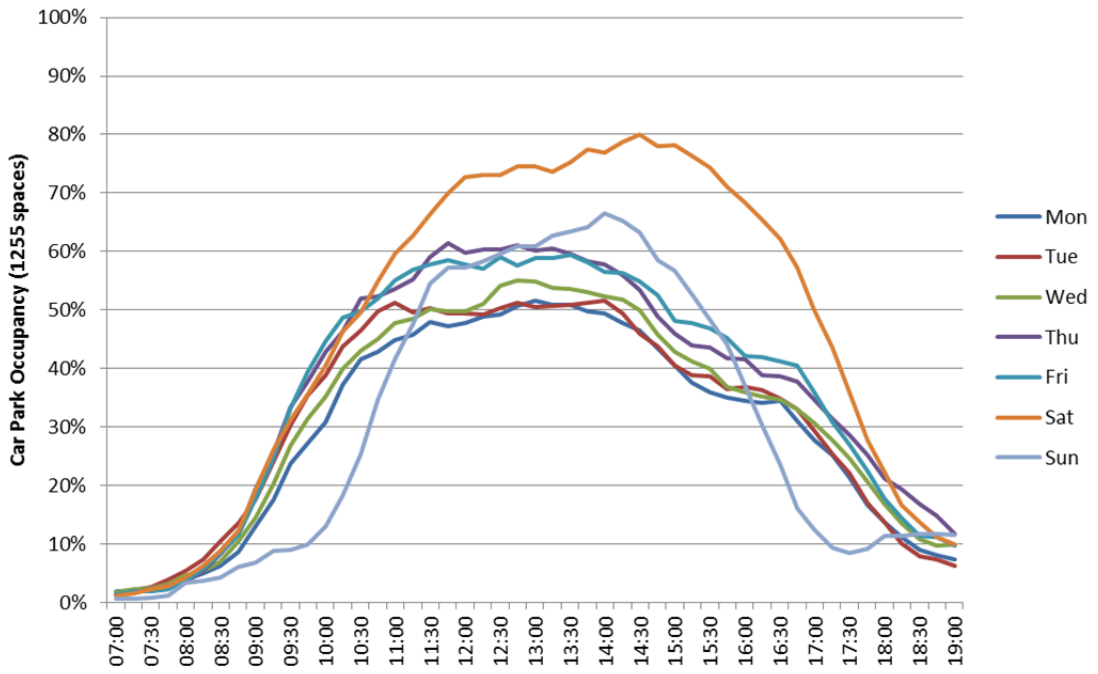

Figure 3.6 VMS Parking Demand – Week Commencing 25 September 2017

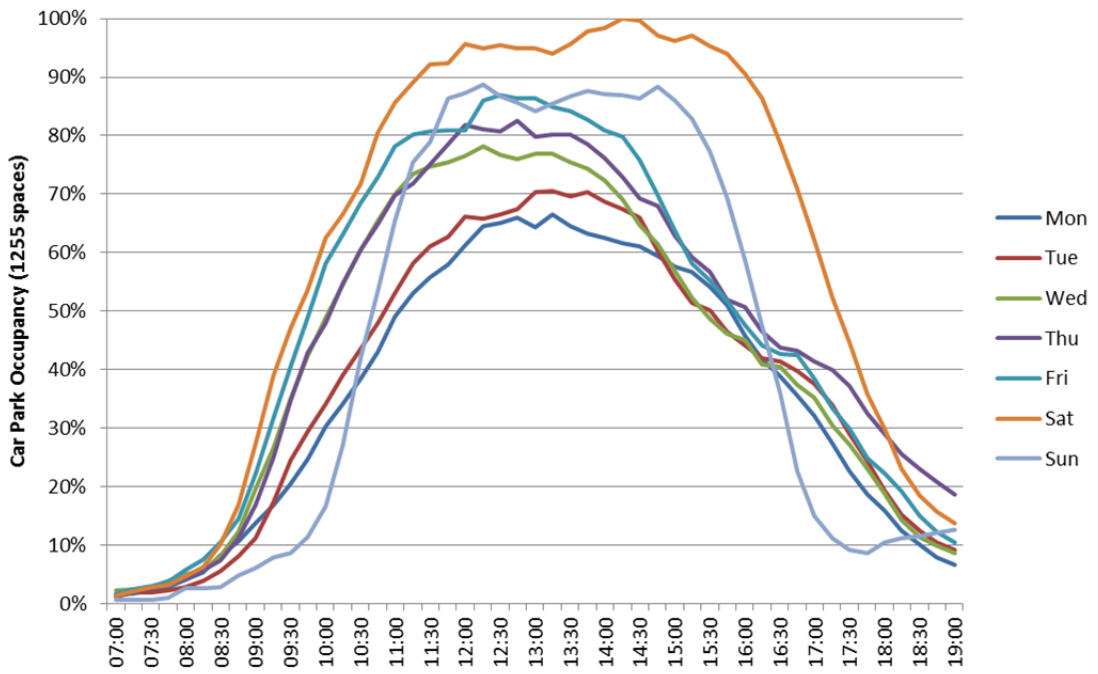

Figure 3.7 VMS Parking Demand – Week Commencing 11 December 2017

Figure 3.8 shows average occupancy of the four main car parks during a typical week (i.e. an average of demand from the selected weeks in Mar, Jun and Sep). While this smooths out some of the peak demands recorded, it does illustrate a number of important trends, particularly showing the difference between non-market days (Sun-Wed) and market days (Thu-Sat).

On non-market weekdays (Mon-Wed), demand typically reaches a maximum of 50% of capacity. On market weekdays (Thu-Fri), when the town centre is busier and public parking on the market place is unavailable, demand typically reaches a maximum of 60% of capacity. On Saturdays, occupancy typically reaches a maximum of 75% capacity.

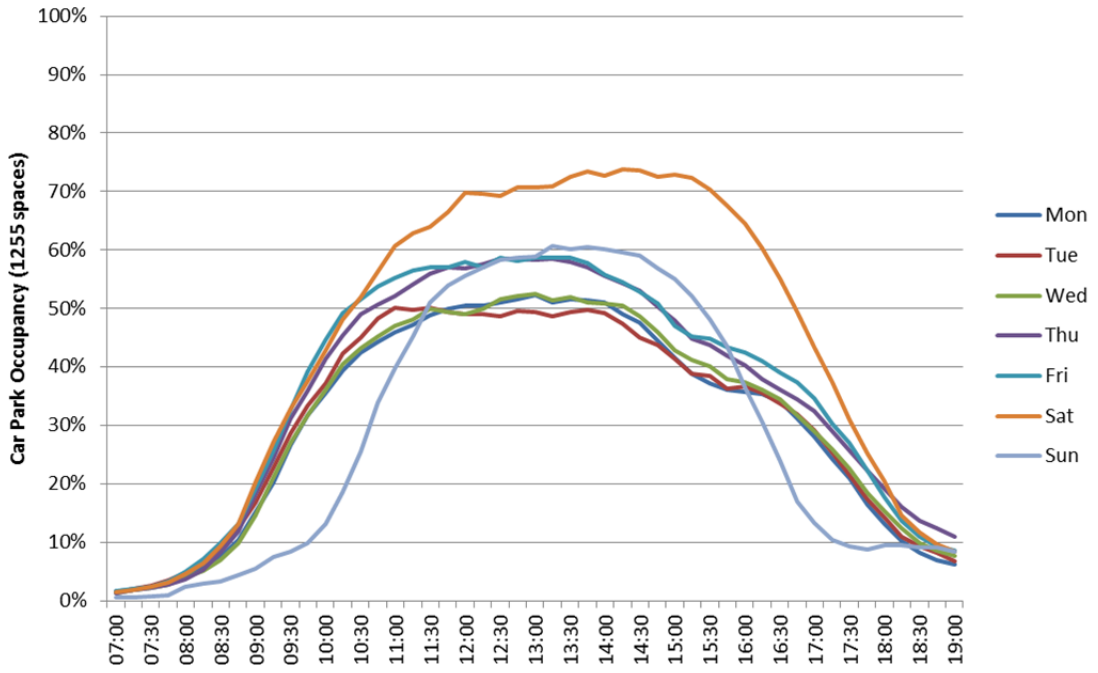

Figure 3.8 VMS Parking Demand – Average of Selected Weeks in Mar, Jun, Sep 2017

Figure 3.9 and Figure 3.10 show typical weekday and Saturday demand profiles for each of the four main car parks (average for the selected weeks in Mar, Jun, and Sep 2017).

From this it is evident that the large multi-storeys (Palace Gardens with 523 spaces and Palace Exchange with 510 spaces) take the bulk of the demand. However the higher occupancy levels in the smaller surface car parks (Little Park Gardens with 99 spaces and Genotin Road with 123 spaces) and on-street bear out the findings of the stakeholder engagement, that surface parking is preferred.

Genotin Road in particular is shown to be close to or over capacity for most of the day (weekdays and Saturdays), and to be used in the evenings and overnight for parking when other car parks are closed or empty. This is likely due to its easy access directly off the gyratory system and its proximity to the station.

However, Palace Gardens and Palace Exchange, the two multi-storeys, each never exceed around 50% occupancy on a typical weekday or 75% occupancy on a typical Saturday.

With an effective capacity of 90%, these multi-storeys together have space to accommodate an additional 43% or 440 spaces on a typical weekday (twice the capacity of the two surface car parks) and an additional 20% or 208 spaces on a typical Saturday (slightly less than the capacity of the two surface car parks).

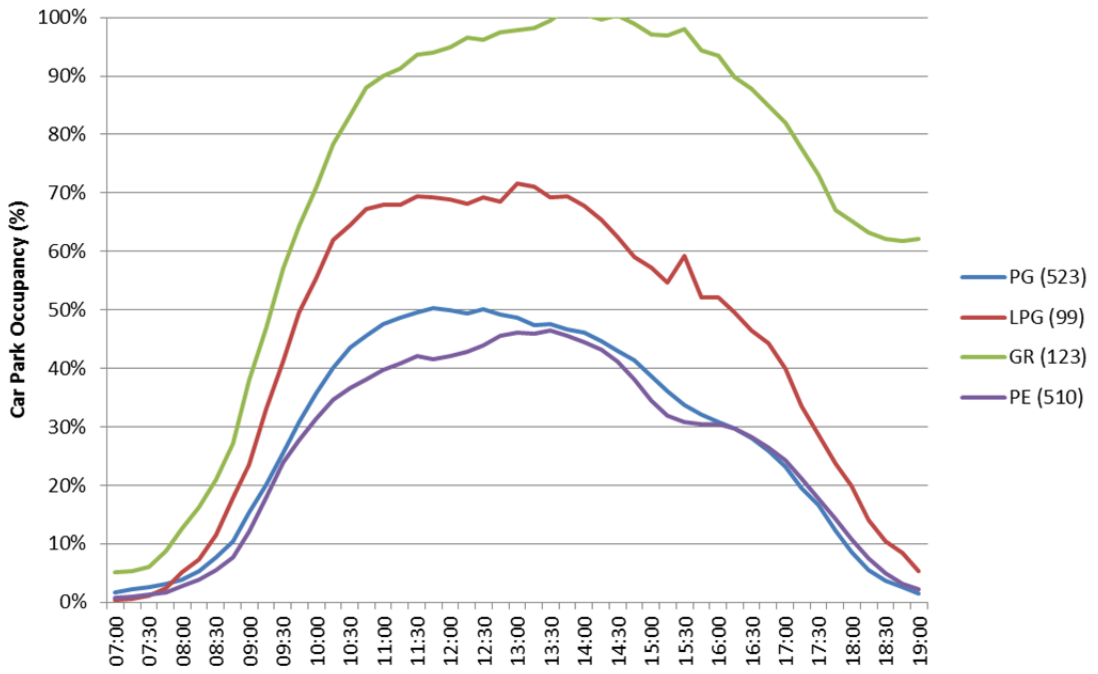

Figure 3.9 VMS Parking Demand – Average Weekday by Car Park – Selected Weeks in Mar, Jun, Sep 2017

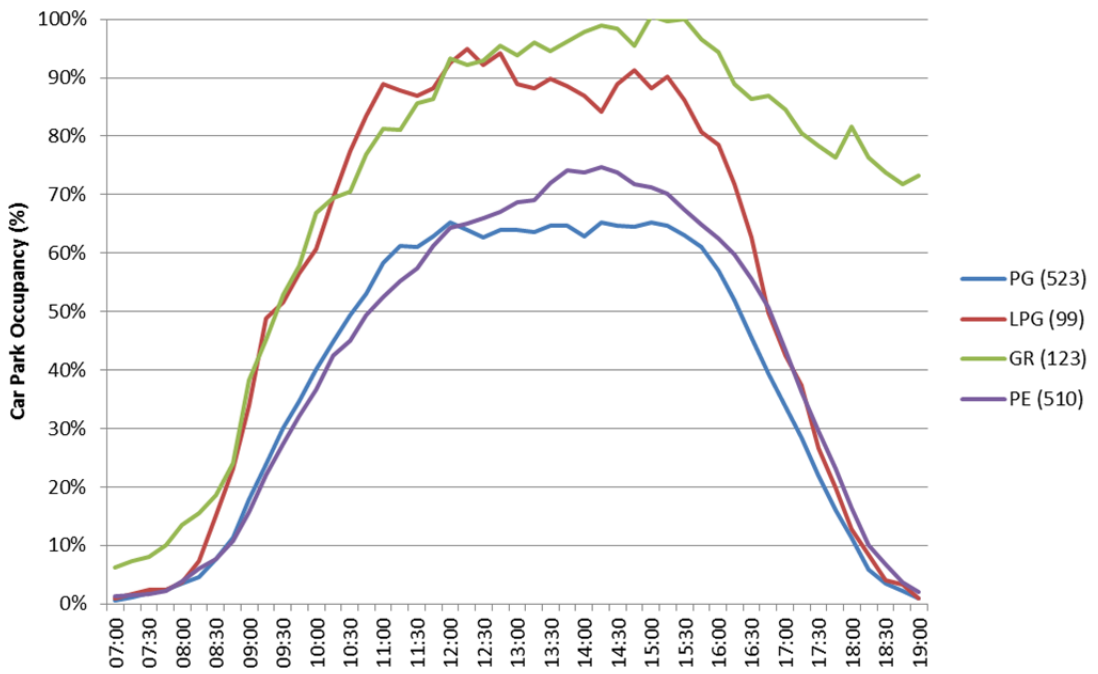

Figure 3.10 VMS Parking Demand – Average Saturday by Car Park – Selected Weeks in Mar, Jun, Sep 2017

Survey Data (2018)

Beat counts of all off-street car parks and on-street parking spaces were undertaken in Enfield Town on Thursday, 8 Feb 2018 and Saturday, 10 Feb 2018. Both survey days were market days during school term time, and are likely to represent a typical busy weekday and Saturday across the year.

Table 3.3 shows the survey data recorded for the car parks. Table 3.4 extracts a summary of this data for the four main car parks with VMS counters for comparison with the data reviewed in the section above. For the four main car parks, the beat counts indicate peak demand of 59% around midday Thursday and 72% around mid-afternoon on Saturday, which closely matches the VMS data for 2017 (see Figure 3.8 above), confirming that these surveys are representative of typical conditions.

Table 3.5 shows the survey data recorded for the on-street public parking spaces. Table 3.6 combines the on-street and off-street data to arrive at a total demand for public car parking across the town centre.

The typical maximum demand is shown to be for 1,156 spaces (69% of capacity) on a Thursday and 1,263 spaces (75% of capacity) on a Saturday.

As with the VMS data, this indicates that on balance, across the town centre, there is typically significant spare parking capacity at the busiest times, although this is principally in the two multi-storey car parks, Palace Gardens and Palace Exchange.

Table 3.3 Survey Data – Car Parks (Feb 2018)

	Capacity[10]					Demand									
						Thu (Hour Ending)					Sat (Hour Ending)				
	Std	Special	Blue	Brown	Tot	1200	1400	1600	1800	2000	1200	1400	1600	1800	2000
1. Palace Gardens	461	33	26	30	550	309	254	184	122	54	349	374	283	166	75
2. Little Park Gardens	94	0	2	2	98	98	90	67	52	25	82	78	48	33	13
3. Church Lane	14	0	1	1	16	16	16	16	12	8	15	15	13	10	7
4. New River Loop	39	0	2	2	43	43	43	43	32	20	15	24	20	17	8
5. Genotin Road	110	2	8	2	122	119	117	104	78	44	36	99	74	55	29
6. Sydney Road	66	0	1	1	68	47	58	42	33	15	48	46	52	31	19
7. Palace Exchange	476	0	24	0	500	226	239	159	136	93	299	368	368	158	77
8. Tesco	182	22	16	0	220	241	224	188	174	139	188	204	159	165	134
9. Civic Centre[11]															
Total	1442	57	80	38	1617	**1099**	1041	803	639	398	1032	**1208**	1017	635	362
Occupancy						**68%**	64%	50%	40%	25%	64%	**75%**	63%	39%	22%

Table 3.4 Survey Data – Car Parks (Feb 2018) – Summary for Main Car Parks with VMS Monitoring

	Capacity					Demand									
						Thu (Hour Ending)					Sat (Hour Ending)				
	Std	Special	Blue	Brown	Tot	1200	1400	1600	1800	2000	1200	1400	1600	1800	2000
VMS Car Parks	1141	35	60	34	1270	**752**	700	514	388	216	766	**919**	773	412	194
Occupancy						**59%**	55%	40%	31%	17%	60%	**72%**	61%	32%	15%

10 Includes: Standard, Special (Parent & Child, Electric, XL, Car Wash), Blue/Brown Badge
Excludes: Motorcycle, Taxi, Illegal

11 Civic Centre Car Park excluded as survey did not distinguish between public parking (45 spaces) and staff parking (150 spaces)

Table 3.5 Survey Data – On-Street Parking (Feb 2018)

	Capacity[12]					Demand									
						Thu (Hour Ending)					Sat (Hour Ending)				
	P&D	Free	Blue	Brown	Tot	1200	1400	1600	1800	2000	1200	1400	1600	1800	2000
Church Street (A110)	14	0	0	0	14	12	13	11	10	12	11	12	10	12	10
The Town (A110)	0	2	1	0	3	3	2	2	0	0	3	2	2	2	1
Southbury Road (A110)	10	0	0	0	10	7	7	7	6	7	9	10	11	9	8
Gentleman's Row	5	0	0	0	5	5	3	3	2	4	4	4	2	2	1
Little Park Gardens	4	0	0	0	4	4	4	4	4	4	4	4	4	3	3
Wilford Close	4	0	0	0	4	3	3	3	2	2	4	4	4	3	2
Silver Street	12	0	0	0	12	11	5	6	8	4	6	5	3	3	4
River Front	8	0	1	0	9	5	9	6	7	5	5	6	5	4	3
Churchbury Lane	5	0	0	0	5	5	3	5	2	3	4	5	3	4	2
Cecil Road (A110)	4	0	0	0	4	2	3	3	3	4	4	3	3	3	2
Total	66	2	2	0	70	**57**	52	50	44	45	54	**55**	47	45	36
Occupancy						**81%**	74%	71%	63%	64%	77%	**79%**	67%	64%	51%

Table 3.6 Survey Data – Total Public Parking (Feb 2018)

	Capacity					Demand									
						Thu (Hour Ending)					Sat (Hour Ending)				
	Std	Special	Blue	Brown	Tot	1200	1400	1600	1800	2000	1200	1400	1600	1800	2000
Car Parks[13]	1442	57	80	38	1617	1099	1041	803	639	398	1032	1208	1017	635	362
On-Street	68	0	2	0	70	57	52	50	44	45	54	55	47	45	36
Total	1510	57	82	38	1687	**1156**	1093	853	683	443	1086	**1263**	1064	680	398
Occupancy						**69%**	65%	51%	40%	26%	64%	**75%**	63%	40%	24%

12 Includes: Pay & Display, Free, Blue/Brown Badge
Excludes: Permit Holders (Resident, Business, Shared with P&D), Car Club, Motorcycle, Taxi, Bus, Loading and Single/Double Yellow Lines, Illegal

13 Excludes Civic Centre

3.3 Parking Dependence

The location, availability and price of car parking are key factors that are perceived to affect businesses and the economic vitality of town centres.

A 2007 study[14] of Enfield Town Centre, notes that over 85% of businesses surveyed noted that the availability and location of car parking plays a crucial role in facilitating and supporting their performance. The study identified that the highest proportion of shopping trips takes place once a week (29%) and 2-3 times a week (23%). The survey also indicated that roughly 47% of visitors stay for up to one hour in the town centre. 79% of businesses emphasised the importance of improving public car parking availability and reducing charges, while half expressed their desire to remove/reduce traffic congestion.

Despite the perceived importance of car parking to businesses, it should be noted that the majority of Enfield Town Centre users surveyed in a separate TfL study[15] came by non-car modes (80%), particularly by bus (37%) and on foot (28%), with a smaller proportion (19%) driving a car or van.

A number of other more general studies[16] have shown that retailers tend to significantly overestimate the proportion of their customers that arrive by car, and that pedestrians and cyclists often spend more than car drivers per month in town centres. All of this indicates that dense, accessible centres like Enfield Town are less reliant on car parking than opinion might suggest.

Across London as a whole, the way people travel has changed dramatically over recent decades. From 1996 to 2016 the share of public transport trips has grown from 26% to 37%, while the share of private transport trips has reduced from 49% to 37%. Walking journeys have remained static at 24% of the total. Cycling trips have more than doubled, but make up a relatively small share at around 2%. [17]

Overarching policy objectives (described in section 2.0 above) aim to reinforce these trends towards more sustainable patterns of movement that are essential for the borough and city as a whole to cope with anticipated growth and with key environmental and health challenges. In particular, the Mayor's vision that 80% of all trips will be by walking, cycling or public transport by 2041 will set the agenda for a raft of policies and investment decisions (like better public transport, walking and cycling facilities, and development focussed in the most accessible areas) that will make these modes more attractive and will reduce the overall dependence on car travel in the future.

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14 Source: Enfield – A Study of Town Centres (2007), Data Source: NEMS Business Occupier Survey November 2005, (p. 53-59).

15 Source: Transport for London, Town Centres Final Report (Prepared by Accent, April 2016)

16 For example see:
The Pedestrian Pound, The Business Case for Better Streets and Places (Just Economics & Living Streets)
The Value of Cycling (Prepared by Fiona Raje and Andrew Saffey for the DfT, March 2016)
Cyclists, Bike Lanes and On-Street Parking: Economic Impacts (Prepared by Daniel Arancibia for University of Toronto, November 2013)

17 Source: Transport for London, Travel in London, Report 10 (2017)

Public Transport Accessibility

The centre is well served by bus, with a number of stops serving 12 bus routes. Enfield Town and Enfield Chase stations are within walking distance, connecting to destinations north and south of the centre.

Figure 3.11 below indicates that Public Transport Accessibility Level (PTAL) in Enfield Town is relatively high, ranging from PTAL 4 to PTAL 6a (on a scale of 0 (worst) to 6b (best)), which confirms that it is easily accessible by non-car modes.

Figure 3.11 Public Transport Accessibility Levels

Car Ownership & Method of Travel to Work

Census data shows that around 33% of households in Enfield have no access to a car or van, meaning that they tend to use public transport, walk or cycle (Figure 3.12 below). In addition, 51% of residents use non-car modes to travel to and from work every day (see Figure 3.13 below),

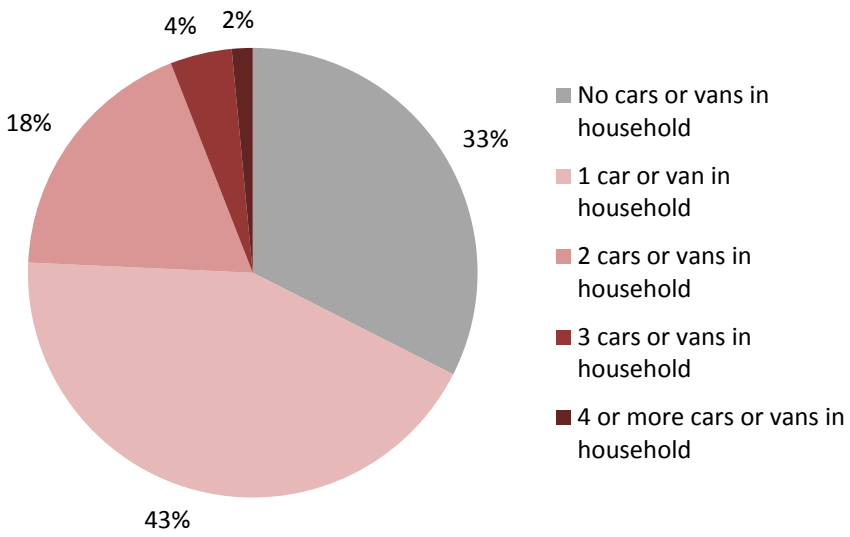


Figure 3.12 Car or Van Availability in Enfield[18]

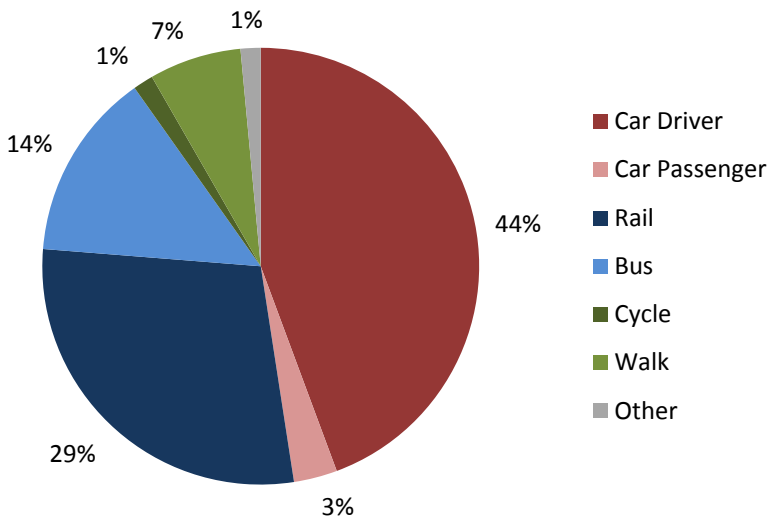


Figure 3.13 Method of Travel to Work of Enfield Residents[19]

[18] Source: Census 2011, QS416EW - Car or van availability, population All households; All cars or vans, units Households, area name Enfield
[19] Source: Census 2011, QS701EW – Method of travel to work; All usual residents aged 16 to 74 in employment (excl works from home)

Servicing & Deliveries

Parking for servicing and deliveries is an important element of the overall provision, although it is assumed that these activities largely take place in loading or business permit bays on street, or in dedicated off-street loading areas. Parking for servicing is therefore not discussed in detail in this strategy. However it will need to be carefully considered as part of any detailed residential or commercial development proposals.

In particular, these will need to take into account changing patterns of residential demand for deliveries (rise of internet shopping coupled with more car-free development) as well as new approaches to servicing and delivery for other uses (such as fixed delivery slots and local consolidation).

Disabled Access

Ensuring sufficient accessible parking space is an important requirement to allow disabled access to the facilities within the town centre.

Table 3.7 provides a summary of the dedicated Blue Badge parking bays currently provided in car parks and on street around the town centre. In addition, Blue Badge holders are able to park for up to three hours on certain single and double yellow lines on street, and for free in standard pay & display bays in car parks.

The occupancy rates of dedicated disabled parking (a maximum of 67% on Thursday and 62% on Saturday) are slightly lower than the overall parking occupancy rates across the town (69% and 75% respectively). However, it is notable that the large amount of disabled parking in Palace Exchange car park (24 spaces) has a low occupancy rate (max 33%), which skews the average with much higher occupancy seen at the other car parks and many at capacity.

Table 3.7 Disabled (Blue Badge) Car Parking Provision and Surveyed Demand[20]

	BB	Thu (Hour Ending)							Sat (Hour Ending)						
	Bays	1200	1400	1600	1800	2000	Max	Occ	1200	1400	1600	1800	2000	Max	Occ
1. Palace Gardens	26	26	17	12	8	4	26	100%	25	19	15	11	5	25	96%
2. Little Park Gardens	2	2	2	1	1	1	2	100%	1	1	0	0	0	1	50%
3. Church Lane	1	1	1	1	1	0	1	100%	1	1	0	0	0	1	100%
4. New River Loop	2	2	2	2	1	1	2	100%	1	0	1	1	0	1	50%
5. Genotin Road	8	6	5	4	4	2	6	75%	6	5	4	3	1	6	75%
6. Sydney Road	1	1	1	1	0	0	1	100%	1	1	1	0	0	1	100%
7. Palace Exchange	24	3	8	4	2	1	8	33%	8	7	6	4	2	8	33%
8. Tesco	16	12	7	8	10	6	12	75%	7	14	13	11	7	14	88%
9. Civic Centre[21]															
The Town (A110)	1	1	0	1	0	0	1	100%	1	0	0	0	0	1	100%
River Front	1	1	1	1	1	1	1	100%	0	0	0	0	0	0	0%
Total	82	**55**	44	35	28	16	**55**	**67%**	**51**	48	40	30	15	**51**	**62%**
Occupancy		**67%**	54%	43%	34%	20%			**62%**	59%	49%	37%	18%		

[20] Parking beat surveys were undertaken Thursday, 8 Feb 2018 and Saturday, 10 Feb 2018.

[21] Civic Centre Car Park is excluded from the summary as the survey did not distinguish between public and staff parking.
Note that the Civic Centre has a total of 12 disabled bays, which were occupied by a maximum of 12 vehicles on the Thursday and were unoccupied on the Saturday.

3.4 Benchmark Parking Comparison

The type and quantum of car parking provision in Enfield Town has been benchmarked against other Major Town Centres in Outer London (Figure 3.1413). A summary of parking provision and typical charges is included in Table 3.8 below. Detailed data for each town centre car park is included in **Appendix B**.

The total supply of public parking in Enfield Town (2.6 spaces per 100m^2 of retail, services and leisure space) is higher than the average across the town centres (2.1). It is a similar level to centres like Walthamstow (2.3), Orpington (2.6) and Wembley (2.6), lower than Edgware (3.6) and Barking (3.0), but higher than others like Southall (2.0), Wimbledon (0.6), Richmond (1.5) and Chiswick (1.6).

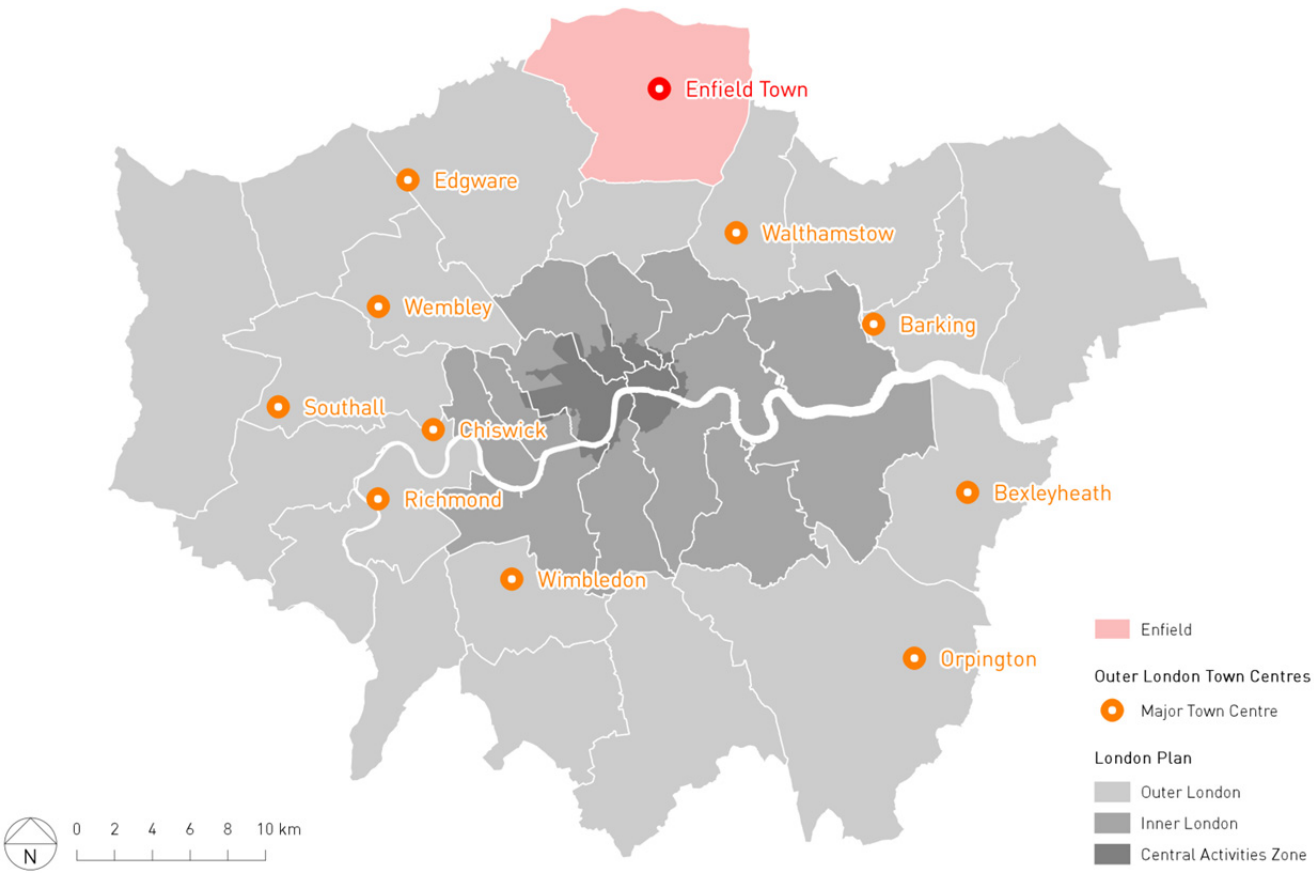


Figure 3.14 Outer London Major Town Centres

Table 3.8 Parking Charge Comparison (Car Parks in Major Town Centres in Outer London)

		Floorspace (m2)*				Parking		Typical Charge				
Centre	Borough	Retail	Services	Leisure	Total	No	per 100m2	Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs
Barking	Barking and Dagenham	34,952	4,560	13,030	52,542	1,594	3.0	£1.50	£4.50	£10.50	£10.50	£10.50
Edgware	Barnet/Harrow	32,340	6,450	8,220	47,010	1,706	3.6	£1.00	£1.50	£2.50	£3.00	£3.50
Bexleyheath	Bexley	49,490	4,999	23,220	77,709	1,523	2.0	£1.20	£2.00	£3.20	£3.20	£5.40
Wembley	Brent	28,370	4,787	14,160	47,317	1,236	2.6	£1.00	£3.00	£4.50	£7.50	£7.50
Orpington	Bromley	39,232	6,530	12,410	58,172	1,523	2.6	£1.00	£1.50	£2.00	£3.00	£4.00
Southall	Ealing	28,004	3,830	7,160	38,994	763	2.0	£1.50	£3.00	£4.50	£6.00	£7.50
Enfield Town	Enfield	50,509	5,805	7,720	64,034	1,650	2.6	£1.20	£2.40	£2.40	£4.00	£6.00
Chiswick	Hounslow	34,206	5,050	11,900	51,156	834	1.6	£1.00	£2.00	£4.00	£4.00	£4.00
Wimbledon	Merton	53,258	5,090	23,450	81,798	468	0.6	£1.00	£2.00	£3.00	£4.00	£5.00
Richmond	Richmond upon Thames	44,317	5,610	17,420	67,347	997	1.5	£2.20	£4.30	£6.50	£8.30	£11.90
Walthamstow	Waltham Forest	57,865	9,236	15,930	83,031	1,895	2.3	£1.00	£2.00	£3.00	£3.00	£6.00

* 2017 London Town Centre Health Check Report (GLA)

4.0
Planned Improvements

4.1 Framework Masterplan

A Framework Masterplan for Enfield Town Centre has recently been finalised. This sets out the vision to preserve and enhance Enfield Town's historic market town identity while helping to develop a town centre that meets the future needs of a growing London borough – a distinctive centre for residents across Enfield that can meet the demands of diverse employment, better connections, living spaces and cultural activities.

A Consultation Draft was published in July 2017 and a finalised version was adopted in March 2018 as a Supplementary Planning Document (SPD).

The masterplan identifies development opportunities in the wider Enfield Town area that could eventually add up to 1,400 new homes, 11,000m^2 of office/commercial space, 6,000m^2 of retail/leisure space, a new school, community facilities and a range of supporting public realm and infrastructure improvements.

The masterplan area extends beyond the designated town centre boundary. Its character areas and opportunity sites are identified in Figure 4.1 below.

Figure 4.1 Framework Masterplan Character Areas and Opportunity Sites[23]

[23] Source: Enfield Town Centre Adoption Draft Framework Masterplan (Feb 2018)

Keys proposals which could affect the provision and operation of public car parking in and around the designated town centre include the following:

Now (0-5 years)

- Development of Genotin Road Car Park (Site 2) as offices, residential and car parking (once alternative public parking arrangements are confirmed and in place)

- Changes to the parking management regime at Palace Exchange Car Park (Site 8) to better support the Dugdale Centre, particularly in the evening

- Public realm improvements to the Market Square (Site 13), including extending the range of activities and reducing/removing public parking on non-market days

- Making better use of parking facilities at the Civic Centre (Site 14) to benefit the town centre, which could include reducing the portion allocated to staff parking

Soon (5-10 years)

- Development around the edges and internal reconfiguration and expansion of the Palace Gardens Shopping Centre (Site 10), including improving the quality of decked car parking facilities

Sometime (10+ years)

- Redevelopment of Tesco and Royal Mail (Site 6) as a new mixed-use, high density scheme, which could include retained and/or expanded retail uses and replacement decked/multi-storey car parking serving the town centre as a whole

- Development of Portcullis Lodge (Site 16) for residential or school uses, removing its current use as a council staff car park

The changes to public parking provision expected as a result of these proposals are considered in more detail in section 5.0 below.

In addition, supporting public realm and highway improvements related to the development proposed may change the amount and location of on-street parking available in Enfield Town. However these will be developed at a more detailed planning stage.

4.2 Cycle Infrastructure Improvements

In March 2014, Enfield was one of three Outer London boroughs awarded funding as part of the Mayor of London's Mini-Holland programme. The resultant Cycle Enfield project aims to encourage people that are currently making short car journeys to cycle more. It aims to create safe and secure routes, a connected cycle network and enjoyable environment by providing better streets, improved public realm and vibrant town centres across the borough. By promoting active travel, this will help to reduce car dependence and associated congestion, air quality and health issues.

Improvements to Enfield Town are one of the project's major schemes. The design for these improvements was published for consultation in November 2016. Further engagement and consultation will take place before this design is finalised for implementation.

The current proposals include the provision of new cycle lanes, improved crossings, a 20mph speed limit on Church Street, Cecil Road, and London Road, and changes to on-street parking and loading bays, as summarised in Table 4.1 below. In total this represents a reduction of 21 pay & display spaces and an increase of 4 disabled spaces on street during CPZ hours.

Table 4.1 Parking/Loading Space Provision[24]

Location	Type	Existing spaces	Proposed spaces
Church Street West	Disabled Parking	0	2*
	Pay & Display Bay	14	0
	Loading	11	8
The Town	Disabled Parking	1	1
	Loading	8	6
	Motorcycle	12m bay	Relocated to New River Loop Car Park
	Taxi	0	3
London Road	Loading	6	5
Cecil Road	Pay & Display Bay	5	0

* Two additional disabled bays also introduced on Little Park Gardens, replacing pay & display bays

An Economic Impact Assessment[25] of the scheme identified that this would result in a reduction in parking throughout the town centre by 1% during daytime and 3% during the night, which it considered to be a marginal change given the extensive availability of town centre parking space and to represent a limited impact on car users.

[24] Source: Cycle Enfield Post Consultation Enfield Town Revised Option (November 2016)
[25] Economic Impact Assessment of the Cycle Enfield Scheme on Enfield Town (Regeneris, November 2016)

5.0
Impact Assessment

As discussed in section 4.0 above, a number of development and improvement proposals identified in the Framework Masterplan and wider cycle infrastructure improvements will affect the amount and location of public car parking available in Enfield Town. These changes are likely to have the most significant effect during CPZ hours on typical market weekdays and Saturdays throughout the year, and at periods of unusually high demand, such as the weeks leading up to Christmas. The impacts during these periods are assessed below.

Outside of CPZ hours, demand for public car parking in the town centre is significantly lower and additional on-street parking is available on single yellow lines (around 32 spaces) and in resident/business permit bays.

5.1 Baseline Capacity and Demand

The baseline assessment scenario is set out in Table 5.1 and below. This uses the parking capacity and maximum demands identified in the Feb 2018 surveys (1100-1200 on a market weekday and 1300-1400 on a Saturday) as representative of typical maximum demands across the year.

Table 5.1 Baseline Capacity and Demand

		Typical Demand			
		Weekday		Saturday	
	Cap	Max	Occ	Max	Occ
1. Palace Gardens	550	309	56%	374	68%
2. Little Park Gardens	98	98	100%	78	80%
3. Church Lane	16	16	100%	15	94%
4. New River Loop	43	43	100%	24	56%
5. Genotin Road	122	119	98%	99	81%
6. Sydney Road	68	47	69%	46	68%
7. Palace Exchange	500	226	45%	368	74%
8. Tesco	220	241	110%	204	93%
On-Street	70	57	81%	55	79%
Total	**1687**	**1156**	**69%**	**1263**	**75%**

Based on the analysis of VMS data in 2017, peak periods of unusually high demand (such as the weeks leading up to Christmas) are assessed as being 20% higher than typical maximum demand (see Table 5.2).

As noted before, in the current situation, on balance across the town centre there is significant spare parking capacity at the busiest times during typical conditions, and some spare capacity during periods of unusually high demand.

Surface car parks and on-street parking are well used, while the multi-storey car parks (1 and 7) are under-occupied, except for the busiest days before Christmas.

Table 5.2 Baseline Capacity and Demand (Typical and Peak)

		Typical Demand				Peak Demand[26]			
		Weekday		Saturday		Weekday		Saturday	
	Cap	Max	Occ	Max	Occ	Max	Occ	Max	Occ
Car Parks	1617	1099	68%	1208	75%	1319	82%	1450	90%
On-Street	70	57	81%	55	79%	68	98%	66	94%
Total	**1687**	**1156**	**69%**	**1263**	**75%**	**1387**	**82%**	**1516**	**90%**

5.2 Implications of Development

As noted in section 4.0 above, proposed improvements related to the Framework Masterplan and wider cycle infrastructure improvements may reduce the overall capacity for public car parking in the town centre. Two future scenarios are discussed below.

Short/Medium Term (0-10 Years)

In the short/medium term, proposals would include removal of Genotin Road Car Park (123 spaces) and net loss of 17 on-street parking spaces.

New residential and office developments would increase the quantum of people living and working in the town centre, but these would be expected to provide for their own parking requirements and would have limited impact on short-stay public parking demand in the town centre during CPZ hours.

In the short/medium term it is assumed that enhanced/expanded retail and leisure facilities would primarily bring more visitors in the evenings, therefore not increasing the demand for public parking in the busiest times during typical conditions.

Resultant capacities and maximum occupancies are summarised in Table 5.3.

Table 5.3 Short/Medium Term Impacts

		Typical Demand				Peak Demand			
		Weekday		Saturday		Weekday		Saturday	
	Cap	Max	Occ	Max	Occ	Max	Occ	Max	Occ
Car Parks	1495	1099	74%	1208	81%	1319	88%	1450	97%
On-Street	53	57	108%	55	104%	68	129%	66	125%
Total	**1548**	**1156**	**75%**	**1263**	**82%**	**1387**	**90%**	**1516**	**98%**

[26] Peak Demand = Typical Demand + 20%

This indicates that, with the loss of parking at Genotin Road and on street there would still be significant spare parking capacity at the busiest times during typical conditions. However maximum demand would start to reach or exceed overall 'effective' capacity of 90% during periods of unusually high demand.

This relies to some extent on improving the operational performance and attractiveness of existing multi-storey car parks (Palace Gardens and Palace Exchange).

During periods of unusually high demand, like the weekends in the run up to Christmas, it is recommended that additional private parking is made available for public use, such as council staff parking at the Civic Centre or Portcullis Lodge, or other office car parks.

Long Term (10+ Years)

In the longer term, the key impact is likely to be expansion of the retail and leisure offer to the east with the comprehensive redevelopment of the Royal Mail and Tesco site.

As overall town centre car parking starts to reach effective capacity in the short/medium term, additional spaces may need to be provided here in the long term unless substantial travel demand measures are put in place. This suggests that any temporary loss of parking on the Royal Mail and Tesco site will need to be minimised, and overall supply may need to be increased to serve wider town centre needs.

The Royal Mail and Tesco site redevelopment is likely to require a detailed parking strategy in its own right, tied to a phased development plan that keeps the supermarket operational throughout. However, it offers the opportunity to make more efficient use of parking by consolidating it into a decked car park with improved connections to the town centre (such as a new bridge over the rail lines) for general town centre use.

6.0 Recommendations

The assessment of proposed development impacts has identified that, overall across the town centre, maximum demands during typical conditions can comfortably be accommodated with the loss of parking at Genotin Road Car Park and on-street as currently proposed.

However, this relies particularly on improving the operational performance and attractiveness of existing multi-storey car parks at Palace Gardens and Palace Exchange, which rarely exceed 50% capacity during a typical weekday or 75% capacity on a typical weekend.

This could be achieved with measures such as:

- Improved facilitates/technologies to better manage parking, such as the provision of smart overhead guidance indicators (Figure 6.1). Such technology could also be applied to on-street pay & display parking by using in-ground vehicle detention sensors that allow drivers to use mobile apps to locate the nearest available off-street and on-street parking spaces.

- Reviewing tariff structures to ensure competitiveness and consistency with private operators in order to make most efficient use of car parks. For example increasing tariffs at popular surface car parks or providing discounted parking in multi-storey car parks overnight or at other periods of low demand.

- Reviewing opening hours and accessibility to better serve evening needs in particular. For example extending the operational hours of Palace Exchange from 10pm to midnight would support evening activities and meeting parking demand particularly when shows and events are taking place late in the Dugdale Centre.

- Expanding VMS monitoring of other car parks, such as at Sydney Road, in order to provide drivers with information about the available spaces at this car park, see Figure 6.2 below.

Figure 6.1 Smart Overhead Guidance Indicators System

Figure 6.2 Variable Message Sign to Sydney Road Car Park (available spaces not shown)

During periods of unusually high demand, like the weekends in the run up to Christmas, maximum demand starts to exceed overall 'effective' capacity of 90%. Although these short periods of high demand do not justify permanent increases to town centre parking provision, additional temporary parking could be made available to meet concentrated demands.

This could be achieved with measures such as:

- Expanding the current public use of the Civic Centre car park on weekends and selected weekdays in the run-up to Christmas, supported by improving lighting, entrances and pedestrian routes through the Civic Centre car park (ground and basement levels) to make this space more attractive and accessible.

- Allowing temporary public use of the Portcullis Lodge car park on weekends and selected weekdays in the run-up to Christmas, supported by improving the surfacing and lighting of the car park, and enhancing the materials, lighting and signage of the footpath along Church Lane connecting the Market Place with Portcullis Lodge, to counter it perception as a less convenient location.

- Working with town centre businesses, schools and other organisations to open up their private car parking areas for public use at busy shopping periods when the organisations do not need them.

- Charging for temporary public parking in private car parks at discounted rates to encourage use and limit issues of circulating cars and congestion at the main car parks during busy periods.

As the detailed plans for masterplan development sites and wider cycling infrastructure improvements come forward, careful consideration will need to be taken to ensure appropriate levels of parking in the right places are provided to cater for the needs of disabled drivers, as well as for servicing and deliveries.

In the longer term, the redevelopment of the Royal Mail and Tesco site and expansion of the town centre eastwards offers the opportunity to provide public parking in a more efficient manner. This could include:

- Consolidating parking provision across the town centre in a smaller number of decked car parks which have a more compact footprint.

- Potentially expanding parking provision across the town centre to support a growing number users without encouraging more car use

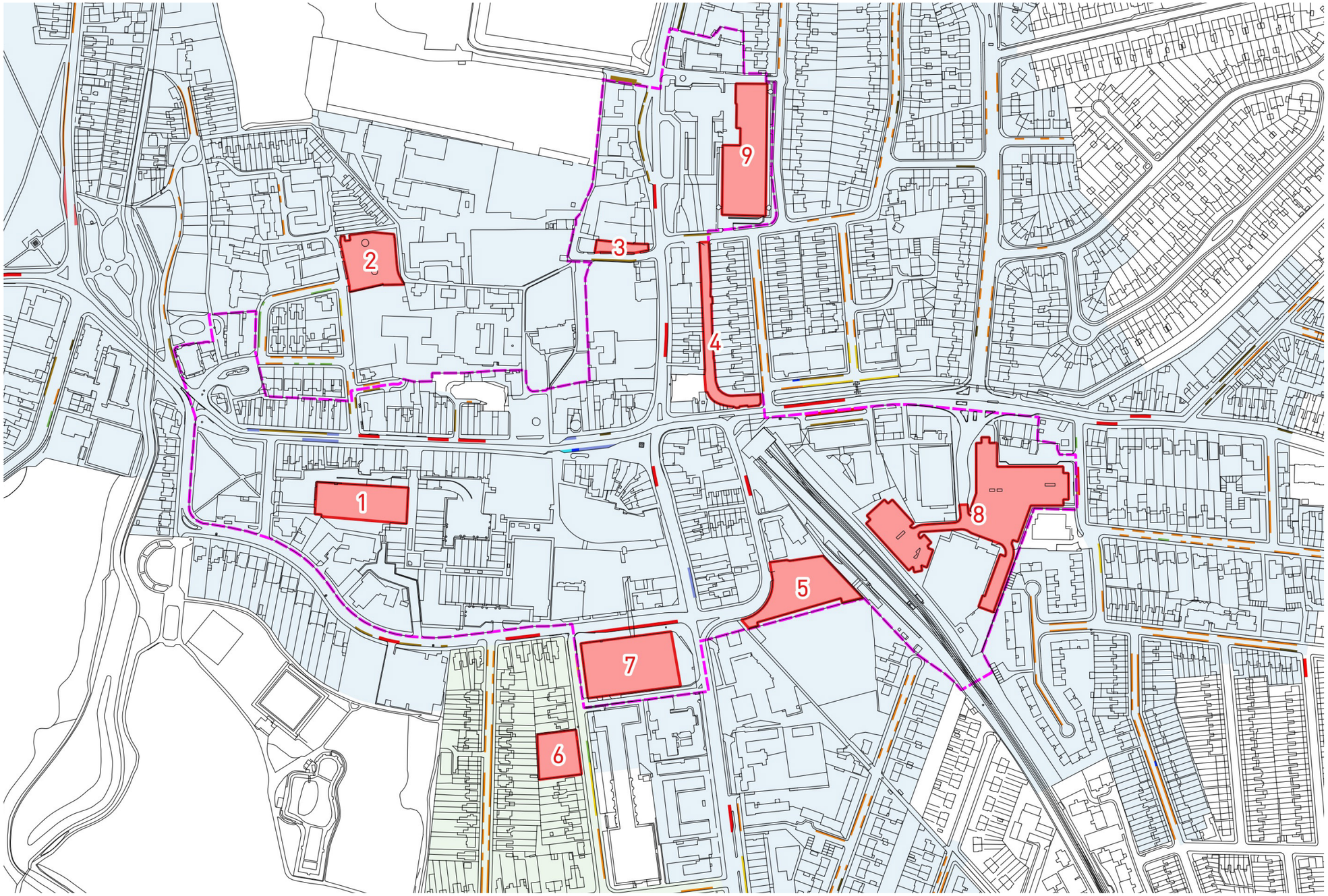
- Closing some existing surface car parks (e.g. Church Lane and New River Loop), which are either difficult to access due to space restrictions, and/or poorly overlooked by neighbouring uses.

- Ensuring new decked car parks are well-integrated into the town centre, and are accessible, safe and overlooked by a range of uses and activities that make them inviting places to be at all hours.

- Improving access and connections across the town centre (such as with a new bridge over the rail lines) to allow easier use of parking and facilities across a wider area.

Significant changes to the distribution of town centre parking such as this will need a detailed phasing plan and ongoing monitoring of demand and changing patterns of use to ensure business operations, resident needs and visitor experiences are not negatively affected, and to ensure parking is provided across the town centre at an appropriate level that supports overarching policy requirements to reduce car dependence and support active, sustainable modes of travel.

Appendix A:
CPZ and Public Parking in Enfield Town



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Enfield Town (DMD 2014)

Controlled Parking Zones

CPZ Enfield Town (except Sub Zone A)

CPZ Enffield Town (Sub Zone A)

On-Street Parking

Free Parking

Pay & Display

Shared Use

Resident

Business

Loading

Motorcycle

Disabled

Bus Stop (Double Yellow)

Bus Stop (Single Yellow)

Off-Street Parking

Car Parks

ENFIELD TOWN
PARKING STRATEGY

ENFIELD CPZ & PUBLIC PARKING

1375/83

FEB 2018

Alan Baxter

Appendix B:
Benchmark Parking Comparison

Town Centre	Car parks	Council Run	Type	Quantum	Charging Hours	Opening Time	Cost					
							Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs	24hrs
Enfield Town (Enfield)	Palace Gardens	Yes	pay & display	523	Mon-Sat 7.30am-6.30pm, Sun 10am-5pm	Mon-Sun all day	£1.20	£2.40	£2.40	£4.00	£6.00	
	Little Park Gardens	Yes	pay & display	99			£1.20	£2.40	£2.40	£4.00	£6.00	
	Church Lane	Yes	pay & display	16			£1.20	£2.40	£2.40	£4.00	£6.00	
	New River Loop	Yes	pay & display	46			£1.20	£2.40	£2.40	£4.00	£6.00	
	Genotin Road	Yes	pay & display	123			£1.20	£2.40	£2.40	£4.00	£6.00	
	Sydney Road	Yes	pay & display	68			£1.20	£2.40	£2.40	£4.00	£6.00	
	Civic Centre (pay & display)	Yes	pay & display	45	Mon to Fri 8am - 4pm, Sat 7:30am - 6:30pm, Sun 10am - 5pm		£1.00	£1.00				
	Palace Exchange		pay & display	510	Mon-Sat 9am-5:50pm (Thurs until 7pm), Sun 10am-4pm	Mon-Sun 06:00-22:00	£1.00	£2.00	£2.50	£3.00	£6.00	
	Tesco Southbury Road Car Park		2 hrs free	220	Per opening hours: Mon-Sat 6am-midnight, Sun 11am-5pm	Mon-Sat 6am-midnight, Sun 11am-5pm						
Total				**1650**								
Wembley (Brent)	Wembley Central		pay & display	242			£1.00	£2.00	£3.00	£4.00	£6.00	
	Lonsdale Avenue	Yes	pay & display	33			£1.00	£3.00	£4.50	£7.50	£7.50	
	Elm Road	Yes	pay & display	100	Mon-Sat 08:00-18:30 Sun no charge except event days	Mon-Sat 06:15-22:00	£1.00	£3.00	£4.50			£7.50
	St John's Road	Yes	pay & display	78	all day	all day Mon-Sun	£1.00	£3.00	£4.50			£7.50
	Barham Park	Yes	pay & display	15	Mon-Fra exc. BHs 10:00-15:00 Wembley event inc. BHs 10:00-12 midnight	all day Mon-Sun	£1.00	£3.00	£4.50			£7.50
	Sudbury Town Sta.		pay & display	101	all day	all day Mon-Sun						£4.20
	Empire Way		pay & display	80	all day	all day Mon-Sun	£1.00	£2.00	£3.00	£4.00		
	Preston Road	Yes	first hour free	167	Mon-Sat 08:00-18:30 Sun no charge except event days	top level 24 hrs lower level 07:00-20:00	£0.00	£1.00	£3.00	£4.50	£4.50	£7.50
	North Wembley Sport Pvilion		free	50	all day	all day Mon-Sun						
	Sainsbury's		free	370	Mon-Sat 07:00 - 23:00 Sun 10:30 - 16:30	Mon-Sat 07:00-23:00 Sun 10:30-16:30						
Total				**1236**								

Town Centre	Car parks	Council Run	Type	Quantum	Charging Hours	Opening Time	Cost					
							Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs	24hrs
Edgware (Barnet)	Watling Avenue	Yes	pay & display	227	Mon-Fra 09:00-17:30	all day Mon-Sun		£1.00	£1.50	£1.50	£2.00	£2.00
	Quakers Course		free	43	all day Mon-Sun	all day Mon-Sun						
	Daws Lane		free	102	all day Mon-Sun	all day Mon-Sun						
	Bunns Lane	Yes	pay & display	184	Mon-Sat 08:00 - 18:30	all day Mon-Sun	£2.00	£3.00	£5.00	£5.00	£5.00	£5.00
	The Broadwalk Centre		90 mins free	900	Mon-Sat all day	all day Mon-Sun	£0.00	£1.00	£1.00	£2.50		
	The Broadwalk Centre		free	250	all day Mon-Sun	all day Mon-Sun						
Total				**1706**								
Walthamstow (Waltham Forest)	Marlowe Road		free	17	all day Mon-Sun	all day Mon-Sun						
	Walthamstew Central Sta.		pay & display	135	all day Mon-Sun	all day Mon-Sun						
	Bedford Road		pay & display	25	Mon-Sun 09:00-17:00	all day Mon-Sun	£1.00	£2.00	£3.00	£3.00	£5.00	£5.00
	Town Hall	Yes	pay & display	280	Mon-Fra 08:30-17:00	all day Mon-Sun	£1.30	£2.60	£3.80	£5.10	£6.50	£6.50
	The Mall Malthamstow		pay & display	850	Mon-Sat 07:00 - 22:00 Sun 09:00 - 18:00	all day Mon-Sun						
	Sainsbury's		free first 2 hrs	250	Mon-Wed 08:00 - 20:00 Thu-Fri 08:00 - 21:00 Sat 07:30 - 21:00 Sun 11:00 - 17:00	Mon-Wed 08:00 - 20:00 Thu-Fri 08:00 - 21:00 Sat 07:30 - 21:00 Sun 11:00 - 17:00						
	High Street	Yes	pay & display	36	Mon-Sun 09:00 - 17:00	all day Mon-Sun	£1.00	£2.00	£3.00	£3.00	£6.00	£6.00
	Stanley Road	Yes	pay & display	125	Mon-Sun 09:00 - 17:00	all day Mon-Sun	£1.00	£2.00	£3.00	£3.00	£5.00	£5.00
	Tesco		free	150	Mon-Sat 06:00 - 00:00 Sun 11:00 - 17:00	Mon-Sat 06:00 - 00:00 Sun 11:00 - 17:00						
	Brandon Road	Yes	pay & display	27	Mon-Sun 09:00 - 17:00	all day Mon-Sun	£1.00	£2.00	£3.00	£3.00	£5.00	£5.00
Total				**1895**								

Town Centre	Car parks	Council Run	Type	Quantum	Charging Hours	Opening Time	Cost					
							Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs	24hrs
Barking (Barking & Dagenham)	Tesco		free	490	Mon 08:00 - 00:00 Tue-Sat - All day Sun 10:00 - 16:00	Mon 08:00 - 00:00 Tue-Sat - All day Sun 10:00 - 16:00						
	Bobby Moore Way	Yes	30 mins free	37	all day Mon-Sun	all day Mon-Sun	£1.50	£4.50	£10.50	£10.50		
	Axe Street Service Road	Yes	30 mins free	9	all day Mon-Sun	all day Mon-Sun	£1.50	£4.50	£10.50			
	Lidl		free	70	N/A	Mon-Sat 08:00 - 22:00 Sun 11:00 - 17:00						
	London Road MSCP	Yes	pay & display	650	all day Mon-Sun	all day Mon-Sun	£1.50	£3.00	£5.25	£5.25	£8.25	
	Linton Road	Yes	pay & display	50	all day Mon-Sun	all day Mon-Sun	£1.50	£4.50	£10.50	£10.50		
	Wakering Road		N/A	100	N/A	all day Mon-Sun						
	Barking Park	Yes	N/A	60	N/A	N/A	£0.00	£1.20	£2.40	£2.40		
	John Burn Drive		free	20	all day Mon-Sun	all day Mon-Sun						
	St Johns Road East		pay & display	108	Mon-Sat 08:00 - 18:00 free Sun 06:30 - 22:30	Mon-Sat 08:00 - 18:00 Sun 06:30 - 22:30						
Total				**1594**								
Southall (Ealing)	Southall Market	Yes	pay & display	77	Mon-Fri 08:00 - 18:00 Sat-Sun 08:00 - 18:00	all day Mon-Sun	£1.00	£2.00	£3.00	£4.00	£6.00	£7.00
	Herbert Road	Yes	pay & display	243	Mon-Fri 08:00 - 22:30 Sat-Sun 08:00 - 22:30	all day Mon-Sun	£1.50	£3.00	£4.50	£6.00	£7.50	
	Featherstone Terrace	Yes	pay & display	133	Mon-Sun 08:00 - 18:00	all day Mon-Sun	£1.20	£2.40	£3.60	£4.80	£6.00	
	Norwood Road Two	Yes	pay & display	24	Mon-Sun 08:00 - 18:00	all day Mon-Sun	£1.20	£2.40	£3.60	£4.80	£6.00	
	Norwood Road One	Yes	pay & display	54	Mon-Sun 08:00 - 18:00	all day Mon-Sun	£1.20	£2.40	£3.60	£4.80	£6.00	
	George Street	Yes	pay & display	83	Mon-Sun 08:00 - 18:00	all day Mon-Sun	£0.80	£2.50	£2.50	£2.50	£2.50	£2.50
	Greenford Broadway	Yes	pay & display	149	Mon-Sun 08:00 - 18:00	all day Mon-Sun	£0.90	£1.80	£2.70	£5.40	£11.70	
Total				**763**								
Richmond (Richmond Upon Thames)	Friars Lane	Yes	pay & display	63	Mon-Sat 08:00 - 18:30 Sun 11:00 - 17:00	all day Mon-Sun	£2.35	£4.60	£7.25	£9.60		
	Old Deer Park	Yes	pay & display	285	Mon-Sat 08:00 - 18:30 Sun 11:00 - 17:00	all day Mon-Sun	£1.90	£3.70	£5.80	£7.70	£9.60	£13.40
	Old Deer Park Extension	Yes	pay & display	162	Mon-Sat 08:00 - 18:30 Sun 11:00 - 17:00	all day Mon-Sun	£1.90	£3.70	£5.80	£7.75		
	Paradise Road Multi Stories	Yes	pay & display	337	Mon-Sat 07:30 - 00:00 Sun 10:00 - 00:00	Mon-Sat 07:30 - 00:00 Sun 10:00 - 00:00	£2.20	£4.30	£6.50	£8.30	£11.90	£20.10
	Pools on the Park	Yes	pay & display	150	Mon-Sun 09:00 - 17:30	all day Mon-Sun	£1.50	£3.10	£4.85	£6.45		
Total				**997**								

Town Centre	Car parks	Council Run	Type	Quantum	Charging Hours	Opening Time	Cost					
							Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs	24hrs
Wimbledon (Merton)	St George's Road	Yes	pay & display	113	Mon-Sat 08:00 - 23:00 Sun 08:00 - 18:00	all day Mon-Sun	£1.40	£2.80	£4.20	£5.60	£8.40	
	Queens Road	Yes	pay & display	159	Mon-Sat 08:00 - 23:00 Sun 08:00 - 18:00	all day Mon-Sun	£1.00	£2.00	£3.00	£4.00	£5.00	
	Broadway Car Park	Yes	pay & display	70	Mon-Sat 08:00 - 23:00 Sun 08:00 - 18:00	all day Mon-Sun	£1.00	£2.00	£3.00	£4.00	£5.00	
	Hartfield Road	Yes	pay & display	126	Mon-Sat 08:00 - 23:00 Sun 08:00 - 18:00	all day Mon-Sun	£1.50	£3.00	£4.50	£6.00	£9.00	
Total				**468**								
Orpington (Bromley)	Bromley College	Yes	pay & display	83	Charges apply 8.30am to 6.30pm, Saturdays only		£0.50	£1.00	£1.50	£2.00	£3.00	£4.40
	Priory Gardens	Yes	pay & display	13	Mon-Sat 07:30 - 18:30	all day Mon-Sun	£0.40					£2.60
	Chislehurst High Street	Yes	pay & display	140	Mon-Sat 07:00-18:30	all day Mon-Sun	£0.50	£1.00	£1.50	£2.00	£2.50	£2.50
	Commodore		pay & display	40	Mon-Sat all day	all day Mon-Sun		£1.60		£2.60		
	Sainsbury's		free	289	N/A	Mon-Sat 07:00-20:00 Sun 11:00-17:00						
	Walnuts Shopping Centre		pay & display	525	Mon-Sat 07:00 - 20:00 Sun 09:00 - 16:00	Mon-Sat 07:00 - 20:00 Sun 09:00 - 16:00	£1.00	£1.50	£2.00	£3.00	£4.00	£10.00
	Orpington Station		pay & display	433	all day Mon-Sun	all day Mon-Sun	£1.50					£6.90
Total				**1523**								
Bexleyheath (Bexley)	Westwood Lane	Yes	pay & display	155	Mon-Sun8:00am-18:00pm	all day Mon-Sun	£1.10	£1.70	£2.60	£2.60		£4.30
	Nags Head Lane	Yes	pay & display	86	Mon-Sun8:00am-18:00pm	all day Mon-Sun	£1.10	£1.70	£2.60	£2.60		£4.30
	Bowling Centre	Yes	pay & display	236	all day Mon-Sun	all day Mon-Sun	£1.10	£1.70	£2.60	£2.60	£3.40	£6.00
	Cinema Car Park	Yes	pay & display	236	Mon-Sun8:00am-18:00pm	all day Mon-Sun	£1.20	£2.00	£3.20	£3.20	£5.40	£8.30
	Oaklands Car Park	Yes	pay & display	134	all day Mon-Sun	all day Mon-Sun	£1.20	£2.00	£3.20	£3.20	£5.40	£8.30
	Albion Road MultiStorey	Yes	pay & display	323	all day Mon-Sun	all day Mon-Sun	£1.20	£2.00	£3.20	£3.20		£6.00
	Avenue Road	Yes	pay & display	240	Mon-Sun 08:00-18:00	all day Mon-Sun	£1.10	£1.50	£2.20	£2.20		£4.30
	Mill Road	Yes	pay & display	113	Mon-Sun 8:00-18:00	all day Mon-Sun	£1.10	£1.50	£2.20	£2.20		£3.70
Total				**1523**								

Town Centre	Car parks	Council Run	Type	Quantum	Charging Hours	Opening Time	Cost					
							Up to 1hr	Up to 2hrs	Up to 3hrs	Up to 4hrs	Up to 6hrs	24hrs
Chiswick (Hounslow)	Chiswick House & Gardens	Yes	pay & display	60	Mon-Fri all day Sat-Sun all day	all day Mon-Sun	£1.00	£2.00	£4.00	£4.00		£25.00
	B & Q		free	240		Mon-Fri 07:00 - 20:00 Sat 07:00 - 19:00 Sun 10:00 - 16:00						
	Sainsbury's		30 mins free	380	Mon-Sat 07:00 - 22:00 Sun 11:00 - 17:00	all day Mon-Sun	£1.00	£2.00				£60.00
	Fountain Leasure Centre		pay & display	40		all day Mon-Sun	£0.50	£1.00	£1.00			
	Chiswick High Road	Yes	pay & display	50	Mon-Sat 07:00 - 19:00	all day Mon-Sun	£2.00	£4.00	£6.00	£8.00	£12.00	
	10 Windmill Road		pay & display	26	Mon-Sun all day	all day Mon-Sun	£1.50	£3.00	£4.50	£6.00		£10.75
	Chiswick Common Road	Yes	pay & display	30	Mon-Sat 08:00 - 18:30	all day Mon-Sun	£1.80	£3.80	£6.00	£8.40	£11.40	£14.40
	Chiswick Station	Yes	pay & display	8	Mon-Fra all day	all day Mon-Sun						
Total				**834**								

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