

Project: Unit 3, Arena Shopping Park, Harringway
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Approved by: Phil Bell
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1.0 Introduction

- 1.1 Motion has been instructed to prepare a Parking Management Plan to discharge a planning condition in relation to a planning permission at unit 3 of the Arena Shopping Park, Harringay (LPA Ref. HGY/2013/0251).
- 1.2 The development proposals involve the change of use of unit 3 from a Royal Mail Sorting Office (Land Use Class Sui Generis) to non-food retail use (Land Use Class A1). They include the installation of a mezzanine and the reconfiguration of the service yard to provide an additional 13 staff car parking spaces. The Planning Application was approved on 14th March 2013 with a number of conditions, one of which relates to the management of car parking.
- 1.3 Condition 8 states:

"No development shall proceed until details of parking management within the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and the car park managed accordingly thereafter".
- 1.4 It was requested by Maurice Richards at Haringey Council that the Parking Management Plan should include the results of surveys/observations relating to existing car park utilisation, as well as detailing any existing issues relating to the operation and management of the car parks. It was also requested that the Parking Management Plan should include solutions to improve any issues identified, such as revisions to parking circulation and measures to improve car parking utilisation, distribution and enforcement, as well as measures to remove staff car parking from the main car parks. This Parking Management Plan therefore addresses these areas and the proposals will be implemented in accordance with this document unless otherwise agreed with the Council.
- 1.5 It is acknowledged that there are pre-existing issues relating to traffic congestion on Green Lanes. However, this document relates solely to the management and operation of the car parks on the retail park. It is not within the remit of a Parking Management Plan to solve pre-existing issues on the highway network.

2.0 Existing Car Parking

Existing Car Parking Provision

- 2.1 The car parks are accessed from Williamson Road via two separate junctions. The car park at the front of unit 3 provides customer parking for 155 cars, including 8 spaces for blue badge holders and 5 parent and child spaces. The car parking area to the north of unit 6 provides customer car parking for 78 cars, including 6 spaces for blue badge holders and 2 parent and child spaces. There are also 26 car parking spaces at the rear of unit 3 for use by staff.

Existing Car Parking Demand

- 2.2 At the request of Haringey Council, traffic surveys were commissioned in order to establish the existing demand for car parking within the retail park. K & M Traffic Surveys (an independent traffic data collection company) was instructed to carry out a car parking beat survey on Saturday 15th June 2013, a day of normal weekend trading within the retail park. The number of cars parked within each of the car parks was recorded at 30 minute intervals between 11:00 and 17:00, which incorporates the period of peak parking demand. The results of the survey are included as **Appendix A**, while a summary of the results is presented in Table 2.1.

Data Set	Average Number of Cars Parked (Percentage Occupancy)	Maximum Number of Cars Parked (Percentage Occupancy)
Car Park A (West)	108 (69.7%)	131 (84.5%)
Car Park B (North)	51 (65.4%)	64 (82.1%)
Car Park A and B Combined	159 (68.2%)	178 (76.4%)

Table 2.1 – Summary of Car Parking Survey Results

- 2.3 The results of the car parking survey indicate that the average combined occupancy level of the car parks is 159 cars and as such there is typically in the order of 75 car parking spaces available. When assessing the car parks separately, there is typically in the order of 50 car parking spaces available within the car park at the west of the retail park and 25 spaces available within the car park at the north of the retail park.
- 2.4 Even when the total car parking area is at its maximum level of occupancy (with 178 cars parked) there is still in the order of at least 50 car parking spaces available. Similarly, when assessing the two car parks separately, it is apparent that there are always a significant number of spaces available within each of the car parks. The car park at the west of the retail park was subject to a maximum occupancy level of 131 cars and therefore has capacity for at least 24 additional cars to park at any time, while the car park at the north of the retail park was subject to a maximum occupancy level of 64 cars and therefore has capacity for at least 14 additional cars at any time. On no occasion during the survey period did the car parks approach maximum occupancy levels with a considerable number of unoccupied spaces available at all times.

Congestion within the Car Parks

- 2.5 As requested, in addition to the car parking beat surveys, a video survey of the car parks was also undertaken on Saturday 15th June during the same period (11:00-17:00). The results of the video survey indicate that there are no issues relating to circulation within the car parks. At no point was there any incident of congestion within the car parks that was related to the layout or operation of the car parks themselves. It is acknowledged that there were incidences of minor congestion at the signal controlled junction of Williamson Road/Green Lanes, in particular at 13:00, and this resulted in up to in the order of 10 cars queuing back into the main car park at the west of the retail park. However, these incidences of congestion were related to the operation and layout of the Williamson Road/Green Lanes rather than the operation or management of the car parks.
- 2.6 It is acknowledged that the surveys were carried out on a day when Green Lanes was operating efficiently, and therefore levels of congestion in and around the car parks were not as high as often experienced. With few issues relating to congestion/parking demand within the car parks on this day, as identified by the surveys, it is apparent that when the local highway network is operating efficiently, the car parks also operate efficiently. The operation of the car parks is therefore linked to the flow of traffic on the local highway network rather than the layout or management of the car parks. Notwithstanding this, the following existing and proposed measures will ensure that the car parking areas themselves continue to operate efficiently.

3.0 Management of Car Parking

Existing Control Measures

- 3.1 The customer car parking areas are currently subject to effective parking control measures, which will continue following the implementation of the proposals. Parking within the customer car parking areas is restricted to use by customers of the retail park only and subject to a maximum stay of 2 hours with no return within 3 hours. The use of disabled parking and parent and child parking is also currently controlled. These restrictions are clearly signed throughout the car parks and an example of the sign used is shown in the photograph below.



Existing signage at the Arena Shopping Park

- 3.2 The customer car parking areas are managed by Euro Car Parks and regular patrols are carried out to ensure compliance with these parking conditions. Penalty charge notices are issued in the event of non-compliance. These parking controls are already in place and are effective in restricting the use of the car parks to customers only while allowing them sufficient time to visit other shops and businesses within the Green Lanes District Centre, thereby encouraging linked trips. The parking controls also prevent staff from parking in the customer car parks and will continue following the implementation of the proposals, although the provision of additional staff car parking will further reduce the likelihood of staff parking in the main car parks. It is apparent from the results of the car parking surveys that these measures are effective at deterring parking beyond two hours as no tickets were seen to be issued during the survey period, while there were always a considerable number of car parking spaces available.
- 3.3 The parking control measures will be continually monitored and adjusted as necessary in the interests of highway safety and in order to accord with Policy UD3 'General Principles' of London Borough of Haringey's Unitary Development Plan (2006) and Policy 6.11 'Smoothing Traffic Flow and Tackling Congestion' of The London Plan (2011). Additional measures will be investigated, such as the erection of additional signs or increases in the fines for penalty charge notices, should it become apparent that unreasonable levels of non-compliance are occurring.

Amendments to Car Park Access

- 3.4 Although it is apparent that the car parks currently operate efficiently, amendments to layout of Williamson Road are proposed as part of the development proposals in order to assist in the flow of traffic into and out of the retail park. It is proposed that a yellow box junction will be provided on Williamson Road at the access to the main car park. This will assist in preventing the access to the car park becoming blocked by cars queuing back along Williamson Road. Similarly, the yellow box junction will allow vehicles to exit the main car park to enter the right-turn lane at the Williamson Road/Green Lanes junction, where currently they may be blocked by vehicles waiting to turn left out of Williamson Road. Furthermore, the right-turn lane into the main car park on Williamson Road will be extended in order to increase capacity and therefore reduce incidences of blocking along Williamson Road by vehicles waiting to turn into the car park. These measures will assist in the efficient and safe operation of the main car park access, as well as the Williamson Road/Green Lanes junction.

Proposed Staff Parking Provision

- 3.5 As part of the proposals the service yard will be reconfigured to provide an additional 13 car parking spaces for use by staff, amounting to a total of 39 staff car parking spaces on the site. This car parking area will be accessed via Williamson Road as existing, while no changes to the existing customer car parking provision are proposed.
- 3.6 Although there are already effective measures in place to prevent staff parking within the main car parks, the proposed increase in staff parking provision will further reduce the likelihood of staff parking within the main customer car park. This will help ensure the effective and efficient use of the customer car park.

Staff/Customer Instruction In-Store

- 3.7 The proposals include a commitment to operate a staff Travel Plan and as such, staff will be advised to use non-car modes to travel to work and will be advised of the public transport options available. Members of staff intending to drive to work will be told to park in the staff parking area provided on-site and will be told not to park in the customer car park under any circumstances. The number plates of staff cars will be recorded to ensure that the staff car park is not utilised by non-staff members.

4.0 Summary and Conclusions

- 4.1 Motion has been instructed to prepare a Parking Management Plan to discharge a planning condition in relation to a change of use application at unit 3 of the Arena Shopping Park, Harringay.
- 4.2 It is apparent that the car parks on the retail park currently have considerable capacity for additional car parking, even during periods of peak occupancy. Furthermore, the car parks themselves were observed to operate efficiently during peak periods. It is acknowledged that Green Lanes is often subject to congestion, which can impact upon the flow of traffic into and out of the retail park, however on the day of the parking beat/video surveys, Green Lane was operating efficiently and subsequently the car parking areas on the retail park were not subject to any circulation issues or excessive levels of parking demand. As such, it is apparent that the operation of the car parks is linked to off-site issues rather than on-site constraints, which are outside the remit of a Parking Management Plan. Notwithstanding this, the following measures will be implemented to ensure that the car parking areas themselves continue to operate efficiently:

- ▶ Existing parking patrols and the issuing of penalty charge notices will continue;
 - ▶ The effectiveness of the parking control measures will be monitored and adjusted as necessary, with additional measures investigated if required;
 - ▶ Amendments will be made to the main car park access, with a yellow box junction provided to prevent blocking of the cars waiting to enter/exit the car park, while the right-turn lane into the main car park on Williamson Road will be extended;
 - ▶ Increased staff car parking provision will reduce the likelihood of staff parking in the customer car parking areas;
 - ▶ A staff Travel Plan will be implemented;
 - ▶ Members of staff will be encouraged to travel to the store by non-car modes; and
 - ▶ Staff and customers will be advised accordingly of the parking restrictions in place.
- 4.3 It is considered that the above strategy will ensure that those who wish to drive to the retail park will continue to be able to park within the designated parking areas without impacting on the operation of the local highway network. The proposed amendments to the layout of Williamson Road will also assist in the free flow of traffic in to and out of the retail park.
- 4.4 The proposals in this Parking Management Plan will be implemented in accordance with this details and the car park managed accordingly unless otherwise agreed with the Council.

Appendix A

Car Parking Survey Results

K&M TRAFFIC SURVEYS

DATE : 15th JUNE 2013

DAY : SATURDAY

LOCATION : ARENA RETAIL PARK, HARINGAY



CAR PARK A
NORMAL SPACES = 140
DISABLED = 8
PARENT AND CHILD = 5
DROP OFF ZONE = 1
TOTAL = 154

CAR PARK B
NORMAL = 70
DISABLE = 6
PARENT AND CHILD = 2
TOTAL = 78

K&M TRAFFIC SURVEYS

DATE : 15th JUNE 2013

DAY : SATURDAY

LOCATION : ARENA RETAIL PARK, HARINGAY

CAR PARK A (HOMEBASE)					
	NORMAL	DISABLED	PARENT AND CHILD	OTHER	TOTAL
11:00	106	1	0	1	108
11:30	111	2	1	0	114
12:00	98	4	0	0	102
12:30	116	5	0	1	122
13:00	84	1	1	1	87
13:30	86	1	1	0	88
14:00	99	2	1	0	102
14:30	93	3	1	0	97
15:00	101	4	1	1	107
15:30	123	6	1	1	131
16:00	111	4	1	0	116
16:30	118	1	1	1	121
17:00	109	3	1	0	113

CAR PARK B (NEXT)					
	NORMAL	DISABLED	PARENT AND CHILD	OTHER	TOTAL
	29	4	0	0	33
	37	4	0	0	41
	41	3	0	0	44
	44	3	2	0	49
	52	6	1	0	59
	51	6	1	0	58
	44	5	2	0	51
	55	6	2	0	63
	56	6	2	0	64
	39	3	1	0	43
	39	4	1	0	44
	53	2	2	0	57
	52	1	2	0	55

NOTES

2 car park staff were patrolling the car parks for the entire duration of the survey.

No parking tickets were seen to be distributed over the duration of the survey.

Some queing was seen leaving the car parks just after lunch, due to the congestion at the signals.