

# **PARKING IN HOLBORN**

by HOLBORN VOICE PARKING WATCH

FEBRUARY 2014





“Demand for parking in Camden far outstrips the supply of kerbspace available and the Council seeks to maintain an active balance between the different demands...”

“Camden recognises that management of traffic and parking sits within a dynamic and changing context, and that constant adjustment and improvement is necessary to guarantee effective and responsive management.”

Camden’s Annual Parking Review

Residents have too frequently been considered last. It’s now time to rebalance in favour of residents.

Holborn Voice Parking Watch

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# INTRODUCTION

Resident parking in the southern portion of CA-D is extremely difficult . Residents report regularly and routinely having to drive around to find an available parking space. These are often up to 10mins walk from their homes.

The pressure on resident bays is increased by unhelpful geographic dispersal/clustering of bays; and what appears to be ill-considered conversion to non-resident bays, suspension and, particularly, suspension for filming. This loss of resident bays creates a displacement effect, increasing pressure on the fewer remaining bays.

Yet, at the same time, the area's P&D bays are clearly underused.

It is understood that residents cannot always expect to find a parking bay immediately outside their homes, but it is unreasonable to expect-residents to drive around and frequently park a significant distance from where they live because provision of residents bay has not kept up with demand.

Camden's published ratio of spaces to permits in CA-D is 1.05. However, our detailed research show that the true ratio in the southern area of CA-D \* is 1.18. It ranges between 1.22 and 2.32 for 68% of local residents.

The purpose of this report is to lay the facts out clearly and use these to inform a way forward that gives local residents, an adequate, consistent and convenient supply of residents bays.

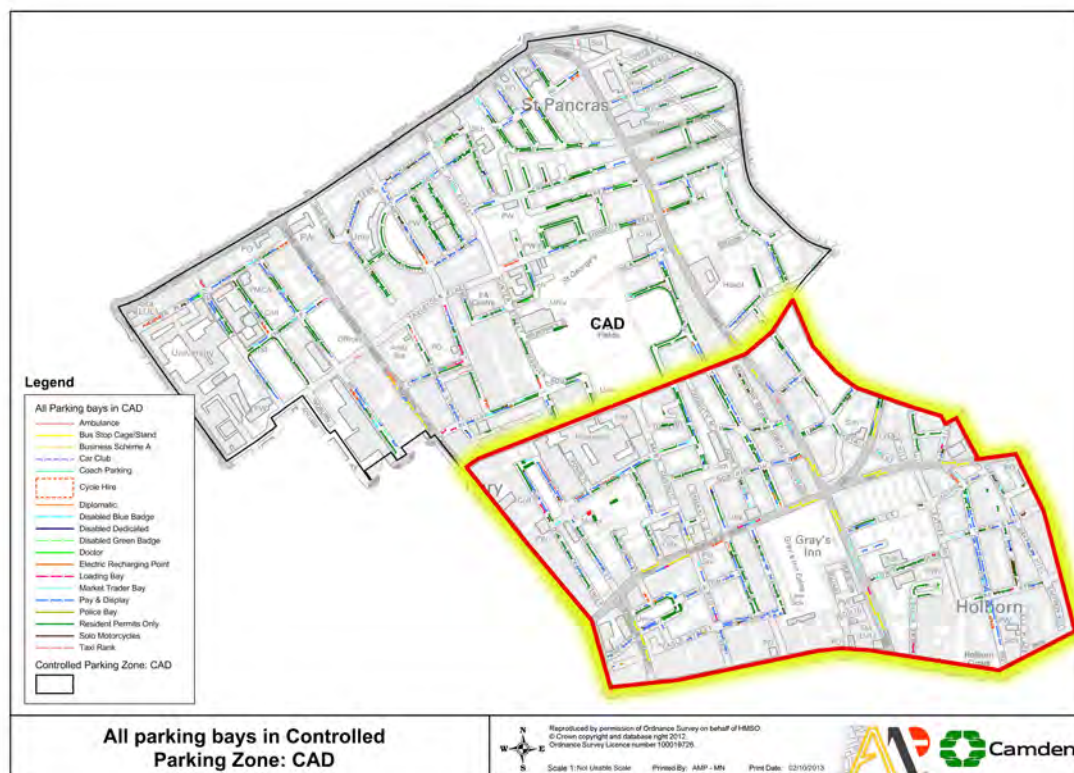
\* see Appendix 5a & b

# How local is local?

CA-D covers an area from Euston Road in the north to High Holborn in the south, bounded by Woburn Place and Southampton Row to the west and the Islington border to the east.

Within the CA-D zone, the walking distance from Holborn Station in the south to Kings Cross in the north is approximately 1.1 miles, 23 minutes walk; And the distance from Holborn Circus to Euston Square Station is 1.6 miles, 32mins walk<sup>1</sup>.

Given these distances, we have divided CA-D to the south at Guilford and Calthorpe Streets on the border of H&CH Ward, for the purpose of this study and report. We refer to this as the **Holborn area** within CA-D.



The table and annotated map, Appendix 5a & b, further divides the Holborn area into natural neighbourhoods. These are areas within which residents would reasonably expect to be able to park closer to their own homes.

<sup>1</sup> Source Google Maps

## Did you know?

Although Camden's stated ratio of CA-D bays to permits is 1:1.05<sup>2</sup>, the true ratio is 1.18. This makes it the worst in the borough; but for 68% of residents is worse than that – local neighbourhood ratios are between 1.22 and 2.32.

There are significantly fewer resident bays than permits issued in more than 2/3 of the streets in the Holborn area<sup>3</sup>

Only two P&D bays in the Holborn area are used for more than 50% of the available hours<sup>4</sup>.

The majority of P&D bays in Holborn CA-D see less than 25% use.<sup>5</sup>

See appendix 6 for a table showing P&D use and under use.

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<sup>2</sup> Camden's annual parking report

<sup>3</sup> See appendix 4

<sup>4</sup> See appendix 3

<sup>5</sup> See appendix 3

# **The Problem**

**Significantly more parking permits are issued than there are available bays. This has resulted in insufficient residents bays to meet demand**

**Distribution of residents' bays generally does not match the locations of greatest demand**

**This problem has been underestimated in Camden's own published figures and also exacerbated through bay suspensions**

# **The Solution**

**Accurate identification of the number of residents bays to permits issued**

**Accurate and responsive distribution of residents bay locations**

**Convert underused P&D to residents bays<sup>6</sup>**

**Monitor and convert other types of underused bays to residents bays**

**Protect resident bays; suspend only as a last resort and even then suspend rarely**

**Survey kerb space to identify space for new residents bays**

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<sup>6</sup> See Appendix 6

# DETAILS

## Resident's Bays

According to Camden's published permit to residents bay ratio, CA-D suffers as having the fifth worst ratio in the borough at 1.05<sup>7</sup>.

As a result of a series of Freedom of Information Act requests, and by walking the entire Holborn area of CA-D, we have identified a number of issues:

- The more accurate ratio is 1.18. 20% more permits have been issued than there are residents bays. This figure ranges between 1.19 and 2.32 for 79% of Holborn's permit holders<sup>8</sup>.
- Residents parking bays are extremely unevenly distributed – in 2 areas we looked at there is a surfeit of parking while in other areas there is 1 bay for every 2 residents permits, or worse<sup>9</sup>.
- 549 permits have been issued for 467 bays.

From our detailed local neighbourhood figures, the southern Holborn portion of CA-D has the worst ratio in all of Camden.

While we accept that it is not possible for everybody to park on their own street it is unreasonable for the Council to expect residents to REGULARLY drive around to find a parking space park up to 10 minutes walk from their homes.

Camden has not recorded the loss of residents bays. Our belief, through direct observation, is that bays have been casually lost without sufficient care of thought as to the effect on resident permit holders. The problem has been made worse, not better.

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<sup>7</sup> See Appendix 1

<sup>8</sup> See Appendix 5a & b

<sup>9</sup> See Appendix 5a & b



## PAY & DISPLAY BAYS

Using Camden's data for the Holborn area of CA-D we looked at the average weekly hours used per available space<sup>10</sup> by dividing the number of bays by the number of hours purchased<sup>11</sup>.

The results are shocking.

Fewer than 17% of pay and display bays in the area are used for more than 33% of available hours.

Only two out of 442 available bays see a usage of higher than 50%.

The majority are used less than 25% of the time.

P&D bays are significantly underused whilst, in the same areas, residents bays are suffering from extreme over-demand.

It is impossible to extract from the P&D usage how much of this is by residents forced to pay for parking in the absence of residents bays. Over all, the ratio is against the resident.

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<sup>10</sup> See Appendix 6

<sup>11</sup> See Appendix 3

## WHAT'S WRONG WITH THIS PICTURE?

Parking in Holborn CPZ is disproportionately skewed against residents in the area in terms of the number of bays provided, and the location of spaces that are provided<sup>12</sup>.

Expecting residents to park 5-10 minutes or more walk from their homes on a regular basis breaches the spirit of the provision of residents parking.

The 2012 and 2013 Parking Reports say, *"Alongside this is the aim of sustainability, restraining inessential traffic so that we achieve efficient movements for essential vehicles (e.g. emergency services and deliveries)."*

Camden's website also says, *"...making Camden a low carbon low waste borough is a key priority for Camden."*

Camden appears to be contradicting its own environmental policy by forcing locals to drive around looking for a residents bay; while visitors are offered plenty of parking. Locals live here, pay council tax here, and if they have a residents parking permit are also paying a regular fee for this service.

Driving around searching for a resident bay increases emissions and local residents would emit less in the area if they could park more easily. At the same time Camden is enabling non-residents to drive to Holborn, rather than take public transport, therefore increasing emissions from cars being brought into our neighbourhood.

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<sup>12</sup> See Appendix 5a & b

# Influencing Factors

Holborn's proximity to the West End and Covent Garden means that people out for a night's entertainment take much-needed residents bays.

While residents bays are over-subscribed, most pay and display bays in Holborn area of CA-D are under-used<sup>13</sup>.

Enforcement of non permit holders in resident bays needs to improve.

The size of residents bays are often not the 5m bays advertised

Suspension of resident bays causes a problem, increasing the ratio of permits to bays in a way that appears uncalculated. Just because a bay is suspended does not mean that the need to park is also suspended.

Resident bay suspensions for filming causes huge neighbourhood disruption. A recent period of filming centred on Doughty Street had bays suspended between 10<sup>th</sup> August and 6<sup>th</sup> September. The impact was underestimated.

There is no evidence to suggest that Camden gives sufficient consideration to the interests of the residents. For example, little or no consideration is given to the impact that sustained and extensive suspension of residents bays for filming. The loss of residents bays (in preference to suspending P & D bays), coupled with being unable share P&D bays discriminates against residents.

All factors work against the resident.

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<sup>13</sup> See Appendix 6

## Quotes from Local Residents

*We have been trying to address this situation with the council for ten years.*

*You have a very distinctive car and I am always surprised by where I see it parked.*

*There are insufficient parking bays and parking is difficult as a result.*

*There should be fewer pay and display bays and more residents' bays. Finding a residents bay close to my flat is often impossible and I have to park 5-10 mins away.*

*I feel resident bays should be 24 hours, as a mother with a young child it is very difficult to get parked near where I live of a weekend, this causes problems especially when I have many shopping bags. Then I have to go back out several times to find a resident bay to leave my car in for the week.*

*There are insufficient spaces available for the beleaguered residents with permits and it appears that Camden policy is to extract as much revenue from pay and display spaces. Now we are expected to lose further residential spaces to accommodate various car clubs and businesses.*

*Given the lack of resident parking bays in the area I would request that Resident Permit Holders be permitted to park in pay and display bays. As the area becomes more residential.*

*Sometimes I have to drive around for up to half an hour to find a spot in a residents parking area and then have to park it a 10 minute walk away which is ridiculous when you have shopping to carry.*

*There should be more residents and fewer pay and display spaces to encourage more people to use public transport to travel to the area. Public transport connections are excellent here for people visiting. However residents still need somewhere to park their cars for the times when they need to drive.*

*More CA-D spaces are needed in our vicinity.*

## Appendix 1<sup>14</sup>

**Table 2.7 Permit to parking space ratio**

Controlled Parking Zone	Ratio of permits to parking spaces
<b>Zones south of Euston Road</b>	
CA-C Holborn & Covent Garden	1.08
CA-D Kings Cross	1.05
CA-E Bloomsbury & Fitzrovia	0.99
<b>Zones north of Euston Road</b>	
CA-B Belsize	1.10
CA-F Camden Town	1.03
CA-G Somers Town	1.04
CA-H Hampstead	1.11
CA-J Primrose Hill	0.87
CA-K Kilburn Priory	0.98
CA-L West Kentish Town	0.68
CA-M East Kentish Town	0.84
CA-N Camden Square	0.74
CA-P Fortune Green	0.94
CA-Q Kilburn	0.81
CA-R Swiss Cottage	1.10
CA-S Redington & Frognal	0.54
CA-U Highgate	0.66
CA-V North End	0.60
CA-X Elm Village	1.01
<b>ALL ZONES</b>	<b>0.93</b>

<sup>14</sup> August 2013

## Appendix 2

Table 2.7 Permit to parking space ratio<sup>15</sup>, sorted by ratio

Controlled Parking Zone	Ratio of permits to parking spaces
CA-H Hampstead	1.11
CA-R Swiss Cottage	1.10
CA-B Belsize	1.10
CA-C Holborn & Covent Garden	1.08
<b>CA-D Kings Cross</b>	<b>1.05</b>
CA-G Somers Town	1.04
CA-F Camden Town	1.03
CA-X Elm Village	1.01
CA-E Bloomsbury & Fitzrovia	0.99
CA-K Kilburn Priory	0.98
CA-P Fortune Green	0.94
ALL ZONES	0.93
CA-J Primrose Hill	0.87
CA-M East Kentish Town	0.84
CA-Q Kilburn	0.81
CA-N Camden Square	0.74
CA-L West Kentish Town	0.68
CA-U Highgate	0.66
CA-V North End	0.60
CA-S Redington & Frognal	0.54

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<sup>15</sup> August 2013

### Appendix 3

P&D Bay hours 8.30am – 6.30pm Mon – Fri; 8.30am – 1.30pm Sat

Total available hours = 55

Street	Spaces	Average weekly income 12/13	Average weekly hours purchased 12/13	Avg. weekly hours per space
<b>Greater than 50% use</b>				
Hatton Wall	2	£254.75	62.1	31.05

<b>Less than 50% use</b>				
Princeton Street	4	£332.88	81.2	20.3
Mount Pleasant	2	£166.44	40.6	20.3
Hatton Garden	59	£4,580.80	1117.3	18.94
Catton Street	1	£76.46	18.6	18.6
St Cross Street	4	£301.03	73.4	18.35

<b>Less than 33% use</b>				
Elm Street	2	£146.04	35.6	17.8
Kirby Street	3	£217.42	53.0	17.66
Red Lion Street	19	£1,279.73	312.1	16.43
Northington Street	8	£521.97	127.3	15.91
Warner Street	10	£646.70	157.7	15.77
Grays Inn Road	5	£303.75	74.1	14.82
Great Ormond St	19	£1,138.94	277.8	14.62
Red Lion Square	15	£888.87	216.8	14.45

## Less than 25% use

Bedford Row	17	£905.25	220.8	12.99
Rosebery Avenue	3	£158.72	38.7	12.9
Orde Hall Street	3	£193.33	47.2	12.36
Dombey Street	3	£149.95	36.6	12.2
Queen Square	34	£1,506.80	367.5	10.81
John Street	12	£506.11	123.4	10.28
Eagle Street	4	£167.07	40.7	10.17
Coley Street	5	£204.90	50.0	10
Guilford Street	22	£898.69	219.2	9.96
Portpool Lane	6	£243.58	59.4	9.9
Jockey's Fields	9	£364.37	88.9	9.88
Millman Street	8	£323.32	78.9	9.86
Doughty Street	24	£913.62	222.8	9.28
Harpur Street	4	£151.94	37.1	9.28
Saffron Hill	7	£264.18	64.4	9.2
Roger Street	5	£185.93	45.3	9.06
Old Gloucester St	5	£181.51	44.3	8.86
Back Hill	2	£72.62	17.7	8.85
Sandland Street	13	£445.37	108.6	8.35
Bedford Row	17	£905.25	220.8	12.99
Rosebery Avenue	3	£158.72	38.7	12.9
Orde Hall Street	3	£193.33	47.2	12.36
Dombey Street	3	£149.95	36.6	12.2
Queen Square	34	£1,506.80	367.5	10.81
John Street	12	£506.11	123.4	10.28
Eagle Street	4	£167.07	40.7	10.17
Coley Street	5	£204.90	50.0	10
Guilford Street	22	£898.69	219.2	9.96



#### APPENDIX 4:

Resident permits and resident bays by street - 2012/13

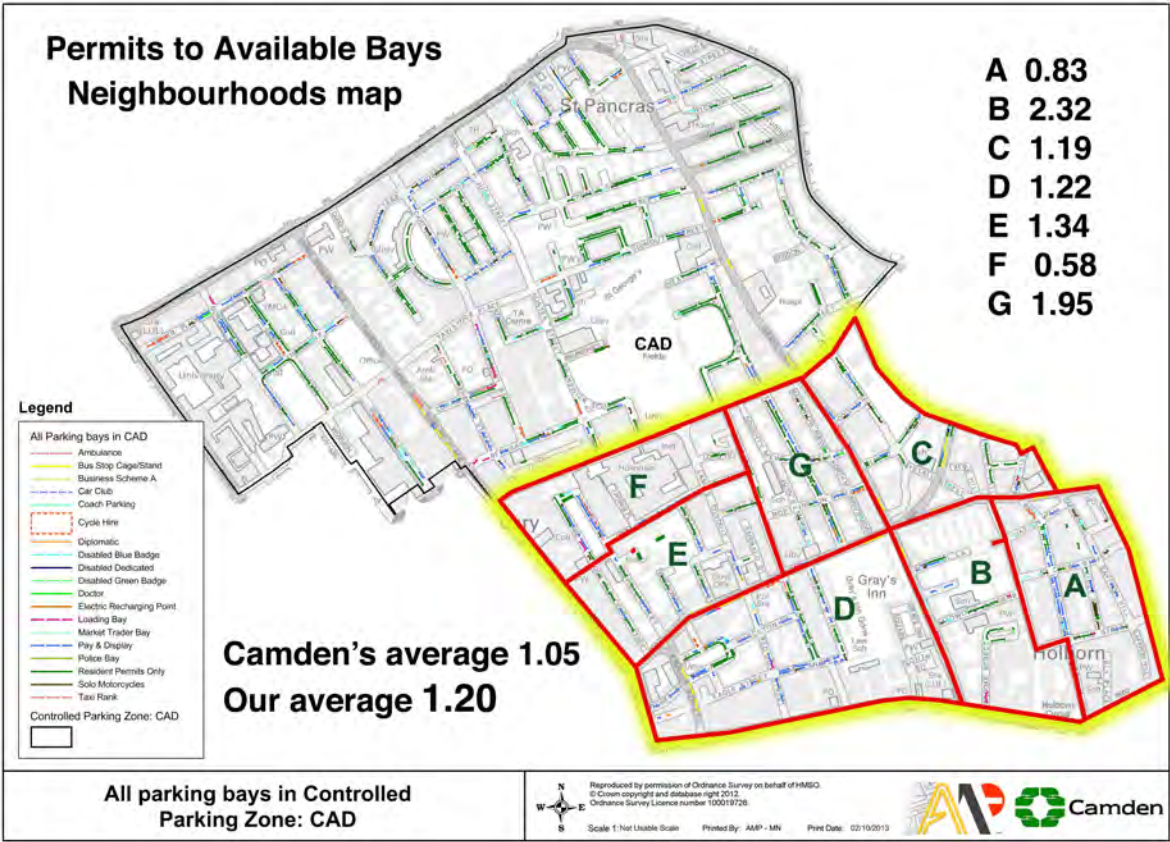
**549** permits have been issued for **467** bays

Street	Permits issued	Resident bays available
Baldwin Gardens	0	10
Beauchamp St	0	5
Bedford Row	3	30
Boswell Street	11	11
Brooke Street	1	7
Brooks Market	0	1
Brownlow Mews	5	2
Calthorpe Street	39	6
Dombey Street	10	0
Doughty Mews	9	0
Doughty Street	41	23
Eagle Street	6	0
Elm Street	1	6
Emerald Street	0	1
Eyre Street Hill	1	11
Farringdon Road	6	0
Gough Street	2	17
Gray's Inn Road	55	0
Gray's Inn Sq	4	0
Great James St	14	11
Greville Street	3	8
Gt Ormond St	22	26
Guilford Street	19	11
Harpur Street	1	5
Hatton Gardens	0	10
Hatton Place	1	0
Hatton Wall	2	3
High Holborn	9	0
Jockey's Fields	0	10
John Street	13	25
John's Mews	5	0
Kirby Street	1	5
Lambs Conduit St	15	0
Laystall Street	1	0

Leather Lane	20	0
Long Yard	1	6
Millman Street	27	30
Mount Pleasant	10	12
New North Street	9	5
North Mews	2	0
Northington St	7	2
Old Gloucester St	13	14
Orde Hall Street	32	10
Phoenix Place	0	13
Portpool Lane	32	9
Princeton Street	10	0
Procter Street	1	0
Queen Square	9	58
Red Lion Sq	18	30
Red Lion Street	1	0
Richbell Street	0	2
Roger Street	1	2
Roseberry Ave	1	8
Rugby Street	12	10
Saffron Hill	12	4
Sandland Street	2	0
St Cross Street	2	2
Southampton Row	24	0
Summers Street	0	6
Theobalds Road	3	0
<b>TOTAL</b>	<b>549</b>	<b>467</b>

APPENDIX 5a

Neighbourhoods Map



## Appendix 5b

### True ratios by neighbourhood area

<b>Neighbourhood Areas</b> (see map appendix 6b)			
	<b>BAYS</b>	<b>PERMITS</b>	<b>True Ratio</b>
<b>Area A</b>	36	30	0.83
<b>Area B</b>	28	65	2.32
<b>Area C</b>	79	87	1.10
<b>Area D</b>	70	57	1.22
<b>Area E</b>	99	133	1.34
<b>Area F</b>	92	54	0.58
<b>Area G</b>	63	123	1.95
	<b>467</b>	<b>549</b>	
<b>True ratio for Holborn Area</b>			<b>1.18</b>

## Appendix 6

### P&D use and under-use table

Purple is current average usage. Blue is comparative availability.

The red line shows the potential for reduction in P&D for conversion to residents

