

**Table 1: Comparison between Existing (without suspensions) and Proposed kerbside provisions.**

Kerbside use	Existing	Proposed
Pay & Display	64	64
Disabled bays	10	9
Doctors' bays	2	2
Loading bays (spaces)	Up to 6	Up to 6
Motorcycle bays	139m (approx. 174 spaces)	86m (approx. 107 spaces)
E-Scooter / dockless cycle bays	5m	41m
Bus Stand	41m	21m
Cycle stands	5	26

**Table 2: Summary of Kerbside survey**

Kerbside Use	Existing capacity	Mon 03/06 09:15	Mon 03/06 11:00	Thu 06/06 09:30	Tue 11/06 09:30	Thu 13/06 09:30	Thu 13/06 12.00 noon	Av. parked	Max. parked
Pay & Display <sup>1</sup>	46	48	48	50	49	48	48	49	50
Disabled bays	10	1	2	4	1	4	2	2	4
Doctors' bays	2	0	0	0	2	0	0	0	2
Loading bays (spaces)	Up to 6	2	0	2	3	3	2	2	3
Motorcycle bays <sup>2</sup>	110 (88m)	94	99	105	101	102	103	101	105
E-Scooter / pedal cycle bays <sup>3</sup>	10m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus Stand	41m	0	0	0	0	0	0	0	0
Parking on yellow lines	Not measured	7	6	4	11	10	3	7	11
Cycle stands	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

<sup>1</sup>Only 46 Pay & Display bays in use as 18 are currently suspended for works in the Garden. Where parking numbers exceed 46, the excess are parked in the suspended bays.

<sup>2</sup>Only (up to) 110 spaces (88 meters) of motorcycle parking are in use as 64 spaces (51 meters) are currently suspended for works in the Garden.

<sup>3</sup>E-Scooter and cycle parking bays were suspended and barriered off

**Survey observations and considerations:**

- All Pay & Display bays were at or exceeded the available capacity (46 in total) leading to some drivers parking in suspended bays and, a large proportion, on yellow line restrictions. The existing number of Pay & Display bays is therefore retained which, based on the occupancy surveys, meets current demand, and has resilience for additional vehicles.
- The majority of users were small to medium size vans such as the Ford Transits Custom or Connect, making up to at least 95% of the motor vehicle composition (excluding motorcycles) in Finsbury Circus.
- Demand for motorcycle parking was at or near capacity with a few spaces remaining. This is despite the suspension of 64 spaces (51 meters). Motorcycle parking tend to be “long stay” and provide no opportunity for multiple users of the same space and thus is a less efficient use of the kerbside space than other modes. The number of motorcycle parking is to be reduced from 174 spaces (139 meters) to 107 spaces (86 meters), which is similar to what is available on street now. If more parking spaces are needed, the London Wall Car Park has spare capacity and is only a short distance walk to Finsbury Circus.
- The Bus Stand was not seen to be used by buses, but TfL has requested that this facility is retained. It should also be noted that the original length of the Bus Stand was much shorted (in the region of 25 meters) but extended over time to accommodate works including to the Liverpool Street Station, which affected the bus station. It is proposed to retain the Bus Stand but reduced to 21 meters long.
- There is an over-provision of Disabled Persons Parking bays, with a maximum of four vehicles observed using them. However, recent City-wide surveys of disabled parking places indicated that there is a lack of these provisions overall. Therefore, it is proposed to retain 9 of these bays, which should provide capacity to accommodate future needs.
- Parking for micromobility users such as pedal cycles, E-Cycles and E-Scooters is an important element of the Transport Strategy. The massive increase over the past few years has created significant impacts and challenges on our streets. Parking for E-Cycles and E-Scooters will increase from 10 meters to 41 meters, and from 5 cycle stands 26 cycle stands for pedal cycle parking. As well as serving visitors to the Gardens and surrounding properties this will also has the potential to serve people using Liverpool Street and Moorgate stations.