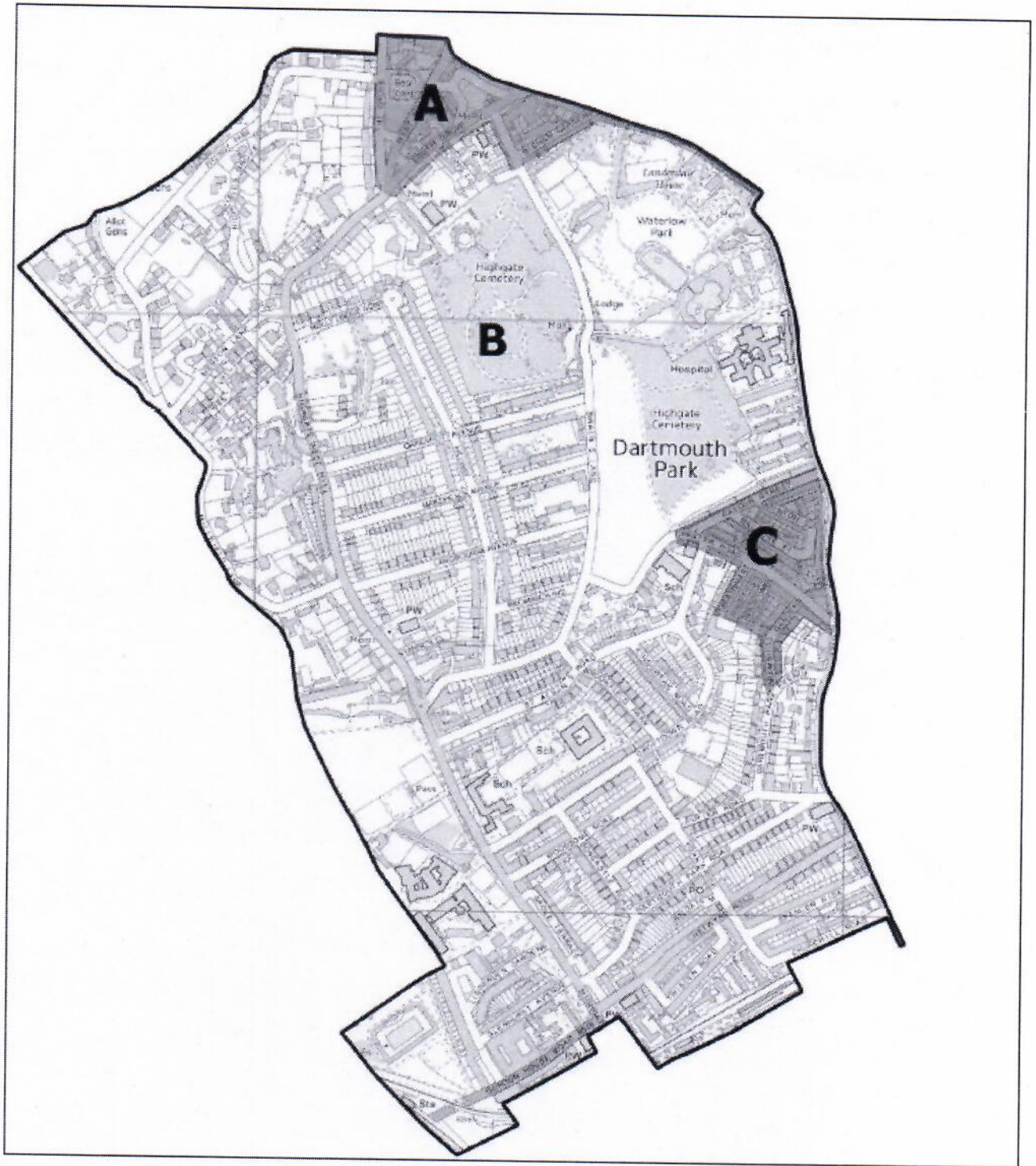


Figure B: Plan showing proposed CA-U sub areas



APPENDIX D: CONSULTATION REPORT

Response Rate

D1 The table below gives an approximate number of consultation copies distributed, total respondents and response rate for each zone.

CPZ	Number of addresses consultation was sent	Total Respondents	Approximate response rate
CA-D	18626	520	2.8%
CA-U	5592	723	12.9%

Consultation Results

D2 The following section gives a zone by zone summary of the key results of the consultation.

CA-D, King's Cross and Holborn

D3 Question 1A: "Please state whether you are responding as a: resident, business and other"

Respondent Type	Total Number of responses
Resident	441(84.8%)
Business	47(9.0%)
Resident and Business	3(0.6%)
Councillor	1(0.2%)
Resident and Community Organisation	5(1.0%)
Neighbouring Borough	1(0.2%)
Other (Charity, Landlord, student, family member of resident)	19(3.7%)
Not answered	3(0.6%)
Total	520(100%)

D4 Question A2: "Please state whether you own a car"

Response	Total Number of Responses
Yes	312 (60.0%)
No	201(38.7%)
Not answered	7(1.3%)
Total	520(100%)

Further Analysis

- D5 The responses for Questions B1 to D3 have been analysed to determine whether there is widespread support for longer hours. The results have been analysed at a CPZ level and proposed subzone level. They are as set out in the tables below:

Monday - Friday

CPZ area	Maintain current hours of operation	Extend hours of operation	Reduce hours of operation	No Answer
Sub area A	232 (74.4%)	69 (22.1%)	4 (1.3%)	7 (2.2%)
Sub area B	141 (69.1%)	55 (27.0%)	4 (2.0%)	4 (2.0%)
Entire Zone	377* (72.5%)	124 (23.8%)	8 (1.5%)	11 (2.2%)

Saturday

CPZ area	Maintain current hours of operation	Extend hours of operation	Reduce hours of operation	No Answer
Sub area A	219 (70.2%)	68 (21.8%)	18 (5.8%)	7 (2.2%)
Sub area B	130 (63.7%)	53 (26.0%)	17 (8.3%)	4 (2.0%)
Entire Zone	353* (67.9%)	121 (23.3%)	35 (6.7%)	11 (2.1%)

Sunday

CPZ area	Maintain current hours of operation	Extend hours of operation	No Answer
Sub area A	242 (77.6%)	63 (20.2%)	7 (2.2%)
Sub area B	155 (76.0%)	46 (22.5%)	3 (1.5%)
Entire Zone	401* (77.1%)	109 (21.0%)	10 (1.9%)

- D6 The above results indicate that the majority of respondents in the CA-D zone wanted to maintain the current hours of control.
- D7 Reasons given for supporting or objecting to a change in the hours of control were broadly similar for both proposed sub areas.
- D8 Those in CA-D objecting to an increase in the hours of operation were mainly concerned about how this would affect visitors to the area and businesses. They felt that the current restrictions sufficiently protected parking for residents while allowing visitors, residents and customers in the area to arrive by car where necessary.
- D9 A number of those objecting to an increase in the hours of control also commented that there was no need for a change as the surveys don't necessarily show changes that can be attributed to Islington Council's increased hours of control.

*4 responses received from relatives (who do not live in the CPZ) of residents in CA-D have been included in the total

- D10 A couple of these respondents stated that rather than increasing the hours of control, CA-D permit holders should be allowed to park in CA-C, CA-E and CA-G.
- D11 Those in support of increasing the hours of operation cited the lack of sufficient parking as their main reason for this view. Parking pressure was attributed to those visiting the postal museum, night clubs, minicabs, coaches, parking suspensions and the reallocation of space for the cycle super highway.
- D12 A number of those seeking longer hours of control felt that extending the hours of control would stop visitors arriving by car which would improve the air quality in the area.
- D13 Some respondents from both sides suggested that the council should stop issuing more parking permits than available spaces.
- D14 A very small number of respondents felt that the current controls were excessively long and should be reduced for weekdays and completely removed on Saturdays.
- D15 A respondent who supports an extension to the current hours of control commented that heat maps are inaccurate and do not reflect residents parking congestion around Portpool Lane/ Hatton Garden/ Rugby Street or Great Ormond Street. The respondent also felt that the consultation document suggested that residents' visitors should have priority over residents. The respondent also stated that the consultation does not make it clear that residents' parking is oversubscribed while paid for parking is not.
- D16 A number of comments made were outside of the scope of the review; these include:
- ^{F0}_{E1} A request for a loading bay in Brooke's Market;
 - ^{F0}_{E1} A request for the removal of 2 redundant car clubs in Tonbridge Street;
 - ^{F0}_{E1} A request to investigate possible commuter parking in Bedford Row as all the bays are full in the day time but empty at night;
 - ^{F0}_{E1} Requests for additional resident parking spaces in Greville Road, Saffron Hill and Kirkby Street;
 - ^{F0}_{E1} Requests for more shared used bays in the zone.

Officer Comments

- D17. In response to those who objected to changes for the effect this would have on those visiting the area, the changes proposed were only in relation to resident permit holder bays. Therefore visitor parking in paid for parking bays and single yellow lines would be unaffected.
- D18 Regarding the comments that the hours of control should not be changed because Islington Council's changes have had no impact; the heat maps

show that there has been an increase in parking pressure in the south eastern corner of CA-D. While it is difficult to attribute any increases in parking pressure solely to Islington's changes, it should be noted that the data only provides a snapshot so a review seeks whether residents consider that there is an issue.

- D19 In response to the request to allow CA-D permit holders to park in CA-E, CA-C and CA-G, this approach is likely to encourage inessential car journeys. Data held by the council shows that 41% of car driver trips originating in Camden are less than 2km in length, and 70% are less than 5km. To allow CA-D residents to be able to park in 3 other CPZs is likely to enable these trips to be undertaken easily by car which is counter to the Camden Transport Strategy objectives relating to discouraging inessential car use.
- D20 In relation to parking pressure in CA-D, officers are aware of some areas in the zone having high parking pressure both from surveys and correspondence from residents highlighting this. Officers also recognise that an increase in the hours of operation would protect parking for residents for a longer period of time. However, without the majority of respondents in favour of retaining the current hours of control, it would be difficult to justify changing them.
- D21 It should be noted that a number of measures have been taken to address parking pressure in CA-D since the last review. These include converting 68 paid for parking spaces to shared use bays therefore allowing residents to park in them. In addition to this, to compensate for suspensions related to construction and filming, alternative parking is provided on single yellow lines and/or within Paid for Parking bays as close as possible when a suspension is for either 2 or more days or occupies 2 or more parking spaces (1 space = 5 metres).
- D22 In response to the comment that increasing the hours of control would stop visitors arriving by car, it is recognised that extending the hours of control is one method of discouraging those visiting the area from arriving by car. However, the council needs to strike a balance between the different legitimate demands for parking and views; the consultation responses suggest that we have got this balance right in this zone.
- D23 For the comments that the council should stop issuing more parking permits than spaces, a permit review is being undertaken later this year and this request will be given consideration as part of this process.
- D24 In response to the comments that the heat maps are inaccurate as they do not do not reflect residents parking congestion around Portpool Lane/ Hatton Garden/ Rugby Street or Great Ormond Street, the heat maps are based on parking bay occupancy surveys. It should be noted though that the shading on heat maps is weighted by both number of spaces and occupancy level. Therefore a street with a fewer number of bays would have a less intense shading than a street of a higher number of bays but similar occupancy levels. While it is acknowledged that heat maps may not necessarily be the best way

to display parking pressure, it is the simplest way due to the number of streets surveyed.

- D25 Regarding the comment that the consultation document appears to prioritise visitors, the decision to highlight the impact of any changes to visitors was taken following the engagement exercise with local groups and councillors which showed that there was concern for visitor parking if parking hours of control of resident permit holder bays were increased. It was not the intention to imply that visitors are prioritised, but to ensure that all the potential impacts of any changes, both positive and negative, were conveyed so that respondents can give informed responses.
- D26 The comments outside the scope of this consultation, set out in point D16 have been passed on to the relevant officers in the council for consideration.
- D27 In conclusion, while there are some respondents in favour of longer hours distributed across both the north (sub area A) and south (sub area B) the overall response to the consultation does not justify any widespread change to controlled hours. Making changes in selected streets would create a more complex map of parking controls.
- D28 Furthermore, any implementation of longer controls in only particular streets of the zone is also likely to have an effect of 'pushing' the problem elsewhere in the zone and increasing demand in other areas where longer hours of control are not supported.

CA-U, Highgate

- D29 Question 1A: *"Please state whether you are responding as a: resident, business and other"*

Respondent Type	Total Number of responses
Resident	678
Business	28
Resident and Business	4
Resident and Community Organisation	1
Neighbouring Borough	1
Other (Church, regular visitor, landlord)	5
Not answered	6
Total	723

D30 Question A2: "Please state whether you own a car"

Response	Total Number of Responses
Yes	591 (81.7%)
No	116 (16.0%)
Not answered	16 (2.2%)
Total	723(100%)

Further Analysis

D31 The responses for Questions B1 to D3 have been analysed to determine whether there is widespread support for longer hours. The results are as set out in the tables below:

Monday - Friday

CPZ area	Maintain current hours of operation	Extend hours of operation	Reduce hours of operation	No Answer
Sub area A	33 (50.8%)	32 (49.2%)	0 (0%)	0 (0%)
Sub area B	537 (89.2%)	51 (8.5%)	2 (0.3%)	12 (2.0%)
Sub area C	27(48.2%)	29 (51.8%)	0 (0%)	0 (0%)
Entire CPZ	597 (82.6%)	112 (15.5%)	2 (0.3%)	12 (1.7%)

Saturday

CPZ area	Maintain current hours of operation	Extend hours of operation	Reduce hours of operation	No Answer
Sub area A	37 (56.9%)	28 (43.1%)	0 (0%)	0 (0%)
Sub area B	537 (89.2%)	56 (9.3%)	0 (0%)	9 (1.5%)
Sub area C	35 (62.5%)	21 (37.5%)	0 (0%)	0 (0%)
Entire Zone	609 (84.2%)	105 (14.5%)	0 (0.0%)	9 (1.2%)

Sunday

CPZ area	Maintain current hours of operation	Extend hours of operation	Reduce hours of operation	No Answer
Sub area A	58 (89.2%)	7 (10.8%)	0 (0%)	0 (0%)
Sub area B	566 (94.0%)	27 (4.5%)	0 (0%)	9 (1.5%)
Sub area C	46 (82.1%)	10 (17.9%)	0 (0%)	0 (0%)
Entire Zone	670 (92.7%)	44 (6.1%)	0 (0.0%)	9 (1.2%)

D32 The results above indicate that except for the weekday controls of sub areas A and C (highlighted in yellow in the table above), the majority of the

respondents to the consultation do not support a change to the hours of operation of their sub areas.

D33 For the sub areas A and C, the results are relatively balanced. For sub area A, the number of those in favour of retaining the hours of control on a Monday to Friday (33 respondents- 50.8%) is only slightly greater than those in favour of extending the controls (32 respondents – 49.2%). The support for an extension in hours during Monday to Friday predominantly lies in Bisham Gardens and The Grove while the strongest support for retaining the current hours of control lies on South Grove. Views on the remaining streets in this sub area (on Highgate West Hill and Pond Square) are evenly split.

D34 Among those who support an extension of the weekday hours of control in sub area A, 8:30am – 6:30pm is the period supported by most as shown in the table below:

Hours of control	08:30am - 6:30pm	10:00am – 4:00pm	08:30am-8:30pm	24 hours
Respondents supporting them	27 (84.4%)	3 (9.4%)	1 (3.1%)	1(3.1%)

D35 For sub area C, support for extending the current hours of control during weekdays (29 responses – 51.8%) only slightly exceeds that for retaining the current hours (27 responses – 48.2%). Overall, Balmore Street, Branshill Gardens, Chester Road and Doynton Street had majority support for an increase in the hours of operation, whereas Bertram Street, Raydon Street and Winscombe Street had majority support for retaining the current hours.

D36 Among those who support an extension of the weekday hours of control in sub area C, 8:30am – 6:30pm is the period supported by most as shown in the table below:

Hours of control	08:30am - 6:30pm	10:00am – 3:00pm	24 hours
Respondents supporting them	22 (75.9%)	1 (3.4%)	6 (20.7%)

D37 A number of those who support retaining the current hours of control in the zone feel that the current controls strike the right balance in preventing commuter parking while allowing parking for those visiting the area including visitors to residents, customers for the shops and tradesmen in the zone.

D38 A number of these respondents felt that increasing the hours of control would be damaging to the shops in the zone as customers would not be able to park. There was also concern about the impact of extending the hours of control to those visiting Hampstead Heath.

- D39 Some of those in support of retaining the current hours of control live in a car free development and are concerned that an extension in the hours of control would make it difficult for them to own a car. Some of these respondents requested that the car free development status on their developments should be removed if longer parking controls are introduced.
- D40 A number of those in car free developments in sub area C cited mobility difficulties as the reason for their need for a car (although they do not qualify for blue badges).
- D41 A number of those who objected to changing the current hours of control felt that this was a money making exercise by the council. Others stated that the hours of control should not be changed.as the heat maps did not show any impacts of change on parking pressure.
- D42 Some of those who did not support retaining the current hours of control requested that CA-U permit holders should be allowed to park in Kentish Town for shopping purposes. A respondent from this group also stated that all Camden resident permit holders should be allowed to park for 30 minutes across the entire borough to allow residents to shop in local shops.
- D43 A number of respondents who support retaining the current hours of control made comments relating to the timing of the review as set out below:
- FO
E1 The review should have been undertaken after the large development on Swain's Lane is completed.
 - FO
E1 The review should be taken in 5 years' time.
 - FO
E1 It is premature to suggest sub area C as the underground parking in Whittington Hospital will be available for staff to park after contractors finish their work on the hospital heating system.
- D44 Some respondents felt that an increase in the hours of control of one subzone would displace traffic to the next area and result in other areas requesting for longer controls too.
- D45 Another respondent who also supports maintaining the current hours of control stated that tradesmen should be allowed to park in the area during the hours of control.
- D46 Those who support longer hours of control cited the challenge in finding spaces to park as their main reason. In sub area A, the parking pressure was mainly attributed to parents doing the school run, commuters and a large number of Business Permit B holders parking in the area. A respondent also cited the lack of enforcement as a reason for the high parking pressure in this area.
- D47 Those in sub area B who support longer hours of control cited the following as the causes of the parking pressure:
- FO
E1 Commuters
 - FO
E1 School pick up and drop off

- FO
E1 Those accessing the heath
- FO
E1 Farmer's Market at William Ellis School
- FO
E1 Shoppers

D48 For sub areas C, the pressure on parking was considered to be from those who are unable to park in Islington and a car free development in the area. Some respondents suggested that an increase in the hours of control would make it easier for the bus C11 to travel through the area as it currently proceeds very slowly due to pinch points caused by parked cars.

D49 Other sources of parking pressure across the entire zone cited include:

- FO
E1 Staff and visitors to Whittington Hospital;
- FO
E1 Residents who are avoiding purchasing parking permits;
- FO
E1 Local builders;
- FO
E1 Cab drivers;
- FO
E1 Business owners from Archway area;
- FO
E1 Activities at the chapel in Chetwynd Road;
- FO
E1 Evening sports at Acland Burghley;
- FO
E1 Overspill if royal parks shut their car parks;

D50 Two respondents who support extending the current hours of control wanted to know what local groups were consulted and what weighting was given to non-residents' responses.

D51 A number of respondents who also support extending the hours of control felt they should pay less for their parking permits than those zones that have longer hours of control.

D52 A respondent commented that the two hours of parking control in CA-U did not reflect Camden's ambitious targets for air quality.

D53 The following comments made are out of the scope of this consultation. These include:

- FO
E1 Request for more parking enforcement in the CPZ;
- FO
E1 Request for parking on Croftdown Road (including disabled parking) for users of Highgate New Town Community Centre once it opens in 2020;
- FO
E1 Request to address noise and disturbance caused by heavy lorries in the area driving over humps;
- FO
E1 School run traffic clogs up Dartmouth Park Hill, Chetwynd Road and Gordon House Road;
- FO
E1 Request for more paid for parking for Dartmouth Park area;
- FO
E1 Address potholes around junction on Fortess Road, Highgate Road and Kentish Town Road to improve conditions for cyclists;
- FO
E1 Address number of shop tenants around Pond Square especially estate agents;
- FO
E1 More provision for cycles and cycling;

- FO
E1 Give residents who apply for a driveway permission to relieve parking pressure;
- FO
E1 Introduce double yellow lines across driveways to stop them getting blocked by parked vehicles;
- FO
E1 Chetwynd Road appears to be shown on the map as a local distributor and yet it was downgraded in the 1990s;
- FO
E1 Check that car free developments are not being issues parking permits;
- FO
E1 Increase the number of parking spaces near Hampstead Heath, particularly in the summer time as dangerous obstructions arise;
- FO
E1 Change the layout of controls outside 31 Highgate West Hill to address negligent parking;
- FO
E1 Restrict commercial vehicles from parking in residents' streets overnight;
- FO
E1 Double the amount of time blue badge holders are allowed to park on single and double yellow lines;
- FO
E1 Create passing spaces on Highgate Road to address congestion;
- FO
E1 Convert the single yellow line at the junction of Woodsome Road and Highgate Road to double yellow lines to stop dangerous parking;
- FO
E1 A request to remove paid for parking on western end of Chetwynd Road as it is a residential street and the continuous movement of vehicles diminishes quality of life. Additionally, the parking bays are outside a residential development;
- FO
E1 A request to make one side of Gordon House Road a red route as the road is too narrow;
- FO
E1 A request to provide more electric charge points.

Officer Comments

- D54 In response to the comments that an increase in the hours of control would damage shops in the area, it should be noted that there is evidence to suggest that pedestrians and cyclists spend more than people arriving by motorised transport. In 2011, a study in London found that while car drivers spent more on a single trip, walkers and bus users spent more over a month; £147 more for walkers, than for those travelling by car (Living Streets, 2014). In addition to this, the same report found that there is consistent evidence that customers like pedestrian friendly environments and dislike traffic.
- D55 In response to the comments that an increase in the hours of control would impact on those visiting the CPZ, there are paid for parking bays in the CPZ which can be used for those visiting the CPZ with short term parking needs who have essential need for a car.
- D56 In response to those in car free developments who object to an increase in the hours of operation, to have parking restrictions in place that make it possible for those without an essential need for a car to own one makes it difficult to meet the objectives of the car free policy. The car free development policy seeks to restrict car parking within both residential and

non-residential developments to spaces designated for disabled people and essential operating or servicing needs where necessary. The aim of this policy is to mitigate the negative impacts of new developments relating to car use as there is a strong relationship between levels of car parking provision and ownership and use.

- D57 To minimise the impact on those with an essential need for a car in these developments, officers will work with car club operators to increase the provision in this area where feasible. In addition to this, officers will continue to monitor the travel plans for these sites to ensure that residents are informed of the alternatives to car travel available to them.
- D58 In response to the comments that this is a money making exercise, the driver for parking policy changes are to meet our transport and environmental objectives. Any financial implications are a consequence and not a driver. Further it is not legally permissible to introduce parking policies or charges for the purposes of raising revenue. A review of CA-U CPZ was undertaken because Islington increased its hours of control in Zone K to 24 hours and under the council's current approach, an increase in the hours of control of a neighbouring CPZ triggers a CPZ review.
- D59 Regarding the comments that CA-U permit holders should be allowed to park on Kentish Town Road and that all permit holders in the borough should be allowed 30 minute free parking across the borough, this would make it easier for inessential car journeys to be undertaken which is counter to the council's objectives related to discouraging inessential car use as previously set out in point D19.
- D60 Regarding the comments relating to the timing of the review, it should be noted that the timing of the review was set following consultation with local groups. It was expected that any local issues that would require the review to be further postponed would have been highlighted by the local groups.
- D61 In relation to the comments that introducing longer hours of control in one subzone would result in displacement to other areas of the CPZ which would in turn request longer hours of control, the proposed subzones are partly based on the need to minimise the impact of displacement on neighbouring areas. In the event that proposed sub areas A and C are implemented following the statutory consultation, any requests for additional reviews will be considered in line with the councils approach on CPZ reviews.
- D62 Regarding the comments that tradesmen should be allowed to park in the CPZ during the hours of control, this is currently the case if they purchase a parking permission. Parking permissions allow parking in up to 3 streets on resident parking bays or permit holder bays. Alternatively, tradesmen can pay to park in paid for parking bays. Where a tradesman wishes to load / unload heavy tools from the vehicle, a number of restrictions have exemptions which allow for this, including double yellow lines (without kerb blips).

- D63 The comments from those in support for longer hours in sub area A and C (contained in D46 and D48) are in line with those received in correspondence and engagement before the review. In addition to this, parking bay occupancy surveys undertaken as part of the review show that these areas have higher parking pressure than the rest of the zone.
- D64 Regarding the comments that issuing a large number of business permits contributes to the parking pressure, there are currently 87 active business permits in CA-U, which is not as high as some other CPZs in the borough; there are 8 CPZs with over 100 active business permits with the highest having 177 permits. However these comments and those on enforcement have been passed on to colleagues in Parking Operations to consider and address.
- D65 In relation to the impacts of the school run, there are three schools within CA-U and two outside of it. Four of the five schools are based in Camden Council and Officers are working with all of them at various stages of School Travel Plans to encourage travel by more sustainable modes. The remaining school is in Haringey and Officers have passed on the comments relating to it to Haringey Council.
- D66 In relation to the other sources of parking pressure set out in D49, these groups are parking in CA-U outside of the CPZ hours of control therefore the Council is limited in what we can do as we are unable to issue Penalty Charge Notices (PCNs) to anyone parking in permit holder spaces.
- D67 Regarding the question on which local groups were consulted, these were area improvement groups, tenants/residents groups and traders associations contained on the Council's CINDEK database. It should be noted that responses are equally weighted, but a breakdown is provided so that the decision maker can attach what weight they want to the responses from residents.
- D68 In response to the proposal that residents in shorter CPZs should pay less for their permits, this will be considered when resident parking permits are reviewed later this year (2018).
- D69 Regarding the comments that two hours of control do not reflect Camden's ambitions for air quality, officers agree that longer hours of control are likely to disincentivise inessential car journeys from those visiting the area which would contribute to improving air quality. However, to date the hours of control have been those that are supported by the majority. But, given the increasing demand on kerbside space and the need to address the issues of air quality and congestion, we will be looking at the most effective approach to CPZ hours of control and sizes, in order to fit with and form part of the emerging updated Camden Transport Strategy (CTS).
- D70 The comments outside the scope of this review, set out in point D53 have been passed on to the relevant officers for consideration.