

**Questionnaire section A: About you**

**Question A1**

Please state whether you are responding as a:

Resident

☐

Business

☐

Councillor

☐

Other (please specify)

**Question A2**

Please state whether you own a car:

Yes

☐

No

☐

**Question A3**

Please give your address including full post code if known. This will only be used for the purposes of data analysis to establish whether there are different views across your CPZ.

PARKING IN CAMDEN

Camden is a dense mix of residential, business and other uses. This mix is part of what makes Camden a good place to live. The success of the local economy provides local services and employment opportunities.

However, the wide range of demands for parking space means there is a need to strike a balance between residents, visitors and businesses (and others) sharing the limited parking space available. Traffic and parking requirements change and ongoing changes are necessary to guarantee that arrangements meet local needs effectively.

It is important to bear in mind why the borough manages parking in the first place. Demand for parking in Camden far outstrips the supply of kerb space available and the Council seeks to maintain an active balance between the parking demands of different groups of people. This also needs to be balanced with the statutory duty on the Council to keep traffic moving, avoiding unsafe and obstructive parking, and to make sure there is good access for pedestrians, cyclists, buses and a range of vehicles.

Alongside this is the strong aim of sustainability, and restraining inessential traffic so that we achieve efficient movements for essential vehicles (e.g. emergency services, public transport and deliveries). In a crowded inner city location we encourage people to move in the most efficient and sustainable ways possible. To help achieve this we improve conditions for walking and cycling, including making these movements safer, and improve the flow of public transport. This also has clear links to minimising the wider impacts of traffic on poor air quality and climate change.

All of the public roads in Camden are subject to parking controls. This process was completed in August 2004, when the last Controlled Parking Zone (CPZ) was introduced.

The latest available data (2016) shows that 65% of households in Camden do not own a car, but parking controls impact upon everybody, including your visitors and tradespeople. We would urge you to give us your views on the appropriate arrangements for your area.

CA-D, KINGS CROSS AND HOLBORN AREA CONTROLLED PARKING ZONE

The current hours of control for your zone (CA-D, King’s Cross and Holborn) are as follows:

Day of the week	Monday - Friday	Saturday	Sunday
Hours of control	8:30am -6:30pm	8:30am – 1:30pm	No controls

The current breakdown of permit holders and parking spaces for CA-D, Kings Cross and Holborn is as follows:

	CA-D
Approx no. of permits	1,608
Approx no. of resident spaces	1,510
Approx permit to parking space ratio	0.94

## **WHAT HAS HAPPENED SO FAR**

### **Engagement with local groups**

To inform the development of questions that are contained in this consultation, an engagement exercise was undertaken in 2017 with the local groups in the controlled parking zone. Respondents were asked about what they thought about the length of controlled hours. The results of this exercise are as follows:

#### **Monday – Friday**

Percentage of local group who responded who felt the current hours were

- Too long 0%
- About Right 67%
- Too short 33%

#### **Weekend**

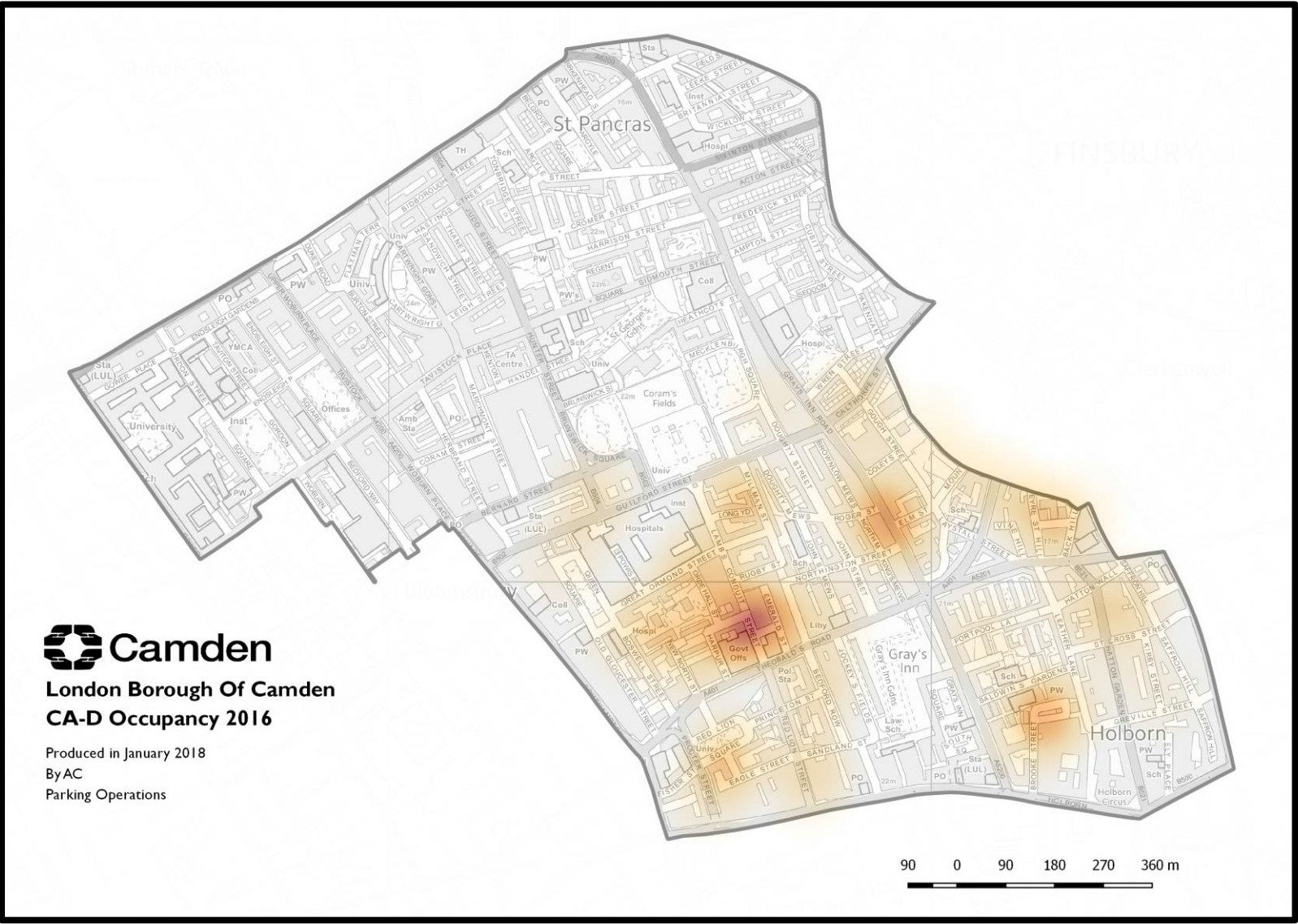
Percentage of local groups who responded who felt the current hours were

- Too long 0%
- About right 67%
- Too short 33%

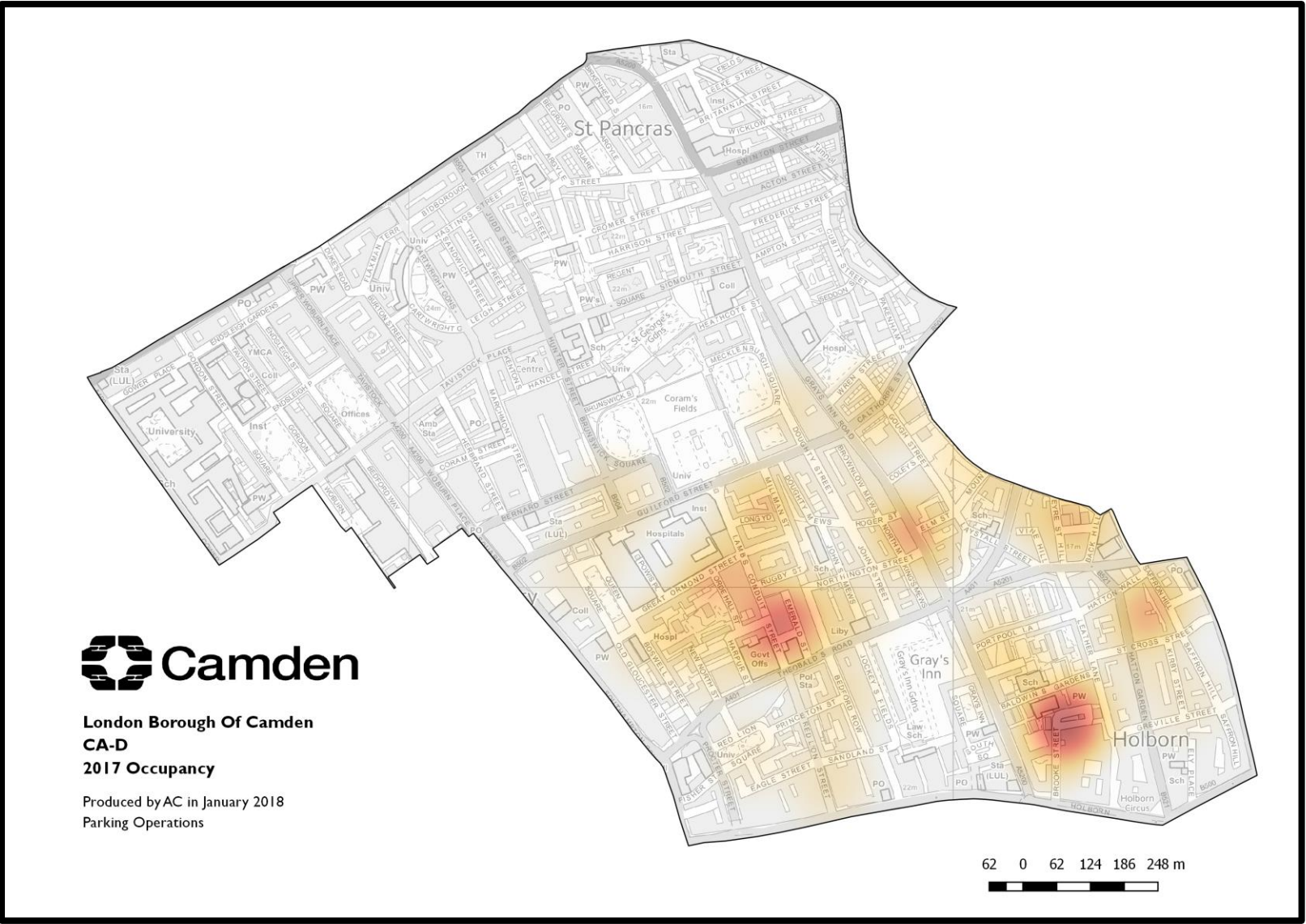
### **Parking Surveys**

Parking bay surveys were undertaken in some streets within CA-D which could have been affected by Islington's changes to understand any impacts. These parking bay surveys were carried out both before and after Islington's changes. The results are contained in the heat map shown in the plans B<sub>1</sub> and B<sub>2</sub> overleaf. On these maps, please note that the darker the red the greater the parking occupancy. The data shows that there has been an increase in parking pressure in the south eastern end of the CPZ. However, it is difficult to attribute this entirely to Islington Council's changes as there are other factors in effect that could also influence parking pressure, such as parking suspensions.

**Plan B<sub>1</sub>: Heat map showing parking bay occupancy levels before Islington Changes**



**Plan B<sub>2</sub>: Heat map showing parking bay occupancy levels after Islington Changes**



**QUESTIONNAIRE SECTION B**

The hours and days of operation of CPZs in the borough are tailored to the needs of a particular area.

There are some factors that respondents will need to consider before answering the questions below. You may wish to extend the hours of control of resident permit holder bays to stop visitors to the area from parking in these bays during the extended hours of control unless they have a visitor permit. This may make it easier for a permit holder to park. However, this reduces the parking opportunities for visitors (without visitor vouchers) as they would only be able to park on single yellow lines and paid for parking bays outside of the current hours of control which could be less convenient.

It is possible that controlled hours may be different in parts of a zone (sub – areas). This may help with addressing local parking pressure problems which do not apply to the rest of the zone. Please note that the introduction of sub - areas does affect any terms and conditions of parking permits, including resident permit holders’ right to park in any resident permit holder / shared use bays in the entire zone.

**Question B1**

Do you wish to see any changes to the CPZ hours of control or possible sub-areas within the zone?

- ☐ Yes
- ☐ No

*If you answered ‘Yes’, please go to Question B2.*  
*If you answered ‘No’, please go to Questionnaire Section E*

**Question B2**

Do you agree with the proposal to divide the zone into different subareas to allow for different hours of control within the zone?

- ☐ Yes
- ☐ No

*If you answered ‘Yes’, please go to Questionnaire Section C.*  
*If you answered ‘No’, please go to Questionnaire Section D.*

**QUESTIONNAIRE SECTION C**

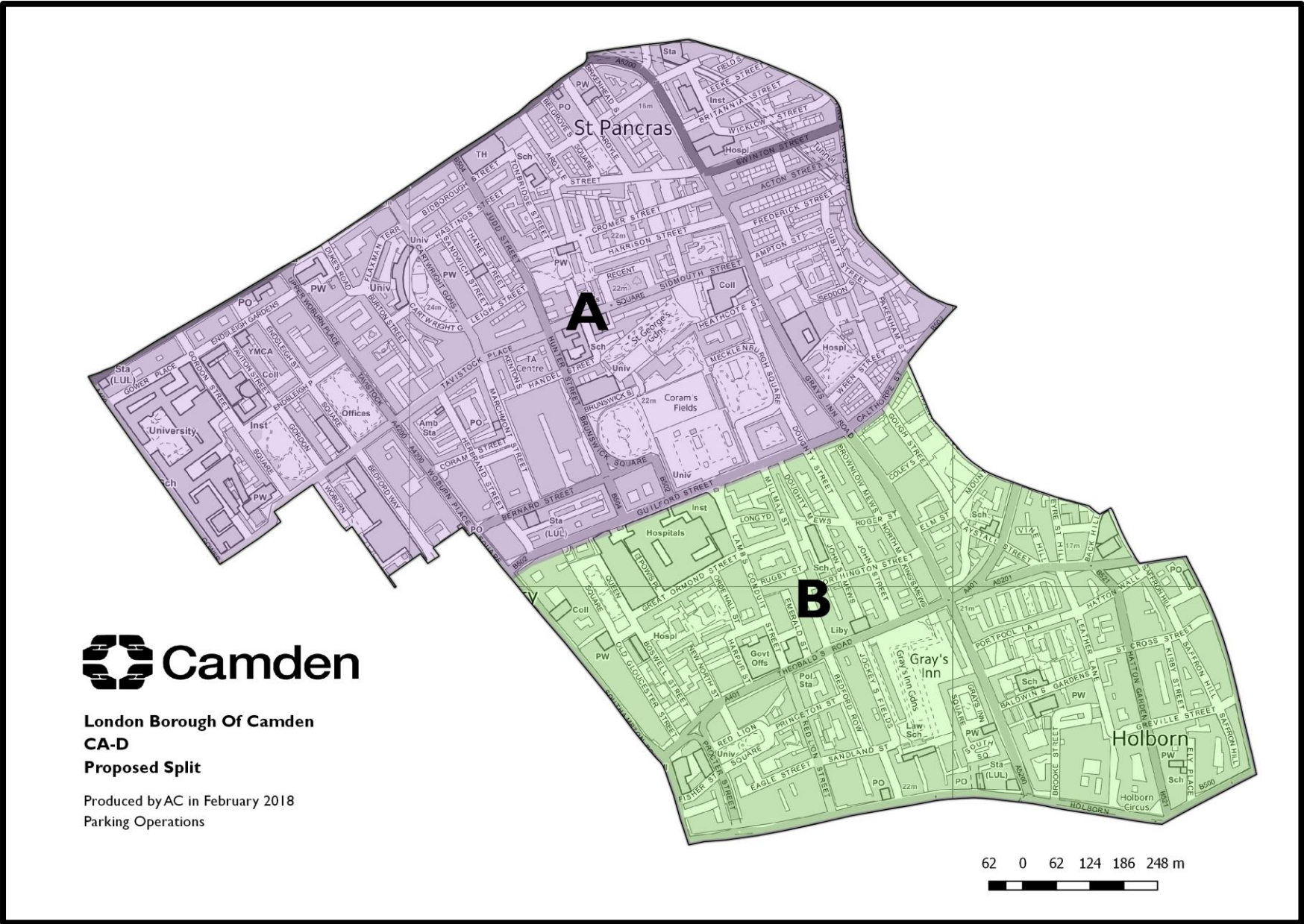
**Question C1**

Do you agree with the proposal to split the zone into sub area A and B as shown on the plan overleaf? The proposed subareas have been developed by considering where there appears to be support for longer hours of control (based on the results of the local group’s engagement and



previous correspondence), parking pressure information and the desire to minimise displacement between sub- areas.

**Plan C1: Plan showing proposed sub-areas**



- ☐ Yes
- ☐ No

*If you answered ‘No’, please use the space below to describe your preferred boundary for the subareas*

Question C2

What time should the controlled hours in **subarea A** operate from Monday to Friday?

- ☐ 08:30am – 6:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time

Question C3

What time should the controlled hours in **subarea A** operate on Saturdays?

- ☐ 08:30am – 1:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time

Question C4

What time should the controlled hours in **subarea A** operate on Sundays?

- ☐ No controls (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ Midnight – 6:00am (same as Islington’s Zone C)
- ☐ Suggest other time

Question C5

What time should the controlled hours in **subarea B** operate from Monday to Friday?

- ☐ 08:30am – 6:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time

Question C6

What time should the controlled hours in **subarea B** operate on Saturday?

- ☐ 08:30am – 1:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time

Question C7

What time should the controlled hours in **subarea B** operate on Sunday?

- ☐ No controls (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ Midnight – 6:00am (same as Islington’s Zone C)
- ☐ Suggest other time

*Please go to Questionnaire Section E.*

QUESTIONNAIRE SECTION D

Question D1

What time should the controlled hours in **the entire CPZ** operate from Monday to Friday?

- ☐ 08:30am – 6:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time

Question D2

What time should the controlled hours in **the entire CPZ** operate on Saturdays?

- ☐ 08:30am – 1:30pm (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ 24 hours (same as Islington’s Zone C)
- ☐ Suggest other time



**Question D3**

What time should the controlled hours in **the entire CPZ** operate on Sundays?

- ☐ No controls (maintain as existing)
- ☐ 08:30am – 11:00pm
- ☐ Midnight – 6:00am (same as Islington’s Zone C)
- ☐ Suggest other time

*Please go to Questionnaire Section E*

**QUESTIONNAIRE QUESTION E**

If you wish to make additional comments about CA-D CPZ, for example its size, please use the space below.

**END OF QUESTIONNAIRE**