

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-U, HIGHGATE CONTROLLED PARKING ZONE

The current hours of control for your zone (CA-U, Highgate) are as follows:

	Monday - Friday	Saturday	Sunday
Whole Zone	10:00am -12:00pm	No controls	No controls
Dartmouth Park Hill	8:30am -6:30pm	8:30am – 1:30pm	No controls

The current breakdown of permit holders and parking spaces for CA-U, Highgate is as follows:

	CA-U
Approx no. of permits	1,629
Approx no. of resident spaces	2,304
Approx permit to parking space ratio	1.4

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 73%
- Too short 9%
- No preference stated 18%

Weekend

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

- Too long 0%
- About right 77%
- Too short 5%
- No preference stated 18%

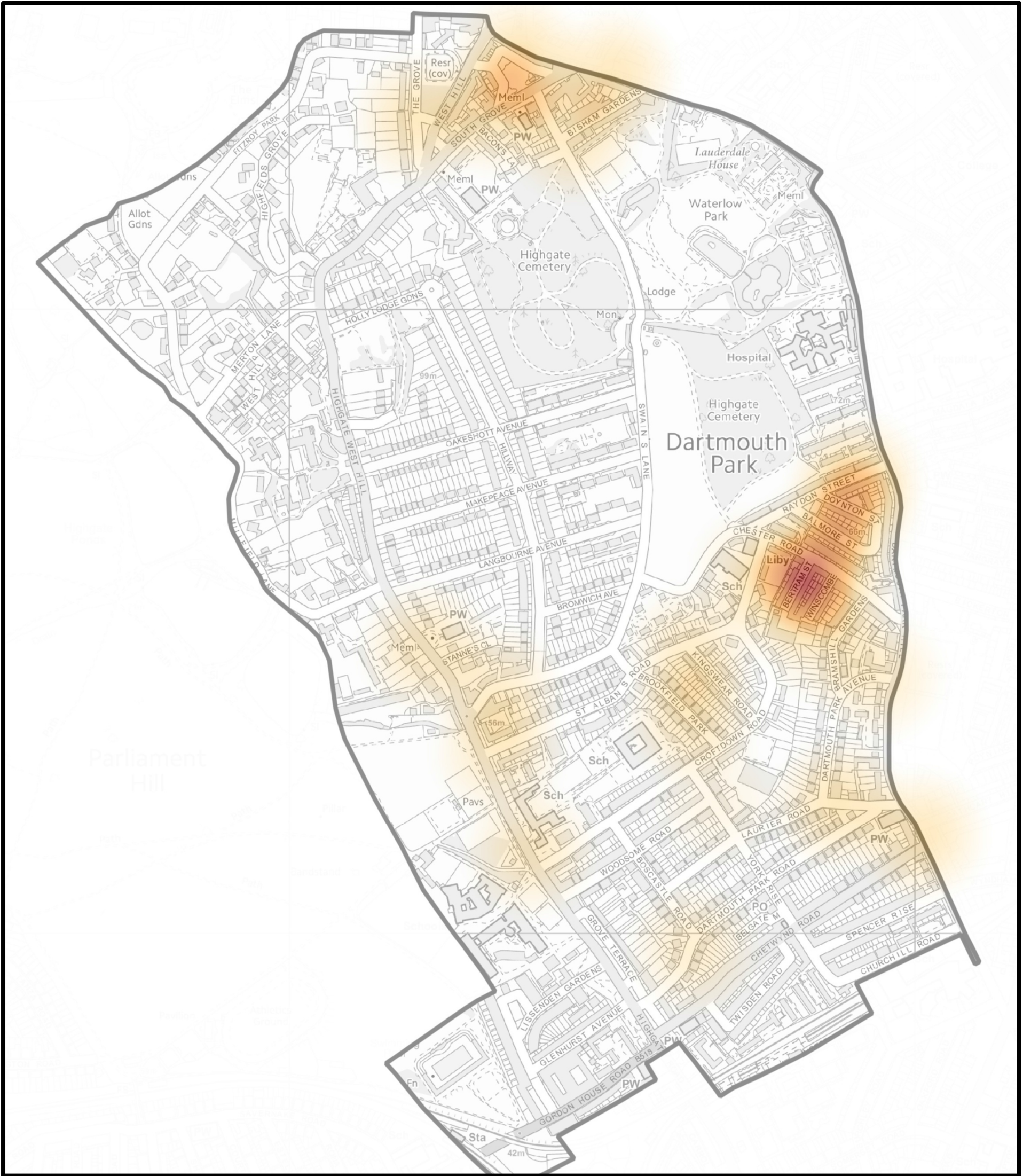
Parking Surveys

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 from these surveys are contained in the heat map shown in the plans B₁ and B₂ overleaf. On these maps, please note that darker the red the greater the parking occupancy. The data shows that there are areas in the CPZ with high parking pressure but does not show any obvious impacts of Islington Council's changes.

Plan B₁: Heat map showing parking bay occupancy levels before Islington Changes



Plan B₂: 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:

- The main advantage of the current hours of control would be longer free parking time for visitors to residents and customers of local shops and businesses. However, shorter hours have disadvantages such as not removing some parking pressures and not encouraging parking turnover in commercial areas.
- Longer hours of control would have the opposite effects. In addition to this, they may be beneficial to those who are experiencing high parking pressure by protecting permit holders' parking spaces for longer periods of time.
- Most areas of the borough do not have parking controls on Saturdays and Sundays. You may consider that circumstances have changed in some areas (both as a result of Islington's CPZ changes and other factors) and weekend hours of controls in CA-U may now also be desirable.
- It is possible that controlled hours may be different in sub-areas of a zone. 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 permit holder 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.

Question C2

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

- 10:00am – 12:00pm (maintain as existing)
- 08:30am – 6:30pm (standard time for most zones)
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C3

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C4

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington Zone K)
- Suggest other time

Question C5

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

- 10:00am – 12:00pm (maintain as existing)
- 08:30am – 6:30pm (standard time for most zones)
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C6

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C7

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington Zone K)
- Suggest other time

Question C8

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

- 10:00am – 12:00pm (maintain as existing)
- 08:30am – 6:30pm (standard time for most zones)
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C9

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question C10

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

- No controls (maintain as existing)
- 08:30am – 1:30pm
- 24 hours (same as Islington Zone K)
- 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?

- 10:00am – 12:00pm (maintain as existing)
- 08:30am – 6:30pm (standard time for most zones)
- 24 hours (same as Islington's Zone K)
- Suggest other time

Question D3

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

No controls (maintain as existing)

08:30am – 1:30pm

24 hours (same as Islington's Zone K)

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 – 1:30pm

24 hours (same as Islington Zone K)

Suggest other time

Please go to Questionnaire Section E

QUESTIONNAIRE QUESTION E

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

END OF QUESTIONNAIRE