



CA-G Somers Town Area Controlled Parking Zone (CPZ)

Consultation Information Sheet

Proposals to make trial changes permanent and introduce new parking measures

In July 2022, we introduced parking controls on Saturdays from 8:30am – 1:30pm in parking bays in the westernmost part of CA-G Controlled Parking Zone (CPZ) - see area A of map. This change was added under an Experimental Traffic Order (ETO) following a consultation which took place in July/August 2021.

We are now consulting on proposals to make the trial changes permanent, introduce additional Saturday controls in the rest of the CPZ area, and asking for your views on additional changes to parking control hours across the CPZ.

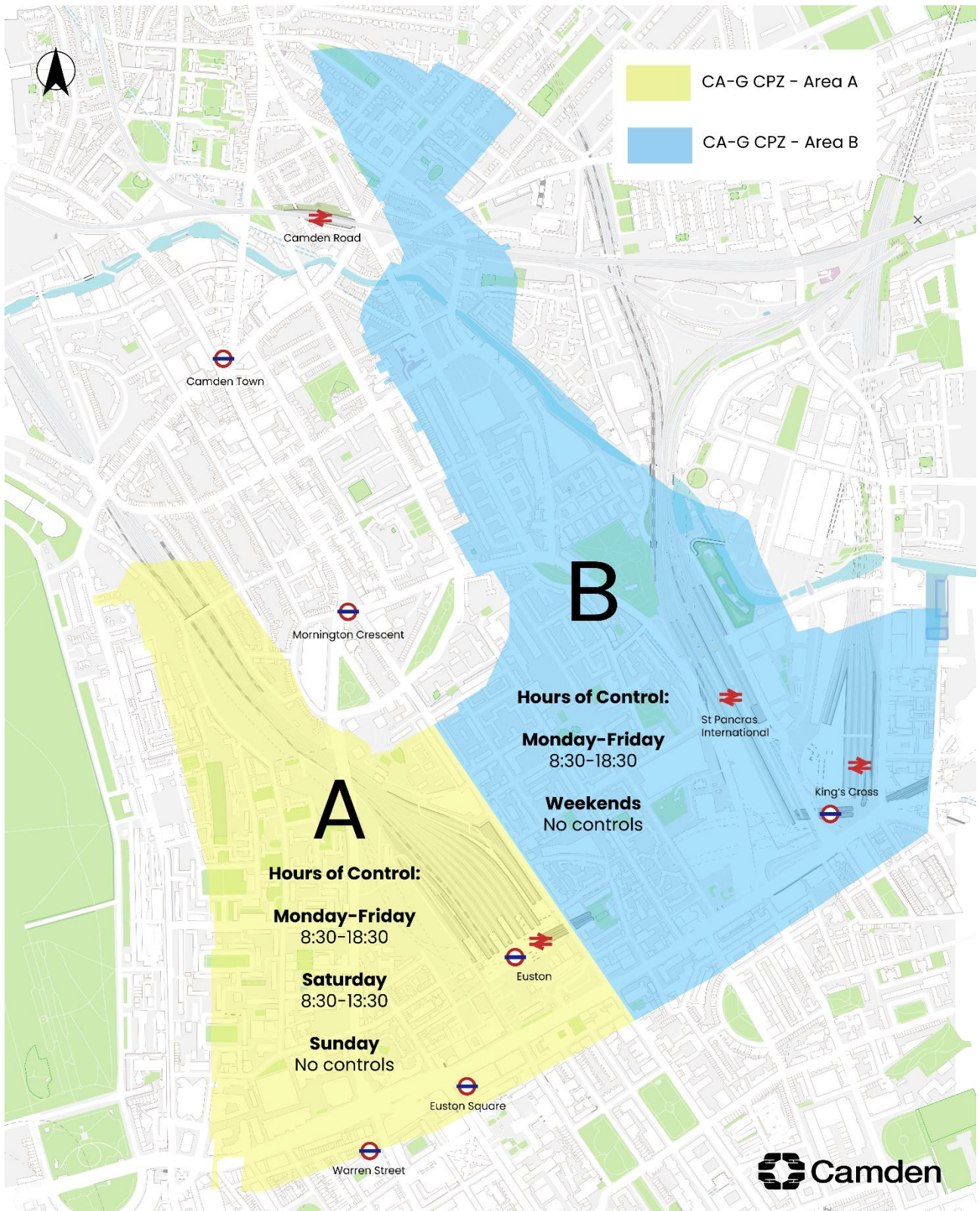
These proposals are based on data from parking bay usage surveys, ongoing feedback and relevant policies. The proposed changes aim to discourage unnecessary car journeys into the CPZ and ensure that parking is prioritised for resident and permit holders.



About Somers Town CA-G CPZ trial scheme changes

We know from listening to local people (including from the start of the ongoing HS2 works at Euston station) that there are concerns about lack of parking controls on Saturday in the areas around the station. To facilitate the HS2 Works, several parking bays in the Regents Park Ward were suspended which resulted in a reduction in the number of parking bays in the area.





Map of CA-G controlled parking zone.



While permit holders were allowed to park in paid-for parking bays in a number of streets in the area and some parts of neighbouring CA-F CPZ, parking was not prioritised for permit holders over the weekend as they were no parking controls in place at the time.

Under the council's approach on CPZ reviews, the level of impact on parking by HS2 works triggered a review of the CPZ in which Euston lies (CA-G) and in June / July 2021, a public consultation was undertaken as part of the review. The aim of the consultation was to seek stakeholders' views on the controlled hours of operation of CA-G CPZ and the healthy streets improvements they wished to see in the CPZ.

The current parking controls

Following the consultation, results showed that there was some support for extending the parking controls in the area of CA-G in the vicinity of Euston station. Approval was granted by the Cabinet Member for a Sustainable Camden to introduce trial Saturday controls in the westernmost part of the CPZ only (Area A of map). The weekday (Monday – Friday) controls remained unchanged and continue to operate between 8:30am and 6:30pm, throughout all areas of the CPZ (Areas A and B).

The trial which started in July 2022 introduced Saturday parking controls from 8:30 to 13:30 in paid-for parking bays, permit holder bays, and shared-use bays in this westernmost section of CA-G (see map below). This trial was implemented using an Experimental Traffic Order (ETO) for a maximum duration of 18 months. This included several streets, namely Albany Street, Augustus Street, Barnby Street, Cardington Street, Charles Place, Cobourg Street, Cumberland Market, Delancey Street, Drummond Street, Euston Square, Euston Street, Hampstead Road, Harrington Square, Harrington Street, Laxton Place, Longford Street, Melton Street, Netley Street, North Gower Street, Osnaburgh Street, Park Village East, Park Village West, Redhill Street, Robert Street, Stanhope Street, Starcross Street, Varndell Street, and William Road.

The decision report related to this ETO can be viewed **on our website:** <https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=3531> . We have monitored the scheme during the trial and local residents and stakeholders have provided feedback.



Data collected during the trial

We have been monitoring the parking pressure within the scheme area and the key insights are summarised below.

- In areas of CPZ CA-G situated to the east of Eversholt Street (which are presently not subject to Saturday controls – Area B of the map), the average parking pressure on Saturdays has increased by an average of 96% compared to the previous levels.
- Demand for parking in Area A on Saturday remains high both during and beyond the current hours of control.
- Data shows multiple roads in the northeastern part of the zone experiencing parking stress levels exceeding 100%, including College Place and Mandela Street.
- There is a high demand for parking during Saturday evenings across the whole CPZ area.

Feedback during the Experimental Traffic Order (ETO) Period

1 email objection was received during the trial ETO period. Reasons given for the objection was the impact that the introduction of Saturday controls would have on residents, especially the disabled people, whose families lived outside London and didn't have a hybrid/ electric car or a blue badge.

On the [commonplace website](https://safetravelcamden.commonplace.is), (safetravelcamden.commonplace.is) created to receive feedback, we had 5 responses: 3 responses were positive, 1 was neutral and 1 was negative.



2 of the 3 positive responses noted that on Saturdays, there were fewer cars parked, making it easier for them to find parking spaces. They also observed a reduction in traffic. Additionally, feedback mentioned that the introduction of these new controls motivated some residents to walk and cycle more, and recommended implementing controls on both Saturdays and Sundays to promote active travel.

The neutral respondent also acknowledged a decrease in traffic levels. However, along with the negative respondent, they pointed out that parking on Saturdays remains challenging, and they still face difficulties parking in their preferred locations.

The respondent who did not support the scheme expressed their concern over visitors finding it difficult to locate suitable parking place during the Saturday controls.



What are we now consulting on?

Considering the monitoring data, the feedback received from residents and stakeholders before (via consultation) and during the trial period, and our policies and objectives set out in our Camden Transport Strategy, Clean Air Strategy and Climate Action Plan, we are now consulting on the following proposals:

- Making the experimental (trial) scheme of Saturday controls in the westernmost part of the CPZ (Area A in map) from 8:30am to 1:30pm permanent.
- Extending the hours of control in the westernmost part of the CPZ (Area A) on Saturdays to 6:30pm.
- Introducing Saturday controls for the remainder of CA-G CPZ (Area B in map) either 8:30am to 1:30pm or 8:30am to 6:30pm.
- Seeking your views on the hours of weekday controls in the entire CA-G Area and the possible introduction of Sunday controls.



What happens next?



After the consultation a decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. The report will consider the consultation responses, feedback received during the trial, relevant policies, and other data/information.

The report will then outline if, at the end of the trial period, the experimental scheme should be made permanent, modified, or allowed to lapse. If a decision is made to approve any permanent proposals, the construction of any required elements would then take place subject to detailed designs and statutory processes. The consultation finishes on **31st October 2023**.

Subject to the decision to make the scheme permanent, officers will continue to monitor the scheme and will consider additional measures if necessary.