



ISLINGTON

Environment and Regeneration Department
Town Hall, Upper Street, London N1 1YA

Report of : Assistant Director for Street Management

Meeting of	Date	Agenda Item	Ward(s)
North Area Committee	24 May 2005		Hillrise
Delete as appropriate		Non-exempt	

Subject: Hillrise West Controlled Parking Zone (CPZ) scheme – Consultation Results

1. Synopsis

- 1.1 This report sets out the results of the recent consultation on the introduction of a controlled parking zone in the Hillrise West area, and makes recommendations to approve the designation of a CPZ for part of the area west of Cressida Road, with the operational hours of 10am to 2pm on Monday to Friday.
- 1.2 The overall response to the consultation questionnaire showed 48% of respondents supported parking controls, 50% did not support parking controls and 2% did not express a preference. The response rate was 24%.
- 1.3 The result from the streets in the area west of Cressida Road was clearly in support of part day parking controls. Fairbridge Road, Scholefield [check spelling] Road and Zoffany Street were in favour of parking controls between 8.30am and 6.30pm on Mondays to Fridays, which are the same hours as the Archway CPZ.

2. Recommendations

- 2.1 That the North Area Committee note the results of the consultation in Appendix B, C-1, C-2 and D.
- 2.2 to approve the introduction of a new controlled parking zone in part of the consulted area west of Cressida Road (Archway Road and slip road, Fitzwarren Gardens, Gladsmuir Road, Harberton Road, Henfield Close, Hornsey Lane - between the bridge and Whitehall Park, Lysander Grove, Miranda Road, Parolles Road, Pauntley Street, St John's Way and Whitehall Park - between Gladsmuir Road and Cressida Road operating between 10am and 2pm on Mondays to

Fridays, subject to consideration of responses to statutory consultation and making of the Traffic Management Orders;

- 2.3 to approve amending the Archway CPZ IS-P to include Zoffany Street, Scholefield Road, Mowatt Close and Fairbridge Road, subject to consideration of responses to statutory consultation and making of the Traffic Management Orders;
- 2.4 to be delegated to the Assistant Director of Street Management the consideration of objections to statutory consultation, unless substantial objections are received, in which case they are reported to the Executive;
- 2.5 to note that the Director of Environment and Regeneration proposes to set the pay and display charges at £1.20 an hour;
- 2.6 to write to all properties directly affected by the proposals advising of the decision to introduce parking controls (subject to consideration of responses to statutory consultation);
- 2.7 to consult and review the operation of the scheme approximately six months after commencing the CPZ;
- 2.8 to monitor the parking conditions in the new CPZ area and surrounding uncontrolled streets.

3. Background

- 3.1 The Council identifies the provision of a cleaner, healthier environment for residents and the encouragement of walking, cycling and use of public transport as one of its key priorities under its One Islington and sustainability policies.
- 3.2 It is the Council's Unitary Development Plan strategic policy (UDP, 6.0) "to improve the quality of the local environment through a significant and progressive reduction in the volume of motor traffic on all roads within Islington". One means of achieving the council's policy is by effectively managing parking. The council's strategic policy on parking as set out in the Unitary Development Plan (UDP, 6.3) states "to control on and off-street car parking as part of the council's traffic reduction strategy to restrain the unnecessary use of vehicles, especially private cars; and to allocate parking to residents, shoppers and essential users in accordance with an established hierarchy of need".
- 3.3 In March and April 2004 a consultation was carried out in the Hillrise West area on a proposed CPZ as agreed in the CPZ programme for the borough. The results of the consultation showed a lack of support for a CPZ in the area. However, following the introduction of CPZs in the adjacent boroughs of Haringey and Camden, the area nearest the Archway station and hospital experienced further parking problems. This caused some residents from the most severely affected area to request the council to consider reconsulting on a CPZ as soon as possible. The Director of Environment and Conservation considered the matter and reviewed the CPZ programme to consult Hillrise West again in February 2005. The object of the reconsultation was to see if residents and businesses supported parking controls in local streets due to the reported deterioration of parking conditions caused by adjacent CPZs. It was also made clear that the council

would consider a partial CPZ where there was support for one and it was operationally viable.

- 3.4 In February 2005, consultation packs were distributed to residents and businesses within the Hillrise West area. The consultation period commenced on 31 January 2005 and closed on 28 February 2005, although responses received after this date were accepted and included in the consultation analysis.
- 3.5 The consultation pack gave general information about CPZs on the folder cover, with specific information on the CPZ proposals detailed in a leaflet contained within the folder. The consultation document is shown in Appendix A.
- 3.6 Two drop-in exhibitions were held locally at Caxton House on Thursday 3 February 2005 and St. Andrew's Church on Saturday 5 February 2005, where the detailed plans of the draft proposals were on display and council officers were available to answer any queries.
- 3.7 Street notices (A4 size) were placed on street lighting columns in all streets in the area advising people of the consultation process, the "drop-in" exhibition dates and a telephone number to call if consultation documents had not been received. An advertisement was published in local papers. Details of the proposals were also made available on the council's web site.
- 3.8 In the last week of the consultation period extra street notices were put up in each street of the area reminding people to respond to the questionnaire and the date they had to be returned.
- 3.9 A consultation in the adjacent Hillrise East area was also conducted at the same time and a report on the results is on the agenda for the Area Committee meeting.

4. Discussion

- 4.1 Hillrise West is adjacent to the A1 Archway Road which has two way average traffic flows of approximately 30000 vehicles per day. The area covers approximately 46 streets and is predominantly residential in character with a mixture of terraced housing and estates. Much of the area to the north and west is in a conservation area. There are low levels of off-street parking on front forecourts and limited off-street parking provision within the estates. Business activity and premises in the area is limited and mostly concentrated in the eastern part of the area. There are no off-street public car parks serving the area.
- 4.2 A total of 3995 consultation packs were distributed to premises throughout the whole Hillrise West area. These packs gave detailed information on the proposals for a daytime CPZ and advertised the local drop-in sessions held at Caxton House and St. Andrew's Church. Street notices were also placed on lamp columns in the roads within the consultation area. The closing date for responses was 28 February, however, as many questionnaires as possible were accepted after this date. The consultation document is shown in **Appendix A**.
- 4.3 A total of 943 CPZ questionnaire responses were received, representing a 24% response rate. This is a relatively good response rate compared with similar CPZ consultations in the borough.

4.4 The responses to question 3 and 4 of the questionnaire from the whole area were as follows:

Question 3	Answer	Response (%)	Number of responses
Would you support the proposal to introduce parking controls in your street?	Yes	48%	453
	No	50%	475
	Undecided	2%	15

Question 4 If parking controls were introduced, based on the feedback from this consultation, which of the following options would you prefer?	Rank	Response In favour (%)	Number of responses
Option A: 8.30am to 6.30pm Monday to Friday.	3	14%	130
Option B: 8.30am to 6.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	4	8%	80
Option C: 8.30am to 8.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	5	7%	64
Option D: 10am to 2pm Monday to Friday	1	28%	265
No response		27%	255
Preferred times stated were less than 4 hours	2	15%	140
Preferred times stated were other than the above	6	1%	9

4.5 **Appendix B** is a map indicating the results of the consultation.

4.6 **Appendix C-1** is a breakdown of the results from each road in the whole consultation area.

4.7 **Appendix C-2** is a breakdown of the results from each road in the area west of Cressida Road.

4.8 **Appendix D** is a summary of the main comments from the responses to the consultation questionnaires and during the drop-in sessions, along with officers' responses.

4.9 The responses from within the proposed Hillrise West area to question 3 indicate that some streets within the proposed boundary do not support a CPZ. However, there is an identifiable area west of Cressida Road where the majority of streets clearly support a CPZ, and the roads around Fairbridge Road support having a CPZ. The streets in these areas are also nearest to the existing Archway CPZ, underground station and Whittington hospital.

4.10 Part time parking controls received the most preferences from the whole CPZ area. The response to question 4 showed that 28% preferred option D (10am-2pm, Mon- Fri) and 15% made comments requesting controls of less than 4 hours.

4.11 The streets west of Cressida Road that supported parking controls are Fitzwarren Gardens, Gladsmuir Road, Harberton Road, Miranda Road, Parolles Road,

Prospero Road and Whitehall Park (between Gladsmuir Road and Cressida Road). The section of Whitehall Park between Cressida Road and Hornsey Road had 3 responses against the CPZ and none in support. The response from Hornsey Lane, St. John's Way and Lysander Grove were neutral, and Henfield Close and Pauntley Street did not support controls. The overall results from the area west of Cressida Road show that 67% of respondents were in support of parking controls.

Overall response from streets west of Cressida Road supporting a CPZ

Question 3	Answer	Response (%)	Number of responses
Would you support the proposal to introduce parking controls in your street?	Yes	67%	281
	No	31%	132
	Undecided	2%	7

Reponses from streets west of Cressida Road

Street	Replies	Response rate	In favour	Against	No Reply
Archway Road	4	11%	50% (2)	50% (2)	0% (0)
Fitzwarren Gardens	20	53%	55% (11)	40% (8)	5%(1)
Gladsmuir Road	68	57%	66% (45)	32% (22)	1%(1)
Harberton Road	82	51%	85% (70)	13% (11)	1%(1)
Henfield Close	5	5%	40% (2)	60% (3)	0%(0)
Hornsey Lane	18	16%	50% (9)	50% (9)	0%(0)
Lysander Grove	12	27%	50% (6)	50% (6)	0%(0)
Lysander Mews	0	0%	0% (0)	0% (0)	0%(0)
Miranda Road	42	36%	74%(31)	26% (11)	0%(0)
Parolles Road	38	46%	71% (27)	26% (10)	3%(1)
Pauntley Street	6	10%	33% (2)	67% (4)	0%(0)
Prospero Road	18	37%	72% (13)	22% (4)	6%(1)
St. John's Way	30	15%	50% (15)	50% (15)	0%(0)
Whitehall Park	77	50%	62% (48)	35% (27)	3%(2)

Preferred hours of control from streets west of Cressida Road

Question 4 If parking controls were introduced, based on the feedback from this consultation, which of the following options would you prefer?	Rank	Response In favour (%)	Number of responses
Option A: 8.30am to 6.30pm Monday to Friday.	3	17%	72
Option B: 8.30am to 6.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	4	8%	33
Option C: 8.30am to 8.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	5	6%	26
Option D: 10am to 2pm Monday to Friday	1	34%	143
No response		16%	67
Preferred times stated were less than 4 hours	2	18%	74
Preferred times stated were other than the above	6	1%	5

- 4.12 It is clear from the responses that there is sufficient support for a new part time CPZ from the majority of streets west of Cressida Road. However, both Henfield Close and Pauntley Street would also need to be included in a new CPZ in this area, since it would be impractical to leave them outside of a CPZ. The proposed CPZ boundary should therefore be amended to cover the area west of Cressida Road that supports a CPZ and include Henfield Close and Pauntley Street.
- 4.13 The responses to question 4 from the area west of Cressida Road showed the greatest preference was for part time controls of 4 hours (option D 34%) and less than 4 hours (comments 18%). The preferences for all day controls represented by options A, B and C amounted to a combined 31%. It is apparent from the consultation that the streets west of Cressida Road preferred part day hours of controls between 10am and 2pm on Mondays to Fridays.
- 4.14 Part time parking controls between 10.00am to 2.00pm is likely to prevent parking by all-day commuters but is considered an absolute minimum as it may not effectively deter other people, such as hospital shift workers and short stay visitors, from driving to the area and parking outside these hours. However, as part of the 6 month review of a new CPZ, we will be seeing if these times of operation are effective.
- 4.15 Fairbridge Road, Zoffany Street, Scholefield Road and Mowatt Close supported parking controls in their streets. Mowatt Close is a Housing Service road and would not have CPZ parking controls. Fairbridge Road, Scholefield Road and Zoffany Street would not form a reasonably sized CPZ that could be operationally practical on its own. These streets expressed a majority preference for all day controls between 8.30am and 6.30pm, Mondays to Fridays and between 8.30am and 1.30pm on Saturdays. These are the same hours of control as the Archway IS-P zone. The following are the results from the consultation for these streets.

Street	Replies	Response rate	In favour	Against
Fairbridge Road	40	20%	58% (23)	40% (16)
Scholefield Road	8	12%	75% (6)	25% (2)
Zoffany Street	6	67%	100% (6)	0% (0)

Question 4 If parking controls were introduced, based on the feedback from this consultation, which of the following options would you prefer?	Rank	Response In favour (%)	Number of responses
Option A: 8.30am to 6.30pm Monday to Friday.	2	19%	10
Option B: 8.30am to 6.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	1	35%	19
Option C: 8.30am to 8.30pm Monday to Friday and 8.30am to 1.30pm on Saturdays.	3	9%	5
Option D: 10am to 2pm Monday to Friday	2	19%	10
No response	3	9%	5
Preferred times stated were less than 4 hours	3	9%	5
Preferred times stated were other than the above		0%	0

- 4.16 Fairbridge Road, Scholefield Road and Zoffany Street could therefore be considered for inclusion into the Archway IS-P CPZ. This would seem a reasonable solution considering the request for parking controls from the consultation results and that a petition was raised in late 2003 by the residents of these streets to be included in the Archway CPZ.
- 4.17 Most of the responses from Fairbridge Road were from the section of between Ashbrook Road and Sussex Way which is residential. The remaining section of Fairbridge Road between Sussex Way and Hornsey Road mostly serves non-residential business use and is currently restricted. Therefore parking places would not be provided on this part of Fairbridge Road. It is therefore recommended that only the residential part of Fairbridge Road between Ashbrook Road and Sussex Way be considered for inclusion in the Archway CPZ.
- 4.18 Henfield Close, Mowatt Close and Pauntley Street (part) are Housing Service estate roads and therefore would not be enforceable or have parking places under the CPZ scheme. The parking on the estates is managed separately by the Housing Service. However, these housing service roads will be eligible for permits and visitor vouchers in the CPZ.
- 4.19 A section of St. John's Way between Archway Road and Prospero Road is currently eligible for permits in the Archway IS-P CPZ. This was intended to give the residents an opportunity to park in the Archway CPZ since there were restrictions along their frontage. The boundary of the Archway CPZ should be modified to so that this section of St. John's Way may be incorporated in the Hillrise West CPZ. This would make it more convenient for residents of St. John's Way to park in adjacent side roads.
- 4.20 Hornsey Lane is a busy classified road (B540) with insufficient width to accommodate parking and maintain the free flow of traffic. It is also a boundary road, with Haringey Council being the Traffic Authority for the carriageway. Therefore no parking provision can be made on Hornsey Road as part of the CPZ proposal. However, the frontages on the south side of Hornsey Road within the proposed CPZ boundary would be made eligible for permits and vouchers.
- 4.21 A number of residents in Harberton Road and Gladsmuir Road requested motorcycle parking places to be provided. However, these roads are fairly narrow with short distances from the highway to the frontages. This could raise objections to motorcycle parking from residents due to perceived noise. In order to cater for some of the demand for motorcycle parking it is proposed to locate motorcycle bays along flank walls in the slip road next to the A1 Archway Road. There are currently no suitable locations in Harberton Road or Gladsmuir Road to place motorcycle parking away from frontages.
- 4.22 Residents' comments from the consultation also expressed concern about the poor condition of some of the roads in the area. As part of the CPZ works it is also intended to make minor improvements to the street environment in the area, such measures will include resurfacing parts of roads where required, planting trees, removing street clutter and improving council street furniture.
- 4.23 Vehicles parking very close to junctions cause obstruction to pedestrians crossing roads, obstruct other traffic and reduce visibility for drivers. All junctions will

therefore be given waiting restrictions as part of the CPZ design to improve the general levels of safety on the highway.

- 4.24 Following the introduction of a CPZ it is recommended that parking conditions in the new CPZ area and in the uncontrolled surrounding streets be monitored.
- 4.25 It is recommended that a new CPZ be introduced in the area west of Cressida Road and changes to the existing Archway CPZ proceed to implementation for the following reasons:
- a) The consultation result shows 67% of respondents from the area west of Cressida Road choosing to have a CPZ to address their parking problems. The majority of respondents (34%) from this smaller area preferred to have hours of control between 10am and 2pm on Mondays to Fridays. It is recommended that a new CPZ operating during the times most preferred cover this area where support was strongest.
 - b) The results from Fairbridge Road, Scholefield Road and Zoffany Street showed support for a CPZ with a majority expressing a preference for all day controls between 8.30am and 6.30pm, Mondays to Fridays and between 8.30am and 1.30pm on Saturdays. These are the same hours of control as the Archway IS-P zone. Therefore these streets, including Mowatt Close, should be included into the Archway CPZ as they would not be viable as a separate CPZ.
 - c) The introduction of a CPZ is in line with the council's environmental and sustainability policies. The CPZ should reduce traffic congestion by discouraging non-essential car use and thereby encourage other forms of transport, particularly walking, cycling and public transport.
 - d) Any parking pressures that exist now are likely to be compounded by the introduction of other CPZs within Islington and Haringey. Islington council currently has a programme of consulting all areas in the borough on the introduction of Controlled Parking Zones, which includes the nearby Tollington West, Hillrise East and Junction South CPZ areas. Haringey council carried out a consultation in April 2005 on extending the Finsbury Park CPZ.
 - e) The Hillrise West area is one of the few areas without parking controls close to inner London and within 10 minutes walk to a zone 2 underground station. Commuters use the area to park in the uncontrolled streets.
 - f) The introduction of a CPZ will enable pay and display to be provided in the zone which will allow short term parking for visitors.
 - g) The location and provision of parking places on the highway has been designed to improve the level of safety while maximising the availability of parking. Vehicles parked very close to junctions, traffic islands and accesses reduce safety on the highway. The CPZ will remove inconsiderate parking at such locations to improve safety and therefore assist traffic and pedestrians.

5. Implications

5.1 Finance Implications

- 5.1.1 The Hillrise West CPZ scheme is estimated to cost £265,000 in 2005/06 (which includes consultation, design and implementation, costs). To date £113,165.86 has been spent on design and consultation. It is expected that all costs (including staff time & publicity costs) associated with the consultation will be funded entirely from the Council's Capital resource pool.

5.2 Legal Implications

- 5.2.1 The council has the power to designate controlled parking zones under Section 6 and 45 of the Road Traffic Act 1984. Such designation is subject to prior statutory consultation and consideration of consultation responses.

5.3 Equality Implications

- 5.3.1 The introduction of parking controls will assist pedestrians, particularly those with disabilities, to cross streets.
- 5.3.2 The introduction of a CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated traffic levels.

6. Conclusion and Reasons for Recommendation

- 6.1 It is recommended that that a controlled parking zone be implemented in the streets west of Cressida Road, based on the clear support for it indicated by the consultation results from this area.
- 6.2 In relation to the hours of operation for the area concerned, the results set out above show a clear majority of 34% (143) of respondents in favour of part time parking controls, that is from 10am to 2pm on Mondays to Fridays. Two-hour controls were supported by 18% (74) of respondents, but only 31% (131) stated they wanted some form of all day controls.
- 6.3 Given that the majority of respondents wanted 4 hours parking controls (option D) it is recommended that the CPZ should operate between 10am and 2pm on Mondays to Fridays, which is considered to be a reasonable compromise.
- 6.4 The CPZ should be reviewed after at least a 6-month period of operation. This will allow sufficient time for any problems or issues within the CPZ to be identified.

Background papers:

Transport & Design Files T&D/5023 Hillrise West

Report to Executive Committee 'Controlled Parking Zones (CPZ) – Progress and Programme' 8th May 2003

Delegated Decision of the Director of Environment and Conservation 'CPZ programme – variation' 22 December 2004

Final Report Clearance

Signed by

Assistant Director of Street Management

Date

Received by

Head of Scrutiny and Democratic Services

Date

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