

Date: 06 October 2014
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35 Dartmouth Park Road
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www.camden.gov.uk

Dear resident

Re: Consultation on Controlled Parking Zones (CPZs)

Camden Council wants to know if you think the controlled parking hours in your zone (CA-U, Highgate) should change.

Why are we consulting?

During the summer of 2012, we gathered views from the community about the days and hours of parking control across the borough.

We wanted to find out whether the community were having issues about controlled hours in particular zones that warranted us holding a full consultation of the zones concerned through its review programme.

Based on the feedback from this discussion – which you can read at camden.gov.uk/cpzreview - we are now holding a full postal and online consultation in some zones, including CA-U (Highgate), to seek your views on specific proposals.

Please read all the information in this booklet and answer the questions as you go along. Return your completed questionnaire using the freepost envelope provided or respond online at <https://consultations.wearecamden.org/> by **Monday 3 November 2014**.

We look forward to hearing your views.

Yours faithfully,

Charlie Parish
Principal Transport Planner
Camden Council

Questionnaire section A:

About you

Question A1

Please state whether you are responding as a:

- Resident Business Councillor
 Other (please specify)
-

Question A2

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 effectively meet local needs.

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. This is in contrast to the situation ten years prior, when less than half the borough was included within CPZs. All the more recent CPZs were implemented following extensive public consultation exercises and with the majority support of residents based on preferred hours and days of control.

Parking occupancy surveys carried out after the more recent CPZs were implemented showed that the introduction of CPZs in Camden has resulted in a considerable reduction in the numbers of cars parking in the new zones. Residents surveyed also indicated that the new CPZs had made it easier to park and closer to home, while reductions in traffic in the borough have been observed in our annual traffic counts. More information on the history of Council's CPZ programme is available at camden.gov.uk/pep

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 vehicles of all sorts.

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.

The 2011 census shows that most households in Camden (61%) do not have access to a car, but parking controls impact upon everybody. We would urge all residents and businesses to give us your views on the appropriate arrangements for your area.

Information below shows how the numbers of **Penalty Charge Notices (PCNs** – parking and traffic fines) is falling year on year. It's important to note that any surplus that authorities make through their parking account must be spent on certain categories allowed by law. These include the cost of providing and maintaining parking facilities, highways improvement schemes, highway maintenance, public passenger transport services and certain other categories including the Freedom Pass.

Changing behaviours

There is evidence that attitudes and behaviours are changing. For example, there has been a steady decrease in the total number of PCNs issued in the past five years (see table 1), reflecting increased compliance with regulations. Although the increase seen in 2013/14 goes against the declining annual trend, this is not as a result of increased enforcement activity, rather an indication of the impact of the Olympics and industrial action by Civil Enforcement Officers (CEOs) had on PCN issue in 2012/13.

Table 1 Total PCNs issued by Camden Council

Financial year				
2009/10	2010/11	2011/12	2012/13	2013/2014
399,712	350,490	330,762	260,185	277,906

Another encouraging sign of changing behaviour is the slight fall in resident permit numbers in recent years and hence consequential reduction of parking pressures on street. This is possibly due to motorists turning to alternative modes of transport, such as walking, cycling and using the increasing number of car club vehicles available.

We are keen to encourage car clubs that offer a 'pay-as-you-drive' alternative to owning a car. For users this usually provides a cheaper and more convenient way of using a car without the burden of maintaining a vehicle. Car club vehicles are parked in designated bays and can be used for an hour, day or all weekend.

The most recent Annual Car Club survey for London undertaken by Steer Davis Gleave (SDG) for Carplus, the national charity for car clubs and car sharing, (2012-13) shows that, before joining a car club, 45% of existing members in London owned a car, while after joining, just under 20% owned a car.

They conclude that for each car club vehicle in London, six private cars are taken off the road. In addition, the purchase of a further 14 cars is deferred, meaning that each car club car removes 20 potential cars from Camden. Usage of public transport is also higher with car club members when compared to the London average.

Car club vehicles are also newer and 'cleaner' cars than average UK vehicles and are 10 to 33 per cent more fuel efficient.

For more information on this, please go to camden.gov.uk/carclubs.

CA-U, Highgate Controlled Parking Zone (CPZ)

A map of Camden's controlled parking zones can be found on camden.gov.uk/cpz

The current hours of control for CA-U, Highgate are as follows:

Sub-area	Monday to Friday	Saturday	Sunday
CA-U	10am to 12pm	N/A	N/A
Dartmouth Park Hill	8.30am to 6.30pm	8.30am to 1.30pm	N/A

The hours and days of operation of CPZs in the borough are tailored to the needs of a particular area. It is possible that controlled hours may be different in sub-areas of a zone, as is currently the case with Dartmouth Park Hill in the CA-U zone.

There are advantages and disadvantages to shorter or longer hours of control that respondents will need to consider before answering the questions below.

You may wish to extend the CPZ hours to discourage visitors to the area from arriving by car and parking in local streets. This may make it easier for a permit holder to park. However, there are a number of issues to be considered before opting to extend the current CPZ times.

For example, if you have visitors in the evening please consider their parking arrangements if longer hours were introduced. If evening controls were extended, visitors arriving before the end of controlled hours could use pay and display bays or use Visitor Permits in residents' bays – which could be less convenient.

2012 CPZ engagement exercise - summary results for CA-U, Highgate

Respondents were asked about what they thought about the length of controlled hours. The results of the summer 2012 CPZ engagement exercise are as follows:

Monday to Friday

Percentage of respondents who felt the current hours were:

- too long – 0%
- about right – 79.3%
- too short – 20.7%

Weekends

There were a number of requests for hours of control to be implemented across the zone (at different times) during weekends.

Questionnaire section B:

CPZ hours of control in CA-U, Highgate

Before answering the questions below, it is important to consider the differences between restrictions for permit holder only bays, and restrictions for single yellow lines. These restrictions do not necessarily have to follow the same times. For example, we could arrange that controls on single yellow lines end at 6.00pm, but that hours of control on permit holder only bays be extended to a later time. This would allow visitors to park on single yellow lines after 6pm but not in permit holder bays.

In this consultation we are seeking your views about making changes to the **hours of control of permit holder bays only** and leaving the hours of control on single yellow lines and pay and display as they are. We are interested in your views on this approach.

Question B1

If the hours of control for 'permit holder only' bays were changed as a result of this consultation, the hours of control on single yellow lines and 'pay and display' bays could remain the same as they are now.

Do you agree with this approach?

(Please tick one box only.)

Yes No Don't know

Please give any additional comments in the box below:

Mondays - Fridays

Question B2

(a) Are you satisfied with the current hours of control on Mondays to Fridays?

(Please tick one box only.)

Yes No Don't know

If you answered **Yes** to Question **B2(a)**, please go to Question **B3**.

If you answered **No** or **Don't know** to Question **B2(a)**, please answer the following questions:

(b) What time should controlled hours start on Mondays to Fridays?

(Please put response in one box only.)

8.30am 10am Suggest other time

(c) What time should controlled hours end on Mondays to Fridays?

(Please put response in one box only.)

12pm 6.30pm Suggest other time

Saturdays

Question B3

(a) Are you satisfied with the current hours of control on Saturdays?

(Please tick one box only.)

Yes No Don't know

If you answered **Yes** to Question **B3(a)**, please go to Question **B4**.

If you answered **No** or **Don't know** to Question **B3(a)**, please answer the following questions.

(b) What time should controlled hours start on Saturdays?

(Please put response in one box only.)

8.30am Suggest other time

(c) What time should controlled hours end on Saturdays?

(Please put response in one box only.)

1.30pm Suggest other time

Sundays

Question B4

(a) Would you like controlled hours introduced on Sundays?

(Please tick one box only.)

Yes No Don't know

If you answered **No** to Question **B4(a)**, please go to Section C.

If you answered **Yes** or **Don't know** to question **B4(a)**:

(b) Suggest a start time Suggest an end time

Questionnaire section C

Do you have any other comments? If so write them below and use additional pages if needed.

Next steps

Your views on all the questions will be taken into account alongside all other relevant information (such as the number of parking permits issued and the amount of parking spaces available) to help inform the decision making process.

If you would like us to send you a copy of the final report please insert your email address in the box below:

Completed questionnaires can be returned using the freepost envelope provided and are also available online at: consultations.wearecamden.org/

END OF QUESTIONNAIRE