

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Outcome of the informal consultation review of parking in the Muswell Hill and Fortis Green Ward.

Report authorised by: Ann Cunningham Head of Service for Highways and Parking:



Councillor Chandwani Cabinet Member for Transformation and Public Realm Investment:

Lead Officer: Carlos Munoz, River Park House, 1st Floor, N22 7TR,
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Ward(s) affected: Muswell Hill & Fortis Green

**Report for Key/
Non Key Decision:** Non key decision

1. Purpose

- 1.1. To summarise the feedback received during an informal public consultation to review parking in uncontrolled roads within the Muswell Hill and Fortis Green area.
- 1.2. The area consulted is shown on the plan contained in **Appendix 1**.
- 1.3. Approval to proceed with the recommendations set out in section 8 of this report.

2. Background

- 2.1. Muswell Hill CPZ is a one road zone (Woodberry Crescent) which was introduced in July 2016. The roads surrounding this zone have experienced an increase in displaced parking resulting in increased parking pressure for residents.
- 2.2. The Council investigated these reports by conducting a parking occupancy survey. The data gathered indicated that there were very high levels of parking stress in the roads closest to Woodberry Crescent. The roads with the highest parking occupancy were Kings Avenue, Queens Avenue and Princes Avenue. The south side of Tetherdown also showed a high level of parking pressure.
- 2.3. The Muswell Hill area was identified for a CPZ review as part of the 2019/20 sustainable works programme and an informal consultation was programmed to be undertaken in early 2020.
- 2.4. When developing the review area, consideration was given to additional neighbouring roads that may be affected by displacement of any forthcoming controls. The roads identified for a review were Athenaeum Place Avenue Mews, Kings Avenue, Princes Avenue, Princes Lane, Queens Avenue and Queens Lane.

3. Consultation response

- 3.1. An informal consultation was carried out over a three week period from the 8 **February until the 2 March 2020**. **The council's standard process was followed**, which included delivering information letters and questionnaires, along with an area plan to all properties within the consultation area. An online version **was also made available on Haringey's website**. The consultation pack can be found in **Appendix 2**.
- 3.2. Of the 462 properties that were consulted, the council received 83 responses, **a response rate of 18%**. **This response rate exceeds the councils' parking policy minimum response rate of 10%**.

3.3. The following information details the responses to the main questions asked during the informal consultation, and a full analysis of all responses can be found in **Appendix 3**.

1. Do you think your road should be in a Controlled Parking Zone (CPZ)?

- 57% (47) Yes
- 40% (33) No
- 3% (3) Not sure

Overall, 57% of those responding indicated support for parking controls. Maps detailing which roads supported or did not support the proposals are shown on **Appendix 4**.

2. If you answered yes to the previous question, what days should the CPZ operate?

- 45% (23) Monday to Friday
- 16% (8) Monday to Saturday
- 39% (20) All week

3. If you would reconsider a CPZ in your area, what hours should the CPZ operate?

- 18% (10) Two hours e.g. 10 am – 12 noon
- 30% (17) Four hours e.g. 10 am – 2 pm
- 30% (17) All day e.g. 8 am – 6.30 pm
- 23% (13) All day and evenings e.g. 8am to 9 pm

4. Is it difficult to park in your road?

- 63% (52) Yes
- 18% (15) No
- 19% (16) Sometimes

4. Chief Finance Officer Comments

4.1. Provision for the implementation of the proposed measures to the CPZ extension was made in the Parking Plan capital budget for 2020/21.

4.2. Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.

4.3. Annual running costs will be managed within existing agreed staffing arrangements and budgets.

4.4. Parking controls will be enforced by existing agreed in-house civil

enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.

5. Traffic Management Order process

- 5.1. Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("**RTRA**") and the **Local Authorities' Traffic Orders (Procedure)** (England and Wales) Regulations 1996 (as amended) ("**the Regulations**"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 5.2. The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA.
- 5.3. The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 5.4. When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 5.5. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) any other matters appearing to the Council to be relevant.

6. Equalities implications

- 6.1 Consultation documents were distributed to all households and businesses within the consultation area.
- 6.2 Any interested party could submit a representation regardless of where they live or work during the statutory notification period.
- 6.3 A translation service for the consultation document was available upon request; however, no such requests were received.
- 6.4 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve visibility and accessibility improving road safety for all.

7. Summary

- 7.1 This uncontrolled area experiences parking pressure that is associated with displacement from the existing **St Luke's and Fortis Green CPZs**. There is also added parking pressure from Muswell Hill Broadway shopping parade where visitors and businesses take advantage of free parking, reducing parking opportunities for residents.
- 7.2 The council has also received requests from residents highlighting the parking pressures they are experiencing and as a solution residents' suggested controls be introduced into this area.
- 7.3 Feedback from the consultation established that the majority of those responding supported the introduction of parking controls. And in response to the question on which operational days should the controls operate, the majority of those that responded preferred a Monday to Friday CPZ.
- 7.4 Responses showed that there were no clear preferences in relation to the operational hours. However, the majority of people that responded supported a 10am to 2pm or an 8am to 6.30pm scheme.
- 7.5 Officers met with ward councillors to discuss the outcome of the consultation and to agree a way forward. One councillor present at the meeting expressed a preference to introducing a two hour scheme which would complement surrounding CPZs. They also felt that it would reduce the impact on local businesses.
- 7.6 A further request was received asking for properties on the eastern side of Fortis Green Road to have access to permits.
- 7.7 Officers advised that only one of the two options that received an equal share

of responses, could be implemented, these being the 10am to 2pm or 8am to 6.30pm operational hours. The policy sets out that where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. A decision to implement a 10am to 2pm, Monday to Friday CPZ, was therefore agreed.

- 7.8 The recommendations made in section 8 are in line with Section 3.3.3 of the Local Implementation Plan which states: The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport.
- 7.9 CPZs are one of several parking strategies, along with low parking provisions for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety, and encourage the use of more sustainable forms of transport.
- 7.10 A wider strategy to deliver several of **the Council's key aims and policies** includes reducing the number of trips and reliance on cars and encourage more sustainable modes of transport, particularly as the area is well served by local railways and bus routes. Fewer car trips will help to reduce congestion and the risk of accidents. This will provide a safer environment that may help to encourage more people to walk and cycle, particularly short journeys. **Reduced vehicle emissions will contribute to the Council's aim of improving air quality**, with this together with more active and sustainable ways to travel will improve the health and quality of life for those living and working in the Borough.

8. Recommendations

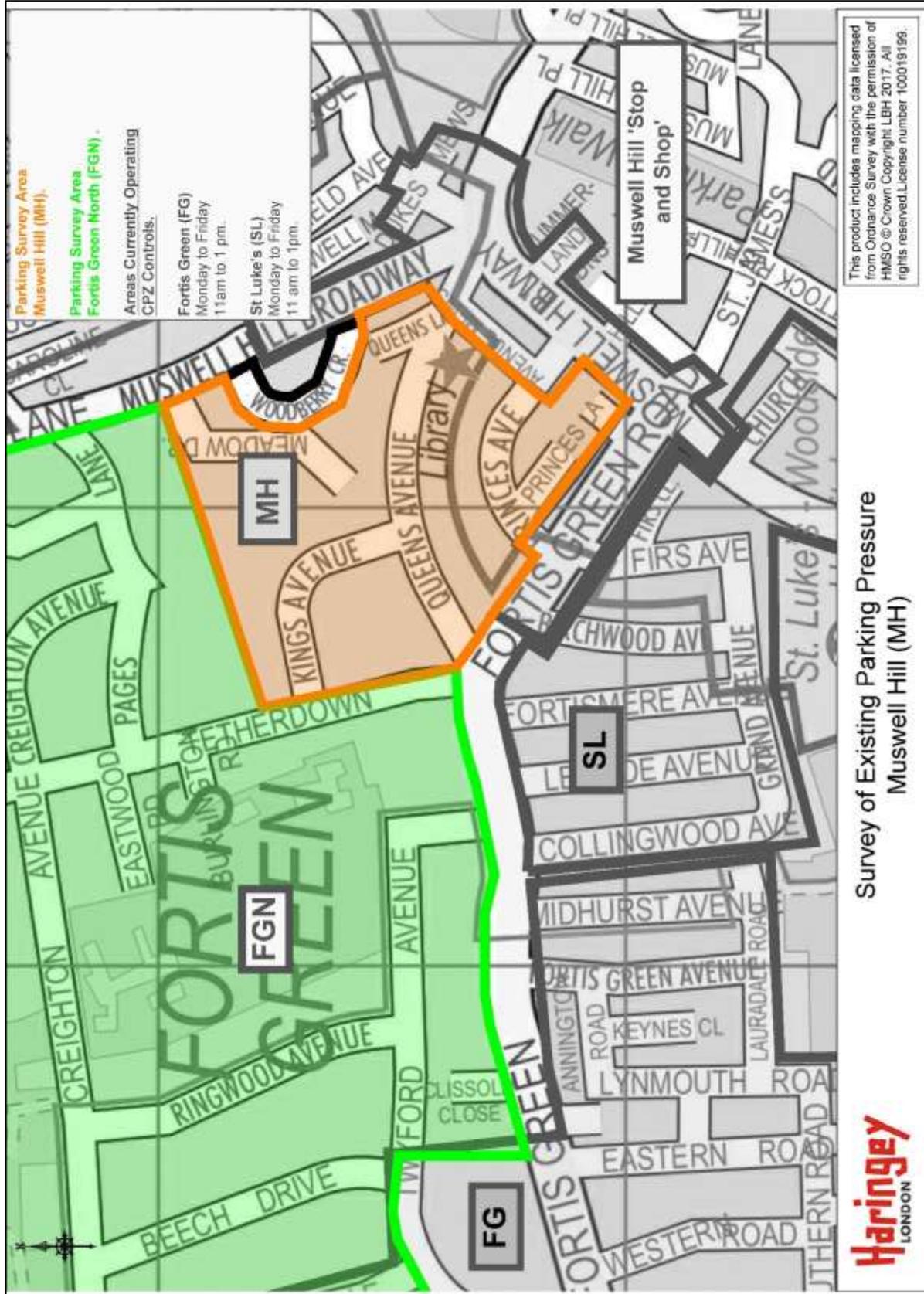
- 8.1. It is recommended that the Cabinet Member for Transformation and Public Realm Investment, and the Head of Service for Highways and Parking agree the following;
- i. Note the feedback from the informal consultation.
 - ii. That a statutory consultation is undertaken to introduce parking controls in Athenaeum Place, Avenue Mews, Kings Avenue, Princes Avenue, Princes Lane, Queens Avenue and Queens Lane.
 - iii. Approve that the new CPZ operate Monday to Friday, 10am – 2pm and that the new zone be called Muswell Hill West (MHW).
 - iv. Approve that properties on the eastern side of Fortis Green Road, between the junctions of Queens Avenue and Muswell Hill Broadway are included within the statutory consultation.
 - v. Approve that properties on the north western boundary of Muswell Hill Broadway, from Fortis Green Road to Woodberry Crescent are included within the statutory consultation.
 - vi. Approve that residents and businesses in the area be informed of the decision.

List of Appendices

- Appendix 1 – Map of consultation area
- Appendix 2 – Public consultation documents
- Appendix 3 – Data analysis report
- Appendix 4 – Maps of consultation responses
- Appendix 5 – Ward Councillor briefing note
- Appendix 6 – Amended CPZ boundary

APPENDIX 1

Map of consultation area



APPENDIX 2 (3 Pages)

Public consultation document

Operations

Ann Cunningham: Head of Operations



08 February 2020



Public Consultation

Residents Views on Parking in the Muswell Hill Area

Dear Resident or Business

Haringey Council is undertaking a review of the current parking arrangements in your area. Our aim is to help identify if there are any parking pressures in your road and how this might be affecting your ability to park.

To help us understand the nature of these issues and the extent to which they are affecting the local community, we encourage you to take part in this consultation. The responses will help us decide how the council should proceed.

Have your say

This consultation is to hear your views on parking and safety issues that could be affecting your community. We would also like to know if you are in favour of having parking controls introduced and if so, what days and times you prefer.

Details of how Controlled Parking Zones operate, along with their advantages and disadvantages is set out overleaf. Full information is also available on the council's website with links to the current permit price information:

www.haringey.gov.uk/parking/cpz.

Residents in car free developments will be aware that they will not be eligible to apply for permits to parking within Controlled Parking Zones. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport.

Homes for Haringey residents are eligible to apply for parking permits but will not have parking restrictions installed on estate areas or roads that are managed by Homes for Haringey.

Please tell us what you think by completing the attached questionnaire and returning it to us in the Freepost envelope provided. If you prefer, the questionnaire can be completed online at www.haringey.gov.uk/current-parking-consultations.

Please send us your completed questionnaire no later than **02 March 2020**.

What Happens Next?

Council Officers will analyse and discuss the outcome of the consultation with your ward councilors. We will update residents and businesses of the outcome and next steps with the results of the consultation published on the council's website.

If you have questions about the consultation, please email us at frontline.consultation@haringey.gov.uk

With thanks for your attention, we look forward to hearing from you.

Yours faithfully



Operations: Traffic Management

DRAFT

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Residents views on Parking in the Muswell Hill area

Q1 Please write in the name of your road and house / property number

Q2 Is it difficult for you (or your friends, family) to park in your road?

Yes No Sometimes

Q3 Which (if any) of these parking problems affect your road? (Tick those that apply)

Commuter parking Shop customers / visitors
 Multicar households Shop / business staff
 Trade vans / trucks Other non-local vehicles
 'Displacement' from nearby CPZs None of these problems

Q4 Do you think your road should be in a Controlled Parking Zone (CPZ)?

Yes No

Q5 If yes, what days should the CPZ operate?

Mon-Fri Mon-Sat All week

Q6 If no, would you reconsider a CPZ if neighbouring roads wanted controls?

Yes, I would then reconsider No, I would still not agree to a CPZ

Q7 If yes, what hours should the CPZ operate?

Four hours e.g. 10am - 2pm All day e.g. 8am - 6:30pm
 Daytime and evenings e.g. to 9pm Two hours e.g. 10am - 12pm

Q8 Would you like an electric vehicle charging point (EVCP) outside your house?

Yes No

Q9 Would you like a 'Bikehangar' cycle storage facility in your road?

Yes No

Q10 Any Comments on Controls

APPENDIX 3

Data Analysis Report

Public Consultation Report

March 2020

Muswell Hill CPZ extension

1. Summary

Consultation documents were delivered to all 462 properties in the consultation area before the consultation start date of 8 February 2020. Three weeks were allowed for the consultation with a closing date of 2 March 2020. 83 responses were received, giving a response rate of 18%.

The main parking problems reported by residents are:

- Visitors and shops customers
- Displacement from nearby CPZ
- Nonlocal cars and vans left parked or just dumped in residential streets
- Multicar households.

63% of respondents found it difficult or very difficult to find parking space because of the parking congestion and support the introduction of CPZ controls. 57% of respondents say there is a need for parking controls and 40% object to controls, although some of those objecting would accept a CPZ with short operating hours.

The main parking congestion occurs during the day but in some roads vans and other non-local vehicles are left parked overnight and often for longer periods. Some residents report having to drive for long periods of times trying to find a parking space.

Residents' comments listed by road in this report give a detailed picture of the nature of parking problems. The comments confirm that many roads are experiencing significant parking congestion. Residents also report obstructive parking at road junctions and driveways. There are further concerns about speeding in various roads.

Detailed analytical tables and comments from residents are set out in this report.

2. Detailed Analysis

Q2. Is it difficult for you or (your friends, family) to park in your road?

		Count	%
Is it difficult to park in your road?	Yes	52	63%
	No	15	18%
	Sometimes	16	19%
	Total	83	100%

Unavailable parking spaces is the most common response. The displacement effect from the recently implemented controlled parking zones was also commonly referred to.

Q3 Which (if any) of these parking problems affects your road?

		Count	%
Parking issues	Shop customers / visitors	47	57%
	Displacement from nearby CPZs	46	55%
	Shop / business staff	40	48%
	Multicar households	39	47%
	Trade vans / campers	33	40%
	Commuter parking	27	33%
	Other non-local vehicles	24	29%
	No problems	17	20%

The parking issues (Q3) are also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Shop customers / visitors	8	47%	19	83%	20	49%	0	0%
Displacement from nearby CPZs	13	76%	13	57%	20	49%	0	0%
Shop / business staff	10	59%	13	57%	17	41%	0	0%
Multicar households	8	47%	12	52%	18	44%	1	50%
Trade vans / campers	8	47%	6	26%	19	46%	0	0%
Commuter parking	6	35%	9	39%	12	29%	0	0%
Other non-local vehicles	5	29%	6	26%	12	29%	1	50%
No problems	3	18%	1	4%	12	29%	1	50%
Total	17	100%	23	100%	41	100%	2	100%

Q4. Do you think your road should be in a controlled parking zone?

		Count	%
Want a CPZ?	Yes	47	57%
	No	33	40%
	D / K	3	4%
	Total	83	100%

(Q4) is also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Yes	9	53%	18	78%	20	49%	0	0%
No	6	35%	5	22%	20	49%	2	100%
D / K	2	12%	0	0%	1	2%	0	0%
Total	17	100%	23	100%	41	100%	2	100%

Q5. If you think your road should be in a controlled parking zone, what days should the controls operate?

		Count	%
Preferred operating days	Mon-Fri	23	45%
	Mon- Sat	8	16%
	All week	20	39%
	Total	51	100%

Q6 If you don't think your road should be in a controlled parking zone, would you reconsider a CPZ if neighbouring roads wanted controls?

		Count	%
If no, would you reconsider if neighbouring roads wanted it?	Yes	8	23%
	No	27	77%
	Total	35	100%

(Q6) is also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Yes	3	43%	2	40%	3	14%	0	0%
No	4	57%	3	60%	18	86%	2	100%
Total	7	100%	5	100%	21	100%	2	100%

Q7. If you would reconsider a CPZ in your road, what hours should the CPZ operates?

		Count	%
Preferred operating hours	Four hours e.g.10am-2pm	17	30%
	All day & evenings e.g. to 9pm	13	23%
	All day e.g. 8am- 6.30pm	17	30%
	Two hours e.g 10am-12noon	10	18%
	Total	57	100%

Q8. Would you like an electric vehicle charging point (EVCP). outside your house?

		Count	%
Like an EVCP outside your house?	Yes	16	19%
	No	67	81%
	Total	83	100%

Q9. Would you like a 'Bikehanger' cycle storage facility in your road?

		Count	%
like a Bikehangar in your road?	Yes	21	25%
	No	62	75%
	Total	83	100%

Q10. If you have any comments about parking, or on other issues such as crime and antisocial behaviour, please give them here.

Street name and house number	Want a CPZ?	Comments
Kings Ave	Yes	
Kings Ave	Yes	
Kings Ave	Yes	
Kings Ave	Yes	It is especially difficult to find a space when I get back from work. Although daytime restrictions would help, I would prefer evening restrictions too.
Kings Ave	Yes	It's almost impossible to park on Kings Ave. Sometimes have to drive round for 30 mins looking for a space
Kings Ave	Yes	It's always been difficult to park here but is much worse since CPZ introduced nearby
Kings Ave	Yes	Parking is a terrible problem. I sometimes have to park a mile away because of parents doing the school, shoppers and business parking
Kings Ave	Yes	We have space to install EVCP. We are desperate, Parking is a nightmare here. People dump their cars here and take bus to Highgate and E Finchley tube. It's not just the shoppers, teachers and local workers but also overspill from nearby CPZ who abuse the free parking. PLEASE DO SOMETHING!
Kings Ave	Yes	We want people to be able to visit our local shops and we want to be able to park in our road. A short period should stop the shop workers from blocking our road from 8-6 every day. Last week we had to park 10 mins walk from our home carrying lots of bags and with my elderly relative
Kings Ave	No	
Kings Ave	No	Creeping CPZs are a menace. They are everything to do with revenue generation and nothing to do with restricting parking
Kings Ave	No	I prefer not to have CPZs spreading. There will be fewer cars here after the intro of the ULEZ next year and so it may be worth waiting to see what happens then
Kings Ave	No	Kings Ave needs speed control
Kings Ave	No	Kings Ave needs to be free of CPZ
Kings Ave	No	Parking here is dynamic. Main issue is with properties undergoing building work. Recent intro of nearby CPZ has affected us. We are a dental practice and a CPZ will have major impact on patients accessing our services
Kings Ave	D / K	
Kings Ave	D / K	The Bikehangar on Queens Ave has never had more than one cycle in it and it takes up a whole parking space on a road which has few spaces.

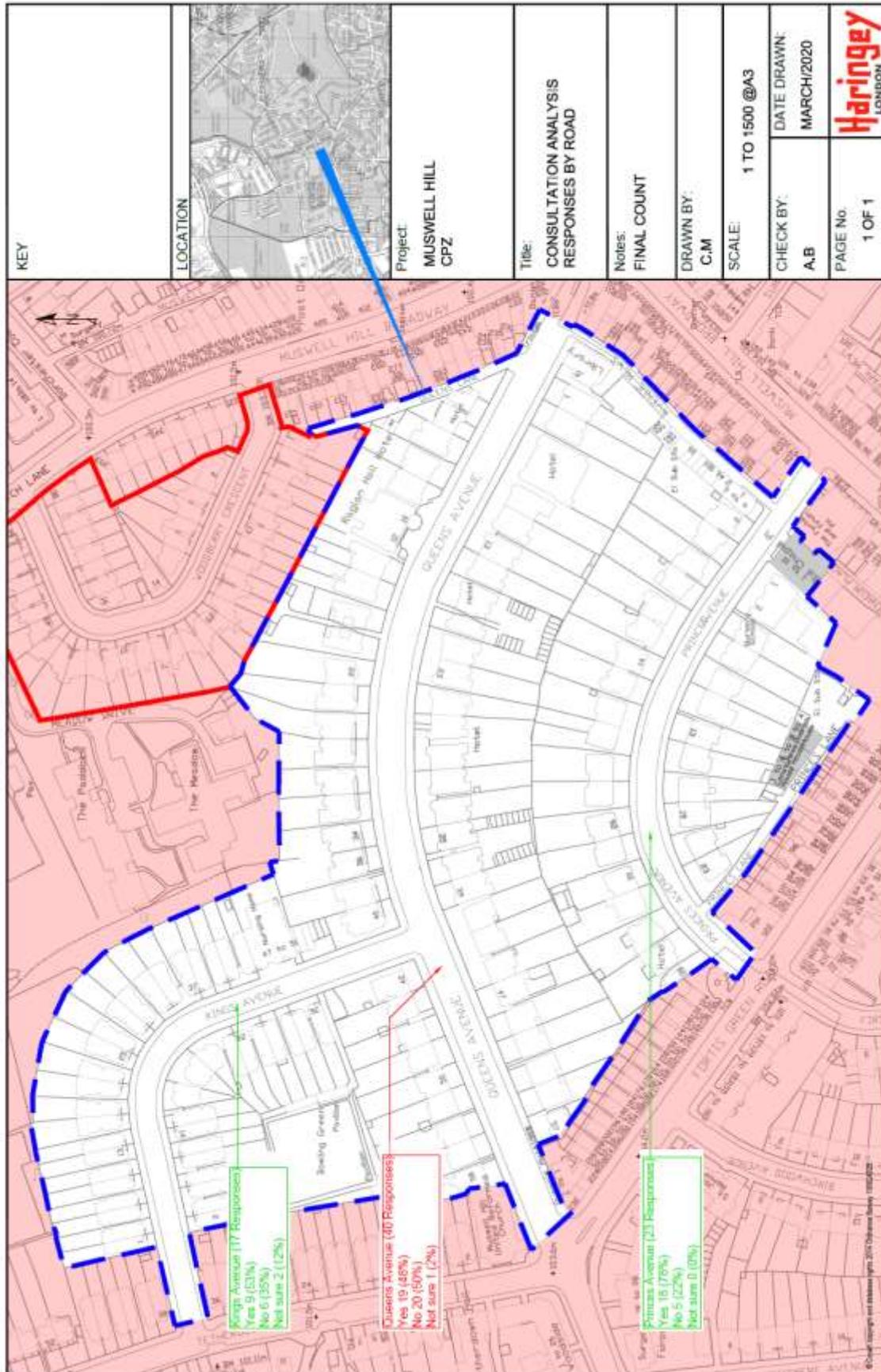
Princes Ave (Old Chapel Place)	Yes	
Princes Ave	Yes	
Princes Ave)	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave	Yes	1 Stop individuals extending white lines. 2. Clearly define DBs. 3 Stop mini EVs cross parking and restricting road space. 4. Discourage school drop off and pick up parking. EVCPs already exist on end of Princes Ave. (these are not rants!)
Princes Ave	Yes	Ever since St Luke's started, we've had trouble parking - in part because of the quantity of flats in this road. Tenants in these flats come and go, and most do not bother filling in forms.
Princes Ave	Yes	Extremely hard to park in Princes Ave. There are several electric car places, 2 DBs, school zigzags, and PaytoPark bays. I'd love to be able to park in my road without feeling stressed.
Princes Ave	Yes	Given the number of CPZs nearby, this is one of the few uncontrolled roads. People park to visit shops despite the availability of paid car parks. I often wait 20-30 mins for a space. Not helped by people not using their driveways
Princes Ave	Yes	Need CPZ and ensure bay boundaries are away from drop kerbs. There's too much illegal parking which blocks driveways. Need 7am to 8pm hours of operation.
Princes Ave	Yes	Our driveway is frequently blocked so we can't exit or enter. It's a constant problem
Princes Ave	Yes	Please put CPZ in Princes Ave. I can never park when returning home and have to leave the car often out of sight, which I hate. Cars are always blocking driveways as well. School pick-up times and shoppers are the main problem. There is a car park behind M & S and PaytoPark bays on Muswell Hill Bdy, so please have CPZ. Dog walkers are also a problem who can't park close to Highgate Wood or Alexandra Palace.
Princes Ave	Yes	Secure anchors in motor cycle bays would be good
Princes Ave	Yes	The meter maid should ticket cars parked across driveways. Sometimes these areas are not marked with white lines. Currently they only ticket cars parked in front of Muswell Hill school
Princes Ave	No	
Princes Ave	No	

Princes Ave	No	Princes Ave has many drives and people can park. This is where EVCPs should be situated. I some roads became CPZ then this might change my opinion. How about a trial (experimental basis)?
Princes Ave	No	We don't have high incomes and this would mean paying for visitors and family. Better to charge extra for multicar households / residents - they don't need more than 1 car - this is London, where public transport is awesome
Princes Ave	No	We value our high street. Existing FG CPZ has reduced trade in the lunchtime eateries such as the fish & chip shop. Short hours e.g 10-12 would still protect roads form commuter and all day parking while allowing visitors at lunch time. HGVs (delivery lorries) using Princes Lane often clog Princes Ave and tear up kerb stones. The emissions form these vehicles must be considerable, and deliveries are often late at night - up to 10pm
Queens Ave	Yes	
Queens Ave	Yes	Already have Bikehangar installed here. People need to park less obstructively!
Queens Ave	Yes	Business vans and non-locals continue to take up parking space. One van with a blue badge has been parked and not moved for 6 months.
Queens Ave	Yes	I just want to be able to park near my house, so I want a CPZ
Queens Ave	Yes	I live on this road and it's very difficult to find a parking space
Queens Ave	Yes	Impossible to find a space sometimes- takes 20 mins to find one. Evenings are the worst times
Queens Ave	Yes	Multicar households and trade vans are the issue along with displacement. A van is left parked on a DB and never moved. It has a badge but unfair on locals who need to use
Queens Ave	Yes	Overspill makes parking nearly impossible. Also the 20mph restriction isn't working. Speed humps are urgently required esp with so many school children in the area
Queens Ave	Yes	Parking has become a real issue especially on Fridays and early evenings
Queens Ave e	Yes	Parking is very difficult on Queens Ave. Please set up CPZ at the earliest opportunity, Thanks
Queens Ave	Yes	Please bring in CPZ to help parking for residents
Queens Ave	Yes	There is never space. Evenings are very bad. Please bring in CPZ. Thanks

Queens Ave	Yes	We already have EVCP. Business staff working at Muswell Hill park here. They should be discouraged from driving and should use public transport like residents do.
Queens Ave	Yes	We have off road parking but entrance is constantly blocked. Penalties should be given!
Queens Ave)	No	
Queens Ave	No	A CPZ wouldn't work here because the volume of parked cars is greatest overnight. Residents' cars
Queens Ave	No	CPZs are an abomination - a cruel form of taxation. I doubt that charges truly reflect costs of admin and enforcement.
Queens Ave	No	Existing CPZs have made it much more difficult for residents living outside areas operating CPZ controls
Queens Ave	No	I have opposed CPZs for 20 years. I believe that anyone who comes into the area has as much right to park as I do. I am tired of these money making attempts by Haringey Council and by the sense of entitlement so many residents seem to have. Clear enough?
Queens Ave	No	I ride a motorcycle and want it close to home, so a m/cycle bay with security rings is needed. My bike has previously been stolen and vandalised.
Queens Ave	No	I think that parking problems have eased significantly over the last few years
Queens Ave	No	I would only agree if there was a subsequent severe impact on available parking spaces
Queens Ave	No	One of the few places people can park without paying a fortune. Please avoid a CPZ.
Queens Ave	No	Parking at weekends is particularly tricky before 6pm
Queens Ave	No	Please leave parking as it is
Queens Ave	No	You are driven by profit - no respect and care of the local shops
Queens A)	No	You are driven by profit and are driving customers away, No CPZ
Queens Ave)	No	You are driven by profit. I hope you don't ask for higher rates
Queens Ave	No	You are driven by profit. You are driving customers away from Muswell Hill
Queens Ave)	D / K	
Tetherdown	No	The only issue are non locals (who probably have CPZ in their area), who only drive occasionally
Tetherdown	No	We are opposite a school but can usually park OK. A CPZ would make parking worse! I'd like a DB for blue badge holders at Tetherdown end of Kings Ave.

APPENDIX 4

Consultation responses (one page).



APPENDIX 5 (2 pages)

Ward Councillor Update – July 2020

Consultation on a possible Controlled Parking Zone in the Muswell Hill area

Background

In May 2019 the council received a petition from residents of the Muswell Hill area requesting a review of the existing controlled parking zone and expressing concern about the knock-on effect that neighbouring CPZs are having on the roads adjacent to Woodberry Crescent.

In response to resident's requests, the Council conducted a parking occupancy survey. This detailed road-by-road parking occupancy survey revealed that there was a very high level of parking occupancy in the roads closest to Woodberry Crescent. The roads with the highest parking occupancy were Kings Avenue, Queens Avenue and Princes Avenue. In addition to these, the south side of Tetherdown appeared also to be affected by a high degree of parking pressure.

The Muswell Hill area was identified for inclusion in the 2019-2020 sustainable work programme and a planned informal consultation with residents was programmed to take place in early 2020.

Consultation update

In February 2019, the parking team undertook an informal consultation to understand parking pressures in the roads surrounding the existing Muswell Hill CPZ and whether residents supported controlled parking measures being introduced in their road.

462 properties were consulted, and the council received 83 responses. This represents a response rate of 18% which exceeds the councils' parking policy minimum response rate of 10%.

The following summarises representations received to the informal consultation.

When asked 'Do you think your road should be in a Controlled Parking Zone (CPZ)?' of those who responded:

- 57% (47) responded Yes,
- 40% (33) responded No and
- 3% (3) were not sure.

From these results it is clear the majority of those responding, support the introduction of a controlled parking zone in the consulted area.

When asked 'if you answered yes to the previous question, what days should the CPZ operate?' of those who responded:

- 45% (23) wanted the operational days to be Monday to Friday,
- 39% (20) wanted all week restrictions and
- 16% (8) wanted Monday to Saturday.

Further analysis of the results shows that 55% of those responding to the consultation wanted restrictions Monday to Saturday or longer.

To the question 'If you would reconsider CPZ in your area, what hours should the CPZ operate?' respondents that supported a controlled parking zone answered as follows:

- 30% (17) Four hours e.g. 10 am – 2 pm,
- 23% (13) All day and evenings e.g. to 9 pm,
- 30% (17) All day e.g. 8 am – 6.30 pm and
- 18% (10) Two hours e.g. 10 am – 12 noon.

No clear preference was expressed in respect to the operational hours of a possible CPZ. Having analysed the responses further, 53% of those responding wanted operational times of the CPZ to be 8am to 6.30pm or longer.

From analysis of the comments section of returned questionnaires it is clear that residents are uncomfortable with the current parking issues, a high number of residents reported having to drive around for varying lengths of time in order to find a parking spot, some times up to 30 minutes.

It should be noted that no petitions were presented during the consultation period.

Next steps

Present consultation outcome to ward councillors, review and remedy any councillor concerns and agree on the recommendations to be put forward within the Delegated Authority report.

Draft recommendations are:

- Introduce a new Muswell Hill CPZ to include all consulted roads which are
 - Princes Avenue
 - Kings Avenue
 - Queens Avenue
 - Avenue Mews
 - Queens Lane
- Introduce parking controls on Monday to Friday and between 8am to 6.30pm
- Undertake a further review of the CPZ in 18 months to assess the impact of the new measures and understand if new parking pressures have arisen due to the new extension.

Prepare Delegated Authority report for signing by the Cabinet Member for Neighbourhoods and Head of Service.

