

Report for: Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

Title: Proposed Crouch End B Review of Controlled Parking Zone (CEB CPZ)

Report authorised by: Ann Cunningham, Head of Service Highways and Parking
Ann.cunningham@haringey.gov.uk

Report Author/s: Carlos Munoz, Principal Parking Engineer
Carlos.munoz@haringey.gov.uk
&
Andrew Bourke, Parking Policy and Projects Manager
andrew.bourke@haringey.gov.uk

Ward(s) affected: Crouch End.

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

1 Describe the issue under consideration.

- 1.1 To report on the feedback of resident and engagement which commenced on 1 November 2022, closing on 23 November 2022, reviewing the existing Crouch End B (CEB) Controlled Parking Zones parking places, parking restrictions and operational times. Appendix 1 shows the extent of CEB CPZ and defines the boundary for the resident and stakeholder engagement area.
- 1.2 Having considered comments and feedback to the resident and stakeholder engagement, to seek approval of recommendations set out in Section 3, subject to outcome of the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Residents Services approves the following.
- 3.2 Retain current CEB CPZ operational days and times - **Monday to Friday, 2 pm to 4 pm** for all roads.
- 3.3 In response to concerns raised about lorries and large vehicles damaging cars while turning at **various junctions we propose to increase lengths of 'at any time' waiting restrictions (double yellow lines)** at the following locations:
 - Coleridge Road Junction with Edison Road.
 - Crouch Hall Road Junction with Berkeley Road.

4 Reasons for Decisions

- 4.1 The Councils adopted the Parking Schemes - Resident Engagement (PS-RE) policy in April 2023. This sets the intention for the Council to review Controlled Parking Zones every 5 years or earlier if there are representations from residents, ward councillors or significant developments are planned for the area. The Crouch End B CPZ was last reviewed in 2011.
- 4.2 The public engagement exercise resulted in the council receiving 447 responses, to 2770 consultation documents hand delivered to residents of the Crouch End B CPZ area. This represents a 16.1% response rate which exceeds the minimum response rate of 10% required to form a decision.
- 4.3 81.2% of those responding did not support any change to operational hours. 53% of the same group of respondents do not find it difficult to find parking spaces in their road.
- 4.4 **An increase in 'at any time' waiting restrictions (double yellow lines) are proposed** to address growing concerns regarding the damage caused by lorries and large vehicles while turning at the following locations:
 - Coleridge Road Junction with Edison Road.
 - Crouch Hall Road Junction with Berkeley Road.

5 Alternative options considered.

- 5.1 No alternatives were considered as there are no proposals to modify existing operational times. **The decision is supported by the Haringey's Resident Engagement and Parking Schemes policy.**

6 Background Information

- 6.1 Crouch End B CPZ was first introduced in 2009, with the operating times - Monday to Friday, 2pm to 4pm. The CPZ was later extended in April 2011 to address increased parking pressures being experienced at that time. The CEB CPZ has not been reviewed since 2011, a time frame of nearly 12 years. In that time Haringey has seen many changes with increases in population and new developments, along with new challenges arising from climate change and sustainable transport initiatives across London.
- 6.2 The Crouch End B CPZ Review area was identified for inclusion in the 2022/23 sustainable works programme and a public engagement was programmed to be undertaken in November 2022.
- 6.3 The review of the CPZ was undertaken to ask residents and businesses if they feel current operational times still meet their needs, along with other further questions to identify if there were further issues they feel may need addressing. **The review also meets Haringey's new 2023 Parking Schemes – Resident Engagement Policy pledge to review CPZ's every 5 years to ensure it still meets the needs of the community.**
- 6.4 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council.

Parking supports Corporate Delivery Plan Theme 2: Responding to the climate emergency. Those measures will prioritise parking for residents, improve road safety, and enable improved kerbside space management whilst promoting sustainable forms of transport.

- 6.5 Controlled parking zones align with the Council's agreed Transport Strategy and support its objectives which include:
- Improved air quality and a reduction in carbon emissions from transport and
 - A well-maintained road network that is less congested and safer
- 6.6 With the support of Ward Councillors, engagement material for the CPZ review was compiled and distributed by hand to all registered properties within Crouch End B CPZ to seek resident feedback to understand if the community had a view that supported a change to current parking arrangements.

Public Engagement

- 6.7 Public engagement was carried out from the 1st of November 2022 until the 23rd of November 2022. The Council followed its usual engagement practice, which involved delivering public engagement packs which contained an information letter, questionnaire, and an area plan. These packs were delivered to all registered properties within the area. In addition, street notices were erected in every road of the CPZ to help raise awareness of the Council's proposal. Lastly, the engagement **material and related information was uploaded onto the Council's website with access to an online questionnaire allowing responses to be submitted digitally.** The engagement letter questionnaire and plan are provided in **Appendices (1 and 2.)**
- 6.8 Of the 2770 properties that received the engagement pack, the Council received 447 responses, a response rate of 16.1%. **This response rate exceeds the council's parking policy minimum response rate of 10%.**
- 6.9 When asked, is it difficult to find parking space in your road?
- 237 (53%) responded No,
 - 146 (32.7%) replied sometimes,
 - 64 (14.3%) answered Yes
- 6.10 Of those who responded to question 4,
- 363 (81.2%) did support an increase or change in parking controls in their roads.
 - 84 (18.8%) supported an increase in existing parking controls
- 6.11 In general, the overall majority indicated that the existing parking controls in Crouch End B are working well with current the operational days and times – Monday to Friday, 2 pm to 4 pm.
- 6.12 A total of 224 comments were provided as part of the public engagement. A summary of received comments is provided in Table 1 below.

Table 1.

Table of 'comment themes' provided to the review of Crouch End B CPZ Review

Totals for comments received to the Crouch End B CPZ Review

| Type | From | Total | Themes of Submissions |
|--------------|--------------------------|------------|--|
| Comment | Questionnaire submission | 104 | CPZ is working fine as it is, increasing control hours will have a detrimental effect. |
| Comment | Questionnaire submission | 31 | Various comments related to traffic and Highway issues (speed, rat running, one way system flooding) |
| Comment | Questionnaire submission | 23 | Parking controls needs to increase, it is difficult to find a parking space in my road. |
| Comment | Questionnaire submission | 17 | Visitor's parking issues |
| Comment | Questionnaire submission | 15 | CPZ is not needed in my area. |
| Comment | Questionnaire submission | 10 | The area needs more bike hangers or bike storage units. |
| Comment | Questionnaire submission | 7 | New housing development and buildings will increase parking demand. |
| Comment | Questionnaire submission | 5 | Lorries and large vehicles are causing damage to vehicles parked near the junction.. |
| Comment | Questionnaire submission | 5 | CPZ controls should be aligned with CEA. |
| Comment | Questionnaire submission | 3 | CPZ permits should be limited to one per property to avoid multicar |
| Comment | Questionnaire submission | 2 | Not enough business permit bays in our area |
| Comment | Questionnaire submission | 2 | CPZ are implemented to increase Council's revenue. |
| Total | | 224 | |

6.13 A full analysis of all responses can be found in **Appendices (3 and 4)**

7 Contribution to strategic outcomes

7.1 Parking supports Corporate Delivery Plan Theme 2: Responding to the climate emergency. Those measures will prioritise parking for residents, improve road safety, and enable improved kerbside space management whilst promoting sustainable forms of transport.

7.2 Controlled parking zones align with the Council's agreed Transport Strategy and support its objectives which include:

- Improved air quality and a reduction in carbon emissions from transport and
 - A well-maintained road network that is less congested and safer
- Proposals to increase length of double yellow lines on Coleridge Road and Edison Road are aimed to improve safety, reduce congestion, and enable smoother traffic movement, especially in areas where space is limited to ensure that there is clear visibility for all road users.

8 Comments of the Chief Financial Officer

- 8.1 This report seeks approval from the Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services for the recommendations set out above for the Crouch End B Controlled Parking Zone.
- 8.2 The full cost of this scheme is estimated to be £10k, including community engagement; inventory of existing site conditions; design and implementation. **This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.**
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement 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.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 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 of the RTRA.
- 9.4 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.
- 9.5 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: -

- the desirability of securing and maintaining reasonable access to premises.
- 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.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act,
- Advance equality of opportunity between people who share the protected characteristics and people who do not,
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

The proposed decision is to approve the extension of double yellow lines to a minimum of 10 meters at the following junctions:

- Coleridge Road Junction with Edison Road.
- Crouch Hall Road Junction with Berkeley Road.

10.3 The decision follows the outcome of an informal public engagement carried out to determine if daily parking controls are supported by residents and businesses in the area.

10.4 An engagement pack and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the area. Street posters were placed in every road consulted and an online version of the engagement material **was made available on Haringey's website.**

10.5 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.

10.6 The introduction of the parking controls will prioritise parking for residents and businesses in the area and it will also make it easier for those with Blue Badges to park.

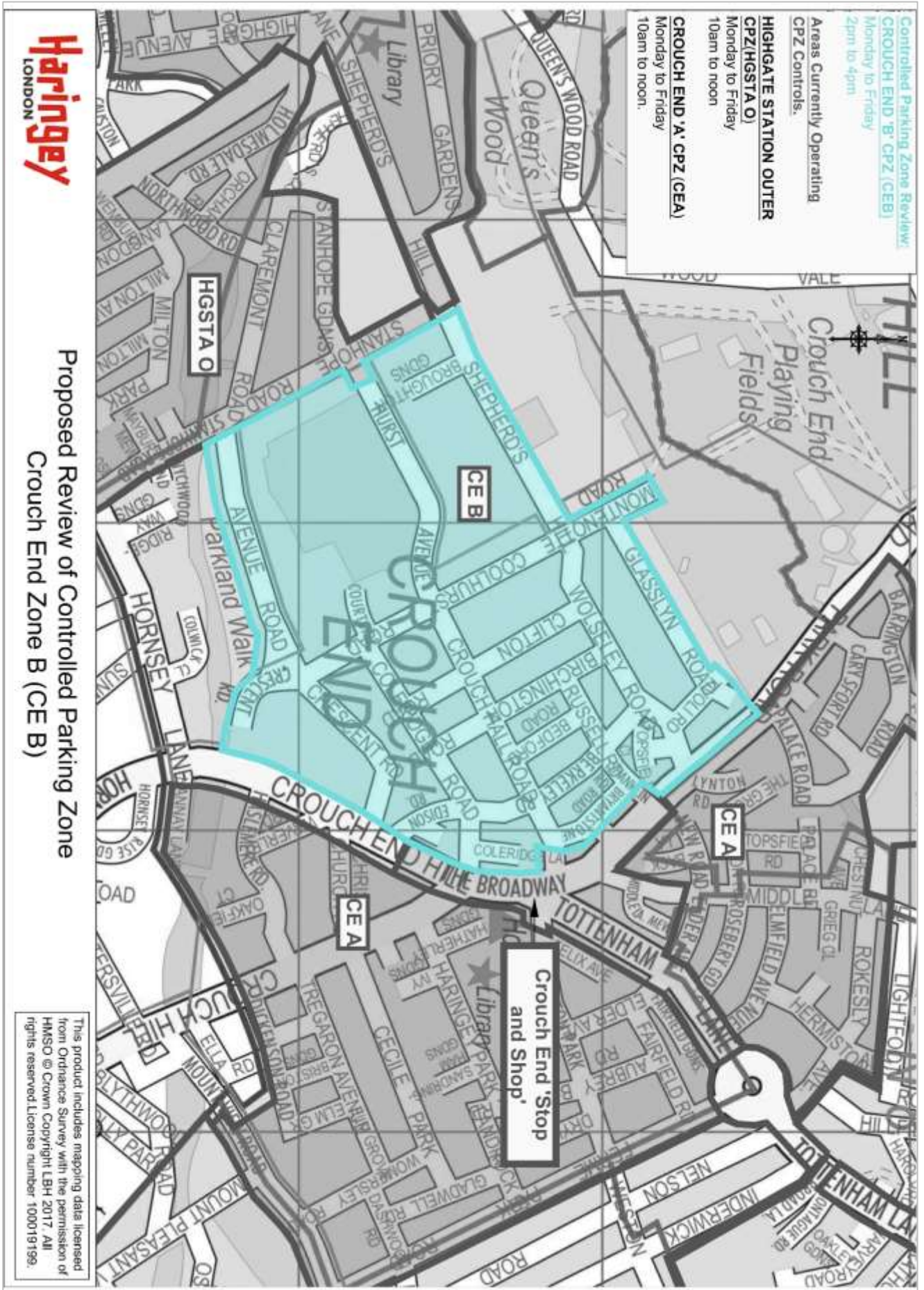
11 Use of Appendices

Appendix 1 – Plan Showing Extent of Crouch End B CPZ Review Area.

Appendix 2– Public Engagement Pack.

Appendix 3 – Detailed Analysis of Responses for Proposed Crouch End B Review CPZ Area.

Appendix 1 Extent of Crouch End B Review Engagement Area.



Appendix 2: Public Engagement Pack

Highways and Parking

Ann Cunningham: Head of Service for Highways and Parking



01 November 2022

Public Engagement on Existing Parking Controls

Review of Roads in Crouch End "B" Controlled Parking Zone (CPZ)

Introduction

We are writing to ask for your views on the existing Crouch End B CPZ. We would like to know if you have experienced increased parking pressures, whether the current operational times are managing parking demands and whether you support change to existing operational times.

Why we are engaging with you

In the 2020 Council approved CPZ policy, it sets out that the Council aims to review all permanent CPZ's in the borough every 5 years. This is to ensure that the current parking provision and arrangement still works for the community and ensuring operational days and times are still working well to manage parking stress.

The Council is aware some residents in the Crouch End B CPZ area are experiencing increased parking pressures, with concerns being raised about a lack of available parking outside of current operational times.

To ensure that the Council manages parking and addresses concerns raised by residents we are engaging with residents to understand which roads are experiencing parking pressure, what these pressures may be, and understand if residents and business would like changes to be made to the existing parking controls to better manage parking pressures.

The existing Crouch End B CPZ boundary can be seen on the attached plan.

Have your say

We would like to know if you support changes to the operational times of the existing Crouch End B CPZ, and if so what days and times you prefer. We would also like to hear of any road safety issues that could be affecting your community.

Please submit your response to this public engagement to reach us no later than 22 November 2022. You can do this via one of the following three options below:

Online: fill in a questionnaire for the Crouch End B CPZ Review which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

Email: fill in the questionnaire and email it to frontline.consultation@haringey.gov.uk

Post – fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this public engagement if you want us to consider your views.

Other changes on offer

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric vehicle charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q9 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If however you do not have access to the internet, you can request a dedicated disabled parking bay under Q10 within the questionnaire.

What happens next?

Our estimated timeline to progress this project is detailed below.

- November / December 2022: Council Officers will undertake analysis of responses and prepare recommendations for reporting.
- December 2022 / January 2023: Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
- February 2023: We will write to you to update you on the outcome of the public engagement and decision. If changes are required and approved, we can then progress to statutory consultation.
- March / April 2023: Statutory consultation which includes advertising the necessary changes in the local newspapers allowing anyone to object to the proposals.
- May 2023: Officers will prepare a second report with recommendations on whether to implement the changes on the street. This decision is likely to be taken by the relevant Cabinet Member.
- June/July 2023: We will write to you again to inform you if any changes will be implemented and the timeframe for this.

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

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

Crouch End B CPZ Review Questionnaire

- Q1** Please tell us your road name and house number
Personal details will remain confidential and will not be published.

- Q2** Are you a Resident, Business or Residents Group?

Resident Business Community Group

If a Community Group, please provide details and number of registered members

- Q3** Is it difficult to find parking space in your road?

Yes No Sometimes

- Q4** Do you think your road needs increased parking controls?

Yes No

- Q5** Which operational days do you support??

Keep existing
Monday - Friday Monday - Sunday

Monday - Saturday

- Q6** Which operational hours do you support??

Keep existing operational
times - 2 hours
2pm - 4pm 4 hours 10am -2pm
Aligned with Crouch End A
CPZ.

All day
8am - 6.00pm Other, please write below

Q7 Do you feel that your street requires short term visitor parking e.g. pay to park?

Yes

No

Q8 Which (if any) of these parking problems affect your road? Tick any that apply

Commuter parking

Use of bins to reserve space

Overspill from nearby CPZs

Shop or business staff, customers

Multicar households

Trade / delivery vans

Other, please state below

Q9 If you would like an electric vehicle charging point (EVCP), please enter your name and address in the space below.

Q10 If you are a disabled blue badge owner and want to request a disabled parking bay (general for any badge holder or for your use only) or would like to convert an existing general disabled parking bay to a Dedicated Disabled Parking Bay (with a unique bay number), please apply online via <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>. Alternatively, tick the 'yes' box below and enter your name and address. We will then send you an application form

Yes

If yes, please enter your full name and address

Appendix 3 Detailed Analysis

CROUCH END 'B' CPZ REVIEW November 2022

Crouch End B CPZ area consists of some 2770 properties. A total of 447 responses were received. This gives a response rate of 16.1%.

This is a very good response rate and reflects the Council's policy of encouraging community engagement by offering the options of completing the survey either online or by submitting paper responses – assisted by freepost return envelopes.

A majority of responses to this consultation were submitted on paper.

DATA ANALYSIS

Respondent Status

| | | Count | % |
|----------------------|-----------------|-------|--------|
| RESIDENT OR BUSINESS | Resident | 442 | 92.7% |
| | Business | 33 | 6.9% |
| | Community Group | 2 | 0.4% |
| | Total | 477 | 100.0% |

Q3

| | | Count | % |
|---|-----------|-------|--------|
| Difficult to find parking space in your road? | Yes | 64 | 14.3% |
| | No | 237 | 53.0% |
| | Sometimes | 146 | 32.7% |
| | Total | 447 | 100.0% |

Q4 Does your road need increased parking controls?

| | | Count | % |
|----------------------------------|-----------|-------|--------|
| Need increased parking controls? | Yes | 84 | 18.8% |
| | No | 363 | 81.2% |
| | Sometimes | 0 | 0.0% |
| | Total | 447 | 100.0% |

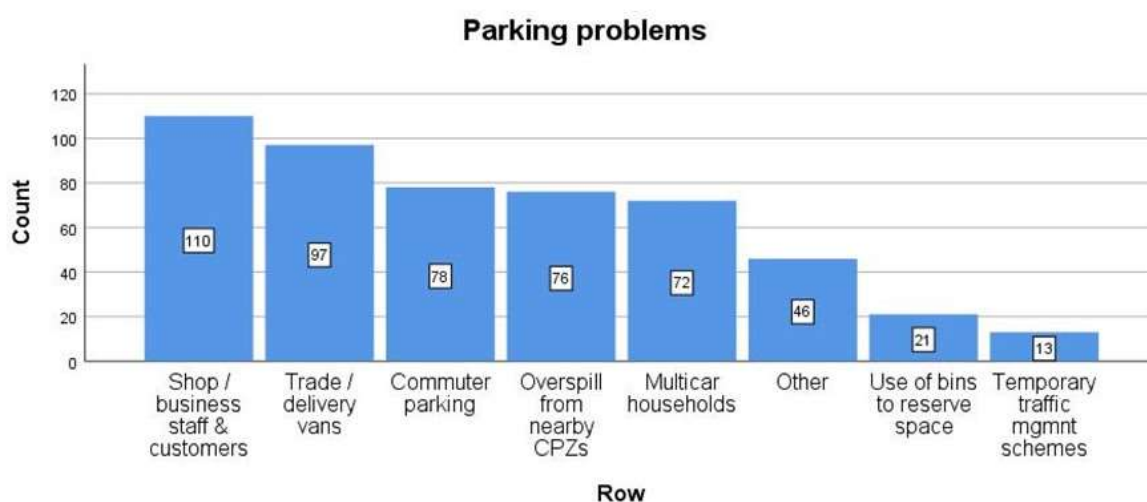
Q5 Preferred Operating Days

| | | Count | % |
|---------------------------|--------------------|-------|--------|
| Preferred operating days? | Keep Existing | 408 | 91.3% |
| | Monday to Sunday | 18 | 4.0% |
| | Monday to Saturday | 21 | 4.7% |
| | No response | 0 | 0.0% |
| | Total | 447 | 100.0% |

Q6 Preferred Operating Hours

| | | Count | % |
|----------------------------|-----------------------------------|-------|--------|
| Preferred operating hours? | Keep Existing | 354 | 79.2% |
| | 10 am - 2 pm aligned with CEA CPZ | 37 | 8.3% |
| | 8 am - 6 pm (All day) | 35 | 7.8% |
| | Other | 20 | 4.5% |
| | No response | 1 | 0.2% |
| | Total | 447 | 100.0% |

Q8 Parking issues identified by respondents



Q8a Other Issues

| Road | Need more controls? | Other problems |
|-----------|---------------------|--|
| Avenue Rd | No | My neighbour lives alone but has 2 cars parked outside |
| Avenue Rd | No | New build flats scheduled for completion in 2023. What parking arrangements have been defined? |
| Avenue Rd | No | Overspill is mostly of trade vehicles |
| Avenue Rd | Yes | Parking around the small green is abused by commercial vehicles. No parking needs to be put in place as this area is enjoyed by families and schoolchildren. |
| Avenue Rd | No | Q7 If the times are 10-12 visitor parking could be provided next to the field both on Avenue and Stanhope Roads. If the times are not changed to coincide with the adjoining roads (10-12) then no point in visitor parking, it will not be sufficiently used and even if used would place more pressure on the resident bays |
| Avenue Rd | Yes | Road is effectively single lane because cars are parked both sides |
| Avenue Rd | No | We believe the parking availability is just about OK at the moment. |

| | | |
|----------------|-----|---|
| Bedford Rd | No | Don't know if more pay to park bays are needed. |
| Bedford Rd | Yes | Q7 above is not clear |
| Bedford Rd | No | Trade and delivery vans NEED to be able to park |
| Berkeley Rd | Yes | Building contractor vans and large delivery lorries |
| Berkeley Rd | Yes | Cars shifted between A and B zones. |
| Berkeley Rd | No | Too many non-resident spaces taken up by various recent Haringey schemes !! |
| Berkeley Rd | No | We already have short term visitor parking. EVCPs are now taking up parking space which is not helpful. |
| Birchington Rd | No | It is not always clear which of the above apply. I can't tell whether the cars parked belong to commuters, shop or business staff etc. There are definitely a lot of trade/delivery vans. |
| Birchington Rd | No | Lack of EVCPs here |
| Broughton Gdns | No | No problem with parking please do not make any changes |
| Bryanstone Rd | Yes | Large lorries use the road as a cut through - but it is a very narrow road and several cars have been bashed by lorries turning - particularly the area where the small garages are as there is a tight corner and even with the end bay, it is very difficult for lorries to turn around. |
| Bryanstone Rd | No | Our road is heavily parked from 8am until 12/1pm when the CE-A restrictions lift. It is usually workers who park then move their cars. I feel we still need light controls to attract shoppers/restaurant goers to visit for a couple of hours but workers should not be able to park for free all day, albeit by moving their cars at midday to the other CPZ. I work in Islington and do not expect to drive in, I don't think workers in Crouch End should be able to either. |
| Clifton Rd | No | The current situation seems to work ok though obtaining visitor permits online can be too difficult |
| Coleridge Rd | Yes | Crouch End is a very busy, vibrant local community. It has no Tube station. This combination inevitably increases the number of non-residents visiting by car. And, of course, they all want parking spaces as close to the Broadway as possible. This is an all-day, seven-day-a-week dynamic. I think a progressive council would prioritise resident, and it must be possible to introduce a parking system that doesn't punish residents but still ensures that visitors are adequately accommodated. |
| Coleridge Rd | No | Excessively large SUVs ("Chelsea Tractors") which use much more length and width than normal cars |
| Coleridge Rd | No | No major issues parking |
| Coleridge Rd | No | Obviously it's sometimes difficult to find a space very nearby when it's outside restricted hours but we don't want local businesses to lose customers by extending restrictions; this would not help the community of Crouch End. |
| Coleridge Rd | No | Parking harder when CPZ A restrictions in place, and at the weekends when people shopping in Crouch End. HONESTLY NEITHER OF THESE IS A HUGE PROBLEM, I just have to park a little further from my house - my much bigger problem with parking is managing tradesmen, builders etc. and getting parking permits for them from Haringey. I might also note the wasted parking spaces in front of unused garages throughout Crouch End... And the loss of parking spaces near me for electric chargers - at least one parking space lost, if not two. |
| Coolhurst Rd | No | Don't understand Q7. We already have to pay-to-park with visitor permits. |

| | | |
|----------------|-----|--|
| Coolhurst Rd | No | Need a motorcycle bay. Then motorcycles are less likely to be knocked over by other vehicles (which easily causes extensive damage) which happens frequently. I know several people with motorcycles who won't park on the street. At least one I know parka on a different street for this reason. |
| Coolhurst Rd | No | The only problem with the parking arrangements is Haringey Council's seemingly endless pursuit of more opportunities to raise revenue through schemes like these. As a tax payer I'd rather you spent money to make your website work properly, or staff to answer your phones. |
| Coolhurst Rd | Yes | the tennis club |
| Coolhurst Rd | Yes | Visitors to the tennis club |
| Crescent Rd | Yes | As I've said above, too much of this street is allocated to on-street parking. I can't get a space in a cycle hangar; I can't let my son run down the street for fear of cars mounting the pavement. The provision of parking needs a bit of a rethink and - ultimately - a reduction. (There is plenty of parking for residents - this is clear from the large number of empty spaces available at weekends and evenings.) |
| Crescent Rd | Yes | Being on the border with Islington allows those living in Islington to take advantage of the variation in current parking restrictions between boroughs and to park in our road. At any point in time, the majority of spaces on the dead end side of Crescent Road are used by non-residents of Crescent Road because Islington residents leave the cars in our Street from 4pm until 2pm the following day. This end of the road also attracts commercial vehicle overnight parking from non-residents. |
| Crescent Rd | Yes | Crescent Road is on the border with Islington CPZ and CEA CPZ, both of which have 4hr CPZ 10am - 2pm. It creates large parking stress in CRESCENT Road because anyone - overspill from nearby CPZs and commuters - can park here all day until 2pm when they can't park anywhere else in the area. Instead of paying for a permit where they live in Islington, they can simply park in Crescent Road until 2pm for free and then go home when CEB CPZ starts because it starts at the same time that their CPZ ends. They can basically park for free all day here or there. Lots of people do it every day. It creates many unnecessary journeys & unnecessary pollution going back and forth merely to park. Every day there is a mass exodus of cars between 13:45 & 14:00 all leaving quickly before the spaces around the corner get filled. |
| Crescent Rd | Yes | People going to the gym, people dropping off and picking up children. Delivery drivers and workmen who regularly sit in their vans eating their lunch. |
| Crescent Rd | No | Problem only occurred when nearby CPZs were put in place. Before that, we had no problem parking |
| Crescent Rd | Yes | Q7? VP already available with permits. Orange cones used to reserve spaces. |
| Crescent Rd | No | Speeding cars |
| Crouch Hall Rd | Yes | Builders doing work on houses. |
| Crouch Hall Rd | Yes | Delivery drivers and riders taking up space and not paying to park |
| Crouch Hall Rd | Yes | Many houses have 'drives' and this significantly limits parking spaces for others. Delivery drivers (scooters and cars) sit in the designated visitor bays to wait for deliveries, and this prevents visitors using these spaces. |
| Crouch Hall Rd | No | none |
| Crouch Hall Rd | No | Query Q7 - VP is already available |
| Crouch Hall Rd | No | Shop customers (not staff) |
| Crouch Hall Rd | No | Shoppers and vans park a lot form 10am - 12noon but normally there is plenty of parking |

| | | |
|-----------------|-----|--|
| Crouch Hall Rd | Yes | Short operating times mean people just park for free all mornings and I can't ever find parking |
| Crouch Hall Rd | No | There is some crossover from the neighbouring CPZ but it works well I think |
| Crouch Hall Rd | Yes | Vans and HGVs often block the road and park on DYL. |
| Edison Rd | Yes | Edison Road is a very narrow road with a one way system, large articulated lorries that cannot get along the road are quite often directed there via sat nav or try and get through. I have had my car damaged several times causing £1000s of repairs because of this. something needs to be done to restrict oversized lorries using it as a through road. |
| Edison Rd | Yes | It's hard to tell exactly where the cars come from, but we're very close to the centre of Crouch End, so am assuming it's mostly people who work in nearby shops & businesses, or their customers. We also do see some trade vans although since we're doing some housework ourselves I can see the need for that from time to time. And assuming there's also overspill from nearby CPZs. |
| Edison Rd | No | Large delivery vans damaging cars on our road |
| Edison Rd | Yes | Outside 24 & 26 Edison Road, we always have trade vehicles, school run cars, and shoppers parking. We often get commercial delivery trucks (Greggs, M&S, and others) parking outside at 4am. Drivers sleep in their cabs and then leave about 6am to deliver. All this noise is right outside my window and wakes my children. It's not acceptable. |
| Edison Rd | No | School runs (Coleridge School) |
| Edison Rd | Yes | The major problem on our road is the way one system that sends large lorries heading down the road. Edison Road is a fairly tight road with an especially right corner to it and this means lorries come down and scrape and damage cars parked on the corners of the bend in the road. This means there are a number of spots on the road that are too dangerous to park on therefore restricting the number of spaces available. The road is used as a cut through off the main road, but it really needs a restriction upon it so that it is not used as such, especially as lorries use it and damage cars on it, the damages have also been sent to the police. |
| Edison Rd | Yes | There are 2 doctor bays and only 1 is ever used. Please remove one of these as it is not fair on residents to have an empty bay all day |
| Frederick Place | No | Lack of secure cycle storage facilities |
| Frederick Place | No | Need bicycle parking in Crouch Hall Road car park |
| Frederick Place | No | There is no secure space to park bicycles on our road or in the public parking next to us. We would like there to be a covered, lockable bicycle storage unit in the public parking (Allora Hall car park), so that there is a space dedicated to a more eco option |
| Frederick Place | No | We are 8 families in Frederick Place. We do not have space to put our cycles. We would like the council to consider building a covered cycle rack in the Crouch Hall Road Car Park which is immediately outside the Frederick Place Mews. This would allow all of us to live more healthily and help the environment as well. We have a number of children in our Mews who would like to start using cycles to help the environment. The bike rack would really help this process. |
| Glasslyn Rd | No | and builders vans, skips |
| Glasslyn Rd | No | Highgate Wood School occasionally have events which create parking pressures. The ticked problems are not severe. |
| Glasslyn Rd | No | I have no problems in my part of the road |
| Glasslyn Rd | Yes | Local businesses park cars in CE B up to 1:30pm then move to C E A to park for free in surrounding roads. |

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| Glasslyn Rd | No | Local garage parks a lot of cars in our road. But we support this local business so don't want to make things harder for them to stay in business. |
| Glasslyn Rd | No | Local garage parks customers' cars |
| Glasslyn Rd | No | Local Garage using our road to park their customer cars on |
| Glasslyn Rd | No | No paper vouchers for tradesmen and visits |
| Glasslyn Rd | No | Overspill for garage on Park Road |
| Glasslyn Rd | No | Q7 - Short term VP is already in place |
| Glasslyn Rd | No | SUVs ("Chelsea tractors") take up excessive space |
| Glasslyn Rd | No | The proximity of Highgate Wood School means that on the occasions that they host open evenings, which occurs a few times per academic year, the number of people who drive to attend mean that there is regular gridlock as people try to leave the area. The school does its best to try and mitigate this by advising people not to drive to attend but it seems this message does not get through. |
| Hurst Ave | Yes | Aloysius sports field: the road fills up on Sundays, so it's difficult to get out of the drive and difficult to drive down the road |
| Montenotte Rd | No | People attending Highgate Wood School esp during term times |
| Montenotte Rd | No | School events |
| Park Rd | No | never much space for residents and its difficult for me even though I have a blue badge |
| Park Rd | No | The introduction of a CPZ in the first place is what has caused any parking problems. |
| Russell Rd | No | Relatively minor problems are sorted by current restrictions. |
| Shanklin Rd | Yes | 1. Rubbish skips taking up one of the limited public parking spaces, for multiple months. 2. Drivers (Cars, Vans and Lorries) blocking access to our residents car park and refusing ("I'll be 5 minutes, I'm delivering to business X) or unable to move (Vehicle has no driver present). This second issue is more of an issue on weekends while drivers just 'pop to the local shops'. |
| Shanklin Rd | No | none, there are no problems, all of the above probably apply but none cause a problem |
| Shanklin Rd | No | Removal of parking spaces to make space for electric vehicle charging bays |
| Shanklin Rd | No | Restricted shop customer parking of 1 hour - with no return in 2 hours, would help |
| Shepherds Hill | No | A number of different CPZs meet at this point. There are large blocks of flats on one section of road with many residents. Even if some blocks have garages, these were built 50+ years ago and are typically simply too small to fit modern day cars which are much larger than they were years ago. There is a tube station at the end of the road (C. 500 yards away) which draws people to the immediate area. |
| Shepherds Hill | No | Fitzroy Court has individual garages for each of the 24 flats but these are situated at the foot of a steep slope and we have several disabled residents who cannot get down to them and have to leave their cars in the road. More disabled bays on the road could be helpful. |
| Shepherds Hill | No | No many problems. Before it was a CPZ we used to have commuters parking and then getting buses to Archway tubes station, and Whittington Hospital |
| Shepherds Hill | No | Taxis often park on the north side of the road while waiting for their next booking |
| Shepherds Hill | No | Trade / delivery vans which are essential! |
| Tivoli Rd | No | Cars parked in the morning by the local repair garage |

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| Tivoli Rd | No | Garage on Park Road, Palace Motors, uses Tivoli Road, Glasslyn Road and the bottom of Wolseley Road to park their customers' vehicles while they are working on/servicing them. These cars take up a significant number of spaces, which means they are not available for residents who have paid for permits. They move them before the 2pm restrictions, presumably to Crouch End CPZ A and create the same problem over there. |
| Tivoli Rd | Yes | I am not sure about commuter parking but certainly shop and business staff. |
| Tivoli Rd | Yes | Local garage parks customer cars in the road |
| Tivoli Rd | No | The garage / mechanics on Park Road park customers' cars on Tivoli Road. |
| Wolseley Rd | No | Dangerous parking due to speeding cars |
| Wolseley Rd | No | Don't understand Q7. There don't seem to be any parking issues apart from the totally dysfunctional online VP system. Paper based permits were much better. |
| Wolseley Rd | No | NB Q7 yes, as per existing 2 4 VP permits payment |
| Wolseley Rd | No | Often on Thursdays for some reason. Also builders skips take up space |
| Not stated | No | Bus route for W5, some commuter parking for Highgate tube, 3 parking spaces already given over to EVCPs outside 23 Stanhope Road and plans to install gates to Alford House directly opposite could lead to congestion at peak periods. |
| Not stated | No | Local garage/workshop using road as extension to its working space |
| Not stated | No | The end of Crescent Road N8, where it approaches Parkland Walk, has almost no demand from residents. The parking there is only used for people to visit local businesses, the nearby school, or Parkland Walk. In this area, a night-time restriction would be more sensible. And the daytime restriction 2-4PM has no effect to benefit local residents. Local residents do not park there. |
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