



Report Title: **Crouch End CPZ – Consultation Results and Proposals**

Forward Plan reference number (if applicable): **7**

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **Highgate/Crouch
End/ Hornsey**

Report for: **Key decision**

1. Purpose

1.1 The purpose of this report is to inform the Cabinet of the feedback received from the local community consultation carried out in May/June 2008 and to put forward recommendations for a way forward.

2. Introduction by Cabinet Member

2.1 After lengthy consultation with local residents regarding parking issues in the Crouch End area it was agreed that we would conduct a formal consultation exercise with the local community to confirm if there was support for the introduction controlled parking in the area. This report details the feedback received and recommendations we have brought forward for consideration. This report will be discussed at a Focus Group meeting on the 4 September to discuss the duration of the proposed Crouch End zones and the recommendations may vary in view of the feedback received. I will report the outcome of this meeting verbally to the Cabinet.

3. Recommendations

3.1 It is recommended that the Cabinet:

- (i) Note the feedback from the consultation and additional comments set out in this report.

- 3.2 Authorise council officers to proceed to statutory consultation, subject to the outcome of the Focus Group meeting on 4 September for:
- (i) The extension of the **Highgate Station (Outer) CPZ** to include Claremont Road, Stanhope Gardens, Stanhope Road and Shepherds Hill (between Archway Road and Stanhope Road).
 - (ii) The extension of the **Finsbury Park (A) CPZ** to include Mount View Road (between the borough boundary and Ferme Park Road).
 - (iii) Introduction of a **Crouch End (A) CPZ** to include Christchurch Road, Waverley Road, Haslemere Road, Tregaron Avenue, Briston Grove, Dickenson Road, Elm Grove, Oakington Way, Wormersley Road and Crouch Hill (between Dickenson Road and Cecile Park).
 - (iv) Introduction of a **Crouch End (B) CPZ** to include Hurst Avenue and Avenue Road.
- 3.3 To agree the duration of the Crouch End (A) and (B) CPZs following the 4 September meeting of the Focus Group. This will be reported verbally to the Cabinet.
- 3.4 Authorise Council officers to proceed to statutory consultation for the introduction of double yellow lines to all uncontrolled junctions within the original consultation area.
- 3.5 Approves that residents/traders of the original consultation area be informed of the Council's decision.

Report Authorised by: **Niall Bolger Director of Urban Environment**

Contact Officer: **Tony Kennedy, Group Manager, Transport Policy and Projects. 0208 489 1765**

4. Chief Financial Officer Comments

- 4.1 The 2008/9 budget allocation approved for the parking plan is currently £300k. The approved budget is currently allocated for the delivery of Crouch End CPZ (£198k), Bruce Grove CPZs (£30k), and Hornsey High Street (£72k).
- 4.2 The proposals in this report will include implementation for a number of schemes in and around the Crouch End CPZ. A budget of £198k was originally allocated for this scheme, however, the estimated cost of these schemes as indicated in this report is in the region of £100k, i.e. £98k below the current allocation. This underspend should be available to fund alternative parking plan initiatives that are deemed priority by the service.

5. Head of Legal Services Comments

- 5.1 This report presents an analysis of the responses to non-statutory consultation including the use of Focus Groups. This is an informal exercise to gauge the extent of support and opposition to the introduction of Traffic Management Orders before implementing statutory procedures. There is no legal impediment to proceeding with the recommendations.

6. Local Government (Access to Information) Act 1985

- 6.1 Returned consultation documents
6.2 Minutes of Focus Group meetings
6.3 The Council's Local Implementation Plan

7. Strategic Implications

- 7.1 The Council's Local Implementation Plan (LIP) sets out the Council's intention to improve parking conditions in the borough, which includes the allocation of on-street kerb space within the defined hierarchy of parking need. It also seeks to maximise road safety throughout the borough through the fair and consistent enforcement of parking restrictions. The plan contains the policy framework for both parking and road safety and is summarised below.

7.2 Local Implementation Plan (LIP)

Parking: Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP, reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.

Key PEP policies include:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
- The Council will undertake a review of new CPZs one year after implementation.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking restrictions.
- The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's Unitary Development Plan (UDP) also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

8. Financial Implications

- 8.1 If finally approved, the costs arising from the recommendations as set out in Section 3 of this report including consultations undertaken in this financial year will be funded through the 2008/09 Parking Plan Capital Budget. It is estimated that the measures, including all processes conducted to date, will cost £100,000 to implement.
- 8.2 A full financial appraisal will be provided in the delegated report that will be agreed after statutory consultation. This will take into account the hours of operation which have yet to be finalised with the Focus Group.

9. Legal Implications

- 9.1 The proposals as recommended appear to be in accordance with the Local Implementation Plan and, subject to consideration of the objections received during statutory consultation, there does not appear to be any legal impediments to the implementation of the proposals.
- 9.2 If the Cabinet resolves to implement the measures recommended in Section three of this report, then the Council must make or amend several orders under the *Road Traffic Regulation Act 1984*. The *Local Authorities' Traffic Orders (Procedure) Regulations 1996* (the regulations) lays down the procedure to be followed before making or amending an order. The regulations impose a legal obligation on the Council to conduct a process of consultation to inform the public and other statutory consultees of its intentions. The Council must then consider any objections made as a result of the consultation before making an order and implementing any restrictions.

10. Equalities Implications

- 10.1 The consultation documents were distributed to all households / businesses within the agreed consultation area.
- 10.2 The document included a section offering translation into minority languages and affords residents/traders the opportunity to make a representation regarding the scheme.

11. Consultation

- 11.1 Prior to entering into consultation with the wider community the Council held two focus group meetings at Hornsey Town Hall on 10 October and 13 December 2007. The focus group meetings gave local resident/trader representatives, ward councillors and council officers an opportunity to discuss the issues, identify a consultation area and explore how we should consult the local community.
- 11.2 Consultation documents, consisting of background information, location plan, questionnaire, translation sheet and a pre-paid envelope were delivered by hand, to all properties within the agreed consultation area during the weekend of 17 May 2008. The deadline for responses was 16 June 2008. Late responses were however accepted until a cut off date of the 23 June 2008. See Appendix I for consultation document.
- 11.3 A problem occurred in the distribution process whereby around 2450 documents were distributed to properties outside of the consultation area. This did not however impact on the distribution of the documents to the agreed area and distribution was completed on 20 May 2008.
- 11.4 All responses / representations received from outside of the consultation area have not been included in the analysis of this report.
- 11.5 As a further check, an independent distribution company conducted an audit of the area on the 23 May 2008. The auditors contacted a sample number of households of each road to confirm if they had received the document. If the feedback suggested that the majority of households had not received the document they were instructed to carry out a re-distribution to the whole road.
- 11.6 An internal distribution audit was also conducted to all commercial premises in the Crouch End Broadway area whereby officers personally visited the shops and provided additional documents to any trader who reported not receiving one.
- 11.7 During the consultation period exhibitions were held at Hornsey Library on Saturday 31 May and at Coolhurst Tennis Club on Wednesday 4 June. The exhibitions gave local residents/traders the opportunity to speak to council officers prior to completing and returning their questionnaires. In total over 100 members of the public attended the exhibitions.

11.8 The document was made available to download from the council's website and documents were also available at the two exhibitions held as part of this process.

Consultation Feedback (whole area)

11.9 Approximately 5900 consultation documents were distributed to the consultation area with 1259 valid responses received by the 23 June 2008. This represents a 21% response.

11.10 To question 3a of the consultation document: ***Would you like to have a Controlled Parking Zone introduced into your road?*** The response for the whole of the consultation area was as follows:

- **37 % (462)** Yes
- **60 % (756)** No
- **3 % (41)** I don't know or didn't reply to this question.

11.11 To question 3b of the consultation document: ***If the answer to 3a is NO but your neighbouring roads are included in a zone, would you then agree that a Controlled Parking Zone in your road may be needed?*** Of those who responded to this question the feedback was as follows:

- **22 % (176)** Yes
- **68.5 % (545)** No
- **9.5 % (75)** I don't Know

11.12 When analysed as a whole area, the single preferred operating hours for a CPZ was for a 2 hour zone (45%) with the single preferred operating days from Monday to Friday (50%). A large number of respondents (25%) did not however responded to either question, as they had earlier indicated that they were opposed to parking controls.

11.13 Overall, the feedback indicates that the majority of those who responded are opposed to the introduction of parking controls and if a scheme were to go forward would prefer the minimum operational restrictions. This is often the case when consulting a large area as residents living in different areas will experience differing levels of parking pressure and respond accordingly.

11.14 The consultation document does however clearly state that the consultation is not a vote on whether the whole area should receive a controlled parking zone. The feedback received has been analysed on a road by road basis to help identify roads or areas that are in favour of measures and those roads or areas not in favour. The feedback has been used to identify a possible way forward regarding the introduction of a zone or zones to address identified parking problems.

Consultation Feedback (Road by Road)

- 11.15 A detailed road by road breakdown of the responses can be found in Appendix II of this report.
- 11.16 When analysed on a road by road basis it is clear that there is support for the introduction of parking controls in a number of roads. It is also evident that the majority of these roads are adjacent or in close proximity to existing CPZs and most likely experience parking pressures through displacement parking. Appendix III provides a list of roads who responded in favour of controlled parking.

Summary of Consultation Feedback (Outside the Consultation Area)

- 11.17 A total of 232 responses were received from properties outside of the consultation area. A large majority of the responses were opposed to the introduction of parking controls for their road. A number did however highlight concerns of displacement parking should a CPZ cover the area consulted.
- 11.18 It is anticipated that there would be limited displacement into this area from the draft proposals. However, it is likely that there would be displacement on the boundary of the Finsbury Park (A) CPZ, possibly between Ferme Park Road and Albany Road (South of Mount View Road). The council has received one petition from residents of Granville Road, which falls within this area. The petition requested inclusion in a CPZ. Further consideration will be given to this when considering our 2009/10 Parking Programme.
- 11.19 All returned consultation documents are available for public inspection by contacting the Council's Transport Policy and Projects Group.

12. Background

- 12.1 Since the introduction of parking controls in the Crouch End and Highgate areas in the last two years, including the introduction of two controlled parking zones by our neighbouring Borough of Islington, some parking displacement has occurred in roads on the periphery of these schemes.
- 12.2 Sustainable Transport and local councillors have received a number of representations requesting that we consider introducing parking controls to address the parking pressures experienced in the area. In the past parking controls have been opposed by the community and have therefore not been introduced. However due to the representations mentioned above, it was agreed to enter into consultation with the local community to consider whether parking controls would be of benefit.
- 12.3 The feedback from consultation was presented to the Focus Group at its meeting of 31 July 2008. It was agreed that a further Focus Group meeting would be held in September, prior to any decision by the Cabinet, to discuss/agree the recommendations of the report. This meeting has been scheduled for the 4 September and will be reported verbally to the Cabinet.

13. Proposed Way Forward on CPZ's

- 13.1 When analysed as a whole area the views are varied. Although, respondents were divided 50/50 to the question *do you think there is a parking problems in your road?*, 60% were opposed to the introduction of a CPZ.
- 13.2 When analysed on a road by road basis however it is evident that there is support for parking controls in roads that are in closest proximity to existing CPZs located in both Haringey and Islington.
- 13.3 The operating hours of any zones should take into account enforcement implications. There are a number of two hour zones currently operational between 10am-noon in the Highgate and Finsbury Park areas. Further zones with the same operating hours will place pressure on the Council's Enforcement Team to effectively enforce the zones. It is therefore advised that any new zones should not operate during these hours.
- 13.4 There is support for controlled parking in the roads adjacent to the existing Highgate Station (Outer) and Finsbury Park (A) CPZs. We therefore recommend that Claremont Road, Stanhope Gardens, Stanhope Road and Shepherds Hill (between Archway Road and Stanhope Road) are included in the Highgate Station (Outer) CPZ and that Mount View Road (between the borough boundary and Ferme Park Road) is included in the Finsbury Park (A) CPZ. See Appendix IV for a breakdown of roads where parking controls are recommended
- 13.5 There is also support for the introduction of parking controls in the Crouch End area. As the roads identified are located in two areas (see Appendix??), it is recommended that two zones are created i.e. a Crouch End (A) and Crouch End (B) CPZs. This will allow different operational hours to be considered for the two zones to reflect the feedback received from each area and also the views expressed by traders. Furthermore, it will address inter-zone commuter issues that may develop should the zones be extended in the future.
- 13.6 **The Crouch End (A) CPZ** would include Christchurch Road, Waverley Road, Haslemere Road, Tregaron Avenue, Briston Grove, Dickenson Road, Elm Grove, Oakington Way, Wormersley Road and Crouch Hill (between Dickenson Road and Cecile Park).
- 13.7 Although the greatest single response for operational hours from the roads listed in 13.5 above (Crouch End (A)) favoured a 2-hour zone, there is strong support for at least all day controls. The majority favoured Monday to Friday as operational days. However, because the Hillrise East CPZ in the LB Islington, which borders this area, is operational Monday to Friday 10am - 2pm consideration should be given to a similar level of operational hours. The hours could however be later in the day, for example, 1pm to 4pm. This would help to address issues associated with the school run to the recently expanded Coleridge School and also assist the Council's Parking Enforcement Team to enforce the zone effectively.

- 13.8 **The Crouch End (B) CPZ** would include Hurst Avenue and Avenue Road. The majority support from these two roads favoured a 2-hour zone operational between Monday to Friday. Taking into account enforcement as highlighted in 13.3 above it is recommended that this CPZ be operational between 12noon–2pm.
- 13.9 The conclusion and recommendations contained within this report will be discussed at the Focus Group meeting of 4 September. The feedback received will assist in deciding hours/days of operation. The proposed operating times will not therefore be provided in the recommendations set out in this report but will be reported verbally to the Cabinet by the Cabinet Member for Environment and Conservation.

14. Other Parking Proposals

- 14.1 When parking controls are introduced it is inevitable that displacement parking will occur and this often takes the form of indiscriminate parking at junctions. It is the Council's current approach only to introduce controlled parking to areas where evidence of support has been provided and not as a mitigation against displacement parking. However, we will consider the introduction of double yellow lines at junctions to mitigate any safety implications arising from indiscriminate parking. Other locations likely to experience congestion through indiscriminate parking should also be considered in consultation with ward councillors.
- 14.2 One of the frequent comments in the consultation was about lack of off street car parking and whether the Hornsey Library Car Park could be considered for public use. Officers will take this suggestion forward and investigate the feasibility for use for pay and display parking.

15. Implementation

- 15.1 If the recommendations of this report, including any changes resulting from the Focus Group meeting of 4 September are approved, the Key milestones for the introduction of the extensions and new schemes will be as follows:

- Finalise drawings and TMO 17 October 2008
- Advertise Notice of Intention 30 October 2008
- Consider comments and objections 1 – 28 November 2008
- Delegated Approval 5 January 2009
- Advertise Notice of Making 8 January 2009
- On street work 8 Jan – 20 February 2009
- Go Live (2 weeks warning notices) 23 February 2009
- Enforcement commences 9 March 2009

16. Conclusion

- 16.1 It is clear from the feedback received that there is support for parking controls in a number of roads in the area. It is also evident that the highest levels of support are from roads adjacent to existing CPZs.
- 16.2 Therefore it is recommended that four areas should be considered for controlled parking, consisting of two extensions and two new zones. See Appendix V for a location plan of proposed new and extended CPZ's based on the feedback received.
- 16.3 The introduction of extensions or new zones will inevitably have displacement implication to neighbouring roads and any further extensions should be considered on a fast track approach, subject to evidence of support from residents.

17. Use of Appendices / Tables / Photographs

- 17.1 Appendix I Consultation Document
- 17.2 Appendix II Road by Road Breakdown of Feedback
- 17.3 Appendix III Roads in Favour of Parking Controls
- 17.4 Appendix IV Responses from roads where Parking Controls are recommended
- 17.5 Appendix V Local Plan of Proposed New and Extended CPZs
- 17.6 Appendix VI Additional Comments

Appendix I – Consultation Document

Appendix II – Road by Road Breakdown of Feedback

Crouch End Proposed CPZ- Consultation Results					
Q2. Do you think there is a parking problem in your road?					
	Total responses	No reply	Yes	No	I dont Know
Overall total- Absolute	1259	21	593	628	17
Percentage		2%	47%	50%	1%
Abbots Terrace	-	-	-	-	-
Aubrey Road	6	-	3	3	-
		-	50%	50%	-
Avenue Road	56	-	44	12	-
		-	79%	21%	-
Back Lane	1	-	1	-	-
		-	100%	-	-
Bedford Road	6	-	4	2	-
		-	67%	33%	-
Berkeley Road	18	-	9	9	-
		-	50%	50%	-
Birchington Road	24	1	15	8	-
		4%	63%	33%	-
Bourne Road	14	-	5	8	1
		-	36%	57%	7%
Briston Grove	11	-	9	2	-
		-	82%	18%	-
Broughton Gardens	6	-	-	6	-
		-	-	100%	-
Bryanstone Road	14	1	7	6	-
		7%	50%	43%	-
Broadway Parade	3	1	-	2	-
		33%	-	67%	-
Cecile Park	45	1	21	22	1
		2%	47%	49%	2%
Claremont Road	65	1	62	2	-
		2%	95%	3%	-
Clifton Road	19	-	3	16	-
		-	16%	84%	-
Coleridge Lane	-	-	-	-	-
		-	-	-	-
Coleridge Road	23	-	13	9	1
		-	57%	39%	4%
Colwick Close	-	-	-	-	-

		-	-	-	-
Coolhurst Road	43	1	10	32	-
		2%	23%	74%	-
Courtside	-	-	-	-	-
		-	-	-	-
Crescent Road	36	-	20	16	-
		-	56%	44%	-
Christchurch Road	6	-	4	1	1
		-	67%	17%	17%
Crouch End Hill	12	-	4	8	-
		-	33%	67%	-
Crouch Hill	22	-	6	16	-
		-	27%	73%	-
Crouch Hall Road	35	-	12	22	1
		-	34%	63%	3%
Dashwood Road	7	-	2	5	-
		-	29%	71%	-
Dickenson Road	14	-	12	1	1
		-	86%	7%	7%
Drylands Road	16	-	2	14	-
		-	13%	88%	-
Edison Road	8	-	4	4	-
		-	50%	50%	-
Elder Avenue	19	-	13	6	-
		-	68%	32%	-
Elm Grove	15	-	11	4	-
		-	73%	27%	-
Elmfield Avenue	13	-	9	4	-
		-	69%	31%	-
Fairfield Gardens	3	-	2	1	-
		-	67%	33%	-
Fairfield Road	13	-	9	4	-
		-	69%	31%	-
Felix Avenue	7	-	4	3	-
		-	57%	43%	-
Ferme Park Road	67	2	13	51	1
		3%	19%	76%	1%
Gladwell Road	8	-	6	2	-
		-	75%	25%	-
Glasslyn Road	26	-	5	21	-
		-	19%	81%	-
Haslemere Road	23	1	18	4	-
		4%	78%	17%	-
Hannay Lane	1	-	-	1	-
		-	-	100%	-
Haringey Park	31	1	11	18	1
		3%	35%	58%	3%
Hatherley Gardens	4	-	2	1	1
		-	50%	25%	25%
Hornsey Lane	11	1	5	5	-

		9%	45%	45%	-
Hurst Avenue	10	-	7	2	1
		-	70%	20%	10%
Ivy Gardens	7	-	1	6	-
		-	14%	86%	-
Landrock Road	14	-	4	10	-
		-	29%	71%	-
Lynton Road	13	-	2	11	-
		-	15%	85%	-
Middle Lane	25	1	7	16	1
		4%	28%	64%	4%
Middle Lane Mews	1	-	1	-	-
		-	100%	-	-
Montenotte Road	3	-	-	3	-
		-	-	100%	-
Mount View Road	20	-	20	-	-
		-	100%	-	-
New Road	1	-	-	1	-
		-	-	100%	-
Oakington Way	1	-	1	-	-
		-	100%	-	-
Palace Road	10	-	3	7	-
		-	30%	70%	-
Park Road	13	-	2	10	1
		-	15%	77%	8%
Ridgeway Gardens	5	-	-	5	-
		-	-	100%	-
Roseberry Gardens	20	-	6	14	-
		-	30%	70%	-
Russell Road	8	-	5	3	-
		-	63%	38%	-
Sandringham Gardens	5	-	-	5	-
		-	-	100%	-
Shanklin Road	9	-	4	5	-
		-	44%	56%	-
Shepherds Close	11	1	6	4	-
		9%	55%	36%	-
Shepherds Hill	106	2	27	74	3
		2%	25%	70%	3%
Stanhope Gardens	31	1	26	4	-
		3%	84%	13%	-
Stanhope Road	49	1	38	10	-
		2%	78%	20%	-
The Grove	1	-	-	1	-
		-	-	100%	-
The Broadway	14	-	5	8	1
		-	36%	57%	7%
Tivoli Road	19	1	6	12	-
		5%	32%	63%	-
Topsfield Close	1	-	1	-	-

		-	100%	-	-
Topsfield Parade	9	-	3	6	-
		-	33%	67%	-
Topsfield Road	7	1	4	1	1
		14%	57%	14%	14%
Tottenham Lane	5	-	-	5	-
		-	-	100%	-
Tregaron Avenue	12	-	9	3	-
		-	75%	25%	-
Waverley Road	4	-	4	-	-
		-	100%	-	-
Weston Park	26	1	9	16	-
		4%	35%	62%	-
Wolseley Road	28	-	3	25	-
		-	11%	89%	-
Womersey Road	20	1	9	10	-
		5%	45%	50%	-
Other	-	-	-	-	-
		-	-	-	-

Crouch End Proposed CPZ- Consultation Results					
Q3a. Would you like to have a Controlled Parking Zone introduced into your road?					
	Total responses	No reply	Yes	No	I dont Know
Overall total- Absolute	1259	8	462	756	33
Percentage		1%	37%	60%	3%
Abbots Terrace	-	-	-	-	-
		-	-	-	-
Aubrey Road	6	-	3	3	-
		-	50%	50%	-
Avenue Road	56	1	34	20	1
		2%	61%	36%	2%
Back Lane	1	-	1	-	-
		-	100%	-	-
Bedford Road	6	-	3	3	-
		-	50%	50%	-
Berkeley Road	18	-	8	9	1
		-	44%	50%	6%
Birchington Road	24	1	12	11	-
		4%	50%	46%	-
Bourne Road	14	-	5	9	-

		-	36%	64%	-
Briston Grove	11	-	9	2	-
		-	82%	18%	-
Broughton Gardens	6	-	-	6	-
		-	-	100%	-
Bryanstone Road	14	-	7	7	-
		-	50%	50%	-
Broadway Parade	3	-	-	3	-
		-	-	100%	-
Cecile Park	45	-	12	33	-
		-	27%	73%	-
Claremont Road	65	-	53	10	2
		-	82%	15%	3%
Clifton Road	19	-	1	18	-
		-	5%	95%	-
Coleridge Lane	-	-	-	-	-
		-	-	-	-
Coleridge Road	23	-	11	12	-
		-	48%	52%	-
Colwick Close	-	-	-	-	-
		-	-	-	-
Coolhurst Road	43	1	9	33	-
		2%	21%	77%	-
Courtside	-	-	-	-	-
		-	-	-	-
Crescent Road	36	-	13	21	2
		-	36%	58%	6%
Christchurch Road	6	-	4	1	1
		-	67%	17%	17%
Crouch End Hill	12	-	3	9	-
		-	25%	75%	-
Crouch Hill	22	-	6	16	-
		-	27%	73%	-
Crouch Hall Road	35	-	9	24	2
		-	26%	69%	6%
Dashwood Road	7	-	1	6	-
		-	14%	86%	-
Dickenson Road	14	-	12	2	-
		-	86%	14%	-
Drylands Road	16	-	1	15	-
		-	6%	94%	-
Edison Road	8	-	-	7	1
		-	-	88%	13%
Elder Avenue	19	-	11	6	2
		-	58%	32%	11%
Elm Grove	15	-	9	4	2
		-	60%	27%	13%
Elmfield Avenue	13	-	5	7	1
		-	38%	54%	8%
Fairfield Gardens	3	-	1	2	-

		-	33%	67%	-
Fairfield Road	13	-	6	6	1
		-	46%	46%	8%
Felix Avenue	7	-	3	3	1
		-	43%	43%	14%
Ferme Park Road	67	1	10	53	3
		1%	15%	79%	4%
Gladwell Road	8	-	3	5	-
		-	38%	63%	-
Glasslyn Road	26	-	2	24	-
		-	8%	92%	-
Haslemere Road	23	1	16	6	-
		4%	70%	26%	-
Hannay Lane	1	-	-	1	-
		-	-	100%	-
Haringey Park	31	-	7	23	1
		-	23%	74%	3%
Hatherley Gardens	4	-	2	2	-
		-	50%	50%	-
Hornsey Lane	11	-	3	7	1
		-	27%	64%	9%
Hurst Avenue	10	-	8	2	-
		-	80%	20%	-
Ivy Gardens	7	-	1	6	-
		-	14%	86%	-
Landrock Road	14	-	2	12	-
		-	14%	86%	-
Lynton Road	13	-	2	11	-
		-	15%	85%	-
Middle Lane	25	-	3	21	1
		-	12%	84%	4%
Middle Lane Mews	1	-	1	-	-
		-	100%	-	-
Montenotte Road	3	-	-	3	-
		-	-	100%	-
Mount View Road	20	-	19	1	-
		-	95%	5%	-
New Road	1	-	-	1	-
		-	-	100%	-
Oakington Way	1	-	1	-	-
		-	100%	-	-
Palace Road	10	-	4	6	-
		-	40%	60%	-
Park Road	13	-	2	11	-
		-	15%	85%	-
Ridgeway Gardens	5	-	-	5	-
		-	-	100%	-
Roseberry Gardens	20	-	4	16	-
		-	20%	80%	-
Russell Road	8	-	3	5	-

		-	38%	63%	-
Sandringham Gardens	5	-	-	5	-
		-	-	100%	-
Shanklin Road	9	1	1	6	1
		11%	11%	67%	11%
Shepherds Close	11	-	2	8	1
		-	18%	73%	9%
Shepherds Hill	106	1	23	80	2
		1%	22%	75%	2%
Stanhope Gardens	31	-	23	8	-
		-	74%	26%	-
Stanhope Road	49	1	34	13	1
		2%	69%	27%	2%
The Grove	1	-	-	1	-
		-	-	100%	-
The Broadway	14	-	-	14	-
		-	-	100%	-
Tivoli Road	19	-	4	14	1
		-	21%	74%	5%
Topsfield Close	1	-	1	-	-
		-	100%	-	-
Topsfield Parade	9	-	-	9	-
		-	-	100%	-
Topsfield Road	7	-	3	3	1
		-	43%	43%	14%
Tottenham Lane	5	-	-	5	-
		-	-	100%	-
Tregaron Avenue	12	-	9	3	-
		-	75%	25%	-
Waverley Road	4	-	2	1	1
		-	50%	25%	25%
Weston Park	26	-	6	20	-
		-	23%	77%	-
Wolseley Road	28	-	1	26	1
		-	4%	93%	4%
Womersey Road	20	-	8	11	1
		-	40%	55%	5%
Other	-	-	-	-	-
		-	-	-	-

Crouch End Proposed CPZ- Consultation Results						
Q3b. If the answer to Q3a is NO But your neighbouring roads are included in zone, would you then agree that Controlled Parking Zone in your road may be needed?						
	Total responses	No reply	Yes	No	I dont Know	
Overall total- Absolute	1259	463	176	545	75	
Percentage		37%	14%	43%	6%	
Abbots Terrace	-	-	-	-	-	
Aubrey Road	6	2	3	1	-	
		33%	50%	17%	-	
Avenue Road	56	33	7	12	4	
		59%	13%	21%	7%	
Back Lane	1	1	-	-	-	
		100%	-	-	-	
Bedford Road	6	4	2	-	-	
		67%	33%	-	-	
Berkeley Road	18	9	2	7	-	
		50%	11%	39%	-	
Birchington Road	24	10	7	4	3	
		42%	29%	17%	13%	
Bourne Road	14	4	1	8	1	
		29%	7%	57%	7%	
Briston Grove	11	7	2	2	-	
		64%	18%	18%	-	
Broughton Gardens	6	-	1	4	1	
		-	17%	67%	17%	
Bryanstone Road	14	7	1	5	1	
		50%	7%	36%	7%	
Broadway Parade	3	-	-	3	-	
		-	-	100%	-	
Cecile Park	45	13	2	29	1	
		29%	4%	64%	2%	
Claremont Road	65	50	8	6	1	
		77%	12%	9%	2%	
Clifton Gardens	-	-	-	-	-	
		-	-	-	-	
Clifton Road	19	1	8	9	1	
		5%	42%	47%	5%	

Coleridge Lane	-	-	-	-	-		
		-	-	-	-		
Coleridge Road	23	11	4	8	-		
		48%	17%	35%	-		
Colwick Close	-	-	-	-	-		
		-	-	-	-		
Coolhurst Road	43	10	12	17	4		
		23%	28%	40%	9%		
Courtside	-	-	-	-	-		
		-	-	-	-		
Crescent Road	36	16	3	13	4		
		44%	8%	36%	11%		
Christchurch Road	6	4	-	1	1		
		67%	-	17%	17%		
Crouch End Hill	12	3	-	7	2		
		25%	-	58%	17%		
Crouch Hill	22	6	1	15	-		
		27%	5%	68%	-		
Crouch Hall Road	35	11	6	17	1		
		31%	17%	49%	3%		
Dashwood Road	7	1	1	4	1		
		14%	14%	57%	14%		
Dickenson Road	14	12	-	2	-		
		86%	-	14%	-		
Drylands Road	16	-	3	11	2		
		-	19%	69%	13%		
Edison Road	8	1	3	3	1		
		13%	38%	38%	13%		
Elder Avenue	19	12	2	4	1		
		63%	11%	21%	5%		
Elm Grove	15	8	3	2	2		
		53%	20%	13%	13%		
Elmfield Avenue	13	5	2	5	1		
		38%	15%	38%	8%		
Fairfield Gardens	3	1	1	1	-		
		33%	33%	33%	-		
Fairfield Road	13	6	3	3	1		
		46%	23%	23%	8%		
Felix Avenue	7	3	-	3	1		
		43%	-	43%	14%		
Ferme Park Road	67	12	8	42	5		
		18%	12%	63%	7%		
Gladwell Road	8	3	2	3	-		
		38%	25%	38%	-		
Glasslyn Road	26	2	7	16	1		
		8%	27%	62%	4%		
Haslemere Road	23	17	1	5	-		
		74%	4%	22%	-		
Hannay Lane	1	-	-	1	-		
		-	-	100%	-		

Haringey Park	31	6	3	18	4		
		19%	10%	58%	13%		
Hatherley Gardens	4	2	-	2	-		
		50%	-	50%	-		
Hornsey Lane	11	3	1	7	-		
		27%	9%	64%	-		
Hurst Avenue	10	7	3	-	-		
		70%	30%	-	-		
Ivy Gardens	7	1	1	5	-		
		14%	14%	71%	-		
Landrock Road	14	2	5	6	1		
		14%	36%	43%	7%		
Lynton Road	13	1	3	8	1		
		8%	23%	62%	8%		
Maybury Mews	-	-	-	-	-		
		-	-	-	-		
Middle Lane	25	4	3	17	1		
		16%	12%	68%	4%		
Middle Lane Mews	1	1	-	-	-		
		100%	-	-	-		
Montenotte Road	3	-	1	2	-		
		-	33%	67%	-		
Mount View Road	20	17	3	-	-		
		85%	15%	-	-		
New Road	1	-	-	1	-		
		-	-	100%	-		
Oakington Way	1	1	-	-	-		
		100%	-	-	-		
Palace Road	10	2	3	4	1		
		20%	30%	40%	10%		
Park Road	13	2	-	10	1		
		15%	-	77%	8%		
Ridgeway Gardens	5	-	1	3	1		
		-	20%	60%	20%		
Roseberry Gardens	20	4	-	15	1		
		20%	-	75%	5%		
Russell Road	8	3	1	4	-		
		38%	13%	50%	-		
Sandringham Gardens	5	-	-	4	1		
		-	-	80%	20%		
Shanklin Road	9	3	1	5	-		
		33%	11%	56%	-		
Shepherds Close	11	3	-	7	1		
		27%	-	64%	9%		
Shepherds Hill	106	25	11	63	7		
		24%	10%	59%	7%		
Stanhope Gardens	31	24	2	4	1		
		77%	6%	13%	3%		
Stanhope Road	49	34	3	11	1		
		69%	6%	22%	2%		

The Grove	1	-	-	-	1		
		-	-	-	100%		
The Broadway	14	-	2	12	-		
		-	14%	86%	-		
Tivoli Road	19	4	5	8	2		
		21%	26%	42%	11%		
Topsfield Close	1	-	1	-	-		
		-	100%	-	-		
Topsfield Parade	9	-	-	8	1		
		-	-	89%	11%		
Topsfield Road	7	2	3	1	1		
		29%	43%	14%	14%		
Tottenham Lane	5	-	-	5	-		
		-	-	100%	-		
Tregaron Avenue	12	8	1	2	1		
		67%	8%	17%	8%		
Waverley Road	4	2	1	1	-		
		50%	25%	25%	-		
Weston Park	26	6	4	13	3		
		23%	15%	50%	12%		
Wolseley Road	28	2	7	16	3		
		7%	25%	57%	11%		
Womersey Road	20	9	1	10	-		
		45%	5%	50%	-		
Other	-	-	-	-	-		
		-	-	-	-		

Crouch End Proposed CPZ- Consultation Results						
Q4. If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking controls?						
	Total responses	No reply	Two hours a day (eg. 12noon-2pm)	All day (eg. 8:30am-6:30pm)	All day and evening (eg. 8:30am- 10pm)	Other
Overall total- Absolute	1259	310	563	223	109	54
Percentage		25%	45%	18%	9%	4%
Abbots Terrace	-	-	-	-	-	-
		-	-	-	-	-
Aubrey Road	6	-	3	3	-	-
		-	50%	50%	-	-
Avenue Road	56	9	23	13	9	2
		16%	41%	23%	16%	4%

Back Lane	1	-	-	-	1	-
		-	-	-	100%	-
Bedford Road	6	2	3	1	-	-
		33%	50%	17%	-	-
Berkeley Road	18	4	6	6	2	-
		22%	33%	33%	11%	-
Birchington Road	24	3	13	6	2	-
		13%	54%	25%	8%	-
Bourne Road	14	2	7	4	1	-
		14%	50%	29%	7%	-
Briston Grove	11	1	8	-	1	1
		9%	73%	-	9%	9%
Broughton Gardens	6	1	5	-	-	-
		17%	83%	-	-	-
Bryanstone Road	14	1	5	4	3	1
		7%	36%	29%	21%	7%
Broadway Parade	3	1	2	-	-	-
		33%	67%	-	-	-
Cecile Park	45	18	13	8	3	3
		40%	29%	18%	7%	7%
Claremont Road	65	4	47	8	4	2
		6%	72%	12%	6%	3%
Clifton Road	19	2	11	3	-	3
		11%	58%	16%	-	16%
Coleridge Lane	-	-	-	-	-	-
		-	-	-	-	-
Coleridge Road	23	3	9	7	4	-
		13%	39%	30%	17%	-
Colwick Close	-	-	-	-	-	-
		-	-	-	-	-
Coolhurst Road	43	13	23	1	5	1
		30%	53%	2%	12%	2%
Courtside	-	-	-	-	-	-
		-	-	-	-	-
Crescent Road	36	9	13	9	4	1
		25%	36%	25%	11%	3%
Christchurch Road	6	1	1	3	1	-
		17%	17%	50%	17%	-
Crouch End Hill	12	1	6	5	-	-
		8%	50%	42%	-	-
Crouch Hill	22	9	9	2	1	1
		41%	41%	9%	5%	5%
Crouch Hall Road	35	7	20	6	1	1
		20%	57%	17%	3%	3%
Dashwood Road	7	2	4	-	-	1
		29%	57%	-	-	14%
Dickenson Road	14	3	5	5	1	-
		21%	36%	36%	7%	-
Drylands Road	16	7	5	1	3	-
		44%	31%	6%	19%	-

Edison Road	8	-	4	1	1	2
		-	50%	13%	13%	25%
Elder Avenue	19	1	6	7	5	-
		5%	32%	37%	26%	-
Elm Grove	15	1	7	4	3	-
		7%	47%	27%	20%	-
Elmfield Avenue	13	3	6	2	1	1
		23%	46%	15%	8%	8%
Fairfield Gardens	3	-	1	2	-	-
		-	33%	67%	-	-
Fairfield Road	13	1	6	4	1	1
		8%	46%	31%	8%	8%
Felix Avenue	7	3	1	1	2	-
		43%	14%	14%	29%	-
Ferme Park Road	67	28	19	5	8	7
		42%	28%	7%	12%	10%
Gladwell Road	8	2	2	-	3	1
		25%	25%	-	38%	13%
Glasslyn Road	26	6	14	5	1	-
		23%	54%	19%	4%	-
Haslemere Road	23	5	8	7	3	-
		22%	35%	30%	13%	-
Hannay Lane	1	-	1	-	-	-
		-	100%	-	-	-
Haringey Park	31	7	13	8	1	2
		23%	42%	26%	3%	6%
Hatherley Gardens	4	2	-	1	1	-
		50%	-	25%	25%	-
Hornsey Lane	11	2	4	2	2	1
		18%	36%	18%	18%	9%
Hurst Avenue	10	1	6	3	-	-
		10%	60%	30%	-	-
Ivy Gardens	7	3	4	-	-	-
		43%	57%	-	-	-
Landrock Road	14	4	5	5	-	-
		29%	36%	36%	-	-
Lynton Road	13	7	1	1	3	1
		54%	8%	8%	23%	8%
Middle Lane	25	11	6	5	1	2
		44%	24%	20%	4%	8%
Middle Lane Mews	1	-	-	1	-	-
		-	-	100%	-	-
Montenotte Road	3	2	1	-	-	-
		67%	33%	-	-	-
Mount View Road	20	2	13	2	1	2
		10%	65%	10%	5%	10%
New Road	1	-	1	-	-	-
		-	100%	-	-	-
Oakington Way	1	-	1	-	-	-
		-	100%	-	-	-

Palace Road	10	3	2	3	2	-
		30%	20%	30%	20%	-
Park Road	13	6	4	2	1	-
		46%	31%	15%	8%	-
Ridgeway Gardens	5	1	3	-	1	-
		20%	60%	-	20%	-
Roseberry Gardens	20	9	4	2	3	2
		45%	20%	10%	15%	10%
Russell Road	8	2	2	3	-	1
		25%	25%	38%	-	13%
Sandringham Gardens	5	1	3	-	-	1
		20%	60%	-	-	20%
Shanklin Road	9	3	3	1	2	-
		33%	33%	11%	22%	-
Shepherds Close	11	7	4	-	-	-
		64%	36%	-	-	-
Shepherds Hill	106	32	50	15	6	3
		30%	47%	14%	6%	3%
Stanhope Gardens	31	6	22	2	-	1
		19%	71%	6%	-	3%
Stanhope Road	49	3	31	12	1	2
		6%	63%	24%	2%	4%
The Grove	1	-	1	-	-	-
		-	100%	-	-	-
The Broadway	14	10	3	-	-	1
		71%	21%	-	-	7%
Tivoli Road	19	4	10	3	1	1
		21%	53%	16%	5%	5%
Topsfield Close	1	-	1	-	-	-
		-	100%	-	-	-
Topsfield Parade	9	5	4	-	-	-
		56%	44%	-	-	-
Topsfield Road	7	2	2	1	2	-
		29%	29%	14%	29%	-
Tottenham Lane	5	3	2	-	-	-
		60%	40%	-	-	-
Tregaron Avenue	12	-	4	7	1	-
		-	33%	58%	8%	-
Waverley Road	4	1	1	1	1	-
		25%	25%	25%	25%	-
Weston Park	26	7	10	5	2	2
		27%	38%	19%	8%	8%
Wolseley Road	28	6	16	1	2	3
		21%	57%	4%	7%	11%
Womersey Road	20	5	10	4	1	-
		25%	50%	20%	5%	-
Other	-	-	-	-	-	-
		-	-	-	-	-

Crouch End Proposed CPZ- Consultation Results						
Q5. If a CPZ were introduced in your area, which days of the week would you like there to be parking controls?						
	Total responses	No reply	Mon- Fri	Mon- Sat	Seven days a week	Other
Overall total- Absolute	1259	310	626	185	115	23
Percentage		25%	50%	15%	9%	2%
Abbots Terrace	-	-	-	-	-	-
Aubrey Road	6	1	1	4	-	-
Avenue Road	56	4	32	8	11	1
Back Lane	1	-	1	-	-	-
Bedford Road	6	1	1	4	-	-
Berkeley Road	18	4	4	8	2	-
Birchington Road	24	3	9	8	4	-
Bourne Road	14	3	3	6	-	2
Briston Grove	11	1	8	1	1	-
Broughton Gardens	6	1	5	-	-	-
Bryanstone Road	14	4	4	2	4	-
Broadway Parade	3	1	2	-	-	-
Cecile Park	45	19	18	4	4	-
Claremont Road	65	2	50	6	7	-
Clifton Road	19	4	10	3	2	-
Coleridge Lane	-	-	-	-	-	-
Coleridge Road	23	4	10	7	2	-
		17%	43%	30%	9%	-

Colwick Close	-	-	-	-	-	-
		-	-	-	-	-
Coolhurst Road	43	13	24	5	1	-
		30%	56%	12%	2%	-
Courtside	-	-	-	-	-	-
		-	-	-	-	-
Crescent Road	36	8	15	10	3	-
		22%	42%	28%	8%	-
Christchurch Road	6	1	2	2	-	1
		17%	33%	33%	-	17%
Crouch End Hill	12	2	8	1	1	-
		17%	67%	8%	8%	-
Crouch Hill	22	9	11	1	1	-
		41%	50%	5%	5%	-
Crouch Hall Road	35	9	17	7	1	1
		26%	49%	20%	3%	3%
Dashwood Road	7	2	5	-	-	-
		29%	71%	-	-	-
Dickenson Road	14	2	9	2	1	-
		14%	64%	14%	7%	-
Drylands Road	16	8	6	1	1	-
		50%	38%	6%	6%	-
Edison Road	8	-	4	2	1	1
		-	50%	25%	13%	13%
Elder Avenue	19	1	4	8	6	-
		5%	21%	42%	32%	-
Elm Grove	15	1	11	1	2	-
		7%	73%	7%	13%	-
Elmfield Avenue	13	4	5	3	1	-
		31%	38%	23%	8%	-
Fairfield Gardens	3	-	-	2	-	1
		-	-	67%	-	33%
Fairfield Road	13	3	6	1	3	-
		23%	46%	8%	23%	-
Felix Avenue	7	3	1	1	2	-
		43%	14%	14%	29%	-
Ferme Park Road	67	30	25	4	5	3
		45%	37%	6%	7%	4%
Gladwell Road	8	3	2	-	3	-
		38%	25%	-	38%	-
Glasslyn Road	26	5	16	4	1	-
		19%	62%	15%	4%	-
Haslemere Road	23	4	12	4	2	1
		17%	52%	17%	9%	4%
Hannay Lane	1	-	1	-	-	-
		-	100%	-	-	-
Haringey Park	31	10	15	3	2	1
		32%	48%	10%	6%	3%
Hatherley Gardens	4	2	-	1	1	-
		50%	-	25%	25%	-

Hornsey Lane	11	2	4	1	4	-
		18%	36%	9%	36%	-
Hurst Avenue	10	1	6	3	-	-
		10%	60%	30%	-	-
Ivy Gardens	7	5	1	1	-	-
		71%	14%	14%	-	-
Landrock Road	14	4	8	2	-	-
		29%	57%	14%	-	-
Lynton Road	13	8	1	2	2	-
		62%	8%	15%	15%	-
Middle Lane	25	10	8	4	3	-
		40%	32%	16%	12%	-
Middle Lane Mews	1	-	-	1	-	-
		-	-	100%	-	-
Montenotte Road	3	2	1	-	-	-
		67%	33%	-	-	-
Mount View Road	20	-	15	5	-	-
		-	75%	25%	-	-
New Road	1	1	-	-	-	-
		100%	-	-	-	-
Oakington Way	1	-	1	-	-	-
		-	100%	-	-	-
Palace Road	10	5	3	1	1	-
		50%	30%	10%	10%	-
Park Road	13	6	5	1	1	-
		46%	38%	8%	8%	-
Ridgeway Gardens	5	2	2	-	1	-
		40%	40%	-	20%	-
Roseberry Gardens	20	10	5	2	2	1
		50%	25%	10%	10%	5%
Russell Road	8	1	3	2	2	-
		13%	38%	25%	25%	-
Sandringham Gardens	5	1	3	-	-	1
		20%	60%	-	-	20%
Shanklin Road	9	4	2	-	2	1
		44%	22%	-	22%	11%
Shepherds Close	11	5	6	-	-	-
		45%	55%	-	-	-
Shepherds Hill	106	28	60	10	6	2
		26%	57%	9%	6%	2%
Stanhope Gardens	31	3	26	1	1	-
		10%	84%	3%	3%	-
Stanhope Road	49	1	39	5	2	2
		2%	80%	10%	4%	4%
The Grove	1	-	1	-	-	-
		-	100%	-	-	-
The Broadway	14	6	5	2	-	1
		43%	36%	14%	-	7%
Tivoli Road	19	5	6	6	1	1
		26%	32%	32%	5%	5%

Topsfield Close	1	-	-	1	-	-
		-	-	100%	-	-
Topsfield Parade	9	4	4	-	1	-
		44%	44%	-	11%	-
Topsfield Road	7	1	3	1	2	-
		14%	43%	14%	29%	-
Tottenham Lane	5	4	1	-	-	-
		80%	20%	-	-	-
Tregaron Avenue	12	-	8	1	3	-
		-	67%	8%	25%	-
Waverley Road	4	-	3	-	1	-
		-	75%	-	25%	-
Weston Park	26	9	10	4	2	1
		35%	38%	15%	8%	4%
Wolseley Road	28	6	16	3	2	1
		21%	57%	11%	7%	4%
Womersey Road	20	4	13	2	1	-
		20%	65%	10%	5%	-
Other	-	-	-	-	-	-
		-	-	-	-	-

Appendix III - Roads in favour of Parking Controls

The following is a road-by-road breakdown to those roads responding in support to question 3A. ***Would you like to have a Controlled Parking Zone introduced into your road?***

	Base	Yes	No
1. Avenue Road	56	61%(34)	36%(20)
2. Back Lane	1	100%(1)	-
3. Birchington Road	24	50%(12)	46%(11)
4. Briston Grove	11	82%(9)	18%(2)
5. Claremont Road	65	82%(53)	15%(10)
6. Christchurch Road	6	67%(4)	17%(1)
7. Dickenson Road	14	86%(12)	14%(2)
8. Elder Avenue	19	58%(11)	32%(6)
9. Elm Grove	15	60%(9)	27%(4)
10. Haslemere Road	23	70%(16)	26%(6)
11. Hurst Avenue	10	80%(8)	20%(2)
12. Middle Lane Mews	1	100%(1)	-
13. Mount View Road	20	95%(19)	5%(1)
14. Oakington Way	1	100%(1)	-
15. Stanhope Gardens	31	74%(23)	26%(8)
16. Stanhope Road	49	69%(34)	27%(13)
17. Topsfield Close	1	100%(1)	-
18. Tregaron Avenue	12	75%(9)	25%(3)
19. Waverley Road	4	50%(2)	25%(1)

Note: The roads highlighted in bold i.e. Back Lane, Birchington Road, Elder Avenue, Middle Lane Mews and Topsfield Parade have not been considered for parking controls due to their isolation from other roads in support.

Appendix IV - Response from roads where Parking Controls are recommended

Response rates from the roads to be included in further proposals

	Number of properties	Total responses	Number responding Yes	Number responding No	But yes to Q3B	Response Rate
Proposed inclusion into the Highgate Station Outer CPZ						
Claremont Road	109	65	53	10	8	59.63%
Stanhope Gardens	77	31	23	8	2	40.26%
Stanhope Road	167	49	13	13	3	29.34%
Shepherds Hill (part of)	234	38	14	23	2	16.24%
<i>Overall response rate</i>	587	183	103	54	15	31.18%
			56.28%	29.51%		
Proposed formation of the Crouch End CPZ A						
Haslemere Road	163	23	16	6	1	14.11%
Waverely Road	65	4	2	1	1	6.15%
Christchurch Road	68	6	4	1	0	8.82%
Tregaron Avenue	36	12	9	3	1	33.33%
Elm Grove	56	15	9	4	3	26.79%
Briston Grove	23	11	9	2	2	47.83%
Oakington Way	2	1	1	1	0	50.00%
Dickenson Road	40	14	12	2	0	35.00%
Womersley Road	78	20	8	11	1	25.64%
Crouch Hill (part of)	42	6	4	2	0	14.29%
<i>Overall response rate</i>	573	112	74	33	9	19.55%
			66.07%	29.46%		
Proposed formation of the Crouch End CPZ B						
Hurst Avenue	23	10	8	2	3	43.48%
Avenue Road	327	56	34	20	7	17.13%
<i>Overall response rate</i>	350	66	42	22	10	18.86%
			63.64%	33.33%		
Proposed inclusion into the Finsbury Park A						
Mount View Road (Part of)	58	20	19	1	0	34.48%
<i>Overall response rate</i>	58	20	19	1	0	34.48%
			95.00%	5.00%		

Proposed Extension to the Highgate Station Outer CPZ

Roads included: Claremont Road, Stanhope Gardens, Stanhope Road and Shepherds Hill (between Archway Road and Stanhope Road).

Of the 183 responses received from the above roads:

Preferred hours:

- 117 (69%) were in favour of a two hour restriction.
- 27 (15%) were in favour of an all day restriction.
- 7 (4%) were in favour of an all day and evening restriction.
- 15 (8%) were in favour of a different restriction.
- 17 (9%) did not reply to the question.

Preferred days:

- 133 (73%) were in favour of Mon-Fri.
- 18 (8%) were in favour of a Mon-Sat.
- 13 (7%) were in favour of seven days a week.
- 7 (4%) were in of different operational days other then provided.
- 12 (6%) did not reply to the question.

Proposed Extension to the Finsbury Park A CPZ

Roads included: Mount View Road

Of the 20 responses received from Mount View Road:

Preferred hours:

- 13 (65%) were in favour of a two-hour restriction.
- 2 (10%) were in favour of an all day restriction.
- 1 (5%) was in favour of an all day and evening restriction
- 2 (10%) were in favour of a different restriction.
- 2 (10%) did not reply to the question.

Preferred days:

- 15 (75%) were in favour of Mon-Fri.
- 5 (25%) were in favour of a Mon-Sat.

Proposed Introduction of a Crouch End (A) CPZ

Roads included: Christchurch Road, Waverley Road, Haslemere Road, Tregaron Avenue, Briston Grove, Dickenson Road, Elm Grove, Oakington Way, Wormersley Road and Crouch Hill (between Dickenson Road and Tregaron Avenue).

Of the 112 responses received from the above roads:

Preferred hours:

- 42 (47%) were in favour of a two-hour restriction.
- 32 (29%) were in favour of an all day restriction.
- 13 (12%) was in favour of an all day and evening restriction
- 2 (2%) were in favour of a different restriction.
- 18 (16%) did not reply to the question.

Preferred days:

- 69 (62%) were in favour of Mon-Fri.
- 14 (13%) were in favour of a Mon-Sat.
- 12 (11%) were in favour of seven days a week
- 3 (3%) were in of different operational days other then provided
- 14 (13%) did not reply to the question.

Proposed introduction of a Crouch End (B) CPZ

Roads Included: Hurst Avenue and Avenue Road

Of the 66 responses received from the above roads:

Preferred hours:

- 29 (44%) were in favour of a two-hour restriction.
- 16 (24%) were in favour of an all day restriction.
- 9 (14%) was in favour of an all day and evening restriction
- 2 (3%) were in favour of a different restriction.
- 10 (15%) did not reply to the question.

Preferred days:

- 38 (57%) were in favour of Mon-Fri.
- 11 (17%) were in favour of a Mon-Sat.
- 11 (17%) were in favour of seven days a week
- 1 (2%) were in of different operational days other then provided
- 5 (7%) did not reply to the question.

Appendix V - Location Plan of Proposed New and Extended CPZs

Appendix VI – Additional Comments

List of Additional Comments Received

- The Council's car parks are underused and are not available to the public.
- You take no account of elderly or disabled residents, without cars who depend on visitors.
- You do not designate any quantity of parking space and therefore it is impossible to assess whether there would be adequate provision for residents and their visitors.
- The council should not consent to the construction of driveways within CPZs. These are bad for the environment but effectively reduce the amount of on street parking space available within a CPZ.
- The council should improve public transport.
- It is a money making scheme, residents should not have to pay for a permit; the permit charges are too high.
- I don't feel this consultation is fair but biased towards putting CPZ in place.
- There isn't a parking problem in this road. There isn't a surgery or station in this area so there is no need for parking controls.
- Your CPZ charges unfairly hit 'share' house like us where the occupant have two or more cars.
- CPZ will be detrimental to traders
- The CPZ will reduce the spaces available to residents.
- The CPZ will not help as there are too many residents' cars in this road
- We object to significant business parking
- A 24 hour visitor permit should be considered.
- The council should consider a car club. All the car club bays are in Islington.
- The speed humps recently introduced to Cecile Park are too high.
- Is there any evidence that CPZ actually achieves anything
- Claremont Road should be included in the existing Highgate Station Outer CPZ.
- Reduce the speed limit to 20mph in Claremont Road.
- The number of permits issued to residents should be limited
- We did not experience parking problems until a CPZ was introduced in a nearby road.