

St Luke's Possible Controlled Parking Zone (CPZ)

Public Consultation Autumn 2016

Consultation Report

1. Introduction

A 'pre-consultation exercise carried out in 2015 and showed that a majority of residents wished to be consulted on the issue of parking controls. A key factor prompting the consultation was the residential redevelopment of the former St Luke's hospital site on Woodside Avenue.

A public consultation was held in 2016 and the results are set out below. As usual we consulted a wide area including roads without reported parking congestion. This provides useful information on parking patterns across the district; although parking congestion is most commonly reported in roads comprising Muswell Hill's 'town centre' shopping and business area.

Table 1 overleaf sets out the views of residents in the consultation area on what are the main causes of parking congestion. While some say there are no parking problems, others identify the following factors:

Parking by shop and business staff, and shoppers

Multi-car households / houses in multiple occupancy

Trade vans

Commuter parking

Other long stay vehicles (which may include abandoned or untaxed cars and vans)

Displacement from existing, nearby Controlled Parking Zones.

Many of those who say there are no problems do not want CPZ controls introduced. In fact it is clear both from the consultation and the council's traffic surveys that there is severe parking congestion in many roads. Many businesses object to parking controls, claiming it would disadvantage their customers. Others report that they are prepared to put up with some congestion in order to support Muswell Hill's thriving retail economy. Although it should be noted that P&D parking already existing in Muswell Hill and so customers will continue to use this facility.

Operations
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Table 1 Causes of Parking Congestion

Parking congestion causes in roads wanting CPZ controls

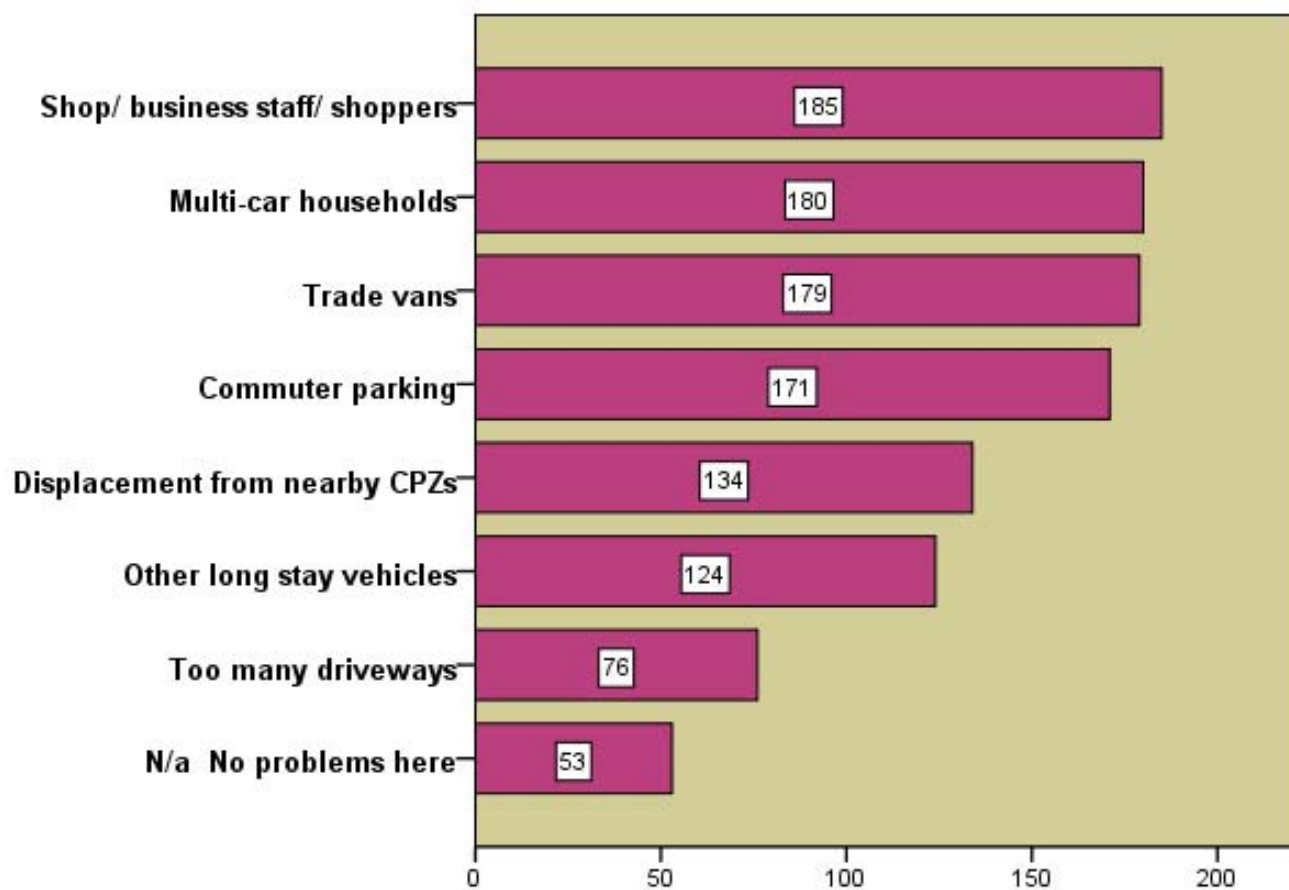


Table 2. How easy is it to park?

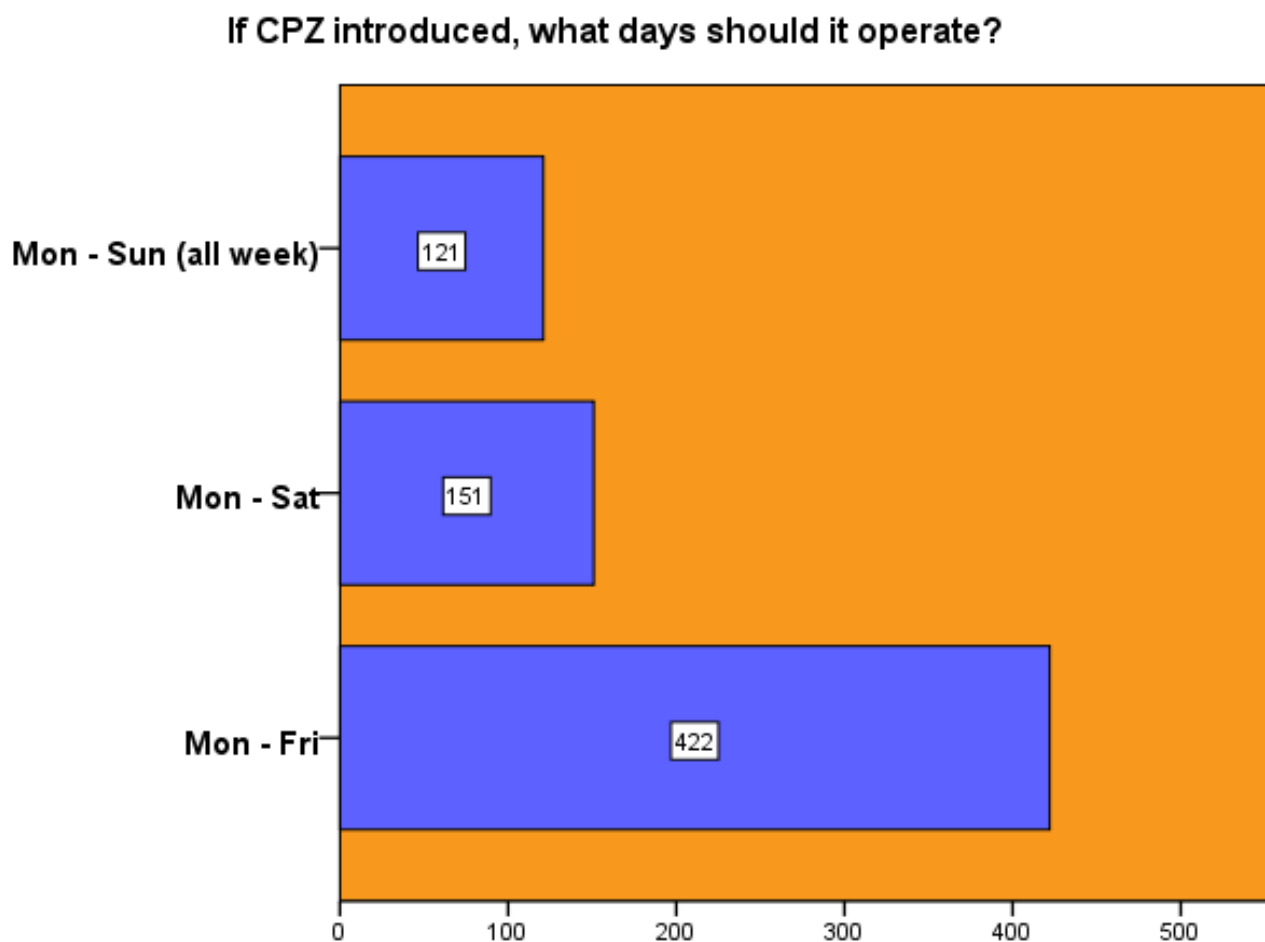
		How easy is it to park?	
		Easy / fairly easy Row %	Difficult / very difficult Row %
RoadName	Annington Rd	62%	38%
	Avenue Mews	25%	75%
	Beech Drive	87%	13%
	Birchwood Ave	24%	76%
	Church Cres	32%	68%
	Church Vale	40%	60%
	Cranley Gdns (part)	79%	21%
	Collingwood Ave	63%	37%
	Ellington Rd	78%	22%
	Firs Ave	20%	80%
	Fordington Rd	44%	56%
	Fortis Green	70%	30%
	Fortis Green Ave	55%	45%
	Fortis Green Rd	48%	52%
	Fortismere Ave	26%	74%
	Grand Avenue	31%	69%
	Hillfield Park	29%	71%
	Holt Close	86%	14%
	Kings Avenue	35%	65%
	Lanchester Rd	81%	19%
	Lauradale Rd	52%	48%
	Leaside Ave	36%	64%
	Midhurst Ave	64%	36%
	Muswell Hill Bdy	33%	67%
	Muswell Hill Rd	58%	42%
	Onslow Gdns	33%	67%
	Princes Ave	45%	55%
	Queens Ave	53%	47%
	Queens Lane	50%	50%
	Ringwood Ave	97%	3%
	St James' Lane	43%	57%
	Tetherdown	47%	53%
	Twyford Ave	87%	13%
	Woodland Gdns	100%	0%
	Woodside Ave	65%	35%
	Alexandra Gardens	81%	19%
	Muswell Hill Place	88%	12%
	Beattock Rise	50%	50%
	Coppetts Rd	100%	0%
	Summerland Gdns (MH Bdy)	100%	0%
	Not stated	100%	0%

Table 3. Need CPZ Controls?

		Need CPZ controls?			
		Yes		No	
		Count	Row %	Count	Row %
Annington Rd	5	38%	8	62%	
Avenue Mews	2	50%	2	50%	
Beech Drive	5	22%	18	78%	
Birchwood Ave	14	67%	7	33%	
Church Cres	30	65%	16	35%	
Church Vale	23	77%	7	23%	
Cranley Gdns (part)	5	18%	23	82%	
Collingwood Ave	12	32%	26	68%	
Ellington Rd	5	22%	18	78%	
Firs Ave	11	73%	4	27%	
Fordington Rd	19	58%	14	42%	
Fortis Green	11	28%	28	72%	
Fortis Green Ave	13	42%	18	58%	
Fortis Green Rd	8	24%	25	76%	
Fortismere Ave	28	85%	5	15%	
Grand Avenue	28	65%	15	35%	
Hillfield Park	15	50%	15	50%	
Holt Close	1	17%	5	83%	
Kings Avenue	13	59%	9	41%	
Lanchester Rd	9	38%	15	63%	
Lauradale Rd	16	52%	15	48%	
Leaside Ave	25	66%	13	34%	
Midhurst Ave	11	33%	22	67%	
Muswell Hill Bdy	1	20%	4	80%	
Muswell Hill Rd	14	33%	28	67%	
Onslow Gdns	2	67%	1	33%	
Princes Ave	5	45%	6	55%	
Queens Ave	20	41%	29	59%	
Queens Lane	1	25%	3	75%	
Ringwood Ave	4	14%	24	86%	
St James' Lane	20	45%	24	55%	
Tetherdown	15	43%	20	57%	
Twyford Ave	7	23%	23	77%	
Woodland Gdns	0	0%	1	100%	
Woodside Ave	15	38%	25	63%	
Alexandra Gardens	2	13%	14	88%	
Muswell Hill Place	4	12%	30	88%	
Beattock Rise	1	50%	1	50%	
Coppetts Rd	0	0%	1	100%	
Summerland Gdns (MH Bdy)	0	0%	1	100%	
Not stated	1	25%	3	75%	

Suggested Operating Days and Hours (all respondents)

Table 4 Operating Days



There is a clear preference for weekdays only (Monday – Friday) operation if a CPZ was introduced. Respondents also prefer a short two-hour operating period. A short period would tackle issues of commuter sand others who leave vehicles parked all day – or longer. Some residents report vehicles being left in their streets for days or even weeks.

CPZ controls would also help deal with parking congestion associated with multi-car households and houses in multiple occupancy (HMOs); where many of the vehicles are not registered locally and therefore not eligible for resident parking permits.

Table 5 Operating Hours

If a CPZ is introduced, what operating hours should apply?

