

CPZ parking in Highgate

Review of parking in the south west corner of HG-A zone

Simon Briscoe, 15 May 2014 (minor updates 6 June v2)

Key conclusions:

There is a parking crisis in this part of Highgate. It is hard to park near your home during the CPZ hours (10-12) and generally impossible to park within 100m of your home between noon and 6pm. This is unreasonable, and especially for those with shopping, children or mobility issues. It is ten years to the month since the CPZ was introduced and it is time for review¹.

An extension of the CPZ hours will go a long way to ease this problem. This note proposes that the hours of operation of part of the Haringey CPZ HG-A are increased:

1. To match those in the neighbouring IS-K zone (8.30am to 7pm)
2. To cover the streets that were included in the original proposal for the first Highgate CPZ (planned in September 2003 and implemented in March 2004*), ie those in this survey plus Cromwell Place and Winchester Place/Road.
3. To respect the aims in para 10.2 of the 2003 plan, namely maximising kerb space for parking, prioritising residents' (and visitor) needs, supporting businesses and minimising signage clutter.

There are a number of other possible actions that could ease the pressure on parking. The options are listed below (and in appendix 2) and include, for example, a review of road markings, better enforcement, separate bays for motorbikes and extending the practice of letting residents use bays in both Camden and Haringey.

Background:

The CPZ scheme was introduced a decade ago as parking got harder and harder.* When it was introduced, parking became much easier. The benefit gained from the CPZ introduction has diminished over time and especially in the last couple of years as the hours of neighbouring CPZs have been extended, causing spillover. It also appears that drivers from outside the area have become ever more skilled in finding places to park for their on-commuting.

Many London boroughs now have parking strategies. (Islington's is here: <http://bit.ly/1u7ZEGy>) They all highlight the factors that increase pressure on parking such as an increase in population, the number of workers and a desire to get about. Boroughs often now have explicit policies to reduce certain types of parking typically including those who drive into the borough

1 - This survey and the conclusions are entirely my work and responsibility but this version has benefitted from the input of about 30 residents in the Cromwells/Highgate Hill area who commented on an earlier draft. Of car owners who expressed an opinion with respect to the core proposal, namely to extend CPZ hours, the response has been universally in favour. Two non-car owners were not in favour or wanted more analysis. A majority of respondents felt that the extension of hours could go further into the evening and weekends.

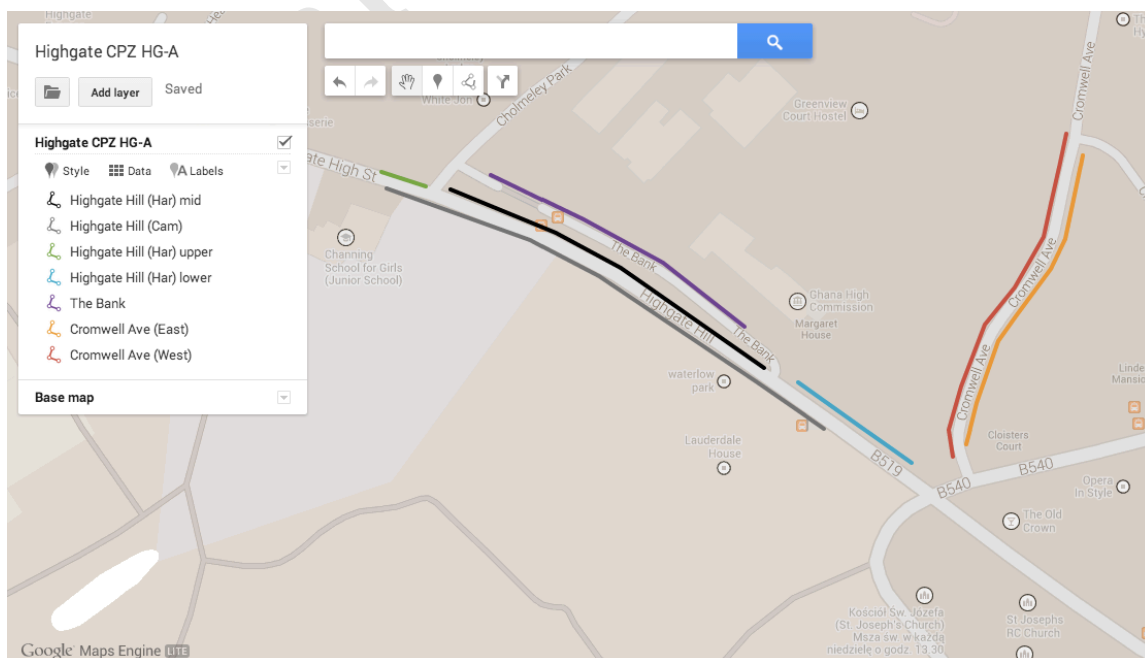
to park and on-commute to another place, spill over from neighbouring boroughs in response to more strict parking controls there, and people who commute into the borough for work. (See para 2.38 of the Islington document above.) These can be expected to be typical of the guiding policies for all boroughs in time and are consistent with this proposal to increase CPZ hours.

The survey and the area:

The survey of the area was conducted over a number of weekdays in April. The results were very similar each day during working hours with greater fluctuation in the extent of parking in the evenings. The figures given in this report are averages of the various days. The area covers Highgate Hill (the part in Camden/Haringey), The Bank and part of Cromwell Avenue. It has parking for about 100 cars as shown in the table below.

Summary of the survey area			
Location	Number of parking spaces		Comment
	Ave	Range	
The Bank	13	12-14	Mix of resident and business CPZ
Highgate Hill (lower)	7	6-7	6 resident CPZ spaces, 1 unmarked space
Highgate Hill (mid)	16	14-17	4 business CPZ spaces north of bus stop, otherwise resident CPZ
Highgate Hill (upper)	4	4	2 CPZ spaces and 2 spaces on the pavement outside Cholmeley Lodge
Highgate Hill (Camden)	29	27-30	Not CPZ. Pay 10-noon. One disabled space.
Cromwell Avenue (west)	13	12-13	2 car club spaces. Rest is resident CPZ.
Cromwell Avenue (east)	18	17-19	Resident CPZ
Total spaces	100	92-104	

Note: The number of parking spaces can vary. The individual parking spaces are not marked out so the number of cars parked at any one time in a large bay depends on a number of factors, but mainly on how considerably and compactly the cars have been parked (eg was the end car parked at the end of a bay, were large gaps left etc).



Survey results and conclusions:

Parking is in crisis in this part of Highgate. It is just about, but not always, possible to park near home in the Haringey part of this area during the hours of the CPZ (10am to noon). Parking from noon throughout the afternoon and sometimes into the evening is most often very tricky. Parking within 100m of home – too far with heavy shopping or children, or for the elderly and those with mobility issues – is often not possible.

The closer you live to the corner of Cromwell Avenue and Highgate Hill, the greater the parking stress. This could partly reflect the nature of the homes – there are more flats for example – but is mainly because it is the corner of Haringey. At this point, the borough joins Islington which has much more stringent parking restrictions. It is no surprise that it is an attractive point for commuters to park. The survey showed that many cars arrive after 10.30 (on the Camden part of Highgate Hill) and after midday (the time at which parking is permissible on these Haringey roads for those without permits) and stay for a good number of hours, and often into the evening. The occupants of many cars arriving at that time can be seen to walk down Highgate Hill towards the Whittington or Archway station. Some even arrive a few minutes before those times and either gamble that no warden will come or wait in the car till the deadline passes. There is no intention to stop domestic or business visitors to the area but such long-term parking that brings no local gain ought to be stopped.

While the daytime picture is consistent, parking in the evening is variable. Some evenings it is easier than others, depending on the popularity of events at Lauderdale, St Josephs and Channing. There is a strong case to be made for having the CPZ hours extend into the evenings but that is not the priority. (Over half the CPZ zones in Camden now have Saturday included and a significant minority have Sunday and/or evenings: <http://bit.ly/1i0c8uN>)

As the table in Appendix 1 shows, some parts of the area are effectively 100% full all day (and night). But the area in aggregate is below 100% capacity, but still quite full, during the CPZ hours. It seems that extension of the hours will at a stroke make a real difference to the parking situation. Full day CPZ hours will go a long way to solve the problem for residents and their visitors. You only need to look at the experience of Priory Gardens (by Highgate tube station) for the proof of the benefit of all day CPZ hours. It is no wonder that the parking pressure has increased since the hours of the scheme in Islington have lengthened – effectively pushing parking by those without permits into Haringey. We need all of Highgate Hill and surrounding streets to have the same hours otherwise those who live in the patches with shorter hours will suffer.

Residents noted that permit holders in this area get little benefit from the permit given the cost (up to £212 per car). Indeed it is cheaper to use visitor permits if you have a large car!

Haringey is urged to act as quickly as possible to address the concerns that this neighbourhood has with parking. Longer CPZ hours, with enhanced warden patrols, would in all probability improve safety in the area with less double parking linked to the school and consulate. There would also be less traffic as cars would find spaces and circulate less.

Some other specific problems and possible actions:

A number of problems that aggravate the parking situation were noted during the survey. The extent to which any of these can be dealt with, on top of the CPZ hours extension, will ease parking stress. Some of the solutions are readily actionable, others less so. The summary list is below with full details in Appendix 2.

1. One space has no road markings – Haringey should re-apply a single yellow line immediately and include the space into the CPZ asap, adding capacity.
2. There are two zipcar car club spaces at the point of greatest parking stress but only one car allocated to it – Haringey should suppress one of the spaces (moving it back to be a CPZ space) and consider moving the remaining one to a point of less pressure (100m along Cromwell Avenue or up Highgate Hill).
3. There are often two or three motorbikes parked in the survey area's CPZ bays. Bikes do not need permits yet they can take up the space of a car if not parked considerately, say, at the end of a bay. Haringey should consider creating motorbike bays and exclude them from the normal bays. This could create 1 to 3 car spaces on average at any time in the survey area, even allowing for the space needed for the bays.
4. There are several tens of meters of unnecessary double yellow lines in the survey area that could be converted into CPZ spaces creating perhaps six spaces. The yellow lines serve little purpose and are seen as a low priority by the borough or police as they are hardly enforced.
5. There is no way of telling whether skips placed on the streets have a license and some stay for days and weeks. Haringey should ensure that a license is displayed and that reasonable time limits are enforced.
6. The evidence is that disabled blue badge permits are being abused. There should be checks on those that park regularly in the area.
7. There are a small number of cars that use guest passes for days on end. In some cases, cars even have the full week of permits in the windows and do not move during the week. Haringey should check on what might be the over-use of visitor permits. Cars should not be able to park for long periods on visitor permits – that is presumably why the borough has “two week permits”.
8. Enforcement is poor. Vehicles are often parked in the CPZ area during operational hours and on double yellows at other times with apparent impunity. Enforcement needs to be boosted and a full day CPZ would encourage proper enforcement.
9. A typical day will see as many as a handful of Haringey “service permits” parked in the CPZ zone, most often at least in part during the hours of 10-12 and often for many hours. Are these staff permits all valid and being used appropriately? Haringey should check that the usage is reasonable.
10. The rules with respect to single yellow lines (often across gateways and driveways) need to be clarified. Is it true that residents can park on them so long as no car is blocked in? Do some need to be double yellows?

Four further proposals have come light during the survey:

1. Allow HG-A permit holders to park on the Camden part of Highgate Hill. The problem for residents would also be improved if it were possible to park on the Camden side of Highgate Hill. This part of Highgate Hill is being heavily used by commuters – they turn up after 10.30, pay to park till noon if necessary, and then leave the cars till late afternoon or into the evening. It looks very much like commuter parking which the boroughs are meant to be discouraging in favour of residents and those visiting local businesses. The ability for residents, who live on roads shared by two boroughs, to park on both sides of the road is commonplace. Indeed, it happens between Haringey and Camden on Hampstead Lane. This report asks for the same treatment to be extended to Highgate Hill allowing Haringey permit holders to park on the Camden side of Highgate Hill. Can Haringey please request as much from Camden?
2. Introduce chevron parking. This would copy the style of parking seen on many streets such as North Road, Southwood Lane and Cromwell Place (where cars park perpendicular to the pavement not parallel with it). This could be accommodated on parts of Highgate Hill where the road is sufficiently wide and also extended in the Cromwells at road junctions. It would increase the number of parking spaces and, (on Highgate Hill) by slowing traffic, improve safety. Can Haringey please consult on this?
3. Permit fraud. The system of permit renewals does not carry confidence among users. Haringey has a weak system of permit issuance that does not appear to make fraud too difficult. A review should be conducted to assess whether it needs to be tightened.
4. Off street parking. It has been suggested that properties with off-street parking should not be given CPZ permits. In such cases, one car can effectively “consume” two places – one in the street and the other by reducing kerb space with a drive. Haringey should review their policy.

These are longer-term projects and need not be included as part of the first phase of improvements.

Some people find that the regular parking of two (or more) cars on the pavement of Highgate Hill on a busy pedestrian junction outside Cholmeley Lodge is inappropriate and dangerous especially when there are school children around. There seems to be no way to stop this but it would be nice if the street parking rules can be adjusted so that people no longer need to park there. Cars should stay on the road, and could if there were enough parking spaces.

This survey only looked at weekday parking pressures. There is also pressure at weekends – a point noted by a good number of residents who saw the draft of this paper. It would be good to assess demand for the CPZ hours to be extended to weekends – the hours around Highgate tube station are Monday to Saturday, 8am to 6.30pm – and the same times might be appropriate in the Highgate Hill, Cromwell area too. Five hours on Saturday are covered by Camden’s CA-U zone around Dartmouth Park Hill, matching that of Islington’s IS-P around the Whittington Hospital. Without those hours in HG-A, hospital staff and any other on-commuters using the tube, who drive part of the way to work on Saturdays will simply park on our streets.

Long hours are not unprecedented - the Wood Green CPZ (in Haringey) has 8am to 10pm seven days a week, hours matched by some zones in Islington and Camden.

The conclusions of this report will apply to some but not all other parts of the HG-A CPZ area. Each area has its own pressures that affect the demand for space: the presence of shops, a school, hospital or consulate, can make a big difference to a local experience. As in 2003, priority should be given to the establishment of the longer hours in this mini-area as part of the ten-year review.

There is no evidence that the introduction of the longer hours in this part of N6 will have any real impact on neighbouring areas. The streets around the Cholmeleys and Highgate/Southwood Avenues were surveyed on several occasions during the afternoon period and many (35-50) parking spaces were found in each area on all visits. There is no reason to believe that the cars dislocated from the Cromwells and Highgate Hill would relocate to those areas but the 20/30 cars involved would have only limited impact on the 80/100 spaces if they did move there.

* Original proposal from Haringey to introduce the CPZ in 2003:

<https://www.whatdotheyknow.com/request/172540/response/427803/attach/4/Highgate%20CPZ%20The%20Executive%2016.09.03.pdf>

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Appendix 1 – results of the parking survey

Cars parked and spaces available at different times of day							
Colours matched with those in the map above							
Time		10.00	11.00	13.00	15.00	18.00	21.00
Cromwell Ave (West) *	Cars	10	10	11	11	11	11
	Spaces	1	1	0	0	0	0
Cromwell Ave (East)	Cars	17	13	17	17	18	17
	Spaces	1	5	0	0	0	1
Highgate Hill (lower)	Cars	5	5	7	7	6	5
	Spaces	2	2	0	0	1	2
Highgate Hill (mid)	Cars	11	13	15	16	13	9
	Spaces	4	2	0	0	3	6
Highgate Hill (upper)	Cars	3	3	4	4	3	3
	Spaces	1	1	0	0	1	1
The Bank	Cars	11	12	13	13	13	12
	Spaces	2	1	0	0	0	1
Highgate Hill (Camden)	Cars	26	28	28	29	21	13
	Spaces	3	1	2	0	8	17
Total	Cars	83	84	95	97	85	70
	Spaces	14	13	2	0	13	28
	% full	86%	87%	98%	100%	87%	71%
* excludes car club spaces							

Appendix 2 – Additional issues noted during the survey

	Summary	Detail/background	Solution/ Action
1	Car parking space with no road markings	One space, outside 92/94 Highgate Hill, is an anomaly as it was not, for unknown reasons, included in the CPZ zone. It has, in theory, a single yellow line but as the line has worn out non-permit cars park there, often for the whole day. There is no enforcement of the single yellow line.	Include the space in the CPZ zone. Meanwhile, Haringey to re-paint the single yellow line and enforce the "no parking": between 10-12 M-F. That would stop the all day parking by (the same few) cars from out of the area.
2	Car club spaces	Two spaces at the south-west end of Cromwell Avenue are allocated to zipcar but they only allocate one car to them. This means that only one of the two spaces is occupied. The car is also very rarely used. www.zipcar.co.uk/london/find-cars	The vacant space should be returned to CPZ usage. There is also arguably no need for the remaining space to be at the point of greatest parking stress – suggest Haringey move it to another location perhaps 100m up Highgate Hill (for greater visibility) or along Cromwell Avenue.
3	Motorbikes	Bikes can park in the CPZ zone with no permit. As they are small they should not take up too much space but, parked inconsiderately, can often block a whole car space or more.	Have a separate spaces for bikes (at one end of some of the larger bays?), banning them from the normal bays. This should make car parking easier and reduce instances of bikes being knocked over.
4	Extend the space allocated to parking (within the CPZ)	There are some yellow and double yellow lines that are unnecessary. Good examples are those at the northern end of The Bank (two spaces?) and on the junction of Cromwell Avenue and Cromwell Place (4 places?). Delivery lorries and short-term parkers often park there with no realistic chance of being given a parking fine.	As there is no great risk to safety from extending parking, Haringey should do so, adding spaces to the CPZ.
5	Skips	More often than not there is one, sometimes two, skips parked on the road in this area. The use of skips is necessary and permits are required. Haringey has not required the skip renter to make it clear that permission has been granted by displaying the authorisation.	Haringey to enforce the granting of permits and to keep the skip-time to a minimum. Should make licenses visible to enforcement officers.
6	Disabled permits	On a typical day there are two or three disabled permit parkers during the CPZ hours. They are exempt from charges and penalties. I saw a handful of blue badge parkers park during the survey period and each of them was apparently abusing the rules of the permit, ie they were on their own and showed no sign of being disabled.	Would Haringey support a check on the permits being used to see if they are both genuine (not fake) and, if so, being used in accordance with the rules?
7	Over use of guest visitor permits	There are one or two cars that use guest permits every day, and have done so for the weeks over which the survey was conducted. Is it really cheaper to use visitor permits than get a proper permit?	What are the rules for using day permits for days on end? Is that not the role of the two-week permits? It would be good if Haringey could check to see whose permits are being used? Is this an abuse? Do rules need to be amended or clarified?
8	Enforcement	Enforcement is patchy. The officer on bike does not always look at all the cars. Sometimes foot enforcement looks only at one side of Cromwell, and sometimes it is just Highgate Hill or just The Bank. Cars without permits parked in the CPZ between 10 and 12 do not always get a ticket. This applies both to the CPZ area during the hours of operation and to the double yellows in the rest of area outside the hours of 10-12.	More frequent and more thorough enforcement would be good. There is a particular problem with cars parked (sometimes with driver inside) for the Ghana consulate or school pick up times. A full day CPZ would encourage the council to enforce parking rules throughout the day.
9	Service permits	On a typical day there will be around 5 "service permit" holders parking at some point in the CPZ area. Often they	Haringey to investigate the use of these permits and re-issue guidance for appropriate use.

		will be there for some hours so these are not generally, one imagines, home calls. Are the permits being abused? Being used to on-commute or go to the Whittington?	
10	Fake permits	Haringey's system of permit issuance is not secure. Self authentication and home printing allows abuse to occur – and we do not know if it is happening.	Haringey should consider a more robust system of permits with, for example, bar codes that can be scanned by wardens. This would allow the borough to, among other things, be reassured that the wardens are walking the streets as expected.
11	Permits given to who?	There are strong suggestions from some that residents on Hornsey Lane and/or residents outside of the area have been allowed to have permits. No one knows the reality.	Haringey could conduct a review of the cars parking in the area (by recording CPZ permit numbers on a typical day) to see where the holders live.
12	Single yellow line	There are a number of single yellow lines across gateways and driveways. One is on The Bank by gates to Channing School. Cars and vans often park there. Is it permitted to park there and other similar places outside CPZ hours?	Haringey to clarify the rules – presumably such spaces need to be double yellow, or incorporated into the CPZ. Or it be made clear that parking is permitted.
13	Off street parking	It has been suggested that properties with off street parking should not be given CPZ permits. In these cases, one car can effectively “consume” two places – one in the street and the other by blocking off kerb space with a drive.	Haringey to review policy.

Appendix 3 – Other documentation

Details of Islington CPZs

Map of Islington CPZ zones:

[http://www.islington.gov.uk/publicrecords/library/Transport-and-infrastructure/Information/Maps/2009-2010/\(2010-01-27\)-Islington-Controlled-Parking-Zones-Map.pdf](http://www.islington.gov.uk/publicrecords/library/Transport-and-infrastructure/Information/Maps/2009-2010/(2010-01-27)-Islington-Controlled-Parking-Zones-Map.pdf)

The nearest zone, covering Highgate Hill, is IS-K which has hours from 8.30am to 7pm:

[http://www.islington.gov.uk/publicrecords/library/Transport-and-infrastructure/Information/Maps/2009-2010/\(2010-01-26\)-Controlled-Parking-Zone-Map-Zone-K.pdf](http://www.islington.gov.uk/publicrecords/library/Transport-and-infrastructure/Information/Maps/2009-2010/(2010-01-26)-Controlled-Parking-Zone-Map-Zone-K.pdf)

Zone IS-P, down Dartmouth Park Hill, is a five hour zone.