

Committee(s): Streets & Walkways Sub-committee – For decision	Date: 24 November 2017
Subject: Islington’s Controlled Parking Zone Change	Public
Report of: The Director of the Built Environment	For Decision
Report author: Albert Cheung	

Summary

On 26th June 2017, Islington Council introduced, on an experimental basis, changes to one of their Controlled Parking Zones adjacent to the north of the City. This followed significant dialogue between the two authorities over the City’s concerns, particularly around the potential for displaced parking onto the City’s streets.

The first six months of the experimental scheme forms the statutory consultation period and therefore enables the City or interested parties, a further opportunity to submit their representation or objections. If such objections are made, Islington Council are required to consider these before they make the changes permanent.

As part of the dialogue with Islington, they have offered to obtain parking data before and after the implementation of their change. This was to monitor the impacts of their scheme on the City’s highway network. Analysis of that data has been completed by City officers, which has shown that there has been an increase in parking displaced onto the City’s street. However there are still plenty of parking spaces available within the City and no comments or complaints have been received from the City community. Members are therefore asked to accept Islington’s changes to their Controlled Parking Zone without the need for any further action at this stage.

Recommendation(s)

Members are asked to:

- Note the monitoring outcomes and accept Islington’s Controlled Parking Zone changes.

Main Report

Background

1. In May 2017, Members of this Sub-committee considered a report on Islington’s proposal to implement permanent changes to one of their Controlled Parking Zones (CPZ), adjacent to the north of the City. This followed significant concerns, particularly regarding potential displacement of parking, raised by the City for consideration by Islington but unfortunately, this was without success.

2. Subsequently, through further political and officer engagement, it was possible to secure an agreement from Islington to introduce their changes initially on an experimental basis. This enabled the changes to proceed however, if unacceptable impacts materialised, the City would have an opportunity to make further representations and these would need to be considered by Islington. As part of this, Islington has additionally agreed and provided pre and post-implementation parking data. They have also offered to provide the City with funding should parking issues ensue to support any identified mitigation measures. It should be noted that no mitigation measures or funding contributions are considered necessary.

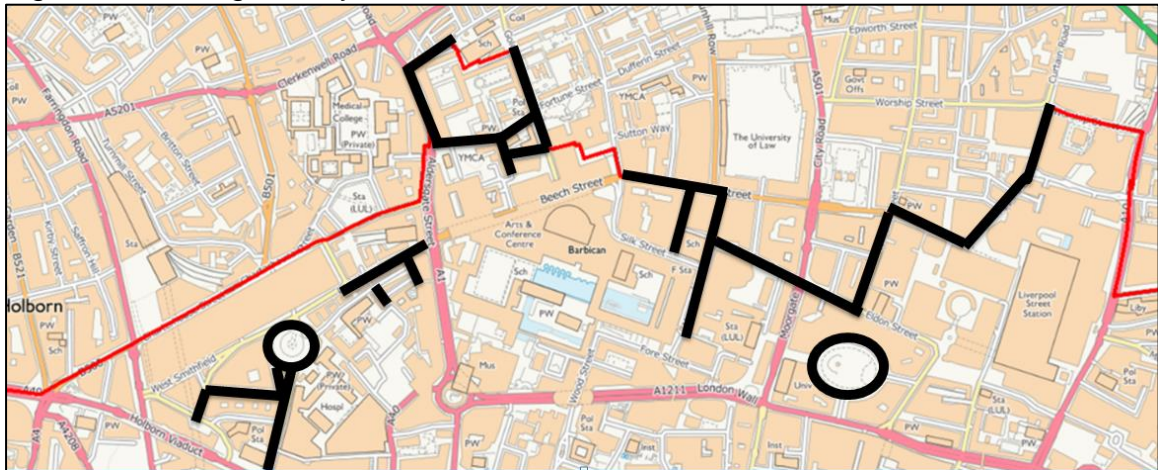
Current Position

3. Islington's CPZ change which effectively extends a ban on evening and overnight parking on single yellow lines and introduces further controls on parking bays throughout the week (except on Sundays) was introduced experimentally on 26 June 2017. The purpose of the change was to primarily manage the impacts of parking generated by that borough's night time economy.
4. As part of the procedure for experimental orders, the first six months forms the statutory consultation period where members of the public or other interested parties may make representations or submit their objections. Islington must therefore consider these before making the order permanent. This period expires on 27 December 2017.
5. Parking surveys to understand the parking usage on City streets likely to be affected by Islington's proposal were commissioned by Islington following discussions with City officers. The surveys were undertaken in June and October 2017 and covered 7 days between 7pm to 1am Monday – Friday, 11am to 1am on Saturday and Sunday, and between 6am to 12 noon on Sunday.
6. Officers have now completed and analysed the surveys, which are detailed below.

Monitoring

7. The extent of the parking survey covers an area approximately 3 minutes' walk (250 metres) from the boundary with Islington. This distance is considered reasonable for measuring parking displacement as the benefits of driving diminishes the further a driver parks away from their destination, and therefore paying for parking (pay & display bays) in Islington becomes more desirable. The streets surveyed are shown in Figure 1 below. It should be noted that the remaining streets near the boundary are already covered by double yellow lines (parking prohibited at all times) and therefore has controls in place to manage any displaced parking. In these streets, surveys were not considered necessary.

Figure 1: Parking Survey Location Plan



Key: — streets surveyed

8. In total 24 City streets were included in the 'before' and 'after' parking surveys. These streets provide a maximum capacity of approximately 281 vehicles parking spaces in either designated bays or on single yellow lines, without causing an obstruction to movement or being considered detrimental to road safety. Each continuous 6 metre length of single yellow line has been considered to equate to 1 vehicle parking space.
9. A detailed breakdown of the data is shown in Appendix 1. From this, it can be seen that the majority of streets have had marginal changes to the number of parked vehicles. Most have increased whilst others have reduced. Some of this could be due to random fluctuations rather than as a direct result of the CPZ change. However, due to the closeness of the CPZ change, it is logical to conclude that these locations are more attractive for displaced parking.
10. There are some streets which have seen noticeable increases to the number of parked vehicles on-street, particularly at Finsbury Circus, Golden Lane, Wilson Street and Cloth Street. This is fairly consistent with the City's civil enforcement team's observations. However even though the increase is noticeable there remains ordinarily, spare parking capacity and therefore is not a concern.
11. The data also shows that there is a significant reduction to the number of parked vehicles on Long Lane. However, this is thought to be inconsistent with logic as the area around Long Lane has an active and lively night time economy.
12. Tables 1 and 2 below, provides a high level summary of the parking data. From these, it can be seen that there has been an increase in parking displacement of up to 47 vehicles or an increase of 42% during the survey period across the 24 streets. The average increase across the week is 28 vehicles or 22%. Average utilisation of the total kerbside space has therefore increased from 44% to 55%.

Table 1: Average total number of parked vehicles

Day	Average total number of parked vehicles		Change
	Before (June 17)	After (October 17)	
Monday	111	158	+47 (+42%)
Tuesday	115	150	+35 (+30%)
Wednesday	123	143	+20 (+16%)
Thursday	120	163	+43 (+36%)
Friday	96	129	+33 (+34%)
Saturday*	164	164	0 (0%)
Sunday	143	164	+21 (+15%)
Average	125	153	+28 (+22%)

Surveyed area can accommodate a total of 281 vehicles

Table 2: Average Parking Utilisation

Day	Average Parking Utilisation		Change
	Before (June 17)	After (October 17)	
Monday	40%	56%	+9%
Tuesday	41%	53%	+12%
Wednesday	44%	51%	+7%
Thursday	43%	58%	+15%
Friday	34%	46%	+12%
Saturday*	58%	58%	0%
Sunday	51%	58%	+7%
Average	44%	55%	+11%

Surveyed area can accommodate a total of 281 vehicles

* It should be noted that the data for Saturday appears to be unusual as this is thought to be a busy night for the night time economy. It is therefore likely that the level of parking displaced on to the City streets on a Saturday will add a further 30 – 40 vehicles onto City streets, increasing the average utilisation of the kerb side space to about 70%.

13. Since Islington's CPZ change was implemented in May 2017, officers are not aware of any reported parking related issues or complaints from City occupiers, businesses or visitors, which can be associated with the CPZ change. It is therefore reasonable to assume that the changes made, despite the transfer and increase in parking is not adversely affecting these users. This may be due to certain streets at particular periods being fully parked already and therefore unable to accommodate displaced parking or may be because other streets can accommodate displaced parking without being full.
14. Environmental Health officers have also confirmed that there have been no increases in late night noise disturbance complaints arising from the parking change.

Recommendations

15. In view of the monitoring outcomes and despite the fact of a small increase in parking displaced onto the City's streets, it is recommended that Members accept Islington's CPZ changes.

Legal Implications

16. Under s.122 Road Traffic Regulation Act 1984, the City has a duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Islington's proposals do not appear to be conflict with this duty.

Conclusion

17. Islington has introduced their CPZ changes on an experimental basis to enable the impacts of their scheme to be monitored. If unacceptable implications arose, further representations or objections can be submitted and must be considered by them before they can proceed to making it permanent.

18. The analysis of the parking survey before and after the introduction of the experimental scheme has identified an increase in parking displaced onto the City's streets but this increase does not appear to have been substantial or to have adversely affected local City occupiers or users. The increase still leaves spare parking capacity across the wider area.

Appendices

Appendix 1 Parking Survey Summary

Background Papers

Islington's Controlled Parking Zone Change	May 2017
Islington's Controlled Parking Zone Consultation	September 2015

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**Islington CPZ Change
Before and After Parking survey Comparison
Monday – Friday Average**

Street	SYL & PD Bay	Average No. Vehicles			Average Utilisation			Predicted Transfer	Comments
	Veh Capacity	Before	After	Difference	Before	After	Difference		
Appold Street	16	7	6	-1	44%	38%	-6%	Low	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Baltic St West	12	4	3	-1	33%	25%	-8%	High	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Brackley Street	6	1	3	2	17%	50%	33%	Low	No comment
Chiswell St	5	0	0	0	0%	0%	0%	Med	No comment
Cloth Street	4	1	3	2	25%	75%	50%	High	No comment
Fann Street West	11	3	5	2	27%	45%	18%	Med	No comment
Fann Street East	6	1	3	2	17%	50%	33%	Med	No comment
Finsbury Circus	71	31	44	13	44%	62%	18%	Med	13 vehicle increase. Possibly a result of random fluctuation and or parking transfer
Giltspur Street	15	7	6	-1	47%	40%	-7%	Med	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Golden Lane	15	4	9	5	27%	60%	33%	High	5 parked vehicle increase. Significant change, possibly a result of random fluctuation and or parking transfer. Parking not reached capacity
Goswell Road	8	3	4	1	38%	50%	13%	High	No comment
Hosier Lane	6	3	4	1	50%	67%	17%	Med	No comment
Kinghorn Street	2	1	0	-1	50%	0%	-50%	Med	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Milton Street	15	4	6	2	27%	40%	13%	Med	No comment
Moor Lane	3	2	3	1	67%	100%	33%	Low	No comment
Ropemaker Street	6	4	4	0	67%	67%	0%	Low	No comment
South Place	5	2	2	0	40%	40%	0%	Low	No comment
Sun Street	4	2	2	0	50%	50%	0%	Med	No comment
Viscount Street	4	2	1	-1	50%	25%	-25%	Med	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
West Smithfield Rotunda	16	11	11	0	69%	69%	0%	High	No comment
West Smithfield (St Barts)	11	5	7	2	45%	64%	18%	High	No comment
Wilson Street	20	6	15	9	30%	75%	45%	High	9 parked vehicle increase. Significant change, possibly a result of random fluctuation and or parking transfer. Parking close to capacity
Long Lane	16	8	2	-6	50%	13%	-38%	High	6 parked vehicle reduction. Inconsistent with logic as the area around Long Lane has an active and lively night time economy, it would be fair to assume a likely increase in parking due to closeness of Islington's CPZ change.
Smithfield Street	4	2	2	0	50%	50%	0%	Med	No comment

**Islington CPZ Change
Before and After Parking survey Comparison
Sunday – Saturday Average**

Street	SYL & PD Bay Veh Capacity	Average No. Vehicles			Average Utilisation			Predicted Transfer	Comments
		Before	After	Difference	Before	After	Difference		
Appold Street	16	8	11	3	50%	69%	19%	Low	3 vehicle increase which is possibly a result of random fluctuation and or parking transfer
Baltic St West	12	8	7	-1	67%	58%	-8%	High	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Brackley Street	6	5	4	-1	83%	67%	-17%	Low	1 parked vehicle reduction. Change not considered significant, possibly a result of random fluctuation or parking transfer
Chiswell St	5	3	1	-2	60%	20%	-40%	Med	2 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Cloth Street	4	0	4	4	0%	100%	100%	High	4 parked vehicle increase. Significant change and full capacity reached. Possibly a result of random fluctuation and or parking transfer.
Fann Street West	11	7	8	1	64%	73%	9%	Med	No comment
Fann Street East	6	7	7	0	117%	117%	0%	Med	No comment
Finsbury Circus	71	30	39	9	42%	55%	14%	Med	9 vehicle increase which is possibly a result of random fluctuation and or parking transfer
Giltspur Street	15	7	7	0	47%	47%	0%	Med	No comment
Golden Lane	15	3	10	7	20%	67%	47%	High	7 parked vehicle increase. Significant change which is possibly a result of random fluctuation and parking transfer
Goswell Road	8	6	5	-1	75%	63%	-13%	High	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Hosier Lane	6	6	5	-1	100%	83%	-17%	Med	1 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Kinghorn Street	2	3	1	-2	150%	50%	-100%	Med	2 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
Milton Street	15	10	8	-2	67%	53%	-13%	Med	No comment
Moor Lane	3	3	3	0	100%	100%	0%	Low	No comment
Ropemaker Street	6	3	3	0	50%	50%	0%	Low	No comment
South Place	5	1	3	2	20%	60%	40%	Low	No comment
Sun Street	4	2	3	1	50%	75%	25%	Med	No comment
Viscount Street	4	2	3	1	50%	75%	25%	Med	No comment
West Smithfield Rotunda	16	10	6	-4	63%	38%	-25%	High	4 parked vehicle reduction. Likely to be random fluctuation but logic would assume a likely increase in parking due to closeness of Islington's CPZ change
West Smithfield (St Barts)	11	4	8	4	36%	73%	36%	High	4 parked vehicle increase. Possibly a result of random fluctuation and or parking transfer
Wilson Street	20	10	14	4	50%	70%	20%	High	4 parked vehicle increase. Possibly a result of random fluctuation and or parking transfer
Long Lane	16	10	3	-7	63%	19%	-44%	High	7 parked vehicle reduction. Inconsistent with logic as the area around Long Lane has an active and lively night time economy, it would be fair to assume a likely increase in parking due to closeness of Islington's CPZ change.
Smithfield Street	4	2	3	1	50%	75%	25%	Med	No comment