



**DELEGATED REPORT OF**

**THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.**

**FAIRHOLT ROAD BOUNDARY CHANGE CONSULTATION.**

**DATE (2019/2020)**

**January 2020**

**CLASSIFICATION:**

**If exempt, the reason will be listed in the main body of this report.**

**WARD(S) AFFECTED**

**Stamford Hill West**

## **1. SUMMARY**

- 1.1 This report details the results of the Fairholt Road boundary change consultation carried out between 2nd September 2019 and 14th October 2019.
- 1.2 The recommendations set out in paragraphs 2.1 to 2.4 have been based on the consultation feedback received from Fairholt Road, as well as the requirement to balance the needs of the local community and improve road safety.

## **2. RECOMMENDATION(S)**

The Director of Public Realm is recommended to:

- 2.1 Approve the recommendation not to proceed with the proposal to include Fairholt Road in parking zone G.
- 2.2 Approve the recommendation to monitor parking issues in the area via stress surveys and reconsult when a need is identified as defined in section 2 of the Council's Parking and Enforcement Plan (PEP) 2015-2020
- 2.3 Approve the recommendations to introduce traffic calming and road safety measures on Fairholt Road to improve traffic flow and road safety.
- 2.4 Authorise the Head of Parking to consult on and take the final decision on whether to make the necessary amendments to the Traffic Management Orders for Fairholt Road to give effect to the recommended changes in 2.1 and 2.3 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

### **3. REASONS FOR DECISION**

- 3.1 Parking Services received approval from Cabinet in January 2018 to consult all uncontrolled roads in the borough where there is a need / requirement in the area, or where requests have been received from residents in the area for parking controls.
- 3.2 When determining whether or not to introduce parking controls in an area, Parking Services have to consider a variety of factors including feedback received from the area, road safety, traffic flow and protecting the needs of the residents in the area from displacement parking from nearby parking zones.
- 3.3 The recommendations above were put forward based on consultation feedback received from the area and in line with the Council's parking policies (PEP 2015 – 20).

#### **Feedback from the Public Consultation**

- 3.4 A consultation questionnaire and booklet was sent to all residents and businesses in Fairholt Road and Fairholt Close, giving them the opportunity to have their say on the proposed boundary change and parking design.
- 3.5 This provided all residents / businesses with an equal opportunity to engage in and respond to the consultations.

#### **Response Rate**

- 3.6 Consultation packs were delivered to 158 households and businesses in Fairholt Road. A total of 416 responses were received from the consultation area which equates to a response rate of 263%, this is equivalent to 2.6

responses per household and is significantly higher than the usual response rate.

- 3.7 A comprehensive breakdown of responses has been provided in Appendix 1. Table 2 and Table 3 provide a breakdown of the high response rate, with Table 3 providing an outline of the multiple responses received from households.

### **Fairholt Road Boundary Proposal**

- 3.8 As part of the consultation process, residents and businesses were asked for their feedback on the proposed boundary change into parking zone G.
- 3.9 Overall, the feedback received from Fairholt Road (52%) were not in favour of the boundary change.
- 3.10 A breakdown of responses has been provided in Appendix 1 Table 5 .

### **Parking Design**

- 3.11 A total of 415 respondents provided their feedback on the proposed parking design for Fairholt Road.
- 3.12 The majority of respondents (79%) were not in support of the proposed parking design for the area, as indicated in Appendix 1 Table 6.
- 3.13 The design proposed for Fairholt Road was created to suit the needs of the road. As this is a residential street, permit parking bays were proposed to protect the needs of the residents and ensure they can park close to their properties.
- 3.14 Parking Services have tried to maximise parking on the road whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park and double yellow lines where it is unsafe to park so that both the safety of motorists and pedestrians

are protected. Double yellow lines also aid in improving traffic flow and access for emergency vehicles.

3.15 In line with parking policies, where footway parking exists, Parking Services will propose to remove these and relocate them on to the carriageway to improve safety for pedestrians.

### **Conclusion**

3.16 As the majority of residents on Fairholt Road did not support the relocation of the road to Parking Zone G, Parking Services recommends for the road to remain in the existing uncontrolled zone.

3.17 The recommendation is in line with the consultation feedback received from the road.

3.18 However, due to the parking stress, road safety and traffic issues recorded on the road previously, as well as the introduction of controls in the nearby areas (Cazenove and Springfield Wards as well as Varty Road area in Haringey), Parking Services will carry out further stress surveys on Fairholt Road and other uncontrolled roads nearby to monitor the parking situation.

3.19 This is to ensure that the current parking issues are not exacerbated by the introduction of controls in those nearby areas.

3.20 In the event that parking stress is increased or there are road safety or traffic issues on the road and wider uncontrolled area, Parking Services will carry out a further consultation in the area to allow the residents and businesses another opportunity to have their say on the introduction of parking controls.

3.21 The Council will also be assessing the feasibility of introducing traffic calming and road safety measures in the area to improve traffic calming and road safety.

### **Additional Comments**

- 3.22 66 respondents provided general comments and suggestions to the consultation. In total, 26% of respondents commented on the introduction of pay and display parking bays outside the Beis Brucha Mother and Baby home on Fairholt Road. 20% of comments requested the parking outside 87 Fairholt Road to be removed and 17% of respondents commented on the proposed boundary change, with a mixture of support for the relocation and against the relocation.
- 3.23 In addition to the comments above, respondents raised comments relating to requests for double yellow lines to be introduced on Fairholt Road. As the implementation of double yellow lines and traffic calming measures fall under the remit of Streetscene, all comments have been sent to Streetscene.
- 3.24 All additional comments provided by respondents have been individually assessed and where required have been forwarded to relevant teams and departments to address. See Appendix 1 Table 7

## **4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 4.1 The alternative option would be to locate Fairholt Road into Parking Zone G, This would however contradict the consultation feedback received from the area.

## **5. BACKGROUND**

- 5.1 Fairholt Road was last reviewed as part of the Stage 1 consultation on the introduction of parking controls in the proposed Zone V area (Woodberry Down, Stamford Hill West and Springfield wards). Parking Controls in Zone V were not supported by the area and as a result parking controls were not introduced.
- 5.2 Due to Fairholt Road's close proximity to parking zone G, residents were experiencing parking stress due to displacement parking and commuter parking.
- 5.3 The reason for consulting the area was as a result of requests and a petition submitted by residents who were experiencing parking difficulties.
- 5.4 Approval to consult the area was granted by Cabinet in January 2018
- 5.5 An integral part of the process is the public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.
- 5.6 The public consultation started on 2nd September 2019 and closed on the 14th October 2019. The consultation process consisted of:
- Consultation packs posted to every resident and business within the Consultation area
  - A freepost response envelope
  - Consultation documentation was also available on the Council website
  - Online questionnaire response

- Public notices placed on the street

5.7 The consultation offered residents and businesses the opportunity to provide their feedback on the proposed boundary change parking design of Fairholt Road.

## **5.8 Policy Context**

**5.8.1** The Parking and Enforcement Plan (PEP) was originally approved by Cabinet in 2010. The policies and recommendations contained within the PEP in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance

**5.8.2** The decision to or not to implement a Parking Zones (PZ) can be made according to the following factors:

- Support from public responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow
- Supply and demand for parking, and
- The environmental and air quality impacts of parking and traffic.

## **5.9 Equality Impact Assessment**

**5.9.1** The Council has a legal obligation under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups.



**5.9.2** This will ensure a consistent approach is adopted. Under the terms of the PEP 2015-20 every permit application will be considered on its own merits in accordance with the relevant policy that has been adopted.

**5.9.3** The Council has carried out an Equality Impact Assessment to identify if any of the recommendations made have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 3 for further information.

## **5.10 Sustainability**

**5.10.1** As Fairholt Road will not be incorporated into Parking Zone G and as a result not have parking controls, other sustainable infrastructure can be explored to improve traffic and environmental conditions of the road and contribute to broader transport and sustainable development objectives.

## **5.11 Maintenance and Administrative Costs**

**5.11.1** The breakdown of costs involved in the consultation and implementation of the recommendations is as follows:

<b>One off costs</b>	<b>£</b>
Consultation costs	2,186.00
Implementation of new signs and P&D	N/A
Traffic Order changes	N/A
<b>Total Expenditure</b>	<b>2,186.00</b>

**5.11.2** The consultation cost for the boundary change consultation carried out in Fairholt Road was £2,186.00.

**5.11.3** As this is only a boundary change consultation, there are no enforcement, implementation and TMO costs.

## **5.12 Consultation**

**5.12.1** Residents and businesses in Fairholt Road and Fairholt Close were consulted on a boundary change and parking design over a six week period between September and October 2019.

**5.12.2** Consultation packs were sent via second class post to all addresses on the road and were also made available online. In addition notices were erected on Fairholt Road to inform the local residents and businesses of the consultation.

## **6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES**

**6.1.** This report details the results of the consultation feedback for Fairholt Road and Fairholt Close for boundary change and parking design over a six week period between September and October 2019.

**6.2.** The recommendation is not to go ahead with the changes and the road to remain in the existing uncontrolled zone. Parking Services will continue to monitor the situation in the event that parking stress is increased or there are road safety or traffic issues a further consultation in the area to allow the residents and businesses another opportunity to have their say on the introduction of parking controls.

## **7. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES.**

- 7.1.** This consultation relates to the Fairholt Road boundary change, the process of which is outlined in section 2 of the Council's Parking Enforcement Plan (PEP) 2015 – 20. Following the outcome of this consultation the majority of residents in Fairholt Road did not support the relocation of the road to Parking Zone G, and it is recommended that the road remain in the existing uncontrolled zones, with the parking in these areas being monitored to ensure the appropriate road safety measures are taken as set out in the report.
- 7.2.** The Council may under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act") designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").
- 7.3.** In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must 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.

**7.4.** The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

**7.5.** The non-statutory consultation has been carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
- Consultations should allow adequate time for consideration and response;

**7.6.** Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.

**7.7.** Consulting on new boundary changes to facilitate the discharge of the Council's parking functions under the 1984 Act and introducing any

boundary changes is a decision to be taken by the Mayor and Cabinet in accordance with the council’s parking policies (PEP 2015-20) and the Mayor’s Scheme of delegation. The Cabinet meeting in January 2018 delegated the decision making for this proposed boundary change to the Group Director for Neighbourhoods and Housing in accordance with paragraph 3.6.1 of Part 3 of the Council’s Constitution.

## APPENDICES

Appendix 1 – Fairholt Road Boundary Change Feedback Analysis (Public)

Appendix 2 – Fairholt Road Boundary Change documents (Public)

Appendix 3 – Equality Impact Assessment (Public).

## EXEMPT

No

## CONFIDENTIAL

No

## BACKGROUND PAPERS

None

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**Authorisation of Director Public Realm – Neighbourhood and Housing**

**Name:** Aled Richards

**Signature:** 

**Date:** 16/01/2020

# APPENDIX 1: Fairholt Road Boundary Change Consultation

## Feedback Analysis

### 1.1 Response

We consulted 158 households and businesses in Fairholt Road and received 416 completed responses making an overall response rate of 263%. The response received is above the average rate for any parking consultations.

Majority (68%) of the responses were received via post whilst the remainder (32%) were received online. [Table 1].

**Table 1: Methods of response**

Feedback Method			Percentage	
Area	Paper Q	Online Q	Paper Q	Online Q
Boundary Change Consultation	135	281	68%	32%

\*Excludes duplicate responses, those from outside the area and unknown address

Table 2 provides an outline of the overall responses received from Fairholt Road and Fairholt Close. Table 3 provides a breakdown of the number of submissions from households.

**Table 2: Responses received**

	Fairholt Close	Fairholt Road
Sent	12	145
Received	6	410

\*Excludes duplicate responses, those from outside the area and unknown address

**Table 3: Number of household submissions**

No of Households	Total number of responses received from a household
1	18
1	14
1	13
3	12
2	11
1	10
3	9
4	8
2	7
5	6
7	5
5	4
15	3
23	2
54	1

\*Excludes duplicate responses, those from outside the area and unknown address

## 1.2 OCCUPANCY TYPE

The majority (100%) of respondents classified themselves as 'residents', with one response classifying themselves as both resident and business. A breakdown of responses can be found below in Table 4.

**Table 4: Occupancy Type**

Occupier Status	Response	
	Number	Percentage
Resident	415	100%
Business	0	0%
Both	1	0%
	<b>416</b>	<b>100%</b>



### 1.3 Fairholt Road Boundary Proposal

During the consultation, residents and businesses were asked for feedback on the proposal to locate Fairholt Road into Parking Zone G.

Out of the 416 responses received, 415 respondents provided a response.

Overall, 52% of responses were not in favour of the boundary change of Fairholt Road into Parking Zone G, whilst 48% were in favour.

A breakdown of responses by street can be found below in Table 5.

**Table 5: Support for boundary change proposal**

Row Labels	Do you support the proposal for Fairholt Road to be moved into Parking Zone G?			
	Number		Percentage	
	Yes	No	Yes	No
Fairholt Close	0	6	0%	1%
Fairholt Road	198	211	48%	51%
<b>Grand Total</b>	<b>198</b>	<b>217</b>	<b>48%</b>	<b>52%</b>

### 1.4 Parking Design

As part of the consultation, Parking Services consulted on a parking design for Fairholt Road.

Majority of the feedback (79%) was not in favour of the proposed parking design for Fairholt Road, whilst 21% of the feedback supported it.

A breakdown of the responses can be found in Table 6.

**Table 6 – Support for parking design**

Row Labels	Do you support the parking design for Fairholt Road?			
	Number		Percentage	
	Yes	No	Yes	No
Fairholt Close	0	6	0%	1%
Fairholt Road	87	322	21%	78%

<b>Grand Total</b>	<b>87</b>	<b>328</b>	<b>21%</b>	<b>79%</b>
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## 1.5 General Comments and Suggestions

The public were also asked to provide any general comments or suggestions about the proposal and parking design. Many respondents provided more than one type of comment in their feedback.

We received comments from 66 respondents with 26% of the comments requesting the introduction of shared use parking spaces outside the Beis Brucha Mother and Baby home on Fairholt Road, 20% raised requests to remove the parking outside number 87, 18% wanted double yellow lines to be implemented on the roads as a result of health and safety concerns and 17% of the feedback related to the proposed boundary change with a mixture of support for the relocation and against the relocation.

**Table 7: Breakdown of general comments.**

<b>Additional Comments</b>	<b>Total</b>	<b>Percentage</b>
P&D outside Mother & Baby Home	26	26%
Remove parking outside 87	20	20%
DYL request	18	18%
No Support for parking controls	12	12%
Support parking controls	5	5%
Hours of Op	5	5%
Consultation Query	3	3%
Design Query	3	3%
Parking Design	2	2%
Shared use outside Mother & Baby Home	2	2%

# Consultation Documents



## Boundary Change Consultation

### Fairholt Road



#### Parking consultation

##### Why am I being consulted?

The Council carried out a parking consultation with all residents and businesses in the proposed Parking Zone V area between August and October 2018. As a result of the feedback received and due to the absence of evidence to suggest there are traffic flow or safety issues in the majority of the roads in this area, the Council made the decision not to introduce controls.

Prior to the consultation in Zone V, the Council carried out a parking stress survey in your area in 2016 which identified the following:

- Majority of the roads bordering existing parking zones including Zone G suffered parking stress at some point of the day.
- Roads in the north of the borough close to the border of neighbouring borough Haringey, suffered from high parking stress at some point of the day.
- Parking stress in Fairholt Road was 69% overnight and increased to 73% during the day.

With the recent extension of parking controls in neighbouring zone T and the introduction of controls in the borough of Haringey, the parking stress is likely to increase to above 80%.

Since the publication of the Parking Zone V delegated report, the Council has received requests and a petition from residents of Fairholt Road for controls to be introduced due to parking stress caused by an increased number of drivers from nearby roads seeking out parking spaces on this street.

In response to the requests received, and to make it easier for residents on Fairholt Road to park close to their properties, we are proposing to amend the parking zone boundary on Fairholt Road (all addresses on Fairholt Road between junctions with Bethune Road and Lordship Road) and move them into Parking Zone G (see enclosed map). We also propose to extend the boundary to include Fairholt Close to allow residents of this estate to purchase on street Zone G permits if they wish to do so. Please be aware that this would not impact the existing controls on the estate.

This change would mean that Fairholt Road would be subject to parking controls as it would form part of an existing Parking Zone. The introduction of controls on this road would allow residents to park closer to their properties and in all other roads within Zone G including Lordship Road and Queen Elizabeths Walk.

Parking Services are carrying out a "combined" stage 1 and 2 consultation to ensure that controls are implemented in a timely manner if residents are in favour.

We are requesting your feedback on:

- Support for a boundary change
- The proposed design of parking controls for the area

Please see enclosed map for more information regarding the changes being proposed.

## What is a Parking Zone (PZ)?

A Parking Zone (PZ) is an area where all kerbside space is controlled by either yellow lines or parking places which generally have the same operational hours and days of controls. There are 3 types of zones currently in Hackney:

### Controlled Parking Zones (CPZs)

This is where zone entry plates are used to indicate the operational hours of the single yellow lines within the zone. Within a CPZ, signs are not required to indicate the operational hours of single yellow lines throughout the zone. Parking bays within the CPZ are signed with the operational hours.

**If parking controls are supported, you will be joining existing parking zone G, which is as a CPZ.**

### Parking Zones (PZs)

This is where there are no large entry signs to the zone. All parking bays and single yellow lines are signed with the operational hours of the zone at each location.

### Restricted Parking Zones (RPZs)

These are where there are no lines at all; instead the restrictions are individually signed. RPZs are only used where there are special circumstances such as narrow streets or special carriageway materials (e.g. cobblestones) that make lining inappropriate.

## What is the purpose of a parking zone?

Parking zones provide a range of benefits to local communities and can be used for a variety of purposes. These include:

- Effectively managing supply and demand of on street parking in an area
- Improving road safety and visibility for all road users and pedestrians
- Reducing parking stress and traffic congestion
- Improving the local environment and local air quality by reducing CO2 emissions by discouraging unnecessary car use
- Assisting the Council in prioritising parking spaces according to need (e.g. resident only parking to protect the needs of local residents from non-local demands of commuters)
- Encouraging visitor-only parking close to businesses to protect the needs of local businesses.

## How does the Council decide whether a parking zone is introduced?

The Council's decision to implement a parking zone in an area is based on a combination of the following factors:

- Feedback from local residents and businesses responding to a consultation (petitions are not factored into the percentage support)
- Road safety

- Traffic flow
  - Supply and demand for parking
  - The environmental and air quality impacts of parking and traffic.
- All factors above have an equal weighting in the decision making process.

## How does the Council decide on the hours of operation?

While in some parts of Hackney there are circumstances that necessitate specific hours of control, many areas in Hackney share the same characteristics and are suitable for similar hours of control as other parking zones which are already in force.

If the final decision of this boundary change consultation is in support of joining existing parking zone G, then Fairholt Road would inherit the same operational hours. The hours of operation in Zone G are **Monday to Friday 8.30am to 6.30pm.**

**Please note that this proposal will only affect parking on Fairholt Road. We are not proposing any changes to estate parking or any other roads in the area.**

To have your say, please complete the enclosed questionnaire and send back to us using the freepost envelope provided by **14 October 2019.**

## Who is included in this consultation?

Every resident and business on Fairholt Road and Fairholt Close has the opportunity to have their say during this consultation.

This booklet contains a detailed explanation of the proposed parking design for your zone.

During the consultation, we are seeking your views on:

- Support for a boundary change
- The proposed design of parking controls for the area.

## Boundary Change Consultation Process

### Informal consultation

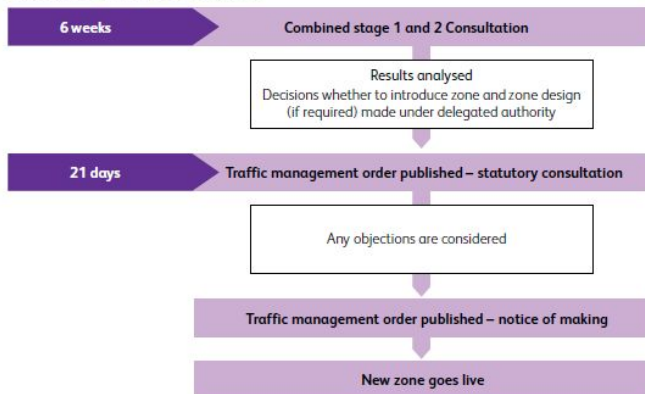
A consultation pack including a questionnaire, letter and map is delivered to all affected residents and businesses in the area.

The Council is undertaking a combined stage 1 & 2 public consultation, which combines the 'in principle' and detailed consultation stages together.

We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or cyclist and the people who visit you.

The diagram below describes the combined stage 1 and 2 consultation process that is to be undertaken by the Council before deciding whether to implement a boundary change on Fairholt Road.

#### Combined stage 1 and 2 consultation



#### Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation. This requires for a Traffic Management Order notice to be advertised in the local press for a period of 21 days.

This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered where the Council is required to draft a decision audit report detailing the objections and its recommendation on whether these objections will be upheld or not. The report is then approved by the Assistant Director of Public Realm prior to the measures being implemented.

#### How can I have my say?

You can have your say by completing the attached questionnaire and returning it using the Freepost envelope enclosed or online by visiting [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys) by **Monday 14 October 2019**. Please note:

- We will not take into consideration any responses received after the closing date.
- **Only original copies of the questionnaire will be accepted - we will not accept photocopies. If you require any additional copies, please contact us using the details below.**

If you have any comments on the proposed changes, please let us know what these are in the comments section of the questionnaire.

For further information on the consultation please contact Parking Services on **020 8356 8877** or [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk). Alternatively you can visit [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking).

#### What happens next?

##### Consultation closes

**Date: Monday 14 October 2019**

This is the date the consultation closes, so please ensure you return your completed questionnaire before this date.

##### Consultation results

**Date: December 2019**

Consultation results will be made available to the residents and businesses. A summary consultation pack detailing the results will be sent to all residents and businesses in the area by post and will be available on the Hackney website.

If you have any further queries regarding the consultation, please email us at [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk) alternatively you can contact our Service Centre on **020 8356 8877**.

## Frequently asked questions

### Will I have to buy a parking permit?

If parking controls are supported on your road and you do not live within a car free development, you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

### How much will a parking permit cost?

The way we charge for parking has been changing over the past three years as part of a drive to reduce pollution and improve air quality, these changes mean that parking permits are charged according to CO2 emissions instead of engine size.

This will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles. Other changes include:

- Cars built before 2001 will move up a band in the charging scheme, reflecting the levels of CO2 they produce.
- Diesel vehicles will incur a £50 levy, which represents the high levels of particulate matter pollution.

### Resident permit prices, using emission-based charging (CO2) 2019-20

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits. \*Where no information is held on a vehicle's CO<sub>2</sub> emissions, permit price will be calculated on engine size.

Information on CO<sub>2</sub> emissions for all UK vehicles can be accessed on the government website: <https://www.gov.uk/co2-and-vehicle-tax-tools>

### Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (pay and display or permit) bay in the PZ.

You only need to use a voucher during operational hours. There are two types of vouchers that can be purchased by residents:

- A book of 20, 2hr scratch cards at a cost of £23
- A book of 5, one day scratch cards at a cost of £20.

Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £225 for a book of 10 scratch cards which allow parking in all zones for one day. We also provide Pay & Display parking for business visitors wherever possible.

### More information on costs

For more information about the cost of permits and visitor vouchers please refer to our website [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking) or call Hackney Parking Services on 020 8356 8877.

### What if I live on a Car Free Property?

A Car Free Property will be designated under a car free restriction in a planning legal agreement, and should be included in your lease or deeds. If you live on a Car Free Property you are not eligible to purchase a parking permit. However, you are eligible to purchase visitor vouchers for your visitors.

**Please ensure that you check the car free status of your property before you respond to this consultation. Information regarding the car free status of your property can be found in your lease or deeds.**

### Where can I load and unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions and also in parking bays. For any specific requests, such as removals, you can request a dispensation or a bay suspension. Please visit our website for more information [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking).

### Can I apply for a disabled bay?

If you are a Blue Badge holder with no access to off street parking, you may be able to get a disabled parking bay installed outside your home. However, in order to qualify for a bay, there is a set criteria which you need to meet including an assessment by Social Services.

Although a disabled parking bay is registered to an individual once installed, it can be used by any Blue Badge holder as the bay is not personalised.

For any advice about disabled bays, please email [disabledparking@hackney.gov.uk](mailto:disabledparking@hackney.gov.uk) call 020 8356 8328.

### What if I have a Blue Badge or a Companion Badge?

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and for a maximum of 3 hours on single and double yellow lines, providing there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders can also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone. For more information on Companion Badges please visit <http://hackney.gov.uk/companion-badge>.

### What if I live on an estate?

Council housing estates have their own parking regulations. These are independent of parking zones and would not be affected. However, estate residents whose addresses fall within a parking zone and are not car free are entitled to purchase an on-street permit.

### Allocation of parking bays?

In a parking zone, parking bays are allocated for different uses including disabled motorists, local residents, businesses and local visitors according to the Council's 'hierarchy of parking needs' - please see the table below. Please refer to the enclosed user friendly map for the bay locations.

Type of parking bay	Permit, voucher or ticket required
General Permit parking bay	Resident or business parking permit
	Resident or business visitor voucher
Shared Use parking bay	Resident or business parking permit
	Resident or business visitor voucher
	Pay & display ticket
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

### What if I own a motorcycle?

Motorcycles can park free of charge in all bays within a PZ where residents and businesses can park. (This excludes Zone B where parking for motorcycles are restricted to motorcycle bays only and pay and display bays within all zones).

Motorcycles should be parked at a right angle to the kerb and, if possible at the end of the parking bay. Dedicated motorcycle bays should be used if available, rather than resident permit bays.

### Do you consider road safety?

When reviewing parking restrictions, we have taken into account the safety of both pedestrians and motorists. We install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking.

Any design changes are made in consultation with the Emergency Services (Ambulance, Fire Service and the Police) to ensure that there is sufficient road width to allow for the safe passage of emergency vehicles.

All design changes will conform to the design standards recommended by the Department for Transport (DfT). Most existing yellow lines in existing design have been placed for safety or access reasons and are unlikely to change. Examples of these are:

- Junction protection - double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross.
- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles.
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles.

### Are parking zones just a money making scheme for the Council?

No. By law revenue generated from PZs must be invested back into transport-related improvements such as highways, street scene, parking enforcement and safer car parks. It also contributes to the funding of the Freedom Pass scheme.

### More information

For more information about the consultation results, when the works are planned to take place or any other parking related enquiries please:

Visit our website: [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys)

Email: [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)

Call: 020 8356 8877

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

**Bengali**   
 এই নথিতে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে চিহ্ন দিন, এই শীতের নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকনায় ফেরত পঠিন।

**Somali**   
 Haddii aad jeclaan lahayd in aad ogaato waxa dokumentigan sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

**French**   
 Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

**Spanish**   
 Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

**Kurdish**   
 Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

**Turkish**   
 Bu dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

**Polish**   
 Jeżeli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

**Vietnamese**   
 Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

**Urdu**   
 اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھنے اور اسے نیچے دئے گئے پتہ پر واپس بھیج دیجئے۔

**Chinese**   
 如果你想知道這分文件的詳細內容，請在方格內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

**In large print**  **In Braille**   
**On Disk**  **On audio tape**

**In another language, please state:**

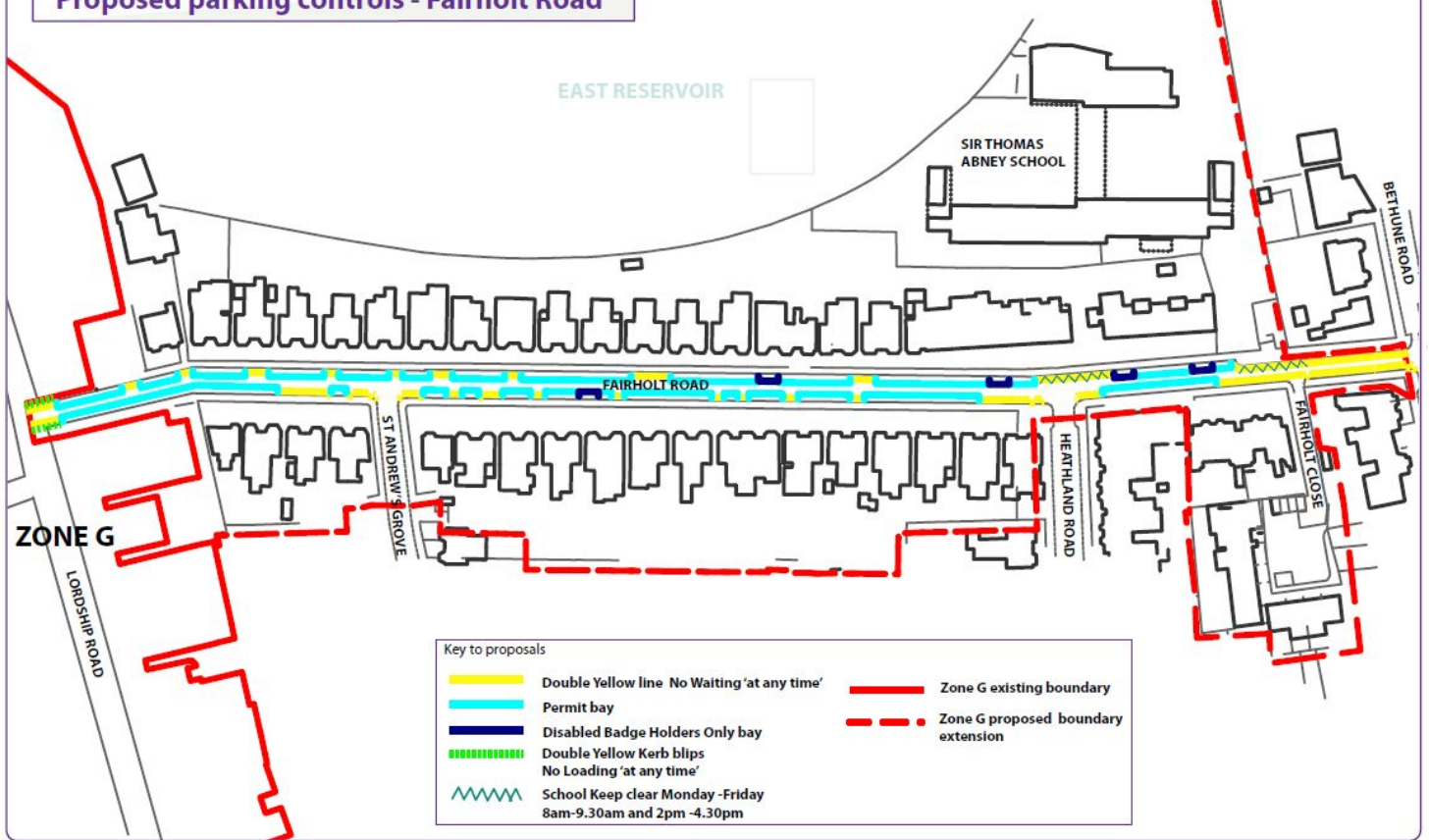
Name:   
 Address:   
 Tel:

**Return to:** Please use the envelope provided





## Proposed parking controls - Fairholt Road



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HD01013

Hackney

# Equality Impact Assessment.



## London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

**All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.**

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

**Title and purpose of this Equality Impact Assessment:**

Fairholt Road Boundary Change Consultation

**Purpose of this Equality Impact Assessment:**

Project/Scheme/Initiative Review

**Officer Responsible: (to be completed by the report author)**

<b>Name:</b> Muhibun Nessa	<b>Ext:</b> 1279
<b>Directorate:</b> Neighbourhoods and Housing	<b>Department/Division:</b> Parking Services

**Corporate Director:** Aled Richards

**Date:** September 2019

**Comment :**

**PLEASE ANSWER THE FOLLOWING QUESTIONS:**

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of the project is to carry out a boundary change consultation of Fairholt Road.
- Since the publication of the Parking Zone V delegated report, the Council has received requests and a petition from residents of Fairholt Road for controls to be introduced due to parking stress caused by an increased number of drivers from nearby roads seeking out parking spaces on this street.
- The key objective is to identify whether residents and businesses on Fairholt Road support the boundary change proposal to move the road from an uncontrolled parking zone, into parking zone G. The proposal would mean Fairholt Road could adopt the current operational hours of Zone G which is, Monday to Friday 8.30am to 6.30pm. If the proposal is not supported, then Fairholt Road would remain part of the uncontrolled parking zone.
- Through localised consultations, residents and businesses are given the opportunity to have their say on the design on the boundary change and the proposed design of the road.
- The consultation also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

The Council will review all consultation feedback, however any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

**2. Who are the main people that will be affected?**

Consider staff, residents, and other external stakeholders.

Local residents, business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews.

The demographics of this road show that residents here are predominantly Jewish. The Council has considered the needs of this community group alongside the community as a whole within the zone, and any changes made will need to achieve a balance. Feedback from the consultation on the proposed design will be used to determine the final parking design of the road. For example, if visitor parking is needed outside businesses, and this has been requested, we will incorporate this into the final design, should the boundary change proposal be accepted.

All residents and businesses on Fairholt Road and Fairholt Close, will be given 6 weeks to provide their responses. This is the standard duration for parking consultations. Prior to the consultation, the Council identified any religious holidays which might impact residents' ability to provide feedback. The only religious festival identified was Yom Kippur which is a two day religious observation. As the consultation will be taking place for a six week period, it was felt that this would not impact residents' ability to take part in the consultation.

### 3. What research or consultation(s) have been carried out?

Please provide more details, together with a summary of what you learned.

The project will include a consultation with all stakeholders on the proposed design of Fairholt Road and Fairholt Close, the parking hours of operation will not be consulted on as Fairholt Road will adopt the same hours as Parking Zone G.

Consultation will take place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services, including the Fire Brigade, Police and London Ambulance. A separate audit is carried out on all disabled bays prior to the consultation to ensure that any bays being used by Disabled Residents are not removed.

As part of the public consultation all local residents and businesses in the parking zone will be consulted for a 6 week period and will be sent a consultation leaflet, a questionnaire and map of the current design. All consultation materials are available on the Council's website and responses can also be submitted online.

### 4. Equality Impacts

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

#### 4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

The public consultation provides an open forum for all local users to have their say on the proposed boundary change. Where requested, the Council is open to hold meetings with ward members, faith members as well as residents and businesses to discuss the proposal and consultation in detail.

The proposal to introduce parking controls is expected to have a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment. The introduction of controls on this road would allow residents to park closer to their properties and in all other roads within Zone G including Lordship Road and Queen Elizabeths Walk.

The introduction of parking controls is expected to improve road safety, traffic flow and access as the number of cars parking on this road is likely to be reduced due to parking controls being in place. Waiting restrictions are implemented on all junctions and access points to improve safety and visibility. The reduction in cars would also lead to less congestion on this road and a safer environment for both pedestrians and motorists.

Fairholt Road would not experience displaced or commuter parking, as resident and business permits would only be sold to residents and businesses registered on Fairholt Road and Fairholt Close. In addition, visitors to local amenities and those visiting relatives on the road can use visitor vouchers during the hours of operation.

This could be seen as a positive impact on different equality groups and improve relations.

**4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?**

Should the proposed boundary change be supported, the introduction of parking controls on Fairholt Road would mean only those eligible to purchase a parking permit can park on the road and wider Zone G. As part of the consultation, we will request feedback and comments on the proposed design. Parking Services are open to amending a design suitable for local uses and reflective of the demographic e.g. introduction of shared use bays outside places of worship such as synagogues and businesses, double yellow lines implementation for health and safety and access reasons.

Residents who have visitors during the hours of operation could be negatively impacted by this change as they will require visitor vouchers to enable their visitors to park. Visitor vouchers are an additional cost to the residents. However, the Council does offer concessions to anyone above the age of 60 and those with a valid Blue Badge. This may overcome some of the financial strain that may be caused to some residents.

There could also be opposition to the hours of operation adopted by joining existing Zone G. Whilst Zone G is not subject to parking controls on Saturdays and Sundays the hours of control do extend to 6.30pm Friday which may impact members of the Jewish community observing the sabbath from sunset on Fridays. In addition, controls sometimes operate over weekends for specific events during which time the Jewish community may be impacted. However in accordance to our Parking Enforcement Plan (PEP) 2015 – 20 as Fairholt Road is joining an existing Zone, it will adopt those hours. The hours of operation could impact different religious groups whose religious practices may be affected by the operational hours. However, as permits are issued and cover existing controls, residents will be able to park on the road and leave their vehicles outside their home without facing enforcement issues. This requirement is in place to enable residents and businesses to park within the zone and to not have parking bays occupied by visitors to the borough during these events. Although the residents are unable to have a say on the hours of operation during this consultation, they will be able to have a say in future zone review consultations.

In addition, where disabled bays are audited and removed as part of this process, disabled drivers visiting the borough may be impacted by the reduction in disabled bays. However, their Blue Badge will allow them to park on existing yellow lines for a period of three hours as well as shared use bays in the wider Zone G.

As Fairholt Road was consulted as part of the Stage 1 proposed Zone V consultation, residents who generally oppose the idea of parking controls may feel the Council is once again consulting them on the same issue and have an element of consultation fatigue. Parking Services are only conducting the review consultation due to the requests and petition submitted by Fairholt Road residents. Therefore the Council is responding to the needs of the residents on this road.

An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

Any changes to the current parking design on Fairholt Road could also have a negative impact on some groups. To ensure that residents are not impacted negatively, the Council will assess the parking stress on a road before making a final decision on changing parking bays.

## 5. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team ([equality.diversity@hackney.gov.uk](mailto:equality.diversity@hackney.gov.uk))

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegate powers report, saving template or business case. You need to identify how they will be monitored. The Assistant Director is responsible for their implementation.

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1	Impact on disabled visitors due to removal of disabled bays as a result of audits.	Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays in the zone.	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Muhibun Nessa
2	Financial impact on residents and businesses, if proposed boundary change is supported and controls are implemented.	The prices are based on Co2 emissions, so a less polluting vehicle will be cheaper. In addition, permits can be purchased for different duration, so the price can vary depending on how long a permit is needed for.	Ensuring the concession is in place with permits system	Fairholt Road, boundary implementation stage	Muhibun Nessa
3	Impact on residents parking ability due to change in parking design.	Ensure that sufficient analysis is carried out to determine the level of parking stress within the area before any changes are made to parking bay types.	Through consultation feedback and review of current permit holders.	Post informal consultation	Fazal Kirwan
5	Financial Impact on elderly and disabled residents, if boundary change is supported and	•Concessions in place for the first two books of visitor vouchers for elderly and disabled residents.	Ensuring the concession is in place with permits system	Fairholt Road, boundary implementation stage	Muhibun Nessa

	parking controls are introduced.	<ul style="list-style-type: none"> <li>●Companion badges for all blue badges are free of charge, should parking controls be introduced the companion badge will cover disabled residents and allow them to park in resident bays. They all also be able to park in the wider Zone G.</li> </ul>			
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Remember

- Assistant Directors are responsible for ensuring agreed Equality Impact Assessments are published and for ensuring the actions are implemented.
- Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.
- Make sure that no individuals (staff or residents) can be identified from the data used.