



Frequently asked questions - Parking and Enforcement Plan 2021-26 consultation

When will I find out about the final outcome of this consultation?

Following the closure of the consultation on Monday 15 November 2021, responses will be collated during Winter 2021-22. The results will then be analysed and a report written setting out the Council's recommendations. The report will then be submitted for approval to the Council's Cabinet, elected representatives of the people of Hackney, for their meeting in Spring 2022.

When will these proposals be introduced?

This consultation will run until 15 November 2021 and after this all feedback on the proposals given during this time will be reviewed and considered. The final Parking and Enforcement Plan (PEP) 2021-26 will then go to Cabinet to seek approval in early 2022. If approved, the recommendations contained within the PEP will be introduced during the lifetime of this document (2021-26). Unless specifically stated within the document, the exact introduction date for each proposal has not yet been decided and at a later time the public and those affected will be notified when plans and dates are in place.

I commute through the borough. Where do I feature in the hierarchy of parking needs?

The Council encourages sustainable modes of transport for those travelling into and around the borough. For those commuting into the borough we actively discourage commuting via a private vehicle (excluding Blue Badge holders). Therefore, commuters do not feature on the hierarchy of parking needs.



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What is the difference between the hierarchy of parking needs and hierarchy of kerbside space?

The hierarchy of parking needs is designed to show which road users are prioritised by the Council for the use of parking spaces.

The hierarchy of kerbside space shows how the Council prioritises what the kerbside space (or parking space) is used for, rather than which road users are prioritised. This list is broken down into three categories:

- essential kerbside space - reflecting road users with the highest needs or supporting sustainable infrastructure or services
- sustainable kerbside space - supporting sustainable infrastructure
- desirable kerbside space - for all other kerbside space usage.

How can I request bicycle parking near me?

To request bicycle parking hangars you need to register your interest on the following site: hackney.gov.uk/cycle-safety-and-security

You will need to create an account or login with your parking or bulky waste account, choose 'on street hangar' or 'estate cycle hangar' (available to residents of Council-managed estates only), select the bicycle hangars you would like to register for, or choose to be notified about new bicycle hangars in your area. Spaces are offered to residents who have been on the waiting list for each hangar the longest.

How can I request an Electric Vehicle Charging Point (EVCP) to be installed near me?

If you would like to request an EVCP to be installed near you, you would need to register your interest by filling out the form on our website here:

hackney.gov.uk/electric-vehicles



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This will allow us to identify the best locations and will be looked at collectively to help us install charge points in areas where demand is greatest.

I already find it difficult to find a parking space. Will more repurposing of parking bays mean more parking stress?

Usually, repurposing of parking bays happens when parking zone consultation reviews are carried out to ensure parking controls and future parking needs are met. During these reviews, local people are consulted about the allocation of parking space and parking stress surveys are conducted on a street by street basis. There is always an effort to balance out competing needs for all road users to ensure all needs are met given the limited space of the kerbside.

How can I apply a parklet in my area?

To apply for a residential parklet in your area you will need to submit your proposal by following the application process outlined on our website here: hackney.gov.uk/parklets. Frequently asked questions and more information about parklets can also be found on the page linked to above.

What are the plans for Low Traffic Neighbourhoods (LTNs) in the borough in the future?

The Council is continuing to hear people's views on LTNs (please have your say by clicking [here](#)). Monitoring of traffic in and around the new LTNs and in the whole of the borough is being carried out. Further air quality data will also be collected to help model the impacts of the schemes. All this information will be used to make decisions determining whether or not schemes will be made permanent. Please visit hackney.gov.uk/rebuilding-a-greener-hackney for more information.



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What evidence do you have that having emissions-based charging reduces CO₂ emissions?

Evidence from similar schemes, such as the Ultra Low Emission Zone (ULEZ), are considered when drafting our policies. A report that indicates that charging based on emissions does reduce CO₂ emissions was produced by the London Mayor's Office and can be read here:

https://www.london.gov.uk/sites/default/files/air_quality_in_london_2016-2020_october2020final.pdf

What evidence do you have that increasing diesel charges improves air quality?

Similar to emissions-based charging that targets CO₂, evidence from similar schemes shows that charges that target diesel vehicles, contributed to a reduction of diesel vehicles and a noted improvement in air quality. For example there was a 16 per cent reduction in older, more polluting vehicles parking in the Marylebone Low Emissions Neighbourhood (LEN) as a result of the diesel surcharge on metered parking, with no displacement to nearby areas. This is contained within the following report:

https://www.london.gov.uk/sites/default/files/air_quality_in_london_2016-2020_october2020final.pdf

Why are you introducing 13 bands of parking permit prices and introducing new bands for engine sizes for motorcycles?

A 13 band charging structure is designed to further incentivise motorists to switch to greener vehicles. The intention behind the new band structure is to more fairly represent the level of pollution vehicles produce. This will result in lower prices for lower polluting vehicles and higher prices for more polluting vehicles. We are also including engine sizes for motorcycles as some motorcyclists are unable to



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determine their CO₂ emissions and in these cases the motorcycle's engine size would be used to determine the permit price.

How do you use customers' feedback to improve your services?

We use customer feedback to help us understand what aspects of our services customers find difficult to use, in order to help improve the customer service journey.

If I share a flat with another person who is not in my family, would the additional vehicle household surcharge apply to us?

Yes. It is proposed that each person in a household whether they are family, friends, or share a home will need to pay the additional surcharge which will be administered at the point of purchasing a parking permit.

If I live in a HMO, will the additional vehicle household surcharge apply?

Properties registered as a House in Multiple Occupation (HMO) are considered as individual properties with a unique property reference number. The additional vehicle household surcharge will only apply to a single unique property reference number. Therefore, it is proposed that each HMO will be entitled to one vehicle per household.

My family member has a companion e-badge but we share a car. Can we benefit from a car sharing permit?

Yes. As part of the proposals you will both be eligible to take part in the scheme. The Blue Badge holder will be entitled to a free companion e-badge for their home



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parking zone and the second person, if they are not a Blue Badge holder, will also need to apply for a resident permit for their zone.

I live close to a market. Will a market traders' permit mean greater parking stress on market days in my area?

Some market traders need a vehicle to bring their goods to the market. The proposed market traders' permit will ensure that only one vehicle is permitted to park during trading hours and limit all other vehicles that may be used for commuting purposes. Currently, market traders may use shared-use or pay and display bays to park their vehicles. These proposals will allow Parking Services to support local businesses and also address any potential issues such as parking stress.

What is Hackney Council doing to promote electric vehicles?

To help ensure all vehicles are electric by 2030, the Council is encouraging the switch to electric vehicles for those residents, businesses, and organisations that still require a vehicle. This has led to the Council proposing to make all electric vehicle permits, with the exception of the all zone permit and car clubs, free for the lifespan of this PEP, and to introduce a new e-roamer scheme as a short term solution to encourage the switch to fully electric vehicles. The Council is also proposing the introduction of a set fee of 50p per hour for short stay parking anywhere in the borough which is designed as a temporary measure to boost the necessary change towards fully electric vehicles.

I have a retail shop within a Hackney market or a stall that is within a Hackney market but not run by Hackney Markets & Street Trading. Will I be able to get the market traders' permit?

If the proposal to adopt a Hackney market traders' permit is approved then Parking Services will take the feedback into account given during this consultation when



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creating the permit and its terms and conditions. The proposals do not currently include allowing retail shops within markets or non Hackney Council run markets to apply, but this is something that might be reviewed and considered before any final product is created. Retail premises in markets can currently apply for a business permit. This e-permit can have up to three vehicles registered to it but can only be used by one vehicle at a time to park. Please follow this link for more information: hackney.gov.uk/business-permits

I still would like to pay for short stay parking with cash. Will 100% cashless parking prevent me from doing this?

In areas across the borough where the uptake of paying by mobile is low, the decision to remove pay and display machines will be reviewed on a case-by-case basis. In addition to this, proposals include the use of PayPoint locations around Hackney to pay for short-stay parking using cash.

If my street does not get visited as often by enforcement, non-compliant parking may rise. How will you monitor this and assure that this does not create an issue for locals?

Compliance levels and any emerging issues would still be monitored thoroughly during visits by civil enforcement officers (also referred to as traffic wardens). Visits would increase if there were any increases in non-compliant parking beyond any of the agreed thresholds. You can also report any enforcement issues to our enforcement team by emailing parking.enforcement@hackney.gov.uk.



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Will allowing Blue Badge holders to park in permit bays mean added stress and less parking spaces on my street? How will you monitor the impact of allowing Blue Badge holders to park in permit bays across the borough?

The potential impacts of allowing Blue Badge holders to park in permit bays across the borough has been considered. The outcome of this consideration was that there will be some bay types that Blue Badge holders will still not be able to use. This is to make sure that the needs of Blue Badge holders are balanced with the needs of the local residents and businesses in a particular area. Parking Services will monitor the effect of these changes on the availability of parking spaces for residents and businesses in areas around the borough and may use this information to increase the amount of resident or business permit holder only bays where necessary during parking zone reviews.

Why are you bringing in emissions-based charging for estates now?

The Council is committed to tackling the climate emergency. One of the key tools used by Parking Services to do this is emissions-based charging. Emissions-based charging provides an incentive for motorists to switch to greener vehicles. The Parking and Enforcement Plan (PEP) 2021-26 is the first PEP that has been consulted on since council housing in Hackney has returned under the control of the Council having previously been under the management of the Arms Length Management Organisation (ALMO) Hackney Homes. This has provided the first opportunity to align our parking offer for on-street and estates which includes the introduction of emissions-based charging.



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Why are you aligning the prices on estates with those on-street?

The Parking and Enforcement Plan 2021-26 is the first PEP that has been consulted on since housing came back under the jurisdiction of the Council. The lower prices for estate permits were a legacy from the management of the Arms Length Management Organisation (ALMO) Hackney Homes. Parking Services want to treat all our customers equally and this includes the pricing of our products. An estate resident permit is a similar product to an on-street resident permit and therefore we believe they should be charged at the same rate.

If you have any further questions on the proposals please contact the parking policy team on parking.policy@hackney.gov.uk or call 020 8356 4008.