

<b>Title of Report</b>	<b>Parking and Enforcement Plan 2022-27 - summary report</b>		
<b>Key Decision No</b>	NH S075		
<b>For Consideration By</b>	Cabinet		
<b>Meeting Date</b>	24 October 2022		
<b>Cabinet Member</b>	Cllr Mete Coban, Cabinet member for environment and transport.		
<b>Classification</b>	Open		
<b>Ward(s) Affected</b>	All wards		
<b>Key Decision &amp; Reason</b>	<table border="1"> <tr> <td>Yes</td> <td>Significant in terms of its effects on communities living or working in an area comprising two or more wards</td> </tr> </table>	Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards
Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards		
<b>Implementation Date if Not Called In</b>	31 October 2022		
<b>Group Director</b>	Rickardo Hyatt, Group Director for Climate, Homes and Economy.		

## 1. Cabinet Member's introduction

- 1.1. Following a thorough public consultation and extensive engagement, I am delighted to commend the fourth iteration of Hackney Council's Parking and Enforcement Plan (PEP) 2022-27 for approval and adoption by Cabinet.
- 1.2. During the first 'lockdown' in 2020, there were fewer motor vehicles travelling on the public highway. This demonstrated that the prospect of cleaner breathable air can be achieved as long as we are brave enough to take meaningful steps forward. This PEP is undoubtedly our strongest one yet, as the Council works collectively to Rebuild a Greener Hackney and avoid a car-led recovery that would negatively impact the health of Hackney's citizens.
- 1.3. Our vision for Hackney, as set out in this PEP, is built around five key pillars:
  - Supporting the **creation of sustainable streets** for everyone, by re-prioritising more of our kerbside space to support greening in the borough, and sustainable transport.
  - Providing **high-quality, customer-focused services** that respond to the needs of our residents, businesses and visitors.
  - Encouraging motorists to choose **active travel and sustainable travel options**, a switch to cleaner vehicles with a reduction in private vehicle ownership.
  - Consolidating a **fair, proportionate and transparent enforcement service** to deliver high levels of compliance, and robustly tackle fraud.
  - Delivering a **consistent approach** to parking products and services on all council-managed estates.
- 1.4. Over the next five years, we will develop our vision through innovative policies that are intended to encourage the use of more sustainable travel options in preference to private motorcycle, car or van ownership, in addition to supporting the Government's plans to phase out the sale of diesel and petrol cars or vans by 2030.
- 1.5. It is important that we work together now to reduce the effects of poor air quality, as pollutants and exposure to small particles in the air over prolonged periods of time were linked to an estimated 96 premature deaths in Hackney, according to the GLA in 2008. Research shows that the phasing out of petrol and diesel vehicles may lead to a welcomed 30 percent reduction in pollution by 2030.

- 1.6. I would like to put on record my thanks to the people of Hackney for helping us shape this Plan. Across a 13-week consultation in summer 2021, and a further three-week listening exercise in summer 2022, over 8,000 people gave us their views, which have led to a number of changes in the finalised proposals set out in this report.
- 1.7. In total, this PEP sets out 64 recommendations that will, over the coming years, build on many of the improvements we have already delivered in Hackney over the last decade and place Hackney's direction of travel firmly toward a greener, more sustainable future.
- 1.8. The Council's approach to parking enforcement remains focused on the quality, not the number of parking tickets, as we strive to improve driver compliance with parking and moving traffic rules. In April 2022 the Council insourced its parking enforcement functions, and this PEP sets out how we will use the insourced enforcement service to:
- Operate a well-run service that delivers high-quality services and financial stability.
  - Seek new opportunities in the future to streamline services and give the Council better control over the way the services are delivered.
  - Enable the move towards an electric fleet of vehicles used for enforcement in line with the Council's ambition to become carbon neutral.
  - Help to tackle inequality by providing better job opportunities and career progression.
- 1.9. Hackney Council's parking enforcement plays a key part in prioritising quality of life and the environment; making our streets safer for cyclists and pedestrians, tackling air pollution, and protecting our parks and green spaces.
- 1.10. I would like to make it clear that the Council does not use parking as a means of generating revenue, as this is strictly prohibited by law. How parking income is used is tightly controlled under the Road Traffic Regulation Act 1984 (as amended) and cannot be used to subsidise general expenditure. Policies contained in this PEP help us to manage parking efficiently, economically, and effectively.

## **2. Group Director's introduction**

- 2.1. The Parking and Enforcement Plan (PEP) 2022-27 reinforces the Council's vision to encourage sustainable travel through a number of objectives and recommendations over the next five years.
- 2.2. Key recommendations include increasing the parking permit emissions-based charging structure from 5 to 13 bands, and strengthening the incentives for permit holders to consider whether they need to drive and make the right choice at the point of sale.
- 2.3. It also sets out our plans to increase the diesel surcharge year-on-year (with the exception of newer vehicles that meet the higher Real Driving Emission (RDE2) test), and to introduce an additional vehicle surcharge for households with more than one car.
- 2.4. With parking enforcement services now returned to the management of the Council, having previously been outsourced to a third-party contractor, we will ensure our services are well-run, and tightly managed to place quality and fairness at the heart of our parking enforcement activities.
- 2.5. The PEP's vision, objectives, and recommendations underpin the delivery of the Council-wide objectives on vehicle use and improving air quality. Setting out the work that needs to be done early on will give residents, businesses, and visitors to the borough the ability to adapt to the changes over time.
- 2.6. The proposed PEP has been benchmarked against all 32 London councils and researched in detail. The PEP was consulted for a period of 13 weeks, with almost 5,000 responses received through the various consultation materials and tools used. Following the review of the feedback received, a three-week listening exercise took place to give respondents a further opportunity to feedback.
- 2.7. I recommend this report to Cabinet for approval and adoption.

## **3. Recommendations**

It is recommended that the Mayor and Cabinet:

- 3.1. Approves the Parking and Enforcement Plan (PEP) 2022-27, as set out in Appendix 1a and 1b, for adoption.

3.2. Delegates authority to:

- The Group Director for Climate, Homes and Economy,
- Strategic Director, for Sustainability and Public Realm, and
- Head of Parking, Markets, and Street Trading Service.

- to amend the objectives set out in the PEP, in consultation with the lead Cabinet Member with responsibility for Parking, to ensure that it continues to reflect any changes in legislation or other council policies.

3.3. Delegates authority to:

- The Group Director for Climate, Homes and Economy,
- Strategic Director for Sustainability and Public Realm, and
- Head of Parking, Markets, and Street Trading Service.

- to amend the PEP, including but not limited to the delivery of the recommendations, policies, terms and conditions, product limits, and pricing. This will ensure the delivery of the PEP, including its objectives by the dates set out in the report, and enable continuous progress in improving air quality, reducing CO<sub>2</sub> emissions, improving customer service, reducing fraud, and delivering more efficient services.

#### **4. Reason(s) for decision**

4.1. The Parking and Enforcement Plan (PEP) provides the policy framework for effective parking management within Hackney. The scope of the proposed PEP is necessarily broad, in part reflecting the complex and challenging linkages between parking and transport, environmental, economic and planning issues. It presents a series of policy recommendations that will be developed and implemented over its lifespan.

4.2. Hackney's original PEP was agreed upon by Cabinet in January 2005, with subsequent editions approved in November 2009, and April 2016. This iteration was consulted on for 13 weeks during August and November 2021, followed by a further listening exercise in June and July this year.

4.3. The Council's Parking, Markets, and Street Trading Service (referred to as Parking Services throughout this document), has developed the latest edition of the PEP to address the challenges and opportunities around parking over the next five years, including the need to improve air quality, tackle the climate change emergency, and support the transition to electric vehicles by residents who drive.

- 4.4. Each chapter within the proposed PEP explains the parking policy or initiative with a description and some background information. It also presents a series of recommendations to be developed during the lifespan of the PEP.
- 4.5. This report (sections 5 to 9) concentrates on the recommendations in the proposed PEP 2022-27 that were amended, recommended without support, or discontinued. All other recommendations supported through the consultation process can be found in appendix 2a and 2b - PEP consultation results and listening exercise feedback.
- 4.6. The PEP 2022-27, its objectives, recommendations, and policies work alongside other council-wide initiatives such as; Hackney, a Place for everyone - Corporate Plan 2018-22, the refresh Corporate Plan 2020-22 including Rebuilding a better Hackney, Rebuilding Greener, and the Emergency Transport Plan, Hackney's Transport Strategy 2015-25 and its supplementary Liveable Neighbourhood Plan 2015-25, the Sustainable Community Strategy 2018-28, Air Quality Action Plan 2021-25, the Local Implementation Plan 2019-22, the Local Plan 2033 (LP33) and the London Mayor's Transport Strategy (2018).
- 4.7. Each strategy or plan plays an important part in delivering the Council's commitment to our climate emergency declaration made in 2019, where the Council has pledged to not be a net contributor to climate change by 2040<sup>1</sup>.

#### **4.8. Parking vision and objectives**

- 4.9. The Parking and Enforcement Plan (PEP) 2022-27 is designed to support the delivery of the Council's existing commitments as set out in the previous section in this report, with a strong commitment to reducing poor air quality and CO<sub>2</sub>, as well as fulfilling our duties set out in the Department for Transport's (DfT's) guidance to local authorities on parking, and Hackney Council's traffic management duties under the Road Traffic Regulation Act 1984. This PEP is guided by the principles of the Traffic Management Act 2004, as set out by the Department for Transport's Statutory and Operational Guidance documents.

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<sup>1</sup> Rebuilding a greener Hackney - <https://hackney.gov.uk/rebuilding-a-greener-hackney>.

**Vision 1: Supporting the creation of sustainable streets for everyone, by re-prioritising more of our kerbside space to support greening the borough, and sustainable transport.**

Objective	How this will be achieved
<p>Objective 1: We will prioritise the reallocation of kerbside space for sustainable transport and greening schemes where there is demand for them, and funding available during the lifespan of the PEP.</p>	<p>We will work to reallocate kerbside space across the borough to make space for a range of other uses, including micromobility schemes (such as cycling and electric bicycles), electric vehicle charging point infrastructure, electric car club schemes to increase connectivity and offer an alternative to private vehicle ownership.</p> <p>Other uses of street kerbside space will also be considered such as sustainable urban drainage, Parklets, and tree planting to increase green space and mitigate the impacts of the changing climate.</p>
<p>Objective 2: We will support convenient access to electric charging points over the lifespan of the PEP.</p>	<p>We will work with our Streetscene Service to ensure that dedicated electric charging bays are installed across the borough, with parking policy in place to meet the growing demand for charging.</p>
<p>Objective 3: We will investigate the feasibility of re-prioritising the use of council-owned car parks by sharing the space with sustainable community transport hubs by 2027.</p>	<p>We will investigate the appetite from customers for a range of new services to be added to our car parks, including electric charging points, secure cycle parking, and car clubs, with the aim of sharing and repurposing the space by 2027.</p>
<p>Objective 4: We will offer car-sharing opportunities for Hackney residents by 2023.</p>	<p>We will create a Hackney resident peer-to-peer car-sharing parking permit, to promote sustainability and reduce vehicles off our roads.</p>

**Vision 2: Providing high quality, customer focused services that respond to the needs of our residents, businesses and visitors.**

Objective	How this will be achieved
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<p>Objective 5: We will continuously engage with and listen to our customers, in order to evolve our services to ensure that they continue to meet our customers' needs.</p>	<p>We will introduce our customer service promise that puts the customer first, by:</p> <ul style="list-style-type: none"> <li>● Delivering fair customer outcomes.</li> <li>● Getting things done right first time.</li> <li>● Simplifying and continually improving our processes.</li> </ul>
<p>Objective 6: We will continue to put people with disabilities at the top of our hierarchy of parking needs, by opening up parking in permit holder parking bays to all Blue Badge holders.</p>	<p>We will open up parking in permit holder bays across the borough to all Blue Badge holders.</p> <p>In addition, we will look at ways of improving the ease in which CEOs can carry out checks on Blue Badges to ensure that parking spaces are used and available for those most in need of them.</p>

**Vision 3: Encouraging motorists to choose active travel and sustainable travel options, a switch to cleaner vehicles with a reduction in private vehicle ownership.**

Objective	How this will be achieved
<p>Objective 7: We will incentivise going greener with reduced price parking permits guaranteed during the lifespan of this PEP.</p>	<p>We will reward residents, businesses and organisations who go electric over the next five years with:</p> <ul style="list-style-type: none"> <li>● Low-cost parking permits for electric vehicles, except external all zone and car club permit holders.</li> <li>● A reduction in parking permit price for lower CO<sub>2</sub> emissions output vehicles.</li> </ul> <p>We will also incentivise a greener Council fleet with low-cost internal all zone parking permit for electric vehicles.</p>
<p>Objective 8: We will reduce the number of short-stay visitor parking sessions by 30% by 2027.</p>	<p>We will support active travel and improve air quality by making it significantly more expensive for the most polluting vehicles to pay for short-stay parking in Hackney and</p>



	ensure the price of the average session is not less than using public transport.
Objective 9: We will reduce the use of visitor vouchers by 15% by 2027.	<p>We will support more people to use sustainable transport by making it more expensive for those who purchase high numbers of vouchers, and introducing tighter annual allowances in areas where parking availability is most under pressure, or air quality is poorest.</p> <p>At the same time, we will also protect the discounts for Blue Badge holders and the over 60s, who often rely on the support of family and friends to maintain their independence.</p>
Objective 10: We will reduce ownership of polluting vehicles in Hackney by 10% by 2027.	We will make it cheaper for residents with electric and low-emission vehicles to park in Hackney, while making the most polluting vehicles, and households owning more than one vehicle, pay significantly more.
Objective 11: We will deliver a 15% reduction in diesel vehicles parking in Hackney by 2027.	<p>We will make it progressively more expensive for drivers of the most polluting vehicles to purchase a permit, or park using pay and display, in Hackney. We will do this by:</p> <ul style="list-style-type: none"> <li>● Increasing the diesel surcharge for parking permits annually.</li> <li>● Introducing a diesel surcharge for paid short-stay parking sessions.</li> </ul>
Objective 12: We aim to deliver a 10% reduction in CO <sub>2</sub> emitted by the average permitted vehicle in Hackney.	We will expand the number of charging bands to match those used by the DVLA for road tax, which will give a stronger incentive to those with higher polluting vehicles to switch to a greener vehicle.
Objective 13: We will support community workers providing essential services within the borough.	We will review parking provisions for workers in the borough that need to drive to provide essential services in the community,

	and meet a set of criteria can obtain a community support permit.
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**Vision 4: Consolidating a fair, proportionate and transparent enforcement service to deliver high levels of compliance, and robustly tackle fraud.**

<b>Objective</b>	<b>How this will be achieved</b>
Objective 14: We will review all uncontrolled Hackney Housing Estates parking roads by 2027.	We will carry out controlled parking zone consultations in uncontrolled Hackney Housing estates, in order to improve parking stress, traffic flow and uphold road safety through effective enforcement.
Objective 15: We will adopt a demand-led approach to our enforcement service by 2023.	We will focus more resources on areas with poor compliance so that the negative impacts of parking problems on local communities are addressed as swiftly as possible.
Objective 16: We will procure a car pound within the borough by 2027.	We will continue carrying out the Council's statutory removal duties and provide better accessibility to customers wishing to collect their vehicles.
Objective 17: We will remove unsafe, unroadworthy, and dangerous vehicles off our roads within five working days of it being reported to us.	We will remove abandoned, untaxed, and dangerously parked vehicles off our roads within five working days, enforce and/or prosecute offenders.
Objective 18: We will reduce the number of persistent parking evaders in Hackney.	We will actively pursue persistent evaders of parking and traffic restrictions to recover charges.

**Vision 5: Delivering a consistent approach to parking products and services on all Hackney Housing estates.**

<b>Objective</b>	<b>How this will be achieved</b>
Objective 19: We will align all parking products and services to Hackney Housing estates.	Where possible and appropriate we will harmonise all aspects of parking policy on Hackney Housing estates to match the range of services and products available to

	<p>residents across the rest of the borough. This includes:</p> <ul style="list-style-type: none"> <li>● electric vehicle charging infrastructure</li> <li>● permits and vouchers – products, services, policies and pricing</li> <li>● short-stay parking provisions</li> <li>● compliance and enforcement</li> <li>● parking zone consultations.</li> </ul>
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#### 4.10. Summary of the proposed PEP results

4.11. In total 64 recommendations were put forward in the initial Parking and Enforcement Plan. Of these, 33 will be taken forward by other council-run services or are required to be implemented, and therefore were not consulted upon, leaving members of the public with 31 recommendations, which we were seeking views on.

4.12. Of the 31 recommendations, the initial consultation found public support for 12 initial recommendations, covering the following key areas:

- The introduction of a year-on-year increase of the diesel surcharge.
- Proposed parking zone review process.
- The inclusion of estate parking zones, when consulting on on-street parking zones.
- Proposals to introduce two new parking permits; a car-sharing permit and a market trader permit.
- The extension of the community support permit to a wider cohort of organisations that provide essential care in the community.
- Introducing maximum stays in all-electric vehicle charging points, to make them accessible.
- Extending dispensation waivers to Hackney Housing estates, which supports residents with two free parking permits for weddings and up to ten for funerals.
- Plans to adopt a demand-led enforcement service and explore options for additional duties when Civil Enforcement officers (as known as Parking attendants) whilst patrolling the Streets.
- Opening up permit holder parking bays to all Blue Badge holders.

4.13. Of the remaining 19 recommendations, two sought suggestions that were provided as a response only. Of the remaining 17 that did not receive majority support for the proposals:

- Three of those recommendations were removed from the final draft of the PEP - details of why can be found in sections 7.2, 7.42, and 8.2.
- 7 were amended to take into account feedback from the public - details of why, and how they were amended can be found in section 5.
- 7 recommendations are being taken forward despite a lack of public support, due to their importance in delivering the key objectives of reducing car use, reducing CO<sub>2</sub> emissions, and improving local air quality. Details of these recommendations can be found in section 6.

4.14. In addition, four new recommendations were created – details of why can be found in sections 7.10, 7.36, 7.46, and 9.1. A full list of the PEP recommendations and tables log can be found in appendix 3.

## **5. Proposals amended following public consultation**

5.1. The sections below summarise the changes made following public consultation compared to the initial proposals.

### **5.2. Hierarchy of parking needs and parking kerbside space management**

#### What we proposed

5.3. The hierarchy of parking needs helps the Council prioritise how parking space is utilised across the borough and parking kerbside space management determines how the space can benefit all road users. The hierarchies of parking needs and parking kerbside space management were not supported in the consultation. See recommendation 1.1 below.

**5.4. *Recommendation 1.1 - To adopt the hierarchy of parking needs and parking kerbside space management.***

#### Consultation feedback

5.5. Although 33% agreed with the proposal and 52% disagreed, people felt that the proposals did not support pedestrians or cyclists and also did not understand how the ultra-low emissions vehicles band worked. Others did not like the fact that resident parking was prioritised fourth or that car clubs and car-sharing were not prioritised higher as they felt that they supported a reduction in private vehicle ownership.

### Amendments

5.6. In response to the feedback obtained during the consultation, we have listened and made the following changes to this recommendation. Car clubs have been moved up to priority two, from priority three, to encourage car-sharing over the use of any private vehicle and an additional table has been added to outline the priority within the ultra-low emissions vehicles so that it is clear.

5.7. Pedestrians and cyclists are prioritised in the parking kerbside space management see updated tables 1.1-1.3 for more details. Following the amendments suggested during the PEP consultation, this recommendation will continue to feature in the PEP, as hierarchies are important in deciding how to prioritise parking needs and kerbside space.

### 5.8. **Table 5.1: Proposed hierarchy of parking needs**

Priority	Road user
1.	<ul style="list-style-type: none"> <li>blue badge holders' /accessible parking</li> </ul>
2.	<ul style="list-style-type: none"> <li>car clubs/car-sharing</li> </ul>
3.	<ul style="list-style-type: none"> <li>ultra-low emissions vehicles (see the breakdown in table 1.1b)</li> </ul>
4.	<ul style="list-style-type: none"> <li>resident's parking*</li> </ul>
5.	<ul style="list-style-type: none"> <li>public third sector organisations</li> </ul>
6.	<ul style="list-style-type: none"> <li>local business/service operational parking/</li> </ul>
7.	<ul style="list-style-type: none"> <li>servicing</li> <li>short-stay shopper/visitor parking</li> </ul>
Other factors affecting priority include:	<ul style="list-style-type: none"> <li>impact on traffic flow/road safety</li> <li>impact on air quality/climate change</li> <li>size of vehicle/effect on the local environment</li> </ul>

\*Includes Hackney Housing estates.

### 5.9. **Table 5.2: Proposed ultra-low emissions vehicles or transport**

Priority	Road user
1.	<ul style="list-style-type: none"> <li>resident ultra-low emissions vehicle</li> </ul>
2.	<ul style="list-style-type: none"> <li>public third sector organisations ultra-low emissions vehicles</li> </ul>
3.	<ul style="list-style-type: none"> <li>local business/service vehicles and operational/servicing vehicles</li> </ul>
4.	<ul style="list-style-type: none"> <li>short-stay shopper/visitor vehicles</li> </ul>

### 5.10. **Table 5.3: Proposed parking kerbside space management**

Priority one	Essential kerbside space
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1.	● personalised permit bay*
2.	● registered disabled bay
3.	● general use disabled bay
4.	● floating car clubs
5.	● dedicated car club bays
6.	● electric parking bays
7.	● doctors bay
<b>Priority two                      Sustainable kerbside space</b>	
1.	● cycle hangars
2.	● cycle racks
3.	● cycle hire only bays
4.	● cycle hubs
5.	● cycle containers**
6.	● parklets
7.	● greening alternatives
<b>Priority three                      Standard kerbside space</b>	
1.	● resident's bay
2.	● permit bays
3.	● business bays
4.	● motorcycle bays
5.	● loading bays
6.	● shared-use bays
7.	● pay and display bays

\*For people with disabilities.

\*\*Hackney Housing estates only.

## 5.11. Reviewing emissions-based charging bands

### What we proposed

- 5.12. To further encourage vehicle owners to switch to less polluting vehicles, Hackney plans to increase the number of pricing bands from 5 to 13, which will mirror the bands the Driver and Vehicle Licensing Agency (DVLA) uses to determine emissions-based vehicle tax band categories, see recommendation 2.11 below.

- 5.13. ***Recommendation 2.11 - To increase the number of pricing bands from 5 to 13 in line with DVLA vehicle tax rates. This is to differentiate between the different levels of vehicle pollution to further encourage vehicle owners to switch to lower polluting vehicles - see appendix 4 Proposed PEP 2022-27 permit prices, for the emissions-based charging bands structure.***

### Consultation feedback

- 5.14. 43% of respondents supported the proposals, with 45% objecting to this change. Some respondents felt that a larger vehicle that takes up more

space should pay more. Other feedback received did not address the proposed increase from 5 to 13 bands and instead focused on the parking permit prices themselves, which are considered in a separate recommendation. Feedback received from the listening exercise on the revised parking permit prices also highlighted that some motorcycles do not record emissions on their V5C vehicle logbook.

5.15. However, having given due regard to the council’s responsibilities in law, as set out in the council’s various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that the recommendation is central to delivering the Council’s objectives as laid out in these strategies, ambition to encourage residents, businesses, and visitors to the borough to move towards cleaner vehicles and consider whether they need a vehicle, therefore the recommendation will continue to feature in the proposed PEP 2022-27.

5.16. The review of the emissions-based charging bands recommendation supports the work that has been done to improve air quality in the borough, by encouraging permit holders to consider whether they need to ride or drive and to travel sustainably if they do.

Amendments

5.17. The emissions-based charging structure is based on how polluting a vehicle is; not the size or space taken on the road. To address motorcycles that do not have their CO<sub>2</sub> emissions recorded in their V5C logbook, and their permit fee would have been based upon a limited number of CC equivalent units, an additional layer of 50cc or under has been incorporated into a lower band in the structure, see table 2, emissions-based charging 13 bands.

**5.18. Table 5.4 - Proposed emissions-based charging 13 bands**

<b>Bands</b>	<b>Proposed emissions or engine size</b>
1	0g/km
2	1-50g/km, 50cc or under
3	51-75g/km, or 51 - 125cc*
4	76-90g/km
5	91-100g/km, or 126 - 400cc*
6	101-110g/km
7	111-130g/km, or 401 - 800cc*
8	131-150g/km

9	151-170g/km, or 801 - 1200cc*
10	171-190g/km
11	191-225g/km, or 1201cc- 2000cc*
12	226-255g/km
13	Over 256g/km or 2001cc*
<p>The current diesel surcharge is £150 per year, 3 and 6 month permits will be prorated and prices are subject to annual price increases.</p> <p>*Where no information is held on a vehicle's CO<sub>2</sub> emissions, the price will be calculated on engine size.</p>	

## 5.19. **Additional vehicle surcharge**

### What we proposed

5.20. In order to ensure that the right incentives are in place to discourage the ownership of multiple cars by one household, and encourage residents within a home to consider sharing a private vehicle or to rethink whether they need to ride or drive, Hackney Council is proposing an additional vehicle parking permit surcharge, see recommendation 5.2 below.

5.21. ***Recommendation 5.2 - To introduce an additional vehicle permit surcharge for two or more permits held in one household - see table 3.***

### Consultation feedback

5.22. 49% of respondents disagreed with the proposal compared to 41% that were in favour. However, much of the response was around households wanting more than one vehicle as opposed to feedback on how the proposal can be improved.

5.23. A suggestion was made to limit the surcharge to new residents moving into Hackney, with a lifetime guarantee that existing permit holders would be exempt from the surcharge. Some requested an exemption for secondary vehicles that were electric or large families.

5.24. The consulted PEP proposal was to bring in a £100 additional vehicle surcharge over the course of five years, paying nothing in the first year, 50% in year two moving to full price by year three.

### Amendment

5.25. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering



key to setting out the Council’s objectives as laid out in these strategies, as it will reduce car ownership and associated emissions, and therefore the recommendation to introduce an additional vehicle surcharge will be introduced in the PEP 2022-27.

5.26. In response to the feedback from the PEP consultation, and in order to give residents, including estates, the opportunity to scale down the number of vehicles they have in their homes, the proposed implementation time has increased from five to seven years. In addition to this, the proposed additional surcharge has been reduced by 50% to £50 per year. There is no change to how the proposed additional vehicle surcharge will be introduced, which is no cost in year one, 50% of the total cost in year two, and full price paid from year three, see table 3

5.27. **Table 5.5: Additional vehicle parking permit surcharge**

Year	Annual price increase	Year 1 2022-23*	Year 2 2023-24*	Year 3 2024-25*	Year 4 2025-26	Year 5 2026-27	Year 6 2027-28	Year 7 2028-29
Additional vehicle parking permit surcharge	50+	0	£25	£50	£100	£150	£200	£250

\*Year one no increase, year two, 50% increase and year three full price.

\*\*Applies to estate residents with more than one estate parking permit per household or a mixture of estate and on-street permits.

\*\*\*Excludes Blue Badge holders with a valid companion e-badge with vehicles registered in their name.

**5.28. Emissions-based charging on estates**

What we proposed

5.29. Emissions-based charging is a key tool in reducing car usage, particularly vehicles that emit a large amount of CO<sub>2</sub>. However, at present, estate resident permits are the only permits available that do not operate an emissions-based charging structure, meaning that the cost of parking on estates does not bear any relation to the damage that vehicles do to the air that we breathe, or the emissions polluting vehicles produce, see recommendation 5.4 below.

5.30. **Recommendation 5.4** - *To introduce emissions-based charging on estates with permit prices rising to match the on-street price after a transition period. This will take place over seven years starting in 2023/24 and will include incremental price increases - see appendix 4 Proposed PEP 2022-27 permit prices, for more details.*

### Consultation feedback

- 5.31. 64% of estate residents did not support plans to introduce emissions-based charging on estates. Estate residents felt that there were not enough electric vehicle charging points on estates to encourage and promote sustainable alternatives.
- 5.32. There is work being carried out by the Council's Streetscene Service to expand the current electric vehicle charging point structure and this work includes making charging points accessible to estate residents. Similarly, 62% of estate residents disagreed with proposals to align the estate with on-street parking permits over a five-year period.
- 5.33. One estate resident who disagreed with the proposal stated that most Hackney Housing estates will see their parking permit price rise exponentially. However, they would find the proposal more acceptable if the estate parking permit was extended to the surrounding parking zone. This has already been considered as a proposal to move forward with, as part of identifying estates Parking Zones.

### Amendments

- 5.34. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council's objectives as laid out in these strategies, as it is central to the council's objectives to reduce CO<sub>2</sub> emissions and cut air pollution, and therefore the recommendation to introduce emissions-based charging on estates will be introduced in the PEP 2022-27.
- 5.35. Hackney Housing estate's emissions-based charging will be introduced over seven years and not five as originally proposed. The seven-year extension also applies to the diesel surcharge excluding diesel vehicles that meet the Real Driving Emissions 2 threshold.
- 5.36. Residents who are on a low income and also live in on-street properties, where the 5-band emissions-based charging structure has been in place for some time, are not afforded any concessions on their parking permits. Equally, Hackney Housing estates properties that are privately owned are paying a flat price for their parking permit, irrespective of vehicle emissions.
- 5.37. The vital work that is being done across Hackney to reduce air pollution needs to cover all areas that contribute to pollution levels in the borough. This includes Hackney Housing estates as everyone needs to take

responsibility, through the choices that they make, to reach the Council's ambition to deliver net zero emissions across all its functions by 2040. It is recommended that the emissions-based charging on estates introduced over a seven-year period is included in the final proposed PEP 2022-27.

### **5.38. Estate resident visitor voucher prices and allocations**

#### What we proposed

5.39. The Council is proposing reducing visitor voucher limits in individual PZs, if there is evidence of high levels of parking stress or poor air quality, see recommendation 5.15 below.

**5.40. *Recommendation 5.15 - To align estate visitor voucher prices and the number of vouchers per book of estate visitor vouchers with on-street visitor vouchers following a five-year transition period starting in 2023/24.***

#### Consultation feedback

5.41. Estate residents did not support proposals to harmonise visitor voucher pricing on estates to on-street, as 59% disagreed. People wanted the price to be kept the same for older and disabled people. Others talked about being able to afford visitor vouchers for workers and health care professionals.

#### Amendments

5.42. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council's objectives as laid out in these strategies, as it is central to the council's objectives to reduce CO2 emissions and cut air pollution by amending the estate resident visitor voucher prices and allocations, and therefore the recommendation to introduce emissions-based charging on estates will be introduced in the PEP 2022-27.

5.43. Older estate residents or people with a disability will continue to benefit from a 50% discount on all parking permit prices for their visitors. Estate residents are not obliged to provide parking for workers and the recommended expansion of the Community Support Permit to wider organisations and Hackney Housing estates should also reduce the number of vouchers required for healthcare professionals.

5.44. In response to the feedback received, the harmonisation period has increased from five to seven years and this is what is being put forward, please see table 4 below, for more information.

5.45. **Table 5.6: Proposed estate resident visitor voucher price and allocations**

Price*	Voucher type	Voucher price	Discounted voucher price**
Existing price	One day	£0.40	£0.20
Year 1	One day	£0.80	£0.40
Year 2	One day	£1.20	£0.60
Year 3	One day	£1.80	£0.90
Year 4	One day	£2.60	£1.30
Year 5	One day	£3.40	£1.70
Year 6	One day	£4.20	£2.10
Year 7	One day	£5.00	£2.50
Year 7***	Two hours	£2.00	£1.00

Please note - pricing harmonisation over a seven-year transitional period.  
 \* The prices in this table will be subject to annual fees and charges increases.  
 \*\* Discounts of 50% will be applied to the first 24 books for Blue Badge holders and the over 60s.  
 \*\*\*New estate voucher type.

5.46. **Short-stay parking differential parking structure**

What we proposed

5.47. Parking Services proposed introducing variable short-stay parking prices depending on vehicle emissions and location, see recommendation 6.2 below.

5.48. **Recommendation 6.2** - *To introduce a short-stay parking differential pricing structure based on vehicle emissions and locations, including a petrol and diesel surcharge, to discourage unnecessary vehicle journeys and encourage the use of more sustainable methods of transport, see table 5.*

5.49. **Table 5.7: Short-stay parking differential parking structure.**

Area	Zero emissions vehicles	Petrol vehicles registered from 2005	Diesel vehicles registered from 2015 (£1 per hour surcharge)	All other vehicles and payments at pay and display machines (£2 per hour surcharge)
High demand	£4.00	£5.00	£6.00	£7.00
Medium demand	£3.00	£4.00	£5.00	£6.00
Low demand	£2.00	£3.30	£4.30	£5.30

<b>Around Homerton University Hospital</b>	<b>£1.00</b>	£1.65	£2.65	£3.65
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Consultation feedback

- 5.50. 54% of the total number of people who responded disagreed with the proposal. Reasons given included people feeling that plans needed to cover religious worshippers who park for a short time after prayers and tradespeople. Others felt that as their vehicle was Ultra Low Emissions Zone (ULEZ) compliant and that should be enough.

Amendments

- 5.51. This recommendation does not prevent short-stay parking for worshippers. It discourages people from making short vehicle journeys that can be replaced by travelling sustainably by walking, cycling, using public transport, and where necessary using car-sharing schemes. Worshippers with disability and Blue Badges can park for up to three hours on single and double yellow lines where no other restrictions apply, or in shared-use and pay and display bays for an unlimited time.
- 5.52. Tradespeople working on behalf of residents may use (if offered) two-hour and all-day resident visitor vouchers to park which are priced competitively.
- 5.53. Using a ULEZ-compliant vehicle does not discourage making short journeys within the zone boundaries, which this recommendation addresses.
- 5.54. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council's objectives as laid out in these strategies, as it is central to the council's objectives to reduce CO<sub>2</sub> emissions and cut air pollution by reducing the number of avoidable car journeys driven in Hackney, and therefore the recommendation to introduce a short stay differentiated parking structure will be introduced in the PEP 2022-27.
- 5.55. This proposal is the cornerstone of discouraging visitors to Hackney to travel by car. The prices have been updated to reflect the current transport prices to ensure that it is not cheaper to use visitor parking than a return bus journey, and prices around Homerton University College Hospital have been maintained at the lowest rate to support people visiting or attending the hospital for appointments. Subject to approval, this recommendation has been included in the proposed PEP 2022-27.

## 5.56. **Cashless short-stay parking**

### What we proposed

- 5.57. Proposals included introducing emissions-based charging for cashless parking, with an additional diesel surcharge, which has reduced diesel vehicles using short-stay parking in other boroughs by 15%. To ensure that drivers who can't pay with a mobile can still benefit from emissions-based charging rates, we also plan to provide them with the same options to pay a rate based on their vehicle's emissions, via local shops using PayPoint, see recommendation 6.3 below.

- 5.58. ***Recommendation 6.3 - To transition gradually toward a 100% cashless payment option for short-stay parking, expanding on the option of having pay points to allow customers to access different payment methods, and removing pay and display machines where there is no longer demand for them from customers.***

### Consultation feedback

- 5.59. 38% agreed and 39% disagreed with the 100% cashless short-parking plan. People wanted clear signage to guide them on how to make a payment.

### Amendments

- 5.60. This proposal has been updated so that the transition can be monitored to ensure all customers are well served. See the revised recommendation 6.3 that has been put forward below. There will also be a communication and engagement campaign to ensure that residents, businesses, and their visitors will be informed of the changes and signposted to the available payment options.

- 5.61. ***Recommendation 6.3 - To gradually remove pay and display machines in areas where there is little or no demand for pay and display machines from customers (less than 5% of transactions), we will remove pay and display machines, while still catering to those who may need to pay with coins via a boroughwide network of Paypoint terminals in local shops and businesses.***

## 6. **Proposals being taken forward as originally set out, that were not publicly supported following consultation**

- 6.1. The sections below summarise the proposals put forward, despite not being supported in the proposed PEP public consultation. It is important to note

that these recommendations support the Council’s wider climate emergency declaration made in 2019 and our promise to rebuild a greener Hackney – which includes helping to protect the planet for future generations, and build a borough with cleaner air, healthier lives, and better neighbourhoods for all of our residents and businesses.<sup>2</sup>

## 6.2. Motorcycle vehicle engine size review

### What we proposed

6.3. The current banding structure does not take into consideration smaller engine sizes for motorcycles that do not have recorded CO<sub>2</sub> emissions, see recommendation 5.8 below. The proposed categories included under 500cc and 501-1200cc based on the size of the engine, this way smaller motorcycles will pay a fairer price for how much they pollute, see recommendation 5.8 below.

6.4. **Recommendation 5.8** - *To update the current parking permits emissions-based structure by adding under 500cc and revising 501-1200cc for smaller engine sizes, making fees and charges fairer for motorcyclists without recorded emissions. This change will be superseded by the later introduction of the 13-band charging structure outlined earlier in this plan, see table 6 below*

## 6.5. Table 6.1: Motorcycles vehicle engine size review

Bands	Proposed emissions-based charging structure
1	No local emissions
2	Up to 120 g/km under 500cc
	Price including diesel supplement
3	121 - 185 g/km, or 501-1200cc*
	Price including diesel supplement
4	186 - 225 g/km, or 1200-2000cc*
	Price including diesel supplement
5	226 g/km +, or 2001cc*+
	Price including diesel supplement
<p>The diesel supplement will be £150 per year, and will be pro-rated for 3 and 6-month permits.</p> <p>*Where no information is held on a vehicle’s CO<sub>2</sub> emissions, price will be calculated on engine size.</p>	

<sup>2</sup> Rebuilding a greener Hackney - <https://hackney.gov.uk/rebuilding-a-greener-hackney>.

#### Consultation feedback

- 6.6. 41% of all respondents who answered this question disagreed with the proposal. The feedback received did not relate to the banding, and addressed the rationale for charging motorcycles to park across Hackney. The motorcycle parking permit review was consulted on for six months in 2020 and was subsequently approved by Cabinet in 2021.

#### Rationale

- 6.7. This recommendation creates lower bands for motorcycles with smaller engines and is therefore beneficial to motorcyclists that do record emissions and are therefore included in the proposed PEP 2022-27 as originally proposed.

#### **6.8. Extending community support permits to estates**

##### What we proposed

- 6.9. Hackney Council also proposes to extend the community support permit, to cover estates, where many residents who benefit from such services reside. Doing so will facilitate the delivery of key services across on-street and estate areas so that community-based staff are able to undertake their work unhindered, see recommendation 5.10.

- 6.10. *Recommendation 5.10 - To extend the eligibility of the proposed community support permits to include parking on estates. This will allow workers providing key essential community support work, to more easily access their patients who live on estates.***

#### Consultation feedback

- 6.11. The recommendation to extend the Community Support Permit to Hackney Housing estates was not supported by estate residents, with 55% disagreeing with the proposal. People wanted estate parking bays reserved for residents and their visitors.

#### Rationale

- 6.12. However, it is important to offer the same level of support and in turn, care, for estate residents as we offer to people living on on-street properties. The original recommendation will be implemented, however, if there are estates where there are not many parking places available, we will reserve the option to exempt these estates.



### 6.13. Reducing visitor voucher usage

#### What we proposed

6.14. One of the main objectives of the proposed PEP is to reduce the use of visitor vouchers by 15% by 2027. This is part of the Council's mission to improve air quality and reduce CO<sub>2</sub> emissions in Hackney. To deliver this, the Council intends to increase the price of visitor vouchers, primarily by reducing sales to those households that buy high volumes, while keeping prices low for the majority of customers who infrequently require them, see recommendation 5.13.

6.15. **Recommendation 5.13** - *To reduce the use of visitor vouchers by 15%, by increasing the price of visitor vouchers to a rate which will support public transport as a viable transport alternative, see tables 7 and 8 for more information.*

### 6.16. Table 6.2: Proposed one-day visitor voucher allocation

Number of voucher books parking bought per year	Price per voucher
1-10 books	£5.00
11-20 books	£7.00
21-30 books	£10.00
31-40 books	£14.00

### 6.17. Table 6.3: Proposed two-hour visitor voucher allocation

Number of voucher books parking bought per year	Price per voucher
1-10 books	£2.00
11-20 books	£3.00
21-30 books	£4.00
31-40 books	£5.00

#### Consultation feedback

6.18. Feedback was received on the principle of short-term visitor parking not being cheaper than a return bus journey and this is in line with Parking Services' ambition to encourage active travel. People remarked on the fact that travelling from outside of zone 1-4 can be expensive and more than the price being proposed. Others felt that the cost was too high for rental

vehicles compared to permit prices and that it was unfair that there was not enough available space to park when returning home. Overall 55% disagreed with it.

### Rationale

- 6.19. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council's objectives as laid out in these strategies, as it is central to the council's objectives to reduce CO<sub>2</sub> emissions and cut air pollution by reducing the number of avoidable car journeys driven in Hackney, and therefore the recommendation to reduce visitor voucher usage through the measures set out above will be introduced in the PEP 2022-27.
- 6.20. Visitor voucher prices have been reviewed based on localised bus journeys. We want to replace the use of short-term visitor parking with sustainable travel options where feasible, this will be monitored and reviewed during the lifespan of the PEP.
- 6.21. For residents that need an occasional voucher for family and friends to park vehicles or rentals during controlled hours, the price of vouchers will be cheaper for the first 50 days or 200 hours. For most people, this will provide ample parking provisions for their visitors. It is only when visitor vouchers are used to park a vehicle on a more regular and frequent basis, to facilitate commuter parking, for example, that the price increases to influence a reduction in the number of people using vouchers in this way.
- 6.22. It is proposed that this recommendation is taken forward as it should reduce the overall number of visitor vouchers being used and alleviate parking pressures, as it will no longer be cheaper or more cost-effective to travel into Hackney by a vehicle, or park a secondary vehicle using vouchers.

### **6.23. Variable visitor voucher limits**

#### What we proposed

- 6.24. The Council is proposing to reduce visitor voucher limits in individual Parking Zones if there is evidence of high levels of parking stress or poor air quality, see recommendation 5.14 below.
- 6.25. ***Recommendation 5.14 - . To introduce variable visitor voucher parking zone limits and to create zonal rules, allowances, and eligibility to buy different voucher types. This would protect residents in areas where parking stress is***

*high and protect spaces for residents and Blue Badge holders who rely on support from family and friends to maintain their independence, see table 9.*

**6.26. Table 6.4: Criteria to implement variable visitor voucher pricing**

<b>Criteria</b>	<b>Description</b>	<b>Visitor voucher options</b>
Parking stress	Equal to or greater than 85% and/or peak visitor parking levels of 30% outside of controlled hours.	<ul style="list-style-type: none"> <li>• Suspend the sale of vouchers, or reduce the annual household allowance (e.g. to 30 / 20 / 10 / 5 books) by PZ.</li> <li>• Depending on the severity of the local challenges, this may be reviewed on a case-by-case basis with bespoke outcomes.</li> </ul>
Air pollution	Roads where the annual mean concentration of nitrogen dioxide (NO <sub>2</sub> ) or particulates (PM <sub>10</sub> ) exceeds 40 ug/m <sup>3</sup> , roads that exceed short-term NAQOs including the NO <sub>2</sub> 15 minute mean of 200ug/m <sup>3</sup> . (which is not to be exceeded more than 18 times a year), and PM <sub>10</sub> 24-hour.	

Consultation feedback

6.27. People felt that although all-day visitor parking should still be allowed, throughout the borough to facilitate residents to welcome occasional visitors; regular commuters should be discouraged and vouchers limited so as not to be used for this purpose. Although 52% of all respondents did not support these proposals, no feedback was given as to why.

Rationale

6.28. Having given due regard to the council’s responsibilities in law, as set out in the council’s various strategies and plans as outlined in section 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council’s objectives as laid out in these strategies, as it will give Hackney the tools necessary to reduce car use in areas of the borough where air quality is poor, or parking stress is high, and therefore the recommendation to reduce variable visitor voucher limits through the measures set out above will be introduced in the PEP 2022-27.

**6.29. Extending film vouchers to estates**

What we proposed

6.30. Film vouchers are open to film and photographic production companies working in the borough and are issued for a specific location; currently, Hackney Housing estates are not included in the available places to park, see recommendation 5.17 below.

**6.31. Recommendation 5.17 - To extend the eligibility of film vouchers to include parking on estates.**

Consultation feedback

6.32. 43% of all respondents did not support the proposals and mentioned that they should have more control over who parks in their estate.

Rationale

6.33. Allowing film vouchers to be extended to an estate on a discretionary case-by-case basis will allow Officers to assess each application and take into consideration other factors, such as the parking stress, the space available on the estate, and whether there is a need and/or alternative parking places elsewhere. With this amendment, this recommendation has been put forward.

**6.34. Short-stay parking on estates**

What we proposed

6.35. Parking on estates is currently limited to estate resident permit holders or their visitors using an estate visitor voucher. These are limited options if residents in or around an estate require parking and do not have access to e-vouchers, or only want to park for a short amount of time, see recommendation 6.4 below.

**6.36. Recommendation 6.4 - To consider the introduction of shared-use (for pay and display and permit holders) or pay and display bays in estates on a case-by-case basis with clear priority given to residents.**

Consultation feedback

6.37. 42% agreed with this proposal and 45% did not. No feedback was received as to why they disagreed.

Rationale

6.38. Extending short-stay parking to Hackney Housing estates will be done on a discretionary case-by-case basis, which will allow Officers to assess each application and take into consideration other determining factors, such as the parking stress, the space available on the estate, and whether there is a need and/or alternative parking place elsewhere. This wording has been updated and the recommendation is supported for inclusion in the proposed PEP 2022-27.

### **6.39. Car park maximum stays**

#### What we proposed

- 6.40. The Council owns a limited number of small publicly-available off-street car parks in the borough. Presently there are no maximum stay limits in place and Hackney car parks can facilitate all-day parking, see recommendation 6.5 below.

***Recommendation 6.5 - To introduce maximum stay restrictions for car parks, in order to discourage all-day parking by commuters, while still supporting those using local shops and community facilities.***

#### Consultation feedback

- 6.41. 50% of all respondents disagreed with proposals to introduce maximum stays in car parks. Some respondents encouraged the use of car parks and welcomed more to support local small businesses.

#### Rationale

- 6.42. A number of these car parks have historically provided all-day parking for visitors, which encourages their use by commuters. This is contrary to the objectives set out in the proposed PEP and other strategies and plans as outlined in section 4.6 and 4.7 of this report, and deprives spaces from those who need to park for shorter periods. It is therefore proposed that a maximum stay restriction is introduced to all car parks, to discourage all-day parking by commuters, while still supporting those looking to use local shops and community facilities.

## **7. Proposals discontinued and replaced or updated following public consultation**

- 7.1. The sections below summarise the two discontinued proposals and three of the new proposals put forward, following public consultation.

### **7.2. Free electric parking permits**

#### What we proposed

- 7.3. Proposals to introduce a free electric resident, business, and organisation parking permit for the next five years are not supported. See recommendation 5.1.

**7.4. Recommendation 5.1** - *To incentivise residents, businesses, and organisations to go electric, with a commitment that electric permits available to Hackney residents, businesses and organisations will be free for at least the next five years.*

Consultation feedback

7.5. People supported the introduction of free electric parking permits with 42% agreeing with the proposals. Some respondents who agreed with the proposals, however, suggested that drivers of electric vehicles should be charged a parking fee as they still contribute to congestion, taking up parking space on the roads.

7.6. When asked in the consultation for general open-ended feedback, 6% (118 of respondents) were worried about how the Council was able to provide free electric parking permits without recouping the cost from others who will be invariably less well off.

7.7. 5% (96) of respondents expressed the view that if electric vehicle parking was free or cheaper in Hackney, the same should apply to the provision of cycle parking in the Council's Cycle Hangars. People wanted a commitment from the Council that the lowest-priced parking permit would never cost less than a space in a cycle hangar.

7.8. Some stated that there were no real workable alternatives for people who simply could not afford to make the change, as cargo bikes and electric vehicles were options for a very specific demographic. Others stated that the electric parking permit should not be free but subsidised and that electric vehicles were not the answer as they still pollute by producing particulate matter and create the same amount of damage to the roads/pavements.

Recommendation

7.9. Following the results of this feedback received during the PEP consultation, a listening exercise was carried out over a period of three weeks, where we asked for further feedback on the proposed revised parking permit prices.

**7.10. Proposed revised parking permit prices**

7.11. Feedback for the proposed revised parking permit prices took place over a three-week period where residents, estate residents, businesses, and the community support permit were all reviewed.

7.12. The revised parking permit prices include a fee for electric parking permits

where the cost of the cheapest parking permit is not less than the cost of renting secure cycle parking in Hackney. This ensures that the right pricing incentives are in place to encourage people to opt for the greenest forms of transport possible in the borough.

- 7.13. The changes don't affect the proposals for doctors or all zone permit prices, as the lowest price band for these permits in the initial proposal was already above the cost of secure cycle parking.

#### Consultation feedback

- 7.14. Overall, the feedback indicated that respondents were dissatisfied with the revised parking permit prices for residents, estate residents, businesses, and community support parking permits.

#### Cost

- 7.15. 30% (672) of respondents felt that the costs were far too expensive, alongside 11% (246) of respondents who felt penalised for not being able to afford to buy a less polluting vehicle. 19% (442) cited the ongoing cost of living being faced by everyone throughout the UK.
- 7.16. In response to this feedback, proposals for delivering emissions-based charging on Hackney Housing estates have been extended from five years to seven years. As the permit proposals are being phased in over five years for the majority, or seven years for those living on an estate, we expect that during the transitional periods, and with time as permit holders change their vehicle, they will first consider whether they need a vehicle and if they do, choose a less polluting vehicle to what they are replacing.
- 7.17. A seven-year introductory period has been applied to the proposals, to increase the diesel surcharge year-on-year for estate residents and the additional vehicle surcharge for all residents. Listening to the feedback we also removed the diesel surcharge for vehicles that meet the DVLA's Real Driving Emissions 2 (RDE2) threshold. This will give people more time to adapt to the changes in light of the cost of living crisis that is being faced by the citizens of Hackney.
- 7.18. Continuous improvements and advancements to vehicle manufacturing technologies made over time, and as more people switch over to zero or lower-emitting vehicles this will hopefully bring the cost of buying a new or second-hand down. There is also an opportunity to move towards a lower-emitting vehicle and pay less within the increased 13-band structure by making better and more informed decisions using the PEP.

In support of proposals

- 7.19. 11% (251) of all respondents supported the proposed changes.

Suggestion for free parking permits

- 7.20. 8% (172) felt that parking permits should be free.
- 7.21. Offering free parking services and provisions comes at a cost to the Council. Therefore, parking services and provisions cannot be offered for free as the costs of running parking services needs to be met by the motorists benefiting from the scheme rather than being subsidised using council tax or another general fund.

Parking revenue

- 7.22. 7% (156) expressed that the proposals were a money-making scheme to raise revenue.
- 7.23. The Council does not use parking as a means of generating revenue, as this is strictly prohibited by law. How parking income is used is tightly controlled under the Road Traffic Regulation Act 1984 (as amended) and cannot be used to subsidise general expenditure. The Council uses any surplus from its Parking account to contribute towards the London-wide Freedom Pass scheme, highways maintenance costs, and school transport.

Permit holders who need to use a vehicle

- 7.24. 6% (145) explained that they need their vehicles.
- 7.25. Blue Badge holders (for people with disabilities who own a vehicle) will be unaffected by any of the proposed revised parking permit changes as the companion e-badge will remain free, for the length of the Blue Badge. There are also proposals included in the PEP to open up permit holder-only bays for all blue badge holders to park for an unlimited length of time. All other permit holders will have time to adapt to the changes as they are brought in gradually.
- 7.26. Notwithstanding, the consultation process is not a referendum, and therefore other wider circumstances must be considered in the decision-making process, as outlined in sections 4.6 and 4.7 of this report alongside the feedback received.

Recommendation summary

- 7.27. Through the objectives and recommendations included in the Parking and



Enforcement Plan (PEP), Parking Services encourages residents, businesses and visitors to the borough to consider whether or not they need to drive a vehicle or ride a motorcycle as opposed to more sustainable transport options.

- 7.28. The Council is committed to delivering net zero emissions across the Council's functions by 2040. This PEP is an important tool for our continued work on improving air quality in the borough and we must act now to make the differences that we as a society will all benefit from in future years.
- 7.29. Having given due regard to the council's responsibilities in law, as set out in the council's various strategies and plans as outlined in sections 4.6 and 4.7 of this report it is recognised that this recommendation is central to delivering key to setting out the Council's objectives as laid out in these strategies, as the prices set out will provide the necessary incentives for those driving high-polluting vehicles to strongly consider a less polluting vehicle, and therefore the recommendation to reduce variable visitor voucher limits through the measures set out above will be introduced in the PEP 2022-27.
- 7.30. The revised parking permit prices include a fee for electric parking permits where the cost of the cheapest parking permit is not less than the cost of renting secure cycle parking in Hackney. This ensures that the right pricing incentives are in place to encourage people to opt for the greenest forms of transport possible in the borough.
- 7.31. The free electric parking permit has not been supported and a decision to remove recommendation 5.1 from the proposed PEP has been put forward. This has been replaced with proposals to introduce fees and charges across all electric parking permits, from the first year of the PEP, if approved, see below. Please see appendix 4 Proposed PEP 2022-27 permit prices, for more details.

<b>New recommendation - Parking permit fees for all-electric vehicles.</b>
To introduce fees for all electric parking permits that is not cheaper than the price of renting a cycle hangar.

- 7.32. Overall, 72% of existing permit holders will see permit prices increase by £50 a year or less in the first year.
- 7.33. **Diesel surcharge**

What we proposed

7.34. Proposals to review the diesel surcharge each year have been amended to include DVLA's Real Driving Emissions 2 (RDE2). RDE2 vehicles meet a higher threshold for testing emissions, as it directly correlates with the emissions a vehicle achieves in the lab under WLTP (Worldwide Light Vehicle Testing Procedures) and during normal driving on the road<sup>3</sup>. RDE2 applies to all vehicles manufactured after January 2020, see recommendation 2.12 below.

**7.35. *Recommendation 2.12 - To review the diesel surcharge each year, making it progressively more expensive to purchase a parking permit for a diesel vehicle, or to park using pay and display.***

Consultation feedback

7.36. The original proposals (recommendation 2.12) set out to levy a surcharge on all diesel vehicles. Some respondents stated that some newer diesel vehicles were cleaner than older petrol vehicles.

Recommendations

7.37. We are putting forward revised proposals that will see only diesel vehicles that do not meet the DVLA's RDE2 standard for nitrogen oxide emissions being charged this levy. This change to the proposal has been put forward in recognition of the improvements made by vehicle manufacturers in recent years, and the availability of real driving emissions data for more modern diesel vehicles.

<b>New recommendation - DVLA's Real Driving Emissions 2 (RDE2).</b>
To introduce the DVLA's Real Driving Emission 2 test exemption to compliant diesel vehicles.

7.38. Tables 10 and 11 set out the diesel surcharge for residents, businesses, motorcycles, community support, doctor's permits, car clubs, and all zones parking permits over the next five years.

**7.39. Table 7.1: Proposed diesel surcharge for residents, businesses, motorcycles, community support, and doctor permits.**

Diesel surcharge	Current	Proposed annual increases during
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<sup>3</sup> Real Driving Emissions 2 (RDE2) - <https://heycar.co.uk/guides/what-is-rde2>

	year		the lifespan of the PEP		
Year	2022-23	2023-24	2024-25	2025-26	2026-27
Diesel vehicles	£150	£200	£250	£300	£350
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0

**7.40. Table 7.2: Proposed diesel surcharge for car clubs and all zones.**

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2022-23	2023-24	2024-25	2025-26	2026-27
Diesel vehicles	£200	£300	£400	£500	£600
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0

7.41. Table 12 sets out the diesel surcharge for estate residents over the seven years, which is an extension of two additional years from the original proposal

**7.42. Table 7.3: Proposed diesel surcharge for Hackney-managed estates.**

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP						
Year	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Diesel vehicles	£0	£57	£114	£171	£229	£286	£343	£400
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0	£0	£0	£0

**7.43. 50p per hour visitor parking charges, for electric vehicles**

What we proposed

7.44. The proposed PEP recommendations included a 50p per hour charge for visitor parking across the borough. See the recommendation below.

- 7.45. ***Recommendation discontinued*** - *To introduce a set fee of 50p per hour across the borough, paying by mobile for electric vehicles short stay visitor parking sessions. This is to further encourage all motorists to go greener.*

Consultation feedback

- 7.46. Respondents felt that the cost of electric vehicle parking should still be much more expensive to use and park than cycles / public transport, to encourage residents and visitors towards these more environmentally friendly forms of transport. 50p per hour was thought of as far too cheap and did not reflect the harm that electric vehicles were capable of doing. Participants also suggested that prices needed to be over £5 per hour, with fossil fuel vehicles being charged £10 per hour.

Recommendation

- 7.47. Listening to this feedback we are proposing to discontinue the 50p per hour visitor parking charge for electric vehicles and replace this with a variable visitor parking charge for electric vehicles, see table 5 on page 19 of this paper.

<b>New recommendation - Variable visitor parking charges for electric vehicles.</b>
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To introduce variable visitor parking charges for electric vehicles depending on the location.
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## 8. **Proposals not being taken forward following public consultation**

- 8.1. The following recommendation has been removed following feedback from the public consultation.

### 8.2. **Free electric e-roamer scheme**

What we proposed

- 8.3. Plans to create a free e-roamer scheme for Hackney residents and businesses with electric vehicles to move and park freely in permit bays across the borough were not supported. See the recommendation below.

- 8.4. ***Recommendation discontinued*** - *To create a free e-roamer scheme for Hackney residents and businesses with electric vehicles to move and park*

*freely in permit bays across the borough, during the prescribed hours of 10:00 to 15:00. This proposal excludes CPZ event day controls.*

#### Consultation feedback

- 8.5. 42% disagreed with the proposal compared to 40% that were supportive. However strong rationale was received from the comments made by respondents who felt that the e-roamer permit would only encourage unnecessary vehicle journeys where only a privileged few that can presently afford an electric vehicle would benefit. They also indicated that the policy would effectively leave the less fortunate to cover the cost of the free e-roamer permit.

#### Recommendation

- 8.6. On review, the introduction of the e-roamer permit would go against the Council's overall objective of reducing pollution as electric vehicles still pollute the environment. This e-roamer permit is recommended to be discontinued.

### **9. New PEP recommendation**

- 9.1. Standardisation of hours of operation offered during zone reviews, alongside existing hours.**
- 9.2. Following the implementation of Parking Zones W and Y to the north of the borough in 2022, the whole borough is now subject to controlled parking. Approximately three-quarters of Parking Zones operate parking restrictions between 8:30am to 6:30pm or longer. The remaining quarter has shorter controls for typically two hours per day 10am - 12pm.
- 9.3. Two and four-hour PZs are less effective at discouraging commuting by motorcycles, cars, or vans, primarily as it is much easier for visitors to the area to pay for visitor parking for the entire duration of the shorter hours. In addition, they can have distorting effects on local parking stress, particularly on streets close to zones with longer operating hours. They are also less effective at curbing local emissions, as the parking zones are uncontrolled for the majority of the day.
- 9.4. For these reasons, Hackney Council has for a number of years carried out PZ reviews, consulting residents on options on the controlled days and hours of operations, including the zones existing hours, and one of a number of standardised hours, as set out in table 7.4 below. This recommendation formalises this approach in the PEP 2022-27.

**New recommendation - Standardisation of hours of operation offered during zone reviews, alongside existing hours**

During zone reviews, residents consulted will be offered the choice of sticking with their zone's existing hours of operation, or selecting from the most suitable standardised hours of operation, as set out in table 13 below.

**Table 7.4: Proposed standardised hours of operation**

Hours of operation	Times	Duration
24-hour controls	All day and night	24 hours
Longest (non 24 hours)	08:30 to midnight	15.5 hours
Standard controls	08:30 to 18.30	10 hours
Full-day weekend controls	08:30 to 18:30	10 hours
Half-day weekend controls	08:30 to 13:30	5 hours
Some areas may have additional restrictions due to event days, please see chapter four of this document.		

**10. PEP reviews**

10.1. The proposed PEP has gone through extensive benchmarking, a thorough consultation, and a detailed review. The recommendations included in this PEP, if approved, will provide the framework of work that will be implemented by Parking Services over the next five years.

10.2. It is proposed that any changes that need to be made during the lifespan of this PEP will be delegated to the Group Director for Climate, Homes and Economy, Strategic Director for Sustainability and Public Realm, and the Head of Parking, Markets and Street Trading Service for approval in two important areas.

***To amend the objectives set out in the PEP***

10.3. The objectives set out the main goals the PEP is seeking to achieve during its lifespan, and which the recommendations seek to support the delivery of. However, Hackney Council is responsible for the application of a wide range of legislative requirements, as well as many policies that influence parking, such as the Air Quality Action Plan, Hackney's Transport Plan, and Mayor's Manifesto commitments.

10.4. To ensure that the objectives of the PEP can be updated to respond to any future changes, officers have asked for delegated authority to be granted to

amend objectives - in consultation with the lead Cabinet member for Parking Services - to ensure that it continues to reflect any changes in legislation, or other council policies.

- 10.5. The recommendations and policies set out in the PEP are designed to contribute to the delivery of the PEP's objectives, together with our wider responsibilities as laid out under the various Acts listed in the PEP. Officers recognise that the new PEP, and the policies it contains, are living entities, and will need to be amended or clarified for a range of reasons.
- 10.6. These may include a recommendation not having the intended impact on the PEP's overall objectives, a route of misuse being identified that needs to be addressed, or an opportunity to improve customer service that necessitates an amendment to a policy.
- 10.7. In order to ensure that Hackney Council can be fleet of foot in addressing emerging issues or opportunities, it is proposed that authority be delegated to the Group Director, for Climate, Homes and Economy, Strategic Director for Sustainability and Public Realm, and the Head of Parking, Markets and Street Trading Service to make any amendments the PEP, including but not limited to the delivery of the recommendations, policies, terms and conditions, including product limits, and pricing.

## **11. Permits and visitor parking income**

- 11.1. The purpose of the PEP 2022-27, particularly in relation to changes in pricing models, is to encourage residents, businesses, and visitors to the borough to make more sustainable choices in how they choose to travel.
- 11.2. The estimated impacts of the changes made have been modelled, based on a set of working assumptions, based around how quickly drivers move away from polluting vehicles, and the rate at which car ownership levels/usage reduce, and the dates by which we can introduce substantive changes to our IT systems to roll these changes out to the public.
- 11.3. It is estimated that in 2023/24 income will increase by £1.5 million, primarily due to inflationary increases in prices across all products except short-stay parking price changes via RingGo, and the rollout of year 1 pricing changes for visitor vouchers.

- 11.4. In 2024/25, modelling suggests an annual saving of £1.3 million, which is also the year in which we will aim to have implemented the full rollout of the 13-band charging structure for our most important permit types.
- 11.5. In 2025/26 and in advance of government plans to ban the sale of new petrol and diesel vehicles from 2030, we anticipate that income will remain broadly stable as the effects of the pricing model changes we are making start to drive down demand for short-stay parking, and drivers start to move towards cleaner vehicles at speed.
- 11.6. It should however be noted that the speed at which drivers change their behaviour in response to the pricing incentives Hackney is introducing under this PEP, together with wider factors that influence demand, including the broader economic outlook in respect of fuel prices and the cost of living, mean that there is a significant degree of uncertainty in relation to whether the modelled behaviour changes occur at the pace and scale anticipated. If drivers act faster than modelled to the pricing incentives, they will save money, and income will decrease versus predicted levels, which would be welcomed, as it will mean that the pricing incentives are having the desired effect on driver choice.

## **12. Details of alternative options considered and rejected**

- 12.1. Do nothing - this was rejected as it goes against the Mayor's priorities to prioritise the quality of life and the environment by tackling air pollution.

## **13. Background**

### Policy context

- 13.1. Parking Services considered past feedback and used detailed benchmarking against other local authorities to understand and review how parking issues are managed. The proposed PEP has gone through extensive consultation, including a consultation with the general public for a period of 13 weeks from Monday 16 August 2021, and a listening exercise for three weeks between June and July 2022.
- 13.2. The proposed PEP 2022-27 is aligned with the Mayor's priorities and other Council's policies including:
- Corporate Plan 2018-22, (including the 2020-22 refresh in light of the coronavirus pandemic and 'Rebuilding a better Hackney' document,



which includes 'Rebuilding Greener' and the Emergency Transport Plan).

- Hackney's Transport Strategy 2015-25 and its supplementary Liveable Neighbourhood Plan 2015-25.
- Sustainable Community Strategy 2018-28.
- Air Quality Action Plan 2021-25.
- Local Implementation Plan 2019-22.
- The Local Plan 2033 (LP33).
- The London Mayor's Transport Strategy (2018).

13.3. It is strongly influenced by the Traffic Management Act 2004 and the related Government guidance, and is consistent with the Mayor of London's Transport Strategy. More detail can be found in chapter one of the proposed PEP 2022-27.

#### **14. Equality impact assessment**

14.1. Hackney Council and its decision-makers must comply with the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics.

14.2. An Equalities Impact Assessment (EIA) has been completed, please refer to appendix 5 - Proposed PEP 2022-27 - Equalities Impact Assessment.

#### Sustainability and climate change

14.3. An ongoing key objective of the proposed Parking and Enforcement Plan (PEP) 2022-27 is to continue tackling climate change by reducing emissions to improve air quality. Improving the local environment is also a key consideration when designing parking policies.

14.4. The Council aims to encourage commuters and other users to consider how they travel and support the use of more sustainable types of transport, such as walking, cycling, using public transportation, and car-sharing initiatives. This is in order to reduce the impact of transport on climate change and lower congestion levels and parking stress across Hackney.

## 15. Consultations

- 15.1. Parking Services carried out a borough-wide consultation in order to receive the views of key internal and external stakeholders which included residents, businesses, local communities, visitors and workers in the borough.
- 15.2. The consultation process started on 16 August 2021 and ran for a period of 13 weeks. It aimed to reach as many individuals and organisations as possible and focused upon ensuring that the quality of responses took precedence over the number of responses received. Please see appendix 6 - PEP 2022-27 communications, consultation and engagement report.

### Stakeholder consultation

- 15.3. Stakeholders and key partners were offered an online meeting to discuss the proposals and provide feedback during the consultation. These included but were not limited to:
- Hackney housing estate residents.
  - Health and social care groups.
  - Disability groups.
  - NHS - Homerton University Foundation Trust.
  - Streetscene.
- 15.4. Key internal and external stakeholders were sent an email or letter detailing the proposed recommendations. They were asked for their feedback and offered a chance to discuss the draft proposals in person in a one-to-one meeting or focus group (for hard-to-reach groups). All the findings from consulting with stakeholders were used to shape the final proposal.

### Public consultation

- 15.5. The consultation was available through the Council's online feedback tool (citizen space). All permit holders in the borough were sent a consultation pack by email or post depending on how they previously applied for products and services. Additional consultation packs were also available on request.
- 15.6. There were also a range of engagement tools used in order to maximise both stakeholder and community engagement. These included the following points, (further details of which can be found in appendix 6 - PEP 2022-27 - communications, consultation and engagement report):
- **Communications campaign** – this included advertising on the Hackney website homepage, intranet, and internal communications

platforms such as staff headlines, local newspapers, and JC Decaux billboards.

- **Consultation pack consisting of a booklet and questionnaire** – explained why we were consulting and the options available. A questionnaire was also produced which presented questions on the proposals and invited consultees to make general comments on the proposed PEP 2022-27. The link to the consultation was sent to all parking permit holders and a link to the consultation was also made available on our website and in local newspapers. The consultation pack was also made available in Hackney Council receptions and in all Hackney libraries.
- **Drop-in-sessions** – to inform and raise awareness of the consultation and explain the proposals in full, drop-in sessions were held in person, either face-to-face or online. The sessions were advertised in the consultation materials, citizen's space, and on the Hackney Council website. Stakeholders were also directed to these advertisements from adverts in the local press. The drop-in sessions were held at different dates and times.
- **Member's consultation packs** – these ensured all councillors were informed of the proposals and could advise their constituents accordingly.
- **Hackney website** – the Parking page on the Hackney website <https://hackney.gov.uk/menu#parking-and-transport> was used to advertise the consultation from its date of commencement. It stated where copies of the consultation booklet and questionnaire could be obtained, announced public events, and encouraged readers to respond online.
- **Customer contact** – There was a sheet with frequently asked questions and a further fact sheet provided for front-line staff. This contained additional information on the consultation and details of how to pass related queries to the parking policy team to respond to.

## 16. Risk assessment

- 16.1. The key risks relating to the proposed PEP 2022-27 were identified, considered, and factored into this report. Please see appendix 7a and 7b - PEP 2022-27, risk assessment for more information.

## **17. Comments of the Group Director of Finance and Corporate Resources.**

- 17.1. The Parking and Enforcement Plan (PEP) 2022-27 sets out Hackney's current policy framework, describes the issues facing the Council and provides 64 recommendations for the next five years. Each recommendation in the Parking and Enforcement Plan (PEP) 2022-27 is accompanied by a description of the background and the reasons behind the decision.
- 17.2. Parking management is an important tool that contributes towards achieving the Council's wider transport, economic, planning, and environmental objectives with a focus on how Hackney could balance the various needs for parking and achieve its traffic management objectives.
- 17.3. Many of the suggestions made in the PEP 2022-27 have no immediate financial consequence, and any implementation of the report's suggestions will be the subject of separate reporting and evaluation. Some of the changes do have an economic effect; these include raising the parking permit emissions-based charging structure from 5 to 13 as well as plans to increase the diesel surcharge annually and add an additional vehicle surcharge for households with multiple vehicles on top of inflationary increases.
- 17.4. Initial modelling of all the adjustments in the PEP 2022-27 indicates possible income growth over the following two years, which is being advanced as part of the annual budget-setting process for 2023-24. The financial modelling that underpins these recommendations is based on a number of working assumptions, including when significant IT system upgrades will be made, how rapidly drivers would abandon polluting vehicles, and how quickly car ownership rates will decline.
- 17.5. As an inflationary increase to charges has been integrated into business-as-usual operations, there will be no negative effects on the service. However, the impact of higher fees, along with the cost of living, as well as the general state of the economy and fuel prices, may affect residents and visitors with regard to the frequency of car trips into and out of the borough. As a result, income, particularly from pay and display and visitor voucher sales, may fall short of modelled figures. This will be closely monitored as part of the budgetary framework and reported through to Cabinet.
- 17.6. The use of any surplus that results from parking activities is strictly governed by legislation. This money is kept in a ring-fenced account that can only be

used for activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as updated). These activities include, amongst others, public realm improvements, road safety initiatives and public transport.

**18. Comments of the Director of Legal, Democratic and Electoral Services**

- 18.1. The recommendations set out in part 3 of this report fall within the definition of a Key decision under the Council's Constitution.
- 18.2. The recommendation set out in paragraph 3.1 is for Cabinet to approve the Parking and Enforcement Plan (PEP) 2022-27. The proposed PEP is a document that sets out the Council's Plan for managing parking and enforcement in the Borough for 2022-27.
- 18.3. Currently the Mayor's scheme of delegation reserves to the Mayor and Cabinet, approval of all corporate policies and strategies, all formal service strategies and the Parking Strategy. In order for the PEP to be approved and implemented, the recommendation set out in Paragraph 3.1 is required to be approved by the Mayor and Cabinet.
- 18.4. Recommendation 3.2 of this report requests that the Mayor and Cabinet Delegate authority to:
- The Group Director for Climate, Homes and Economy,
  - Strategic Director for Sustainability and Public Realm, and
  - Head of Parking, Markets, and Street Trading Service.
- to amend the objectives set out in the PEP, in consultation with the lead Cabinet Member with responsibility for Parking, to ensure that it continues to reflect any changes in legislation or other council policies.
- 18.5. Recommendation 3.3 of this report requests that the Mayor and Cabinet Delegates authority to:
- The Group Director for Climate, Homes and Economy,
  - Strategic Director for Sustainability and Public Realm, and
  - Head of Parking, Markets, and Street Trading Service.
- to amend the PEP, including but not limited to the delivery of the recommendations, policies, terms and conditions, product limits, and pricing.
- 18.6. In order for the Group Director for Climate, Homes and Economy, the Strategic Director for Sustainability and Public Realm, and the Head of

Parking, Markets, and Street Trading Service to amend the objectives set out in the PEP and to amend the PEP, the recommendation in paragraph 3.2 and 3.3 requires approval by Mayor and Cabinet.

### **Appendices**

- Appendix 1a - [Proposed Parking and Enforcement Plan \(PEP\) 2022-27](#)
- Appendix 1b - [PEP 2022-27 report appendices.](#)
- Appendix 2a - [PEP 2022-27 consultation results.](#)
- Appendix 2b - [PEP 2022-27 listening exercise results.](#)
- Appendix 3 - [Proposed PEP 2022-27 full recommendations and tables log.](#)
- Appendix 4 - [Proposed PEP 2022-27 permit prices.](#)
- Appendix 5 - [Proposed PEP 2022-27 Equalities Impact Assessment](#)
- Appendix 6 - [PEP 2022-27 communications, consultation, and engagement report.](#)
- Appendix 7a - [PEP 2022-27 risk assessment for PEP consultation.](#)
- Appendix 7b - [PEP 2022-27 risk assessment for listening exercise.](#)

### **Exempt**

None.

### **Background documents**

Permission to consult Proposed Parking and Enforcement Plan 2021-26 - summary report - Key Decision No - NHS010, 19 July 2021.

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Ends