

DELEGATED REPORT OF**THE CORPORATE DIRECTOR OF HEALTH AND COMMUNITY SERVICES****DATE (2014/15)****March 2015****CLASSIFICATION:****Open****If exempt, the reason will be listed in the main body of this report.****WARD(S) AFFECTED****Hackney Wick**

ZONE Q STAGE 4 REVIEW CONSULTATION

1. SUMMARY

- 1.1 This report details the results of the consultation for the stage 4 review carried out between 24th October 2014 and 5th December 2014 in Parking Zone Q (Well Street). This public consultation is part of the one year rolling programme of parking zone reviews for new areas as outlined in the Parking and Enforcement Plan (PEP) 2010 – 15.
- 1.2 The report makes recommendations to implement a number of changes to the parking design and operational hours of the area, which are detailed in Appendix 3. These recommendations are based on several factors including consultation feedback, the Council's parking policies (PEP 2010 – 15), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

- 2.1 To modify the hours of operation in Parking Zone Q from Monday to Friday 8:30am to 5:00pm to, Monday to Friday 8:30am to 6:30pm.
- 2.2 To convert the permit bay outside no 28 / Bernie Grant House, Elsdale Street to a shared use bay with 4 hour maximum stay.
- 2.3 To convert the permit bay outside no 9 – 11 Milbourne Street to a shared use bay with 4 hour maximum stay.
- 2.4 To authorise the Head of Parking to consult on and take the final decision on whether to make the necessary amendments to the Traffic Management Orders for Parking Zone Q to give effect to the changes in recommendations 2.1 to 2.3 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

3. REASONS FOR DECISION

- 3.1 The recommendations above were put forward based on several factors including consultation feedback received, the Council's parking policies (PEP 2010 – 15), and requirement to balance the needs of the local community and improve road safety.

Other Considerations

- 3.2 The Council carries out its responsibilities for parking management, as set-out in the Road Traffic Regulation Act 1984 (the “1984 Act”) and in accordance to its PEP. In summary, the key objectives of the Council are to:

- Prioritise parking according to need.
- Smooth traffic flow, improving emergency vehicle access and bus journey times.
- Uphold road safety
- Reduce carbon dioxide emissions from motor vehicles to help fight against climate change.
- Improve the local environment. This includes reducing air pollutants.

- 3.3 These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these along with the other relevant factors into account when making changes to parking restrictions.

- 3.4 Parking consultations are undertaken to help the Council to assess the views of local people, so that parking controls can be designed to meet the needs of local people, businesses and their visitors.

- 3.5 Parking consultations are however not referendums or votes. Responses received from consultations are assessed in conjunction with other factors to try and balance the competing needs of the community as well as to improve the environment.

- 3.6 As part of its parking enforcement plan (PEP 2010 – 15), the Council has committed to standardising the hours of operation across the borough to make it easier for drivers to park and understand the restrictions as well as avoid overspill from nearby zones which may have longer hours of control.

Feedback from the Public Consultation

- 3.7 A consultation questionnaire and booklet was sent to all residents and businesses in the Zone Q area providing them with the opportunity to have their say on the hours of control and proposed design changes for the area. This provided all residents / businesses with an equal opportunity to engage in and respond to the consultations.

Response Rate

- 3.8 Consultation packs were delivered to 3521 households and businesses in the Zone Q area. 214 responses were received from addresses in the area. This equates to a response rate of 6% which is below the average response rate for a standard review consultation.
- 3.9 A breakdown of responses by road has been provided in Appendix 1.

Parking Design

- 3.10 As the large proportion of Zone Q was introduced in the last two years, the Council has only proposed two design changes to the area. Residents and businesses were however given the opportunity to provide recommendations for design changes in the comments sections of the questionnaire.
- 3.11 The allocation of parking bays is intended to reflect the mix of residential and commercial properties within the area whilst yellow lines are in place to consider safety factors such as road width, access, visibility and traffic flow.
- 3.12 The bay changes consulted on proposed to convert the permit bays outside number 28 / Bernie Grant house Elsdale Street and outside numbers 9 – 11 Milbourne Street to shared use bays with 4 hour maximum stay. This proposal was recommended to support local businesses on Well Street by providing additional parking facilities for their visitors.
- 3.13 The majority of responses received (75% and 79% respectively) were in favour of the proposed changes. A breakdown of the responses received to the proposals can be found in Tables 5 and 6 of Appendix 1.
- 3.14 Based on the feedback received, the Council is recommending that the permit bays outside no 28 / Bernie Grant house Elsdale Street and outside no 9 – 11

Milbourne Street be converted to Shared Use bays with 4 hour maximum stay.

- 3.15 The Council also received requests to convert some of the disabled bays to pay and display and resident bays as it was suggested that there were too many in the area which were not required.
- 3.16 Disabled bays are only implemented at the request of a disabled resident to ensure that those with mobility difficulties are able to park close to their home. The Council carries out an audit of disabled bays in the borough every two year to ensure that they are still required by the registered keeper.
- 3.17 An audit of all disabled bays in Zone Q was completed in June 2013 during which time 7 disabled bays were identified as not being required and were converted to permit bays. The Council will be carrying out another disabled bay audit in Zone Q in June 2015 to ensure that the disabled bay records are up to date and bays which are not required are removed.
- 3.18 The Council has implemented visitor parking near local businesses and resident parking on residential roads to ensure that the needs of all service users are met. The Council has also proposed to introduce more visitor parking on Elsdale and Milbourne streets which are close to the Well Street businesses. This will provide additional visitor parking to support the local economy.

Hours of Operation

- 3.19 Residents and Businesses were given two options on the hours of operation;
- Option 1; Monday to Friday 8:30am to 6:30pm.
 - Option 2; Monday to Saturday 8:30am to 6:30pm
- 3.20 The options provided for the hours of operation for Zone Q did not include the existing hours of the zone which are currently Monday to Friday 8.30am to 5pm. The hours of operation offered were in line with the standardised hours which operate in majority of the parking zones within the borough (8:30am to 6:30pm).
- 3.21 This is in line with Council policies which recommend that the hours of operation within parking zones are standardised to reduce confusion to motorists parking across different zones in the borough and to reduce parking displacement from nearby zones which have longer hours of control. This

policy is only applied to zones where there are no special requirements such as night time economy or commuter parking issues.

- 3.22 The reasons for consulting with the standardised hours was explained to residents and businesses within the consultation booklet. However, the option of providing additional comments on preferred hours of operation was provided in the comments section of the questionnaire.

Preferred hours of Operation

- 3.23 From those who were consulted, 86% (183) responded to the question regarding their preferred hours of operation.
- 3.24 Of those who responded, 68% (125) were in favour of Option 1 (Monday to Friday 8:30am to 6:30pm). For more information regarding hours of operation feedback received see Appendix 1 table 4.
- 3.25 22% (40) of the respondents which answered the question regarding their preferred hours of operation stated in the additional comments section that they did not want a change from the current hours or longer hours. See Appendix 1 table 7 for a breakdown of comments received.
- 3.26 Based on the feedback received it is recommended that the hours of control of Monday to Friday 8:30am – 6:30pm is implemented in the Zone Q area.

Additional Comments

- 3.27 122 of respondents provided general comments and suggestions to the consultation. The majority of comments (25%) referred to not wanting a change to the hours of operation whilst 13% wanted less disabled bays and more pay display bays. All additional comments provided by respondents have been individually assessed and where possible and appropriate incorporated into the final design. See appendix 1 Table 7 for a breakdown of comments and Appendix 3 for the final proposals.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The alternative option would have been not to consult and retain the existing hours of operation and design in the area.
- 4.2 This would however go against the existing Parking Enforcement Plan which states that all new zones should be reviewed one year after their

implementation. In addition, the needs of the residents and businesses would not be taken into consideration if the Council did not give them an opportunity to provide comments on the existing parking restrictions.

- 4.3 Retaining the current hours of operation would also encourage overspill from surrounding areas with longer hours of operation such as Zone D(s) (Monday to Saturday 8:30am to 6:30pm) which would increase the parking stress in the area and make it difficult for the residents and visitors to park.

5. BACKGROUND

- 5.1 Operational reviews for existing parking zones are designed to ensure that they continue to meet to the needs of the local communities they serve within the context of the Council's overall parking policy.
- 5.2 An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.
- 5.3 Zone Q was initially introduced in 2012, covering roads close to the Well Street market and was subsequently extended in 2013 (to include Meynell Crescent, Meynell Road and sections of Cassland Road) and 2014 (to include the ladders area, Wick Road, sections of Cassland Road and Victoria Park Road) after requests were received from the area.
- 5.4 This public consultation is part of the one year rolling programme of parking zone reviews for new areas as outlined in the Parking and Enforcement Plan (PEP) 2010 – 15. The initial one year review of Zone Q was delayed as further requests were received to expand the zone. As a result, the Council made a decision to delay the one year review process to ensure that it could include any roads which potentially joined the zone.
- 5.5 The review process began in September 2014 and the area was consulted between October and December 2014. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 3.
- 5.6 The review consultation offered residents and businesses the opportunity to provide their feedback on the two options for the hours of operation and

proposed design changes to the permit bays on Elsdale and Milbourne Streets.

5.7 Policy Context

5.7.1 The PEP (Parking Enforcement Plan) recommends a review of all new CPZs after the first 12 months of operation and all existing CPZs every 5 to 7 years thereafter. The review of Zone Q is part of the one year review programme.

5.7.2 Operational reviews for existing controlled parking zones (CPZs) are designed to ensure that they continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy. Part of this process involves a comprehensive review of the current design and the use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.

5.7.3 In line with Council's Parking Enforcement Plan (PEP), factors that affect the price of a parking product include:

- the user's relative need to drive and the amount required to discourage unnecessary car use (the equivalent costs using public transport should be considered)
- supply, demand and the value of a parking space on the public highway
- a vehicle's impact on congestion, road safety, local air quality and climate change
- the level of a penalty charge notice
- benchmarking with other boroughs and off-street prices within Hackney
- The level of service provided (for example, organisations with sole use of a parking bay pay a greater amount for their permits than they would otherwise).

5.8 Equality Impact Assessment

5.8.1 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 4 for further information.

5.9 Sustainability

5.9.1 The current parking controls in the area provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.

5.9.2 They also encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

5.10 Maintenance and Administrative Costs

5.10.1 The breakdown of costs involved in the consultation, implementation and ongoing management and maintenance of the recommendations is:-

One off costs		£
Consultation costs		5880
Implementation of new signs and P&D		10,000
Traffic Order changes		1,000
Total Expenditure		16,880

Ongoing Maintenance Costs		£
Annual Maintenance – Signs/Posts		3,000
Annual Maintenance – Lining		7,500
Total Expenditure		10,500

5.10.2 The consultation cost of £5,880 and the implementation cost of £11,000 will be met from existing revenue budgets.

5.10.3 There will be no changes to the current enforcement costs.

5.10.4 The ongoing maintenance costs for the area will be £10,500 which is met through existing budgets.

5.11 Consultation

5.11.1 Residents and businesses in Zone Q were consulted over a six week period on the hours of control as well as some aspects of the parking design. The consultation took place between October and December 2014.

5.11.2 Consultation packs were sent via first class post to all addresses in the zone Q area and were also made available online. In addition notices were erected on each street and an advert was placed in the Hackney Today to inform the local residents and businesses of the consultation.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

6.1 This report seeks approval to implement the proposals to the existing controlled parking zone currently in force in zone Q highlighted in paragraph 2 above.

6.2 As part of the Parking Enforcement Plan the Council are required to review all Parking Zones in force on a regular basis and this is built into the parking revenue budget on an annual basis.

6.3 The implementation costs emanating from these recommendations includes; the public consultation cost of £6k, implementation costs of £10k, and traffic order costs of £1k as highlighted in paragraph 5 above. Ongoing maintenance costs are expected to be in the region of £10.5k and will also be funded from the parking revenue budget.

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

Controlled Parking Zones

7.1 The Council may under section 45 of the 1984 Act designate parking places on highways for various classes of vehicles or vary such places.

7.2 Before a traffic order designating a parking place is varied the Council must consult and publish notification of the proposed amendments to the order in accordance with the Procedure Regulations.

7.3 In determining what parking places are to be designated or varied under section 45, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to:

7.3.1 the need for maintaining the free movement of traffic;

7.3.2 the need for maintaining reasonable access to the premises; and

7.3.3 the extent to which off-street parking is available in the neighbourhood.

- 7.4 In addition, the Council shall secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Consultation

- 7.5 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its power to vary a designated parking place, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.

- 7.6 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.

- 7.7 In addition, case law provides that:

7.7.1 a consultation must be at a time when proposals are still at a formative stage;

7.7.2 sufficient reasons must be given for any proposal to enable intelligent consideration and response;

7.7.3 adequate time must be given for such consideration and response; and

7.7.4 the product of the consultation must be conscientiously taken into account in finalising any proposals.

- 7.8 From the information within this report it appears that the Council has informed every household and business in the relevant area(s) of the changes proposed for this zone and given households/businesses the opportunity to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

Power to authorise the variation of the Traffic Management Orders for Zone P

- 7.9 The exercise of the power contained in sections 45 of the Road Traffic Regulation Act 1984 to vary the provisions in traffic orders is an executive function which has not been reserved to the Mayor or Cabinet and so can be

exercised by the Corporate Director for Health and Community Services in accordance with the Council's Constitution.

APPENDICES

Appendix 1 – Zone Q Review Feedback Analysis (Public)

Appendix 2 – Proposed design for Zone Q

Appendix 3 – Zone Q Review consultation documents (Public)

Appendix 4 – Equality Impact Assessment (Public)

BACKGROUND PAPERS

None

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24 March 2015

APPENDIX 1: Zone Q Review Consultation

Feedback Analysis

1.1 Response

A total of 3521 households and businesses were consulted in the Zone Q area with 214 completed questionnaires received, making an overall response rate of 6%. The response rate received was an average response rate for review consultations.

A breakdown of responses on a street by street basis can be found in Table 1. Majority (88%) of the responses were received via post whilst the remainder (12%) were received via online. [Table 2]

Table 1 Table 1. Majority (88%) of the responses were received via post whilst the remainder (12%) were received via online. [Table 2]

Table 1: Total responses received

	Response Rate		
Road Name	Sent	Received	%
ANDERSON ROAD	140	1	1%
ANNIS ROAD	89	8	9%
BENTHAM ROAD	24	6	25%
BERGER ROAD	12	1	8%
BRADSTOCK ROAD	239	5	2%
BRAMSHAW ROAD	76	6	8%
BROOKFIELD ROAD	79	8	10%
BROOKSBANK STREET	6	0	0%
CASSLAND ROAD	392	26	7%
CHRISTIE ROAD	83	4	5%
CHURCH CRESCENT	11	0	0%
COLLENT STREET	41	1	2%
CRESSET ROAD	78	5	6%
DANESDALE ROAD	82	6	7%
DIGBY ROAD	28	1	4%
ELSDALE STREET	27	3	11%
FLANDERS WAY	22	1	5%

GASCOYNE ROAD	181	2	1%
HARROWGATE ROAD	187	14	7%
HARTLAKE ROAD	21	0	0%
HEDGERS GROVE	55	3	5%
HOMER ROAD	24	1	4%
KENTON ROAD	102	9	9%
KILLOWEN ROAD	35	7	20%
LAURISTON ROAD	31	1	3%
MEYNELL CRESCENT	28	17	61%
MEYNELL GARDENS	22	6	27%
MEYNELL ROAD	51	7	14%
MILBORNE STREET	37	5	14%
MORNING LANE	280	3	1%
PICKERING CLOSE	15	0	0%
POOLE ROAD	71	13	18%
QUEEN ANNE ROAD	54	9	17%
RETREAT PLACE	223	3	1%
RIVAZ PLACE	2	0	0%
TERRACE ROAD	40	3	8%
VALENTINE ROAD	48	6	13%
VICTORIA PARK ROAD	116	9	8%
WELL STREET	159	4	3%
WICK ROAD	310	10	3%
Total	3521	214	6%

*Excludes streets with no response

Table 2: Method used to respond

Area	Feedback Method	
	Paper Q	Online Q
Zone Q Review	215	24

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

1.2 Zone Q - Occupancy Type

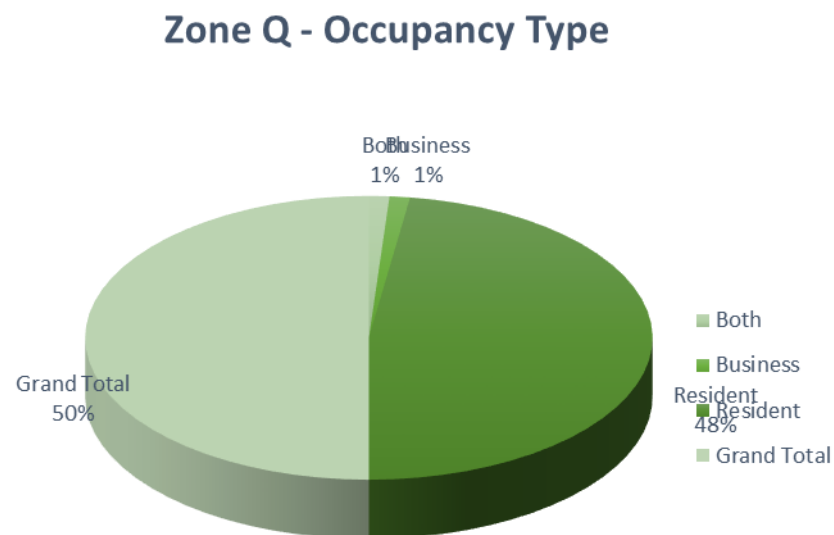
Majority (96%) of respondents classified themselves as 'residents' whilst the remaining 4% of respondents classified themselves as 'business or both'. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Both	5	2%
Business	5	2%
Resident	204	96%
Grand Total	214	100%

*Excludes blank responses

Chart 1: Occupancy Type



*Excludes Blank responses

1.3 Zone Q - Operational Hours

From the 214 responses received, 183 of respondents answered the question regarding their preferred hours of operation. The remaining 31 respondents did not provide a response to this question.

Majority (68%) of responses received were in favour of Option 1 (Monday – Friday 8.30am – 6.30pm) whilst 32% were in favour of Option 2: (Monday – Saturday 8:30am – 6:30pm).

A breakdown of responses by street can be found below in Table 4.

Table 4: Support for parking operational hours from each street

	Count		Responses (%)	
	Option 1: Monday – Friday 8.30am – 6.30pm	Option 2: Monday – Saturday 8:30am – 6:30pm	Option 1: Monday – Friday 8.30am – 6.30pm	Option 2: Monday – Saturday 8:30am – 6:30pm
ANDERSON ROAD	1	0	100%	0%
ANNIS ROAD	5	3	62%	38%
BENTHAM ROAD	3	1	75%	25%
BERGER ROAD	1	0	100%	0%
BRADSTOCK ROAD	3	0	100%	0%
BRAMSHAW ROAD	4	2	67%	33%
BROOKFIELD ROAD	3	5	38%	63%
CASSLAND ROAD	20	6	77%	23%
CHRISTIE ROAD	3	0	100%	0%
COLLENT STREET	1	0	100%	0%
CRESSET ROAD	1	2	33%	67%
DANESDALE ROAD	3	1	75%	25%
ELSDALE STREET	2	1	67%	33%
FLANDERS WAY	1	0	100%	0%
GASCOYNE ROAD	0	2	0%	100%
HARROWGATE ROAD	2	10	17%	83%
HEDGERS GROVE	1	0	100%	0%
KENTON ROAD	7	2	78%	22%
KILLOWEN ROAD	6	1	86%	14%
LAURISTON ROAD	0	1	0%	100%
MEYNELL CRESCENT	6	1	86%	14%
MEYNELL GARDENS	5	1	83%	17%
MEYNELL ROAD	5	2	71%	29%
MILBORNE STREET	2	2	50%	50%
MORNING LANE	1	2	33%	67%

POOLE ROAD	11	1	92%	8%
QUEEN ANNE ROAD	6	3	67%	33%
RETREAT PLACE	3	0	100%	0%
TERRACE ROAD	0	1	0%	100%
VALENTINE ROAD	4	2	67%	33%
VICTORIA PARK ROAD	7	1	88%	13%
WELL STREET	3	1	75%	25%
WICK ROAD	5	4	56%	44%
Grand Total	125	58	68%	32%

Excludes blank responses

Parking Design

1.4 Elsdale Street - Change the permit bays outside No. 28 and Bernie Grant House to shared use bays 4 hour maximum stay.

Out of the 214 responses received, only 130 (61%) respondents answered the question regarding the proposed change to the permit bays to shared use bays 4 hour maximum stay outside No. 28 and Bernie Grant House.

Majority (75%) of respondents were in favour of the proposed changes to the permit bays to shared use bays 4 hour maximum stay outside No. 28 and Bernie Grant House whilst 25% of responses were against the proposals.

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

Table 5 – Support for design changes to Elsdale Street

	Count		Responses (%)	
	No	Yes	No	Yes
ANNIS ROAD	3	1	75%	25%
BENTHAM ROAD	1	1	50%	50%
BERGER ROAD	1	0	100%	0%
BRADSTOCK ROAD	2	0	100%	0%
BRAMSHAW ROAD	0	3	0%	100%
BROOKFIELD ROAD	1	4	20%	80%
CASSLAND ROAD	7	11	39%	61%
CHRISTIE ROAD	0	3	0%	100%
COLLENT STREET	0	1	0%	100%

CRESSET ROAD	2	2	50%	50%
DANESDALE ROAD	1	4	20%	80%
ELSDALE STREET	0	3	0%	100%
FLANDERS WAY	0	1	0%	100%
GASCOYNE ROAD	0	1	0%	100%
HARROWGATE ROAD	0	6	0%	100%
HEDGERS GROVE	1	0	100%	0%
HOMER ROAD	0	1	0%	100%
KENTON ROAD	1	7	13%	88%
KILLOWEN ROAD	1	3	25%	75%
LAURISTON ROAD	0	1	0%	100%
MEYNELL CRESCENT	1	4	20%	80%
MEYNELL GARDENS	0	3	0%	100%
MEYNELL ROAD	1	1	50%	50%
MILBORNE STREET	0	4	0%	100%
MORNING LANE	2		100%	0%
POOLE ROAD	0	9	0%	100%
QUEEN ANNE ROAD	0	6	0%	100%
RETREAT PLACE	1	1	50%	50%
TERRACE ROAD	0	1	0%	100%
VALENTINE ROAD	1	4	20%	80%
VICTORIA PARK ROAD	2	4	33%	67%
WELL STREET	1	3	25%	75%
WICK ROAD	2	5	29%	71%
Grand Total	32	98	25%	75%

1.5 Milbourne Street - Change the permit bays outside No. 9-11 to shared use bays 4 hour maximum stay.

Out of the 214 responses received, 127 respondents answered the question regarding the proposed change to the permit bays outside Nos. 9-11 to shared use bays 4 hour maximum stay.

Similar to the design proposed for Elsdale Street, majority (79%) of the responses received were also in favour of the proposal to change the permit bays outside No. 9-11 to shared use bays. A breakdown of responses by street can be found below in Table 6.

Table 6 – Support for design changes to Milbourne Street.

	Count		Responses (%)	
	No	Yes	No	Yes
ANNIS ROAD	2	1	67%	33%
BENTHAM ROAD	1	0	100%	0%
BERGER ROAD	1	0	100%	0%
BRADSTOCK ROAD	2	0	100%	0%
BRAMSHAW ROAD	0	3	0%	100%
BROOKFIELD ROAD	1	4	20%	80%
CASSLAND ROAD	6	11	35%	65%
CHRISTIE ROAD	0	3	0%	100%
COLLENT STREET	0	1	0%	100%
CRESSET ROAD	1	3	25%	75%
DANESDALE ROAD	1	4	20%	80%
ELSDALE STREET	0	3	0%	100%
FLANDERS WAY	0	1	0%	100%
GASCOYNE ROAD	0	1	0%	100%
HARROWGATE ROAD	0	6	0%	100%
HEDGERS GROVE	1	0	100%	0%
HOMER ROAD	0	1	0%	100%
KENTON ROAD	1	6	14%	86%
KILLOWEN ROAD	1	3	25%	75%
LAURISTON ROAD	0	1	0%	100%
MEYNELL CRESCENT	1	4	20%	80%
MEYNELL GARDENS	0	3	0%	100%
MEYNELL ROAD	1	1	50%	50%
MILBORNE STREET	1	3	25%	75%
MORNING LANE	2	1	67%	33%
POOLE ROAD	0	9	0%	100%
QUEEN ANNE ROAD	0	6	0%	100%
RETREAT PLACE	0	2	0%	100%
TERRACE ROAD	0	1	0%	100%
VALENTINE ROAD	0	5	0%	100%
VICTORIA PARK ROAD	2	4	33%	67%
WELL STREET	0	4	0%	100%
WICK ROAD	2	5	29%	71%
Grand Total	27	100	21%	79%

1.6 General Comments and Suggestions

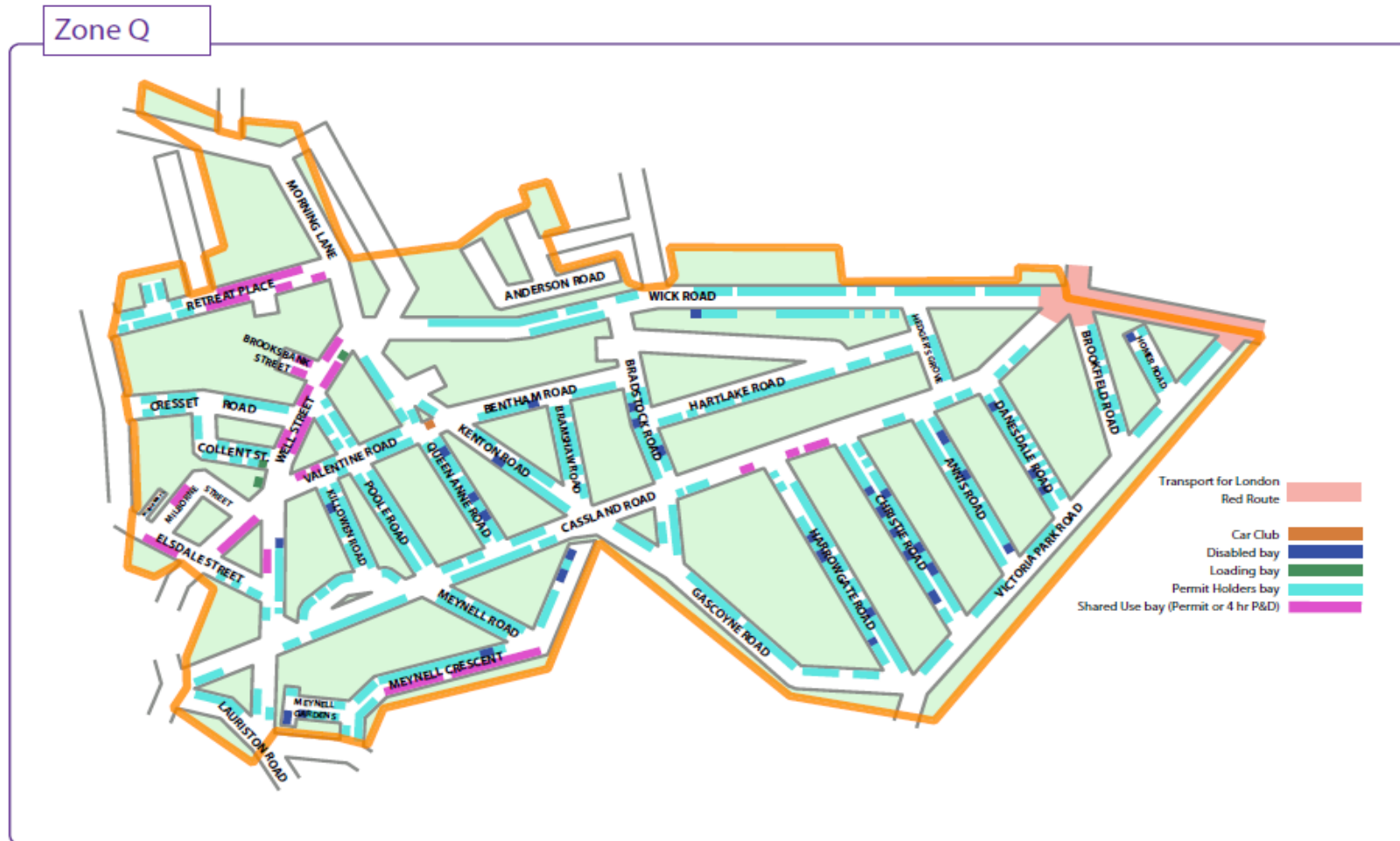
These include comments received via email, letter, telephone call and completed questionnaires. Many respondents provided more than one type of comment in their feedback and often reiterated their views of either supporting or opposing the change to the hours of control.

122 respondents provided general comments. Of the comments received, majority (25%) of the comments received were not happy with the change from the current hours, 9% of respondents stated that the PZ has had a negative impact on their business, 8% stated that there were too many disabled bays, 7% of respondents were unhappy with the extension of hours from 5pm to 6.30pm. Table 7 provides a breakdown of the main comment themes provided by respondents.

Table 7: Theme of comments

Comments	Total	% Total
Don't change from current hours	31	25%
CPZ has been negative for business/small business needs more support	12	9%
Too many disabled bays remove and replace with pay and display machines	10	8%
Don't want longer hours/changed to longer hours without consulting	9	7%
CPZ has made parking easier for residents	7	6%
Don't want Saturday restrictions	6	5%
High lorry use/ noise pollution	6	5%
Need for more resident parking	5	4%
Cassland Road needs more restrictions	5	4%
Parking zones are a money making exercise for the council	4	3%

Proposed Design



Produced by Hackney Design, Communications & Print, October 2014, PJS 2218

Consultation Documents



Review of Parking Zone Q (Well Street)

Parking Consultation

Why I am being consulted?

We would like to know whether the current parking controls in your zone continue to meet your needs.

Parking Zone Q (PZ) was implemented in 2012 in the Well Street area and was further extended to Cassland Road and Wick road areas in 2014.

As a part of our Parking and Enforcement Policy (PEP) we have promised to review PZs one year after their introduction to ensure that the parking controls in the area continue to meet the needs of residents and businesses.

The review process is a great opportunity for us to hear about your experiences since the introduction of the PZ and how it has worked for you.

Who is included in this consultation?

Every resident and business located within the current zone has the opportunity to have their say during this consultation.

This booklet contains a summary of the proposed design and operational hours in your PZ.

During this consultation, we are seeking your views on the operational hours of control for your zone.

Review design proposals

Parking Design

As the zone Q area is relatively new, the Council has only proposed a few changes to the bay allocations on two roads. These have been included in the questionnaire.

If you would like additional changes to be made to the parking restrictions in your zone please provide your feedback in the comments box within the questionnaire. Please be aware that although all comments will be considered, any proposed changes which may impact on safety will not be considered.

Operational hours

The Council has provided two options for the operational hours of Zone Q:

- Monday to Friday option; and
- Monday to Saturday option.

In terms of the hours of operation, the option that has been offered is **8.30am to 6.30pm** only rather than the existing hours of 8.30am to 5pm. The hours offered are in line with the Council's parking enforcement plan (PEP) which recommends that the hours of operation are standardised across all parking zones within Hackney. The aim of this is to ensure that it is made easier for drivers to park and understand the restrictions and to avoid overspill from nearby zones such as Zone D(s) where the current restrictions apply until 6.30pm

Pay and Display review

As part of the review, we will be changing all the maximum stay times for pay and display and shared use bays within your zone to 4 hours. This will ensure they are consistent across the whole zone and will provide longer parking for visitors to the local businesses.

Disabled Bays

As part of the review all existing disabled parking bays will be audited to ensure that they are still required by the registered user. In addition we will also assess the level of general use of disabled bays in the zone and will consider installing additional bays close to shops and other amenities in the area where necessary.

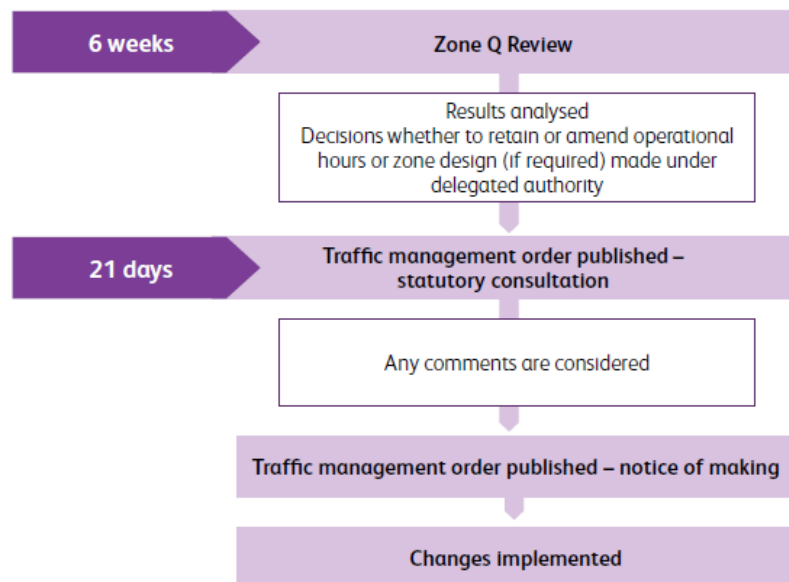
The Review Consultation Process

Informal consultation

As stated above, PZs are reviewed one year after they are introduced and every five to seven years thereafter to ensure that they still continue to meet the needs of the community. A consultation pack including a questionnaire is delivered to all affected residents and businesses in the area. We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or cyclist and/or the people who visit you.



Stage 4 Parking Review



Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a Statutory Consultation. This requires for a Traffic Management Order notice to be advertised in the Hackney Today for a 21 day period. This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered where, the Council is required to draft a decision audit report detailing the objections and its recommendation on whether these objections will be upheld or not. The report is then approved by the Assistant Director of Public Realm prior to the measures being implemented.

How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by: **5th December 2014**.

Alternatively you can complete your questionnaire online by visiting:
<https://consultation.hackney.gov.uk>

OR print a copy from our website and post it to us at the freepost address below;

**Freepost Plus RTES-SACS-HLRA
Hackney Parking Services
CPZ Design Team
PO Box 39055**

If you have any further questions on this consultation, please contact us using the details provided below:

Phone: **020 8356 8877**
Email: **consultparking@hackney.gov.uk**

What happens next?

Closing Date

5th December 2014

Closing date of consultation and last day to return your questionnaire.

Consultation Results

February 2015

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

If you have any questions regarding the consultation please contact us using the details provided below:

Phone: **020 8356 8877**
Email: **consultparking@hackney.gov.uk**

Frequently Asked Questions

Are PZs just a money making scheme for the Council?

No. By law revenue generated from PZs must be invested back into transport related improvements such as highways, street scene improvements, parking enforcement and safer car parks.

How do you decide upon the design changes to the zone?

Prior to the start of consultation we analyse the permit occupancy, Penalty Charge Notice (PCN) issue rates, pay and display revenue data and parking stress survey data on a street by street basis.

Throughout the six week consultation we receive feedback in the form of questionnaires, telephone queries and letters. All feedback is taken into consideration in the formulation of final design changes. Every attempt is made to balance the needs of all service users.

Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if the name has been provided. This is to ensure that there are no duplications.

What if I live on an estate?

There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would still be entitled to have your say on the existing design and hours of your zone.

What if I own a motorcycle?

Motorcycles can be parked free of charge in all bays within a PZ where residents and businesses can park (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays. Motorcycles should be parked at a right angle to the kerb and, if possible, at the end of the parking bay; you should use the dedicated motorcycle bays if available, rather than resident permit bays.

Where can I load/unload if I receive deliveries?

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

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

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit), pay and display only bays, single and double yellow lines (for a maximum of 3 hours). They can also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone.

What if I live on a private road?

If you live on a private road which falls within the consultation area, your road will still be included in the consultation. Although your road will remain free of controls, you will still be entitled to have your say. If you would like your road to form part of the existing zone please let us know in the comments box of the enclosed questionnaire.

Do you consider road safety?

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

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

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

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

What If I live on a Car Free Property?

A Car Free Property will be under a Section 106 agreement and will be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the design and hours of your parking zone but would not be eligible to purchase a parking permit.

If you want to apply for a permit and are not sure if you live in one of these areas please call us on **020 8356 8877**.

How will you use my personal information?

Hackney council will use the information you have provided for the purpose of identifying support for parking controls in the area.

No personal information you have given us will be passed on to third parties for commercial purposes.

Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services.

If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

All information provided will be handled under the Data Protection Act 1998's strict controls.

More information

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

Understanding the restrictions

Parking bays

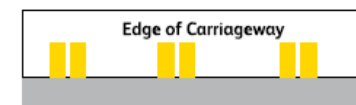
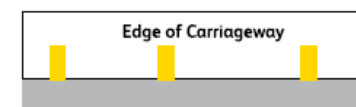
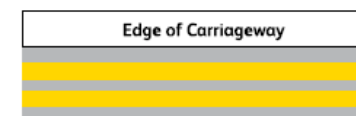
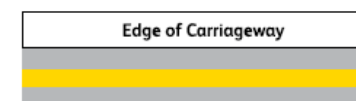
There are different types of parking bays, such as resident or business permit holders, pay and display bays, and shared use bays for permit holders or pay and display customers. A sign placed in the bay will tell you what type(s) of parking is permitted. Restrictions on these bays are only enforced during the PZ hours. Motorcycles can park for free in any of these bays, as long as it is at a right angle to the kerb. Disabled bays are only for the use of blue or companion badge holders and are enforceable at all times.

Operational hours

A CPZ is enforceable during the hours of operation. These are shown on the Zone Entry signs found at the boundary of the PZ. Outside the hours of operation you do not need to display a permit. However, double yellow lines or other loading restrictions (as shown below) are enforceable 24 hours a day.

Waiting restrictions

Waiting restrictions are indicated by yellow lines. Single yellow lines are used where waiting is not permitted during the PZ hours or other hours as indicated by a sign. A double yellow line is used where waiting is not permitted at any time, such as on a junction or in front of access to property. You can load or unload on a single or double yellow line except when there are loading restrictions in place.



Loading restrictions

Loading restrictions are indicated by yellow kerb marks. Single yellow kerb marks mean that loading is not permitted during the times shown, which may be during peak times. Double yellow kerb marks mean that loading is not permitted at any time.



About you

Email address: (optional) _____

Resident ☐ Business ☐ Both ☐

Operational Hours

Option 2: Monday – Saturday 8:30am – 6.30pm ☐

ID	Street	Proposal	Agree?
1	Elsdale Street	Change the permit bays outside No. 28 and Bernie Grant House to shared use bays 4 hour maximum stay	YES NO
2	Milbourne Street	Change the permit bay outside Nos. 9-11 to a shared use bay 4 hour maximum stay	YES NO

This image shows a single sheet of white paper with horizontal blue or grey ruling lines, typical of notebook paper. The lines are evenly spaced and run across the width of the page. There is a vertical margin line on the left side, creating a narrow left margin. The paper appears to be part of a bound notebook, as evidenced by the dark binding visible along the left edge.

a) Consultation pack: Useful ☐ Not useful ☐

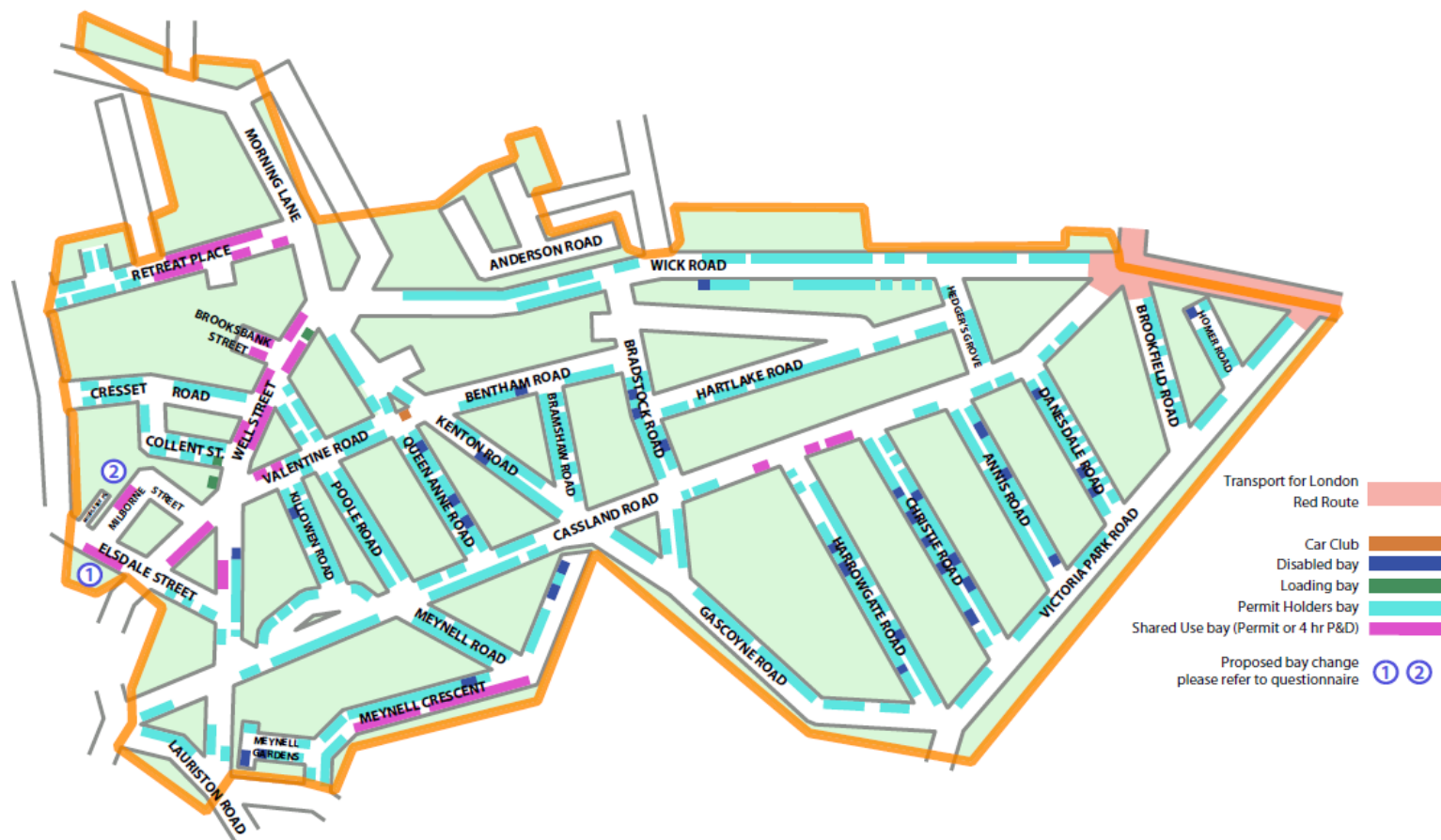
b) Information in the leaflet: Just right ☐ Too much ☐ Not enough ☐

c) Questionnaire length: Just right ☐ Too long ☐ Too short ☐

Please return this questionnaire using the freepost envelope provided to:
Freepost Plus RTES-SACS-HLRA, Hackney Parking Services, CPZ Design Team, PO Box 39055,
London E8 1WT

No personal information you have given us will be passed on to third parties for commercial purposes. Our policy is that all information will be shared among officers and other agencies where the legal framework allows it. If this will help to improve the service you receive and to develop other services. If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen. All information provided will be handled under the Data Protection Act 1998 strict controls.

Zone Q



Produced by Hackney Design, Communications & Print - October 2014 - PJ57238

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Hackney

Equalities Impact Assessment



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Parking Zone Q Review

Purpose of this Equality Impact Assessment:

Project/Scheme/Initiative Review

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

Name: Olaseni Koya	Ext: 8251
Directorate: Health and Community Services	Department/Division: Parking Services

Assistant Director:

Tom McCourt

Date: 12 Sep 2014

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project is to review Parking Zone Q, in accordance with the Council's Parking and Enforcement Plan (2010-2015).
- Through localised consultations, residents and businesses are given the opportunity to have their say on the design of the parking controls, including the location and type of parking bays and operational hours to ensure the CPZ meets the needs of local users.

The review also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

2. Who are the main people that will be affected? Consider staff, residents, and other external stakeholders.

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

3. What research or consultation(s) have been carried out? Please provide more details, together with a summary of what you learned.

The project includes a consultation with all stakeholders on the current and proposed design of parking restrictions.

Internal consultation will take place with internal teams (Streetscene, Waste Services, Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services. As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires outlining the proposed design changes.

4. Equality Impacts

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

Detailed information on how to consider the impacts on equalities is included in 'Guidance on equalities based planning and decision making' which can be downloaded from the intranet [here](#).

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

The public consultation provides an open forum for all local users to have their say on the design of local parking controls. The reviews have a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment and by creating parking restrictions which meet the needs of users.

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

Where you identify potential negative impacts, you must explain how these are justified and/or what actions will be taken to eliminate or mitigate them. These actions should be included in the action plan.

Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

5. Equality and Cohesion Action Planning

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

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

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

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Remember

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

