

# **DECISION AUDIT FORM**

For use by Head of Parking and Markets in Exercising (NH338 and NH339) or delegated powers - (Protocol for Officer Delegation)

## **CLIMATE, HOMES AND ECONOMY – PARKING OPERATIONS TEAM**

**DECISION: -**

**Agree to:-**

**Proceed with the making of traffic proposals to:**

- **Proceed with the implementation of Zone W as proposed with the operational period of Monday to Friday 10 am to 12 pm (noon).**
- **Commission an appropriate independent company to carry out parking stress surveys prior to the implementation of the new zone.**

**Reasons:**

1. These recommendations are based on several factors including consultation feedback, the Council's parking policies (PEP 2015-20), and the requirement to balance the needs of the local community with improving road safety.
2. The decision to introduce Zone W was made as a result of a 'Stage 1' consultation in the Stamford Hill area of the borough carried out between December 2020 and March 2021. The results of this consultation showed that there was support from the residents and businesses in the area with 63% of respondents in the consultation area supporting parking controls. When looking at the roads that would form Zone W, the results showed that 60% of respondents supported parking controls.
3. Following the 'Stage 2' consultation which took place in September and November 2021, it became clear that there is strong support in most of the consulted area for shorter hours of parking controls with 547 of the 779

respondents opting for one of the two options offering shorter hours, and the Monday to Friday 10 am to 12 pm (noon) option receiving 513 votes. In total residents within 30 of the 36 roads who responded to the consultation supported a shorter operational period.

4. Other factors that have been included in the decision making process include:
  - a. Prioritise parking according to need.
  - b. Smooth traffic flow, improving emergency vehicle access and bus journey times.
  - c. Maintain and improve road safety.
  - d. Reduce tailpipe emissions and particulate matter from motor vehicles to improve local air quality and health outcomes for local people.
  - e. Improving the availability of parking spaces to local people by limiting the ability for commuters and drivers displaced from nearby zones to park.
5. Parking Services carried out its duties to conduct consultation on the design of parking controls in the parking Zone W area in line with the Parking Enforcement Plan (PEP) 2015 - 2020.
6. The consultation ran for an eight week period from 27 September 2021 to 22 November 2021, with consultation packs delivered to every address within the zone. Notices informing the public about the consultation were also erected on each street and advertised in the local paper as well as the Council's website. This widespread publicity allowed all residents and businesses an equal opportunity to respond to the consultation.

## **Background**

7. The results of a 'Stage 1' consultation within the Stamford Hill area of the borough carried out between December 2020 and March 2021 showed that there was majority support for the introduction of parking controls in the area and the decision was made to proceed introduce two new parking zones referred to as Zone W and Zone Y in June 2021. For more information please see the Delegated Report:

[Stage 1 Stamford Hill East & West Delegated Report](#)

8. A 'Stage 2' consultation of the proposed zone was carried out between September and November 2021 with a particular emphasis on the design of the parking restrictions and the hours of operation of the zone.
9. Following the results of this consultation the Council put forward a proposed traffic order with a specific design, and proposed the operational period of Monday to Friday 10 am to 12 pm (noon) in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 reg. 7.
10. People were given the opportunity to raise any valid objections in line with reg. 8 and the Council has taken all those into account in line with reg. 13.
11. This report has been prepared and recommends that the Head of Parking proceeds with the proposed traffic orders for the following reasons:
  - a. A significant level of support for shorter operational hours from within the zone.
  - b. The shorter hours and parking design will address certain equality impacts particular to this area.
  - c. The shorter hours can prove effective in reducing commuter and displacement parking which had been a key source of parking stress in the area before the introduction of parking controls.
12. Approval for the design of parking controls and the operational period in the Zone W area was granted via delegated authority from the Group Director in January 2022. A link to a copy of the delegated report can be found below for more information.

[THE GROUP DIRECTOR STAGE 2 PARKING CONSULTATION ZONE W](#)

13. The Traffic Management Order (TMO) statutory consultation proposal to introduce parking controls in parking Zone W commenced on 8 April 2022 with a three week objection period ending on 29 April 2022. The notice was advertised

in the local newspaper (Hackney Citizen). In addition, site notices were displayed on each street likely to be affected by the proposed changes.

### **Consultation process**

14. The Council's consultation process is not a referendum. It takes into account the needs of those who are experiencing parking difficulties and looks at ways to resolve their parking concerns by providing a logical solution.

15. Parking Services consulted residents in the Zone W area in line with our parking policies, the Parking Enforcement Plan 2015-20 (PEP) and the Council's Consultation Guide (see links below).

<https://drive.google.com/file/d/1Y9Wi9YICzAVSBsVwe6SpCU6ImagE0IYk/view>

[https://drive.google.com/file/d/14vB3ye054FiBU-uQZS\\_STCfeywnUYcgc/view](https://drive.google.com/file/d/14vB3ye054FiBU-uQZS_STCfeywnUYcgc/view)

16. The consultation documents sent to the Zone W area were in line with the approved standard for parking consultations.

17. The consultation documents provided information outlining why the Council consulted the area, information about the proposed design, hours of operation and the Council's decision making process.

18. In line with our consultation standards, Parking Services ensured that clear objective information was provided within the consultation documents to allow residents and businesses to make an informed decision about parking in their area.

19. The area was consulted for a period of 8 weeks. During this time, all residents and businesses had the opportunity to provide their feedback by completing the questionnaires and submitting them using the freepost envelopes and/or online via the Council website.

20. In line with the PEP, Parking Services review new parking zones one year after implementation to ensure that they suit the needs of the residents. At the review stage, the hours of operation may be revised based on the feedback received

from the area and an assessment of how the new parking controls have been operating in practice.

### Policy considerations

21. The Parking and Enforcement Plan (PEP) 2015-2020 outlines all parking related policies and procedures including parking zones, enforcement and the hierarchy of needs.

22. There is greater demand for parking than space available on street, so the Council uses the hierarchy of parking needs which shows the general priorities across Hackney to determine parking needs.

Priority	Road user
1	• blue badge holders' parking
2	• residents' parking
3	• car clubs
4	• local business / service operational parking / servicing
5	• short-stay shopper / visitor parking
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 local environment</li> </ul>

23. Reviewed approximately every five-years, the PEP allows all residents, local businesses and visitors to the borough to provide feedback on proposed policies and provide general feedback on how the Council can improve the PEP. The current version of the PEP is currently being reviewed and is expected to be approved by cabinet in July 2022.

24. The Council recognises that loneliness affects our residents, especially those who are vulnerable, elderly and disabled. The Council offers a 50% discount to residents who are disabled and/or aged 60 and over. Residents can purchase one day or two hour visitor vouchers books for on street parking and one day estate vouchers for off street parking on estates. Both allow residents' visitors to park in their home parking zone.

25. Section 2.29 of The Parking and Enforcement Plan (PEP) 2015-2020 states 'The hours of control should prioritise local parking needs and reflect the characteristics of the area to protect local parking needs'.

### **Equality Impact Assessment**

26. The Council is under a legal obligation known as the public sector equality duty (PSED) which, set out as prescribed under section 149 of the Equality Act 2010, requires a public authority to have due regard 'in the exercise of its functions' to the need to eliminate unlawful discrimination, promote equality of opportunity and foster good relations between persons of different groups.

27. The Council has carried out an additional Equality Impact Assessment following the latest 'Statutory' consultation which builds on the Equality Impact Assessments carried out as part of the September and November 2021 consultation process. By conducting an Equality Impact Assessment during various stages of the consultation process, this has assisted the Council to identify if any of the recommendations about the future of parking controls in Zone W may have an adverse effect on the parking needs of specific groups who share protected characteristics, including elderly residents and visitors, disabled drivers and faith communities including large local Muslim and Orthodox Jewish communities who have communicated their particular parking needs to the Council.

28. The exercise of the PSED can result in some persons being treated more favourably than others. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected characteristic in order to meet any particular needs they may have, that are not shared by others, in order to advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.

29. As outlined in the Equality Impact Assessment, the Council has taken steps to help create positive impacts or reduce negative impacts on members of the

community with a protected characteristic that is relevantly affected. However, the PSED is a process and a duty to have due regard to the goals at section 149(1) of the Equality Act, rather than an instrument to create a particular outcome. Therefore, equalities issues have been some of the various considerations taken into account when deciding to recommend the introduction of parking controls in Zone W together with a range of other factors that inform parking management.

### **Consultation Feedback**

30. In line with our policies, the consultation feedback was analysed on a street by street basis.
31. The consultation asked residents and businesses about their preferred hours of operation and offered the choice of 4 options:
  - a. Monday to Saturday 8:30am - 6:30pm
  - b. Monday to Friday 8:30am - 6:30pm
  - c. Monday to Friday 7:00am - 11:00am
  - d. Monday to Friday 10:00am - 12:00pm (noon)
32. The consultation results showed that 68% of respondents favoured the operational hours of Monday to Friday 10:00am - 12:00pm (noon)
33. To avoid confusion to all road users, the Council tries to use similar standardised hours within a parking zone and wherever possible in adjacent parking zones.
34. When required, the Council can investigate the option of creating a split zone (as exists in other parts of the borough). In those cases the decision of where to create the internal boundary between the different sections of the zone is important in order to reduce the level of impact one section will have on the other. In the case of Zone W with only 6 of the 36 roads supporting longer hours it was deemed impractical to create an internal boundary to include some or all of those roads in a sub zone without including a larger number of roads that supported shorter hours than supported longer. If the internal boundary is not

correctly located, creating sub zones can lead to significant displacement parking where roads adjacent to each other have differing hours. For example, it is possible that residents of those roads with longer operational hours may opt not to purchase a permit but instead decide to park on an adjacent road with shorter hours particularly where their vehicle is regularly used during the shorter operational hours but not throughout the whole day. This therefore causes undue parking stress to residents of those roads with the shorter hours.

35. The Council will commission an independent parking stress survey three months after the implementation of the parking Zone to determine what impact the introduction of parking controls and the operational hours may have had on these roads. The Council may then consider further options which may be necessary to ease parking pressure.
36. See the delegated report on the link below for more information;

[THE GROUP DIRECTOR STAGE 2 PARKING CONSULTATION ZONE W](#)

### **Traffic Order process**

37. The traffic order proposals were advertised on 8th April 2022 in the local newspaper (Hackney Citizen). This statutory consultation runs for a period of 21 days to allow members of the public to comment or object to the proposed scheme.
38. In addition, copies of the notice were displayed on posts and lamp columns in each road affected by the proposed changes to ensure that all residents and members of the public were made aware of the Council's proposals. See appendix 2 for a copy of this notice.
39. Members of the public were able to provide their feedback to the statutory consultation via various means. This included the Council's traffic order webpage, by post in writing to the Head of Streetscene or by email to the postal and email addresses quoted on the on-street notices and newspaper adverts.



40. Information regarding how to object to the Council's proposals was provided on the posters displayed in all roads in the area and in the summary leaflets sent out to all residents.

**Comments objecting to TMO and officers' response:**

41. A summary of the objections and/or representations received following the Notice of Proposal for the 'statutory' phase of consultation 8 to 29 April 2022. A summary of the objections received and officers' recommendations are provided below. Appendix 1 contains copies of all emails and correspondence received against the TMO notice issued on 25 March 2022.

42. A total of 4 objections to the proposed Traffic Management Order were received, with all 3 specifically objecting to the proposal for the operational period of Monday to Friday 10 am to 12 pm (noon) specifically on West Bank,

43. The objections raised in relation to these proposals have been considered and have been overruled. The reason for this has been explained in the conclusion section of this report.

**Summary of Objections**

All objections received were made against the proposed operational hours of parking controls, the reasons behind the objections can be summarised into a number of topics as listed below. The Council will address each topic in turn.

- a. Previous consultations carried out demonstrate that residents do not consider parking restrictions necessary.
- b. The cost of consultations are borne by the residents.
- c. Did not receive the 'Stage 2' Consultation documents so did not get to vote
- d. A 2 hour zone is insignificant and makes no sense.
- e. West Bank is used by visitors to the shopping parade on Dunsmure Road
- f. West Bank is a one-way road so may require drivers to travel further to find a space.

- g. More votes for the two options with the longer hours were received from West Bank

The Council has committed to commission a parking stress survey three months after the zone has been implemented which can be compared to those carried out previously. This will provide an evidence base that can be used to properly evaluate the impact of the zone to residents and businesses.

**Topic A** – Previous consultations carried out demonstrate that residents do not consider parking restrictions necessary.

**Received from:**

- [REDACTED]

**Response:**

With regard to the point raised that the previous consultations carried out demonstrate that residents do not consider parking restrictions necessary. The Council agrees that the 'Stage 1' Consultation carried out in the proposed Zone V in 2018 in which 70% of respondents did not support the introduction of parking controls does demonstrate that at that time there was not support for parking controls in the area. However, following the introduction and extensions of Parking Zones T and U and the introduction of additional parking zones bordering the north of the zone in the London Borough of Haringey, a further 'Stage 1' consultation carried out in the Stamford Hill area between December 2020 and March 2021 showed that 63% of respondents now supported the introduction of parking controls. When looking at the roads that will form Zone W support for parking controls was 60%.

**Topic B** – The cost of consultations are borne by the residents.

**Received from:**

- [REDACTED]

**Response:**

The cost of parking related consultations are not drawn from the Council's general funds but are taken from income generated by parking i.e. the sale of permits, visitor vouchers, P&D/RingGo income and Penalty Charge Notices and these parking derived funds are reserved (by law) for parking/traffic related schemes. Therefore the cost of the consultation was not borne by residents but by vehicle users.

**Topic C** – Did not receive the 'Stage 2' Consultation documents so did not get to vote.

**Received from:**

- [REDACTED]
- [REDACTED]

**Response:**

All consultation documents are sent to each and every address in the consultation area. As the same mailing address list was used for all communication and as the objector confirms that they did receive other communications from the Council related to the consultation this would indicate that the 'Stage 2' consultation documents were either misplaced or lost. In either case this is beyond the control of the Council. The Council is aware that there are often cases where documents are lost or misplaced and therefore in addition to sending consultation by post the Council also makes copies of the consultation documents available on its website, places posters on each road and in the local press to highlight that the consultation is taking place.

As with all consultations there is a specific cut off time/date after which responses cannot be accepted whatever the reason. Unfortunately, despite the objectors request to respond in support of the operational period of Monday to Friday 8.30 am to 6.30 pm this request has been received after the consultation end date and therefore cannot be accepted.

**Topic D – A 2 hour zone is insignificant and makes no sense**

**Received from:**

- [REDACTED]
- [REDACTED]
- [REDACTED]

**Response:**

A series of parking stress surveys carried out in the area, with the most recent in 2020, indicated that there has been a significant increase in the levels of parking stress in the area between 2014 and 2020. As there have also been a number of new parking zones introduced in both the London boroughs of Hackney and Haringey that directly border the area, it can be assumed that a portion of the increased parking stress is caused by commuters (this area is currently has the closest uncontrolled roads to the City and central London) and displacement vehicles where drivers have opted not to buy permits for the neighbouring parking zones. As has been demonstrated in Zones P and T, a 2 hour parking zone can prove effective in dissuading commuters and displacement vehicles from parking in a zone.

**Topic E – West Bank is used by visitors to the shopping parade on Dunsmure Road**

**Received from:**

- [REDACTED]
- [REDACTED]
- [REDACTED]

**Response:**

The design of the parking restrictions includes loading bays and visitor parking on several roads close to the shopping parade on Dunsmure Road with the expectation that this will distribute the pressure of visitors that drive and park within the area across all the roads. The Council accepts that there will be nothing preventing

visitors parking in the permit holder bays outside of the operational period but as has been demonstrated in other areas of the borough, a 2 hour parking zone does prove effective in discouraging both commuter and displacement parking (long term parking) and while there may be a number of visitors parking outside of the operational period the removal of the long term parking will make a significant impact on the availability of parking on all roads in the area.

**Topic F** – West Bank is a one-way road so may require drivers to travel further to find a space.

**Received from:**

- [REDACTED]
- [REDACTED]

**Response:**

That West Bank is a one-way road and as such would require a driver to travel further to find parking if no space is available cannot be denied. However as has been previously stated the introduction of the parking zone is expected to remove most if not all of the commuter and displacement parking from the zone which should make the available parking more accessible to residents and businesses in the zone.

**Topic G** – More votes for the two options with the longer hours were received from West Bank

**Received from:**

- [REDACTED]
- [REDACTED]
- [REDACTED]

**Response:**

When analysing the feedback received from a consultation, the Council does not simply look at the data on a 'first past the post' basis. In the case of Zone W, 68% of all responses voted for the operational period of Monday to Friday 10 am to 12 pm (noon) with an additional 4% voting for the operational period Monday to Friday 7 am to 11 am. This means that 72% of the respondents opted for the two shorter options.

When the results were looked at the street level, they showed that 30 of the 36 roads expressed a preference for the shorter operational hours with 6 roads opting for longer hours. While it is possible for the Council to consider different operational periods on some roads within a zone, it could only be done where it is possible to create a logical boundary between the different areas. In the case of Zone W, there were 6 roads which opted for longer operational hours (Dunsmure Road, Guinness Trust buildings, Manor Road, Royal Close, Stanard Close and West Bank). As Guinness Trust Buildings and Royal Close are private roads parking controls will not be added to these roads as part of this scheme, Stanard Close is a Hackney Housing estate which currently has its own separate parking controls in operation. Of the remaining three roads, while Dunsmure Road and West Bank share a junction, this was not deemed to be sufficient to split the zone. To do so and form a logical boundary would have meant a minimum of six other roads would have needed to be included in the section with longer hours despite those roads opting for shorter hours.

As has been previously stated, the Council will commission an independent stress survey three months after the zone has been implemented which will provide a much better evidence based picture of how the zone is working.

**Recommendation:-**

After considering all the objections and representations to the publication of the proposals as part of the traffic management order, it is recommended to;

**Proceed with the implementation of Zone W as proposed with the operational period of Monday to Friday 10 am to 12 pm (noon).**

**Commission an independent contractor to carry out a parking stress survey of the zone 3 months after the zone implementation and assess the impact of the changes to residents and businesses in the area.**

**Approval**

I have noted the contents of this summary and agree with the recommendations contained therein.



**Signed.....**

**12/05/2022**

**Dated.....**

**Kevin Keady - Head of Parking and Market Services**

- CC. Aled Richards – Director Public Realm**
- CC. Councillor Mete Coban – Cabinet Member for Climate, Homes and Economy**
- CC. Andrew Cunningham – Head of Streetscene**

## APPENDIX 1 - Objections received

### Objection: 1

Received from: [REDACTED]

4/28/22, 4:19 PM London Borough of Hackney Mail - Scheme comment



Consultation Parking (Shared Mailbox)

<consultation.parking@hackney.gov.uk> **Scheme comment**

**Public Consultation Traffweb Site** <no-reply@traffweb.co.uk> 24 April 2022 at 14:44 To: consultparking@hackney.gov.uk

Regarding Scheme: TT1556 - Zone W

Street name: ST KILDAS ROAD

Name: [REDACTED]

Contact preference: Email

Address: [REDACTED]

Postcode: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Comment type: Object

Comment: Recent consultations in 2016 and 2020 both demonstrated that residents do not consider parking restrictions necessary in the area. Statement of reasons do not reflect these concerns - cost of these consultations was bourn by residents but it does not seem to have been factored by the council.

Report:

TT1556 - Zone W: Object: 2



## Objection: 2

Received from: [REDACTED]

4/28/22, 4:27 PM London Borough of Hackney Mail - Parking Zone W feedback



Consultation Parking (Shared Mailbox)

<consultation.parking@hackney.gov.uk> **Parking Zone W feedback**

[REDACTED] 26 April 2022 at 20:29 To:  
'consultparking@hackney.gov.uk' <consultparking@hackney.gov.uk>

To whom it may concern,

I would like to express my feedback and concerns with the current parking permit plans for Stamford Hill West (parking Zone W).

Firstly, I don't recall receiving a survey on the times of the permit to choose from, only a booklet to state whether or not we wanted there to be permits on our street, in which I said yes.

The results have come in for my road (West Bank) at 7 votes for 10am-12pm - which I honestly didn't think would be an option, what is the point of getting paying permits in place for 2 hours of the day? How does that benefit residents? We have to pay for a full permit for an insignificant amount of time, that shouldn't even be an option, it makes no sense.

Parking is especially difficult for the residents of West Bank as it leads to Dunsmure Road, the areas main shopping parade. People from outside the area daily use West Bank to park in to unload deliveries for the shops - especially the green grocers, and also for customers to park to use the shops. It's a very busy shopping street for the community. A permit for 2 hours does nothing for the residents to control this and help them find a parking spot and is going to cost them for this lack of use. An additional and unique consideration for West Bank is that it is the only one-way street in the local vicinity, so when a parking space is not available, you have to continue to make long loops to get back to try and find a space again. This is particularly nightmarish if you have young children as we do. For these reasons I believe that West Bank should be an exception to the blanket rules suggested in the plans.

Furthermore, I can see 6 people voted for Mon - Friday 8.30am - 6.30pm and also 6 people voted for Monday - Sat 8.30am - 6.30pm, which are both very similar options and combined that amounts to 12 people's votes, which vastly outnumbers those in favour of the 10-12 option which is stark in its difference.

I did not get to vote and I would like to vote for **Mon - Friday 8.30am - 6.30pm.**

The 'Stage 2 Parking Design Consultation Outcome' booklet does not make it clear where to send feedback, so I am writing to you directly.

Kind Regards,

A solid black rectangular box used to redact the sender's name and signature.

**Objection: 3**

**Received from:** [REDACTED]

4/28/22, 4:28 PM London Borough of Hackney Mail - Stamford Hill West Parking feedback



Consultation Parking (Shared Mailbox)  
<consultation.parking@hackney.gov.uk>

## Stamford Hill West Parking feedback

1 message

[REDACTED] 27 April 2022 at 15:37 To:  
'consultparking@hackney.gov.uk' <consultparking@hackney.gov.uk>

Dear Madame/Sir,

I would like to give my feedback on the parking permit plans for Stamford Hill West (parking Zone W).

I live on West Bank and the results are:

A - 7 votes for 10am-12pm Mon Fri

B - 6 votes for 8.30-6pm Mon Fri

C - 6 votes for 8.30-6pm Mon Sat

Option B & C are almost identical and option A is a huge departure from normal parking rules. To not combine votes for B&C when considering they are going directly against something so different means you will receive results to the survey that do not indicate the popular decision - especially as A only 'won' by 1 vote.

Really a version of B/C should be considered the 'winner' by 12 votes to 6.

To provide additional context, West Bank is incredibly busy as it is a one way street, and has to absorb lots of shopping and loading traffic from Dunsmure road. It is often not possible to get a space on the street at all, or if you can find one it could be 100 metres from your door - a problem with small children - something many of West banks residents have.

I find it very confusing how a 2 hour permit slot would benefit residents? We would have to pay for a permit but would be guaranteed a space only in the smallest window of time - and to be honest one in which it is extremely likely you would use a car. No help to get a space when returning from a school run or from work but at an added cost to the already tight and increasing household bills.

I would like to strongly oppose the option for 10-12pm parking on West Bank, and suggest 8.30-6pm Mon Fri.

The booklet does not make it clear where to send feedback, so I am writing to you directly. Kind Regards,

[REDACTED]

**Objection: 4**

**Received from:** [REDACTED]

5/5/22, 1:39 PM London Borough of Hackney Mail - Stamford Hill West (parking Zone W)



Consultation Parking (Shared Mailbox)  
<consultation.parking@hackney.gov.uk>

**Stamford Hill West (parking Zone W)**

1 message

[REDACTED] 29 April 2022 at 09:11 To:  
consultparking@hackney.gov.uk

To whom it may concern,

I would like to express my feedback and concerns with the current parking permit plans for Stamford Hill West (parking Zone W).

Firstly, I don't recall receiving a survey on the times of the permit to choose from, only a booklet to state whether or not we wanted there to be permits on our street, in which I said yes.

The results have come in for my road (West Bank) at 7 votes for 10am-12pm - which I honestly didn't think would be an option, what is the point of getting paying permits in place for 2 hours of the day? How does that benefit residents? We have to pay for a full permit for an insignificant amount of time, that shouldn't even be an option, it makes no sense.

Parking is especially difficult for the residents of West Bank as it leads to Dunsmure Road, the areas main shopping parade. People from outside the area daily use West Bank to park in to unload deliveries for the shops - especially the green grocers, and also for customers to park to use the shops. It's a very busy shopping street for the community. A permit for 2 hours does nothing for the residents to control this and help them find a parking spot and is going to cost them for this lack of use. An additional and unique consideration for West Bank is that it is the only one-way street in the local vicinity, so when a parking space is not available, you have to continue to make long loops to get back to try and find a space again. This is particularly nightmarish if you have young children as we do. For these reasons I believe that West Bank should be an exception to the blanket rules suggested in the plans.

Furthermore, I can see 6 people voted for Mon - Friday 8.30am - 6.30pm and also 6 people voted for Monday - Sat 8.30am - 6.30pm, which are

both very similar options and combined that amounts to 12 people's votes, which vastly outnumbers those in favour of the 10-12 option which is stark in its difference.

I did not get to vote and I would like to vote for **Mon - Friday 8.30am - 6.30pm.**

The 'Stage 2 Parking Design Consultation Outcome' booklet does not make it clear where to send feedback, so I am writing to you directly.

Kind Regards,



## APPENDIX 2 - Copy of On-Street Notice

### LONDON BOROUGH OF HACKNEY

#### THE HACKNEY (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. \*\*) ORDER 2022

#### THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No. \*\*) ORDER 2022

#### TT1556

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Hackney proposes to make the above-mentioned orders under the Road Traffic Regulation Act 1984 as amended.

2. The general effect of the orders will be as follows;

- a) Introduce permit parking bays, disabled bays, personal permit bays, 1 hour maximum stay shared use bays and associated waiting and loading restrictions in the following roads as Zone W with the operational hours of Monday to Friday 10 am to 12 pm (noon).

Amhurst Park, Bergholt Crescent, Bethune Road, Colberg Place, Cranwich Road, Denver Road, Dunsmure Road, Durley Road, East Bank, Fairholt Road, Glaserton Road, Grangecourt Road, Heathland Road, Hillside Road, Holmdale Terrace, Holmleigh Road, Hurtsdene Gardens, Linthorpe Road, Manor Road, Northdene Gardens, Northfield Road, Paget Road, St Andrews Grove, St Kildas Road, West Bank and Wilderton Road

- b) Cranwich Road - replace the existing loading bay at the side of No. 92 Dunsmure Road with a 1 hour maximum stay shared use bay.
- c) Dunsmure Road - replace the existing limited waiting bays with loading bays and 1 hour maximum stay shared use bays.
- d) West Bank - replace the existing loading bay at the side of No. 74 Dunsmure Road with a 1 hour maximum stay shared use bay.

3. Plans of the proposed locations can be viewed here - <https://www.hackneytraffweb.co.uk/> Documents giving more detailed particulars are available for inspection by email request to [streetscene.consultations@hackney.gov.uk](mailto:streetscene.consultations@hackney.gov.uk). Alternatively Such documents can be inspected during normal office hours on Mondays to Fridays, in the visitor's reception area, London Borough of Hackney, Hackney Service Centre, 1 Hillman Street, London, E8 1DY by **appointment only**.

4. Any objections or other representations about either of the orders should be sent in writing to Streetscene – Networks Team at the address specified in paragraph 3 above or emailed to [streetscene.consultations@hackney.gov.uk](mailto:streetscene.consultations@hackney.gov.uk) within 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 8<sup>th</sup> day of April 2022

**Andrew Cunningham**  
Head of Streetscene  
(The officer appointed for this purpose)