

DELEGATED REPORT OF**THE GROUP DIRECTOR OF NEIGHBOURHOODS AND HOUSING****Zone D Stage 4 Review Consultation****DATE (2016/2017)**

April 2016

CLASSIFICATION:

Open

If exempt, the reason will be listed in the main body of this report.**WARD(S) AFFECTED****Hackney North, Hackney South, Hackney Central**

1. SUMMARY

- 1.1 This report details the results of the consultation for the stage 4 review carried out between 24th October 2015 and 16th November 2015 in Parking Zone Dn, Ds and Dc. This public consultation is part of the 5 - 7 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 also recommends to rename some roads within parking sub zone Dn to Zone S and to rename the majority of roads within sub zones Dc, Ds and some roads within Zone Dn as Zone D in line with the Cabinet report approved on 22nd June 2015. This was communicated to the residents and businesses as part of this consultation process.
- 1.3 Parking Zone D was split into sub zones Dc, Dn, and Ds in 2005, to allow for the introduction of shorter hours in the zone Dn and Ds areas whilst Zone Dc maintained the longer hours to protect the needs of the residents from the night time economy.
- 1.4 In recent years it was established that the sub zone designations were confusing for some drivers due to the sub zones being similarly named to other nearby parking zones (e.g. parking sub zone Dn and N as well as parking sub zone Dc as C) which resulted in drivers parking in the wrong areas with the incorrect permits.
- 1.5 The Council has recommended for majority of the roads in sub zones Dc and Ds as well as some roads in zone Dn to be merged and renamed as Zone D (set-out below) whilst still maintaining the same hours in each area. The Council also recommends that the majority of roads in sub zone Dn be renamed as Zone S so that it is less confusing for drivers and to ensure that the parking zones are compliant with the Department for Transport recommendation of limiting the size of parking zones.
- 1.6 The Council has recommended that the following roads within Zone Dn; Greenwood Road, Wayland Avenue, Navarino Road, Lansdowne Drive, Forest Road, Richmond Road and Wilton Way be moved into the newly created zone D, as outlined above.
- 1.7 The report also makes recommendations to implement a number of changes to the parking design, (including bay changes set out in Appendices 4 & 5) along with the boundary and operational hours of the area which are detailed in Appendix 1 & 2. The 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 approve/authorise the implementation of the proposed parking design changes to Zone Ds, Dc and Dn as outlined in paragraphs 2.2 to 2.5 and Appendix 1, 2, 4 and 5 of this report.
- 2.2 To approve/authorise the implementation of the proposed boundary change to relocate all properties on the western side of Mare Street (junction of Richmond Road to Andrews Road) and all properties on Helmsley Place to Zone J.
- 2.3 To approve / authorise the proposed changes to bay types in the roads listed in Appendices 4 and 5 based on feedback received from the consultation as well as to regularise the parking bays within the parking zone.

- 2.4 To approve/authorise moving the following streets from Zone Dn to the newly named Zone D: Greenwood Road, Wayland Avenue, Navarino Road, Lansdowne Drive, Forest Road, Richmond Road and Wilton Way). The hours of control for these streets will remain as Monday-Saturday 8.30am to 6.30pm.
- 2.5 To approve/authorise the modification of the hours of operation for Parking Zone D from 8:30am to 11:00pm Monday to Saturday to 8:30am to 6:30pm on the following streets: Loddiges Road, St Thomas's Square, Pemberton Place, Well Street and the section of Frampton Park Road south of Loddiges Road (formerly in parking sub zone Dc).
- 2.6 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 Ds, Dc and Dn to give effect to the changes in recommendations 2.1 to 2.5 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.

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 zones should be reviewed 5-7 years. 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.

5. BACKGROUND

- 5.1 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.
- 5.2 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.

- 5.3 Operational reviews for existing parking zones (PZs) 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. From June 2015 the Stage 4 operational review and public consultation of Parking Zone D took place.
- 5.4 An integral part of the review process is public consultation with local residents, businesses and other key stakeholders. The consultation exercise is a mechanism to enable feedback on both the current service provision (customer satisfaction) and any other proposals such as changes to design, operational hours, or more general parking issues. The extent of the scheme and consultation material is in Appendix 1 to 4.
- 5.5 The PEP (Parking Enforcement Plan) recommends a review of all new PZs after the first 12 months of operation and all existing PZs every 5 to 7 years thereafter. The review of Zones Dc, Dn and Ds is part of the stage 4 review programme.
- 5.6 The public was consulted on the current operational hours, changes to the design, location and use of parking places. The consultation process included conferring with internal and external stakeholders including emergency services and the waste department prior to consultation with the residents and businesses.
- 5.7 The consultation exercise had two main strands; feedback on operational hours and the proposed design modifications. The detailed feedback from the area is shown in Appendix 1 & 2.
- 5.8 The cost of the consultation and implementation of the recommended changes which includes lining, signs and posts, pay and display machine adjustments and associated costs is approximately £65k. The one off and ongoing maintenance costs will be contained within the parking revenue account.
- 5.9 The breakdown of costs involved in the consultation and for the suggested implementation of the recommendations are:-

One off costs	£
Consultation costs	£34,000
Implementation of new signs and P&D	£30,000
Traffic Order changes	£1,000
Total Expenditure	£65,000

Ongoing Maintenance Costs	£
Annual Maintenance – Signs/Posts	£9,000
Annual Maintenance – Lining	£22,500
Total Expenditure	£31,500

- 5.10 Recommendations are not put forward solely on the basis of public feedback, but take into account the objective analysis of permit occupancy data, PCN issue rates and pay and display occupancy data along with the preferences indicated by the consultation responses of all services users with the aim of finding the best balance possible.
- 5.11 The recommendations put forward have been in light of all data collected.
- 5.12 Key factors considered in making these changes include but are not limited to:-

- Parking enforcement policy on reviews of PZs – this forms a commitment to ensure that they are reviewed by taking into account the feedback received from the consultation;
 - Safety – this plays a key feature in the review of all zones and the recommendations thereof. The key recommendations made within the zone are made to ensure that the parking restrictions put in place as part of the original PZ are safe for both motorists and pedestrians. Extensions to parking bays are only proposed where it is considered safe to do so with the remaining kerb space marked as a yellow line to maintain access, visibility and traffic flow. The allocation of parking bay use is intended to reflect the mix of residential and commercial properties within the area;
 - Planned maintenance – the Council is committed to maintain all local PZs and has a duty to ensure that signs and lines continue to be compliant with the Traffic Signs Regulations and General Directions 2002 (as amended). In essence, the changes to these zones also form part of planned maintenance for the areas and incorporate remarking of worn or damaged lines and signs to ensure continued compliance with regulations and the ability to enforce restrictions.
 - Additional and improved parking provision – as with all controlled parking areas, parking demand needs to be managed effectively to ensure they continue to meet the needs of residents, visitors and business. This could give rise to changes in the layout and wherever possible the reduction of yellow line restrictions while still maintaining safety considerations to provide additional parking space. The allocation of the additional space is based on demand for parking in the general area and a consistency within the street or area as well as in line with the Council PEP hierarchy of needs.
 - Balance – some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area under review.
- 5.13 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.
- 5.14 Parking Services have identified an issue with the current naming arrangement of some of its parking zones whereby similarly named zones are causing confusion for motorists leading to the issuing of PCNs. In order to resolve this issue, the Council proposed to simplify the names of its parking zones and create unique names in order to avoid confusion.
- 5.15 A Cabinet Report was approved in June 2015 to merge sub zones D(c) and D(s) and rename this as 'Zone D'. Approval was also given to rename Zone Dn as 'Zone S'. Please see Appendix 3 & 4 for maps of parking zone boundaries, showing the proposed changes to the zone names and boundaries.
- 5.16 Under the new proposals, Zone Dn permits will be replaced with Zone S permits and will only be valid in parking Zone S. Zone Dc and Ds permits will be replaced with Zone D permits which will also only be valid in this zone and not Zone S.
- 5.17 The above changes will reduce intra zone parking in busy areas in zone D by discouraging unnecessary car use and ensure that parking zones within the borough are compliant with the Department for Transport (DfT) recommendations on limiting the size of parking zones.

Feedback from the Public Consultation

- 5.18 A consultation questionnaire and booklet was sent to all residents and businesses in the Zone Dn, Dc and Ds sub zones 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.
- 5.19 Two different consultation leaflets were sent to the new boundary areas Zone S (majority of Dn) and Zone D (formerly zone Ds, a section of Dn and Dc combined).
- 5.20 Results of the consultation are provided below with analysis for each separate consultation.

Zone Dc and Ds Review Results (proposed Zone D) Response Rate

- 5.21 A total of 5035 consultation packs were delivered to households and businesses in Zone Dc and Ds areas. A total of 324 responses were received which equates to a response rate of 6.4% which is the average response rate for a standard review consultation. A breakdown of responses by road has been provided in Appendix 1.

Preferred days and hours of Operation – Proposed Zone D

- 5.22 From those who responded to the consultation questionnaire, 296 (91%) responded to the question regarding the operational hours of the zone.
- 5.23 In Zone Dc, 47% (81) were in favour of their existing hours of operation, which is currently Monday to Saturday 8.30am to 11pm. However, 53% (92) of the responses from the Zone Dc area were not in favour of the current hours of control. (See Appendix 1, table 6).
- 5.24 In Zone Ds, 57% (48) were in favour of their existing hours of operation, which is currently Monday to Saturday 8.30am to 6.30pm. However, 43% were not in favour of the current hours of controls. (See Appendix 1, table 5).
- 5.25 The small section of roads in Dn (including Greenwood Road, Wayland Avenue, Navarino Road, Lansdowne Drive, Forest Road, Richmond Road and Wilton Way) were also in favour of their existing hours of control (Monday to Saturday 8.30am to 6.30pm). Overall 63% (26) were in favour of their existing hours of controls which are Monday to Saturday 8.30am to 6.30pm. However, 37% were not in favour of the current hours of operation.

Operational Hours Additional Comments

- 5.26 Respondents were asked to provide comments related to operational hours if they had ticked the box saying they were not happy with the current hours of control.
- 5.27 60% of respondents from Zone Dc that were not in favour of the current hours provided comments regarding the operational hours. The majority of comments (63%) referred to wanting reduced hours, 4% wanted weekend restrictions. 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 and 4 for maps of the final proposals.

- 5.28 50% of respondents from Zone Ds provided comments on the operational hours, the majority of responses were regarding the removal of weekend restrictions and reducing the current hours.

Conclusion

- 5.29 Overall, there was majority support for the hours of operation to remain as is within the Zone Ds sub zone. In addition, there was also support to maintain the current hours of control in the small number of roads relocating to Zone D from existing Zone Dn. Based on the feedback received, Parking Services is recommending to retain the hours of operation on those roads.
- 5.30 The overall response from the Zone Dc was mixed with regards to the hours of operation. Whilst some streets support the existing hours of operation, the feedback from those streets who did not support longer hours were very close with those that did support it.
- 5.31 There was no clear pattern or cluster of streets that were in favour or against a change in operational hours except for St Thomas Square, Loddiges Road, Frampton Park Road and Pemberton Place where there was a clear preference for shorter hours. As a result, the hours of operation on these streets will be reduced to Monday to Saturday 8.30am to 6.30pm.
- 5.32 The night time economy in Hackney Central, specifically around the town centre is growing steadily which is likely to impact the parking needs of the residents in this area. As a result, the remainder of streets within Zone Dc will retain their existing hours of operation.
- 5.33 In addition, Parking Services is also proposing to relocate a small section of roads in Zone Dn (including Greenwood Road, Wayland Avenue, Navarino Road, Lansdowne Drive, Forest Road, Richmond Road and Wilton Way) into the newly created Zone D to create a logical boundary and provide residents with more options to park on nearby roads.

Proposed Boundary Change – Mare Street

- 5.34 Stakeholders were consulted on the proposed boundary change of Zone D with neighbouring parking zone J. The proposed boundary changes included the relocation of all properties on the western side of Mare Street (junction of Richmond Road to Andrews Road) and all properties on Helmsley Place to Zone J.
- 5.35 Of the 179 responses received, 61% (109) were in favour of changing the boundary to move all properties on Helmsley Street and the western side of Mare Street between Richmond Road and Andrews Road from Zone Dc to Zone J. Of those who responded, 39% (70) were not in favour of relocating to Zone J. Please see Appendix 1.
- 5.36 As a result, a recommendation has been made to relocate these properties to Zone J.

Proposed Boundary Change – Steven's Avenue

- 5.37 The proposed boundary change was to move all properties in Steven's Avenue and Retreat Place (including Butfield House, Rivaz Place, and Rowe House) from Zone Dc to Zone Q.

- 5.38 Of the 180 responses received, overall 62% were in favour of relocating these streets to Zone Q. However, of the 15 responses received from Stevens Avenue, 100% were opposed to this proposal. The responses received from other roads in the area have been overruled as the residents of Stevens Avenue would be most affected by any changes to the proposed boundary.
- 5.39 It is therefore recommended that the boundary remains unchanged at this location. Please see Appendix 1, Table 10.

Proposed changes to the parking layout

- 5.40 The allocation of parking bay use is intended to reflect the mix of residential and commercial properties within the area, alongside safety factors such as kerb space and yellow lines to maintain access, visibility and traffic flow. The consultation document included locations where opinion was sought on proposed changes to parking places and yellow lines.
- 5.41 The majority of respondents were in favour of the proposed changes to parking bay types. The proposed changes included changes from resident permit bays to permit bays and shared use bays.
- 5.42 Most planned changes to improve parking received majority support except for proposal 21 (Appendix 1, Table 11) which had 54 responses in favour and 52 responses not in favour. The proposal is to change the resident permit bays throughout Navarino Road to permit bays. This proposal will not go ahead based on the feedback received.
- 5.43 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 proposed to introduce more visitor parking in Alpine Grove and Belsham Street in the proposed Zone D. This will provide additional visitor parking to support the local economy. For a full list of responses, please see Appendix 1, Table 11.

Additional Comments

- 5.44 The public were also asked to provide any general comments or suggestions about the parking layout and proposals. This section also includes comments received via email, letter, and telephone. Many respondents provided more than one type of comment in their feedback.
- 5.45 The most frequent comments related to the proposals to change the resident permit bays to permit or shared use bays. Many respondents commented on the operational hours, requesting a reduction in hours of controls and free parking on weekends. Many respondents also opposed proposed changes to their streets citing increased difficulties in parking and access as well as lack of suitability to residents' needs. A breakdown of the general comments received is provided in Appendix 1 Table 12.

Zone D North – Review Results (proposed Zone S) Response Rate

- 5.46 Consultation packs were delivered to 3538 households and businesses in the Zone Dn area. A total of 150 responses were received which equates to a response rate of 4.5%.
- 143 printed questionnaires were received (95% of those responding)
 - 7 responses were made electronically online (5% of those responding)
- A breakdown of responses by road has been provided in Appendix 2, Table 2.

Hours of Operation

- 5.47 Residents and businesses were asked if they were in favour of the current hours of operation of Dn which are currently Monday to Saturday 8:30am to 6:30pm. In total, 95% (142) responded to the question regarding their preferred hours of operation.
- 5.48 Of those who responded, 60% (85) were in favour of maintaining the current operational hours Monday to Saturday 8:30am to 6:30pm. See Appendix 2, Table 4.
- 5.49 Those who were not in favour of the current hours of control, 62% (5) requested shorter hours of controls from Monday to Friday. The remaining comments suggested extended controls including Sunday enforcement. See Appendix 2 Table 5 for a breakdown of comments received.

Conclusion

- 5.50 As the majority of the respondents were in favour of maintaining their current hours of operation, the recommendation is to retain the existing hours.

Proposed changes to the parking layout

- 5.51 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.
- 5.52 The consultation documents included locations where opinion was sought on proposed changes to parking places and yellow lines.
- 5.53 Most planned changes to improve parking received majority support except for proposal number 6 which recommended changing the resident permit bays on Clarence Road between Rowhill Road and Goulton Road to shared use bays four hour maximum stay. The proposal had opposition from 52 respondents compared to 51 responses in favour of the changes. As there is a high number of resident permit holders and majority opposition to the proposed change Parking Services will not be proceeding with the proposal to change the bay type.
- 5.54 Based on the feedback received, the Council is recommending to change the resident bays to permit bays throughout Amhurst Road, Anton Road, Bodney Street, Clapton Square, Clarence Road, Cricketfield Road, Downs Road, Goulton Road, Queensdown Road, Rowhill Road, Sigdon Road and Sladen Place.
- 5.55 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. In the proposed Zone S the Council has also proposed to introduce more visitor parking on Bodney Road, Linscott Road and Tilia Road. This will provide additional visitor parking to support the local economy.

Additional Comments

- 5.56 The public were also asked to provide any general comments or suggestions about the parking layout and proposals. This section also includes comments

received via email, letter, and telephone. Many respondents provided more than one type of comment in their feedback.

- 5.57 The most frequent comments related to the proposals to change the Zone from Dn to Zone S. Of those who provided additional comments 16% (14) were against the renaming of this zone.
- 5.58 Other comments included request to extend or reduce operational hours, alternative suggestions to proposed changes and concerns regarding additional shared use bays and permit bays. Please see Appendix 2, Table 16.

Disabled bays

- 5.59 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 years to ensure that they are still required by the registered keeper. General use disabled bays are implemented at locations where the public will require access such as near shopping areas, public amenities and transport services.
- 5.60 An audit of all disabled bays in Zone D was completed in January 2015 during which time those disabled bays that were identified as not being required were converted to permit bays. The Council will be carrying out another disabled bay audit in Zone D and proposed Zone S in January 2017 to ensure that the disabled bay records are up to date and bays which are not required are removed.

Policy Context

- 5.61 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.
- 5.62 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).

Equality Impact Assessment

- 5.63 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 6 for further information.

Sustainability

- 5.64 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.
- 5.65 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.

Consultation

- 5.66 Residents and businesses in current Zone Ds, Dc and Dn 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 November 2015.
- 5.67 Consultation packs were sent via first class post to all addresses in the zone Dc, Ds and Dn 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 details the results of the stage 4 parking consultation carried out between 24th October 2015 and 16th November 2015 in Parking Zone Dn, Ds and Dc.
- 6.2 The report makes recommendations to implement a number of changes to the parking design, the boundary and operational hours of the area which are detailed in section 2, paragraph 2.1 to 2.5.
- 6.3 The cost of carrying out the consultation (£65k) and the ongoing maintenance (£31k) cost is detailed on paragraph 5.8 and 5.9 of this report. The funding will come from the parking revenue account.
- 6.4 Any change in revenue will be monitored over the next 12 months prior to consideration of any budgetary changes

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

Consultation

- 7.1 The stage 4 parking consultation is a non-statutory consultation intended to gauge the level of public support for the introduction of new parking controls.
- 7.2 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its powers in respect of parking controls on the highway, 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.
- 7.3 In addition, case law provides that:

- 7.3.1 a consultation must be at a time when proposals are still at a formative stage;
 - 7.3.2 sufficient reasons must be given for any proposal to enable intelligent consideration and response;
 - 7.3.3 adequate time must be given for such consideration and response; and
 - 7.3.4 the product of the consultation must be conscientiously taken into account in finalising any proposals.
- 7.4 This informal parking consultation is the first step that the Council will undertake before any decision is taken to vary the provisions of a traffic order to enable the changes to the parking restrictions as set out within the recommendations. This will be followed by a statutory consultation on the changes required to be made to the traffic management order to give effect to such changes.
- 7.5 With regards to the informal consultation the appendices within the report sets out the detailed information that has been included in the consultation packs so that an informed decision can be taken at an early stage. The body of the report demonstrates that the responses to the six week consultation has been appropriately considered before the recommendations were presented within the report. As such the informal consultation has complied with the necessary lawful requirements.

Changes to the controlled parking zones

- 7.6 The Council may under section 45 of the Road traffic Regulation Act 1984 (the 1984 Act) designate parking places on highways for various classes of vehicles or vary such places including the renaming of controlled parking zones.
- 7.7 Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed order/amendments in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.8 In determining what parking places are to be designated or varied under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.
- 7.9 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.

Power to authorise the changes to the controlled parking zones

- 7.10 The exercise of powers contained in the 1984 Act relating to parking functions are executive functions.
- 7.11 Consulting on the parking controls will facilitate the discharge of the Council's parking functions under the 1984 Act, and so is authorised under section 111 of the Local Government Act 1972.

7.12 Consulting on the changes to the parking controls to facilitate the discharge of the Council's parking functions under the 1984 Act has not in this instance been reserved to the Mayor or Cabinet and so can be exercised by the Group Director of Neighbourhoods and Housing in accordance with the Council's Constitution.

APPENDICES

- Appendix 1 – Zone Dc and Ds Review Feedback Analysis Proposed
- Appendix 2 – Zone Dn Review Feedback Analysis (Public)
- Appendix 3 - Proposed design for Zone D
- Appendix 4 – Proposed design for Zone S
- Appendix 5 – Zone Dc and Ds Review consultation documents (Public)
- Appendix 6 – Zone Dn Review consultation documents (Public)
- Appendix 7 - Equality Impact Assessment (Public)

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

None

Report Author	Catherine Hay 020 8 356 8463 catherine.hay@hackney.gov.uk
Comments of the Corporate Director of Finance and Resources	James Newman 020 8356 5154 James.newman@hackney.gov.uk
Comments of the Corporate Director of Legal, HR and Regulatory Services	Butta Singh 020 8356 6295 butta.singh@hackney.gov.uk

Authorisation of Group Director – Neighbourhood and Housing Services

Name: **Kim Wright**

Signature: 

Date: 25.5.16

Authorisation of Director Public Realm – Neighbourhoods and Housing

Name: **Aled Richards**

Signature: *Aled Richards*

Date: 24 May 2016