



# Parking Consultation Summary Booklet

The introduction of  
parking controls in Zone N  
displacement area

have  say

 Hackney

## Why have I received this summary leaflet?

Parking Services consulted your area on the introduction of parking controls between August and October 2015, due to requests and petitions received from residents in the area who were finding it difficult to park.

This booklet explains the results of the consultation and provides details of the Council's decision on the proposed introduction of parking controls and how it will affect you. We would like to thank all those who returned their questionnaire and provided feedback during the consultation. Your views are important to us and have helped shape the future of parking in your area.

For full results of the consultation, please visit [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys) for a copy of the delegated report, or alternatively contact Parking Services on **0208 356 8877** to request a printed copy.

## What is contained in this booklet?

- Your consultation feedback
- What happens next?
- Key dates
- Frequently asked questions (FAQs)

## Your consultation feedback and final decision

For the purpose of the consultation, we have analysed your feedback on a street-by street or part street basis. The decision to include a street into a zone is not only based on the feedback received, but also considers other factors such as creating a logical boundary.

## Response Rate

Consultation packs were sent to 5518 households and businesses in the Zone N displacement area. The Council also carried out door knocking in the area to encourage feedback from the residents and businesses.

1803 responses were received from the addresses in the area. This equates to a response rate of 33% which is much higher than the average response rate for Stage One consultations which is usually between 15 – 20%.

## Consultation Feedback

### Support for parking controls on your road

During the consultation, two areas were consulted which included the uncontrolled roads to the north of Zone N and uncontrolled roads to the east of zone N. Overall 71 roads were consulted. Of these:

- 23 were estate roads,
- 6 were private roads
- 2 are red routes
- 41 are public highway roads

Estate roads, private roads and red route roads are not impacted by the introduction of parking controls as the Council does not introduce parking controls on these roads. However, these roads are included in the consultation as they would be entitled to buy a permit if their address falls within the boundaries of a parking zone.

Public highways are managed by the Council and therefore are the only roads impacted by the introduction of parking controls.

The overall feedback indicated that 38% were in favour of parking controls whilst 62% were against the introduction of parking controls. Overall:

- 18 roads were in favour of parking controls;
- 47 roads were not in favour of controls;
- 4 were undecided as the feedback was 50/50;
- 2 roads did not provide a response.

## Feedback from the northern displacement area

In the areas consulted to the north of Zone N, support for controls was received from most roads located to the south of Millfields Road including Atherden Road, Alfearn Road, Rushmore Road (uncontrolled section), Elmcroft Street, Mayola Road (uncontrolled section) and Saratoga Road. Only Colenso Road and Hillsea Street did not support parking controls.

The majority of roads to the north of Millfields Road were not in favour of controls except Newick Road, Leagrave Street and Otley Terrace.

## Support for controls from the eastern displacement area

In the displacement area to the east of the Zone N, support for controls was received from most of the roads to the south of Colne Road including Trehurst Street, Meeson Street, Durrington Road and Colne Road. Only Adley Street, Kingsmead Way, Daubeney Road and Ashenden Road were not in favour of controls. All roads to the north of Colne Road except Gilpin Road and the uncontrolled section of Rushmore Road were against the introduction of parking controls.

Feedback received from Millfields Road and Laura Place were undecided (50/50).

The table below indicates the support received from each street. The sections highlighted in a darker shade indicate those streets who support parking controls.

Street	Total Response		Responses %	
	Yes	No	Yes	No
*Adley Street	17	23	43%	58%
*Alfearn Road	7	1	88%	13%
*Ashenden Road	24	29	45%	55%
*Atherden Road	10	5	67%	33%
Baslow Walk	1	9	10%	90%
Blackwell Close	5	4	56%	44%
Boscombe Close	1	4	20%	80%
Caldecott Way	3	10	23%	77%
*Chailey Street	1	4	20%	80%
*Chatsworth Road	7	10	41%	59%
*Colenso Road	3	15	17%	83%
*Colne Road	12	4	75%	25%
*Cotesbach Road	5	28	15%	85%
Crofton Terrace	0	1	0%	100%
*Daubeney Road	42	68	38%	62%
Denton Way	1	1	50%	50%
Domfe Place	3	2	60%	40%

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Street	Total Response		Responses %	
	Yes	No	Yes	No
*Durrington Road	19	8	70%	30%
Edwins Mead	3	8	27%	73%
*Elmcroft Street	20	5	80%	20%
*Fletching Road	16	48	25%	75%
*Gilpin Road	2	8	20%	80%
*Hazelwood Close	0	1	0%	100%
*Hillstowe Street	8	11	42%	58%
*Hilsea Street	8	11	42%	58%
Homerton Road	19	141	12%	88%
Jarrow Way	0	13	0%	100%
Keyworth Close	1	3	25%	75%
*Kingsmead Way	0	10	0%	100%
*Laura Place	1	1	50%	50%
Lea Bridge Road	28	41	41%	59%
*Leagrave Street	7	4	64%	36%
Lower Clapton Road	17	13	57%	43%
Lyneham Walk	6	10	38%	63%
*Mandeville Street	5	50	9%	91%
Marsh Hill	2	2	50%	50%
*Mayola Road	30	10	75%	25%
*Meeson Street	20	5	80%	20%
*Mildenhall Road	45	85	35%	65%
*Millfields Road	41	41	50%	50%
*Newick Road	20	9	69%	31%
Nye Bevan Estate	21	24	47%	53%
Offas Mead	1	8	11%	89%
Orient Way	2	6	25%	75%
*Oswald Street	2	9	18%	82%
Oswalds Mead	1	7	13%	88%
*Otley Terrace	4	1	80%	20%
*Overbury Street	21	30	41%	59%
Paston Close	0	4	0%	100%
*Pedro Street	14	34	29%	71%
Pendas Mead	2	9	18%	82%
Pond Farm Estate	0	1	0%	100%
*Radbourne Close	1	1	50%	50%
*Redwald Road	16	20	44%	56%
Ruby Close	0	2	0%	100%
*Ruddington Close	0	1	0%	100%

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Street	Total Response		Responses %	
	Yes	No	Yes	No
*Rushmore Road	18	14	56%	44%
*Saratoga Road	7	3	70%	30%
Sherry's Wharf Estate	1		100%	0%
Studley Close	2	3	40%	60%
Sunnyhill Close	2	8	20%	80%
*Thistlewaite Road	22	36	38%	62%
*Thornby Road	3	28	10%	90%
Tower Mews	0	2	0%	100%
*Trehurst Street	23	15	61%	39%
Walton Close	1	3	25%	75%
Warming Close	1	2	33%	67%
*Wattisfield Road	2	7	22%	78%
Welford Close	2	5	29%	71%
<b>Grand Total</b>	<b>629</b>	<b>1039</b>	<b>38%</b>	<b>62%</b>

\*Public highway roads

## Support for controls if parking controls are introduced on nearby roads

Residents and businesses were asked if they would support parking controls if they were introduced in nearby streets. In response to this question, the feedback received did not change except for Lower Clapton Road and Lea Bridge Road which changed from supporting controls to undecided (50/50) and from against parking controls to in favour of controls respectively.

However, Millfields Road which was initially undecided about the introduction of controls changed their decision to show support for parking controls. The overall majority support for controls therefore rose from 38% to 42%.

The table below indicates the support received from each street if controls are introduced in nearby areas. The sections highlighted in a darker shade indicate streets in support of parking controls.

Street	Total Response		Responses %	
	Yes	No	Yes	No
*Adley Street	19	21	48%	53%
*Alfearn Road	7	1	88%	13%
*Ashenden Road	24	29	45%	55%
*Atherden Road	10	5	67%	33%
Baslow Walk	1	9	10%	90%
Blackwell Close	5	4	56%	44%
Boscombe Close	1	4	20%	80%
Caldecott Way	4	9	31%	69%

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Street	Total Response		Responses %	
	Yes	No	Yes	No
*Chailey Street	2	3	40%	60%
*Chatsworth Road	8	10	44%	56%
*Colenso Road	2	15	12%	88%
*Colne Road	12	4	75%	25%
*Cotesbach Road	8	24	25%	75%
Crofton Terrace	0	1	0%	100%
*Daubeney Road	42	64	40%	60%
Denton Way	1	1	50%	50%
Domfe Place	3	2	60%	40%
*Durrington Road	19	8	70%	30%
Edwins Mead	3	8	27%	73%
*Elmcroft Street	20	5	80%	20%
*Fletching Road	22	41	35%	65%
*Gilpin Road	3	7	30%	70%
*Hazelwood Close	0	1	0%	100%
*Hillstowe Street	8	11	42%	58%
*Hilsea Street	8	11	42%	58%
Homerton Road	27	129	17%	83%
Jarrow Way	0	13	0%	100%
Keyworth Close	1	3	25%	75%
*Kingsmead Way	0	10	0%	100%
*Laura Place	1	1	50%	50%
Lea Bridge Road	37	33	52%	48%
*Leagrave Street	8	3	73%	27%
Lower Clapton Road	15	15	50%	50%
Lyneham Walk	4	11	27%	73%
*Mandeville Street	5	50	9%	91%
Marsh Hill	2	2	50%	50%
*Mayola Road	32	8	80%	20%
*Meeson Street	20	4	83%	17%
*Mildenhall Road	53	75	41%	59%
*Millfields Road	45	38	54%	46%
*Newick Road	23	5	82%	18%
Nye Bevan Estate	22	22	50%	50%
Offas Mead	1	8	11%	89%
Orient Way	2	6	25%	75%
*Oswald Street	3	7	30%	70%

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Street	Total Response		Responses %	
	Yes	No	Yes	No
Oswalds Mead	1	7	13%	88%
*Otley Terrace	4	1	80%	20%
*Overbury Street	20	28	42%	58%
Paston Close	0	4	0%	100%
*Pedro Street	15	32	32%	68%
Pendas Mead	2	9	18%	82%
Pond Farm Estate	0	0	0	0
*Radbourne Close	1	1	50%	50%
*Redwald Road	14	20	41%	59%
Ruby Close	0	2	0%	100%
*Ruddington Close	0	1	0%	100%
*Rushmore Road	18	15	55%	45%
*Saratoga Road	7	3	70%	30%
Sherry's Wharf Estate	0	0	0	0
Studley Close	1	3	25%	75%
Sunnyhill Close	4	6	40%	60%
*Thistlewaite Road	24	34	41%	59%
*Thornby Road	7	22	24%	76%
Tower Mews	0	2	0%	100%
*Trehurst Street	26	12	68%	32%
Walton Close	1	3	25%	75%
Warming Close	1	2	33%	67%
*Wattisfield Road	3	6	33%	67%
Welford Close	2	5	29%	71%
<b>Grand Total</b>	<b>684</b>	<b>959</b>	<b>42%</b>	<b>58%</b>

\*Public highway roads

## Part Street Analysis for Zone N

Part street analysis looks at feedback from sections of street, for example from junction to junction. Where there is clear majority support and a clear boundary, part street analysis is not required. However, in certain areas, where there is a need to create a logical boundary, part street analysis is carried out. This included Daubeney Road, Mildenhall Road and Ashenden Road.

### Daubeney Road

Part street analysis carried out for Daubeney Road indicated majority of respondents in the section of Daubeney Road between Marsh Hill and sections of Ashenden Road were in favour of controls whilst majority of the feedback received from the remaining sections of the road were against parking controls.

## Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 2 - 74) Odds; 1 - 71	29	18	62%	38%
Junction 2 (Evens; Charles House - 170) Odds; 103 - 119)	6	13	32%	68%
Junction 3 (Evens 172 - 340 Odds 135 - 159)	7	36	16%	84%
<b>Grand Total</b>	<b>42</b>	<b>68</b>	<b>38%</b>	<b>62%</b>

## Ashenden Road

Part street analysis carried out for Ashenden Road indicated that the sections between Roding Road and Daubeney Road as well as the section between Trehurst Street and Adley Street were in favour of controls whilst the middle section (between Daubeney Road and Trehurst Street) were not in favour of controls.

## Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 14 - 42A Odds; 13 - 35	11	5	69%	31%
Junction 2 (Evens 60 - 70	6	19	24%	13%
Junction 3 (Evens; 72 - 94 Odds; 71 - 83)	7	5	58%	42%
<b>Grand Total</b>	<b>24</b>	<b>29</b>	<b>45%</b>	<b>55%</b>

## Mildenhall Road

Part street analysis carried out for Mildenhall indicated that the section of Mildenhall Road between Lower Clapton Road and Cornthwaite Road were in favour of parking controls whilst the remaining sections of the road were not in favour of controls.

## Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 2a – 48, Odds; 1a – 45)	31	16	66%	34%
Junction 2 (Evens; 50 – 90, Odds; 47 – 89)	9	25	26%	74%
Junction 3 (Evens; 106 – 150, Odds; 91 – 149)	5	44	10%	90%
<b>Grand Total</b>	<b>45</b>	<b>85</b>	<b>35%</b>	<b>65%</b>



## Final Recommendation

### Northern section displacement area

Majority support for parking controls in the displacement roads to the north of Zone N, was received from roads to the south of Millfields Road as well as the roads to the west of Cornthwaite Road. Based on this feedback, the Council recommends that all of the roads, except Cornthwaite Road and Lea Bridge Road, are incorporated into existing Parking Zone N. These include;

- Atherden Road
- Alfearn Road
- Rushmore Road (Uncontrolled section)
- Elmcroft Road
- Mayola Road (Uncontrolled section)
- Saratoga Road
- Colenso Road
- Hilsea Street
- Newick Road
- Mildenhall Road (section between Lower Clapton Road and Cornthwaite Road)
- Thistlewaite Road

This is based on the feedback received as well as to create a logical boundary for parking zone N. Although Colenso Road and Hilsea Street did not support parking controls and Millfields Road was undecided, it is recommended that these streets are included in Zone N as they are surrounded by roads who support parking controls so including them would not only create a logical boundary but protect their parking rights from non-permit holder parking.

In addition, as a section of Mildenhall Road (between Lower Clapton Road and Cornthwaite Road) and all sections of Newick Road were in favour of parking controls, it is recommended these roads and Thistlewaite Road are also included in Parking Zone N. Although Thistlewaite Road was not in favour of parking controls, it has been included in parking zone N to protect the residents from displacement parking which may be caused by the introduction of controls on nearby roads. If left uncontrolled, this road would be the only road west of Cornthwaite Road without parking controls.

The remaining roads to the east of Cornthwaite Road (including Cornthwaite Road and Lea Bridge Road) will remain uncontrolled as majority of the roads in this area (except Leagrave Street and Otley Terrace) were not in favour of controls.

### Eastern section displacement area

In the displacement roads to the east of Zone N, although the feedback was mixed, there was a cluster of roads to the south of Colne Road that were in favour of parking controls. The Council recommends that these roads are incorporated into existing Parking Zone N. These include;

- Colne Road
- Durrington Road
- Trehurst Street
- Meeson Street
- Daubeney Road (section south of Redwald Road)
- Ashenden Road (uncontrolled section)

- Adley Street
- Kingsmead Way

Although overall feedback from Daubeney Road and Ashenden Road were not in favour of parking controls, when analysed on a part street basis, the feedback showed that the residents in the southern section of Daubeney Road and the eastern and western sections of Ashenden Road were in favour of controls. The recommendation to include the southern section of Daubeney Road (south of Redwald Road) and all sections of Ashenden Road into Zone N will ensure that residents parking needs are protected from both commuter parking as well as displacement parking.

It is also recommended that Adley Road and Kingsmead Way are included in parking zone N in order to create a logical boundary for the Zone and to provide additional spaces for the residents in the area. The estates on Kingsmead Mead way (Sherry' Wharf estate and Kingsmead Estates) already have parking controls and will not be impacted by the introduction of parking controls. However, residents on those estate will be able to purchase permits to park on the road.

Lyneham walk, Studley Close and Boscombe Close are part of Linzell Estate and already have 24 hour controls and will not be impacted by the introduction of parking controls. However, residents on those estate will also be able to purchase permits to park on the road.

The remaining roads north of Redwald road (including Redwald Road) will remain uncontrolled as majority were not in favour of controls.

**Please see the enclosed map showing the new parking area that will soon be introduced.**

## What Happens Next?

### May 2016 - Stage Two (detailed design) consultation

Parking Services will carry out a Stage two 'detailed consultation' in the proposed roads that will be joining Parking Zone N area for a period of 6 weeks.

Residents and businesses will be sent a consultation leaflet, map (showing the proposed parking layout of the area) and a questionnaire which will ask their feedback on the proposed parking design of the area.

As the roads will be joining an existing parking zone (Parking Zone N), they will have the same hours of operation for that area which is Monday to Friday 7.30am to 6.30pm.

## Frequently asked questions

### How much will a permit cost?

The Council has introduced a fairer policy for parking permits in the Borough according to the size of the vehicle and its engine size. As a guide, an annual resident permit for a normal engine size car currently costs £112.00 (1200-2000cc). The equivalent permit for a business vehicle costs £540.00.

Residents are also able to purchase visitor vouchers for their visitors. These cost £20.00 for a book of 20 two hour vouchers and £17.50 for a book of 5 one-day vouchers. Discounted rates are available for Blue Badge Holders and people over 60.

Please note that as part of our drive to reduce pollution within the borough, from April 2016 the price of permits will be based on vehicle emissions rather than the engine size. To find out how much your permit will cost over the next two years please visit our website; [www.hackney.gov.uk/parking-permit-price-calculator.htm](http://www.hackney.gov.uk/parking-permit-price-calculator.htm).

For more information about our permits please call **020 8356 8877** or visit [www.hackney.gov.uk/ek-residents-permits](http://www.hackney.gov.uk/ek-residents-permits).

## How will a decision be made on the hours of operation for my area?

If you form part of a new zone then the hours of operation will be based on feedback received from the Stage Two consultation. However, roads which are joining an existing zone (based on feedback from the Stage One or their proximity to an existing parking zone) will assume the operational hours of the zone they are joining.

## Will I have to buy a parking permit if my street becomes part of a Parking Zone (PZ)?

You will need to purchase either a resident or business permit to park on street during the operational hours of the PZ.

## What if I live on an estate?

There are Council housing estates in your area which have their own parking regulations; these are independent of PZs and would not be changed. You would be eligible to buy an on-street permit if your estate falls within a parking zone even if your estate has its own parking scheme.

## What if I live on a private road?

If you live on a private road, you do not need to purchase a parking permit or a visitor voucher to park on your road as the Council will not be implementing controls on your road. However, you will still be eligible to buy a parking permit for your zone to park on all other roads.

## What if I have a Blue Badge or 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 Blue Badge 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.

If you currently hold a Companion Badge and your street is being incorporated into a PZ, you must ensure that the Companion Badge reflects the zone you are joining. You will receive a separate letter from our permits team with regards to how you can do this during the Stage 2 Consultation process.

## Where can my visitors park?

Residents are eligible to purchase 'visitor vouchers' which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (pay and display or permit) bay in the parking zone. You only need to use a voucher during operational hours of your zone.

## What if I own a motorcycle?

Two-wheeled motorcycles can currently park free of charge in residential, business, general permit and shared use bays within a Hackney parking zone (this excludes Zone B). You cannot park for free in other places such as pay and display bays, disabled people's bays and car club bays. We ask you to park 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.

## As a permit holder which bays can I park in?

In a parking zone parking bays are allocated for different uses including disabled motorists, local residents, businesses and local visitors, according to the Council's 'hierarchy of parking need' - please see the table below.

Type of parking bay	Permit, voucher or ticket required
General Permit parking bay	Resident or business parking permit
	Resident or business visitor voucher
Pay and Display parking bay	Pay and display ticket only
Shared Use parking bay	Resident or business parking permit
	Resident or business visitor voucher
	Pay & display ticket
Business parking bay	Business permit
Resident parking bay	Resident permit

## 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](http://www.hackney.gov.uk/parking)

## Are PZs just a money-making scheme for the Council?

No. By law revenue generated from CPZs must be invested back into transport-related improvements such as highways, street scene, parking enforcement and safer car parks. It also contributes to the funding of the Freedom Pass scheme.

## What if I live on a Car Free Development?

A Car Free Development will be under a Section 106 agreement and will be included in your lease or deeds. If you live on a Car Free Development you may not be eligible to purchase a parking permit to park in a CPZ. 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 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](http://www.hackney.gov.uk/parking) or call Hackney Parking Services on **020 8356 8877**.