

## **DECISION AUDIT FORM**

For use by Assistant Directors in Exercising (Category 3) or delegated powers  
- (Protocol for Officer Delegation)

### **NEIGHBOURHOOD AND HOUSING DIRECTORATE – PARKING OPERATIONS TEAM**

**DECISION: - Proceed with the making of Traffic Order proposal TT1172 to introduce parking controls in parking zones N and S extension areas.**

**Agree to:-**

- **Overrule the objections received and proceed with the making of traffic proposals to extend parking zone N and introduce parking controls in the following roads; Adley Street, Alfearn Road, Ashenden Road, Atherden Road, Colenso Road, Colne Road, sections of Daubeney Road, Durrington Road, Elmcroft Street, Hilsea Street, Homerton Road, Kingsmead Way, Laura Place, Lower Clapton Road, Marsh Hill, Mayola Road, Meeson Street, sections of Mildenhall Road, Millfields Road, Newick Road, Rushmore Road, Saratoga Road, Thistlewaite Road and Trehurst Street.**
  
- **Overrule the objections received and proceed with the making of traffic order proposals to extend parking zone S and introduce parking controls in the following roads; Charnock Road, Clapton Way, Ferron Road, Gliddon Drive, Heyworth Road, Kenninghall Road, Midhurst Way, Monro Way, Muir Road, Nolan Way, Powell Road, Tiger Way and Worsley Grove.**

#### **Reasons;**

- 1 Parking Services carried out its duties to consult and introduce parking controls in the parking zone N and S extension areas in line with the Parking Enforcement Plan (PEP) 2016 - 2020.
- 2 The proposals to introduce parking controls in the zones N and S extension areas are based on feedback received from the stage one 'preliminary' consultations carried out between August and October 2015.
- 3 In line with our policies, the consultation feedback was analysed on a street by street basis and part street basis. The feedback from Zone N displacement showed that the majority of roads to the south of Millfields Road and west of Cornthwaite Road as well as to the south and east of Redwald Road were in favour of parking controls.
- 4 In the parking zone S area, the feedback showed that majority of roads to the south of Kenninghall Road were also in favour of parking controls.

- 5 Parking services have only proposed to introduce parking controls in those roads who are in favour of controls (as well as some roads not in favour in order to create a logical boundary).
- 6 Not implementing parking controls in Adley Road and Kingsmead Way which were not in favour of controls, would result in those roads suffering from increased parking stress as they would be the only roads located in the east of the borough without parking controls.
- 7 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 problems by providing a logical solution.
- 8 Consultation leaflets and questionnaires delivered to residents and businesses provided detailed information regarding how the Council makes its decision on the introduction of parking controls.
- 9 Parking Services recognised that the introduction of controls in one area is likely to cause displacement parking in other nearby areas. Therefore, to make residents and businesses aware of our policies and how we introduce parking controls, we included an additional question in the consultation questionnaire regarding the support for controls if they are introduced in nearby roads.
- 10 This highlighted the potential for controls to be introduced on nearby roads and ensured that residents and businesses were given a second opportunity to request controls if it is likely that they are introduced in nearby streets. The feedback received from the consultation indicated that majority of the roads who will remain uncontrolled were still not in favour of controls even if they were introduced on nearby roads.
- 11 Delaying the introduction of controls in the roads which are in favour would be unreasonable and unfair to those who have already shown support for controls. This will also contradict our policies as the Council has made a commitment to implement controls in those roads.
- 12 Parking Services is currently reconsulting the roads which were previously not in favour of parking controls as petitions and requests have been received for controls. If supported, the Council aims to implement controls in those roads in May 2017.

## **Background**

The statutory consultation for the Traffic Management Order (TMO) proposals to introduce parking controls in the parking zone N and S extension areas commenced on 17<sup>th</sup> October 2016 with a three week objection period ending 7<sup>th</sup> November 2016. The notice was advertised in the local newspaper (Hackney Today). In addition, site notices were displayed on each street affected by the proposed changes.

A number of objections and a petition was received to the proposed Traffic Management Order proposals. Majority of the objections were received from residents in the displacement roads outside of the zone N extension area who had originally shown no support for controls. Two objections and a petition were also

received from Kingsmead Way in the zones N extension area and Muir Road in Zone S extension.

This report provides a background of the actions taken by the Council, outlines the objections raised and officers' recommendations

### Parking Zone N extension

Parking Services consulted displacement roads surrounding the existing parking zone N area between August and October 2015. This was due to requests and a petition received from the roads closest to the existing parking zone.

The feedback received from the area was mixed when analysed on a street by street basis.

In the displacement area to the north of Zone N, of the roads where parking controls can be introduced (public highway), support for controls was received from most of the roads located to the south of Millfields Road (except Colenso Road and Hilsea Road). This included Atherden Road, Alfearn Road, Rushmore Road (uncontrolled section), Elmcroft Road, Mayola Road (uncontrolled section) and Saratoga Road. The majority of roads to the north of Millfields Road (except Newick Road, Leagrave Street and Otley Terrace) were not in favour of controls. Feedback received from Millfields Road and Laura Place were 50/50.

In the displacement area to the east of the Zone N, of the roads where parking controls can be introduced (public highway); support for controls was received from most of the roads to the south of Colne Road (including Trehurst Street, Meeson Street, Durrington Road, Colne Road). Only Adley Street, Kingsmead Way, Daubeney Road and Ashenden Road were not in favour of controls.

All public highway roads to the north of Colne Road (except Gilpin Road and uncontrolled section of Rushmore Road) were against the introduction of parking controls. Feedback received from Marsh Hill was 50/50.

Based on the feedback received as well as to create a logical boundary, Parking Services proposed to implement parking controls in all the displacement roads south of Millfields Road and west of Cornthwaite Road as well as all roads south of Redwald Road. Please see the stage one delegated report for more information; [Stage one consultation - Zone Dn, Zone E and Zone N displacement areas Stage 1 delegated report.](#)

Summary leaflets were sent to all residents and businesses who were consulted in the Zone N displacement area in March 2016. The summary leaflet provided information on the feedback received from the stage one consultation and the Council's decision.

Shortly after the consultation results were published and summary leaflets sent out, Parking Services received a petition and correspondence from the roads which were previously not in favour of controls (east of Cornthwaite Road) requesting for parking controls to be extended to include their area.

Due to these requests, parking services prepared a Cabinet Report requesting for authorisation to reconsult the roads that were previously not in favour. The report was submitted in the June 2016 cabinet meeting. Authorisation to reconsult those

roads was received on the 20<sup>th</sup> June 2016. Please see Cabinet report for more information; <http://mginternet.hackney.gov.uk/ieDecisionDetails.aspx?ID=3949>

A correspondence was subsequently sent to all residents in the roads to the east of Cornthwaite road to advise them that Parking Services would not be able to delay the implementation of parking controls in nearby roads as a decision to implement controls in these roads had already been approved. However, Parking Services would be re consulting them on the introduction and design of parking controls in October 2016 to allow residents in the uncontrolled area a further opportunity to have their say on the introduction of parking controls

A copy of the correspondence sent to residents has been included in Appendix 2

Parking Services have subsequently sent out consultation documents on the 4<sup>th</sup> November 2016 to residents in the roads east of Cornthwaite road requesting for their feedback on the introduction and design of parking controls in their area.

### Parking Zone S extension

Parking Services consulted displacement roads surrounding the existing parking zone S area between August and October 2015. This was due to requests received from the area.

Similar to parking zone N consultation, the feedback received from the area was mixed when analysed on a street by street basis.

Of those roads where parking controls can be introduced (public highway), support for controls were received from Rendlesham Road, Clapton Way, Monteagle Way, Muir Road, Ferron Road and Heyworth Road.

Support for parking controls were received from majority of the roads located to the west and east of nightingale estate. Based on this, the Council has also proposed to introduce parking controls in the public highway roads located on the estate in order to create a logical boundary. Not introducing parking controls on the estate roads would result in those roads suffering from displacement parking as they would be surrounded by roads which have parking controls.

Based on the feedback received as well as to create a logical boundary, Parking Services proposed to implement parking controls in all the displacement roads south of Millfields Road and west of Cornthwaite Road as well as all roads south of Redwald Road.

Please see the stage one delegated report for more information; [Stage one consultation - Zone Dn, Zone E and Zone N displacement areas Stage 1 delegated report](#)

### **Comments against TMO and Officer's response:**

A summary of the objections received and officers' recommendations are provided below. Appendix 1 contains copies of all emails received against the TMO notice issued on 17<sup>th</sup> October 2016.

A number of objections using similar letter template were received from residents residing outside of the proposed controlled parking zone. Those objections, which

raise similar issues, have been grouped together and a response provided accordingly.

Objections received during the consultation period predominantly related to the following:

- The proposed extension of parking zone N to include roads located to the south of Millfields Roads and west of Cornthwaite Road as well as to the south and east of Redwald Road as the introduction of controls is likely to increase parking stress in the nearby uncontrolled roads.
- The extension of parking zone S to include roads located to the south of Kenninghall Road (excluding Kenninghall Road) as the overall feedback received from the area was not in favour of parking controls.

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

Please see appendix 1 for detailed objections received.

## **Summary of Objections**

### **Objection 1 - Various Streets**

#### **Received from:**

Howard Davies, 18 Cotesbach Road  
No Name, 136a Mildenhall Road  
Aziza Husain, 143 Mildenhall Road  
Bettina Maidment, 49 Mildenhall Road  
Saheda Desai, 51 Mildenhall Road  
Barry Stone, 56 Mildenhall Road  
Toni Williamson, 51 Fletching Road  
Scarlett DuTillieul McNicol, 51 Fletching Road  
Ikram Desai, 51 Thornby Road  
Andrew Maun, 47 Fletching Road  
M.I Husain, no address  
Helene and Paul Everitt, 10 Fletching Road  
Mathilda DuTillieul McNicol, 51 Fletching Road  
Kevin White, 44 Cotesbach Road  
Nick Fallowfield – Cooper, 38 Cotesbach Road  
Ali Altun, 17a Cotesbach Road  
Mr & Mrs A Mangera, 25 Fletching Road  
James Cherkoff, 30 Thornby Road  
Arsu Altun, 17a Cotesbach Road  
Hafsa Ali, 14 Cotesbach Road  
Ann Kelly, 89 Mildenhall Road  
William O'Brien, 89 Mildenhall Road  
Daniel Betts, 15 Cotesbach Road  
Clare Spellman, 15 Cotesbach Road  
Daniel Joseph, 16 Wattisfield Road

Residents mainly in the roads located to the east of Cornthwaite Road objected to the proposals to extend parking zone N to include roads located to the south of Millfields Roads and west of Cornthwaite Road. They state that the proposed parking zone boundary is illogical and should also include the roads between Cornthwaite Road and Chatsworth Road. They want the implementation of controls in the proposed parking zone N extension area to either include their roads or be delayed until their roads are consulted.

The objections state that parking in the area is currently difficult and the introduction of parking controls in the nearby roads to the west of Cornthwaite Road would make parking even harder on their roads. Due to the nature of their roads, they would be isolated (as they are gated at the entrance with Chatsworth Road) and would have no alternative areas nearby to park once parking controls are implemented.

**Response:**

Parking Services consulted displacement roads surrounding existing parking zone N on the introduction of parking controls between August and October 2015. In line with our policy, the consultation feedback was analysed on a street by street and part street basis. Based on the feedback received Parking Services have proposed to introduce parking controls predominantly in those roads where parking controls were supported (as well as some roads who did not support controls in order to create a logical boundary).

When deciding to implement parking controls in an area, Parking Services considers a number of factors including; feedback from each road consulted (on a street by street or part of street basis), traffic flow and supply and demand for parking. However, as the feedback from the majority of the roads to the east of Cornthwaite road except (except Leagrave Road) were not in favour of parking controls, Parking Services could not introduce parking controls in those roads.

Majority of the roads to the west of Cornthwaite Road (except Thistlewaite Road) were in favour of parking controls hence why parking controls will be introduced in these roads. Not introducing controls on Thistlewaite Road would have resulted in that road being the only road to the west of Cornthwaite Road without parking controls leading to increased parking pressure as a result of displacement parking from nearby roads.

We recognise that when controls are introduced in one area, this can have an impact on nearby uncontrolled roads as they may suffer from displacement parking due to vehicles from outside the area parking there for free.

The new Zone N extension area is scheduled to be implemented in November 2016. As this area was in favour of controls, and the information relating to implementation has already been communicated, we are unable to delay the implementation. Delaying the introduction of controls would be unreasonable to those who have already supported controls and where the Council has made a commitment to implement controls within a specific timeframe.

Due to the high number of requests received and to ensure that the residents and businesses in the displacement area have another opportunity to have their say on the introduction of parking controls, Parking Services has sought authorisation from

Cabinet to re consult the roads that were previously not in favour of controls. Authorisation to re consult was approved by Cabinet on the 20<sup>th</sup> June 2016.

Parking Services are currently re consulting residents and businesses in the uncontrolled roads on the introduction and design of parking controls for their area. The consultation began on Friday 4<sup>th</sup> November 2016 and will run for a six week period ending on the 16<sup>th</sup> December 2016. If the consultation feedback is in favour of parking controls, we aim to implement parking controls in this area by May 2017.

## **Objection 2 – Kingsmead Way**

### **Received from:**

**Huseyin Remzi Tasoglu (on behalf of the Kingsmead residents association), Kingsmead Estate, Kingsmead Way.**

Residents on the Kingsmead Estate objected to the proposals to introduce parking controls on Kingsmead Way as there are currently no issues with parking on the road and it is the only nearby parking for Kingsmead estate which does not have sufficient parking spaces for residents.

### **Response:**

Parking Services have proposed to implement parking controls in the uncontrolled roads to the south and east of Redwald Road (including Kingsmead Way) based on the feedback received from the consultation as well as to create a logical boundary.

The roads surrounding parking zone N were consulted on the introduction of parking controls between August and October 2015. Although the overall feedback from the area was not in favour of parking controls, when the feedback was analysed in a street by street basis, this was mixed. There was a cluster of roads to the south of Colne Road which were in favour of parking controls.

Based on the feedback, the Council recommended that those roads be incorporated into existing Parking Zone N. These included; Colne Road, Durrington Road, Trehurst Street and Meeson Street.

The southern section of Daubeney Road (south of Redwald Road) and all sections of Ashenden Road were also incorporated into the existing parking zone N to protect the residents in that section of the road from displacement parking as they will be the only roads in the area with no parking controls.

In line with our policies outlined in the PEP 2015 – 2020, it was also recommended that Adley Road and Kingsmead Way are included in parking zone N in order to create a logical boundary as well as to protect the residents in those roads from displacement parking. Although Kingsmead Way is predominantly surrounded by estates, including this road within Zone N will provide additional parking spaces for residents in the area.

In addition, as the estates on Kingsmead Mead way (Sherry' Wharf estate and Kingsmead Estates) already have parking controls, they would not be impacted by the introduction of parking controls on Kingsmead Way. However, the residents on those estate will be able to purchase permits to park within Zone N.

Not introducing parking controls on Kingsmead Way would result in increased parking stress on the road which could also lead to safety issues as the road would be the only road in the area without controls.

### **Objection 3 – Parking Zone S extension**

**Received from:**  
**Michael Gentle, Muir Road**

The resident objected to the introduction of parking controls in roads within the zone S extension area. Overall the feedback was against the introduction of parking controls and in addition, there are some roads which were 100% against parking controls where controls are still introduced on.

Finally, there are no issues with parking on the weekend so there is no reason why parking controls are being enforced on the weekend except to gain revenue from residents.

#### **Response:**

Parking Services consulted displacement roads surrounding existing parking zone S on the introduction of parking controls between August and October 2015. This was due to requests for parking controls and a petition received from some residents in the roads closest to the parking zone.

Although the overall majority of feedback received were not in favour of parking controls (64%), when the consultation feedback was analysed on a street by street basis there was cluster of roads to the east and west of Nightingale estate which were in favour of parking controls. These included Rendelsham Road, Clapton Way, Ferron Road, Heyworth Road and Powell Road. In addition, there were some public highway roads on the estate which were also in favour of parking controls (Muir Road and Monteagle way).

The remaining roads on Nightingale estate were not in favour of parking controls, however as they were surrounded by roads which were in favour of parking controls the Council proposed to introduce parking controls on those roads in order to create a logical boundary and also to protect the residents on these roads from increased parking pressure. Please see the Parking Enforcement policy (PEP 2016 – 2020) as well as the delegated report for more information regarding the decision made; Please see the stage one delegated report for more information; [Stage one consultation - Zone Dn, Zone E and Zone N displacement areas Stage 1 delegated report](#)



When deciding to implement parking controls in an area, Parking Services considers a number of factors including; feedback from each road consulted (on a street by street or part of street basis), traffic flow, supply and demand for parking and the ability to create a logical boundary.

In relation to the hours of operation for the zone S extension area, in line with our policies, as the area will be joining an existing parking zone (zone S), they have adopted the hours of operation of that zone which are currently Monday to Saturday 8.30am to 6.30pm. This was communicated to residents and businesses via the consultation packs and summary leaflets sent to the area.

### **Equalities Impact Assessment**

As part of the consultation process, the Council carried out an Equality Impact Assessment to ensure that the proposals made do not have an adverse effect on the parking needs of specific groups including disabled drivers.

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

### **Financial Implications**

The estimated cost of this scheme is £73k. The scheme is fully funded from the parking revenue budget.

### **Conclusions**

#### **Recommendation:-**

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

- **Overrule the objections received and proceed with the making of proposals to extend parking zone N and introduce parking controls in the following roads;** Adley Street, Alfearn Road, Ashenden Road, Atherden Road, Colenso Road, Colne Road, sections of Daubeney Road, Durrington Road, Elmcroft Street, Hilsea Street, Homerton Road, Kingsmead Way, Laura Place, Lower Clapton Road, Marsh Hill, Mayola Road, Meeson Street, sections of Mildenhall Road, Millfields Road, Newick Road, Rushmore Road, Saratoga Road, Thistlewaite Road and Trehurst Street.
  
- **Overrule the objections received and proceed with the making of proposals to extend parking zone S and introduce parking controls in the following roads;** Charnock Road, Clapton Way, Ferron Road, Gliddon Drive, Heyworth Road, Kenninghall Road, Midhurst Way, Monro Way, Muir Road, Nolan Way, Powell Road, Tiger Way and Worsley Grove

**Approval**

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

Signed..... *Aled Richards* .....

Dated..... *14/11/2016* .....

**Aled Richards - Director Public Realm**  
**CC. Councillor Feryal Demirci – Cabinet Member for Public Realm**  
**CC. Andrew Cunningham –Head of Streetscene**