

DELEGATED REPORT OF

THE CORPORATE DIRECTOR OF HEALTH AND COMMUNITY SERVICES

DATE (2014/15)

October 2014

CLASSIFICATION:

Open

If exempt, the reason will be listed in the main body of this report.

WARD(S) AFFECTED

Victoria

1. SUMMARY

- 1.1 This report details the results of the stage 4 review consultations carried out between 27th June and 8th August 2014 in Parking Zone P displacement area (Victoria Park). This public consultation is part of the one year rolling programme of parking zone reviews for new areas as outlined in the Parking and Enforcement Plan (PEP) 2010 – 15.
- 1.2 The review of the area was however brought forward and completed before a year due to feedback received from the area when parking controls were implemented.
- 1.3 The report makes recommendations on the current design and operational hours based on several factors including consultation feedback, the requirement to balance the needs of the local community, encouraging free flow of traffic and improving road safety.

2. RECOMMENDATION(S)

- 2.1 To approve the decision to maintain the current hours of operation of Monday to Friday 8.30am to 5.00pm in all streets to the east of Lauriston Road (excluding Lauriston Road and sections of Banbury Road) as per the map in Appendix 3.
- 2.2 To approve the decision to modify the hours of operation to Monday to Friday 10am to 12pm in all roads to the west of Lauriston Road (and including Lauriston Road) as per the map in Appendix 3.
- 2.3 To approve the decision to change the pay and display tariff to £2.20p/h in all shared use and pay and display bays in the zone P displacement area.
- 2.4 To relocate numbers 1 - 8 Church Crescent from Zone Q to Zone P.
- 2.5 To relocate Handley Street and Moulins Road into Zone D (s). See Appendix 3.
- 2.6 To approve the decision to convert the permit bays outside numbers 202 to 220 Victoria Park Road to shared use bays to provide additional visitor parking for businesses in the area.
- 2.7 To approve the decision to convert shared use bays at the top of Shafton Road (beside 180 Victoria Park Road and outside 21 Shafton Road) to permit bays to provide additional parking for residents in the area.
- 2.8 The Corporate Director of Health and Community services 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 Controlled Parking Zones D(s), Q and P, 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 taking into consideration both feedback and other considerations such as balancing the needs of all in the community, legal duties of the Council and the Council's Parking and Enforcement Plan.

Other Considerations

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

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

3.3 These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these along with the other relevant factors into account when setting its charges for on – street parking.

3.4 Section 122 of the Road Traffic Regulations Act requires the Council to exercise its traffic management functions (so far as is practicable having regard to specified factors) to secure the expeditious, convenient and safe movement of vehicular and other road traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The factors which the Council must have regard are;

- The desirability of securing and maintaining reasonable access to premises;

- The effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- The strategy prepared under the section 80 of the Environment Act 1995 (national air quality strategy);
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- Any other matters appearing to the Council to be relevant.

3.5 Parking consultations are genuinely intended to help the Council to assess the views of local people, so that any parking controls can be designed to meet the needs of local people, businesses and their visitors.

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

Feedback from the Public Consultation

3.7 A consultation questionnaire and booklet was sent to all residents and businesses in the Zone P displacement area providing them with the opportunity to have their say on the hours of control for the area and also to provide their comments on the design of their zone.

Response Rate

3.8 Parking Services consulted 1797 residents and businesses in the Zone P displacement area and received 721 responses from addresses in the area.

3.9 This is a response rate of 40%, which is the highest response rate for any consultation that Parking Services has undertaken (average response rates for review consultations are 12%). The high response rate was achieved through a proactive approach undertaken by the Council to promote the review. This included two door knocking activities; drop in sessions in the local area, advert in the local newspaper and notices on street to ensure that the residents and businesses were better informed and able to participate in the consultation.

3.10 Breakdown of the responses by road have been provided in **Appendix 1**.

Parking Design

- 3.11 The consultation material sent to residents and businesses did not specify any design changes as controls were only introduced less than a year ago and no major changes were identified in the area. Residents and businesses were however encouraged to provide recommendations for design changes in the comments sections of the questionnaire.
- 3.12 The Council received requests for some design changes which included requests for more visitor bays, disabled bays, less double yellow lines and parking bays.
- 3.13 In addition, the Council also received requests and a petition from Handley Road and Moulins Road residents for longer hours of control and to be incorporated into the neighbouring Zone D south area.
- 3.14 These comments have been reviewed by the Council and where feasible have been incorporated into the final design.
- 3.15 In relation to requests for more visitors parking, the Council has proposed more visitors parking within close proximity to local businesses where they are most required, i.e. on Lauriston Road and Victoria Park Road whilst maintaining permit bays on residential roads. This ensures that the needs of the different stakeholders in the community are balanced.
- 3.16 The Council has also proposed to convert the permit bays outside numbers 202 to 220 Victoria Park Road to shared use bays to provide additional visitor parking for businesses in the area and for parents visiting the new school on Lammas Road. A new Pay and Display machine will also be implemented at this location to serve the visitors using the bay.
- 3.17 The Council will continue to monitor parking in this area to ensure that the parking design meets the needs of the locals.
- 3.18 The Council will also be implementing a further two permit bays at the northern end of Lammas Road to provide more parking for permit holders. In addition, the shared use bays located at the northern end of Shafton Road (side of 180 Victoria Park Road and outside 21 Shafton Road) will be converted to permit bays. This is due to the difference in the hours of operation in this road and the close proximity of similar bays operating with different times leading to confusion to motorists. This is unlikely to have any impact on the local businesses as additional visitor parking has been

provided on Victoria Park Road and parking will be free after 12 noon in most streets in the area.

- 3.19 In relation to requests for more disabled bays, the Council is only able to implement disabled bays for individuals who have followed the application process and have been assessed / referred by the Council's mobility team. Disabled Bays cannot be implemented based on general comments received. Members of the public who require a disabled bay implemented can find the application process on our website <http://www.hackney.gov.uk/parking-bays-for-disabled-drivers.htm>. This will be communicated to the residents when the outcome of the consultation has been released.
- 3.20 With regards to the requests for less yellow lines, these are implemented to ensure that all junctions and access points are protected as well as address any safety concerns. The current parking design ensures that all kerbside space has been utilised effectively and parking bays have been introduced where it is safe to do so. Therefore no changes will be made to the yellow lines within this zone.

Operational Hours

- 3.21 All residents and businesses in the area were consulted on their preferred hours of operation for the zone. They were given a choice between the current hours of operation (Monday to Friday 8.30am to 5.00pm) and shorter hours of operation (Monday to Friday 10.00am to 12 noon) same as the original zone P hours.
- 3.22 From the 721 responses received, 683 provided their preferred hours of operation. 95% of the responses received were from residents whilst only 3% were from businesses in the area. The remaining 2% were from mixed addresses.
- 3.23 The feedback received from the consultation was almost evenly split with 48% (325) of responses in favour of the current hours of controls and 52% (358) in favour of shorter hours of control.
- 3.24 Further analysis of feedback on a street by street basis showed majority of the roads in the western section of Zone P displacement area (West of Lauriston Road) (excluding Handley Road and Moulins Roads) were in favour of shorter hours of control, whilst the majority of the roads in the eastern section of Zone P displacement, east of Lauriston Road (except Banbury Road) were in favour of longer hours of control. Appendix 2.1 provides a breakdown of support received by road.

- 3.25 Residents in Handley Road and Moulins Road supported longer hours, 78% and 70% respectively. See Appendices 1 and 2
- 3.26 When the feedback was further broken down by resident and business, the majority of responses received from residents alone were evenly split whilst responses from the businesses in the area were in favour of shorter hours, including those who were both businesses and residents. This equated to approximately 5% of all responses received.

CONCLUSION

- 3.27 Based on the feedback received, it is recommended that shorter hours of control (Monday to Friday 10am to 12pm) are implemented on all roads (except Handley and Moulins Road) to the west of Lauriston Road. These include; Lauriston Road, Church Crescent, Speldhurst Road, western arm of Southborough Road (between junction with Handley Road and junction with Lauriston Road), Rutland Road, Derby Road, Redruth Road, Ruthven Street, sections of Banbury Road (between junction with Southborough Road and junction with Victoria Park Road) and sections of Victoria Park Road (between junction with Skipworth Road and junction with Wetherell Road).
- 3.28 It is also recommended that all roads to the east of Lauriston Road maintain the current hours of operation (Monday to Friday 8:30am to 5:00pm). These include; Groombridge Road, Edenbridge Road, Penshurst Road, Lammas Road, eastern arm of Southborough Road (between junction with Lauriston Road and junction with Banbury Road), Shafton Road, Minson Road, Wetherall Road, sections of Banbury Road (from junction with Southborough north to junction with Groombridge Road) and sections of Victoria Park Road (between junction with Wetherell Road and junction with Gascoyne Road).
- 3.29 The southern section of Banbury Road (between junction with Southborough Road and junction with Victoria Park Road) has been incorporated into the two hour zone to make it less confusing for drivers visiting the area. This will ensure that all visitors parking in the area is standardised in terms of the maximums stay and cost. These bays will have a maximum stay of 1hr with a no return of 2 hours and will have the same charges as the remainder of the visitor parking in the area which will be £2.20p/h.
- 3.30 Appendix 3 provides a map which shows the proposed boundary for the recommendations above.

- 3.31 The Council feels that this recommendation is the best solution which best meet the needs of all residents and businesses in the area.
- 3.32 The shorter hours of control on Lauriston Road and Victoria Park Road will help support local businesses who have indicated full support for this proposal. Parking would be free for all of their visitors after 12 noon rather than the whole day which may help encourage further trade.
- 3.33 However, the pay and display and shared use bays in the area will only have a 1hr maximum stay with 2 hours no return to match restrictions in existing Zone P Gore Road area. Pay and display charges across the zone would also be increased to £2.20 per hour and to match the existing two hour zone.
- 3.34 This would ensure that commuter parking is discouraged and parking in the area is not abused by visitors coming into the area.
- 3.35 In terms of resident parking, although permit prices will not change, parking will be free for their visitors after 12 noon in all streets to the west of Lauriston Road.
- 3.36 In terms of design, the Council will be increasing the pay and display facilities on Victoria Park Road by converting the permit bays outside numbers 202 – 220 Victoria Park Road to shared use bays to provide additional 1hr parking for visitors to both the local businesses and the new school on Victoria Park Road / Lammas roads. The hours of operation for the bay will be Monday to Friday 10am to 12 noon with no return for two hours.
- 3.37 The Council will maintain the longer hours of controls in all roads to the east of Lauriston Road (excluding sections of Victoria Park Road identified in Para 3.27) as per the feedback received from residents in the area. This will ensure that all roads closest to the local businesses will be protected by visitor parking and from neighbouring controlled area (Zone Q).
- 3.38 With the opening of the new Mossbourne Academy, on Victoria Park Road, there is the risk of parking stress in the area being further increased in this section of the area. Longer hours of operation in the eastern section would ensure that parents attending the school to drop off or pick up their children are not parking for long periods of time and increasing parking stress in the area. This will also prevent teachers from parking in these streets.

- 3.39 The Council has recommended incorporating Handley and Moulin Roads into zone D(s) due to feedback and a petition received from those roads advising of high parking stress suffered on the weekends.
- 3.40 Incorporating these roads into zone D(s) will ensure residents' parking is protected on weekends and evenings especially from overspill caused by those who do not want to park in Zone D(s).

Additional Comments

- 3.41 A total of 363 respondents provided general comments. Majority of these comments (20%) advised that they were satisfied with the current operational hours for the area as they protected the needs of the residents whilst 13% agreed that the current hours will protect the needs of local residents whilst shorter hours will benefit businesses.

Feedback from Church Crescent

- 3.42 Residents in numbers 1 – 8 Church Crescent were historically included in parking zone Q (Well Street) as they suffered from high parking stress on their road and were unable to park on their road.
- 3.43 As the properties were on boundary with parking zone Q, the Council made the decision to include the properties in Zone Q which would allow them to park behind their properties (Meynell Crescent).
- 3.44 Since the introduction of parking controls on Church Crescent, the Council has received requests from residents in numbers 1 – 8 Church Crescent requesting for their properties to be included in Zone P which would allow them to park in front of their properties rather than behind their properties and some distance away.
- 3.45 The Council consulted the residents of numbers 1 – 8 Church Crescent to identify if they would like to continue to park in Zone Q or be included within Zone P.
- 3.46 Consultation questionnaires were sent to the above properties providing them with the opportunity to have their say on their preferred option.

Response Rate

- 3.47 Parking Services consulted 11 properties in Church Crescent and received 6 responses.

Parking Design

- 3.48 In total, 60% of respondents were in favour of being included within Zone P, whilst 40% of responses were in favour of the current parking arrangements and would like to continue parking in zone Q.
- 3.49 Based on the feedback received, it is recommended that numbers 1 – 8 Church Crescent are included with the Parking Zone P boundary. This would allow residents within these properties to park within close proximity to their addresses. A breakdown of the responses received can be found in Appendix 6.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 Other alternative options were considered by the Council. These were however rejected due to the reasons outlined below;
- 4.2 No review of the controls in the area. This option was rejected as it would go against the Council's Parking enforcement plan which requires us to review recently implemented Parking Zones one year after they been implemented to ensure they still meet the needs of the residents and businesses.
- 4.3 Maintain the current hours of operation for the zone. This also would not have been a suitable option as the current hours of operation do not currently reflect the needs of all members of the community.
- 4.4 Reduce the hours of operation to two hours. This also would not be a feasible option as shorter hours of controls would not be beneficial to the community as a whole as a high number of residents were in favour of the current hours of operation which would help protect their needs.

5. BACKGROUND

- 5.1 Operational reviews for existing parking zones are designed to ensure that they continue to meet to the needs of the local communities they serve within the context of the Council's overall parking policy.
- 5.2 An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.

5.3 As the zone was recently introduced in March 2014, residents were only consulted on the hours of operation for the area. Residents were however still able to make recommendations on design changes in the comments section. Copies of the consultation pack can be found in Appendix 5. Any comments received can be seen in Appendix 1.

5.4 Parking stress surveys were carried out prior to the review process to assess the parking stress in the area subsequent to the introduction of controls. These showed reduced parking stress during the hours of control whilst some parking stress existed after the hours of control. See Appendix 4.

Reasons for re-consulting

5.5 Parking controls were implemented in the Zone P displacement area in March 2014 following a six week consultation with residents and businesses regarding the introduction of parking controls.

5.6 During the consultation residents and businesses were offered a number of options to choose from for the hours of operation. As a result, the feedback received was inconclusive (See table below):

| Preferred hours of operation | Response | |
|------------------------------------|------------|-------------|
| | No. | % |
| Monday to Friday 10am – 12pm | 52 | 34% |
| Monday to Friday 8:30am – 5:00pm | 41 | 26% |
| Monday to Friday 8:30am – 6:30pm | 21 | 14% |
| Monday to Saturday 8:30am - 6:30pm | 41 | 26% |
| Grand Total | 155 | 100% |

5.7 The Council made the decision to aggregate the feedback received, which indicated a preference for longer hours. Alongside this feedback and with the aim of better managing traffic in this area the Council made the decision to implement longer hours of control in this area - Monday to Friday 8.30am to 5.00pm.

5.8 As a result of this decision, a high number of objections and two petitions were received from the area to the hours of operation during the statutory consultation process.

5.9 The Council recognised this was a sensitive issue for the local community and in response to the objections, implemented the current hours of control but agreed to conduct a review of the hours of operation 1 month (rather than 12 months as per

policy) after the controls were implemented to allow members of the community another opportunity to have their say on their preferred hours of control.

5.10 The review process began in May 2014 and the area was reconsulted between June and August 2014. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 5.

5.11 The review consultation offered residents and businesses only two options for the hours of operation. This ensured that there was a clear choice between longer hours and shorter hours.

5.12 All residents and businesses were fully engaged throughout the consultation process via door knocking activity; drop in sessions and through erecting notices within the area.

5.2 Policy Context

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

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

5.14 The Council can use pay & display pricing to directly influence whether an individual journey is made by car or by public transport. Pay & display tariffs vary between areas along with the demand for parking and levels of public transport accessibility. The charge, along with the maximum length of stay, is also set to achieve a high turnover of spaces so that visitors can find a space easily. Prices are set to encourage off-street parking and discourage commuters.

5.15 Hackney aims to set parking prices in order to encourage use of more sustainable forms of transport, without being unaffordable for those who need to drive. [It is also fairer for the costs of the service to be met by users than for permits to be subsidised through Council Tax or another general fund. This is also highlighted by paragraph

3.9 of the operational guidance to local authorities on parking policy and enforcement.

5.3 Sustainability

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

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

Maintenance and Administrative Costs

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

| One off costs | £ |
|---|--------------------|
| Consultation costs | 4,492 |
| Implementation of new signs and P&D in part of area | 3,200 |
| Traffic Order changes | 1,000 |
| Total Expenditure | 1.3.1 8,692 |

| Ongoing costs | £ |
|--------------------------|---------------------|
| Enforcement | 14,280 |
| Total Expenditure | 1.3.2 14,280 |

| Ongoing Maintenance Costs | £ |
|----------------------------------|--------------------|
| Annual Maintenance – Signs/Posts | 2,015 |
| Annual Maintenance – Lining | 3,673 |
| Total Expenditure | 1.3.3 5,688 |

5.3.4 The consultation cost of £4,492 and the implementation cost of £3,200 will be met from existing revenue budgets.

- 5.3.5 The expected £14,280 enforcement cost will be funded from any revenue made from the CPZs.
- 5.3.6 The ongoing maintenance costs for the area will be £5,688.

5.4 Consultations

- 5.4.1 As part of the review process, residents and businesses in the Zone P displacement area were consulted on the hours of control for their area over a six week period between June and August 2014 in line with the Parking Services' review process.
- 5.4.2 Consultation packs were sent via first class post to all addresses in the zone P area and were also made available online. Two door knocking exercises were also conducted in the area which assisted residents and businesses to complete the questionnaires. Notices were also erected on site and a notice was placed in the Hackney Today to inform the local residents and businesses of the consultation.
- 5.4.3 The Council also held a drop in session in the area and met with residents and business owners on the 15th July 2014 to address any queries and concerns.

5.5 Equality Impact Assessment

- 5.5.1 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 7 for further information.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1 This report recommends the implementation of the changes as outlined in paragraph two of the report. The proposals are the result of the rolling programme of parking zone reviews, and will be implemented having undertaken the required consultations with residents in the affected areas.
- 6.2 One-off cost of implementing the changes is approximately £8.7k. Ongoing enforcement and maintenance costs are estimated to be £14k and £6k, respectively. Full details of the costs are at paragraphs 5.3.3 – 5.3.6 of the report.

- 6.3 The one-off costs will be funded from the existing parking operations revenue budget and the ongoing enforcement and maintenance costs will be met by income which is expected from the zone.
- 6.4 Changes in income will be monitored over the next few months, the outcome of which will inform decision about inclusion in the base budget.

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

Controlled Parking Zones

- 7.1 The Council may under section 45 of the 1984 Act designate parking places on highways for various classes of vehicles or vary such places, and under section 46 of the 1984 Act, charge for vehicles left in such parking places/vary such charges.
- 7.2 Before a traffic order designating a parking place is varied the Council must consult and publish notification of the proposed amendments to the order in accordance with the Procedure Regulations.
- 7.3 The Council must not set charges for vehicles left in designated parking places for the purpose of raising revenue. The setting of charges that results in a surplus will not in itself be unlawful provided such surplus is used for the purposes specified in section 55 of the 1984 Act which includes the cost of provision and maintenance of off-street parking accommodation.
- 7.4 In determining what parking places are to be designated or varied under section 45 and charges made/varied under section 46 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:
- 7.4.1 the need for maintaining the free movement of traffic;
 - 7.4.2 the need for maintaining reasonable access to the premises; and
 - 7.4.3 the extent to which off-street parking is available in the neighbourhood.
- 7.5 In addition, the Council shall secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Consultation

- 7.6 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its power to vary a designated parking place, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.
- 7.7 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.
- 7.8 In addition, case law provides that:
- 7.8.1 a consultation must be at a time when proposals are still at a formative stage;
 - 7.8.2 sufficient reasons must be given for any proposal to enable intelligent consideration and response;
 - 7.8.3 adequate time must be given for such consideration and response; and
 - 7.8.4 the product of the consultation must be conscientiously taken into account in finalising any proposals.
- 7.9 From the information within this report it appears that the Council has informed every household and business in the relevant area(s) of the changes proposed for this zone and given households/businesses six weeks within which to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.
- Power to authorise the variation of the Traffic Management Orders for Zone P*
- 7.10 The exercise of the power contained in sections 45 and 46 of the Road Traffic Regulation Act 1984 to vary the provisions in traffic orders is an executive function which has not been reserved to the Mayor or Cabinet and so can be exercised by the Corporate Director for Health and Community Services in accordance with the Council's Constitution.

APPENDICES

- Appendix 1 – Zone P Review Feedback Analysis (Public)
- Appendix 2 – Zone P displacement feedback maps (Public)
- Appendix 3 – Proposed design for Zone P
- Appendix 4 – Zone P Stress Survey Feedback (Public)
- Appendix 5 – Zone P Review consultation documents (Public)
- Appendix 6 – Church Crescent Feedback Analysis (Public)
- Appendix 7 – Equality Impact Assessment (Public)

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

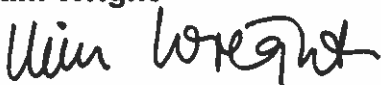
In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

None

| | |
|--|--|
| Report Author | Olaseni Koya 020 8 356 8251 olaseni.koya@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 | Justin Farley 020 8356 2778 Justin.Farley@hackney.gov.uk |

Authorisation of Corporate Director - Health and Community Services

Name: Kim Wright

Signature: 

Date: 24.11.14.

Authorisation of Assistant Director Public Realm – Health and Community Services

Name: Tom McCourt

Signature: 

Date: 19 November 2014

APPENDIX 1: Zone P Displacement Review Consultation

1 Feedback Analysis

1.1 Response

We consulted 1797 households and businesses and received 721 completed questionnaires making an overall response rate of 40%. This is more than three times the average response rate of 12% for this type of consultation and is the highest consultation response rate received by Parking Services. A breakdown of responses on a street by street basis can be found in [

Table 1]. Majority (92%) of the responses were received post whilst the remainder (8%) were received online.

Table 1: Response to the 2014 Zone P Review consultation

| Road Name | Sent | Response | |
|--------------------|-------------|------------|------------|
| | | No | % |
| ALPINE GROVE | 1 | 0 | 0% |
| BANBURY ROAD | 128 | 27 | 21% |
| CHURCH CRESCENT | 52 | 25 | 48% |
| DERBY ROAD | 8 | 3 | 38% |
| EDENBRIDGE ROAD | 19 | 11 | 58% |
| GROOMBRIDGE ROAD | 59 | 51 | 86% |
| GUINNESS CLOSE | 50 | 15 | 30% |
| HANDLEY ROAD | 51 | 20 | 39% |
| IVEAGH CLOSE | 48 | 27 | 56% |
| JACKSON CLOSE | 30 | 11 | 37% |
| LAURISTON ROAD | 204 | 76 | 37% |
| LOUISA CLOSE | 21 | 4 | 19% |
| MINSON ROAD | 17 | 10 | 59% |
| MOULINS ROAD | 83 | 45 | 54% |
| PENSHURST ROAD | 140 | 74 | 53% |
| RUTHVEN STREET | 14 | 4 | 29% |
| RUTLAND ROAD | 235 | 36 | 15% |
| SHAFTON MEWS | 7 | 3 | 43% |
| SHAFTON ROAD | 30 | 17 | 57% |
| SOUTHBOROUGH ROAD | 101 | 61 | 60% |
| SPELDHURST ROAD | 40 | 19 | 48% |
| VICTORIA PARK ROAD | 356 | 127 | 36% |
| WETHERELL ROAD | 103 | 55 | 53% |
| TOTAL | 1797 | 721 | 40% |

Table 2: Methods of response

| Area | Feedback Method | |
|---------------|-----------------|----------|
| | Paper Q | Online Q |
| Zone P Review | 665 | 56 |

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

1.2 Zone P - Occupancy Type

Majority (95%) of respondents classified themselves as 'residents'. This correlates with the proportion of residential properties (96%) in the Zone P area. The remaining 5% of responses were from respondents who classified themselves as 'business or both'. A breakdown of responses can be found below in Table 3.

Table 3: Support for Current Parking Design

| Occupier Status | Response | |
|--------------------|------------|-------------|
| | Number | % |
| Both | 17 | 2% |
| Business | 21 | 3% |
| Resident | 683 | 95% |
| Grand Total | 721 | 100% |

Excludes blank responses

1.3 Zone P Displacement Operational Hours

Out of the 721 responses received, only 683 respondents answered the question regarding their preferred hours of operation.

There was almost an even split in the overall responses received regarding the hours of operation. 48% of responses were in favour of the current hours of control (Monday to Friday 8.30am to 5.00pm) whilst 52% were in favour of 2 hour controls (Monday to Friday 10am to 12pm). A breakdown of responses can be found below in Table 4.

A breakdown of responses received by address type can be found below in Table 5.

Table 4: Support for parking operational hours from each street

| | Count | | Responses | |
|-------------------------|---|--|---|--|
| | Option 1: Monday – Friday 8.30am – 5.00pm (current hours) | Option 2: Monday – Friday 10am – 12.00pm | Option 1: Monday – Friday 8.30am – 5.00pm (current hours) | Option 2: Monday – Friday 10am – 12.00pm |
| BANBURY ROAD | 7 | 20 | 26% | 74% |
| CHURCH CRESCENT | 12 | 13 | 48% | 52% |
| DERBY ROAD | 0 | 3 | 0% | 100% |
| EDENBRIDGE ROAD | 3 | 8 | 27% | 73% |
| GROOMBRIDGE ROAD | 27 | 23 | 54% | 46% |
| GUINNESS CLOSE | 6 | 3 | 67% | 33% |
| HANDLEY ROAD | 14 | 4 | 78% | 22% |
| IVEAGH CLOSE | 14 | 10 | 58% | 42% |
| JACKSON CLOSE | 5 | 6 | 45% | 55% |
| LAURISTON ROAD | 24 | 52 | 32% | 68% |

| | | | | |
|--------------------|------------|------------|------------|------------|
| LOUISA CLOSE | 0 | 4 | 0% | 100% |
| MINSON ROAD | 7 | 3 | 70% | 30% |
| MOULINS ROAD | 30 | 13 | 70% | 30% |
| PENSHURST ROAD | 52 | 20 | 72% | 28% |
| RUTHVEN STREET | 1 | 2 | 33% | 67% |
| RUTLAND ROAD | 7 | 26 | 21% | 79% |
| SHAFTON MEWS | 0 | 3 | 0% | 100% |
| SHAFTON ROAD | 8 | 8 | 50% | 50% |
| SOUTHBOROUGH ROAD | 24 | 37 | 39% | 61% |
| SPELDHURST ROAD | 5 | 14 | 26% | 74% |
| VICTORIA PARK ROAD | 50 | 61 | 45% | 55% |
| WETHERELL ROAD | 29 | 25 | 54% | 46% |
| Grand Total | 325 | 358 | 48% | 52% |

Excludes blank responses

Table 5: Support for parking operational hours by property class

| | Option 1: Monday – Friday 8.30am – 5.00pm (current hours) | | Option 2: Monday – Friday 10am – 12.00pm | | Grand Total |
|--------------------|--|------------|--|------------|-------------|
| | Count | % | Count | % | |
| Both | 2 | 12% | 15 | 88% | 17 |
| Business | 1 | 5% | 20 | 95% | 21 |
| Resident | 322 | 50% | 323 | 50% | 645 |
| Grand Total | 325 | 48% | 358 | 52% | 683 |

Excludes blank responses

1.4 General Comments and Suggestions

These include comments received via email, letter, telephone call and completed questionnaires. Many respondents provided more than one type of comment in their feedback and often reiterate views supporting or opposing the introduction of parking controls.

363 respondents provided general comments. 20% of the comments stated they were satisfied with the current hours of operation in the area. 13% of respondents also believed that the current hours were suitable for the area and protected the needs of the residents whilst a 2 hour zone would only protect the needs of the local businesses in the area.

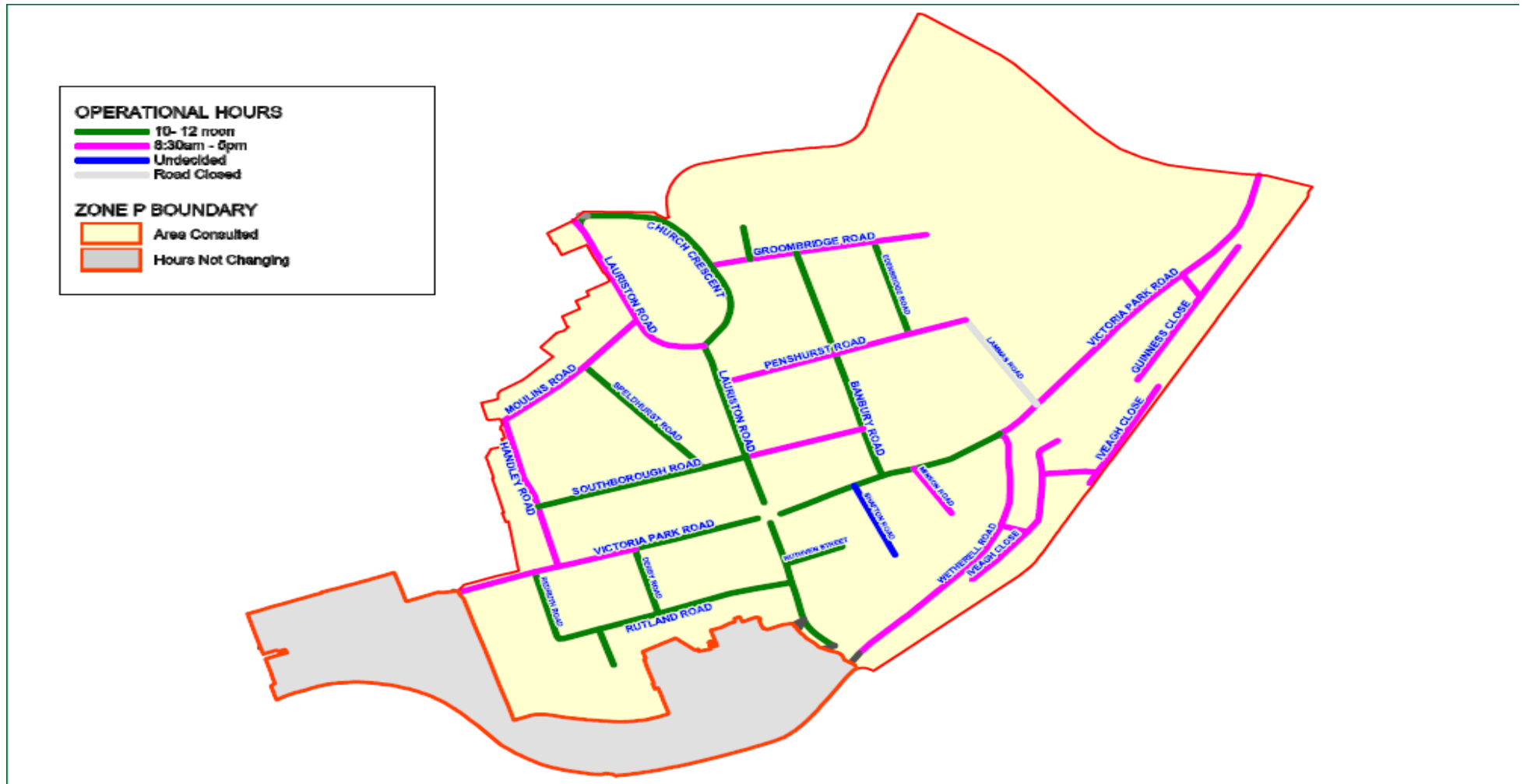
Table 6 provides a breakdown of the main comment themes provided by respondents.

Table 6: Theme of comments

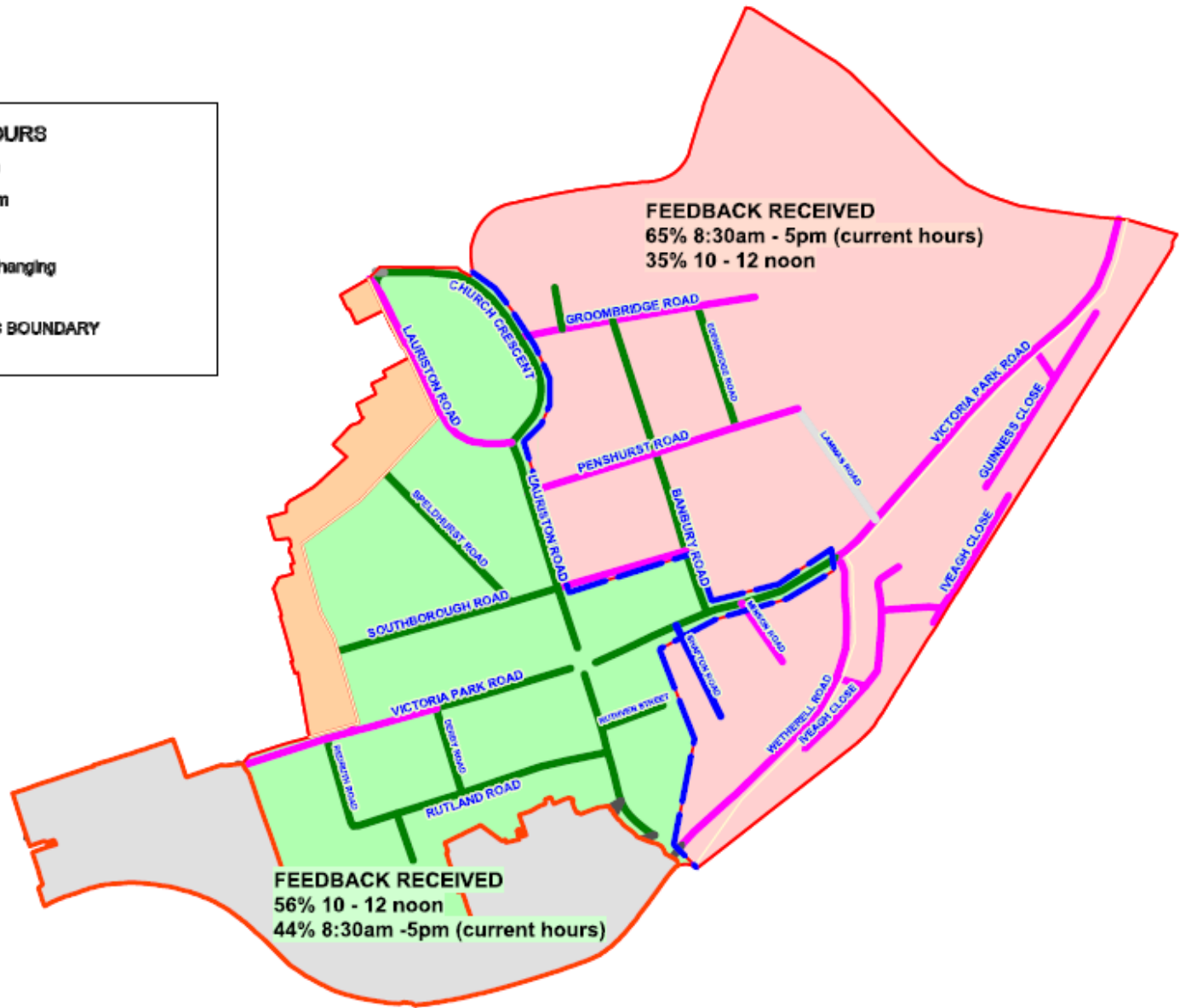
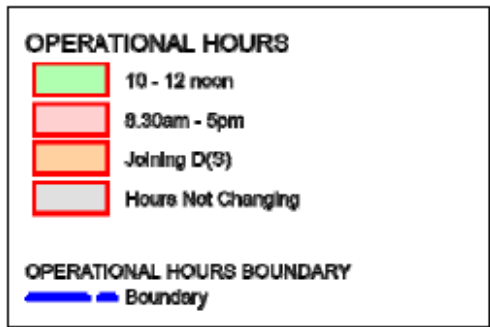
| Comments | Total | % Total |
|--|-------|---------|
| Satisfied with the current restrictions | 116 | 20% |
| Current hours will protect the needs of local residents. Shorter hours will only benefit businesses | 75 | 13% |
| Shorter hours would support the local businesses | 37 | 6% |
| Shorter hours are enough to help deter commuter parking | 35 | 6% |
| Parking Permits are too expensive | 32 | 5% |
| No preferred option | 32 | 5% |
| 2hr controls will encourage non locals to park in area for free and increase parking stress | 28 | 5% |
| Request for controlled parking at weekends | 26 | 4% |
| Current hours have had a negative effect on the local business | 19 | 3% |
| Concerns that the new school opening will increase parking stress | 17 | 3% |
| Request for more visitor / P&D parking | 16 | 3% |
| Shorter hours would benefit service industries carrying out works in the area and visitors to the area | 16 | 3% |
| Do not want any controls in the area | 15 | 3% |
| There is increased parking stress in the area after controls end. Reduced hours will only make this worse. | 13 | 2% |
| Too much double yellow lines not enough parking spaces | 11 | 2% |
| Against reduced hours | 9 | 2% |
| Shorter hours for businesses and longer hours for the residents | 7 | 1% |
| Didn't receive pack | 6 | 1% |
| Difficulty purchasing visitor vouchers | 6 | 1% |
| Guinness estate resident, controls do not impact us. | 6 | 1% |
| Request for Longer hours (Moulins and Handley), similar to Zone D(s). | 6 | 1% |
| Road Safety Requests | 6 | 1% |
| Miscellaneous | 5 | 1% |
| Current hours have caused inconvenience to our lives | 5 | 1% |
| Request for more disabled bays | 5 | 1% |
| Signage is ugly outside my property | 4 | 1% |
| Request for more enforcement | 3 | 1% |

2 Map showing feedback on a street by street basis

2.1 Feedback by Road

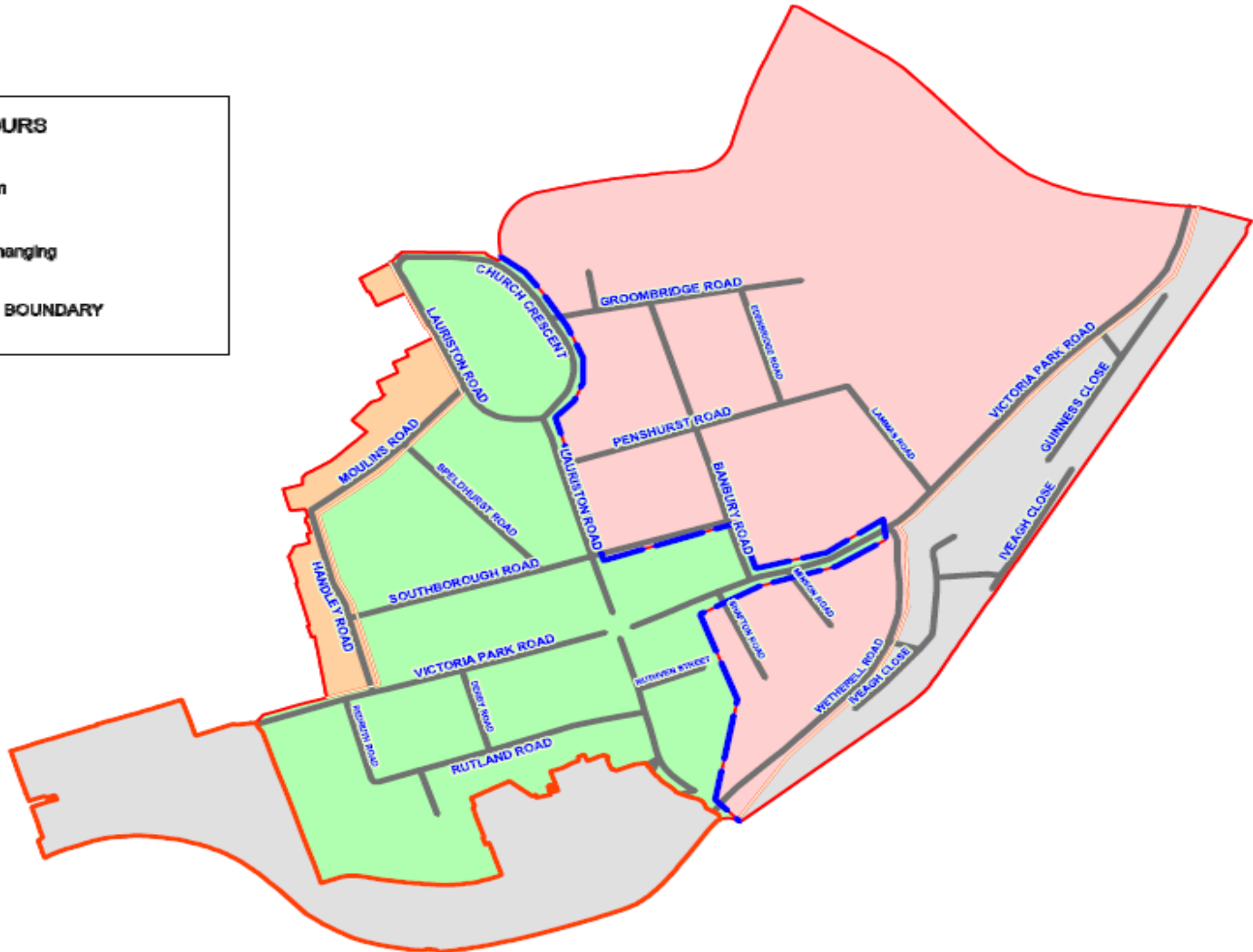
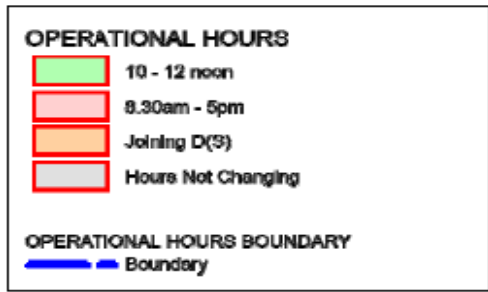


2.2 Map showing feedback by Area



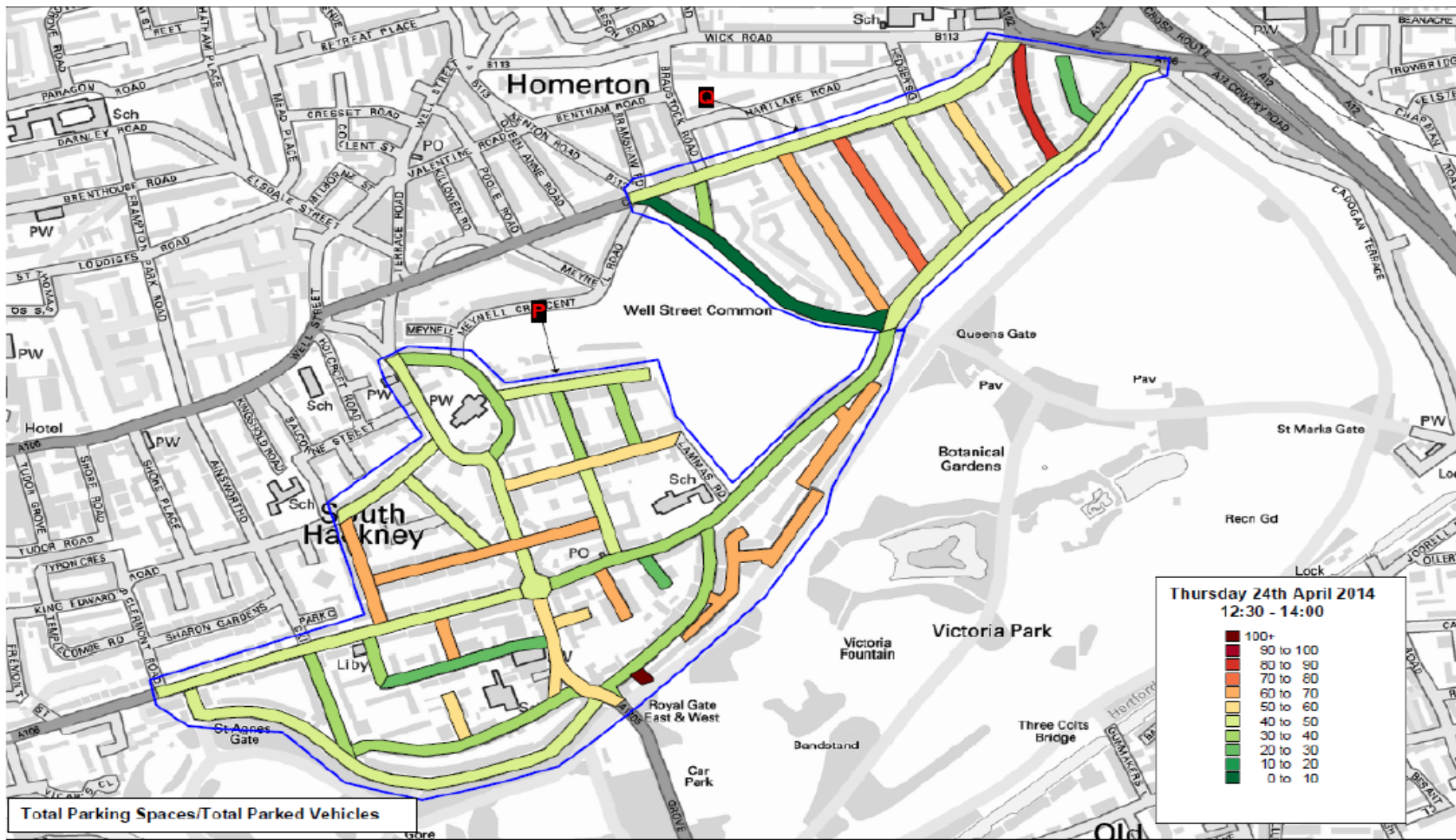
APPENDIX 3: Zone P Displacement Review Consultation

3 Proposed design for Zone P displacement



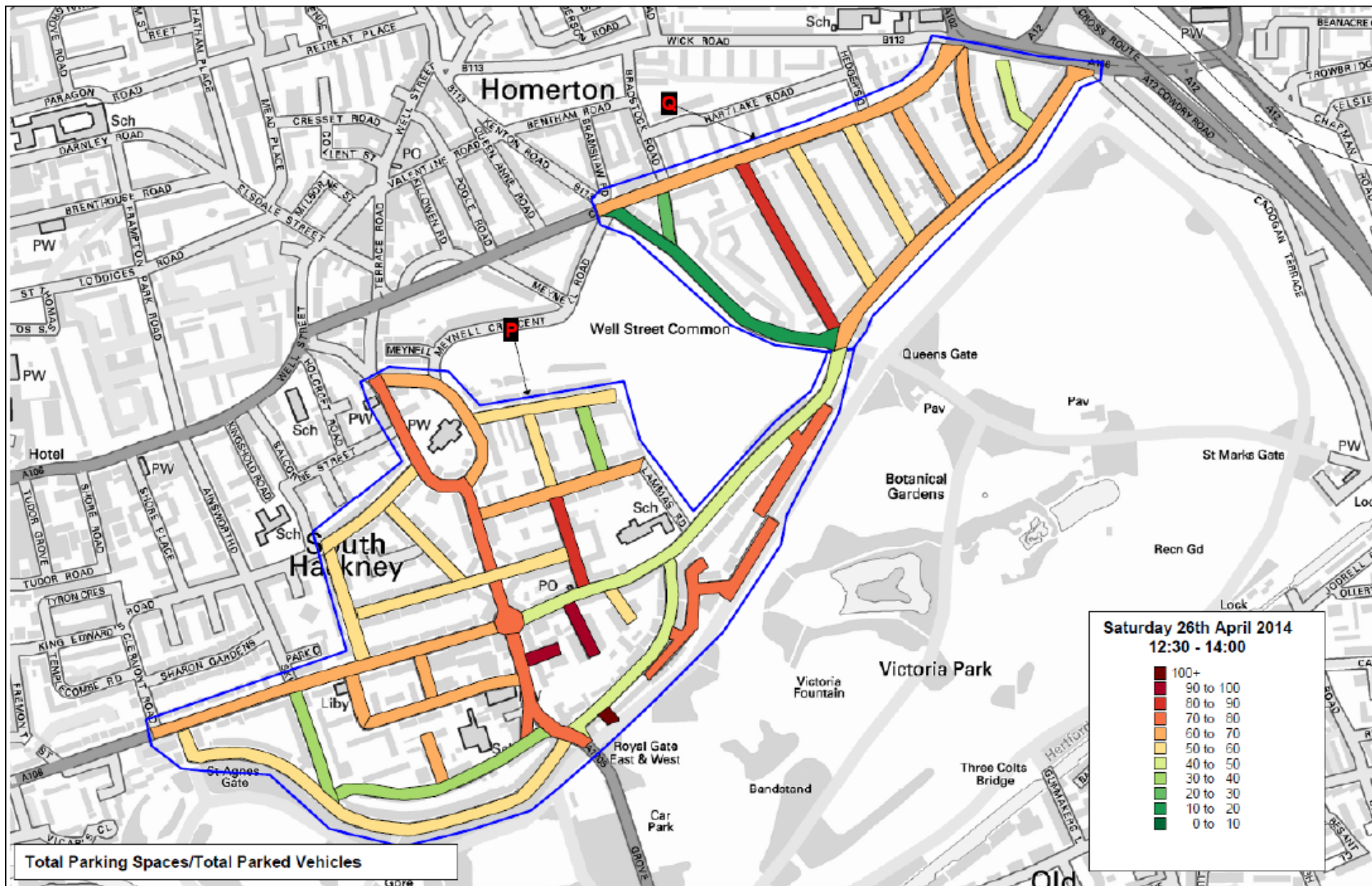
APPENDIX 4: Zone P Stress Surveys

4 Midday Parking Stress



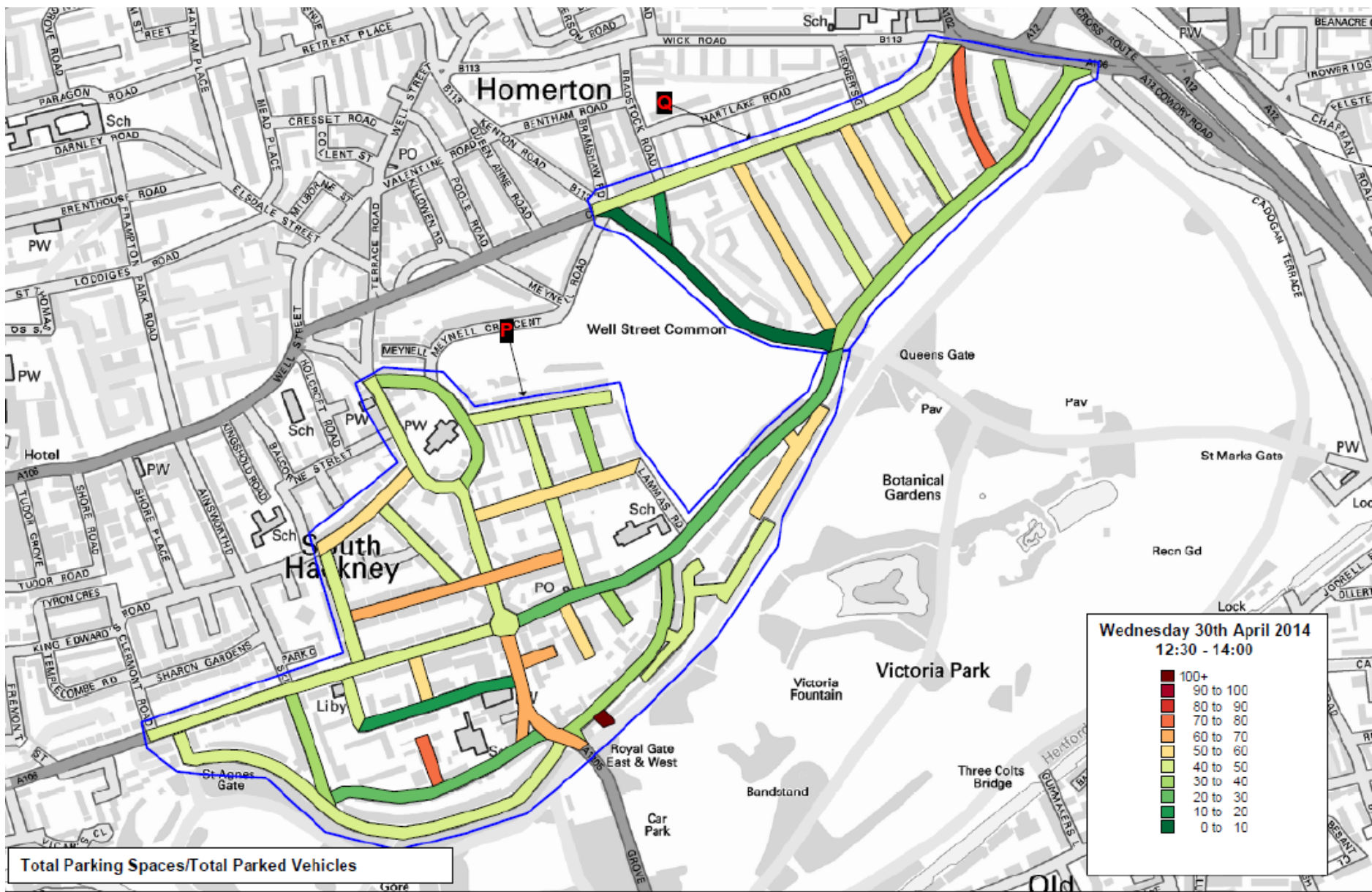
Hackney Zones P&Q - 12:30-14:00 Parking Occupancy - Thursday 24th April 2014





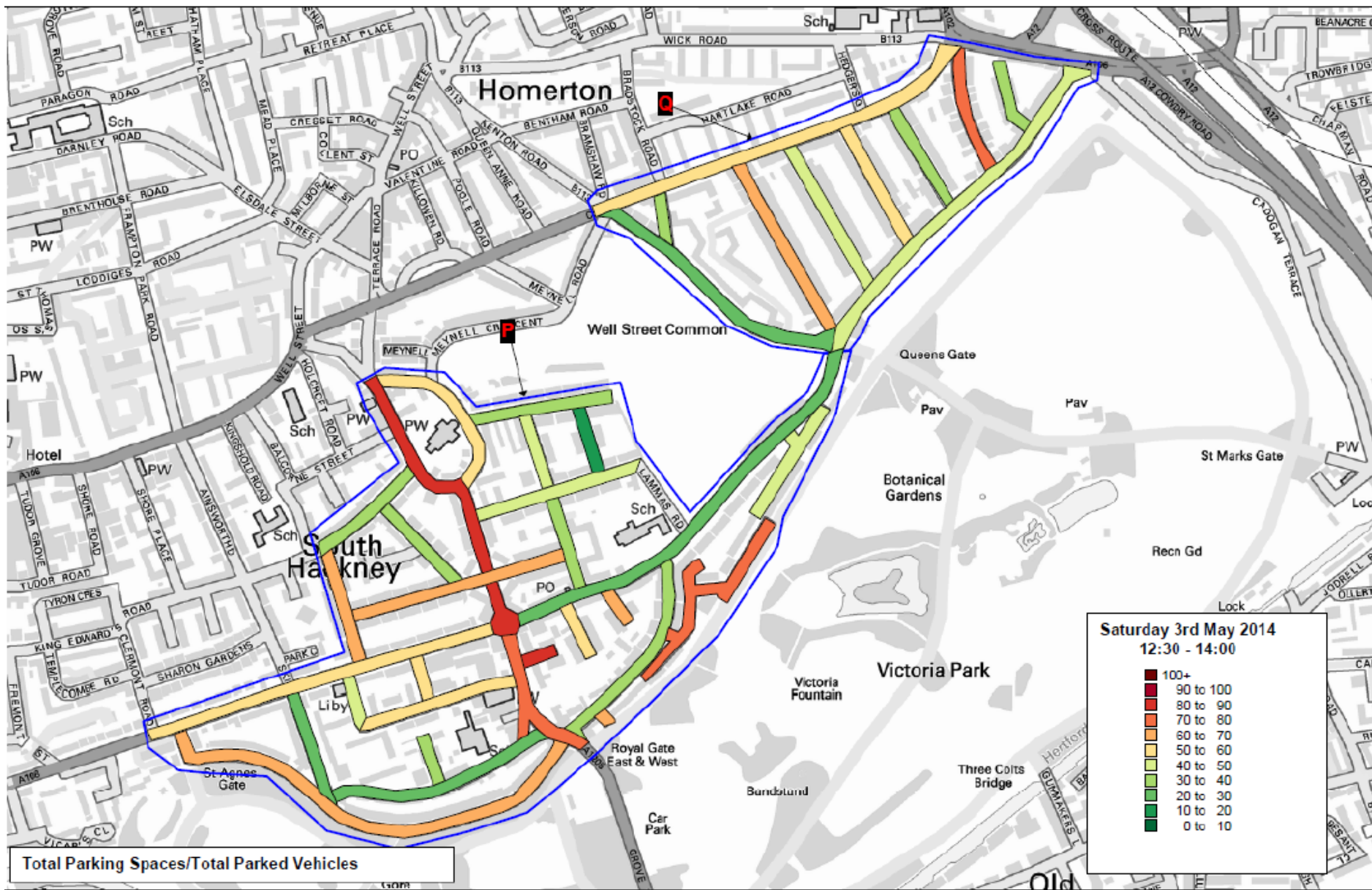
Hackney Zones P&Q - 12:30-14:00 Parking Occupancy - Saturday 26th April 2014





Hackney Zones P&Q - 12:30-14:00 Parking Occupancy - Wednesday 30th April 2014

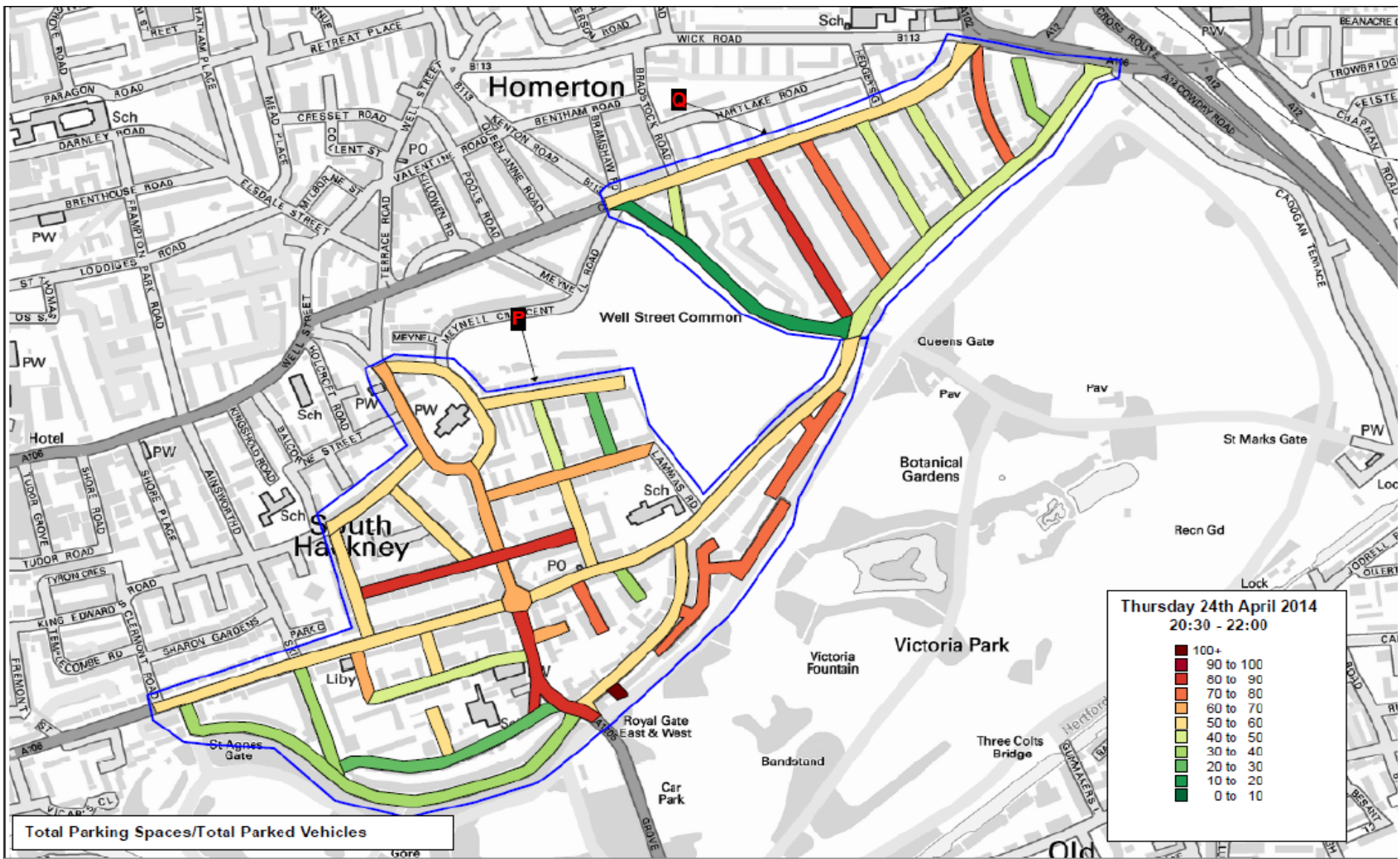




Hackney Zones P&Q - 12:30-14:00 Parking Occupancy - Saturday 3rd May 2014

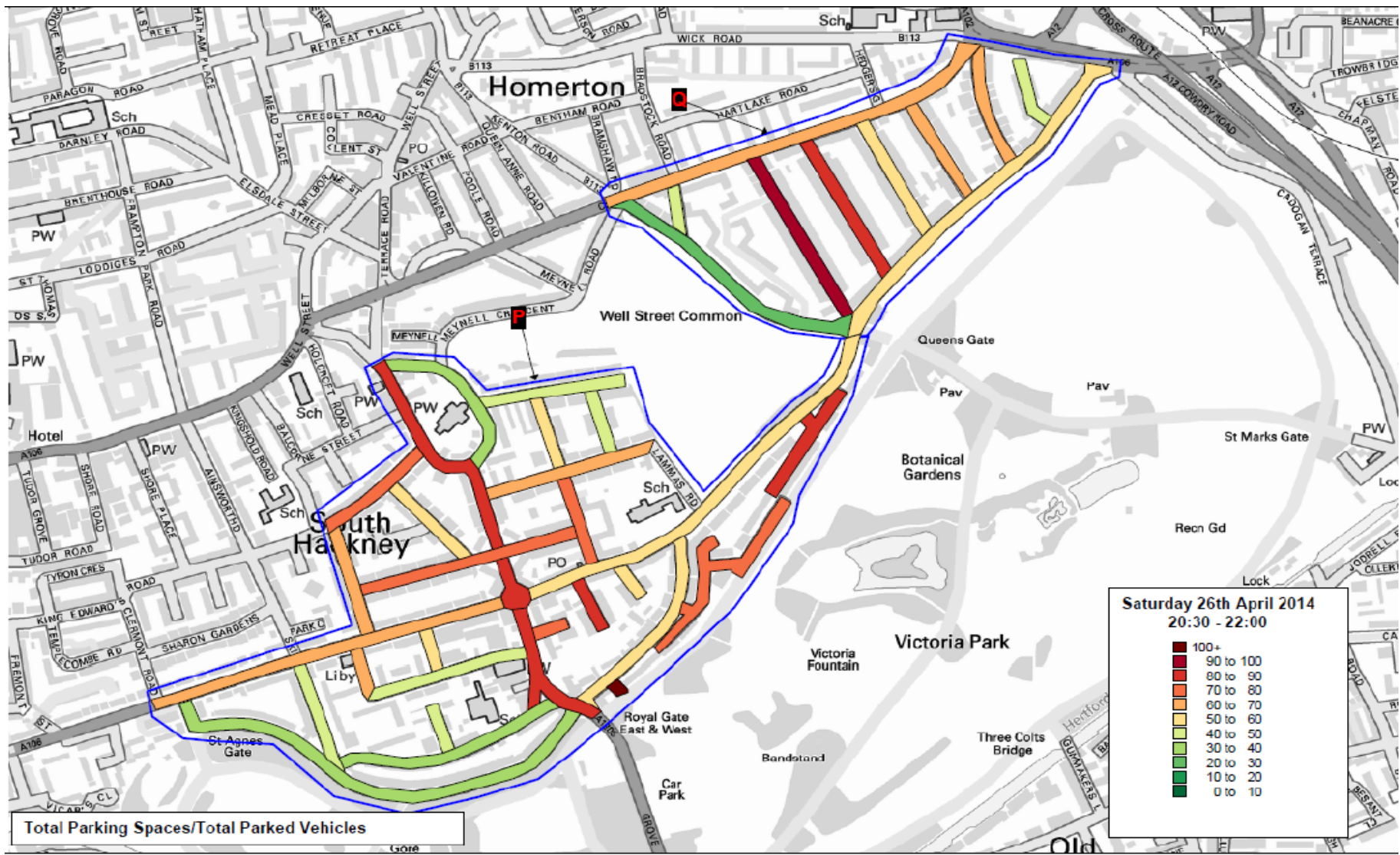


Late Evening parking stress



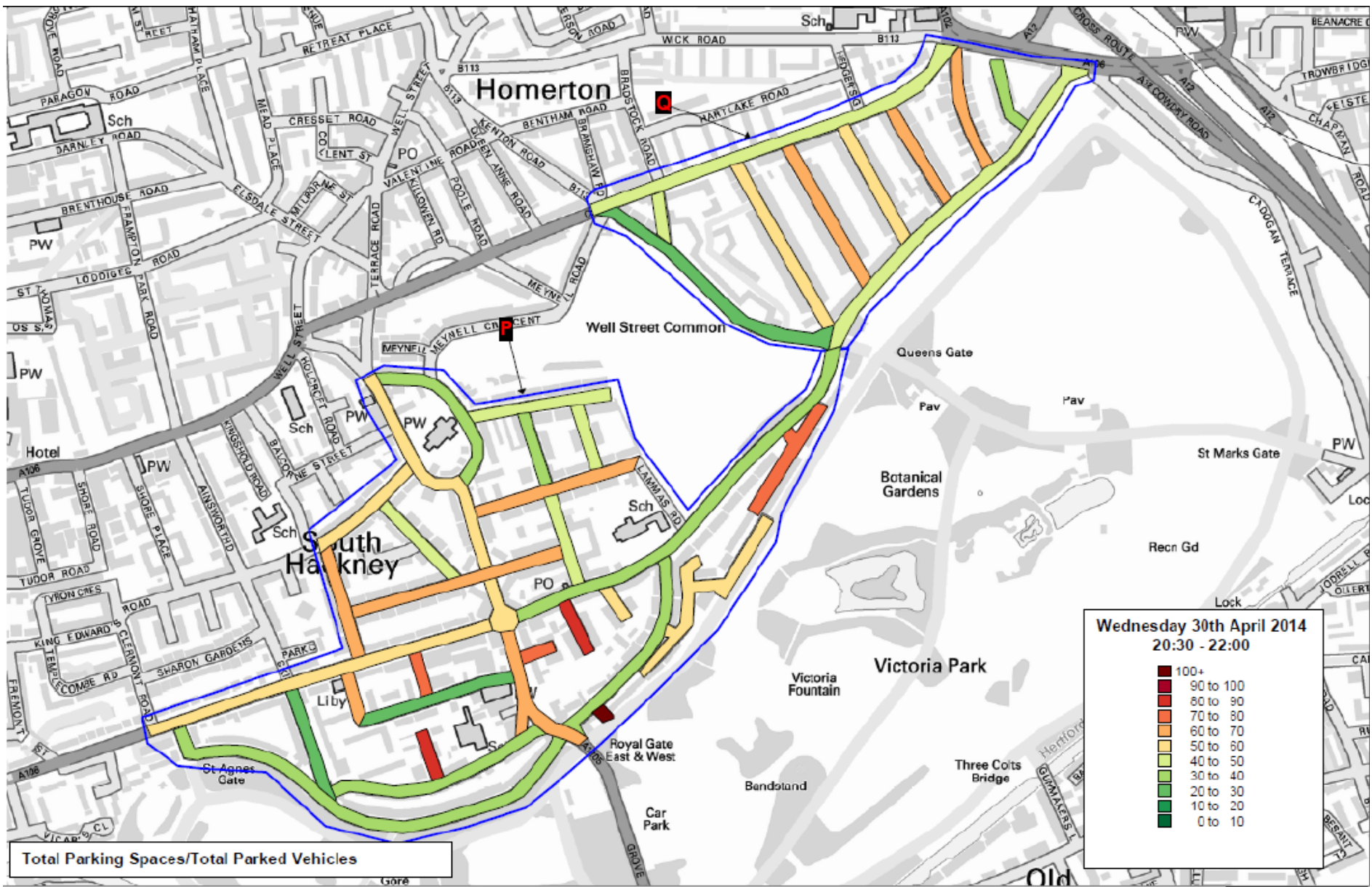
Hackney Zones P&Q - 20:30-22:00 Parking Occupancy - Thursday 24th April 2014





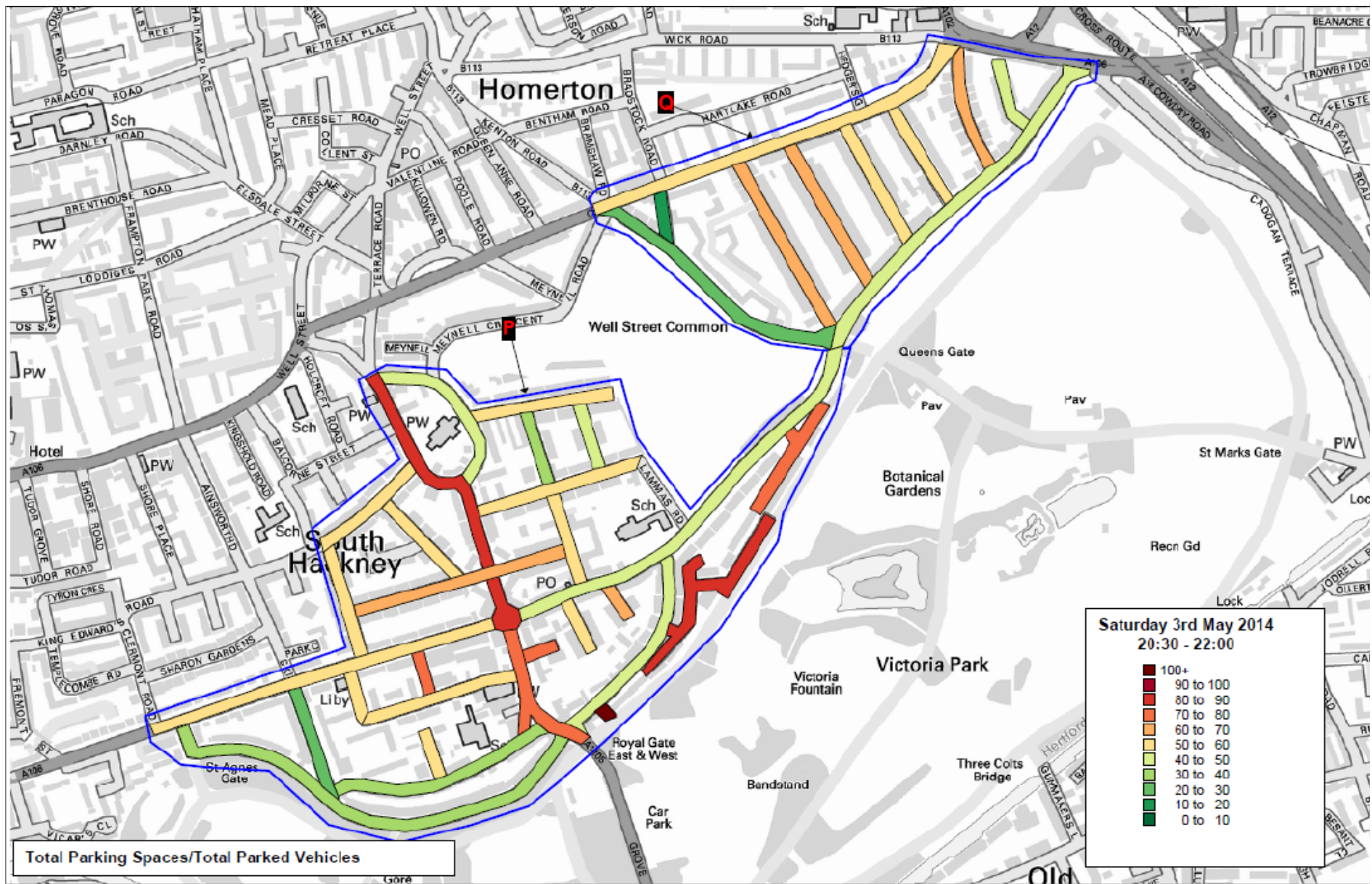
Hackney Zones P&Q - 20:30-22:00 Parking Occupancy - Saturday 26th April 2014





Hackney Zones P&Q - 20:30-22:00 Parking Occupancy - Wednesday 30th April 2014

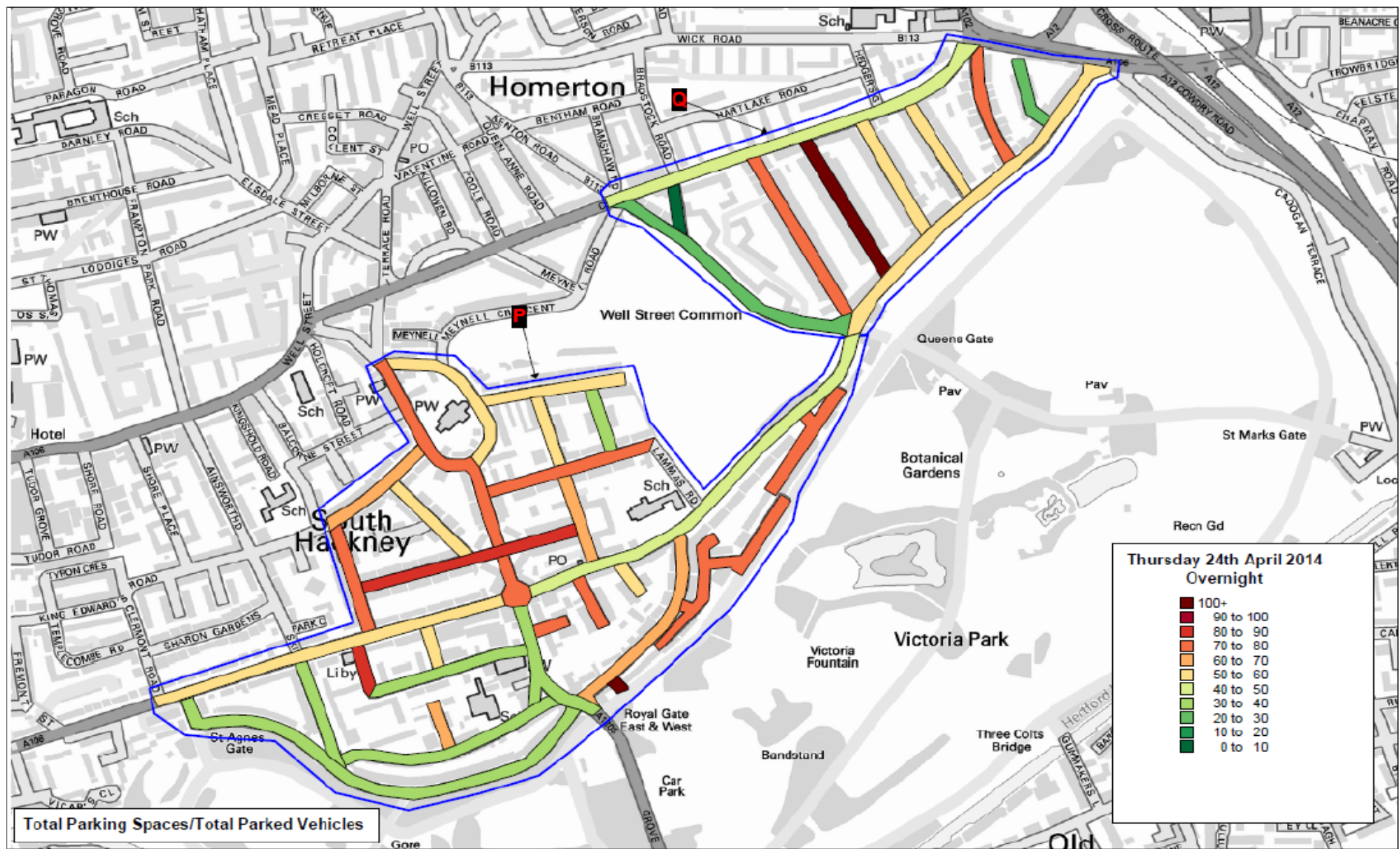




Hackney Zones P&Q - 20:30-22:00 Parking Occupancy - Saturday 3rd May 2014

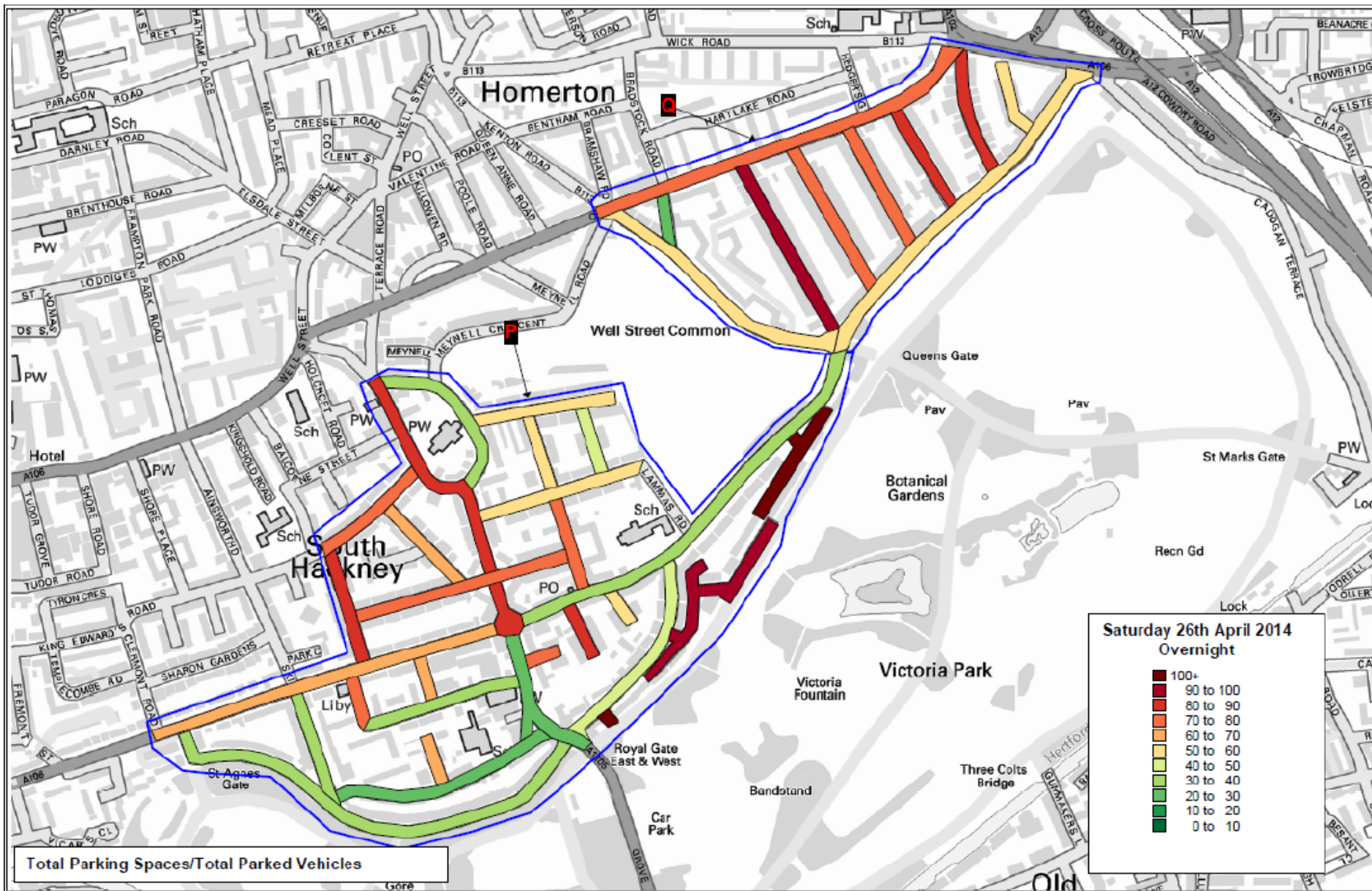


Overnight Parking Stress



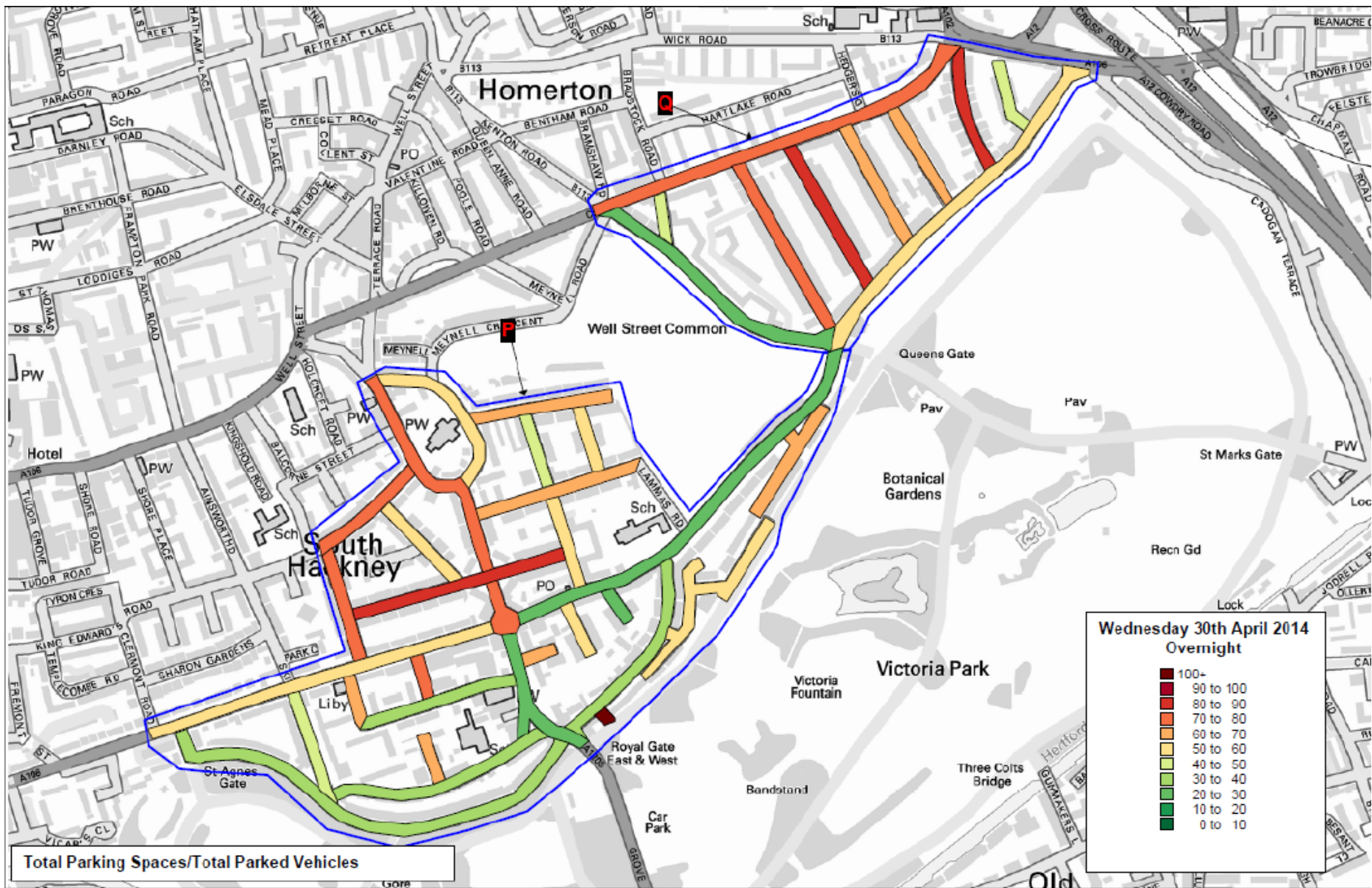
Hackney Zones P&Q - Overnight Parking Occupancy - Thursday 24th April 2014





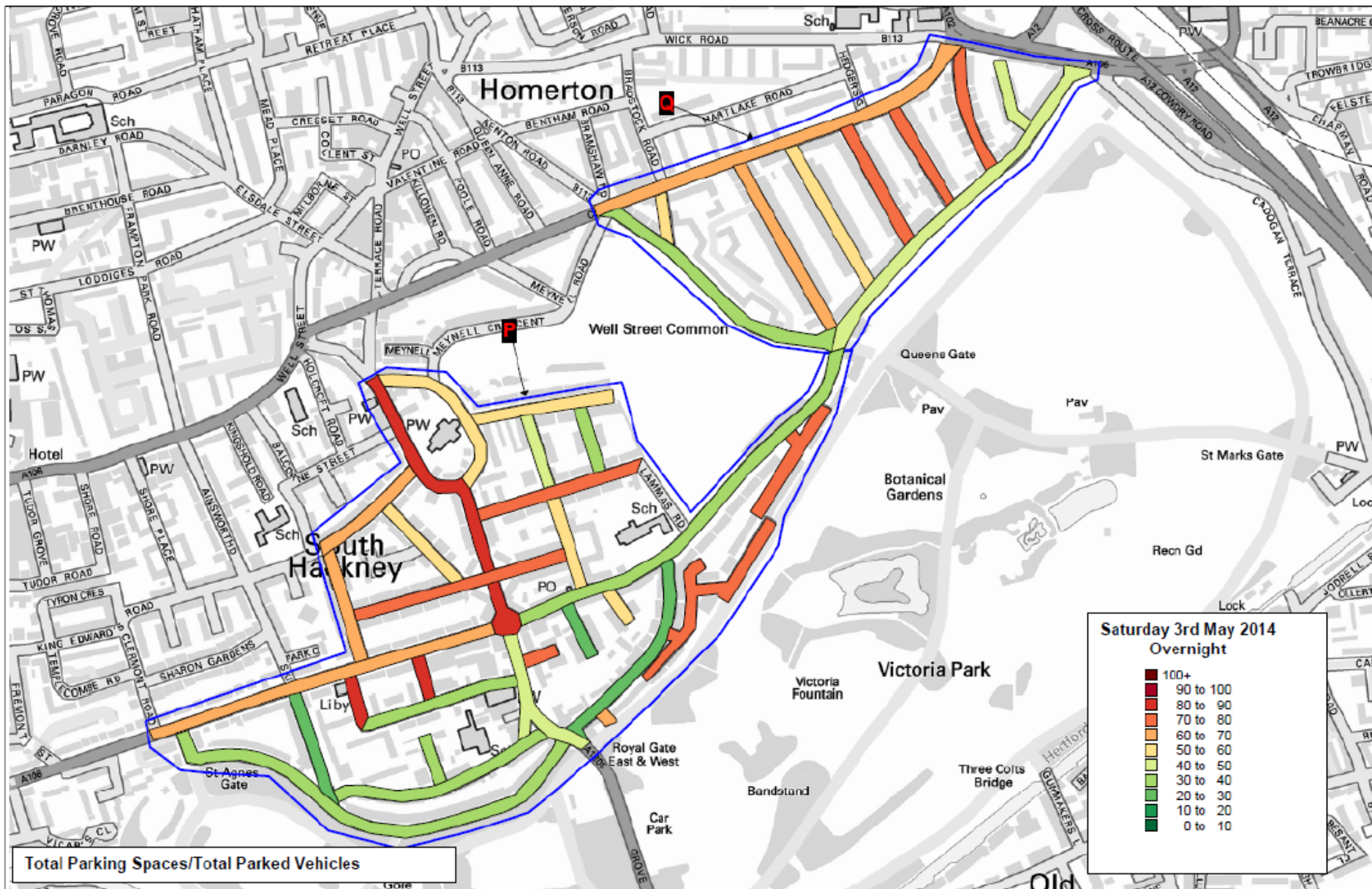
Hackney Zones P&Q - Overnight Parking Occupancy - Saturday 26th April 2014





Hackney Zones P&Q - Overnight Parking Occupancy - Wednesday 30th April 2014





Hackney Zones P&Q - Overnight Parking Occupancy - Saturday 3rd May 2014



5 Consultation Documents



Zone P (Victoria Park Village)

Parking Review



Review of parking controls

Parking Design

As the parking controls in Zone P displacement are relatively new, we are only consulting you on the hours of operation for your zone. The Council has not made any proposals to change the parking design in this area, however, if you would like minor changes to be made to the parking restrictions in your zone please provide your feedback in the comments box within the questionnaire.

How will I be affected if the operational hours change?

If there is support to maintain the existing hours, then there will be no changes made to your zone and it will continue to operate as it does now.

However, if there is support to reduce the existing hours, then there will be some implications on your local area. This will include:

- Changes to all parking signs to reflect the new hours;
- Pay and display bays will be reduced to 1hr maximum stay with 2 hour no return. This means visitors will only be able to park in these bays for a maximum of 1 hour and will not be able to return until two hours later. This will allow for effective enforcement and prevent commuter parking.
- The price of visitor parking (Pay and Display) will change to match existing zones (currently £2.20 per hour in existing Zone P).
- Parking will be free after 12pm so visitor vouchers or pay and display tickets will not be required.
- Pollution may increase in the area as car use may be encouraged due to free parking after 12pm.

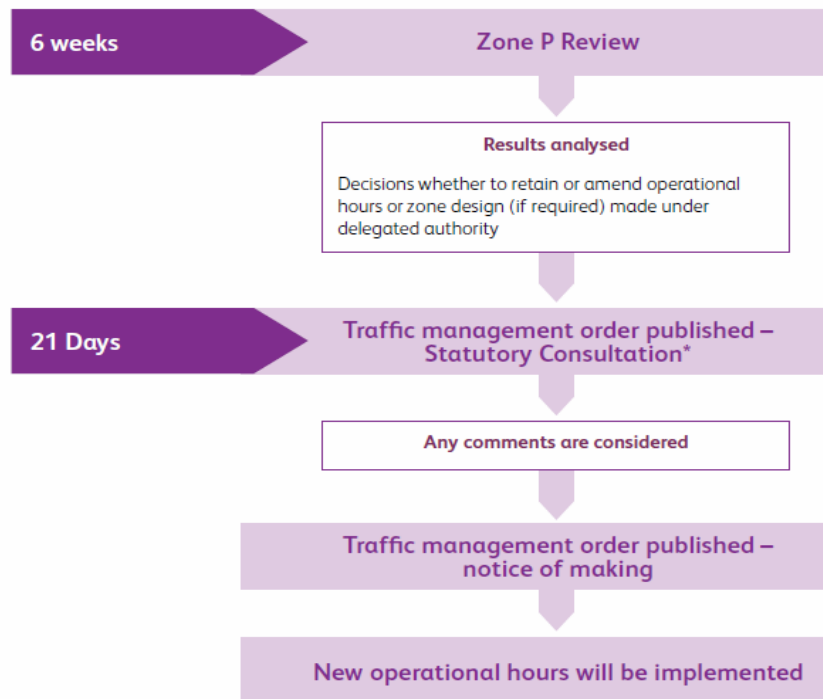
Please be aware that if the hours of control are reduced, the price of permits and vouchers will remain the same.

The consultation process

Informal consultation

A consultation pack including a questionnaire is delivered to all affected residents and businesses in the area. We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or cyclist and the people who visit you. The Stage 4 Review process is undertaken by the Council to ask residents and businesses whether they support the existing parking design and the hours of operation for their zone.

Stage 4 Parking Review



*The statutory consultation is subject to any proposed changes being required.

Statutory consultation

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

How can I have my say?

During the review consultation.

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by: **8th August 2014**

Alternatively you can complete your questionnaire online by visiting:
www.hackney.gov.uk/parking-hys

Come and see us in person.

We are also holding a drop-in session where you can attend and speak to us in person and let us know your feedback on how any changes will affect you.

Date: **15 July 2014**

Location: Lauriston Primary School, Rutland Road

Time: **5pm – 7pm**

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

Email: **consultparking@hackney.gov.uk**

Telephone: **020 8356 8877**

What happens next?

7 July 2014

Door knocking activity will take place throughout your area approximately three weeks after the consultation has commenced to ensure that you have received a consultation booklet and to encourage residents and businesses to respond to the consultation.

15 July 2014

Drop in sessions will be held. Residents and businesses are encouraged to attend and raise any queries or provide feedback which they may have to us in person.

8 August 2014

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

October 2014

Consultation results will be made available to the residents and businesses. A summary consultation pack, detailing the results, will be sent to all residents and businesses in the area by post and will be available on the Hackney website. If you have any questions regarding the consultation please contact us through the Hackney Service Centre on **020 8356 8877** or email: **consultparking@hackney.gov.uk**.

Frequently asked questions

What if I want to be moved to a different nearby zone?

We have received feedback from some residents who have asked for their road or address to be moved to an adjacent zone. To have your say on this, please provide your feedback within the "comments box" on the questionnaire.

What if I live on an estate?

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

What if I live on a private road?

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

Do you consider road safety?

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

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

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

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

What if I live on a Car Free Property?

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

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

How will you use my personal information?

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

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

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

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

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

More information

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



| | |
|--|--|
| | Parking Services |
| | Health & Community Services |
| | London Borough of Hackney |
| | 89-115 Mare Street, Keltan House |
| | London E8 4RU |
| | 020 8356 8877 |
| | consultparking@hackney.gov.uk |
| | |
| | Our Ref: Zone P Review |
| | 26 June 2014 |

Dear Resident/Business

Re: Parking Zone (PZ) 'P' Review Consultation

Parking Services wrote to you in February 2014 advising that we would be reconsulting on the operational hours of the recently extended Parking Zone P.

Parking controls were introduced in the Zone P displacement area in March 2014. During the statutory consultation period, Parking Services received a number of objections (including two petitions) which requested for the implementation of two hour controls in the area. These requests differed to the decision approved by the Council which was based on majority feedback received from the area and the decision as well as the needs of all stakeholders in the area.

Parking Services recognised that this was a sensitive issue for the local community and in response to the objections received, implemented the current hours of control but agreed to conduct a review of the controls in the area 1 month (rather than 12 months as per our policy) after they are implemented so residents and businesses in the area could have another say on the hours of controls for the area.

This consultation will provide all residents and businesses with the opportunity to have a further say on whether they

would like to maintain their current hours of operation of **Monday to Friday 8.30am to 5pm** or have them reduced to **Monday to Friday 10am to 12pm**.

It is important that you provide your feedback on the consultation even if you do not own a vehicle, as your feedback will form a valuable part of the review process.

If you have any further questions or queries you can email consultparking@hackney.gov.uk or call 020 8356 8877.

Yours sincerely,

Seamus Adams
Head of Parking and Markets



6 Feedback Analysis

6.1 Response

We consulted 11 households in Church Crescent (number 1 – 8 Church Crescent) regarding changing their controlled parking zone from Zone Q (Well Street) and including them in Zone P displacement boundary. This was due to the Council receiving a high number of requests from residents on the road who wanted to park in front of their properties.

We received 6 completed questionnaires from the area making an overall response rate of 55%. A breakdown of the responses received can be found in Table 7 below. All responses received were by post.

Majority (60%) of the responses received were in favour of a boundary change and the addresses being located within Zone P displacement boundary whilst 40% of the responses were in favour of the boundary remaining the same.

Table 7: Support for parking operational hours from each street

| Count | | % Response | |
|---|--|---|--|
| Option 1: (To be included in Zone P Boundary) | Option 2: (To remain in the Zone Q Boundary) | Option 1: (To be included in Zone P Boundary) | Option 2: (To remain in the Zone Q Boundary) |
| 3 | 2 | 60% | 40% |

Excludes blank responses

APPENDIX 7: Equality Impact Assessment

7 Equality Impact Assessment



EQUALITIES IMPACT ASSESSMENT

**London Borough of Hackney
Initial Equality Impact Assessment Form**

Title of Project:

Parking Zone P (Victoria Park village) review consultation 2014 and Church Crescent boundary change.

Purpose for Initial EIA:

Project / Scheme review. **If other, please specify:**

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

| | |
|---|---|
| Name: Olaseni Koya | Ext: 8251 |
| Directorate: Health and Community Services | Department/Division: Parking and Markets |
| Signature: Olaseni Koya | |

Form must be signed and dated by the relevant Assistant Director:

Assistant Director: Tom McCourt **Date:**

Comment :

Signature: Tom McCourt

Equality & Diversity Officer: (to be completed by the Equalities Team)

Signed off by _____ Date: _____

Comments:

PLEASE ANSWER THE FOLLOWING QUESTIONS:

1. What are the aims, objectives and purpose of the Project, including desired outcomes:

- Review of the Controlled parking in Zone P (Victoria Park Village) one month after the introduction of controls in accordance with the Council's Parking enforcement Plan (2010 – 2015) and as agreed with residents and businesses in the area.
- Through localised consultations, the residents and businesses in the area are given the opportunity to have their say on the design of parking control and operational hours to ensure that the PZ continues to meet the needs of the local users.

2. Who are the main people that will be affected?

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

3. How relevant is the Project to the following equality strands:

| | Age | Disability | Gender | Race | Religion / Belief | Sexual Orientation |
|------------------|-----|------------|--------|------|-------------------|--------------------|
| Relevance | Low | Low | Low | Low | Low | Low |

4. What positive impact could the Project have overall and on different groups? (Please provide evidence e.g. consultation, monitoring etc?)

| | |
|---|--|
| Overall | |
| The public consultation provides an open forum for all local users to have their say on the hours of control for their local area. The reviews have a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring the continued benefits of safer roads / environment and by creating parking restrictions which meet the needs of users. | |
| a) Age | b) Disability |
| People in the pensionable age will continue to benefit from potential improvements in access to shops and other amenities, as well as a safer road environment | Provision of parking space close to their place of residence and local amenities for disabled motorists. Continued audit of disabled parking bays will be conducted which will ensure that disabled parking spaces are being used effectively. |
| c) Gender | d) Race |
| | |
| e) Religion / Belief | f) Sexual Orientation |
| | |

g) Other groups

5. What negative impact could the Project have overall and on different groups and (if possible) how can it be justified and/or eliminated? (Please provide evidence e.g. consultations, complaints, monitoring etc?)

| | |
|--|---|
| Overall | |
| Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns. | |
| a) Age The cost of parking permits may be deemed as a negative impact of parking controls for different age groups | b) Disability Perceptions of inaccessibility to local amenities. |
| c) Gender No observable negative impact on this group | d) Race No observable negative impact on this group |
| e) Religion / Belief No observable negative impact on this group | f) Sexual Orientation No observable negative impact on this group |
| g) Other groups | |

6. If you have undertaken any internal/ external research or consultation(s) please list them below (include purpose and summary of analysis)

External public consultations took place with all residents and business owners in the Zone P displacement area. Residents and businesses were sent consultation leaflets and questionnaires outlining the Council's proposals.

The purpose of the external consultations is to gain feedback from the local users and other interested parties to inform the final decision / recommendation on the hours of operation for the area.

7. Do you need to undertake any further consultation? If so, what and with whom?

8. Has a full impact assessment been planned or completed?

Yes No
If yes, please state timescales

9. Action Planning

| No | Objective | Actions | Outcomes | Timescales / Milestones | Lead Officer |
|----|-----------|---------|----------|-------------------------|--------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| | | | | | |

| |
|--|
| <p>10. Have the above actions been incorporated into the Directorate’s Equality Action Plan?</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If No, how will these actions be monitored?</p> |
|--|

**PLEASE EMAIL COMPLETED FORM TO equality.diversity@hackney.gov.uk
 Contact: Equalities Team, 020 8356 3402/3169/3239
 Chief Executive Directorate
 London Borough of Hackney**

