

**DELEGATED REPORT OF**

**THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING**

**STAGE 2 PARKING CONSULTATION ZONE R, ZONE S and ZONE N  
DISPLACEMENT AREAS**

**DATE (2016)**

September 2016

**CLASSIFICATION:**

Open

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

**WARD(S) AFFECTED**

Hackney Downs, Lea Bridge and King's Park

## 1. SUMMARY

- 1.1 This report details the results of the Stage two design consultation completed in Parking Zone R, Zone N and S (formerly called Parking Zone D north) displacement areas between June and July 2016.
- 1.2 Following consideration of the responses to the stage 2 consultation, this report recommends that the Group Director, Neighbourhoods and Housing, agrees to formally agree to the making of parking restrictions in Parking Zone R, Zone N and S displacement areas and commence statutory consultation. The report also recommends that power be delegated to the Head of Parking to make order restricting parking in these areas after full consideration of any objections received following publication of the proposals in compliance with statutory regulations.
- 1.3 An indicative timetable for the implementation of controls in Zone S and N displacement areas have been provided below, subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	September 2016
Statutory consultation on proposed traffic orders in Zone S and N	October 2016 – November 2016
Implementation of parking restrictions Zone S and N	November 2016
Enforcement	November/December 2016

- 1.4 It is recommended that proposed controls in Parking Zone R are implemented in 2017, subject to any objections received. This is in order to allow Parking Services to provide an area adjacent to Zone R the opportunity to have their say on the introduction of parking controls before parking controls are implemented in this area. This is to prevent any unwanted displacement parking in the area. An indicative timetable for Zone R is provided below:

Task	Date
Outcome of consultation communicated to residents	September 2016

Statutory consultation on proposed traffic orders in Zone R	February 2016 – March 2016
Implementation of parking restrictions Zone R	March – April 2017
Enforcement	April 2017

## 2. RECOMMENDATION(S)

The Group Director, Neighbourhoods and Housing, is recommended to approve the traffic management order proposals for statutory consultation as follows:

### ZONE S

- 2.1 To propose an order designating parking restrictions in the Zone S displacement, as per the design in Appendix 5, to include 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;
- 2.2 To propose the changes to the parking design on Charnock Road in order to create more parking for the residents in the area;
- 2.3 To propose a pay and display tariff of £2.60 per hour in the Zone S displacement area in the following streets: Powell Road, Ferron Road and Muir Road;
- 2.4 To propose the implementation of shared use bays with 4 hours maximum stay on Powell Road, Ferron Road and Muir Road;
- 2.5 To propose operational hours of Monday to Saturday 8.30am to 6.30pm in Zone S;

### ZONE N

- 2.6 To propose an order designating parking restrictions in the Zone N displacement, as per the design in Appendix 5, to include the following roads; Adley Street, Alfearn Road, Ashenden Road, Atherden Road, Boscombe Close, Colenso Road, Colne Road, Crossway Terrace, Daubeney Road, Domfe Place, Durrington Road, Edwins Mead, Elmcroft Street, Hilsea Street, Homerton Road, Jarrow Way, Kingsmead Way, Laura Place, Lower Clapton Road, Lyneham Walk, Marsh Hill, Mayola Road, Meeson Street, sections of Mildenhall Road, Millfields Road, Newick Road, Offa's Mead, Oswalds Mead, Pendas Mead, Rushmore Road, Saratoga Road, Studley Close, Thistlewaite Road, Tower Mews and Trehurst Street;

- 2.7 To propose the changes to the parking design on Colne Road, Durrington Road and Millfields Roads in order to create more parking for the residents in the area as well as reduce pay and display machine requirements for the area;
- 2.8 To propose the pay and display tariff of £2.60 per hour in the Zone N displacement area in the following roads: Millfields Road, Daubeney Road, Kingsmead Way, Rushmore Road, Laura Place and Atherden Road;
- 2.9 To propose the implementation of shared use bays with 4 hours maximum stay on Millfields Road, Daubeney Road, Kingsmead Way, Rushmore Road, Laura Place and Atherden Road;
- 2.10 To propose operational hours of Monday to Friday 7.30am to 6.30pm in Zone N;

### **ZONE R**

- 2.11 To propose an order designating new parking restrictions for Zone R, as per the design in Appendix 5, to include the following roads; Stoke Newington Common, Benthall Road, Maury Road, Norcott Road, Rendlesham Road, Ottaway Street, sections of Evering Road and sections of Brooke Road.
- 2.12 To propose operational hours of Monday to Friday 7am to 11am in Zone R;
- 2.13 To propose the pay and display tariff of £2.60 per hour in Zone R in the following roads: Evering Road, Ottaway Street, Benthall Road and Maury Road;
- 2.14 To propose the implementation of shared use bays with 4 hours maximum stay on Evering Road, Ottaway Street, Benthall Road and Maury Road;

### **DELEGATION**

And further, the Group Director, Neighbourhoods and Housing, is recommended to:

- 2.15 To authorise the Head of Parking to consult on and publish notification of the proposed orders (as per paragraph 2.1 to 2.10 above) for the extension roads (the “proposed Traffic Management Orders”) in accordance with the requirements of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”) and
- 2.16 To authorise the Head of Parking to make the final decision on whether to make the proposed Traffic Management Orders, subject to the requirements of the Procedure Regulations being complied with and all responses received during consultation/notification being considered before reaching a decision and subject

to consultation with the Cabinet Member for Neighbourhoods, Transport and Parks.

### **3. REASONS FOR DECISION**

- 3.1 Parking Services completed a Stage Two 'detailed design' consultation in Parking Zone N and S displacement areas and Zone R areas. This was due to approval received from Cabinet on the 22<sup>nd</sup> June 2015 to consult these areas, the feedback received from the Stage One consultation carried out between July and August 2015 and approval to carry out a Stage 2 consultation received from Group Director
- 3.2 The cabinet report authorised in June 2015 recommended for a stage one consultation on the introduction of parking controls to be completed in the displacement roads around parking zones N, S and R. This was due to the results of the stress surveys completed in the area (which showed that the areas suffered from high parking stress) as well as requests for parking controls received from the areas.
- 3.3 The recommendations above are in line with the Parking Enforcement Plan (PEP) 2015 – 2020 and also based on feedback received from the Stage Two 'detailed design' consultation carried out in the displacement areas.

#### **Feedback from Stage 2 consultation**

- 3.4 Consultation packs which included a cover letter, questionnaire, a map and a freepost envelope were sent via first class to all addresses in the area. In addition, an online questionnaire was made available on the Council website. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.5 Feedback received from the areas have been analysed below.

### **ZONE S DISPLACEMENT AREA STAGE 2 CONSULTATION FEEDBACK**

#### **Response Rate**

- 3.6 Consultation packs were delivered to 983 households and businesses in the Zone S Displacement area. A total of 71 responses were received which equates to an overall response rate of 7%.
- 3.7 A breakdown of responses can be found in Appendix 1.

### **Support for Proposed Parking Design**

- 3.8 The majority of respondents (52%) were in support of the proposed parking design for the area as indicated in Appendix 1 table 3.
- 3.9 42 of the respondents provided their views on other types of bays they would prefer. A high proportion of these (45%) did not make any specific recommendations on what design they would like to see.
- 3.10 The remaining responses were mixed, 17% wanted more resident permit bays, 12% of respondents wanted to see more shared use bays, 14% more permit bays and 12% more disabled bays. See Appendix 1 table 4.

### **CONCLUSION**

- 3.11 Based on the feedback received, Parking Services recommends to retain and implement the proposed parking design for majority of the roads in Parking Zone S extension area except Charnock Road.
- 3.12 The proposed shared use bay on Charnock Road will now become a permit bay in order to provide more parking for residents based on the feedback received.
- 3.13 Parking Services also recommends to implement all shared use bays in parking zone S displacement as 4 hours maximum stay to provide sufficient time for visitors to visit nearby businesses.
- 3.14 The pay and display charges in the area will be £2.60 per hour. This will match the charges in the rest of the zone.

### **Support for Sustainable transport initiatives**

- 3.15 As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hanger schemes on their road. Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See Appendix 3 for responses received.
- 3.16 These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

### **Additional Comments**

- 3.17 General comments were provided by 61 of the respondents. Majority of comments made recommendations about the proposed design such as more shared use bays

or more permit bays. These have been reviewed and considered as part of the alternative suggestions comments. 3% of respondents believed the parking scheme is a money making scheme, 3% want controls as soon as possible and 2% were not in favour of parking controls.

## **ZONE N DISPLACEMENT AREA STAGE 2 CONSULTATION FEEDBACK**

### **Response Rate**

- 3.18 Consultation packs were delivered to 3,138 households and businesses in the Zone N Displacement area. A total of 313 responses were received which equates to an overall response rate of 10%.
- 3.19 A breakdown of responses can be found in Appendix 2.

### **Support for Proposed Parking Design**

- 3.20 The results of the consultation showed that the majority of respondents (52%) were in favour of the proposed design for the area.
- 3.21 Those roads who were not in favour of the proposed design included, Kingsmead Way, Lower Clapton Road, Durrington Road, Hilsea Street, Homerton Road and Marsh Hill. However, the majority of responses received from those roads did not specify the bay type changes they required.
- 3.22 The remaining responses were mixed with 11% of respondents wanting to see more shared use bays, 10% wanting more resident permit bays whilst the remaining respondents wanted to see more disabled and permit bays.

### **CONCLUSION**

- 3.23 Based on the feedback received, Parking Services will retain and implement the proposed parking design for majority of the roads in Parking Zone N extension area except on Colne Road, Durrington Road and Millfields Road.
- 3.24 The proposed shared use bays on Colne Road and Durrington Road have been converted to permit bays in order to provide more parking for residents in the area based on the feedback received from the area as well as reduce pay and display machine requirements for the area.
- 3.25 There is adequate visitor parking provided on Daubeney Road close to Daubeney Primary School to cater for the visitors to the area.

- 3.26 Parking Services will continue to monitor the parking allocation in the area to ensure it continues to meet the needs of the community.
- 3.27 The proposed permit bay outside 174-184 Millfields Road will remain as a single yellow line to provide adequate clearance and encourage traffic flow for the signalised junctions which will soon be implemented at the junction with Chatsworth Road.
- 3.28 Parking Services also recommend to implement all shared use bays in parking zone N displacement as 4 hours maximum stay to provide sufficient time for visitors to nearby businesses.
- 3.29 The pay and display charges in the area will be £2.60 per hour. This will match the charges in the rest of the zone.

### **Support for Sustainable transport initiatives**

- 3.30 As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road. Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See Appendix 3 for responses received.
- 3.31 These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requests.

### **Additional Comments**

- 3.32 The majority of written comments made recommendations about the proposed design such as more shared use bays or more permit bays. These have been reviewed and considered as part of the alternative suggestions comments. 20% of respondents had concerns about the costs of the parking scheme, 16% were not in favour of parking controls and 16% also of comments also believe that the parking scheme is a money making scheme
- 3.33 A summary of the general comments can be found in the Appendix 2, Table 5.

## **ZONE R STAGE 2 CONSULTATION FEEDBACK**

### **Response Rate**



- 3.34 Parking Services consulted 1,324 households and businesses and received 315 completed questionnaires making an overall response rate of 24%. A breakdown of responses on a street by street basis can be found in Appendix 3.
- 3.35 Most responses were received by post with 79% of responses sent by mail.

### **Support for proposed parking design**

- 3.36 The majority of respondents (70%) were in favour of the proposed parking design for the area as indicated in Appendix 3, Table 3 below.
- 3.37 Respondents that were not in favour of the proposed parking design were able to provide their feedback regarding what other types of parking bays they would like to see.
- 3.38 Only 24% of the respondents provided their views on other types of bays they would prefer. The responses were mixed with 9% of respondents wanting to see more resident bays, 4% wanting more permit bays, 4% wanting more shared use bays and 5% wanting more disabled bays.
- 3.39 Respondents were provided with the opportunity to provide additional comments. These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Appendix 3, Table 4.

### **Support for Operational Hours**

- 3.40 As this is a new parking zone, as part of this consultation we also asked respondents for feedback on their preferred operational hours of the parking zone.
- 3.41 Majority of respondents were in favour of the option Monday to Friday 7am-11am with 38% of responses in favour. The second most popular option was Monday to Saturday 8.30am – 6.30pm with 27% in favour whilst only 16% of respondents were in favour of both Monday to Friday 10 – 12 noon and Monday to Friday 8.30am – 6.30pm

### **CONCLUSION**

- 3.42 Based on the feedback received, Parking Services will retain and implement the proposed parking design for majority of the roads in Parking Zone R except on Rendlesham Road.

- 3.43 Feedback has been received in relation to bus accessibility on Rendlesham Road. To ensure that the road is able to accommodate larger vehicles, the permit bays beside number 17 Rendlesham will be moved 3 meters north.
- 3.44 Feedback was also received regarding the parking bay layout on Rendelsham Road outside and opposite numbers 141 to 153. Parking Services have reviewed the parking design at that location and can confirm that it is suitable for the road. The running width in this section is in line with our minimum running width of 3.5m and sufficient for large vehicles to access the road.
- 3.45 Based on the majority feedback received on the operational hours, Parking Services recommends the implementation of a Monday to Friday zone operating between 7am and 11am. Although this is not one of the Council's standardised hours, it has received majority support from the area (38%) and was included as one of the options on the questionnaire.
- 3.46 Parking Services also recommends to implement all shared use bays in parking Zone R as 4 hours maximum stay to provide sufficient time for visitors to visit nearby businesses.
- 3.47 The pay and display charges in the area will be the £2.60 per hour. This is the same as the nearby zones (Zone E).

### **Support for Sustainable transport initiatives**

- 3.48 As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road. Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See Appendix 3 for responses received.
- 3.49 These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

### **Additional Comments**

- 3.50 120 respondents provided general comments. Majority had proposed design changes whilst 5% were not in favour of the introduction of parking controls and 5% were concerned about cost. For a summary of the comments please see Appendix 3.

## **OTHER CONSIDERATIONS**

- 3.51 The Council carries out its responsibilities for parking management, as set-out in the Road Traffic Regulation Act 1984 (the “1984 Act”) and in accordance to its PEP. In summary, the key objectives of the Council are to:
- Prioritise parking according to need.
  - Smooth traffic flow, improving emergency vehicle access and bus journey times.
  - Uphold road safety
  - Reduce carbon dioxide emissions from motor vehicles to help fight against climate change.
  - Improve the local environment. This includes reducing air pollutants.
  - Managing supply and demand of limited kerb space effectively.
- 3.52 These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these along with other relevant factors into account when making changes to parking restrictions.
- 3.53 Parking consultations are undertaken to help the Council to assess the views of local people, so that parking controls can be designed to meet the needs of local people, businesses and their visitors.
- 3.54 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 as to improve the environment.
- 3.55 In addition, the Council under the PEP 2015 - 20 has committed to managing demand for parking in areas where there is a need. The need for parking controls have been identified by the results of the stress surveys carried out in the areas as well as the Stage 1 consultation feedback which was in favour of parking controls.
- 3.56 As part of its parking enforcement plan (PEP 2015 – 20), the Council has committed to standardising the hours of operation across the borough to make it easier for drivers to park and understand the restrictions as well as avoid overspill from nearby zones which may have longer hours of control.

#### **4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 4.1 The alternative option would have been to do nothing and not implement the proposed design of the PZ restrictions.
- 4.2 This would however contradict our existing Parking Enforcement Plan 2015 - 2020 (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents alongside the factors that the Council must take into account when exercising its duty under the relevant legislation.
- 4.3 Consulting the residents and businesses on the proposed design of new zones ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

#### **5. BACKGROUND**

- 5.1 Approval to consult the Parking Zone R, S and N displacement areas was granted by Cabinet in June 2015. This was due to requests for parking controls received from residents in some of the roads in the area due to difficulty in finding parking on their road and the parking stress survey results which showed high parking occupancy at different times of the day.
- 5.2 Parking Zone R, Zone N and S Displacement areas were consulted on the introduction of parking controls between September and October 2015. This was due to requests for parking controls and petitions received from the area.
- 5.3 The residents and businesses were consulted on whether they wanted parking controls to be introduced on their road. The consultation process was conducted in line with the Council's Public Consultation Charter which included conferring with internal and external stakeholders.
- 5.4 The delegated report which was approved by the Group Director of Neighbourhood and Housing Directorate in February 2016 recommended to amend the boundaries of Zone Dn (now re-named Zone S) and Zone N to include the roads in favour of parking controls as well as to create a new Parking Zone R (Zone E Extension) and carry out a Stage 2 'detailed design' consultation in the new areas.
- 5.5 The Stage 2 design consultation in these areas took place in accordance with Council's Consultation Charter. The consultation exercise requested for feedback

on the proposed design for the new areas and there was also the opportunity for respondents to make general comment using the 'free-text' comments section.

5.6 The consultations ran for a six week period between 20 June 2016 and 31 July 2016.

5.7 Recommendations for the implementation of controls have been put forward in light of all data collected.

5.8 Key factors considered in making these decisions include but are not limited to:-

- **Safety** – this plays a key feature in the introduction and review of all zones and the recommendations thereof. The key recommendations made within a zone are made to ensure that the parking restrictions put in place are safe for both motorists and pedestrians. Parking bays are only proposed where it is considered safe to do so with the remaining kerb space marked as a yellow line to maintain access, visibility and traffic flow. The allocation of parking bay use is intended to reflect the mix of residential and commercial properties within the area;
- **Improved parking provision** – as with all controlled parking areas, parking demands need to be managed effectively to ensure they meet the needs of residents, visitors and business. The allocation of the parking spaces is based on demand for parking in the general area and a consistency within area as well as in line with the Council PEP hierarchy of needs.
- **Balance** – some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area being consulted.

### **Policy Context**

5.9 The Parking and Enforcement Plan (PEP) was originally approved by Cabinet in 2015. The policies and recommendations contained within the PEP in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.

5.10 The decision to implement a PZ can be made according to the following factors:

- support from public responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow

- Supply and demand for parking, and
- The environmental and air quality impacts of parking and traffic.

5.11 Parking zones are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or exceeds the supply of safe kerbside space.

5.12 At moderate levels, parking stress can inconvenience local residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double parking and parking at junctions, which are road safety hazards and block the flow of traffic.

5.13 The main purpose of a restricted parking zone is to effectively manage the supply and demand for on street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emission and improve local air quality.

#### **Equality Impact Assessment**

5.14 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 5 for further information.

#### **Sustainability**

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

5.16 It will 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**

5.17 There is a one-off installation cost of £95k which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine) and ongoing maintenance costs of £20k. These costs has been provided for in the services revenue budget for 2016/17 financial year.

5.18 The enforcement costs for the 3 areas will be approximately £30k.

5.19 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

<b>Statutory public consultation (all areas)</b>	<b>Cost £</b>
Design	949
Printing	4,525
Postage	5,728
Advertising	660
TMO changes	1,000
<b>Total</b>	<b>12,862</b>

<b>Zone S displacement Implementation</b>	
Lining (including enforcement)	£4,031
Signs and posts	£7,406
Pay and display changes	£2,708
<b>Total</b>	<b>£14,145</b>

<b>Zone N Displacement Implementation</b>	
Lining (including enforcement)	£12,043
Signs and posts	£29,856
Pay and display changes	£4,062
<b>Total</b>	<b>£45,961</b>

<b>Zone R Implementation</b>	
Lining (including enforcement)	£5,328
Signs and posts	£14,311
Pay and display changes	£2,708
<b>Total</b>	<b>£22,347</b>

## **STAGE 2 CONSULTATION PROCESS**

5.20 As part of the consultation process, consultation packs which included a cover letter, questionnaire, a map and a freepost envelope were sent via first class to all addresses in the area. In addition, an online questionnaire was made available on the Council website. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.

- 5.21 Notices were erected on each street and an advert was placed in the Hackney Today to inform the local residents and businesses of the consultation.
- 5.22 Residents were able to have their say on the proposed parking design by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope.
- 5.23 They were also able to complete the questionnaires online via the Council website by the same date.
- 5.24 The consultations ran for a six week period between 20 June 2016 and 31 July 2016.

## **6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES**

- 6.1 This report details the consultation process and results of the Stage 2 public consultation to determine the operational design of the extension, held between June and July 2016.
- 6.2 It puts forward recommendations in Section 2 of the report for Controlled Parking Zones (CPZ) in Zone R, N and S including detailed layout of the parking bays and lines and hours of operation of the restrictions. Parking Services has ensured that all aspect of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.3 Paragraph 5.16 to 5.18 details the cost relating to these recommendations, which includes one off installation (£95k), maintenance (£20k) and enforcement (£30k), these costs will be funded from the parking revenue budget.
- 6.4 Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road and Traffic Regulation Act (1984).

## **7. COMMENTS OF THE GROUP DIRECTOR, LEGAL**

### Consultation

- 7.1 The Council undertook stage 1 non-statutory consultation intended to gauge the level of public support for the introduction of new parking controls, and subsequently undertook non-statutory stage 2 consultation on the proposed detailed layout of the parking bays and lines and hours of operation of the restrictions.



7.2 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its powers in respect of parking controls places on the highway, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.

7.3 In addition, case law provides that:

- a consultation must be at a time when proposals are still at a formative stage;
- sufficient reasons must be given for any proposal to enable intelligent consideration and response;
- adequate time must be given for such consideration and response; and
- the product of the consultation must be conscientiously taken into account in finalising any proposals.

7.4 The Council has undertaken stage 1 consultation at a formative stage and this legal requirement is therefore satisfied.

7.5 It is stated in the body of the report that information was included in the stage 2 consultation packs so that an informed decision can be taken. Where sufficient reasons are also included in the packs regarding the proposals it is likely that the further legal requirement will be satisfied once this element of the consultation has also been complied with.

7.6 As residents/businesses were given a reasonable period of at least six weeks to consider the proposals in the stage 2 consultation, this should have provided adequate time for consideration and responses to be given and so is likely to satisfy this legal requirement.

7.7 The Council has taken into consideration the responses to both the stage 1 and stage 2 consultations, as explained in this report and the appendices. Further statutory consultation must now be undertaken before a traffic order can be made.

#### Introduction/extension of controlled parking zones -

7.8 This report recommends that the Council proceeds to formally propose the making of traffic orders, as set out in paragraph 2 of the report, following completion of stage 1 and stage 2 consultation.

- 7.9 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles or vary such places including the renaming of controlled parking zones.
- 7.10 Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”). For example, the Council must ensure that it carries out statutory consultation, publishes notices etc. in accordance with these Procedure Regulations. As explained above in respect of stage 1 and 2 consultations, the Council must ensure that responses to the statutory consultation are properly and fully considered prior to any decision being taken to make a traffic order.
- 7.11 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

*Power to authorise the introduction/amendment of controlled parking zones*

- 7.12 The exercise of powers contained in the 1984 Act relating to parking functions are executive functions.
- 7.13 The introduction of controlled parking zones is a matter that is reserved for the Mayor and Cabinet under the Mayor’s Scheme of Delegation. Cabinet delegated authority on 22<sup>nd</sup> June 2015 to the Corporate Director for Health and Community Services to decide whether to proceed or not with the implementation of parking controls, following stage 1 and 2 consultation and statutory consultation, provided that there has been consultation with the Cabinet Member for Neighbourhoods.
- 7.14 Following the introduction of a new senior management structure for the Council on 1<sup>st</sup> April 2016, the role of Corporate Director of Health and Community Services was deleted and parking related functions for the Council were transferred to the Group Director, Neighbourhoods and Housing. Further, following a Cabinet restructure in September 2016, parking control is overseen by the Cabinet Member for Neighbourhoods, Transport and Parks.

7.15 The Group Director, Neighbourhoods and Housing, is therefore authorised to approve in this report provided that there has been prior consultation with the Cabinet Member for Neighbourhoods, Transport and Parks.

## **APPENDICES**

Appendix 1 - Zone S Feedback

Appendix 2 – Zone N Feedback

Appendix 3 – Zone R Feedback

Appendix 4 – Stage 2 consultation documents

Appendix 5 – Final design for new areas

Appendix 6 - Equality Impact Assessment

## **EXEMPT**

No

## **CONFIDENTIAL**

No

## **BACKGROUND PAPERS**

<b>Report Author</b>	Catherine Hay/Olaseni Koya
<b>Comments of the Corporate Director of Finance and Resources</b>	
<b>Comments of the Director, Legal</b>	Robert Walker 020 8356 3578 <a href="mailto:Robert.Walker@hackney.gov.uk">Robert.Walker@hackney.gov.uk</a>

**Authorisation of Group Director, Neighbourhoods and Housing**

**Kim Wright**

**Signature:**

**Authorisation of Director, Public Realm**

**Aled Richards**

**Signature:**

# APPENDIX 1: Zone S Displacement

## Stage 2 Design Consultation - Feedback Analysis

### 1.1 Response

We consulted 983 households and businesses and received 71 completed questionnaires making an overall response rate of 7%. This was well below the average response rate of 12% for this type of consultation. A breakdown of responses on a street by street basis can be found in [Table ].

Table 1: Response to the Stage 2 consultation

Road Name	Sent	Response	
		Received	%
BRACKENFIELD CLOSE	25	1	4%
CHARNOCK ROAD	20	4	20%
CLAPTON WAY	8	3	38%
DELLA PATH	34	2	6%
DOWNS ROAD	4	0	0%
FERRON ROAD	17	0	0%
GLIDDON DRIVE	43	2	5%
HEYWORTH ROAD	45	9	20%
LOWER CLAPTON ROAD	92	2	2%
MIDHURST WAY	17	1	6%
MONRO WAY	43	6	14%
MONTEAGLE WAY	123	10	8%
MUIR ROAD	154	10	6%
NAPOLEON ROAD	108	6	6%
NOLAN WAY	86	9	10%
OLYMPUS SQUARE	19	0	0%
POWELL ROAD	119	5	4%
TIGER WAY	14	0	0%
WORSLEY GROVE	12	1	8%
<b>TOTAL</b>	<b>983</b>	<b>71</b>	<b>7%</b>

Table 2: Methods of response

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
Zone S Displacement	71	0	0

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

## 1.2 Proposed parking design

The majority of respondents (52%) were in favour of the proposed parking design for the area as indicated in Table 3 below.

**Table 3: Support for parking design from each street.**

Road Name	Total responses received		% of Responses	
	Yes	No	Yes	No
BRACKENFIELD CLOSE	0	1	0%	100%
CHARNOCK ROAD	2	2	50%	50%
CLAPTON WAY	3	0	100%	0%
DELLA PATH	2	0	100%	0%
GLIDDON DRIVE	0	2	0%	100%
HEYWORTH ROAD	8	1	89%	11%
LOWER CLAPTON ROAD	0	2	0%	100%
MIDHURST WAY	0	1	0%	100%
MONRO WAY	0	6	0%	100%
MONTEAGLE WAY	4	6	40%	60%
MUIR ROAD	4	5	44%	56%
NAPOLEON ROAD	4	1	80%	20%
NOLAN WAY	4	5	44%	56%
POWELL ROAD	4	1	80%	20%
WORSLEY GROVE	1	0	100%	0%
<b>TOTAL RESPONSE</b>	<b>36</b>	<b>33</b>	<b>52%</b>	<b>48%</b>

*Excludes blank responses*

## 1.3 Alternative suggestions

42 of the respondents provided their views on other types of bays they would prefer, however a high proportion of these (45%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 17% of respondents wanted to see more resident bays, 14% wanted to see more permit bays and 12% wanted more shared use bays and disabled bays respectively.

**Table 4: Support for parking design from each street**

Type of bays	Total responses received	%
None of the above	19	45%

More Resident Bays	7	17%
More Permit Bays	6	14%
More Shared Use Bays	5	12%
More Disabled Bays	5	12%

*Excludes blank responses*

## 1.4 General Comments about Proposed Design

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table .

Only 36 respondents provided general comment. Majority were not in favour of parking controls (19%). 8% of the respondents also requested for restrictions be implemented on the nearby estate roads as they will suffer from displacement parking once controls are introduced. Table 6 shows the theme of the general comments

**Table 5: First 7 theme of comments**

Comments received	% of Comments
Not in favour of parking controls	19%
Controls on Estate	8%
Cost of permits too high	8%
More cycle parking	8%
Money making scheme	6%
More disabled bays	6%
More visitor parking	6%

## 1.5 Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 6 below for a breakdown of responses received.

**Table 6: Support for sustainable transport initiatives.**

	Total responses received	% of Responses
--	--------------------------	----------------

Road Name	Yes	No	Yes	No
BRACKENFIELD CLOSE	1	0	100%	0%
CHARNOCK ROAD	4	0	100%	0%
CLAPTON WAY	2	1	67%	33%
DELLA PATH	1	1	50%	50%
GLIDDON DRIVE	0	2	0%	100%
HEYWORTH ROAD	6	3	67%	33%
LOWER CLAPTON ROAD	0	2	0%	100%
MIDHURST WAY	1	0	100%	0%
MONRO WAY	4	2	67%	33%
MONTEAGLE WAY	3	7	30%	70%
MUIR ROAD	6	2	75%	25%
NAPOLEON ROAD	3	1	75%	25%
NOLAN WAY	4	5	44%	56%
POWELL ROAD	3	1	75%	25%
WORSLEY GROVE	0	1	0%	100%
<b>TOTAL RESPONSE</b>	<b>38</b>	<b>28</b>	<b>58%</b>	<b>42%</b>



# Appendix 2 – Zone N Displacement

## Stage 2 Design Consultation - Feedback Analysis

### 2.1 Response

We consulted 3138 households and businesses and received 313 completed questionnaires making an overall response rate of 10%. This was below the average response rate of 12% for this type of consultation. A breakdown of responses on a street by street basis can be found in [Table 1].

**Table 1: Response to the Stage 2 consultation**

Road Name	Sent	Response	
		Received	%
ADLEY STREET	83	18	22%
ALFEARN ROAD	18	1	6%
ASHENDEN ROAD	110	17	15%
ATHERDEN ROAD	22	2	9%
BOSCOMBE CLOSE	50	1	2%
COLENSO ROAD	54	4	7%
COLNE ROAD	31	10	32%
CROSSWAYS TERRACE	3	0	0%
DAUBENEY ROAD	129	27	21%
DOMFE PLACE	14	0	0%
DURRINGTON ROAD	56	17	30%
EDWINS MEAD	30	1	3%
ELMCROFT STREET	35	10	29%
HILSEA STREET	43	12	28%
HOMERTON ROAD	1248	39	3%
JARROW WAY	27	0	0%
KINGSMEAD WAY	24	13	54%
LAURA PLACE	17	0	0%
LOWER CLAPTON ROAD	171	10	6%
LYNEHAM WALK	61	0	0%
MARSH HILL	26	4	15%
MAYOLA ROAD	90	15	17%
MEESON STREET	39	6	15%
MILDENHALL ROAD	90	19	21%
MILLFIELDS ROAD	132	32	24%
NEWICK ROAD	120	12	10%
OFFAS MEAD	30	1	3%
OSWALDS MEAD	28	0	0%

PENDAS MEAD	33	1	3%
RUSHMORE ROAD	41	8	20%
SARATOGA ROAD	42	5	12%
STUDLEY CLOSE	22	1	5%
THISTLEWAITE ROAD	123	17	14%
TOWER MEWS	17	0	0%
TREHURST STREET	79	10	13%
<b>TOTAL</b>	<b>3138</b>	<b>313</b>	<b>10%</b>

**Table 2: Methods of response**

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
Zone N Displacement	298	15	0

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

## 2.2 Proposed parking design

The majority of respondents (52%) were in support of the proposed parking design for the area as indicated in Table 3 below. Most of the roads were in favour of the proposed design for the area except; Kingsmead Way, Lower Clapton Road, Durrington Road, Hilsea Street, Homerton Road and Marsh Hill.

**Table 3: Support for parking design from each street.**

Road Name	Total responses received		% of Responses	
	Yes	No	Yes	No
ADLEY STREET	11	7	61%	39%
ALFEARN ROAD	1	0	100%	0%
ASHENDEN ROAD	10	7	59%	41%
ATHERDEN ROAD	1	1	50%	50%
BOSCOMBE CLOSE	1	0	100%	0%
COLENSO ROAD	0	4	0%	100%
COLNE ROAD	6	4	60%	40%
DAUBENEY ROAD	16	11	59%	41%
DURRINGTON ROAD	8	9	47%	53%
EDWINS MEAD	0	1	0%	100%
ELMCROFT STREET	8	2	80%	20%
HILSEA STREET	4	8	33%	67%
HOMERTON ROAD	7	32	18%	82%

KINGSMEAD WAY	6	7	46%	54%
LOWER CLAPTON ROAD	2	8	20%	80%
MARSH HILL	1	3	25%	75%
MAYOLA ROAD	11	4	73%	27%
MEESON STREET	3	3	50%	50%
MILDENHALL ROAD	11	8	58%	42%
MILLFIELDS ROAD	18	12	60%	40%
NEWICK ROAD	10	2	83%	17%
OFFAS MEAD	0	1	0%	100%
PENDAS MEAD	0	1	0%	100%
RUSHMORE ROAD	5	3	63%	38%
SARATOGA ROAD	3	2	60%	40%
STUDLEY CLOSE	0	1	0%	100%
THISTLEWAITE ROAD	12	5	71%	29%
TREHURST STREET	8	2	80%	20%
<b>TOTAL</b>	<b>163</b>	<b>148</b>	<b>52%</b>	<b>48%</b>

*Excludes blank responses*

## 2.3 Alternative suggestions

146 of the respondents provided their views on other types of bays they would prefer. A high proportion of these (63%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 11% of respondents wanted to see more shared use bays, 10% wanted more resident permit bays whilst the remaining respondents wanted to see more disabled and permit bays.

**Table 4: Support for parking design from each street**

Type of Bays	Total responses received	%
None of the above	92	63%
More Shared Use Bays	16	11%
More Resident Bays	15	10%
More Permit Bays	11	8%
More Disabled Bays	8	5%
More loading bays	4	3%

*Excludes blank responses*

## 2.4 General Comments about Proposed Design

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table .

Only 61 respondents provided general comments. Majority of comments made recommendations about the proposed design such as more shared use bays or more permit bays. These have been reviewed and considered as part of the alternative suggestions comments. 20% of respondents had concerns about the costs of the parking scheme, 16% were not in favour of parking controls and 16% also of comments also believe that the parking scheme is a money making scheme.

Table 6 shows the theme of the general comments.

**Table 5: First 9 theme of comments**

Comments	% Comments
Proposed Design Change	48%
Cost concern	20%
Don't want controls	16%
Money Making Scheme	16%
cycle stand request	5%
Issue with consultation process	5%
Problem with large vehicles in the area	5%
cycle hangar request	2%
Electric car bays request	2%

## 2.5 Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 6 below for a breakdown of responses received.

**Table 6: Support for sus, transport initiatives.**

Road Name	Total Responses received		% of Responses	
	Yes	No	Yes	No
ADLEY STREET	12	4	75%	25%
ALFEARN ROAD	0	1	0%	100%
ASHENDEN ROAD	12	5	71%	29%
ATHERDEN ROAD	1	1	50%	50%
BOSCOMBE CLOSE	0	1	0%	100%
COLENZO ROAD	4	0	100%	0%
COLNE ROAD	3	5	38%	63%
DAUBENEY ROAD	17	8	68%	32%
DURRINGTON ROAD	8	8	50%	50%
EDWINS MEAD	0	1	0%	100%
ELMCROFT STREET	4	6	40%	60%
HILSEA STREET	4	7	36%	64%
HOMERTON ROAD	16	19	46%	54%
KINGSMEAD WAY	5	7	42%	58%
LOWER CLAPTON ROAD	6	4	60%	40%
MARSH HILL	1	2	33%	67%
MAYOLA ROAD	7	3	70%	30%
MEESON STREET	1	3	25%	75%
MILDENHALL ROAD	10	9	53%	47%
MILLFIELDS ROAD	17	13	57%	43%
NEWICK ROAD	9	3	75%	25%
OFFAS MEAD	0	1	0%	100%
PENDAS MEAD	0	1	0%	100%
RUSHMORE ROAD	5	2	71%	29%
SARATOGA ROAD	4	1	80%	20%
STUDLEY CLOSE	1	0	100%	0%
THISTLEWAITE ROAD	12	4	75%	25%
TREHURST STREET	7	3	70%	30%
<b>TOTAL</b>	<b>166</b>	<b>122</b>	<b>58%</b>	<b>42%</b>

# Appendix 3 – Zone R

## Feedback Analysis - Zone R Stage 2 Design Consultation

### 3.1 Response

We consulted 1324 households and businesses and received 324 completed questionnaires making an overall response rate of 24%. A breakdown of responses on a street by street basis can be found in [Table ].

**Table 1: Response to the Stage 2 consultation**

Road Name	Sent	Response	
		Received	%
BENTHAL ROAD	198	66	33%
BROOKE ROAD	182	56	31%
DUNNOCK MEWS	30	1	3%
EVERING ROAD	282	63	22%
GOLDCREST MEWS	39	1	3%
LAUNDRESS LANE	10	0	0%
MAURY ROAD	147	46	31%
NORCOTT ROAD	97	42	43%
OTTAWAY STREET	5	1	20%
RECTORY ROAD	21		0%
RENDLESHAM ROAD	107	27	25%
STELLMAN CLOSE	116	3	3%
STOKE NEWINGTON COMMON	64	15	23%
VINE CLOSE	26	3	12%
<b>TOTAL</b>	<b>1324</b>	<b>315</b>	<b>24%</b>

**Table 2: Methods of response**

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
ZONE R	258	65	1

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

### 3.2 Proposed parking design

The majority of respondents (70%) were in favour of the proposed parking design for the area as indicated in Table 3 below.

**Table 3: Support for parking design from each street.**

Road Name	Total Responses received		% of Responses	
	Yes	No	Yes	No
BENTHAL ROAD	58	8	88%	12%
BROOKE ROAD	34	22	61%	39%
DUNNOCK MEWS	0	1	0%	100%
EVERING ROAD	40	20	67%	33%
GOLDCREST MEWS	0	1	0%	100%
LAUNDRESS LANE	0	0	0%	0%
MAURY ROAD	32	12	73%	27%
NORCOTT ROAD	29	13	69%	31%
OTTAWAY STREET	1	0	100%	0%
RECTORY ROAD	0	0	0%	0%
RENDLESHAM ROAD	16	11	59%	41%
STELLMAN CLOSE	1	2	33%	67%
STOKE NEWINGTON COMMON	12	2	86%	14%
VINE CLOSE	0	3	0%	100%
<b>TOTAL RESPONSE</b>	<b>223</b>	<b>95</b>	<b>70%</b>	<b>30%</b>

*Excludes blank responses*

### 3.3 Alternative suggestions

24% of the respondents provided their views on other types of bays they would prefer. The responses were mixed. 9% of respondents wanted to see more resident bays, 4% wanted to see more permit bays and 4% wanted more shared use bays and 5% more disabled bays.

**Table 4: Support for parking design from each street**

Type of bays	Total responses received	%
None of the above	50	15%
More Resident Bays	32	10%
More Permit Bays	14	4%

More Shared Use Bays	14	4%
More Loading Bays	4	1%
More Disabled Bays	17	5%

*Excludes blank responses*

### 3.4 General Comments about Proposed Design.

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table .

Only 36% respondents provided general comment. Majority were not in favour of parking controls (19%). Table 5 shows the theme of the general comments.

**Table 5: First 7 theme of comments**

Comments	Total Responses
Not in favour of parking controls	6
Proposed Design Change	8
Disabled Bay Query	6
Cost of Concern	7
Not happy with the consultation	2
Want to Join E	3
Concerned about visitor parking	4

### 3.5 Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (59%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 6 below for a breakdown of responses received.

**Table 6: Support for sus, transport initiatives.**

Road Name	Total responses received		% of Responses	
	Yes	No	Yes	No
BENTHAL ROAD	40	21	66%	34%
BROOKE ROAD	33	18	65%	35%
DUNNOCK MEWS				



EVERING ROAD	32	23	58%	42%
GOLDCREST MEWS		1	0%	100%
MAURY ROAD	23	20	53%	47%
NORCOTT ROAD	26	15	63%	37%
OTTAWAY STREET	1		100%	0%
RENDLESHAM ROAD	14	10	58%	42%
STELLMAN CLOSE	2	1	67%	33%
STOKE NEWINGTON COMMON	4	8	33%	67%
VINE CLOSE		3	0%	100%
<b>TOTAL RESPONSE</b>	<b>175</b>	<b>120</b>	<b>59%</b>	<b>41%</b>

### 3.6 Preferred Operational Hours

As this is a new parking zone, as part of this consultation we also asked respondents for feedback on their preferred operational hours of the parking zone.

Majority of respondents were in favour of the option Monday to Friday 7am-11am with 38% of responses in favour. The second most popular option was Monday to Saturday 8.30am – 6.30pm with 27% in favour. 16% of respondents are in favour of both Monday to Friday 10 – 12 noon and Monday to Friday 8.30am – 6.30pm

**Table 7: Operational Hours Preference**

Proposed Hours of Operation	Total Responses received	% of Responses
Monday to Friday 10am – 12 noon	49	15%
Monday to Friday 7am – 11am	124	38%
Monday to Friday 8.30am – 6.30pm	49	15%
Monday to Saturday 8.30am – 6.30pm	87	27%
Not Answered	15	5%
<b>Grand Total</b>	<b>324</b>	<b>100%</b>

# APPENDIX 4 - Consultation Documents

## Zone S Consultation Documents

---



# Parking Zone S Extension (Hackney North)

Parking Design Consultation



## Why I am being consulted?

Parking Services consulted you between August and October 2015 about the introduction of parking controls on your road and surrounding roads in your area (Stage 1 consultation in Zone Dn displacement area). During the consultation, all local residents and business owners in the ‘uncontrolled’ area were sent a consultation pack and were given the opportunity to have their say on the proposed introduction of parking controls.

As a result of the consultation and support from local residents, the Council approved the introduction of parking controls in the following streets:

- Monteagle Way
- Muir Road (public highway section)
- Clapton Way
- Ferron Road
- Heyworth Road
- Powell Road
- Charnock Road
- Tiger Way
- Gliddon Drive
- Worsley Grove

Before we install the new parking restrictions, we want to ensure that we have got the design layout and use of the parking bays right. We want to know your views on the proposed design including the type and location of different parking bays.

## Parking Design

In a parking zone (PZ) all kerb-side space has to be marked with either parking bays or yellow line restrictions. Parking bays are allocated for different users, including local residents, businesses and pay and display parking for visitors – see the table below.

Where can I park with my permit?	Type of parking bay
Resident permit holders	Resident parking bays
	General permit bays
	Shared use bays (pay and display and permit holders)
Business permit holders	General permit bays
	Shared use bays (pay and display and permit holders)
	Business permit bays
Pay and Display ticket holders	Pay and Display bays
	Shared use bays (pay and display and permit holders)

Parking bays have been provisionally located where the road is safe and wide enough to do so. In all other areas we will install double yellow lines (no waiting at any time restrictions) to improve road safety, improve traffic flow and provide protection for accesses. Double yellow lines are also installed over all private driveways in the area so that we can prevent people blocking private access points 24 hours a day, 7 days a week. .

**Please see enclosed map which details the planned design of the parking bays in your street.**

## Operational hours

As the streets are being incorporated in to existing Parking Zone S (Hackney North) the operational hours will be the same as the existing zone. Zone S currently has operational hours **Monday – Saturday, 8:30 am to 6:30pm.**

## What happens next?

### Drop In Sessions

**Date: 28 June 2016**

Drop in sessions will be held at **BSIX Brooke House Sixth Form College, Kenninghall Road, London E5 8BP between 5pm to 7pm.**

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

### Closing Date

**Date: 31 July 2016**

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

### Consultation Results

**Date: September 2016**

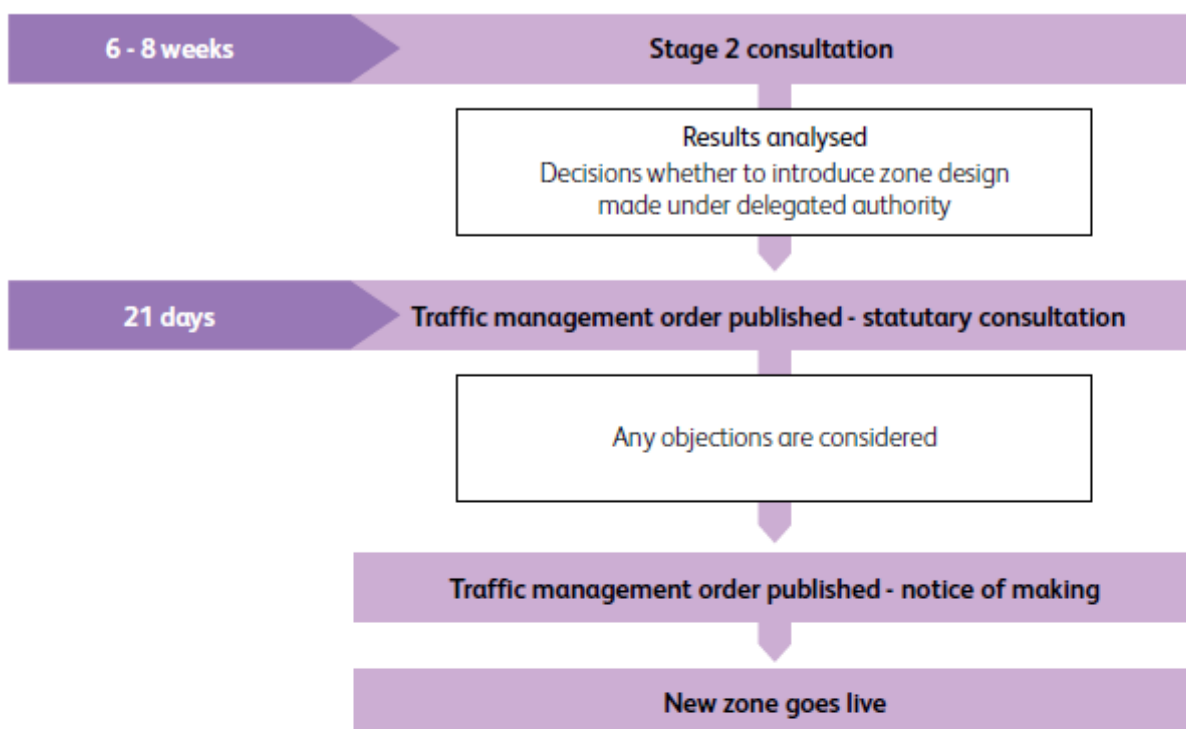
Once the consultation has closed we will analyse all feedback and present the findings and final design in a formal report which will be submitted for Council approval.

Once the report has been approved we will send all residents a summary letter explaining the final design and when we anticipate works to take place. The letter will also explain when you can start applying for a parking permit and how this can be done.

If you have any questions regarding the consultation please call Parking Services on **020 8356 8877** or e-mail **consultparking@hackney.gov.uk**. Additional information about the consultation can also be viewed on our website: **www.hackney.gov.uk/parking**.

## Stage Two detailed design consultation process

### Stage 2 consultation



### 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. The Council is then 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.

## Frequently asked questions

### Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

### Will I have to buy a parking permit?

If your property is located within a parking zone you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

### How much will a parking 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.

### Resident permit prices, using engine size (cc) until 31 August 2016

Engine size (cc)	3 months	6 months	12 months
Greenest vehicles	£10	£10	£10
Greener fuels and smaller engines (under 1200cc)	£26.50	£38.50	£61.00
Normal sizes (1200 - 2000cc)	£43.00	£67.00	£112.00
Large engine (2001 - 3000cc)	£59.50	£95.50	£163.00
Very large (3001 - 4000cc)	£76.00	£124.00	£214.00
Extremely large (4001 plus cc)	£92.50	£152.50	£265.00

**There is a £10 discount when purchasing resident permits online or by post.**

### Resident permit prices – 1 September 2016 to 31 August 2017

Please note; as part of our drive to reduce pollution within the borough, the price of permits will be based on vehicle emissions rather than the engine size from September 2016.

Resident permit prices during this period will be based on the midpoint between your vehicle's permit price based on its engine size, and its future price based on emission based charging. For example, if your permit price is currently £163, and will fall to £112 from 2017, your permit price will be halfway between the two (£137.50). 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)

## Resident permit prices, using emission-based charging (CO2) from September 2017

All permits after September 2017 will only be based in vehicle emissions.

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

There is a £10 discount when purchasing resident permits online or by post.

The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.

\*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

### Visitor Vouchers

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.

### Other permits

For more information about other permits which we offer please call **020 8356 8877** or visit <http://hackney.gov.uk/other-permits>

### What if I own a motorcycle?

Motorcycles can be parked in all bays within a PZ free of charge (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays as long as they are parked 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 permit bays.

### 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)

Parking Zone S Extension (Hackney North)

6

### What if I have a Blue Badge or a 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 disabled 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, this will need to be replaced with a Zone N Companion Badge. You will receive a separate letter about how you can change do this if you are a Companion Badge holder.

### 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. 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.

### Allocation of parking bays

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
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

### Do you consider road safety?

When developing the design of the PZ we have taken into account the amount of safe available parking spaces. In all other areas we will install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking.

All design changes have been 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.

The proposed design also conforms to current PZ design standards recommended by the Department for Transport (DfT).

Most yellow lines in the preliminary parking layout 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



### **Are parking zones just a money-making scheme for the Council?**

No. By law revenue generated from PZs 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 the PZ. 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**.

### **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 able to purchase permits to park on surrounding roads which have parking controls.

### **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 this consultation or 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**.



# Parking Zone N Extension (Homerton)

Parking Design Consultation



## Why I am being consulted?

Parking Services consulted you between August and October 2015 about the introduction of parking controls on your road and surrounding roads in your area (Stage 1 consultation in Zone N displacement area). During the consultation, all local residents and business owners in the 'uncontrolled' area were sent a consultation pack and were given the opportunity to have their say on the proposed introduction of parking controls.

As a result of the consultation and support from local residents, the Council approved the introduction of parking controls in the following streets:

### Northern section displacement area

- Atherden Road
- Alfearn Road
- Rushmore Road (uncontrolled section)
- Elmcroft Street
- Mayola Road (uncontrolled section)
- Saratoga Road,
- Colenso Road
- Hilsea Street
- Newick Road
- Mildenhall Road (section between Lower Clapton Road and Cornthwaite Road)
- Thistlewaite Road
- Laura Place
- Millfields Road.

### Eastern section displacement area

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

Before we install the new parking restrictions, we want to ensure that we have got the design layout and use of the parking bays right. We want to know your views on the proposed design including the type and location of different parking bays.

## Parking Design

In a parking zone (PZ) all kerb-side space has to be marked with either parking bays or yellow line restrictions. Parking bays are allocated for different users, including local residents, businesses and pay and display parking for visitors – see the table below.

Where can I park with my permit?	Type of parking bay
Resident permit holders	Resident parking bays
	General permit bays
	Shared use bays (pay and display and permit holders)
Business permit holders	General permit bays
	Shared use bays (pay and display and permit holders)
	Business permit bays
Pay and Display ticket holders	Pay and Display bays
	Shared use bays (pay and display and permit holders)

Parking bays have been provisionally located where the road is safe and wide enough to do so. In all other areas we will install double yellow lines (no waiting at any time restrictions) to improve road safety, improve traffic flow and provide protection for accesses. Double yellow lines are also installed over all private driveways in the area so that we can prevent people blocking private access points 24 hours a day, 7 days a week.

**Please see enclosed map which details the planned design of the parking bays in your street.**

## Operational hours

As the streets are being incorporated in to existing Parking Zone N (Homerton) the operational hours will be the same as the existing zone. Zone N currently has operational hours **Monday – Friday, 7:30 am to 6:30pm.**

## What happens next?

### Drop In Sessions

Date: 27 June 2016

Drop in sessions will be held at **Homerton Library, Homerton High Street, E9 6AS between 5pm and 7pm.** Residents and businesses are encouraged to attend and raise any queries or provide feedback which they may have to us in person.

### Closing Date

Date: 31 July 2016

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

### Consultation Results

Date: September 2016

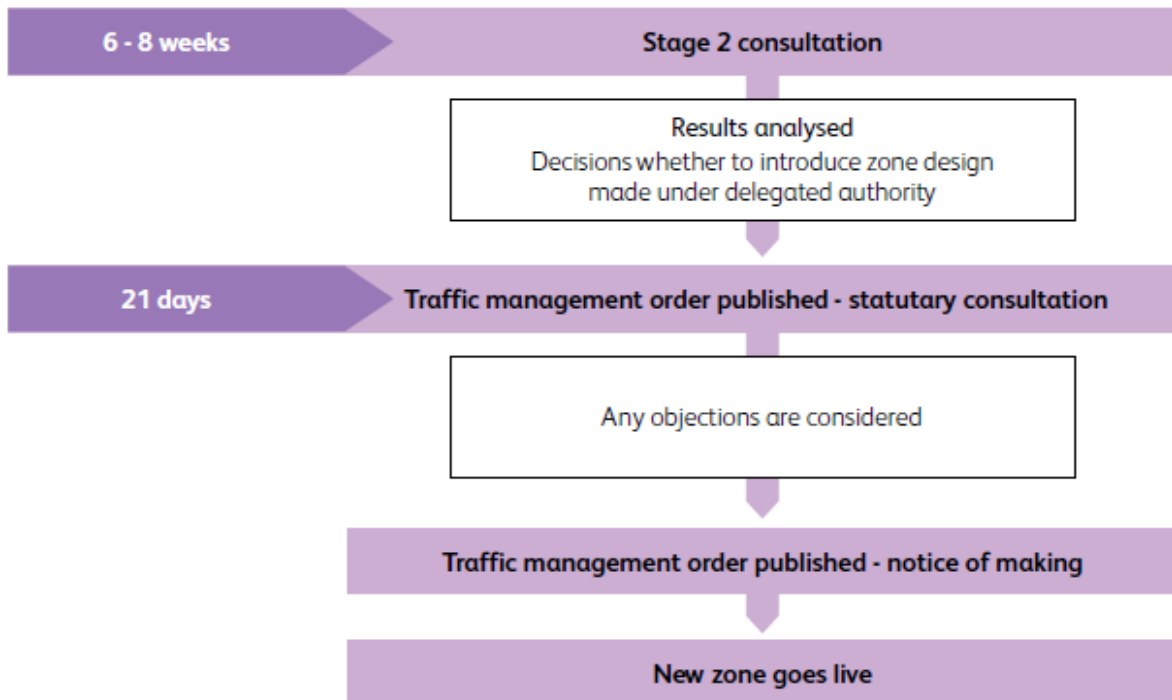
Once the consultation has closed we will analyse all feedback and present the findings and final design in a formal report which will be submitted for Council approval.

Once the report has been approved we will send all residents a summary letter explaining the final design and when we anticipate works to take place. The letter will also explain when you can start applying for a parking permit and how this can be done.

If you have any questions regarding the consultation please call Parking Services on **020 8356 8877** or e-mail [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk). Additional information about the consultation can also be viewed on our website: [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking).

## Stage Two detailed design consultation process

### Stage 2 consultation



Parking Zone N Extension (Homerton)

4

## 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. 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.

## Frequently asked questions

### Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

### Will I have to buy a parking permit?

If your property is located within a parking zone you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

### How much will a parking 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.

### Resident permit prices, using engine size (cc) until 31 August 2016

Engine size (cc)	3 months	6 months	12 months
Greenest vehicles	£10	£10	£10
Greener fuels and smaller engines (under 1200cc)	£26.50	£38.50	£61.00
Normal sizes (1200 - 2000cc)	£43.00	£67.00	£112.00
Large engine (2001 - 3000cc)	£59.50	£95.50	£163.00
Very large (3001 - 4000cc)	£76.00	£124.00	£214.00
Extremely large (4001 plus cc)	£92.50	£152.50	£265.00

**There is a £10 discount when purchasing resident permits online or by post.**

Parking Zone N Extension (Homerton)

5

### Resident permit prices – 1 September 2016 to 31 August 2017

Please note; as part of our drive to reduce pollution within the borough, the price of permits will be based on vehicle emissions rather than the engine size from September 2016.

Resident permit prices during this period will be based on the midpoint between your vehicle's permit price based on its engine size, and its future price based on emission based charging. For example, if your permit price is currently £163, and will fall to £112 from 2017, your permit price will be halfway between the two (£137.50). 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)

### Resident permit prices, using emission-based charging (CO2) from September 2017

All permits after September 2017 will only be based in vehicle emissions.

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
1	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
1	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
1	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

There is a £10 discount when purchasing resident permits online or by post.  
The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.  
\*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

### Visitor Vouchers

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.

### Other permits

For more information about other permits which we offer please call **020 8356 8877** or visit <http://hackney.gov.uk/other-permits>

### What if I own a motorcycle?

Motorcycles can be parked in all bays within a PZ free of charge (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays as long as they are parked 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 permit bays.

Parking Zone N Extension (Homerton)

6

### 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)

### What if I have a Blue Badge or a 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 disabled 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, this will need to be replaced with a Zone N Companion Badge. You will receive a separate letter about how you can change do this if you are a Companion Badge holder.

### 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. 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.

### Allocation of parking bays

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
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

### Do you consider road safety?

When developing the design of the PZ we have taken into account the amount of safe available parking spaces. In all other areas we will install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking.

All design changes have been 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.

The proposed design also conforms to current PZ design standards recommended by the Department for Transport (DfT).



Most yellow lines in the preliminary parking layout 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

#### **Are parking zones just a money-making scheme for the Council?**

No. By law revenue generated from PZs 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 the PZ. 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**.

#### **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 able to purchase permits to park on surrounding roads which have parking controls.

#### **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.

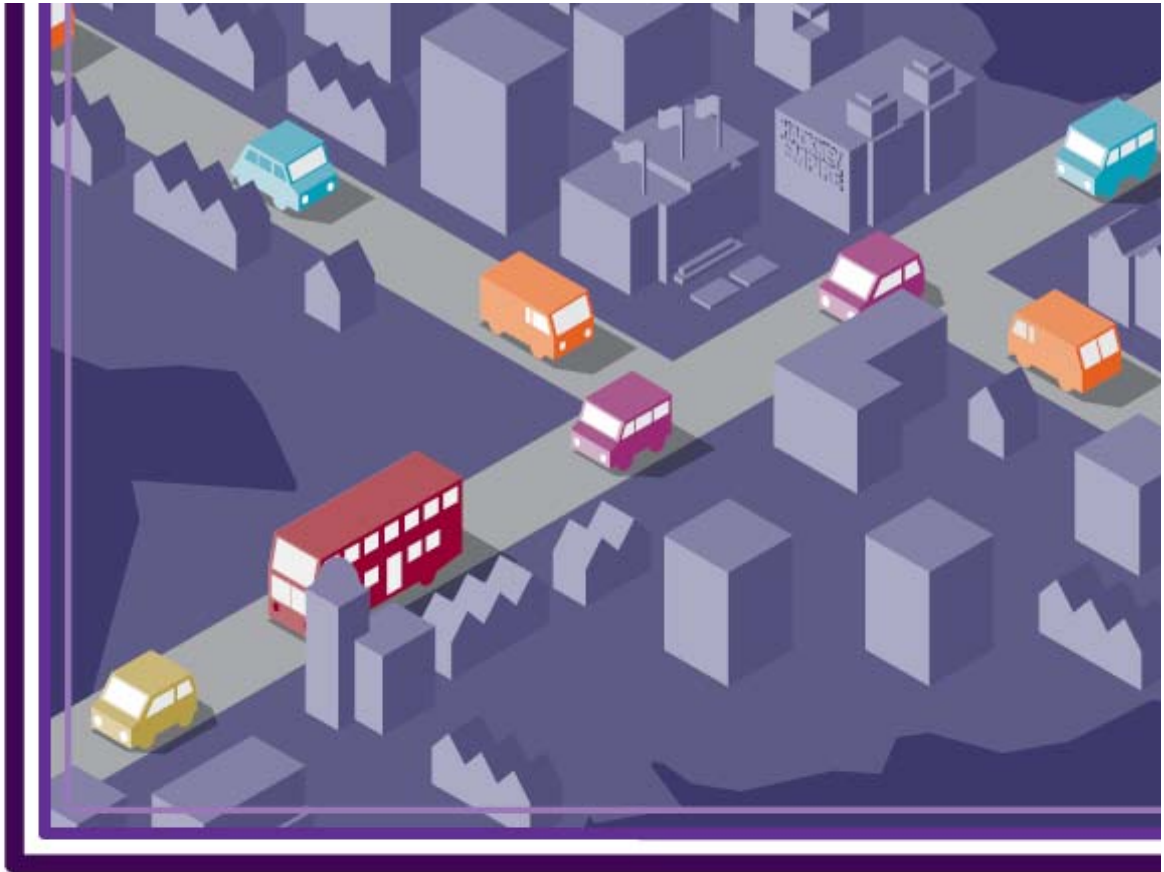
If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

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

### **More information**



For more information about this consultation or 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**.



## Parking Zone R (Rectory Road)

Parking Design Consultation



## Why I am being consulted?

Parking Services consulted you between August and October 2015 about the introduction of parking controls on your road and surrounding roads in your area (Stage 1 consultation in Zone E displacement area). During the consultation, all local residents and business owners in the 'uncontrolled' area were sent a consultation pack and were given the opportunity to have their say on the proposed introduction of parking controls.

As a result of the consultation and support from local residents, the Council approved the introduction of parking controls in the following streets:

- Benthall Road
- Evering Road (section from Jenner Road to Brooke Road)
- Maury Road
- Stoke Newington Common
- Brooke Road (section from Jenner Road to Rendlesham Road)
- Norcott Road
- Ottaway Street
- Rendlesham Road

Before we install the new parking restrictions, we want to ensure that we have got the design layout and use of the parking bays right. We want to know your views on the proposed design (including the type and location of different parking bays) and hours of operation for your zone.

## Parking Design

In a parking zone (PZ) all kerb-side space has to be marked with either parking bays or yellow line restrictions. Parking bays are allocated for different users, including local residents, businesses and pay and display parking for visitors – see the table below.

Where can I park with my permit?	Type of parking bay
Resident permit holders	Resident parking bays
	General permit bays
	Shared use bays (pay and display and permit holders)
Business permit holders	General permit bays
	Shared use bays (pay and display and permit holders)
	Business permit bays
Pay and Display ticket holders	Pay and Display bays
	Shared use bays (pay and display and permit holders)

Parking Zone R (Rectory Road)

2

Parking bays have been provisionally located where the road is safe and wide enough to do so. In all other areas we will install double yellow lines (no waiting at any time restrictions) to improve road safety, improve traffic flow and provide protection for accesses. Double yellow lines are also installed over all private driveways in the area so that we can prevent people blocking private access points 24 hours a day, 7 days a week.

**Please see enclosed map which details the planned design of the parking bays in your street.**

## Jenner Road and Rectory Road

Parking Services will also be consulting the residents and businesses in the nearby Parking Zone E; including all properties on Jenner Road, Evering Road (properties between Rectory Road and Jenner Road), Brooke Road (properties between Rectory Road and Jenner Road) and Rectory Road (properties between Stoke Newington common and Jenner Road) on whether they would like to move into the Parking Zone R boundary (as this would provide them with more options to park on nearby roads) or remain part of Parking Zone E in the near future.

## Operational hours

As your road will be joining a new Parking Zone (Zone R), we would like to hear your views on your preferred hours of operation for the parking zone. You can have your say using the attached questionnaire.

### How does the Council decide on the hours of operation?

While in some parts of Hackney there are circumstances that necessitate local hours of control, there are many areas that share characteristics and are suitable for similar hours of control as other parking zones, which are already in force; for example, residential areas are typically controlled from Monday to Friday 8.30am to 6.30pm. Other key features may look at whether the area is a business district, residential area or both.

The range of operational hours that we are proposing is the same as we currently have in place in various other parking zones within the borough as well as shorter hours which have been suggested by residents within the area (See questionnaire for list of proposals).

Having similar operational hours to nearby zones helps motorists understand the times of control in each area and increase the service's efficiency by making storage and maintenance of signs easier. However, we will take into account any other suggestions made by the residents and businesses during the consultation.

If you would like to propose different operational hours you must ensure that you state this within the additional comments box in your response so that it can be taken into account during the analysis stage.

If we introduce a parking zone, the decision on the operational hours will usually be based on a clear majority support from the options provided. If there is no overall majority support for a particular option, the Council will normally base its decision on what it considers to be best option for the area. This will take into account the operational hours of neighbouring parking zones as well as the demographic makeup of the area.

Parking Zone R (Rectory Road)

3

## What happens next?

### Drop in Sessions - Date: 29 June 2016

Drop in sessions will be held at **BSIX Brooke House Sixth Form College, Kenninghall Road, London E5 8BP between 5pm to 7pm**. Residents and businesses are encouraged to attend and raise any queries or provide feedback which they may have to us in person.

### Closing Date - Date: 31 July 2016

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

### Consultation Results - Date: September 2016

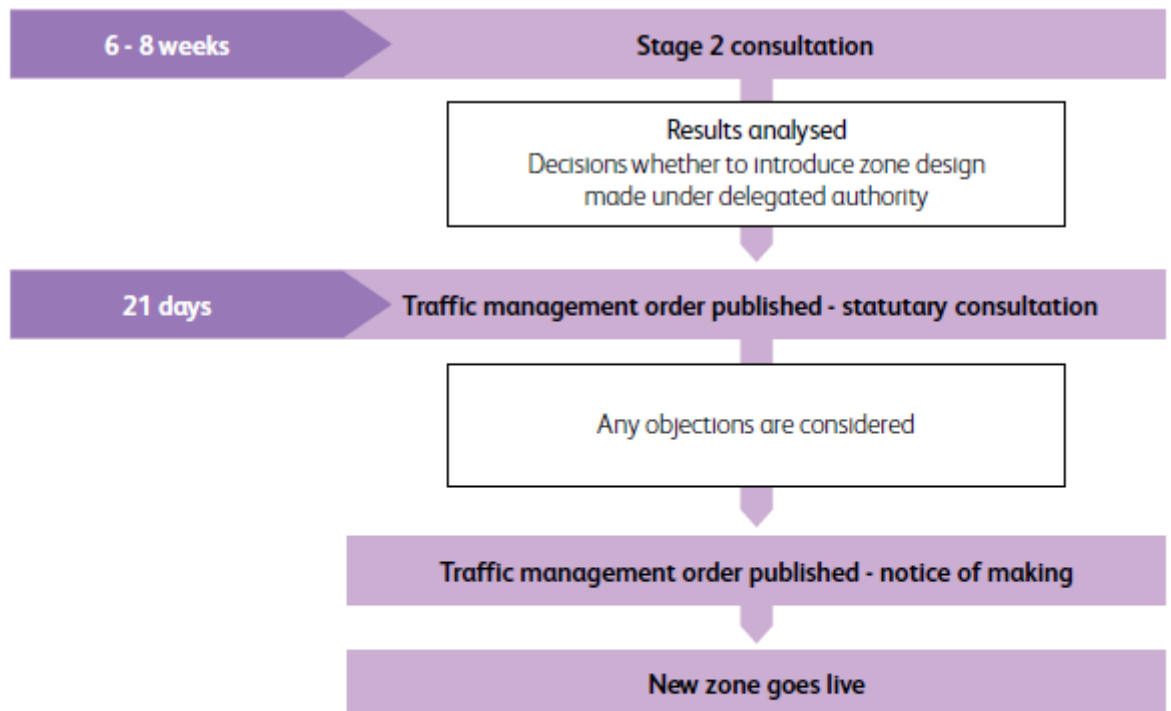
Once the consultation has closed we will analyse all feedback and present the findings and final design in a formal report which will be submitted for Council approval.

Once the report has been approved we will send all residents a summary letter explaining the final design and when we anticipate works to take place. The letter will also explain when you can start applying for a parking permit and how this can be done.

If you have any questions regarding the consultation please call Parking Services on **020 8356 8877** or e-mail **consultparking@hackney.gov.uk**. Additional information about the consultation can also be viewed on our website: **www.hackney.gov.uk/parking**.

## Stage Two detailed design consultation process

### Stage 2 consultation



Parking Zone R (Rectory Road)

4

### 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.

## Frequently asked questions

### Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

### Will I have to buy a parking permit?

If your property is located within a parking zone you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

### How much will a parking 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

### Resident permit prices, using engine size (cc) until 31 August 2016

Engine size (cc)	3 months	6 months	12 months
Greenest vehicles	£10	£10	£10
Greener fuels and smaller engines (under 1200cc)	£26.50	£38.50	£61.00
Normal sizes (1200 - 2000cc)	£43.00	£67.00	£112.00
Large engine (2001 - 3000cc)	£59.50	£95.50	£163.00
Very large (3001 - 4000cc)	£76.00	£124.00	£214.00
Extremely large (4001 plus cc)	£92.50	£152.50	£265.00

**There is a £10 discount when purchasing resident permits online or by post.**

Parking Zone R (Rectory Road)

5

### Resident permit prices – 1 September 2016 to 31 August 2017

Please note; as part of our drive to reduce pollution within the borough, the price of permits will be based on vehicle emissions rather than the engine size from September 2016.

Resident permit prices during this period will be based on the midpoint between your vehicle's permit price based on its engine size, and its future price based on emission based charging. For example, if your permit price is currently £163, and will fall to £112 from 2017, your permit price will be halfway between the two (£137.50). 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)

### Resident permit prices, using emission-based charging (CO2) from September 2017

All permits after September 2017 will only be based in vehicle emissions.

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

There is a £10 discount when purchasing resident permits online or by post.  
The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.  
\*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

### What if I own a motorcycle?

Motorcycles can be parked in all bays within a PZ free of charge (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays as long as they are parked 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 permit bays.

### 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)

Parking Zone R (Rectory Road)

6

### What if I have a Blue Badge or a 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 disabled 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, this will need to be replaced with a Zone N Companion Badge. You will receive a separate letter about how you can change do this if you are a Companion Badge holder.

### 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. 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.

### Allocation of parking bays

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
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

### Do you consider road safety?

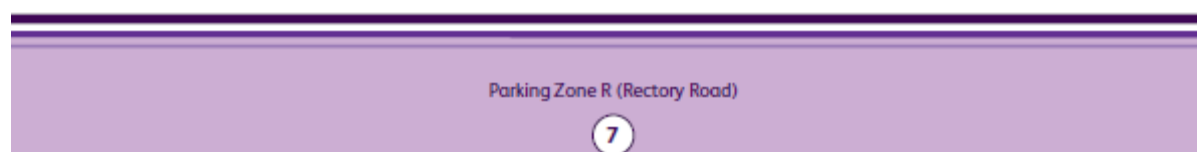
When developing the design of the PZ we have taken into account the amount of safe available parking spaces. In all other areas we will install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking.

All design changes have been 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.

The proposed design also conforms to current PZ design standards recommended by the Department for Transport (DfT).

Most yellow lines in the preliminary parking layout 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





### **Are parking zones just a money-making scheme for the Council?**

No. By law revenue generated from PZs 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 the PZ. 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**.

### **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 able to purchase permits to park on surrounding roads which have parking controls.

### **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.

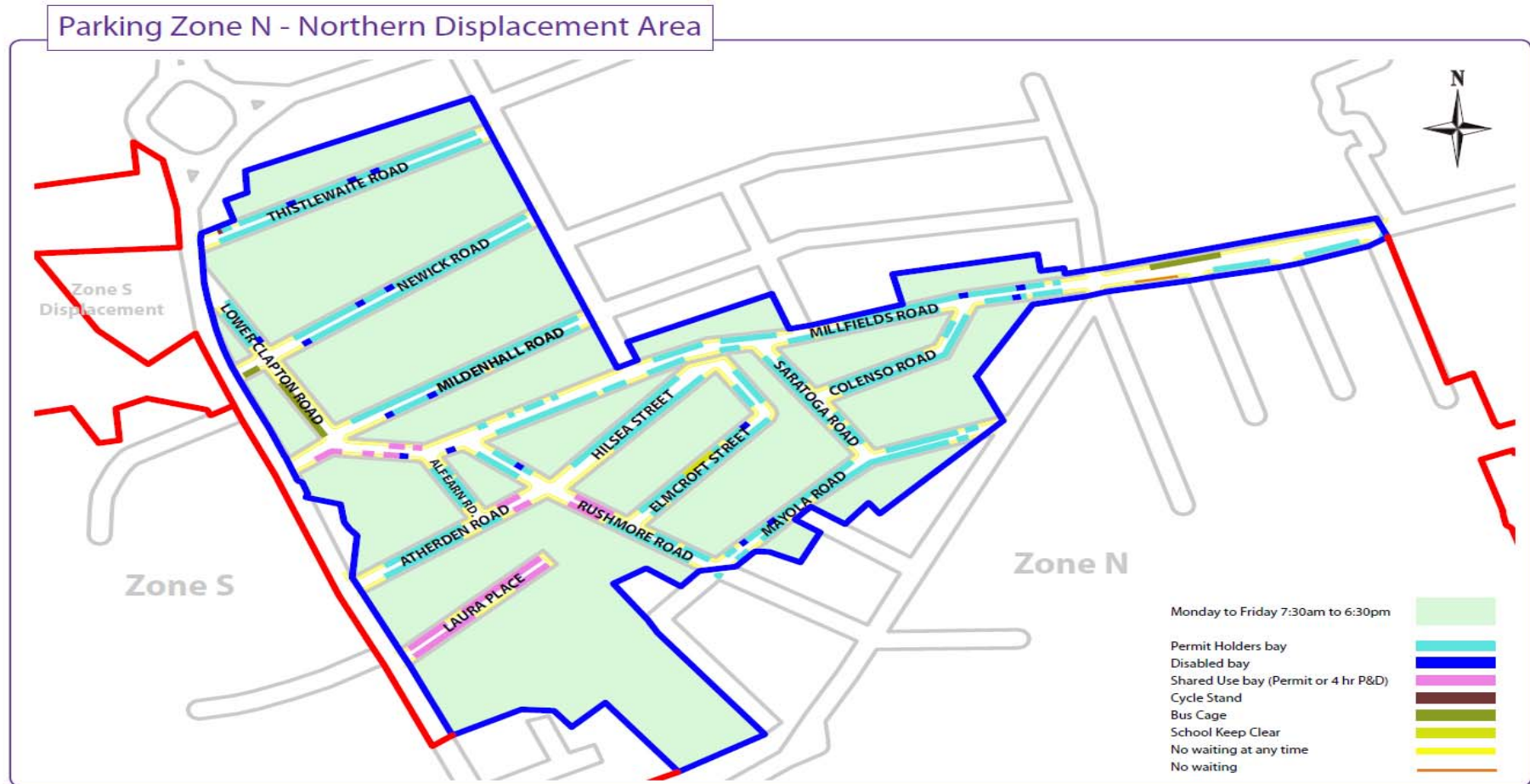
## **More information**



For more information about this consultation or 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**.

# APPENDIX 5 – FINAL DESIGN MAPS

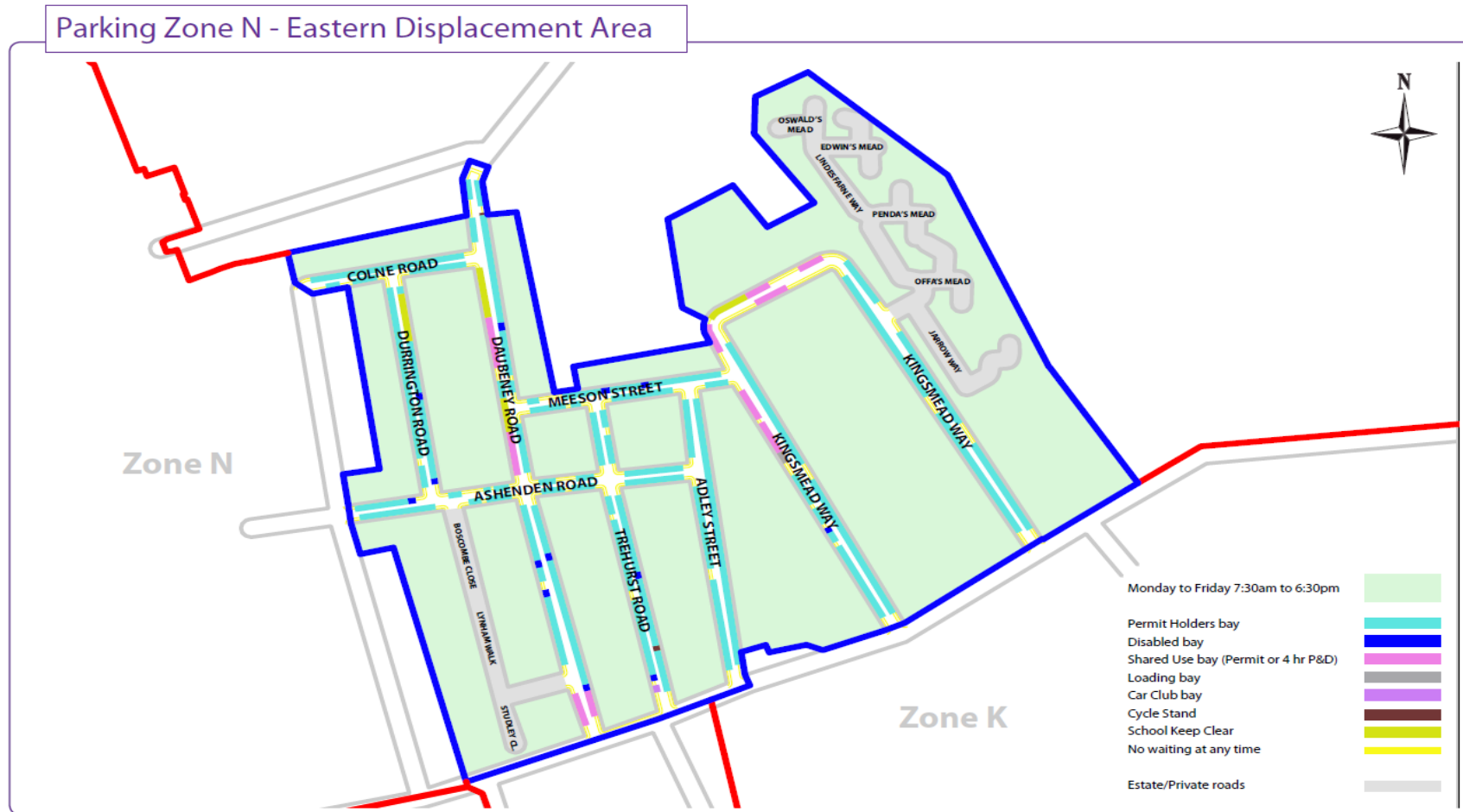
## Zone N (Northern Displacement area)



This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2016. All rights reserved. Licence number 100019635. 2016

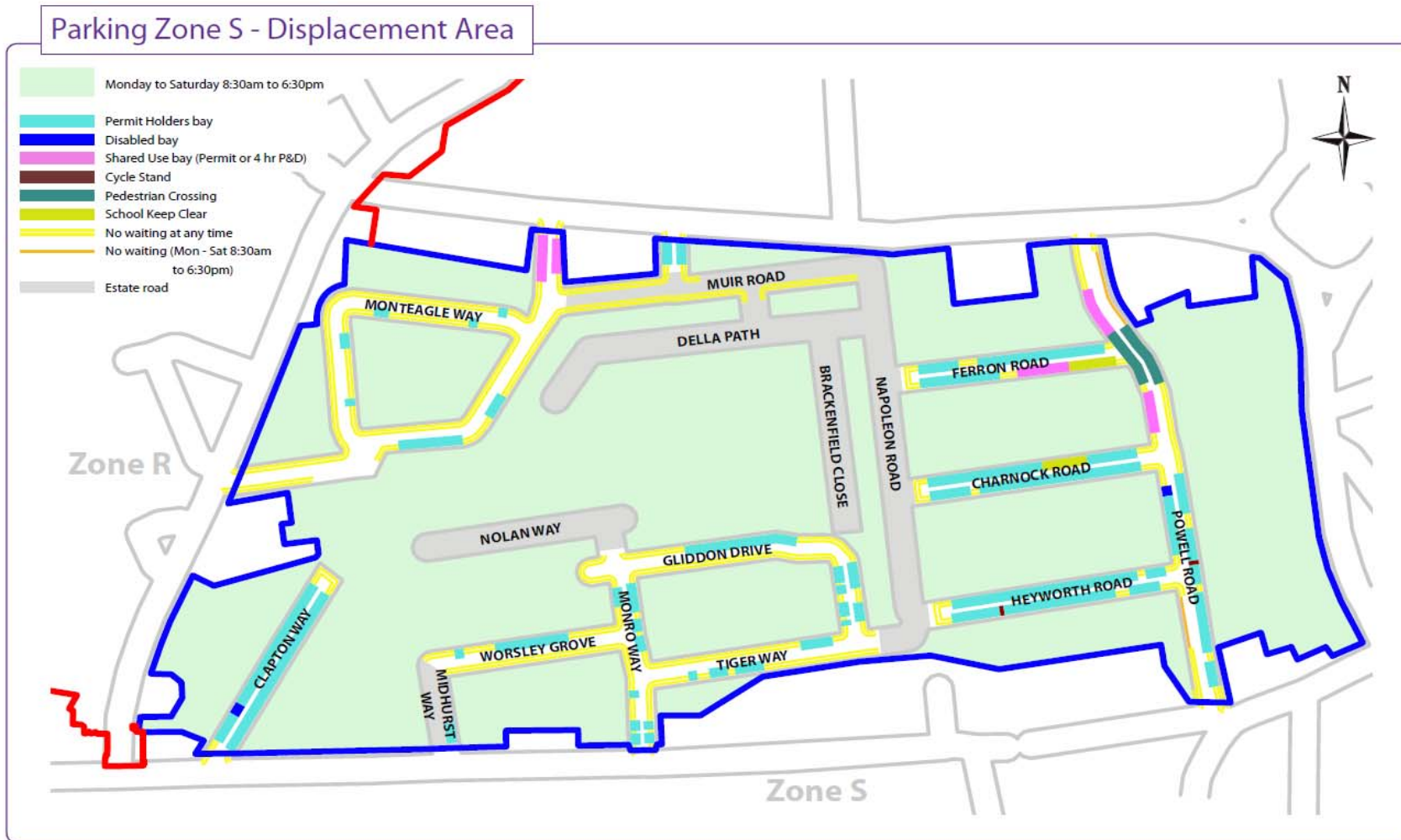


# Zone N (Eastern Displacement area)



This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2016. All rights reserved. Licence number 100019635. 2016

# Zone S

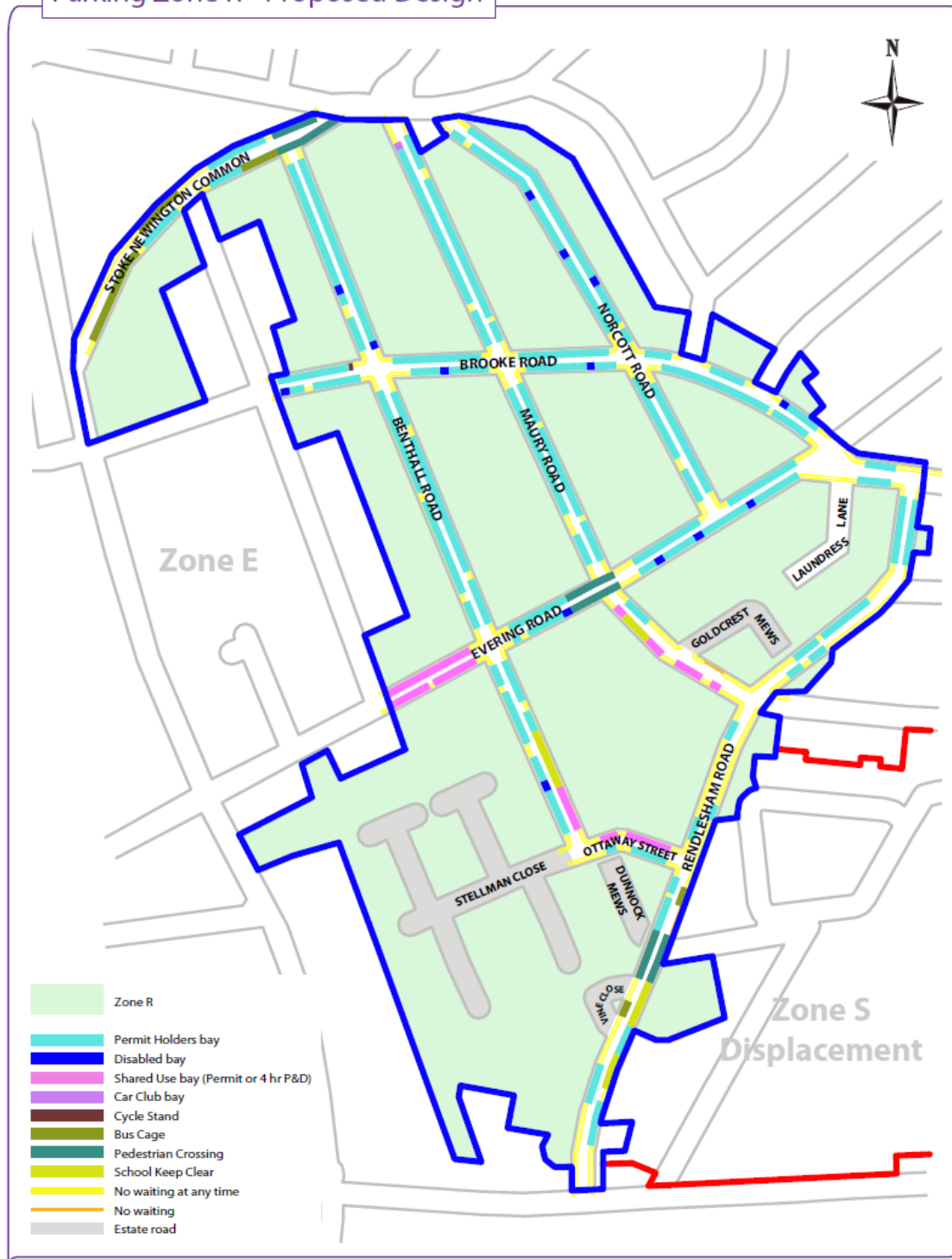


This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2016. All rights reserved. Licence number 100019635. 2016



# Zone R

## Parking Zone R - Proposed Design



Produced by Hackney Design, Communications & Print • P163351 June 2016

This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2016. All rights reserved. Licence number 100019635, 2016



# APPENDIX 6 – Equalities Impact Assessment



## London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

### Title and purpose of this Equality Impact Assessment:

Stage 2 Consultation Zone R, Zone S displacement, Zone N Displacement and Stage 1 & 2 consultation Zone R displacement, Zone S Displacement and Zone N displacement. Event Day Review consultation and Event Day Proposal Scheme.

### Purpose of this Equality Impact Assessment:

Assesses the Impact of the Consultation on all stakeholders

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

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

Assistant Director:	Aled Richards	Date: 23/08/2016
Comment :		

### PLEASE ANSWER THE FOLLOWING QUESTIONS:

1. Please summarise the service, function, policy, initiative or saving. Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of the project is to look at the possibility of introducing parking controls in the uncontrolled roads as a result of requests received from residents in the areas identified in accordance with the Council's Parking and Enforcement Plan (2015 - 2020)
- Through localised consultations, residents and businesses are given the opportunity to have their say on the implementation and design of parking controls on their roads.

## 5. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate against the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team ([equality.diversity@hackney.gov.uk](mailto:equality.diversity@hackney.gov.uk))

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegate powers report, saving template or business case. You need to identify how they will be monitored. The Assistant Director is responsible for their implementation.

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

### Remember

- Assistant Directors are responsible for ensuring agreed Equality Impact Assessments are published and for ensuring the actions are implemented.
- Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.
- Make sure that no individuals (staff or residents) can be identified from the data used.