

DELEGATED REPORT OF

THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING

**STAGE 1 AND 2 PARKING CONSULTATION ZONE R, ZONE S and ZONE N
DISPLACEMENT AREAS**

DATE (2017)

February 2017

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

King's Park, Lea Bridge and Hackney Downs Wards

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in the remaining uncontrolled roads surrounding zone R, S and N.
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zones R, S and N areas in the June 2016 Cabinet meeting.
- 1.3 Following consideration of the responses received from the stage 1 and 2 consultation, this report recommends that the Group Director, Neighbourhoods and Housing, approves both the commencement of statutory consultation and the implementation of parking restrictions in Parking Zones R, Zone S and N displacement areas.
- 1.4 The report also recommends that power be delegated to the Head of Parking to make the order restricting parking in these areas after full consideration of any objections received following publication of the proposals in compliance with statutory regulations.
- 1.5 An indicative timetable for the implementation of controls in Parking Zones R, S and N displacement areas have been provided below. These dates are subject to consideration of any objections received:

| Task | Date |
|--|----------------------------|
| Outcome of consultation communicated to residents | February 2017 |
| Statutory consultation on proposed traffic orders in Zone N | February 2017 – March 2017 |
| Statutory consultation on proposed traffic orders in Zones R & S | February 2017 - April 2017 |
| Implementation of parking restrictions Zone R. | April 2017 |
| Enforcement Zone R. | May 2017 |
| Implementation of parking restrictions Zone N and S | May 2017 |

- 1.6 The recommendations in this report are based on several factors including consultation feedback, the need to create a logical boundary, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

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

ZONE R

- 2.1 To approve / authorise the extension of parking zone R to include the following roads: Alconbury Road, Evering Road (uncontrolled sections), Geldeston Road, Ickburgh Road, Narford Road, Reighton Road and Upper Clapton Road (between Brooke Road and Northwold Road).
- 2.2 To propose an order designating parking restrictions in the Zone R displacement area, as per the final design in Appendix 5.
- 2.3 To propose a pay and display tariff of £2.60 per hour for mobile phone parking and £2.80 for cash parking in the Zone R displacement area in Ickburgh Road.
- 2.4 To propose the implementation of shared use bays with 1 hour maximum stay with no return within 1 hour on Ickburgh Road.
- 2.5 To approve the operational hours of Monday to Friday 7am to 11am in Zone R displacement roads to match the existing Zone R hours.

ZONE S

- 2.6 To approve / authorise the extension of parking zone S to include the following roads: Brooke Road (uncontrolled sections), Kenninghall Road, Nightingale Road, Walsingham Road and sections of Upper Clapton Road (between Kenninghall Road and Brooke Road).

- 2.7 To propose an order designating parking restrictions in the Zone S displacement area, as per the final design in Appendix 6.
- 2.8 To propose a pay and display tariff of £2.60 per hour for mobile phone parking and £2.80 for cash parking in the Zone S displacement area on Kenninghall Road.
- 2.9 To propose the implementation of shared use bays with 4 hour maximum stay on Kenninghall Road.
- 2.10 To introduce mobile phone payment only shared use bay on Kenninghall Road, opposite Powell Road.
- 2.11 To approve the operational hours of Monday to Saturday 8.30am to 6.30pm in Zone S displacement.

ZONE N

- 2.12 To approve / authorise the extension of parking zone N to include the following roads: Baslow Walk, Blackwell close, Chailey Street, Chatsworth Road (between Millfields Road and Lea Bridge Road), Cotesbach Road, Cornthwaite Road, Daubeney Road (uncontrolled section), Fletching Road, Gilpin Road, Hazelwood Close, Hillstowe Street, Keyworth Close, Lea Bridge Road, Leagrave Street, Mandeville Street, Mildenhall Road, Millfields Road (between Caldecott Way and Mandeville Street), Nye Bevan Estate, Oswald Street, Otley Terrace, Overbury Street, Pedro Street, Pond Farm estate, Radbourne Close, Redwald Road, Rushmore Road, Sunnyhill Close, School Nook, Thornby Road, Waterworks Lane and Wattisfield Road.
- 2.13 To propose an order designating parking restrictions in the Zone N displacement area, as per the final design in Appendix 7.
- 2.14 To propose a pay and display tariff of £2.60 per hour for mobile phone parking and in Zone N displacement area in Chatsworth Road and Wattisfield Road.
- 2.15 To introduce mobile phone payment only visitor parking bays at the locations specified in 2.17 above.
- 2.16 To propose the implementation of shared use bays with 4 hour maximum stay on Chatsworth Road and Wattisfield Road.
- 2.17 To approve the operational hours of Monday to Friday 7.30am to 6.30pm in Zone N displacement area.

2.18 To authorise the Head of Parking to consult on and take the final decision on whether to introduce a parking zone and Traffic Management Orders in the roads listed above in sections 2.1, 2.7 and 2.14 subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

3. REASONS FOR DECISION

3.1 The reason for consulting the area was two-fold. Firstly, Parking Services received approval from Cabinet to consult the displacement areas surrounding zones R, S and N in June 2016 as a result of feedback received from residents.

3.2 Secondly, Parking Services recently implemented parking controls in roads surrounding the displacement areas. These have had an adverse effect on the parking stress in the roads recently consulted.

3.3 The recommendations above are in line with the Parking Enforcement Plan (PEP) 2015 – 2020 and are also based on feedback received from the Stage 1 and 2 consultation carried out in the areas.

Consultation Feedback

3.4 A consultation questionnaire, leaflet and map was sent to all residents and businesses in the displacement areas providing them with the opportunity to have their say on whether they supported parking controls as well as the parking design for their area.

3.5 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.

3.6 Feedback received from the areas have been analysed below.

Zone R Displacement area consultation feedback

Response Rate

- 3.7 Consultation packs were sent to 1546 households and businesses in the Zone R displacement area. 344 responses were received from addresses in the area. This equates to a response rate of 22%.
- 3.8 Majority (57%) of the feedback were received via the online consultation portal.
- 3.9 A total of 8 roads were consulted on the introduction of parking controls. Of the roads consulted, one road is a red route (Upper Clapton Road) which is managed by Transport for London (TfL) therefore parking controls cannot be introduced on this road, however residents and businesses can still apply for a parking permit for the zone.
- 3.10 Only 12 properties on Northwold Road were consulted. These were properties located at the junction between Northwold Road and Alconbury Road who would be impacted by the introduction of parking controls in the zone R displacement area as the nearest parking available to them is on Alconbury Road. Parking Services have not proposed to implement parking controls on Northwold Road itself.
- 3.11 A breakdown of responses can be found in Appendix 1, tables 1 and 2.

Support for controls from each road

- 3.12 The majority of feedback received from the Zone R displacement area (58%) were not in favour of parking controls.
- 3.13 However, when the feedback was analysed on a street by street basis, 50% of the roads consulted (4 roads out of 8 roads) were in favour of parking controls.
- 3.14 Of the 8 roads consulted, Alconbury Road, Evering Road, Narford Road and Upper Clapton Road were in favour of parking controls. Support was not received from Ickburgh Road, Northwold Road and Reighton Road. Feedback from Geldeston Road was undecided.
- 3.15 A breakdown of the feedback received from the area has been provided in Appendix 1 table 4.

Support for controls if parking controls are introduced on nearby roads

- 3.16 When asked whether they would support parking controls if introduced in nearby roads, the overall feedback (53%) was still not in favour of parking controls.
- 3.17 When the feedback was analysed on a street by street basis, the number of roads in favour of parking controls increased from 4 roads to 6 roads (from 50% to 75%).
- 3.18 The feedback from those who were already in support did not change. However, of those who did not previously support parking controls on their road, Geldeston Road and Reighton Road changed their views to show support for controls whilst feedback received from Ickburgh Road and Narford Road were still not in favour of controls.

Support for Proposed Parking Design

- 3.19 The majority of respondents (63%) were not in support of the proposed parking design for the area as indicated in Appendix 1 table 6.
- 3.20 212 of the respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (82%) did not make any specific recommendations on what design they would like to see.
- 3.21 The remaining responses were mixed, 8% wanted more resident permit bays, 7% of respondents wanted to see more shared use bays, 2% more permit bays and 1% more disabled bays. See Appendix 1 table 7.
- 3.22 Parking controls within the zone R displacement area has been designed to suit the needs of the area. Permit parking have been proposed on residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to businesses or rail stations to accommodate visitors to the area.

Conclusion

- 3.23 Based on the feedback received, although the overall feedback from the area were not in support of parking controls, when analysed on a street by street basis it is evident that the majority of roads in the zone R displacement area were in support of parking controls as majority of the feedback received was in support of parking controls if parking was introduced on nearby roads.

- 3.24 Although parking controls cannot be introduced on Upper Clapton Road and Northwold Road, the properties which were part of the consultation will be included in zone R and residents from these roads will be able to purchase permits to park within the zone.
- 3.25 Of the roads where parking controls can be introduced, only one did not support parking controls (Ickburgh Road). As a result it is recommended that parking controls are introduced in all roads in this area.
- 3.26 The road which did not support controls will be included in parking zone R to ensure that residents and businesses are protected from any undue parking pressure from nearby roads and other parking zones once controls are introduced in the area. Excluding this road would further increase parking stress for residents as their road would be the only area where free parking would be available. Including this road will also ensure that non-permit holders will not be able to park on the road.
- 3.27 When introducing parking controls, the Council needs to ensure that a logical parking zone boundary is created. Therefore there may be occasions where roads who do not support parking controls are included within a parking zone if the surrounding streets support it.
- 3.28 In addition to the above, based on the feedback received, Parking Services also recommends to retain and implement the proposed parking design except for the shared use bay on Geldeston Road which will be converted to a permit bay. This is as a result of feedback received from residents in this road.
- 3.29 The hours of operation for the displacement roads will be Monday to Friday 7am to 11am as they will be joining existing Zone R.
- 3.30 Parking Services recommends to implement all shared use bays in parking zone R displacement as 1 hour maximum stay and no return within 1 hour in Ickburgh Road to provide sufficient time for visitors to visit nearby businesses.
- 3.31 The pay and display charges in the area will be £2.60 per hour for mobile phone parking and £2.80 for cash parking. This will match the charges in the rest of the zone as of the 1st April 2017.

Support for Sustainable transport initiatives

- 3.32 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 (63%) of respondents were in favour of

sustainable transport schemes to be implemented on their road. See Appendix 1 table 9 for responses received.

- 3.33 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

- 3.34 Of the comments received, 35% stated that they were not in favour of parking controls. 11% of respondents stated that they supported parking controls, 8% requested for cycle parking and 5% believed the permit prices are too high.
- 3.35 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 8 for a breakdown of comments.

Zone S Displacement area consultation feedback

Response Rate

- 3.36 Consultation packs were sent to 662 households and businesses in the Zone S displacement area. 195 responses were received from the addresses in the area. This equates to a response rate of 29%.
- 3.37 A total of 6 roads were consulted on the introduction of parking controls. Of the roads consulted two were red routes (Upper Clapton Road and Lower Clapton Road) therefore parking controls cannot be introduced on these roads. However, the residents and businesses would be entitled to purchase permits for the zone.
- 3.38 Just over half (51%) of the feedback was received via post whilst the remaining were received via the online consultation portal.
- 3.39 A breakdown of responses can be found in Appendix 2 tables 1 and 2.

Support for controls from each road

- 3.40 Overall, the majority of feedback received from the Zone S displacement area (70%) were not in favour of parking controls.
- 3.41 When the feedback was analysed on a street by street basis, majority of the roads were still not in favour of parking controls (only 1 road out of the 6 roads consulted was in favour).

- 3.42 Of the 6 roads consulted, Brooke Road, Kenninghall Road, Nightingale Road and Upper Clapton Road were not in favour of parking controls. Support was only received from Walsingham Road. No feedback was received from the two addresses on Lower Clapton that were consulted.
- 3.43 A breakdown of the feedback received from the area has been provided in Appendix 2 table 3.

Support for controls if parking controls are introduced on nearby roads

- 3.44 When asked if they supported controls if introduced in nearby roads, the feedback from the area remained the same. The majority of the feedback received was still against the introduction of parking controls.
- 3.45 When analysed on a street by street basis, only Walsingham Road was in favour. The remaining roads were still not in favour of parking controls.

Support for Proposed Parking Design

- 3.46 The majority of respondents (76%) were not in support of the proposed parking design for the area as indicated in Appendix 2 table 6.
- 3.47 145 respondents provided their views on other types of bays they would prefer. A high proportion of these (88%) did not make any specific recommendations on what design they would like to see.
- 3.48 The remaining responses were mixed, 6% wanted more shared use bays, 4% of respondents wanted to see more resident permit bays and 1% more permit bays and disabled bays respectively. See Appendix 2 table 7.
- 3.49 Parking controls in the zone S displacement area have been designed to suit the needs of the area. Permit parking have been proposed on residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to businesses in the area to provide parking for their visitors. Disabled Bays are implemented upon request from residents who are able to apply directly to the Council.

Conclusion

- 3.50 When determining whether to introduce parking controls in an area or not, Parking Services have to consider a variety of factors including; safety, flow of traffic, consultation feedback from the area and displacement parking from nearby areas.
- 3.51 Parking Services will soon be implementing parking controls in nearby areas (Zone R) as well as extending these controls by introducing parking restrictions in the R displacement areas. Coupled with the recently extended parking controls in zone S extension, the Zone S displacement roads would be the only roads with free parking in the Hackney Downs ward. This would cause significantly high levels of parking stress in these roads due to both commuter parking and displacement parking from nearby parking zones. The increase in parking pressure can also lead to an increase in the flow of traffic which would impact the safety of both pedestrians as well as motorists in these roads.
- 3.52 In order to ensure that the parking needs of both residents and businesses are protected from undue parking pressure, parking services are recommending for parking controls to be introduced in all roads in the zone S displacement area. This will ensure that non-permit holders will not be able to park on these roads.
- 3.53 In addition to the above, based on the feedback received, Parking Services also recommends to retain and implement the proposed parking design and hours of operation of Monday to Saturday 8.30am to 6.30pm for all the roads in parking zone S displacement area.
- 3.54 Parking Services 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.
- 3.55 The pay and display charges in the area will be £2.60 per hour for mobile phone (cashless) parking and £2.80 for cash parking. This will match the charges in the rest of the zone as of 1st April 2017.
- 3.56 Parking Services will introduce a mobile payment only shared use bay on Kenninghall Road (opposite Powell Road). As part of our drive to be more efficient and reduce costs, the Council will be trialling mobile phone only (cashless) visitor parking bays on a number of roads within the borough. Visitors wishing to pay and display at these locations will only be able to do so via our RingGo mobile parking system.

Additional Comments

- 3.57 Of the comments received, 31% of respondents stated that they were not in favour of parking controls, 15% requested for more cycle parking, 11% stated they would like shorter hours of operation and 9% stated that it was a money making scheme.
- 3.58 Parking Services is recommending to implement parking controls on all roads to avoid further displacement parking from nearby parking zones.
- 3.59 All additional comments provided by respondents have been individually assessed and where possible and appropriate will be incorporated into the proposed design. See appendix 2 Table 8 for a breakdown of comments.

Support for Sustainable transport initiatives

- 3.60 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.
- 3.61 Majority (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 9 for responses received.
- 3.62 There were however some roads which were in favour of sustainable transport schemes (Kenninghall Road and Nightingale Road). These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

Zone N Displacement area consultation feedback

Response Rate

- 3.63 Consultation packs were sent to 2180 households and businesses in the Zone N displacement area. 503 responses were received from the addresses in the area. This equates to a response rate of 23%.
- 3.64 A total of 30 roads were consulted on the introduction of parking controls. Of the roads consulted, 21 of these roads were public highway and can have parking controls implemented on them whilst the remaining 9 roads are estate or private roads and cannot have parking controls implemented in them. However, these

roads would be entitled to purchase permits and park on the public roads as they would fall within the boundary of the zone.

- 3.65 Just over half (58%) of the feedback was received via post whilst the remaining was received via the online consultation portal.
- 3.66 A breakdown of responses can be found in Appendix 3 tables 1 and 2.

Support for controls from each road

- 3.67 The overall feedback received from the area was in favour of parking controls (67% of responses were in favour).
- 3.68 When analysed on a street by street basis, 15 roads were in favour of parking controls, 2 were undecided with 50/50 for and against controls, 11 roads were not in favour of controls and 2 roads did not provide a response. (See Appendix 3, table 4).
- 3.69 Two displacement areas were consulted which included the uncontrolled roads to the north of Zone N and uncontrolled roads to the east of zone N. Of these roads, some are not impacted by the introduction of controls as parking restrictions cannot be introduced on these roads. These include 4 estate roads (Baslow Walk, Blackwell Close, Pond Farm Estate and Nye Bevan Estate) and 5 private roads (Hazelwood Close, Keyworth Close, Ruddington Close, Radbourne Close and Sunnyhill Close). The remaining 21 roads were public highway roads which are all impacted by the introduction of parking controls.
- 3.70 Of those roads where parking controls cannot be introduced (estate roads, private roads and red routes), majority were not in favour of parking controls except for Blackwell Close, Radbourne Close and Sunnyhill close.
- 3.71 In the displacement area to the north of Zone N, support for parking controls was received from all roads where parking controls can be introduced (public highways) except Otley Terrace. The feedback from Lea Bridge Road was undecided.
- 3.72 In the displacement area to the east of the Zone N, support for parking controls was received from three roads (including Millfields Road, Overbury Road and Pedro Street) where parking controls can be introduced (public highways. Gilpin Road, Mandeville Street, Oswald Street and Rushmore Road were not in favour of controls.

Support for controls if parking controls are introduced on nearby roads

- 3.73 When asked whether they would support parking controls if introduced in nearby roads, the overall feedback was still in support of parking controls and the feedback in favour rose from 67% to 70%.
- 3.74 When analysed on a street by street basis, the feedback from each road did not change except for Lea Bridge Road which changed from being undecided (50/50) to supporting controls. In addition, Overbury and Pedro Streets changed from being in favour of parking controls to undecided (50/50). See Appendix 3, table 5.

Support for Proposed Parking Design

- 3.75 The majority of respondents (62%) were in support of the proposed parking design for the area as indicated in Appendix 3 table 6.
- 3.76 209 respondents provided their views on other types of bays they would prefer. A high proportion of these (56%) did not make any specific recommendations on what design they would like to see.
- 3.77 The remaining responses were mixed, 21% wanted more resident permit bays, 13% of respondents wanted to see more permit bays and 6% more disabled bays and 5% more shared use bays. See Appendix 3 table 7.
- 3.78 Parking controls in the zone N displacement area have been designed to suit the needs of the area. Permit parking have been proposed on residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to businesses in the area to provide parking for their visitors. Disabled Bays are implemented upon request from residents who are able to apply directly to the Council.

Conclusion

- 3.79 As support for parking controls was received from the majority of roads consulted in the displacement roads to the north of Zone N, the Council recommends that all roads in this area are incorporated into existing Parking Zone N. These roads include Chailey Road, Chatsworth Road (uncontrolled section), Cotesbach Road, Fletching Road, Hillstowe Street, Lea Bridge Road, Leagrave Street, Mildenhall Road, Otley Terrace, School Nook, Thornby Road, Waterworks Lane and Wattisfield Road.

- 3.80 Although Otley Terrace did not support controls, it is recommended that it is also included in Zone N as this street is currently surrounded by roads who support parking controls and therefore needs to be included in the zone to form a logical boundary.
- 3.81 In the displacement roads to the east of Zone N, although the feedback was mixed, there was a cluster of roads to the east of Mandeville Street which were in favour of parking controls. The Council recommends that these roads be incorporated into existing Parking Zone N. These include; Millfields Road, Overbury Street and Pedro Street.
- 3.82 It is also recommended that the remaining roads which were not in favour of parking controls including Daubeney Road (uncontrolled section), Mandeville Street, Oswald Street, Gilpin Road, Redwald Road and Rushmore Road also be incorporated into the existing parking zone N in order to create a logical boundary as well as to protect the residents in these roads from displacement parking as they will be only roads in the area with no parking controls.
- 3.83 Currently, all roads within the Zone N displacement areas are suffering from very high parking pressure due to controls being introduced in nearby roads. If these roads are excluded from Zone N, this is likely to cause significantly high levels of parking stress due to both commuter parking and displacement parking from nearby parking zones. The increase in parking pressure can also lead to traffic flow issues which would impact the safety of both pedestrians as well as motorists in these roads.
- 3.84 In order to ensure that the parking needs of both residents and businesses are protected from undue parking pressure, parking services are recommending for parking controls to be introduced in all roads in the zone N displacement area. This will ensure that non-permit holders will not able park on these roads.
- 3.85 When determining whether to introduce parking controls in an area, Parking Services have to consider a variety of factors including; safety, flow of traffic, consultation feedback from the area and displacement parking from nearby areas.
- 3.86 The estate roads and private roads in the area will remain free of controls. However, parking services will make a recommendation for housing estates to be consulted separately by the Housing Department to ensure that their parking needs are protected.

- 3.87 Based on the feedback received, Parking Services also recommends to retain and implement the proposed parking design and hours of operation of Monday to Friday 7.30am to 6.30pm for all the roads in parking zone N displacement area.
- 3.88 Parking Services recommends to implement all shared use bays in parking zone N displacement as 4 hours maximum stay to provide sufficient time for visitors to visit nearby businesses.
- 3.89 The pay and display charges in the area will be £2.60 per hour for mobile phone parking (cashless). This will match the charges in the rest of the zone as of 1st April 2017.
- 3.90 Parking Services will introduce a mobile payment only shared use bays on Chatsworth Road and Wattisfield Road. As part of our drive to be more efficient and reduce costs, the Council will be trialling mobile phone only (cashless) visitor parking bays on a number of roads within the borough. Visitors wishing to pay and display at these locations will only be able to do so via our RingGo mobile parking system.

Additional Comments

- 3.91 The majority (24%) of the comments received stated that they supported parking controls. 16% of respondents stated that they were not in favour of parking controls and 7% advised that parking controls should be implemented at the same time as the nearby zone N extension which was implemented in December 2016.
- 3.92 Parking Services is recommending to implement parking controls on all roads where majority support is received and where a logical boundary needs to be created to avoid further displacement parking.
- 3.93 Unfortunately, due to restrictions in policies and procedures the Council is unable to delay the implementation of parking controls in nearby zone N extension areas. The consultation process has been expedited for the zone N displacement area to ensure that residents are not inconvenienced by the introduction of parking controls for a long period of time.
- 3.94 In addition, to avoid a repeat of the previous consultation which resulted in displacement parking in nearby roads who were not in favour of parking controls, Parking Services have proposed to implement parking controls in all roads in the area to protect the needs of the residents and business from severe parking stress.

3.95 All additional comments provided by respondents have been individually assessed and where possible has been incorporated into the proposed design. See appendix 3 Table 21 for a breakdown of comments.

Support for Sustainable transport initiatives

3.96 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.

3.97 Majority (58%) of respondents supported sustainable transport schemes on their road. See Appendix 3 table 9 for responses received.

3.98 These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4.1 The alternative option would be to not introduce parking controls in the areas consulted.

4.2 Not introducing controls would go against the Parking Enforcement Plan (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents and businesses alongside other factors that the Council must take into account when exercising its duty under the relevant legislation.

4.3 In addition, 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 Parking Services consulted displacement roads surrounding zones R, S and N on the introduction of parking controls between October and December 2016.

- 5.2 The reason for consulting the area was twofold. Firstly, requests for parking controls were received from residents in some of the roads in the area due to difficulty in finding parking on their road.
- 5.3 Secondly, due to parking controls being introduced in nearby areas which has caused displacement parking and increased parking stress in the area.
- 5.4 Parking Stress is defined as the number of vehicles parked on a road against the number of available parking spaces. This is deemed high where over 80% of safe available parking is occupied.
- 5.5 Approval to consult the areas was granted by Cabinet in June 2016.
- 5.6 The stage 1 and 2 ‘combined’ consultation for zones R and S displacement areas started on the 18th October 2016 and closed on the 2nd December 2016. Whilst for zone N displacement area started on the 4th November 2016 and closed on the 23rd December 2016. The consultation process consisted of:-
- Consultation packs posted to every business and resident within the consultation area,
 - A freepost response envelope,
 - Consultation documentation was also available on the Council’s website,
 - Online questionnaire response,
 - Public notices placed on every street in the consultation area,
 - Public notice in Hackney Today
 - Drop in sessions (Zones R and S displacement)
- 5.7 The consultation exercise requested feedback on whether parking controls were supported in each area as well as the proposed design for these areas. Respondents were also given the opportunity to provide general comment using the ‘free-text’ comments section.
- 5.8 The consultation response rates were slightly higher than is usual for similar consultations in Hackney, the norm being in the range of 15-20%. The response rates are set out in Table 1 below.

Table 1: Consultation response rates

| Area | Ward | Response Rate |
|------|------|---------------|
|------|------|---------------|

| | | |
|---------------------|-------------------------|-----|
| Zone R displacement | Hackney Downs | 22% |
| Zone S displacement | Hackney Downs | 29% |
| Zone N displacement | Lea Bridge & Kings Park | 23% |

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

5.10 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

5.11 The policies and recommendations contained within the Parking and Enforcement Plan (PEP) 2015 - 2020 in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.

5.12 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.

5.13 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.

5.14 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.

5.15 The main purpose of a PZ 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

5.16 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 4 for further information.

Sustainability

5.17 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.

5.18 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

5.19 There is a one-off installation cost of £90k which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine). These costs has been provided for in the capital costs budget for 2017/18 financial year.

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

| Statutory public consultation (all areas) | Cost £ |
|--|---------------|
| Design | 1500 |
| Printing | 4,725 |
| Postage | 5,950 |
| Advertising | 660 |
| TMO changes | 1,000 |
| Total | 13,835 |

| Zone S displacement Implementation | |
|---|---------------|
| Lining (including enforcement) | £4,967 |
| Signs and posts | £4,724 |
| Pay and display changes | £800 |
| Total | £9,691 |

| Zone N Displacement Implementation | |
|---|----------------|
| Lining (including enforcement) | £21489 |
| Signs and posts | £20572 |
| Pay and display changes | £2,708 |
| Total | £44,769 |

| Zone R Implementation | |
|--------------------------------|-------|
| Lining (including enforcement) | £9628 |

| | |
|-------------------------|----------------|
| Signs and posts | £9918 |
| Pay and display changes | £2,708 |
| Total | £22,254 |

- 5.21 There are also ongoing maintenance costs of £16.5k per annum. The enforcement costs for the 3 areas will be approximately £26k per annum.
- 5.22 The surplus received from the enforcement of parking controls will be used to fund the maintenance of the parking scheme as well as other transport related initiatives.

Consultation

- 5.23 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.
- 5.24 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.
- 5.25 Residents were able to have their say on the introduction of parking controls and design for parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope. They were also able to complete the questionnaires online via the Council website by the same date

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1 This report details the consultation process and results of the Stage 1 & 2 public consultation to determine the operational design of the extension of Zones R, S & N.
- 6.2 The report puts forward recommendations in Section 2 for Controlled Parking Zones (CPZ) in Zone R, N and S including detailed layout of the parking bays, lines, tariff 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 Paragraphs 5.19 to 5.22 details the costs relating to this implementation, which include £91k Implementation, £16.5k ongoing maintenance and £26k Enforcement. These cost will funded from the Parking Revenue Account.
- 6.4 Any revenue received will go to the Parking Revenue Account which 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 CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES

- 7.1 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 non-statutory stage 1 and stage 2 consultation.
- 7.2 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. 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”).
- 7.3 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

7.4 The exercise of powers contained in the 1984 Act relating to parking functions are executive functions and reserved for the Mayor and Cabinet under the Mayor’s Scheme of Delegation. Cabinet delegated authority on 20th June 2016 to the Director, Public Realm 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.

APPENDICES

- Appendix 1 – Zone R Displacement feedback
- Appendix 2 – Zone S Displacement feedback
- Appendix 3 – Zone N Displacement feedback
- Appendix 4 – Proposed areas (maps)
- Appendix 5 – Final Design for Zone R disp
- Appendix 6 – Final Design for Zone S disp
- Appendix 7 – Final Design for Zone N disp
- Appendix 8 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

| | |
|--|---------------------------------|
| Report Author | Olaseni Koya / Gulgun Chelikhan |
| Comments of the Corporate Director of Finance and Resources | Ian Williams / David Bowley |
| Comments of the Corporate Director of Legal, HR and Regulatory Services | Yinka Owa / Robert Walker |

Authorisation of Group Director – Neighbourhood and Housing

Kim Wright

Signature:  09.02.2017

Authorisation of Director Public Realm – Neighbourhood and Housing

Aled Richards

Signature:  10/2/2017

APPENDIX 1: Zone R Displacement Stage 1 & 2 Combined Consultation

1 Feedback Analysis

1.1 Response

We consulted 1546 households and businesses and received 344 completed questionnaires making an overall response rate of 22%. This was well above 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 1 and 2 consultation

| Road Name | Sent | Response | |
|--------------------|-------------|------------|------------|
| | | No. | % |
| ALCONBURY ROAD | 148 | 45 | 30% |
| EVERING ROAD | 369 | 41 | 11% |
| GELDESTON ROAD | 56 | 34 | 61% |
| ICKBURGH ROAD | 233 | 142 | 61% |
| NARFORD ROAD | 171 | 41 | 24% |
| NORTHWOLD ROAD | 10 | 5 | 50% |
| REIGHTON ROAD | 305 | 29 | 10% |
| UPPER CLAPTON ROAD | 254 | 7 | 3% |
| TOTAL | 1546 | 344 | 22% |

Table 2: Methods of response

| Area | Feedback Method | | |
|---------------------|-----------------|----------|-------------------------|
| | Paper Q | Online Q | Email/Letter/Phone etc. |
| Zone R Displacement | 147 | 197 | 0 |

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

1.2 Zone R displacement - Support for parking controls on your road

From the 344 responses received, 342 of respondents answered this question. The remaining 2 respondents did not provide a response to this question.

The majority (58%) of responses were not in favour of parking controls on their road. However, when analysed on a street by street basis, majority of the roads were in favour of controls except Ickburgh Road, Northwold Road (10 properties) and Reighton Road. Responses received from Geldeston Road was undecided.

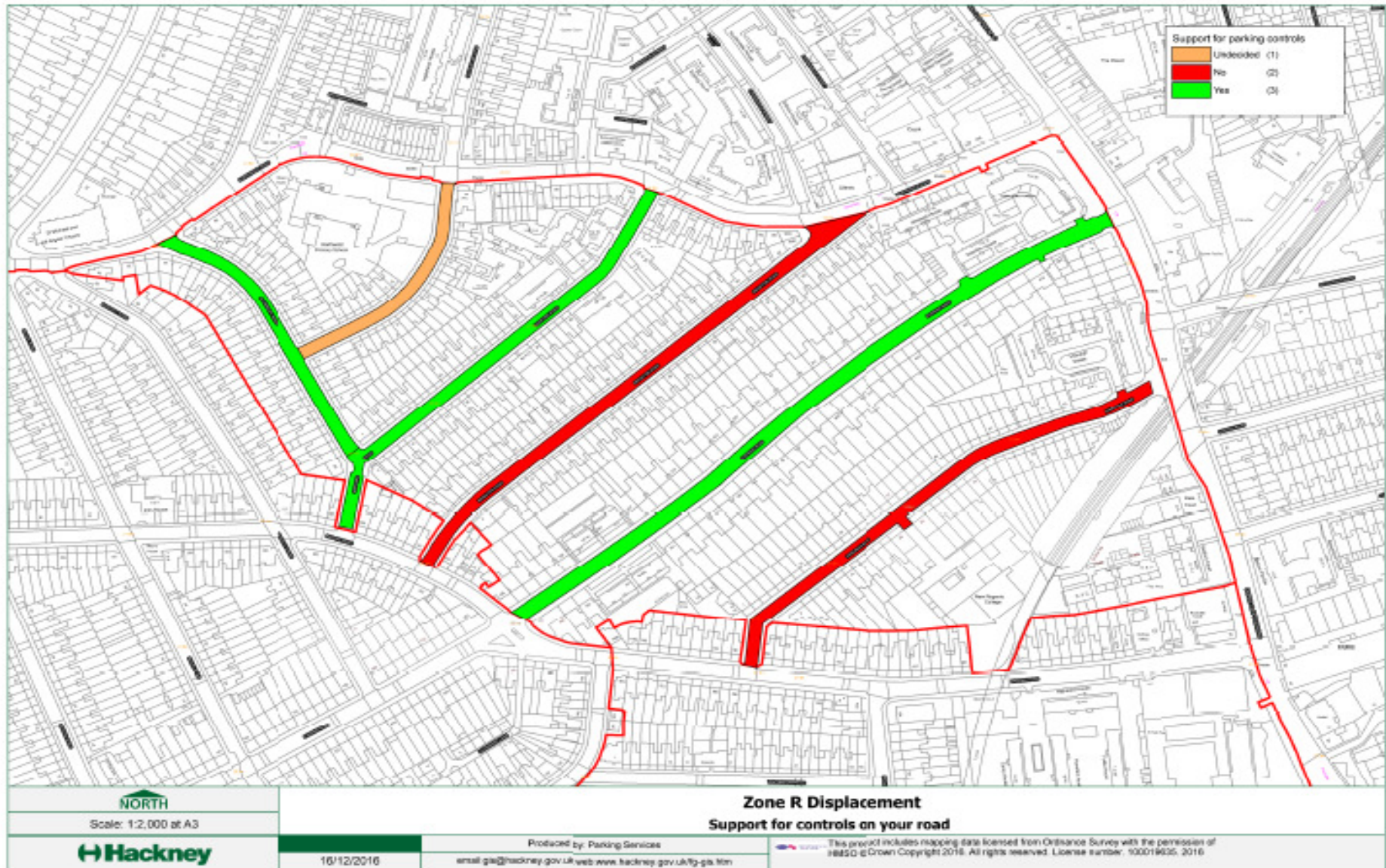
A breakdown of responses on a street by street basis can be found below in Table 4.

Table 4: Support for parking controls on your road

| | Total Responses | | Responses (%) | |
|--------------------|-----------------|------------|---------------|------------|
| | Yes | No | Yes | No |
| ALCONBURY ROAD | 34 | 10 | 77% | 23% |
| EVERING ROAD | 25 | 15 | 63% | 38% |
| GELDESTON ROAD | 17 | 17 | 50% | 50% |
| ICKBURGH ROAD | 23 | 119 | 16% | 84% |
| NARFORD ROAD | 29 | 12 | 71% | 29% |
| NORTHWOLD ROAD | 0 | 5 | 0% | 100% |
| REIGHTON ROAD | 13 | 16 | 45% | 55% |
| UPPER CLAPTON ROAD | 4 | 3 | 57% | 43% |
| Grand Total | 145 | 197 | 42% | 58% |

Excludes blank responses

Figure 1: Support for parking controls in own street (Zone R Displacement)



1.3 Zone R displacement - Support for parking controls if implemented on nearby roads.

Out of the 344 responses received, only 329 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

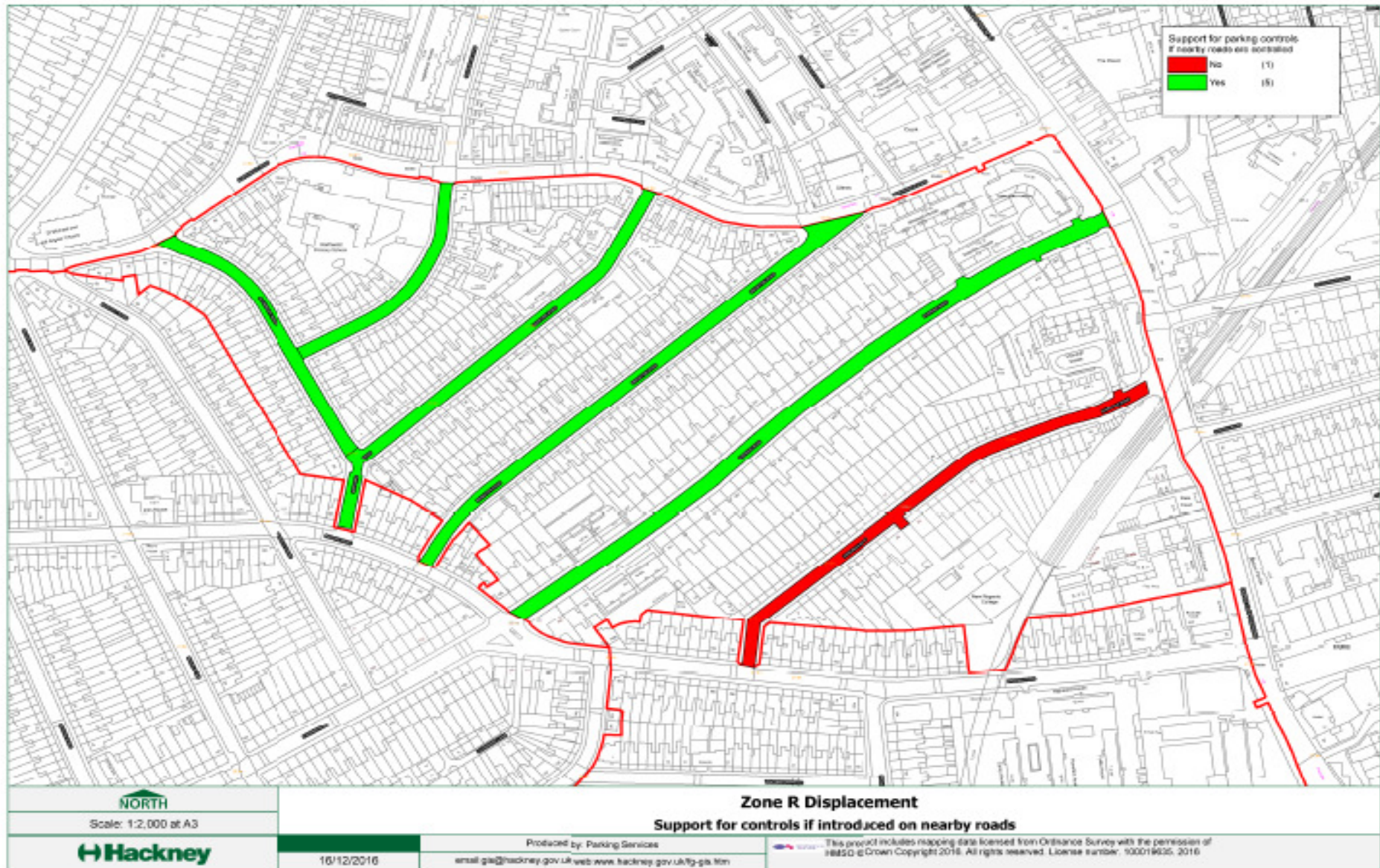
The majority (53%) of respondents were not in favour of controls on their road if they were implemented on nearby roads. However, similar to the above, when analysed on a street by street basis, majority of the roads were once again in favour of controls except Ickburgh Road and Northwold Road.

A breakdown of responses by street can be found in Table 5 below.

Table 5 – Support for controls on nearby roads

| | Total Responses | | Responses (%) | |
|--------------------|-----------------|------------|---------------|------------|
| | Yes | No | Yes | No |
| ALCONBURY ROAD | 37 | 5 | 88% | 12% |
| EVERING ROAD | 26 | 12 | 68% | 32% |
| GELDESTON ROAD | 18 | 15 | 55% | 45% |
| ICKBURGH ROAD | 25 | 116 | 17% | 81% |
| NARFORD ROAD | 28 | 7 | 80% | 20% |
| NORTHWOLD ROAD | 0 | 5 | 0% | 100% |
| REIGHTON ROAD | 15 | 13 | 54% | 46% |
| UPPER CLAPTON ROAD | 4 | 3 | 57% | 43% |
| Grand Total | 153 | 176 | 46% | 53% |

Figure 2: Support for parking controls on nearby roads (Zone R displacement)



1.4 Proposed parking design

The majority of respondents (63%) were not in favour of the proposed parking design for the area as indicated in Table 6 below.

Table 6: Support for parking design from each street.

| Road Name | Count | | % of Responses | |
|-----------------------|------------|------------|----------------|------------|
| | Yes | No | Yes | No |
| ALCONBURY ROAD | 33 | 9 | 79% | 21% |
| EVERING ROAD | 20 | 21 | 49% | 51% |
| GELDESTON ROAD | 15 | 17 | 47% | 53% |
| ICKBURGH ROAD | 14 | 128 | 10% | 90% |
| NARFORD ROAD | 24 | 14 | 63% | 37% |
| NORTHWOLD ROAD | 0 | 5 | 0% | 100% |
| REIGHTON ROAD | 13 | 15 | 46% | 54% |
| UPPER CLAPTON ROAD | 4 | 3 | 57% | 43% |
| TOTAL RESPONSE | 123 | 212 | 37% | 63% |

Excludes blank responses

1.5 Alternative suggestions

212 of the respondents provided their views on other types of bays they would prefer, however a high proportion of these (82%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 8% of respondents wanted to see more resident bays, 7% wanted to see more shared use bays, 2% wanted more permit holder bays and 1% wanted more disabled bays.

Table 7: Support for parking design from each street

| | No | % |
|----------------------|-----|-----|
| None of the above | 174 | 82% |
| More Resident Bays | 16 | 8% |
| More Shared Use Bays | 15 | 7% |
| More Permit Bays | 5 | 2% |
| More Disabled Bays | 2 | 1% |

Excludes blank responses

1.6 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 8 below.

Only 102 respondents provided general comment. Majority were not in favour of parking controls (35%). 11% of the respondents were in favour of parking controls, 8% requested for more cycle parking on their road and 5% advised that the permits prices were too high. Table 8 shows the theme of the general comments

Table 8: First 12 theme of comments

| Row Labels | % Comments |
|--|------------|
| Not in favour of parking controls | 35% |
| In favour of parking controls | 11% |
| Request for cycle parking | 8% |
| Permits too expensive | 5% |
| Would like longer hours of restriction | 5% |
| Parking permits should be free | 4% |
| Request for changes to the design | 4% |
| Change access for the school | 2% |
| More shared use bays | 2% |
| Not in favour of parking controls as live in a car free property | 2% |
| Would make life difficult for elderly and disabled people | 2% |
| Concerned about hours of operation | 1% |

1.7 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 (63%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 9: Support for sus, transport initiatives.

| Road Name | Count | | % of Responses | |
|----------------|-------|----|----------------|-----|
| | Yes | No | Yes | No |
| ALCONBURY ROAD | 34 | 10 | 77% | 23% |

| | | | | |
|-----------------------|------------|-----------|------------|------------|
| EVERING ROAD | 26 | 12 | 68% | 32% |
| GELDESTON ROAD | 16 | 14 | 53% | 47% |
| ICKBURGH ROAD | 31 | 24 | 56% | 44% |
| NARFORD ROAD | 29 | 12 | 71% | 29% |
| NORTHWOLD ROAD | 4 | 1 | 80% | 20% |
| REIGHTON ROAD | 14 | 14 | 50% | 50% |
| UPPER CLAPTON ROAD | 3 | 4 | 43% | 57% |
| TOTAL RESPONSE | 157 | 91 | 63% | 37% |

APPENDIX 2: Zone S Displacement Stage 1 & 2 Combined Consultation

2 Feedback Analysis

2.1 Response

We consulted 662 households and businesses and received 195 completed questionnaires making an overall response rate of 29%. This was well above 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 3: Response to the Stage 1 and 2 consultation

| Road Name | Sent | Response | |
|--------------------|------------|------------|------------|
| | | No. | % |
| BROOKE ROAD | 257 | 75 | 29% |
| KENNINGHALL ROAD | 263 | 83 | 32% |
| LOWER CLAPTON ROAD | 2 | 0 | 0% |
| NIGHTINGALE ROAD | 60 | 10 | 17% |
| UPPER CLAPTON ROAD | 20 | 2 | 10% |
| WALSINGHAM ROAD | 60 | 25 | 42% |
| TOTAL | 662 | 195 | 29% |

Table 4: Methods of response

| Area | Feedback Method | | |
|---------------------|-----------------|----------|-------------------------|
| | Paper Q | Online Q | Email/Letter/Phone etc. |
| Zone S Displacement | 101 | 94 | 0 |

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

2.2 Zone S displacement - Support for parking controls on your road

From the 195 responses received, 194 of respondents answered this question.

Majority (72%) of responses were not in favour of parking controls on their road. When analysed on a street by street basis, only Walsingham Road was in favour of controls.

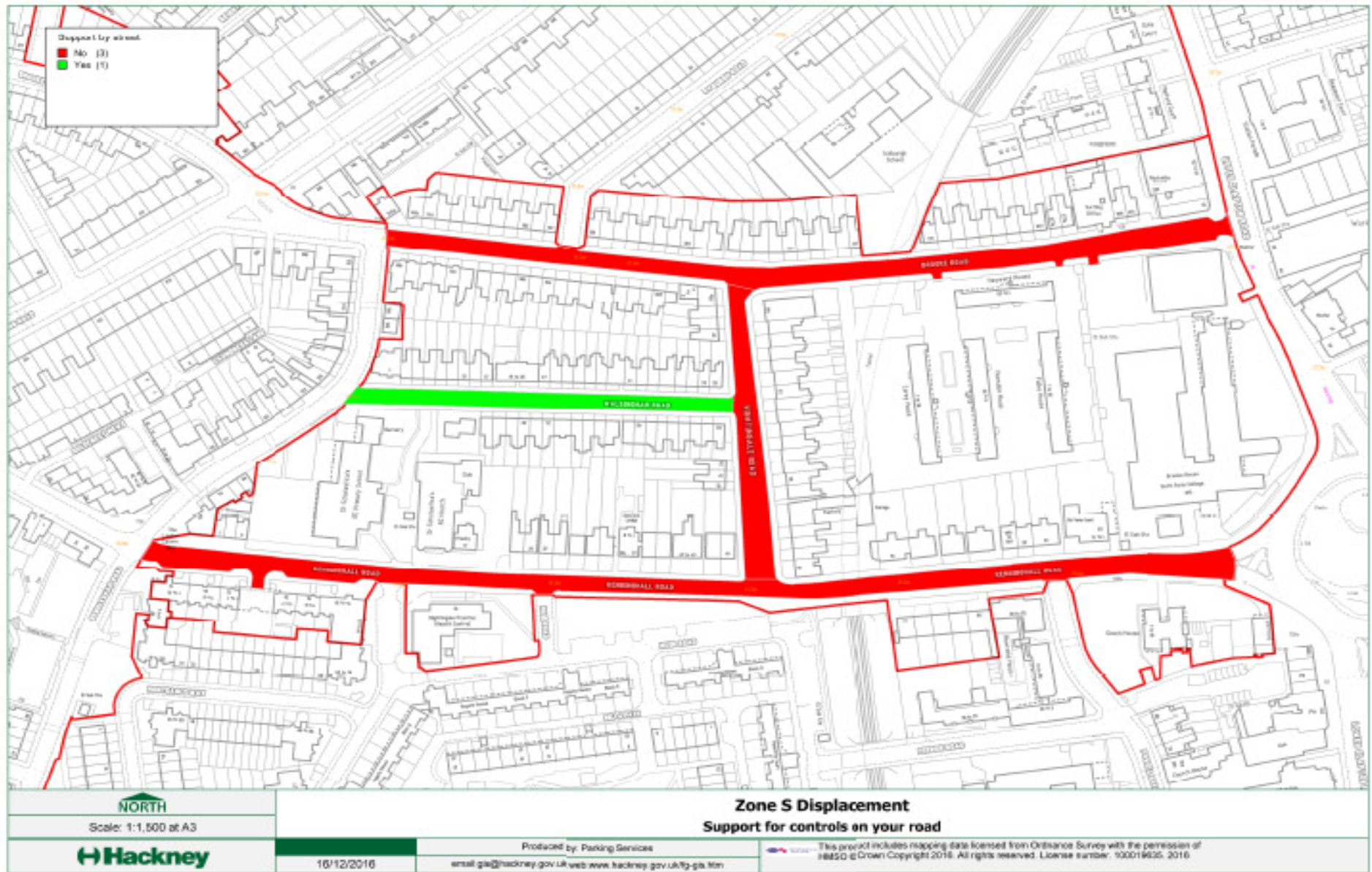
A breakdown of responses on a street by street basis can be found below in Table 3.

Table 3: Support for parking controls on your road

| | Total Responses | | Responses (%) | |
|--------------------|-----------------|------------|---------------|------------|
| | Yes | No | Yes | No |
| BROOKE ROAD | 23 | 52 | 31% | 69% |
| KENNINGHALL ROAD | 7 | 76 | 8% | 92% |
| NIGHTINGALE ROAD | 4 | 5 | 44% | 56% |
| UPPER CLAPTON ROAD | 0 | 2 | 0% | 100% |
| WALSINGHAM ROAD | 20 | 5 | 80% | 20% |
| Grand Total | 54 | 140 | 28% | 72% |

Excludes blank responses

Figure 1: Support for parking controls in own street (Zone S Displacement)



2.3 Zone S displacement - Support for parking controls if implemented on nearby roads.

Out of the 195 responses received, only 190 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

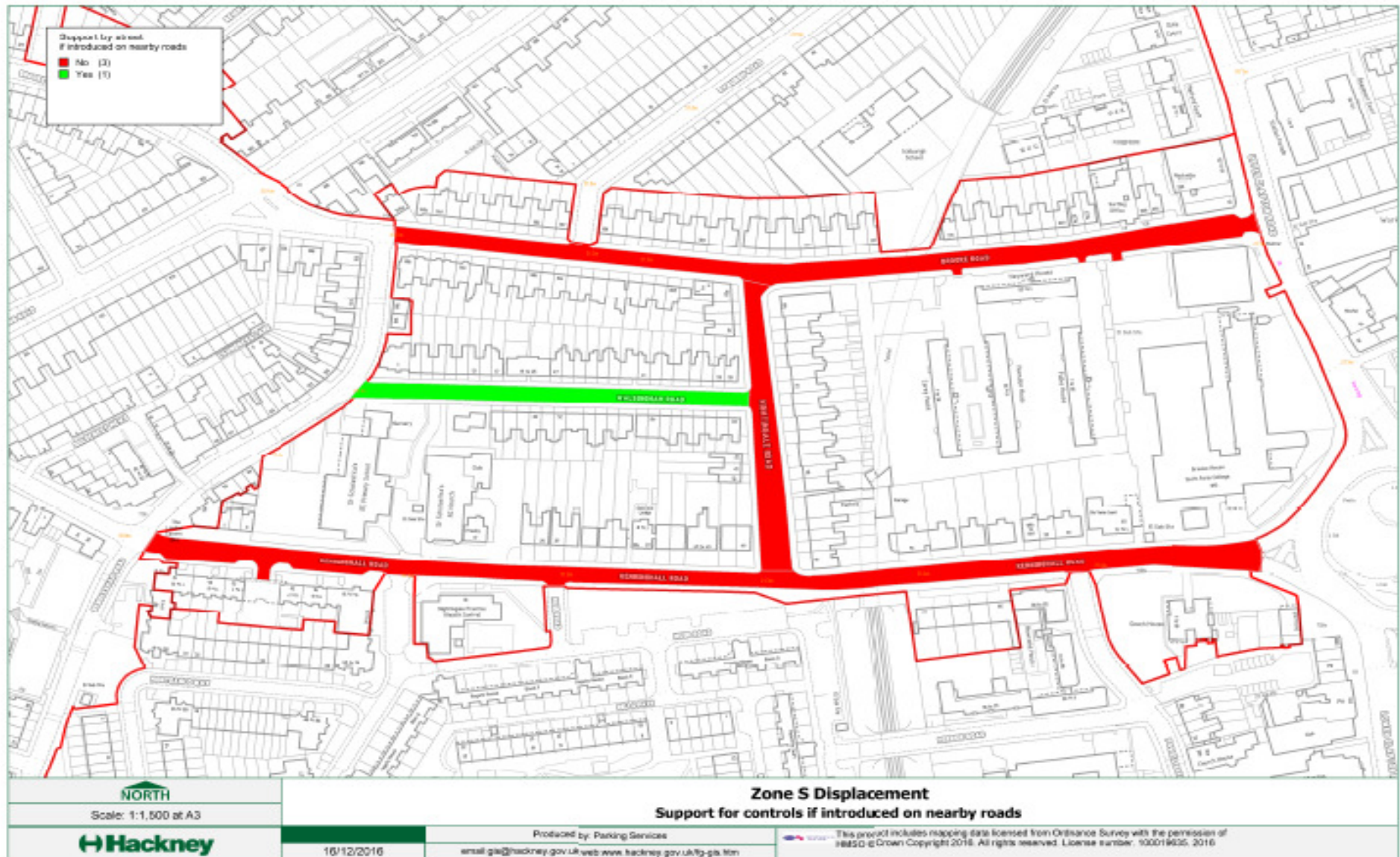
The majority (71%) of respondents were not in favour of controls on their road if they were implemented on nearby roads. Similar to the above, when analysed on a street by street basis, only Walsingham Road was in favour of controls if they are introduced on nearby roads.

A breakdown of responses by street can be found in Table 4 below.

Table 4 – Support for controls on nearby roads

| | Total Responses | | Responses (%) | |
|--------------------|-----------------|------------|---------------|------------|
| | Yes | No | Yes | No |
| BROOKE ROAD | 24 | 48 | 33% | 67% |
| KENNINGHALL ROAD | 7 | 74 | 9% | 91% |
| NIGHTINGALE ROAD | 4 | 6 | 40% | 60% |
| UPPER CLAPTON ROAD | 0 | 2 | 0% | 100% |
| WALSINGHAM ROAD | 20 | 5 | 80% | 20% |
| Grand Total | 55 | 135 | 29% | 71% |

Figure 2: Support for parking controls on nearby roads (Zone S displacement)



2.4 Proposed parking design

The majority of respondents (76%) were not in favour of the proposed parking design for the area as indicated in Table 5 below.

Table 5: Support for parking design from each street.

| | Total Responses | | Responses (%) | |
|--------------------|-----------------|------------|---------------|------------|
| | Yes | No | Yes | No |
| BROOKE ROAD | 21 | 53 | 28% | 72% |
| KENNINGHALL ROAD | 2 | 80 | 2% | 98% |
| NIGHTINGALE ROAD | 5 | 5 | 50% | 50% |
| UPPER CLAPTON ROAD | 0 | 2 | 0% | 100% |
| WALSINGHAM ROAD | 19 | 5 | 79% | 21% |
| Grand Total | 47 | 145 | 24% | 76% |

Excludes blank responses

2.5 Alternative suggestions

145 of the respondents provided their views on other types of bays they would prefer, however a high proportion of these (88%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 9% of respondents wanted to see more shared use bays, 4% wanted to see more resident permit bays, 1% wanted more permit holder bays and disabled bays respectively.

Table 7: Support for parking design from each street

| | No | % |
|----------------------|-----|-----|
| None of the above | 127 | 88% |
| More Shared Use Bays | 9 | 6% |
| More Resident Bays | 6 | 4% |
| More Permit Bays | 2 | 1% |
| More Disabled Bays | 1 | 1% |

Excludes blank responses

2.6 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 8 below.

Only 54 respondents provided general comment. Majority were not in favour of parking controls (31%). 15% of the respondents wanted more cycle parking in the area, 11% wanted shorter hours if parking controls were introduced whilst 9% saw parking controls as a money making scheme. Table 8 shows the theme of the general comments.

Table 8: First 12 theme of comments

| Row Labels | % Comments |
|---|------------|
| Not in favour of parking controls | 31% |
| More cycle parking | 15% |
| Shorter hours of operation | 11% |
| Money making scheme | 9% |
| In favour of parking controls | 7% |
| Permits are too expensive | 6% |
| 10 minute grace period should be allowed | 2% |
| disabled bays not required on some of the roads | 2% |
| dropped kerbs should be kept clear | 2% |
| free permits for residents | 2% |
| more motorcycle bays with locks | 2% |
| more permit bays | 2% |

2.7 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 (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 9: Support for sus, transport initiatives.

| Road Name | Count | | % of Responses | |
|------------------|-------|----|----------------|-----|
| | Yes | No | Yes | No |
| BROOKE ROAD | 28 | 37 | 43% | 57% |
| KENNINGHALL ROAD | 13 | 5 | 72% | 28% |
| NIGHTINGALE ROAD | 6 | 3 | 67% | 33% |

| | | | | |
|-----------------------|-----------|-----------|------------|------------|
| UPPER CLAPTON ROAD | 0 | 2 | 0% | 100% |
| WALSINGHAM ROAD | 10 | 13 | 43% | 57% |
| TOTAL RESPONSE | 57 | 60 | 49% | 51% |

APPENDIX 3: Zone N Displacement Stage 1 & 2 Combined Consultation

3 Feedback Analysis

3.1 Response

We consulted 2180 households and businesses and received 503 completed questionnaires making an overall response rate of 23%. This was well above 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 5: Response to the Stage 1 and 2 consultation

| Road Name | Sent | Response | |
|-------------------|------|----------|------|
| | | No. | % |
| BASLOW WALK | 18 | 2 | 11% |
| BLACKWELL CLOSE | 26 | 1 | 4% |
| CHAILEY STREET | 11 | 15 | 136% |
| CHATSWORTH ROAD | 45 | 8 | 18% |
| CORNTHWAITE ROAD | 2 | 0 | 0% |
| COTESBACH ROAD | 62 | 47 | 76% |
| DAUBENEY ROAD | 237 | 27 | 11% |
| FLETCHING ROAD | 100 | 80 | 80% |
| GILPIN ROAD | 35 | 5 | 14% |
| HAZELWOOD CLOSE | 22 | 1 | 5% |
| HILLSTOWE STREET | 26 | 10 | 38% |
| KEYWORTH CLOSE | 46 | 4 | 9% |
| LEA BRIDGE ROAD | 236 | 24 | 10% |
| LEAGRAVE STREET | 22 | 10 | 45% |
| MANDEVILLE STREET | 178 | 15 | 8% |
| MILDENHALL ROAD | 114 | 67 | 59% |
| MILLFIELDS ROAD | 47 | 3 | 6% |
| NYE BEVAN ESTATE | 165 | 13 | 8% |
| OSWALD STREET | 31 | 8 | 26% |
| OTLEY TERRACE | 12 | 1 | 8% |
| OVERBURY STREET | 151 | 26 | 17% |
| PEDRO STREET | 202 | 27 | 13% |
| POND FARM ESTATE | 41 | 2 | 5% |
| RADBOURNE CLOSE | 17 | 4 | 24% |
| REDWALD ROAD | 128 | 22 | 17% |
| RUDDINGTON CLOSE | 10 | 0 | 0% |
| RUSHMORE ROAD | 60 | 7 | 12% |

| | | | |
|------------------|-------------|------------|------------|
| SUNNYHILL CLOSE | 40 | 1 | 3% |
| THORNBY ROAD | 69 | 58 | 84% |
| WATTISFIELD ROAD | 27 | 15 | 56% |
| TOTAL | 2180 | 503 | 23% |

Table 6: Methods of response

| Area | Feedback Method | | |
|---------------------|-----------------|----------|-------------------------|
| | Paper Q | Online Q | Email/Letter/Phone etc. |
| Zone N Displacement | 291 | 212 | 0 |

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

3.2 Zone N displacement - Support for parking controls on your road

From the 503 responses received, 501 of respondents answered this question. The remaining 2 respondents did not provide a response to this question.

The majority (67%) of responses were in favour of parking controls on their road. When analysed on a street by street basis, majority of the roads were either in favour of controls or undecided.

A breakdown of responses on a street by street basis can be found below in Table 4.

Table 4: Support for parking controls on your road

| Road Name | Count | | % of Responses | |
|-------------------|-------|----|----------------|------|
| | Yes | No | Yes | No |
| *BASLOW WALK | 0 | 2 | 0% | 100% |
| *BLACKWELL CLOSE | 1 | 0 | 100% | 0% |
| CHAILEY STREET | 15 | 0 | 100% | 0% |
| CHATSWORTH ROAD | 5 | 3 | 63% | 38% |
| COTESBACH ROAD | 41 | 5 | 89% | 11% |
| DAUBENEY ROAD | 7 | 20 | 26% | 74% |
| FLETCHING ROAD | 68 | 11 | 86% | 14% |
| GILPIN ROAD | 1 | 4 | 20% | 80% |
| *HAZELWOOD CLOSE | 0 | 1 | 0% | 100% |
| HILLSTOWE STREET | 7 | 3 | 70% | 30% |
| *KEYWORTH CLOSE | 1 | 3 | 25% | 75% |
| LEA BRIDGE ROAD | 12 | 12 | 50% | 50% |
| LEAGRAVE STREET | 9 | 1 | 90% | 10% |
| MANDEVILLE STREET | 3 | 12 | 20% | 80% |
| MILDENHALL ROAD | 57 | 10 | 85% | 15% |
| MILLFIELDS ROAD | 2 | 1 | 67% | 33% |
| *NYE BEVAN ESTATE | 6 | 7 | 46% | 54% |
| OSWALD STREET | 3 | 5 | 38% | 63% |
| OTLEY TERRACE | 0 | 1 | 0% | 100% |
| OVERBURY STREET | 14 | 12 | 54% | 46% |
| PEDRO STREET | 15 | 12 | 56% | 44% |
| *POND FARM ESTATE | 1 | 1 | 50% | 50% |
| *RADBOURNE CLOSE | 3 | 1 | 75% | 25% |
| REDWALD ROAD | 10 | 12 | 45% | 55% |
| RUSHMORE ROAD | 2 | 5 | 29% | 71% |
| *SUNNYHILL CLOSE | 1 | | 100% | 0% |
| THORNBY ROAD | 41 | 17 | 71% | 29% |

| | | | | |
|-----------------------|------------|------------|------------|------------|
| WATTISFIELD ROAD | 11 | 4 | 73% | 27% |
| TOTAL RESPONSE | 336 | 165 | 67% | 33% |

**private roads*

Figure 1: Support for parking controls in own street (Zone N Displacement north)

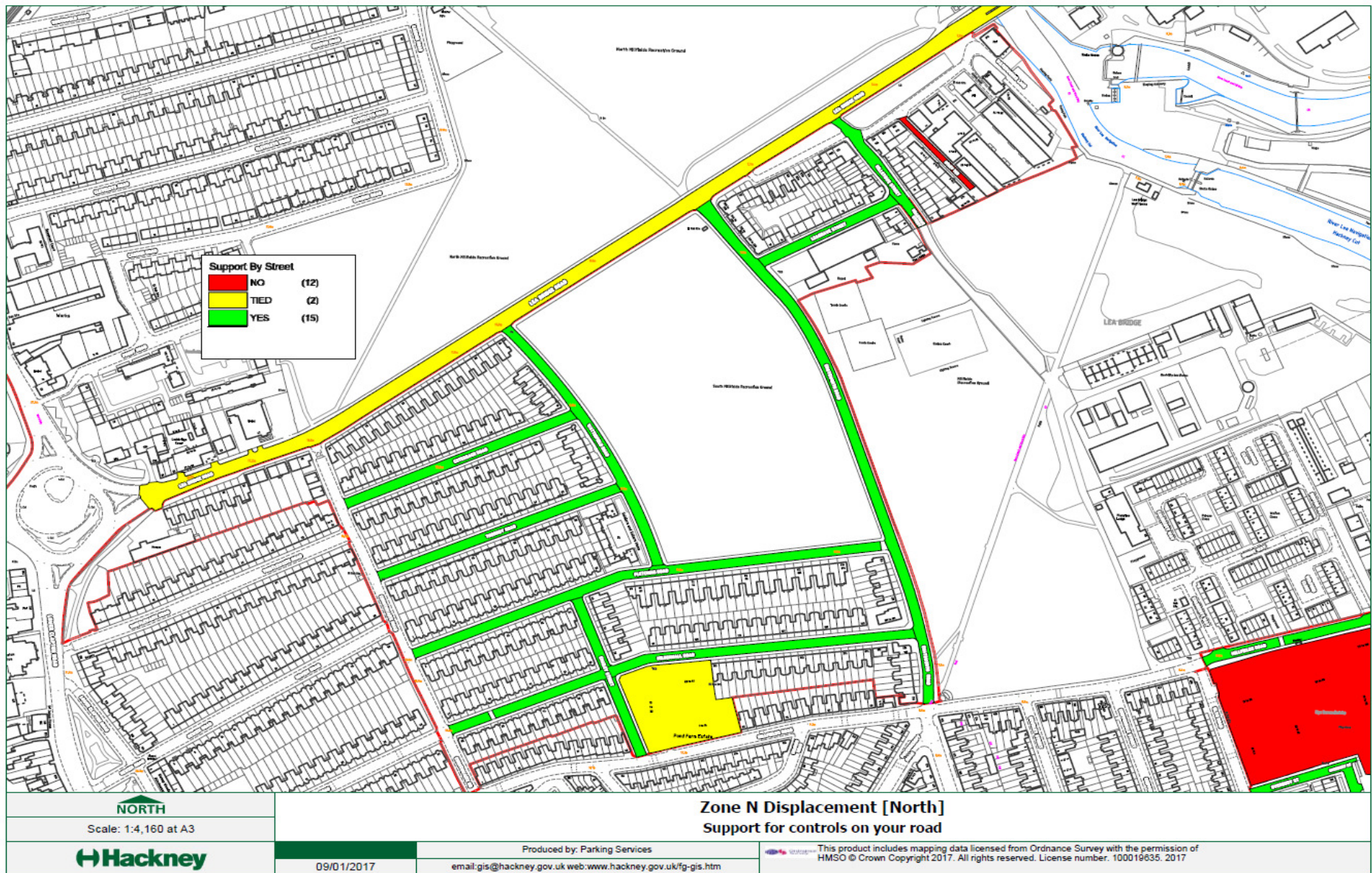
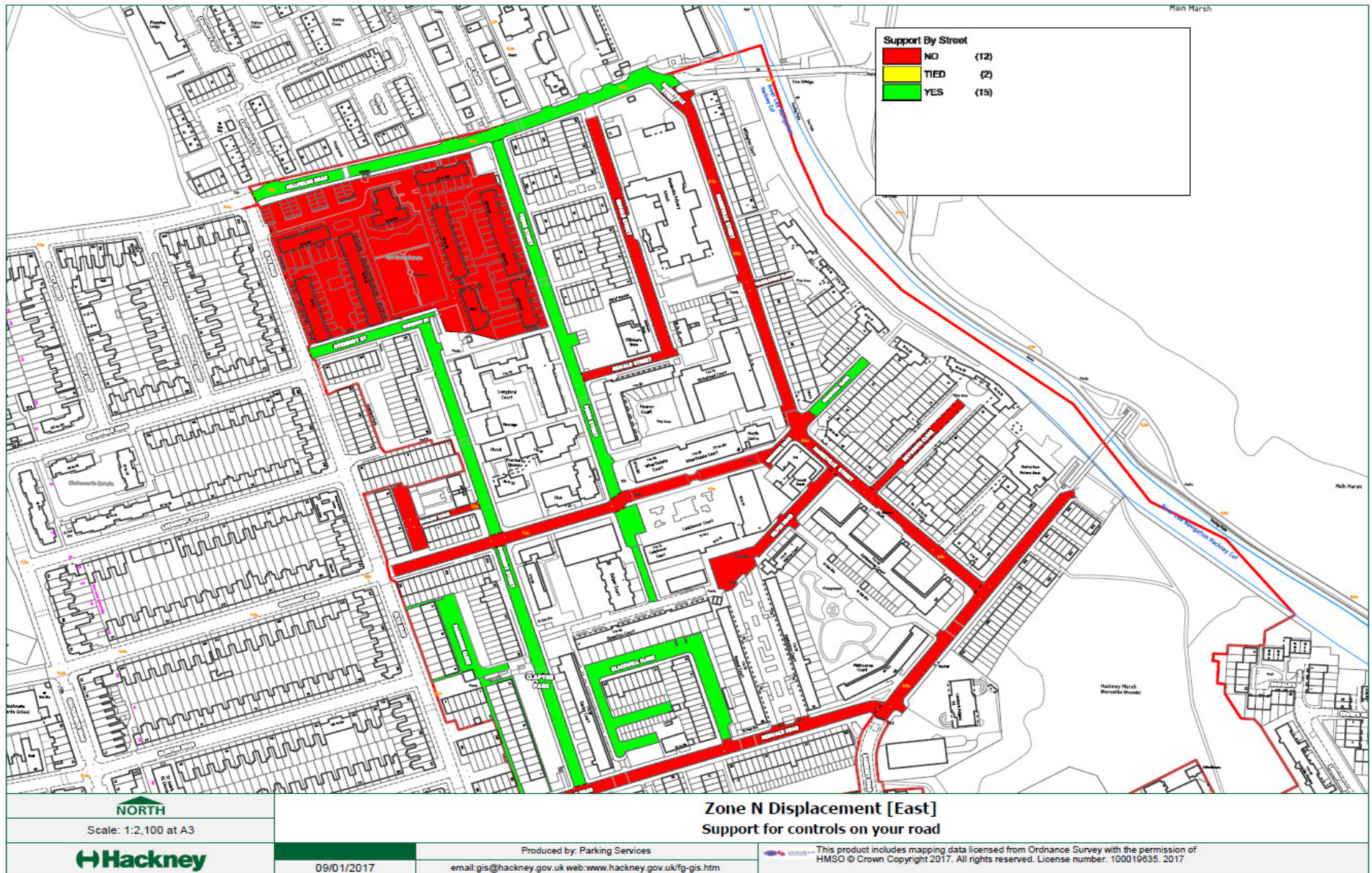


Figure 2: Support for parking controls in own street (Zone N Displacement east)



3.3 Zone N displacement - Support for parking controls if implemented on nearby roads.

Out of the 503 responses received, only 495 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

The majority (70%) of respondents were in favour of controls on their road if they were implemented on nearby roads. Similar to the above, when analysed on a street by street basis, majority of the roads were also in favour of controls

A breakdown of responses by street can be found in Table 5 below.

Table 5 – Support for controls on nearby roads

| Road Name | Count | | % of Responses | |
|-------------------|-------|----|----------------|------|
| | Yes | No | Yes | No |
| *BASLOW WALK | 1 | 1 | 50% | 50% |
| *BLACKWELL CLOSE | 1 | 0 | 100% | 0% |
| CHAILEY STREET | 14 | 0 | 100% | 0% |
| CHATSWORTH ROAD | 5 | 3 | 63% | 38% |
| COTESBACH ROAD | 44 | 3 | 94% | 6% |
| DAUBENEY ROAD | 7 | 19 | 27% | 73% |
| FLETCHING ROAD | 71 | 7 | 91% | 9% |
| GILPIN ROAD | 1 | 4 | 20% | 80% |
| *HAZELWOOD CLOSE | 0 | 1 | 0% | 100% |
| HILLSTOWE STREET | 7 | 3 | 70% | 30% |
| *KEYWORTH CLOSE | 1 | 3 | 25% | 75% |
| LEA BRIDGE ROAD | 13 | 11 | 54% | 46% |
| LEAGRAVE STREET | 8 | 1 | 89% | 11% |
| MANDEVILLE STREET | 4 | 11 | 27% | 73% |
| MILDENHALL ROAD | 58 | 7 | 89% | 11% |
| MILLFIELDS ROAD | 2 | 1 | 67% | 33% |
| *NYE BEVAN ESTATE | 6 | 7 | 46% | 54% |
| OSWALD STREET | 3 | 5 | 38% | 63% |
| OTLEY TERRACE | 0 | 1 | 0% | 100% |
| OVERBURY STREET | 13 | 13 | 50% | 50% |
| PEDRO STREET | 13 | 13 | 50% | 50% |
| *POND FARM ESTATE | 1 | 1 | 50% | 50% |
| *RADBOURNE CLOSE | 3 | 1 | 75% | 25% |
| REDWALD ROAD | 9 | 13 | 41% | 59% |
| RUSHMORE ROAD | 2 | 5 | 29% | 71% |
| *SUNNYHILL CLOSE | 1 | 0 | 100% | 0% |

| | | | | |
|-----------------------|------------|------------|------------|------------|
| THORNBY ROAD | 46 | 12 | 79% | 21% |
| WATTISFIELD ROAD | 12 | 3 | 80% | 20% |
| TOTAL RESPONSE | 346 | 149 | 70% | 30% |

*private road

Figure 3: Support for parking controls on nearby roads (Zone N displacement north)

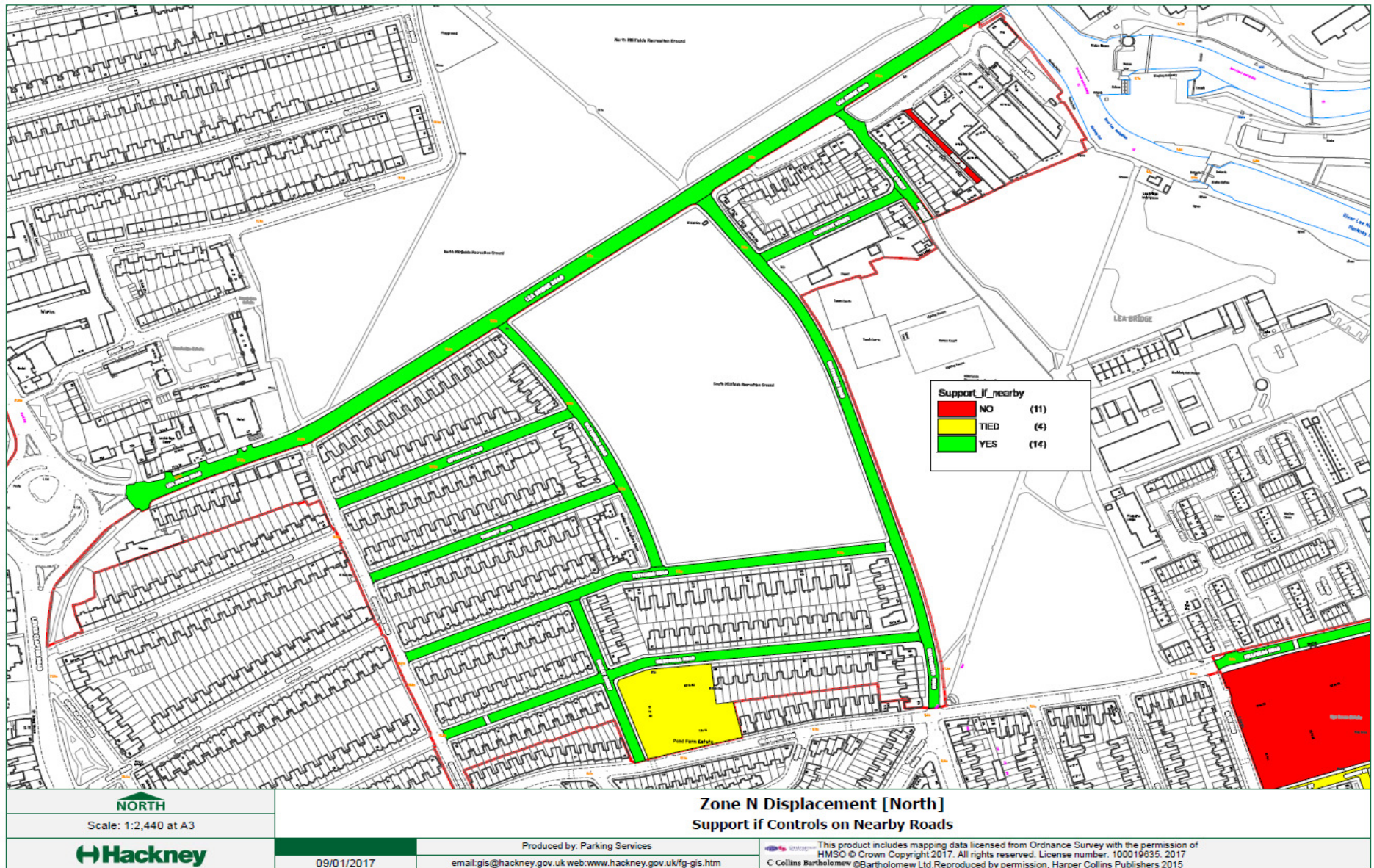
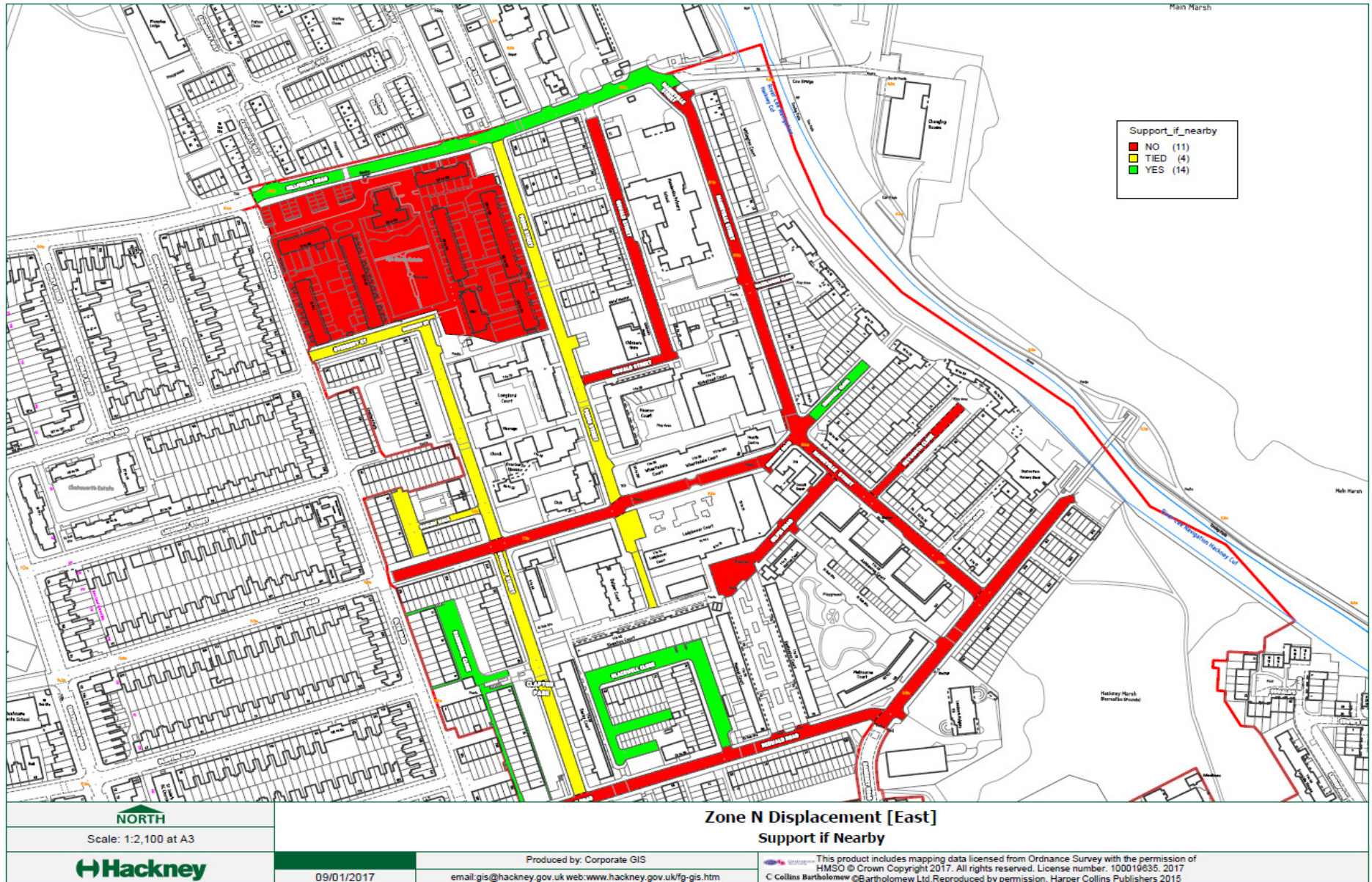


Figure 4: Support for parking controls on nearby roads (Zone N displacement east)



3.4 Proposed parking design

The majority of respondents (62%) were in favour of the proposed parking design for the area as indicated in Table 6 below.

Table 6: Support for parking design from each street.

| Road Name | Count | | % of Responses | |
|-----------------------|------------|------------|----------------|------------|
| | Yes | No | Yes | No |
| *BASLOW WALK | 0 | 2 | 0% | 100% |
| *BLACKWELL CLOSE | 1 | | 100% | 0% |
| CHAILEY STREET | 12 | 2 | 86% | 14% |
| CHATSWORTH ROAD | 5 | 3 | 63% | 38% |
| COTESBACH ROAD | 35 | 10 | 78% | 22% |
| DAUBENEY ROAD | 8 | 17 | 32% | 68% |
| FLETCHING ROAD | 66 | 11 | 86% | 14% |
| GILPIN ROAD | 2 | 3 | 40% | 60% |
| *HAZELWOOD CLOSE | 0 | 1 | 0% | 100% |
| HILLSTOWE STREET | 3 | 7 | 30% | 70% |
| *KEYWORTH CLOSE | 1 | 3 | 25% | 75% |
| LEA BRIDGE ROAD | 10 | 14 | 42% | 58% |
| LEAGRAVE STREET | 8 | 2 | 80% | 20% |
| MANDEVILLE STREET | 4 | 10 | 29% | 71% |
| MILDENHALL ROAD | 51 | 15 | 77% | 23% |
| MILLFIELDS ROAD | 2 | 1 | 67% | 33% |
| *NYE BEVAN ESTATE | 5 | 8 | 38% | 62% |
| OSWALD STREET | 3 | 5 | 38% | 63% |
| OTLEY TERRACE | 0 | 1 | 0% | 100% |
| OVERBURY STREET | 14 | 11 | 56% | 44% |
| PEDRO STREET | 12 | 14 | 46% | 54% |
| *POND FARM ESTATE | 1 | 1 | 50% | 50% |
| *RADBOURNE CLOSE | 3 | 1 | 75% | 25% |
| REDWALD ROAD | 8 | 12 | 40% | 60% |
| RUSHMORE ROAD | 2 | 5 | 29% | 71% |
| *SUNNYHILL CLOSE | 1 | 0 | 100% | 0% |
| THORNBY ROAD | 34 | 22 | 61% | 39% |
| WATTISFIELD ROAD | 9 | 4 | 69% | 31% |
| TOTAL RESPONSE | 300 | 185 | 62% | 38% |

Excludes blank responses

3.5 Alternative suggestions

209 of the respondents provided their views on other types of bays they would prefer, however a high proportion of these (56%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 21% of respondents wanted to see more resident bays, 13% wanted to see more permit bays, 6% wanted to see more disabled bays and 5% wanted more shared use bays.

Table 7: Support for parking design from each street

| | No | % |
|----------------------|-----|-----|
| None of the above | 116 | 56% |
| More Resident Bays | 43 | 21% |
| More Permit Bays | 27 | 13% |
| More Disabled Bays | 13 | 6% |
| More Shared Use Bays | 10 | 5% |

Excludes blank responses

3.6 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 8 below.

Only 102 respondents provided general comment. Majority advised that they were in favour of parking controls (24%). 16% of the respondents were in favour of parking controls, 7% requested for shorter hours of operation and 6% were unhappy with the consultation process. Table 8 shows the theme of the general comments

Table 8: First 12 theme of comments

| Row Labels | % Comments |
|---|------------|
| In favour of parking controls | 24% |
| Not in favour of parking controls | 16% |
| Parking controls should be introduced at the same time as nearby area | 7% |
| Shorter hours of operation | 7% |
| Unhappy with consultation process | 6% |

| | |
|---|----|
| Permits too expensive | 5% |
| More cycle parking | 3% |
| Free permits for residents | 3% |
| Less double yellow lines | 3% |
| Parking controls should also be implemented on Willington Court | 3% |
| Money making scheme | 2% |
| More parking bays | 2% |

3.7 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.

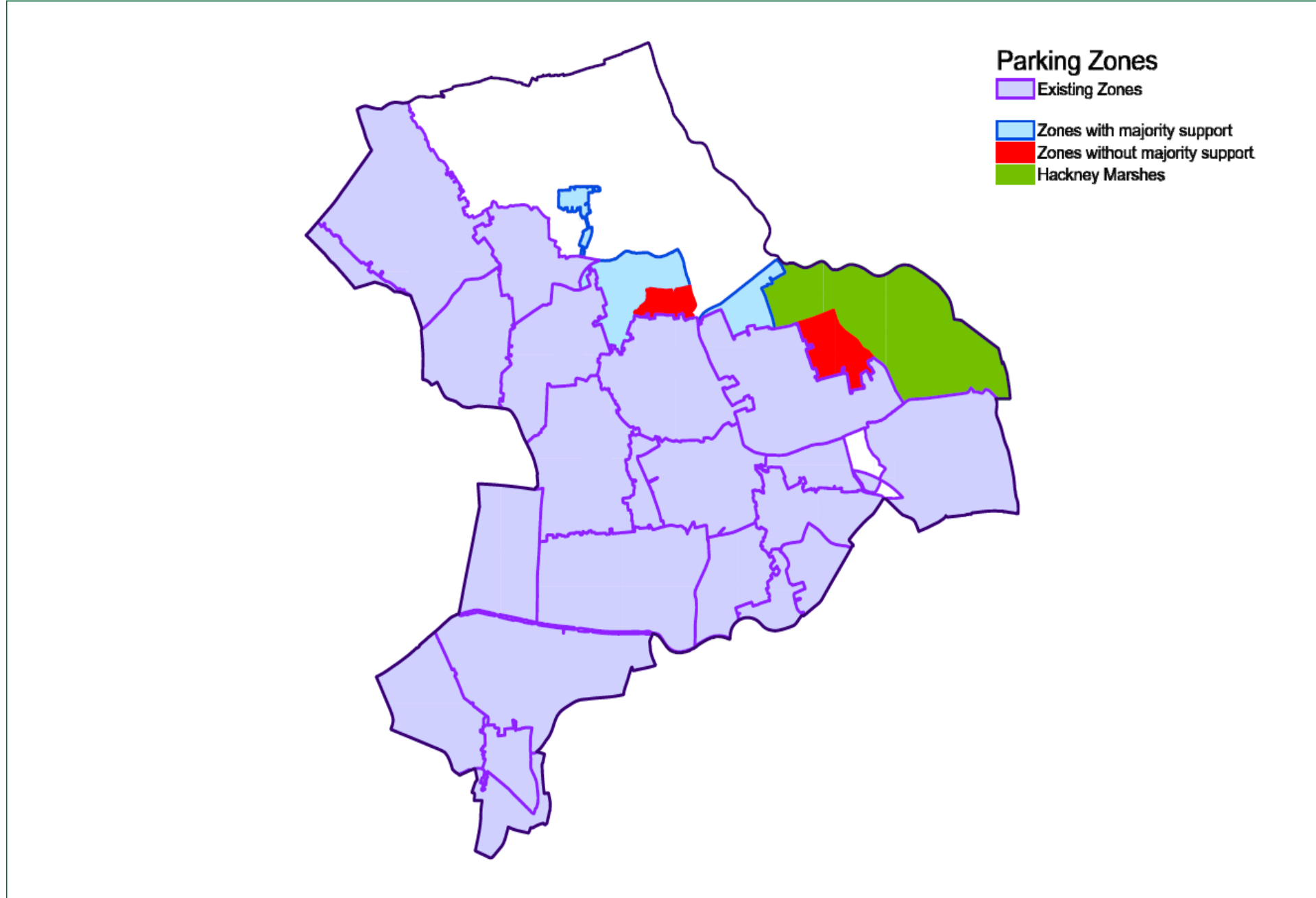
Majority (58%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 9: Support for sus, transport initiatives.

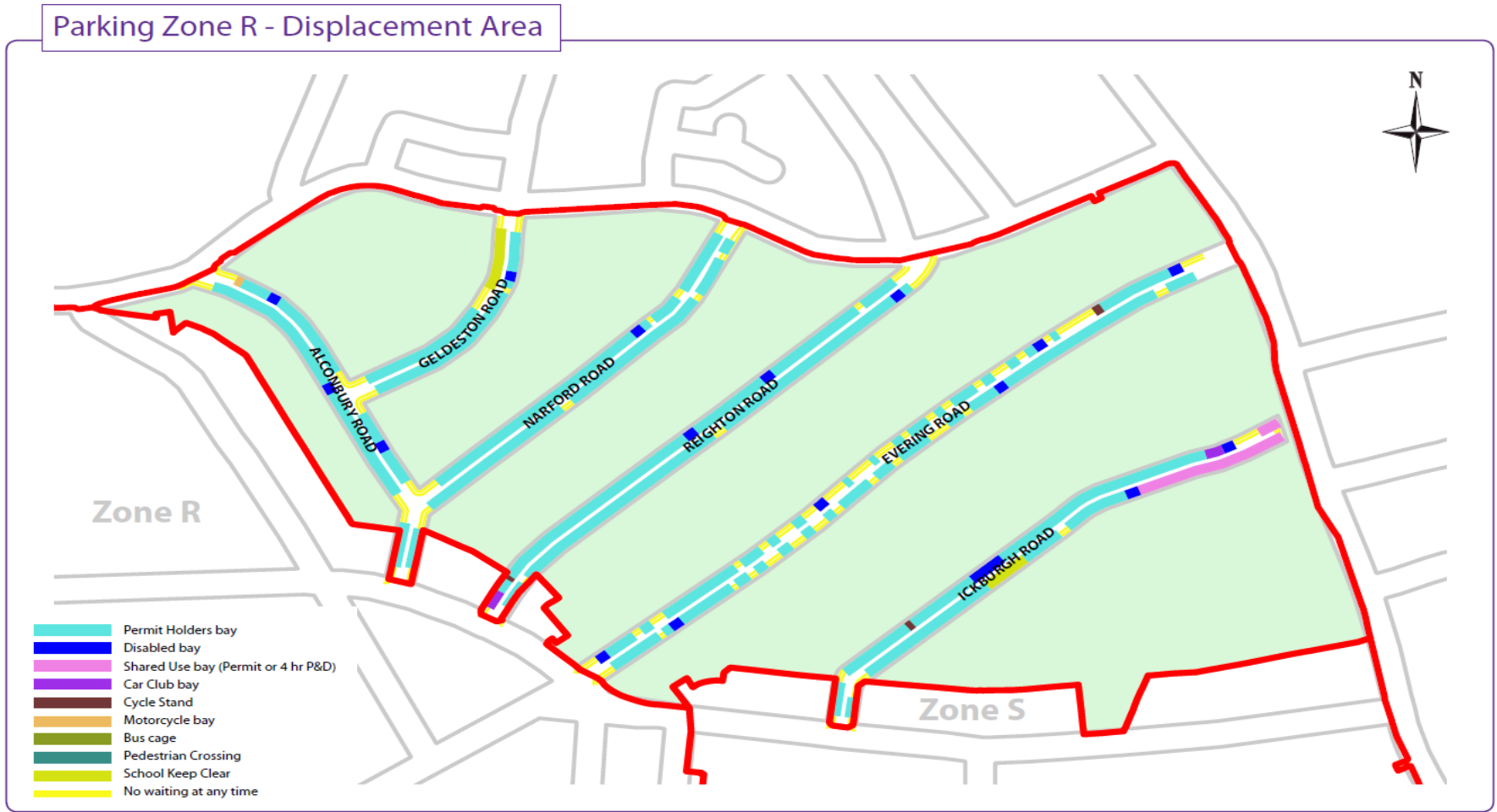
| Road Name | Count | | % of Responses | |
|-------------------|-------|----|----------------|------|
| | Yes | No | Yes | No |
| *BASLOW WALK | 1 | 1 | 50% | 50% |
| *BLACKWELL CLOSE | 0 | 1 | 0% | 100% |
| CHAILEY STREET | 3 | 9 | 25% | 75% |
| CHATSWORTH ROAD | 4 | 3 | 57% | 43% |
| COTESBACH ROAD | 22 | 18 | 55% | 45% |
| DAUBENEY ROAD | 9 | 12 | 43% | 57% |
| FLETCHING ROAD | 54 | 19 | 74% | 26% |
| GILPIN ROAD | 1 | 3 | 25% | 75% |
| *HAZELWOOD CLOSE | 0 | 1 | 0% | 100% |
| HILLSTOWE STREET | 3 | 5 | 38% | 63% |
| *KEYWORTH CLOSE | 0 | 1 | 0% | 100% |
| LEA BRIDGE ROAD | 7 | 12 | 37% | 63% |
| LEAGRAVE STREET | 8 | 0 | 100% | 0% |
| MANDEVILLE STREET | 3 | 5 | 38% | 63% |
| MILDENHALL ROAD | 35 | 23 | 60% | 40% |
| MILLFIELDS ROAD | 2 | 1 | 67% | 33% |
| *NYE BEVAN ESTATE | 4 | 6 | 40% | 60% |

| | | | | |
|-----------------------|------------|------------|------------|------------|
| OSWALD STREET | 3 | 4 | 43% | 57% |
| OTLEY TERRACE | 1 | 0 | 100% | 0% |
| OVERBURY STREET | 14 | 8 | 64% | 36% |
| PEDRO STREET | 18 | 8 | 69% | 31% |
| *POND FARM ESTATE | 0 | 1 | 0% | 100% |
| *RADBOURNE CLOSE | 1 | 1 | 50% | 50% |
| REDWALD ROAD | 3 | 16 | 16% | 84% |
| RUSHMORE ROAD | 3 | 3 | 50% | 50% |
| *SUNNYHILL CLOSE | 1 | 0 | 100% | 0% |
| THORNBY ROAD | 33 | 15 | 69% | 31% |
| WATTISFIELD ROAD | 11 | 2 | 85% | 15% |
| TOTAL RESPONSE | 244 | 178 | 58% | 42% |

**APPENDIX 4: Proposed Areas
Final Design for new areas**



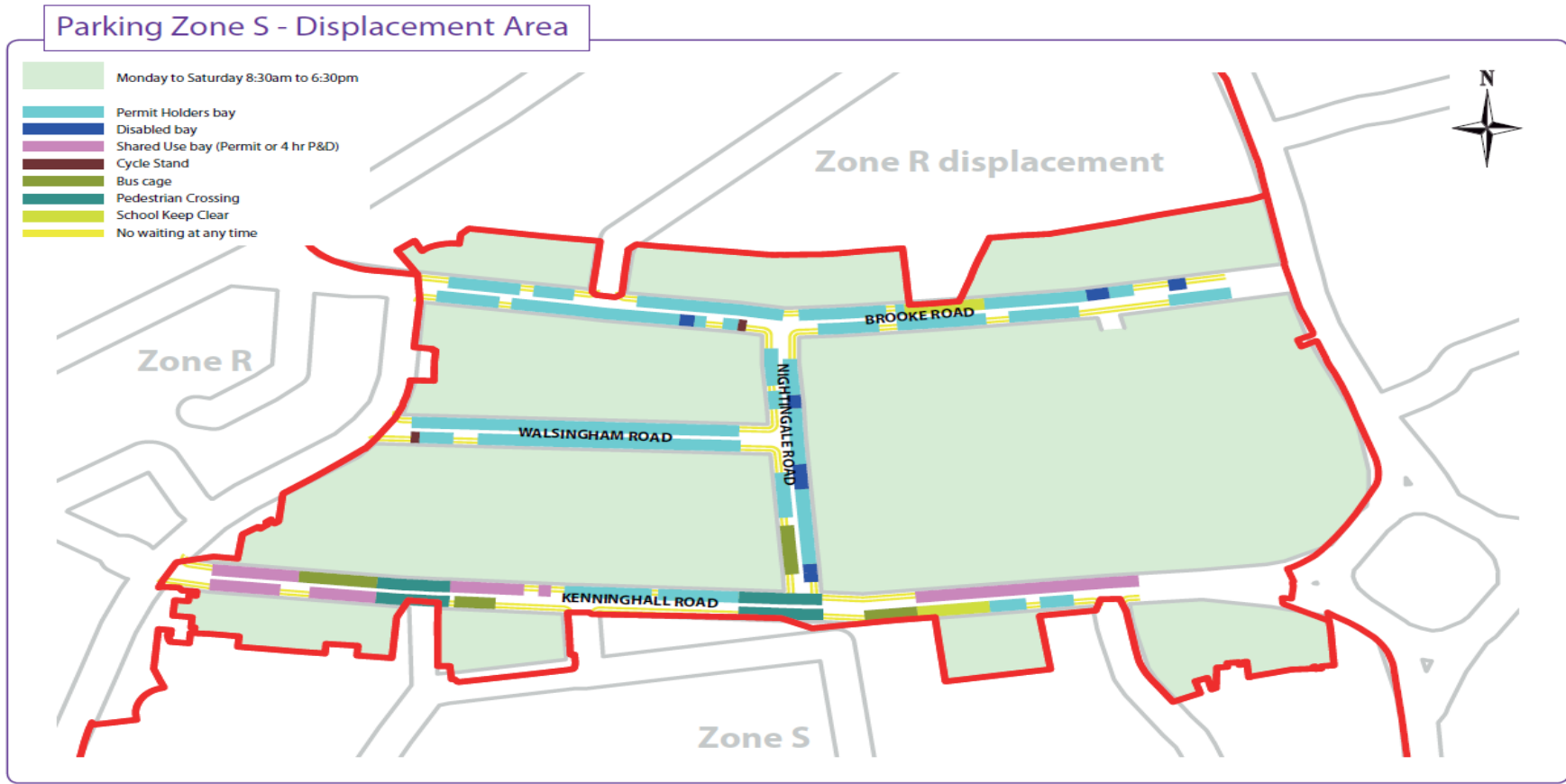
APPENDIX 5: Zone R disp Final Design



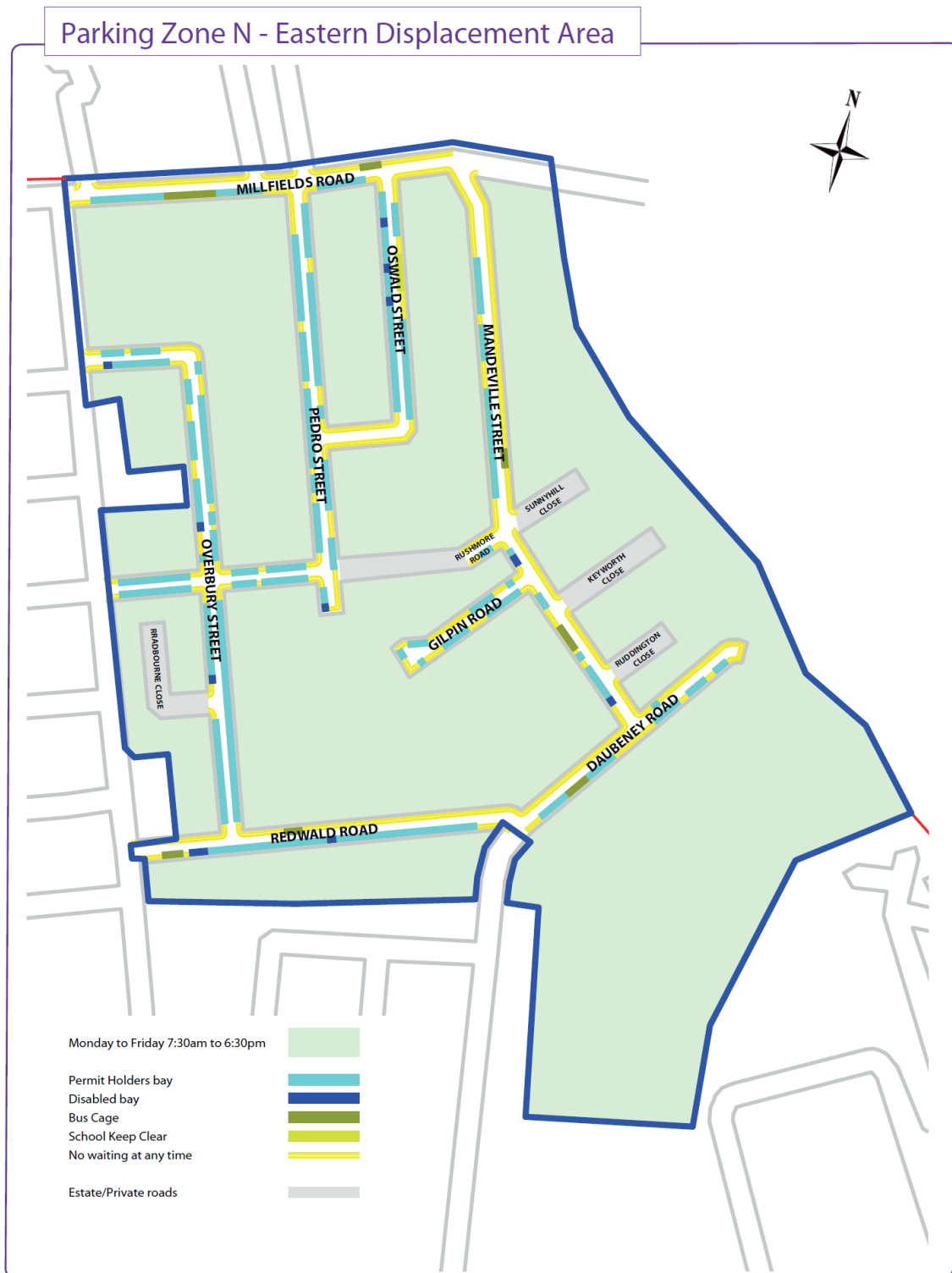
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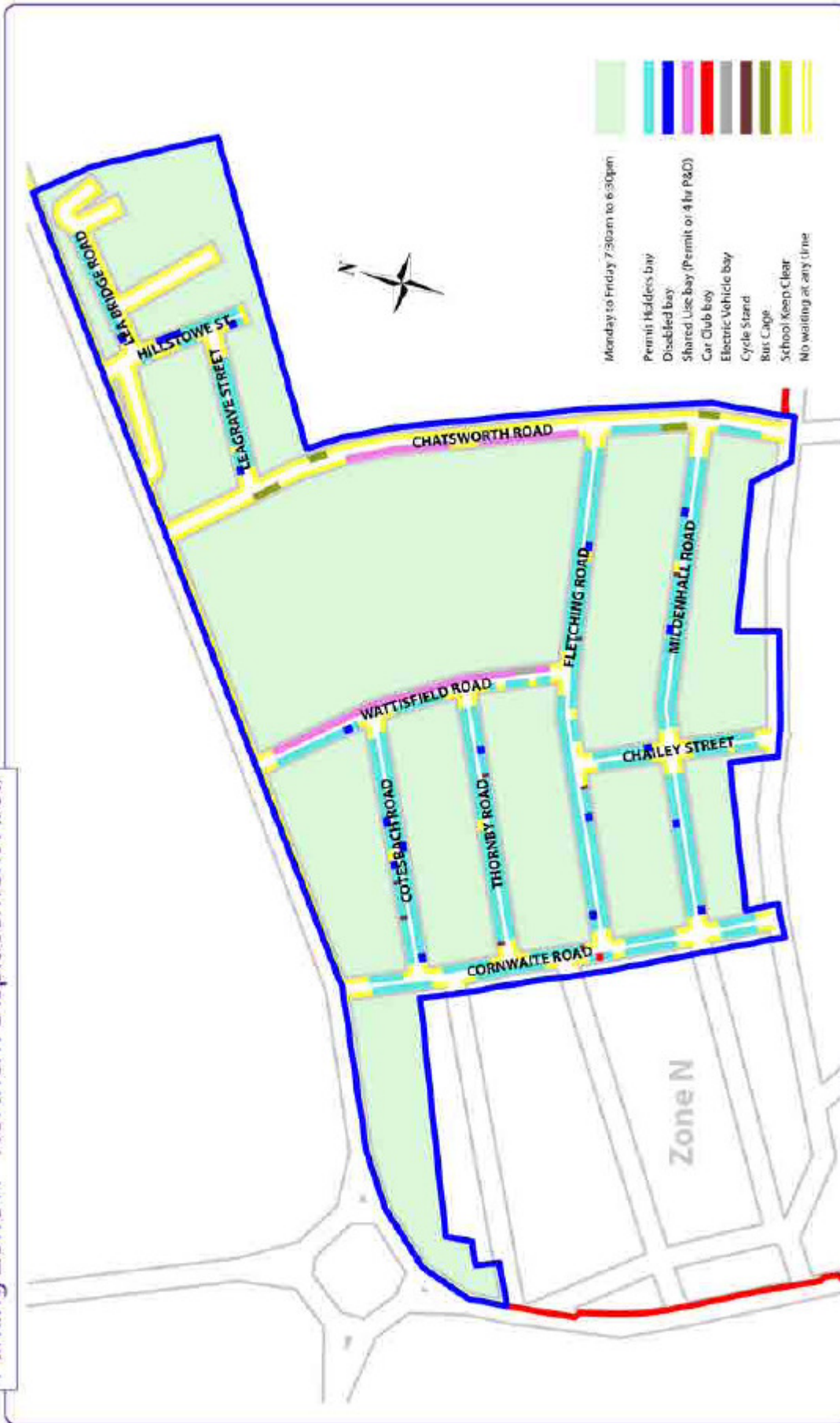
APPENDIX 6: Zone S disp Final Design



APPENDIX 7: Zone N disp Final Design



Parking Zone N - Northern Displacement Area



APPENDIX 8: Equality Impact Assessment Stage One Consultation in Displacement Areas.



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 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 One and Two consultation in Zones R, S and N displacement areas

Purpose of this Equality Impact Assessment:

Scheme

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

| | |
|---|--|
| Name: Olaseni Koya | Ext: 8251 |
| Directorate: Neighbourhood and Housing | Department/Division: Parking and Markets Services |

Director: Aled Richards **Date:** 23/01/2016

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 of parking controls on their roads as well as the design for parking controls in the area.

- 2. Who are the main people that will be affected?** Consider staff, residents, and other external stakeholders.

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

- 3. What research or consultation(s) have been carried out?** Please provide more details, together with a summary of what you learned.

The project includes a consultation with all stakeholders on the proposals to consult the residents in the area on the introduction of parking controls.

As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires requesting for their feedback.

4. Equality Impacts

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

Detailed information on how to consider the impacts on equalities is included in 'Guidance on equalities based planning and decision making' which can be downloaded from the intranet [here](#).

- 4 (a) What positive impact could there be overall, on different equality groups, and on cohesion and good relations?**

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

- 4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?**

Where you identify potential negative impacts, you must explain how these are justified and/or what actions will be taken to eliminate or mitigate them. These actions should be included in the action plan.

Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

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)

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 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

- 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.