

DELEGATED REPORT OF

THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING

STAGE 1 AND 2 PARKING CONSULTATION ZONE T DISPLACEMENT AREA

DATE

JANUARY 2018

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Cazenove Ward

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in the uncontrolled roads surrounding zone T.
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zone T in the July 2017 Cabinet meeting.
- 1.3 Following consideration of the responses received from the combined stage 1 and 2 consultation this report recommends that the Group Director for Neighbourhoods and Housing approves both the commencement of statutory consultation and the implementation of parking restrictions in the Parking Zone T displacement area.
- 1.4 The report also recommends that power be delegated to the Head of Parking to implement 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 Zone T displacement area has been provided below. These dates are subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	February 2018
Statutory consultation on proposed traffic orders	26 th February 2018 – 18 th March 2018
Implementation of parking restrictions	June to July 2018
Enforcement of parking restrictions	July 2018

- 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, improve road safety and maintain the free flow of traffic.

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2. RECOMMENDATION(S)

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

- 2.1 To approve the extension of Parking zone T to include the following roads: Belfast Road, Kyverdale Road (between Cazenove Road and Northwold Road), Osbaldeston Road (between Cazenove Road and Northwold Road), Fountayne Road, Durlston Road, Geldeston Road, Rossington Street, Charnwood Street, Rossendale Street, Northwold Road and Cazenove Road.
- 2.2 To approve an order designating parking restrictions in Zone T displacement area, as per the final design in Appendix 3.
- 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 T displacement area on Rossington Street, Northwold Road, Fountayne Road, Kyverdale Road and Cazenove Road.
- 2.4 To approve the implementation of shared use bays with 4 hour maximum stay in the locations above.
- 2.5 To approve the operational hours of Monday to Saturday 8.30am to 6.30pm in Zone T displacement roads to match the existing Parking Zone T hours.
- 2.6 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 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 Parking Services completed a Stage One and Two 'combined' consultation in the Parking Zone T displacement (Stamford Hill) area between November 2017 and January 2018.
- 3.2 This was due to approval from Cabinet to consult the displacement roads in the Stamford Hill area in July 2017 as well as requests from residents in the area.
- 3.3 The recommendations above are based on a number of reasons including; traffic management, the consultation feedback received from the area and the Council's existing parking policies detailed in the Parking Enforcement Plan (PEP) 2015 – 2020.

Consultation Feedback

- 3.4 A consultation questionnaire, leaflet and map was sent to all residents and businesses in the displacement area 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 In addition to the consultation packs, consultation posters are advertised on all roads throughout the consultation area. An advert is also placed in the Hackney Today informing residents and businesses of the consultation taking place.
- 3.6 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.7 In line with the Council's Public Consultation Charter, a 6 week public consultation exercise was undertaken in the zone T displacement area between 20th Nov 2017 and 5th January 2018.
- 3.8 In line with our consultation process, only completed questionnaires received during the stated consultation period were accepted and included in the consultation feedback for the area. Any feedback received after the closing date, duplicate responses and feedback with incomplete addresses or addresses not in the consultation area were not included in the consultation analysis

3.9 Detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response Rate

3.10 Consultation packs were sent to 3019 households and businesses in the Zone T displacement area. 1081 responses were received from addresses in the area. This equates to a response rate of 36%.

3.11 During the consultation process, Parking Services received 351 hand delivered responses from the zone T displacement area on the 3rd January 2018.

3.12 From the hand delivered questionnaires received, 18 responses had already been received directly from the respondents so these were excluded from the analysis. The remaining hand delivered responses were included in the analysis.

3.13 From the responses received directly by the Council, 38 responses were excluded as more than one response without a name was received from those addresses. In line with our consultation procedures, only one response will be accepted where two or more responses without a name are received from the same address.

3.14 39 responses were also excluded as they had incomplete addresses and were from addresses outside of the consultation area.

3.15 In addition to the total responses received above, Parking Services also received 135 responses after the closing date of the consultation period which were excluded from the analysis.

3.16 As stated in section 3.8 above, Parking Services do not accept any feedback received after the closing date of the consultation.

3.17 From the consultation feedback which were included in the analysis, majority (57%) were received via post whilst the remaining were received via the online consultation portal. See appendix 1, table 2 for more information.

3.18 A total of 19 roads were consulted on the introduction and design of parking controls. Of the roads consulted, three roads are red route (Upper Clapton Road, Stamford Hill and Stoke Newington High Street) which are managed by Transport for London (TfL) and five roads are private roads (Cypress Close, Briggefords Close,

Gibson Gardens, Hogan Way and Station Approach) therefore parking controls cannot be introduced on these roads. However, residents and businesses in those roads can still apply for a parking permit for the zone.

3.19 The remaining 11 roads are public highway roads and parking controls can be introduced on them.

3.20 A breakdown of responses can be found in Appendix 1, tables 1 and 2.

Support for controls from each road

3.21 99% of respondents provided their feedback to this query. Overall, the majority (57%) of feedback received from the area were not in favour of parking controls.

3.22 When the feedback was analysed on a street by street basis, only 5 of the roads consulted were in favour of parking controls.

3.23 Of the roads where parking controls can be introduced, Belfast Road, Kyverdale Road, Osbaldeston Road, Rossendale Street and Charnwood Street were in favour of parking controls. Support was not received from Fountayne Road, Durlston Road, Geldeston Road, Rossington Street, Cazenove Road, and Northwold Road.

3.24 Majority of the private and TfL roads were not in favour of parking controls except Briggeford Close and Stoke Newington High Street which were undecided.

3.25 A breakdown of the feedback received from the area has been provided in Appendix 1 table 3.

Support for controls if parking controls are introduced on nearby roads

3.26 When asked whether they would support parking controls if introduced in nearby roads, 99% of respondents also provided their feedback to this question. The overall feedback (51%) received from the area became in favour of parking controls.

3.27 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 7 roads.

3.28 Majority of the public highway roads where parking controls can be introduced were in favour of parking controls (6 out of the 11 public highway roads). Only Fountayne

Road, Durlston Road, Rossington Street, Cazenove Road, and Northwold Road were not in favour of parking controls.

- 3.29 Of the roads where parking controls cannot be introduced, majority were still not in favour of parking controls (4 out of 7 roads). Feedback from Hogan Way changed to show support for controls whilst feedback from Briggefords Close and Stoke Newington High street were undecided.

Support for Proposed Parking Design

- 3.30 The majority of respondents (64%) were not in support of the proposed parking design for the area as indicated in Appendix 1 table 5.
- 3.31 685 respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (57%) did not make any specific recommendations on what design they would like to see.
- 3.32 The remaining responses were mixed, 33% wanted more resident permit bays, 5% of respondents wanted to see more shared use bays, 3% more permit bays and 1% more disabled bays and loading bays respectively. See Appendix 1 table 6.
- 3.33 Parking controls within the zone T displacement area have been designed to suit the diverse needs of the area. Permit parking has been proposed mainly on the residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) has been proposed close to businesses, schools, places of worship and rail stations to accommodate visitors to the area.
- 3.34 Parking Services have tried to maximise parking in the area whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park and double yellow lines where it is unsafe to park so that both the safety of motorists and pedestrians are protected. Double yellow lines also aid in improving traffic flow and access for emergency vehicles.
- 3.35 In line with parking policies, all footway parking will be removed and where feasible will be relocated on to the carriageway to improve safety for pedestrians.

OTHER CONSIDERATIONS

TRAFFIC MANAGEMENT

- 3.36 The Road Traffic Regulation Act 1984 section 45 authorises the Council to implement Controlled Parking Zones. In exercising this power, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to 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”.
- 3.37 The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 3.38 The aim of the consultation is to protect parking space for residents and businesses, and to discourage unnecessary car use which improves congestion, road safety, emergency vehicle access, bus journey times, and local air quality as well as reducing CO2 emissions.
- 3.39 These aims are aligned with the objectives of the PEP 2015-20, the Council’s policies and strategies including the Sustainable Community Strategy 2008-2018, the Local Development Framework, the emerging Hackney Transport Strategy, emerging Hackney Air Quality Strategy and the Corporate Plan 2011/12 - 2013/14. The recommendations are also consistent with the Mayor of London’s Transport Strategy, the Traffic Management Act 2004 and the related Government guidance.
- 3.40 The introduction of parking controls in an area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit. Parking provision can encourage less car use in order to improve traffic and environmental conditions in an area and to contribute to broader transport and sustainable development objectives. Applying parking controls through the restriction of parking spaces available and setting appropriately levelled prices can complement a variety of measures designed to promote the use of non-car alternatives.

DISPLACEMENT PARKING

- 3.41 The recent introduction of parking controls in Parking Zone T (Alkham Road) and extension of parking controls in zone R (south of Northwold Road) has already caused significant parking stress and safety issues in some of the roads which were consulted as part of the zone T displacement consultation.
- 3.42 Majority of the roads in the area already suffer from high parking stress at different times of the day. This is also supported by feedback and complaints received from the area which requested for parking controls to be implemented.
- 3.43 With the proposed introduction of parking controls in other areas nearby (area to the east of Upper Clapton), the level of parking stress in this area is very likely to increase further which can lead to unsafe conditions for all road users due to poor visibility and lack of space in roads.
- 3.44 The introduction of parking controls in all roads within the zone T displacement area would ensure that parking stress is reduced. Parking Controls would prohibit vehicles parking at dangerous locations such as on the footway or at junctions by providing safe spaces for drivers to park.

CONCLUSION

- 3.45 When determining whether to introduce parking controls in an area or not, Parking Services have to consider a variety of factors including; consultation feedback, traffic management and displacement parking from nearby areas.
- 3.46 As majority of the public highway roads where parking controls can be introduced (6 out of 11 public highway roads) were in favour of parking controls, Parking Services recommends that parking controls are introduced on all public highway roads within the zone T displacement area.
- 3.47 There were a cluster of roads to the west of Fountayne Road and south of Rossington Street which were in favour of parking controls. The Council recommends that these roads be incorporated into existing Parking Zone T. These include; Belfast Road, Kyverdale Road (between Cazenove Road and Northwold

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Road) and Osbaldeston Road (between Cazenove Road and Northwold Road), Geldeston Road, Charnwood Road and Rossendale Street.

- 3.48 It is also recommended that the remaining public highway roads which were not in favour of parking controls including Cazenove Road, Northwold Road, Fountayne Road, Durlston Road, Rossington Street also be incorporated into the existing Parking Zone T 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.
- 3.49 Unfortunately, controls cannot be introduced only in the roads which were in favour as the introduction of parking controls in one street typically results in displacement parking in adjacent unrestricted streets as commuters and motorists move their vehicles to avoid the parking controls.
- 3.50 Results of stress surveys conducted in the area showed that most of the roads within the Zone T displacement area currently suffer from high parking pressure due to controls being introduced in nearby roads (zone T and zone R extension). If these roads are excluded from Zone T, this is likely to significantly increase the level of parking stress due to both commuter parking and displacement parking from nearby parking zones to unsafe levels. 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.
- 3.51 A similar issue was experienced by roads in the Lea Bridge area where parking controls were introduced in a section of a zone where controls were supported, but was not introduced in areas where controls were not supported. This led to significant parking pressure as well as traffic flow issues in many roads. 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.
- 3.52 Based on the issues highlighted above and in order to ensure that the parking needs of both residents and businesses are protected from parking pressures caused by displacement parking, Parking Services are recommending for parking controls to be introduced in all roads in the zone T displacement area.

- 3.53 By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.
- 3.54 The estate roads and private roads in the area will remain free of controls. However, Parking Services will make a recommendation for the estates managed by Hackney Housing services to be consulted separately on the introduction of parking controls to ensure that their parking needs are protected.
- 3.55 The decision to introduce parking controls in all roads in the area are in line with our parking policies contained in its Parking Enforcement Plan (PEP) 2015 – 2020 which states *‘While mathematical analysis is required to understand the extent of local support and its variation within the area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a ‘first past the post’ basis. There are times the Council may need to propose to implement parking controls in areas where there isn’t a clear majority due to the potential of traffic management issues.’*
- 3.56 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 T displacement area to match the hours of operation in existing Parking Zone T.
- 3.57 In line with parking policies, displacement areas joining existing parking zones inherit the same hours of operation to ensure that one section of area does not suffer from displacement parking from the other and to make parking in the easier for drivers.
- 3.58 Parking Services recommends the implementation of a 4 hours maximum stay applicable to all shared use bays in Parking Zone T displacement as to provide sufficient time for visitors to visit nearby businesses.
- 3.59 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 T.
- 3.60 Parking Services recommend to introduce mobile payment only shared use bays on Kyverdale Road, Cazenove Road and Northwold 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.

Support for Sustainable transport initiatives

- 3.61 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.
- 3.62 Overall, majority (68%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 8 for responses received.
- 3.63 Requests from the roads in favour have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

Additional Comments

- 3.64 66% of respondents provided their additional comments to the consultation questionnaires.
- 3.65 Of the comments received
- 42% stated that they would prefer shorter hours of Monday to Saturday 7am to 11am
 - 18% stated that they wanted shorter hours of Monday to Friday 7am to 11am
 - 9% stated that they supported parking controls,
 - 5% stated they wanted shorter hours of 7am to 11am but did not specify their preferred days.
 - 3% stated that they were not in favour of parking controls.
- 3.66 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 7 for a breakdown of comments.

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- 3.67 In relation to comments received regarding the hours of operation, a large proportion of respondents requested shorter hours to be implemented. The comments varied in terms of the days of operation they wanted whereby some respondents asked for shorter hours between Monday to Friday whilst others asked for shorter hours between Monday to Saturday and some did not specify the days they preferred.
- 3.68 Although overall 44% of respondents provided comments relating to shorter hours the Council Policy for any displacement consultation is for the area to inherit the existing hours of operation for the zone they are joining.
- 3.69 As the area consulted is a displacement area for Parking Zone T, they will be adopting same hours as this zone which are Monday to Saturday 8.30am to 6.30pm. The Council has adopted this approach in other displacement consultations completed across the borough including; zones N, R and S area which were implemented last in 2017.
- 3.70 This will ensure that the hours of operation are uniform across the parking zone and roads closest to existing zone T do not suffer from displacement parking.
- 3.71 Parking Services review parking controls in new areas one year after their implementation. Parking services will be reviewing parking controls in zone T 12 months after its implementation. The review will include all residents and businesses within the existing zone T and T displacement areas. This will provide everyone from the whole zone a further opportunity to have a say on the existing hours of operation as well the design of parking controls.

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

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Council must take into account when exercising its duty under the relevant legislation.

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 T on the introduction of parking controls between November 2017 and January 2018.
- 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 (zone T and Zone R extension areas) which have 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 July 2017.
- 5.6 The stage 1 and 2 'combined' consultation for zone T displacement area started on the 20th November 2017 and closed on 5th January 2018. 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

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- 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%.
- 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.

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5.12 The decision to implement a Parking Zone 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 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

5.16 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 £46,301 which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine). These costs have been provided for in the parking account for 2018/19 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	1,500
Printing	3,000
Postage	1,200
Advertising	660
TMO changes	1,000
Total	7,360

Zone T displacement Implementation	
Lining (including enforcement)	£22,651
Signs and posts	£13,742
Pay and display changes	£2,548
Total	£38,941

5.21 There are also ongoing maintenance costs of £8,637 per annum. The enforcement costs for the area will be approximately £9,500 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.

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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 Parking Services consulted on the displacement roads surrounding Zones T on the introduction of parking controls between November 2017 and January 2018. Approval to consult was granted by Cabinet in July 2017. This report details the consultation process and results of the Stage 1 and 2 public consultation to determine the operational design of the extension.
- 6.2 The report puts forward recommendations in Section 2 Controlled Parking Zones (CPZ) in Zone T displacement areas including detailed layout of the parking bays, lines, hours of operation as well as the display tariff 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 5.19 to 5.22 details the cost relating to these recommendations, a total of £65k which includes one off installation (£39k), maintenance (£9k), consultation (£7k) and enforcement (£10k), these costs will be funded from the parking revenue budget.

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- 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 CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES

- 7.1 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. Section 46 of the Act allows the Council to charge for parking in places. 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”).
- 7.2 Before a traffic order designating a parking place is varied the Council must consult and publish notification of the proposed amendments to the Order in accordance with the Procedure Regulations.
- 7.3 In determining what parking places are to be designated or varied 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 :
- i) the need for maintain the free movement of traffic:
 - ii) the need for maintaining reasonable access to the premises; and
 - iii) the extent to which off-street parking is available in the neighbourhood.
- 7.4 Guidance issued by the Department of Transport on Parking Policy and Enforcement (March 2015), which the Council should have regard to when exercising its power to introduce designated parking places, 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.

- 7.5 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.
- 7.6 From the information within this report it appears that the Council has informed households and business in the relevant area(s) of the changes proposed for this zone. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

APPENDICES

Appendix 1 – Zone T Displacement feedback

Appendix 2 – Zone T Displacement consultation documents

Appendix 3 – Final Design for Zone T disp

Appendix 4 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

Report Author	Olaseni Koya / Gulgun Chelikhan Ext; 020 8356 8251/8399 Olaseni.koya@hackney.gov.uk Gulgun.chelikhan@hackney.gov.uk
Comments of the Corporate Director of Finance and Resources	Nurur Rahman Tel ; 020 8356 2018 Nurur.rahman@hackney.gov.uk
Comments of the Corporate Director of Legal, HR and Regulatory Services	Christine Stephenson Tel 020 8356 3875 Christine.stephenson@hackney.gov.uk

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Authorisation of Group Director – Neighbourhood and Housing

Signature:  (20.02.18)

Authorisation of Director Public Realm – Neighbourhood and Housing

Signature: 

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

1 Feedback Analysis

1.1 Response

We consulted 3019 households and businesses and received 1081 completed questionnaires making an overall response rate of 36%. This was well above the average response rate of 15 - 20% for this type of consultation. A breakdown of responses on a street by street basis can be found in table 1. **Error! Reference source not found.**

Table 1: Response to the Stage 1 and 2 consultation

Road Name	Sent	Response	
		No.	%
BELFAST ROAD	94	23	24%
BRIGGEFORD CLOSE	30	4	13%
CAZENOVE ROAD	764	157	21%
CHARNWOOD STREET	109	10	9%
CYPRESS CLOSE	40	1	3%
DURLSTON ROAD	117	101	86%
FOUNTAYNE ROAD	150	112	75%
GELDESTON ROAD	212	80	38%
GIBSON GARDENS	150	12	8%
HOGAN WAY	19	4	21%
KYVERDALE ROAD	133	184	138%
NORTHWOLD ROAD	332	72	22%
OSBALDESTON ROAD	141	260	184%
ROSSENDALE STREET	98	13	13%
ROSSINGTON STREET	62	9	15%
STAMFORD HILL	115	17	15%
STATION APPROACH	10	0	0%
STOKE NEWINGTON HIGH STREET	57	4	7%

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UPPER CLAPTON ROAD	386	18	5%
TOTAL	3019	1081	36%

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

Table 2: Methods of response

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
Zone T Displacement	619	462	0

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

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

From the 1081 responses received, 99% of respondents (1072) answered this question.

Majority (57%) of responses were not in favour of parking controls on their road. When analysed on a street by street basis, 5 of the 19 roads consulted were in favour of parking controls. Feedback from Briggefords Close and Stoke Newington High Street was undecided.

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
BELFAST ROAD	14	9	61%	39%
BRIGGEFORDS CLOSE	2	2	50%	50%
CAZENOVE ROAD	26	130	17%	83%
CHARNWOOD STREET	6	4	60%	40%
CYPRESS CLOSE	0	1	0%	100%
DURLSTON ROAD	38	63	38%	62%
FOUNTAYNE ROAD	30	81	27%	73%
GELDESTON ROAD	26	54	33%	68%
GIBSON GARDENS	3	9	25%	75%
HOGAN WAY	1	3	25%	75%
KYVERDALE ROAD	94	89	51%	49%
NORTHWOLD ROAD	16	54	23%	77%
OSBALDESTON ROAD	189	68	74%	26%
ROSSENDALE STREET	7	6	54%	46%
ROSSINGTON STREET	2	6	25%	75%
STAMFORD HILL	2	15	12%	88%
STOKE NEWINGTON HIGH STREET	2	2	50%	50%
UPPER CLAPTON ROAD	3	15	17%	83%
Grand Total	461	611	43%	57%

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

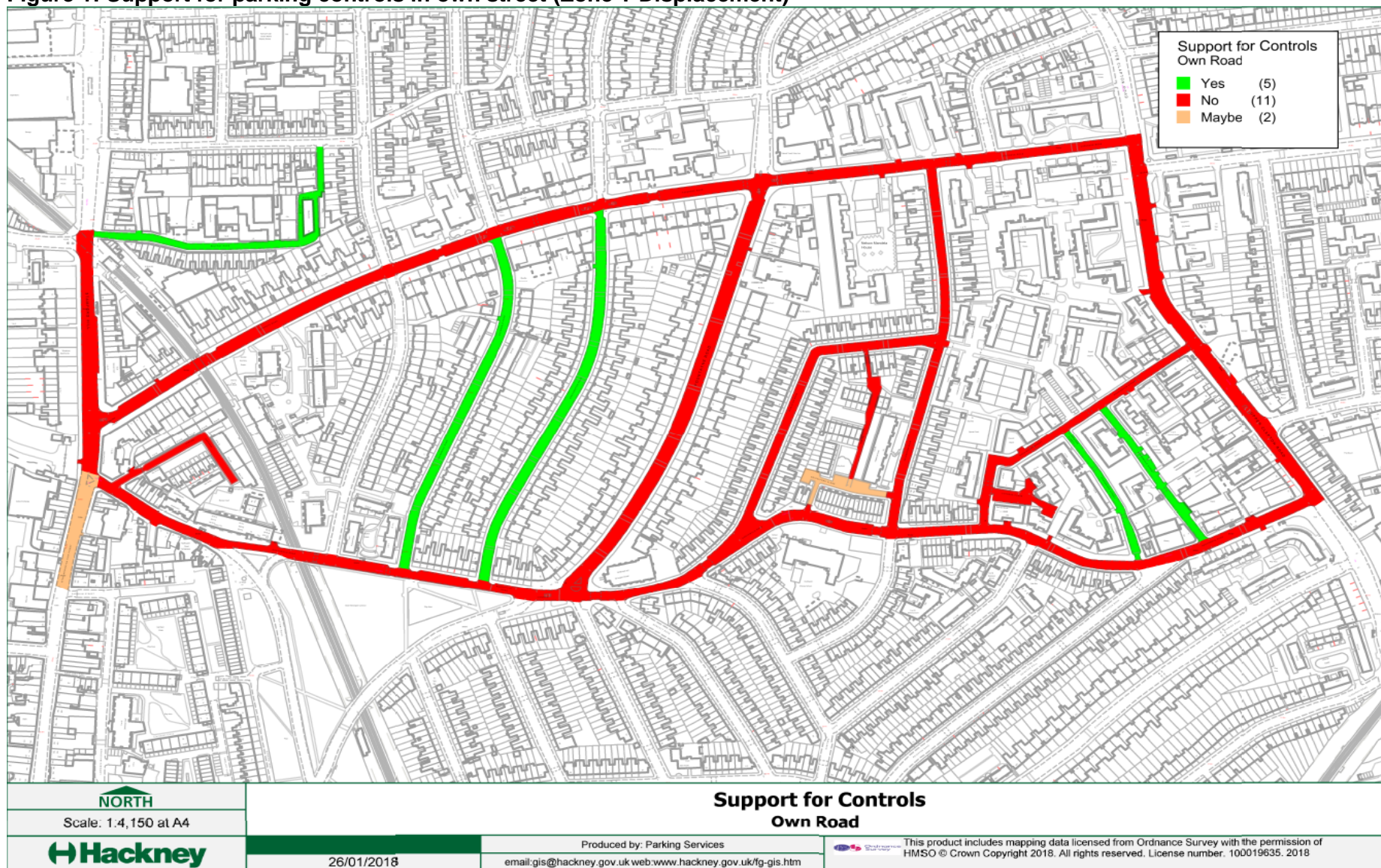
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Figure 1: Support for parking controls in own street (Zone T Displacement)



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

Out of the 1069 responses received, only 1081 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

When asked if they would be in favour of controls on their road if they were implemented on nearby roads, the overall majority feedback (51%) was in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking controls increased from 4 roads to 7 roads. All roads that were in favour of parking controls being introduced were also in favour of parking controls if introduced in nearby roads. In addition to this, the feedback from Hogan Way, Geldeston Road and Rossendale Street changed from not in favour controls and undecided to in favour of controls if introduced in nearby roads.

The feedback from the rest of the area remained the same. 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
BELFAST ROAD	16	7	70%	30%
BRIGGEFORD CLOSE	2	2	50%	50%
CAZENOVE ROAD	30	126	19%	81%
CHARNWOOD STREET	6	4	60%	40%
CYPRESS CLOSE	0	1	0%	100%
DURLSTON ROAD	42	57	42%	58%
FOUNTAYNE ROAD	34	75	31%	69%
GELDESTON ROAD	43	36	54%	46%
GIBSON GARDENS	3	9	25%	75%
HOGAN WAY	4	0	100%	0%
KYVERDALE ROAD	117	65	64%	36%
NORTHWOLD ROAD	22	49	31%	69%
OSBALDESTON ROAD	212	48	82%	18%
ROSSENDALE STREET	7	6	54%	46%
ROSSINGTON STREET	2	6	25%	75%
STAMFORD HILL	2	15	12%	88%

STOKE NEWINGTON HIGH STREET	2	2	50%	50%
UPPER CLAPTON ROAD	3	14	18%	82%
TOTAL	547	522	51%	49%

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

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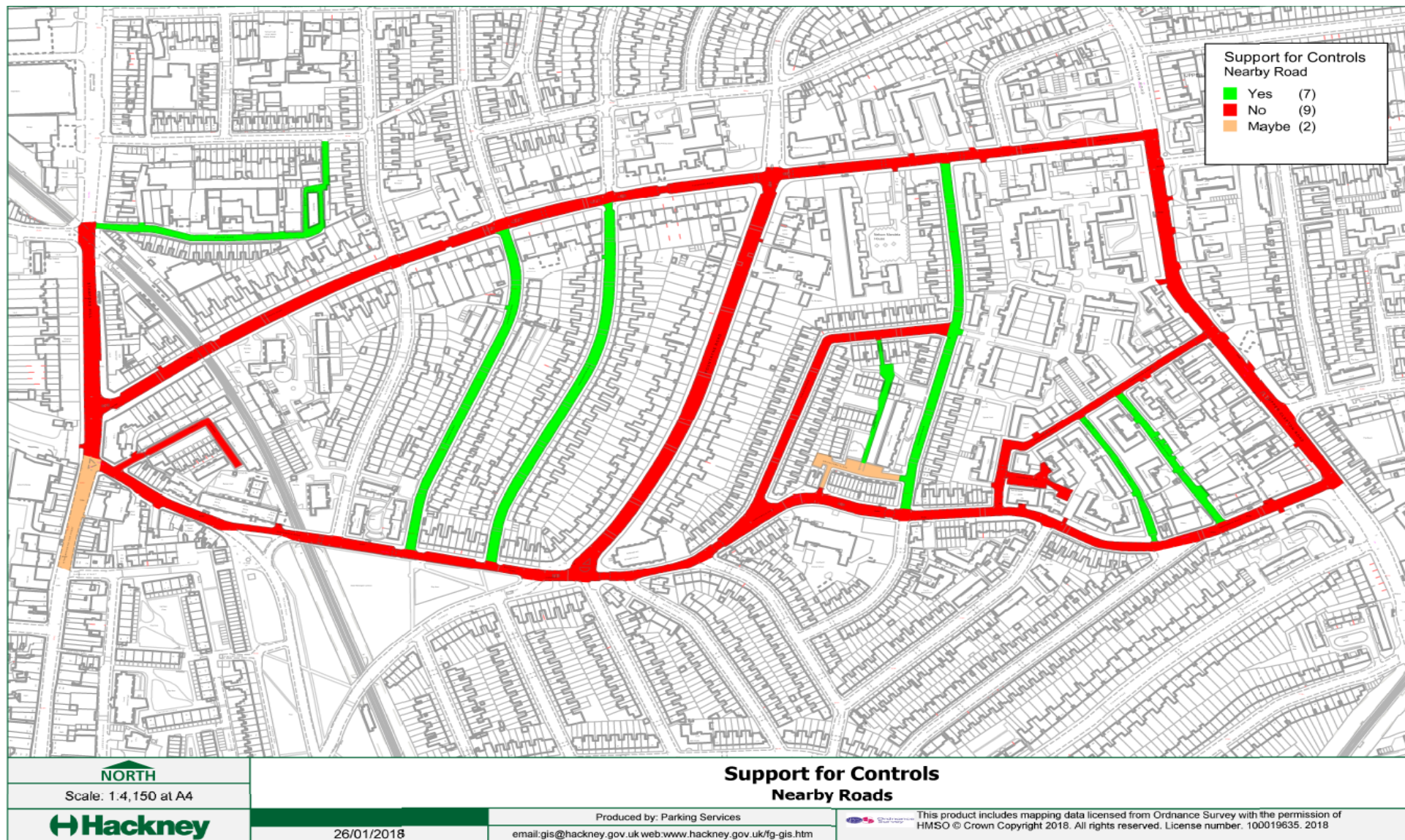
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Figure 2: Support for parking controls, if introduced on nearby roads (Zone T displacement)

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1.4 Proposed parking design

The majority of respondents (64%) were not in favour of the proposed parking design for the area as indicated in Table 5 below. When analysed on street by street basis, only 3 roads were in favour of the proposed design for the area.

Table 5: Support for parking design from each street.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BELFAST ROAD	3	19	14%	86%
BRIGGEFORD CLOSE	2	2	50%	50%
CAZENOVE ROAD	29	124	19%	81%
CHARNWOOD STREET	6	4	60%	40%
CYPRESS CLOSE	0	1	0%	100%
DURLSTON ROAD	25	75	25%	75%
FOUNTAYNE ROAD	18	90	17%	83%
GELDESTON ROAD	21	58	27%	73%
GIBSON GARDENS	1	9	10%	90%
HOGAN WAY	1	3	25%	75%
KYVERDALE ROAD	84	99	46%	54%
NORTHWOLD ROAD	9	60	13%	87%
OSBALDESTON ROAD	168	90	65%	35%
ROSSENDALE STREET	3	9	25%	75%
ROSSINGTON STREET	2	5	29%	71%
STAMFORD HILL	1	15	6%	94%
STOKE NEWINGTON HIGH STREET	3	1	75%	25%
UPPER CLAPTON ROAD	2	15	12%	88%
TOTAL	378	679	36%	64%

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

1.5 Alternative suggestions

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685 of the respondents provided their views on alternative types of bays they would prefer, however over half of the feedback (57%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 33% of respondents wanted to see more resident permit bays, 5% wanted more shared use bays, 3% wanted to see more permit bays and 1% wanted more loading and disabled bays respectively.

Table 6: Support for parking design from each street

	No	%
None of the above	389	57%
More Resident Bays	227	33%
More Shared Use bays	32	5%
More permit bays	20	3%
More loading bays	9	1%
More disabled bays	8	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 7 below.

724 respondents provided general comment. Majority (42%) advised that they would prefer the hours of Mon to Sat 7am to 11am to be introduced in the area, 18% preferred the hours of Mon to Fri 7am to 11am, 9% of respondents advised that they were in favour of parking controls, 5% stated they would prefer the hours of operation of 7am to 11am (no days were specified), 4% stated that they were not in favour of parking controls and 1% of respondents believed the introduction of controls was a money making scheme by the Council and requested for more cycle parking, more resident bays and shorter hours of operation respectively. Table 7 shows the theme of the general comments.

Table 7: First 10 theme of comments

Row Labels	% Comments
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Mon to Sat; 7am to 11am	42%
Mon to Fri; 7am to 11am	18%
In favour of parking controls	9%
7am to 11am (No days specified)	5%
Not in favour of parking controls	4%
Money making scheme	1%
More cycle parking	1%
More resident permit bays	1%
Shorter 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 (68%) 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 8: Support for sus, transport initiatives.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BELFAST ROAD	9	12	43%	57%
BRIGGEFORD CLOSE	0	2	0%	100%
CAZENOVE ROAD	47	95	33%	67%
CHARNWOOD STREET	6	3	67%	33%
CYPRESS CLOSE	1	0	100%	0%
DURLSTON ROAD	18	73	20%	80%
FOUNTAYNE ROAD	16	80	17%	83%
GELDESTON ROAD	13	62	17%	83%
GIBSON GARDENS	9	2	82%	18%
HOGAN WAY	1	3	25%	75%
KYVERDALE ROAD	66	107	38%	62%

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NORTHWOLD ROAD	22	48	31%	69%
OSBALDESTON ROAD	94	155	38%	62%
ROSSENDALE STREET	6	5	55%	45%
ROSSINGTON STREET	2	2	50%	50%
STAMFORD HILL	2	12	14%	86%
STOKE NEWINGTON HIGH STREET	3	1	75%	25%
UPPER CLAPTON ROAD	4	12	25%	75%
TOTAL	319	674	32%	68%

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APPENDIX 2: Consultation Documents Stage One and Two Consultation in Zone T Disp Area.

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Zone T Displacement (Stamford Hill)

Parking Consultation



1. Why am I being consulted?

Between October and November 2015, Parking Services consulted you and surrounding roads in your area on the introduction of parking controls. The results of the consultation indicated that a number of streets nearby, including Alkham Road and Margaret Road, were in support of parking controls. As a result of the feedback, parking controls are being introduced in those roads in December 2017. As your road was not in favour of parking restrictions at the time, it remained uncontrolled.

Since the results of the initial consultation were released, Parking Services has received feedback from uncontrolled roads requesting for the introduction of controls.

We recognise that the introduction of controls in the nearby area will have an impact on parking in your road and other uncontrolled roads in your area. To minimise the impact of parking pressure in these roads, we are re-consulting residents and businesses in these roads to provide them with another opportunity to have their say on the introduction of parking controls.

Parking Services are carrying out a 'combined' stage 1 and 2 consultation to ensure that controls are implemented in a timely manner if residents are in favour.

We are requesting your feedback on:

- Support for parking controls
- The proposed design of parking controls for the area

Please see the enclosed map for more information about the area being consulted and proposed design of the parking restrictions.

How can I have my say?

You can have your say by completing the attached questionnaire and returning it using the **Freepost** envelope enclosed or online by visiting www.hackney.gov.uk/parking-hys by **Friday 5 January 2018**.

Please note that this is a stage 1 and 2 consultation, where a decision is being made on whether parking controls should be introduced as well as the design of parking restrictions in your area. If there is support for parking controls, we will propose to install parking restrictions as shown in the attached map. If you have any comments on the proposed design, please let us know what these are in the comments section in the enclosed questionnaire.

Please note that it is important that you give us your feedback on the proposed design even if you do not support the introduction of parking controls as this will affect you if the scheme goes ahead.

For further information on the consultation please contact Parking Services on 020 8356 8877 or visit www.hackney.gov.uk/parking.

2. What is a Parking Zone (PZ)?

A Parking Zone (PZ) is an area where all kerbside space is controlled by either yellow lines or parking places which generally have the same operational hours and days of control.

There are 3 types of zones currently used in Hackney.

Controlled Parking Zone (CPZ)

This is where zone entry plates are used to indicate the operational hours of the single yellow lines within the zone. Within a CPZ, signs are not required to indicate the operational hours of single yellow lines throughout the zone. Parking bays within the CPZ are signed with the operational hours.

Parking Zone (PZ)

This is where there are no large entry signs to the zone. All parking bays and single yellow lines are signed with the operational hours of the zone at each location.

If parking controls are supported, you will be joining existing parking Zone T, which is being introduced as a PZ.

Restricted Parking Zones (RPZs)

These are where there are no lines at all; instead the restrictions are individually signed. RPZs are only used where there are special circumstances such as narrow streets or special carriageway materials (e.g. cobbles) that make lining inappropriate.

2.1 What is the purpose of a parking zone?

Parking zones provide a range of benefits to local communities and can be used for a variety of purposes.

Parking Zones:

- Effectively manage supply and demand for on street parking in an area
- Improve road safety and visibility for all road users and pedestrians
- Reduce parking stress and traffic congestion
- Improve the local environment and local air quality by reducing CO2 emissions by discouraging unnecessary car use
- Assist the Council in prioritising parking spaces according to need (e.g. resident only parking to protect the needs of local residents from non-local demands of commuters)
- Encourage visitor-only parking close to businesses to protect the needs of local businesses

2.2 How does the Council decide whether a parking zone is introduced?

The Council decision to implement a parking zone in an area is based on a combination of the following factors:

- Feedback from local residents and businesses responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow

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

All factors above have an equal weighting in the decision making process.

The feedback received from the consultation is analysed on a street-by-street or part-of-street basis and used as part of the decision making process on whether or not to introduce parking controls and the potential boundary of any new zone.

The Council may introduce parking controls on a street-by-street or part-of-street basis if it is able to form a logical boundary.

Although the consultation responses form a key part in the decision making process for the introduction of any parking zone, the final decision will also take account of some or all of the factors bullet pointed above. It should be noted that the cost of introducing any proposed measures is also considered when making any final decision. **For the avoidance of doubt, a parking zone consultation is not a referendum, as public opinion is only one of several factors that must be considered.** We will break down the responses we receive so that we know the majority of support in each street or part of street.

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

While in some parts of Hackney there are circumstances that necessitate specific hours of control, many areas in Hackney share the same 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 – Friday, 8.30am to 6.30pm.

As your area forms part of a displacement consultation, if the final decision of this consultation is to introduce parking restrictions, you will join existing parking Zone T and will adopt the same operational hours. The operational hours of parking Zone T are **Monday – Saturday, 8:30 am to 6:30pm.**

3. The consultation process

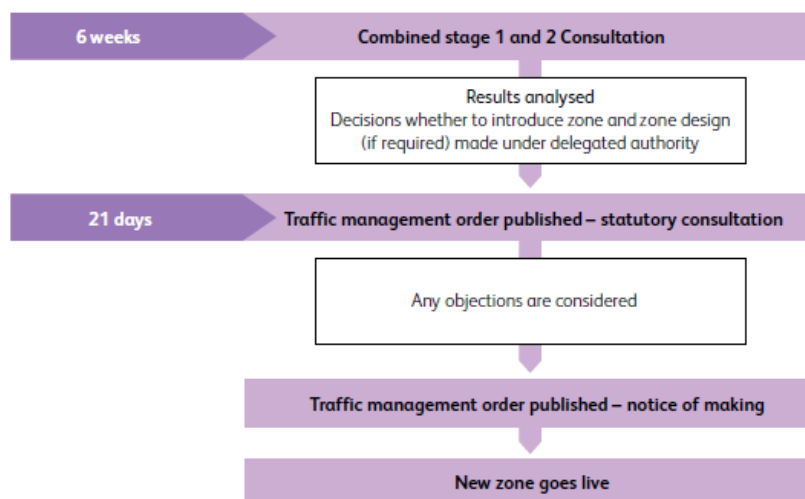
3.1 Informal consultation

A consultation pack including a questionnaire, letter and map is delivered to all affected residents and businesses in the area.

The Council is undertaking a combined stage 1 & 2 public consultation. A combined stage 1 & 2 public consultation combines the 'in principle' and detailed consultation stages together.

The diagram below describes the combined stage 1 and 2 consultation process that is to be undertaken by the Council before deciding whether to introduce a PZ.

Combined stage 1 and 2 consultation



3.2 Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation, where a traffic management order notice is advertised in Hackney Today for a 21day 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 Director of Public Realm prior to the measures being implemented.

4. How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by: **Friday 5 January 2018.**

Alternatively you can complete your questionnaire online by visiting:

www.hackney.gov.uk/parking-hys

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

Email: consultparking@hackney.gov.uk

Telephone: 020 8356 8877

5. What happens next?

Closing Date – Friday 5 January 2018

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

Consultation Results – February 2018

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

6. 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 way we charge for parking is changing as part of a drive to reduce pollution in the borough. The changes will take place over three years and will see parking permits charged according to CO2 emissions instead of engine size.

This will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles. Other changes include:

- Cars built before 2001 will move up a band in the charging scheme, reflecting the levels of CO2 they produce.
- Diesel vehicles will incur a £50 levy, which represents the high levels of particulate matter pollution.

Our new parking permit price calculator is available at our website and will allow you to view exactly what you will be paying with CO2 emissions-based charging. Please visit the website www.hackney.gov.uk/parking-permit-price-calculator.

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

All permits after September 2017 will only be based on 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.

My street has footway parking. Will this be removed?

Footway parking is banned across London under the London Local Authorities Act 2000. Footway parking is a particular issue as it reduces the available footway width, impacting on pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, are wheelchair users, or are people using pushchairs and buggies or prams.

Footway parking also tends to result in damage to the pavement resulting in high maintenance costs, pedestrian injury claims and damage to the urban environment.

Therefore, proposals to increase footway parking are contrary to the aims and objectives of the Council to provide a safe and attractive public realm in Hackney.

The proposed design for this scheme will not include any footway parking. All footway parking will be relocated onto the road public highway where it is safe to do so. Double yellow lines have been proposed at locations where we are unable to relocate the parking safely on the road.

Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available general permit (resident or business permits) or shared use (pay and display or permit) bay in the PZ.

You only need to use a voucher during operational hours. There are two types of vouchers that can be purchased by residents::

- A book of 20, 2hr scratch cards at a cost of £21
- A book of 5, one day scratch cards at a cost of £17.50

Please note that there is a £1 discount on all resident visitor vouchers if purchased online or by post.

Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £225 for a book of 10 scratch cards. This allows parking in all zones for one day in any general permit or shared use bay (please note this does not include resident permit bays).

We also provide short term parking bays where visitors can pay for parking either by buying a ticket from a nearby machine or paying by mobile. Please note both options may not be available at all locations as we now have some locations around the borough where only pay by mobile is accepted.

Where can I load and 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 at

www.hackney.gov.uk/parking.

How can I apply for a disabled bay?

If you are a Blue Badge holder with no access to off street parking, you may be able to get a disabled parking bay installed outside your home. However, in order to qualify for a bay, there is a set criteria which you need to meet including an assessment by Social Services.

Although a disabled parking bay is registered to an individual once installed, it can be used by any Blue Badge holder as the bay is not personalised.

For any advice about disabled bays, please email disabledparking@hackney.gov.uk call 020 8356 8328.

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 for an unlimited amount of time and for a maximum of three hours on single and double yellow lines. Blue Badge holders 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.

What if I live on an estate?

There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would

still be entitled to have your say on the existing design and hours of operation. Estate residents whose addresses fall within a parking zone are entitled to purchase an on-street permit.

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
Chargeable Visitor parking bay	Pay and display ticket and/or Cashless payment (Pay by mobile)*
Shared Use parking bay	Resident or business parking permit
	Resident or business visitor voucher
	Pay & display ticket and/or Cashless payment (Pay by mobile)*
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

**Pay & Display machines will not be available at all locations. At locations without a machine visitors must use the pay by mobile option.*

With regards to this consultation we have provisionally allocated 'permit holder' bays along the majority of roads, reflecting the make-up of the area. Some shared use spaces have been allocated on Cazenove Road, Fountayne Road, Kyverdale Road, Northwold Road and Rossington Street for people visiting local parks and other amenities.

What if my street is not included in the PZ?

From past experience we are aware that parking displacement can occur in uncontrolled streets when new parking controls are installed nearby, specifically in roads closest to the zone boundary. Residents and businesses are therefore given the opportunity to have a say on whether they want any controls, if similar controls are to be introduced in nearby streets, given that this is likely to have a significant impact on their parking ability.

If a road is not included within a parking zone, residents and businesses in uncontrolled streets can request parking controls if they are impacted by a PZ introduced nearby through the following process:

Email: consultparking@hackney.gov.uk

Phone: Hackney Parking Services on 020 8356 8877

Online: www.hackney.gov.uk/parking-hys

For more information on the Council's Parking Policy please visit www.hackney.gov.uk/pep

What if I own a motorcycle?

Motorcycles can be parked free of charge in all bays within a PZ where residents and businesses can park. (This excludes Zone B where parking for motorcycles are restricted to motorcycle bays only and all pay and display bays). Motorcycles should be parked at a right angle to the kerb and, if possible, at the end of the parking bay. Dedicated motorcycle bays should be used if available, rather than resident permit bays.

What if I live on a private road?

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

Do you consider road safety?

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

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

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

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

What if I live on a Car Free Property?

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

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**.

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.

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 strict controls of the Data Protection Act 1998.

7. More information

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

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali ☐
এই নথিতে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে চিহ্ন দিন, এই নথির নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায়寄রত পঠন।

Somali ☐
Haddii aad jecdaan lahayd in aad ogaato waxa dokumeentiigan sheegayo fadlan calaamadii godka ku haboon, ku qor maqacaaga, cinwaanka iyo telefoon lambarkaaga baggan dhankiisa hoose ka diina ku celi cinwaanka hoose.

French ☐
Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish ☐
Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish ☐
Ger hun dixwazin bizeribin ku ev dokumet çi dibêje, ji kerema xwe qulika mirasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish ☐
Bu dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin

Polish ☐
Jestli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Vietnamese ☐
Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Urdu ☐
اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو براہ کرم مناسب بکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھتے ہوئے اسے نیچے دیے گئے پتے پر واپس بھیج دیجئے۔

Chinese ☐
如果您想知道這份文件的詳細內容，請在方格內打勾，在本頁下面寫下您的姓名、地址和電話號碼並寄到下面的地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print ☐ In Braille ☐
On Disk ☐ On audio tape ☐

In another language, please state:

Name:

Address

Tel:

Return to: Please use the envelope provided

Document Number: 19264055

Document Name: Stage_12_Delegated_Authority_Report_-_Zone_T_disp_- Final signed version 200218 Document Number: 19164296

Document Name: Stage 1&2 Delegated_Authority_Report_-_Zone T_disp - Jan 2018



Have your say on the Proposed Parking Zone T Displacement (Stamford Hill)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes ☐ that apply to you. Please return this questionnaire by Friday 5 January 2018 using the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

 Postcode:

Are you a...

Resident ☐

Business ☐

Both ☐

Section 2: Support for Controls

Q1. Do you support the introduction of parking controls on your road?

Yes ☐

No ☐



Q2. Do you support the proposal to implement parking controls on your road if controls are introduced on nearby adjacent roads which are currently being consulted? (See consultation leaflet for further information)

Yes ☐

No ☐

Section 3: Proposed Design

Q3. Do you support the proposed parking design for your road? (Please see attached map)

Yes ☐

No ☐

Please see the enclosed map which shows the layout of all the parking restrictions we propose to implement. You can also view the map on our website at www.hackney.gov.uk/parking-hys

Q4. If you have answered **NO** to the above question, please let us know what design changes you would like to see.

More permit bays ☐

More shared use bays ☐

More disabled bays ☐

More resident bays ☐

More loading bays ☐

None of the above ☐

Please let us know any other comments you may have about this proposal or the consultation.

Q5. In addition to the parking design proposals above, do you support the implementation of sustainable transport initiatives such as electric vehicle bays, car club bays and secure cycle parking facilities on your road?

Yes ☐

No ☐

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Section 4: How was it for you?

Q6. Please tell us your opinion of the consultation pack. Choose one option in each line.

- a) **Consultation pack:** Useful ☐ Not useful ☐
- b) **Information in the leaflet:** Just right ☐ Too much ☐ Not enough ☐
- c) **Questionnaire length:** Just right ☐ Too long ☐ Too short ☐

Thank you for completing the questionnaire.

Data Protection

Hackney Council will use the information you have provided for the following purpose(s):

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

Parking Zone T Displacement - Proposals



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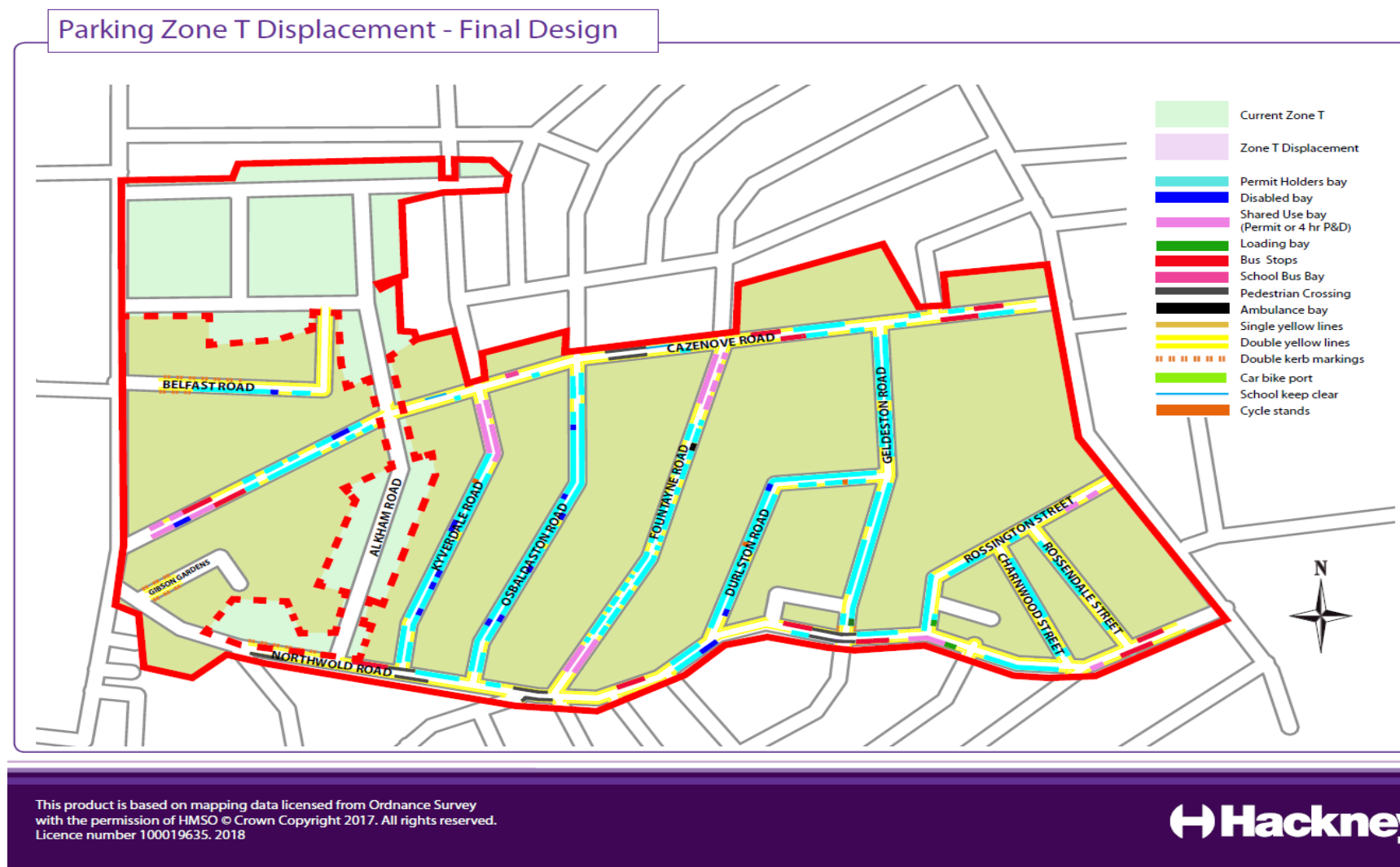
Hackney

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Document Name: Stage 1&2 Delegated_Authority_Report_-_Zone T_disp - Jan 2018

APPENDIX 3: Final Design
Stage One and Two Consultation in Zone T Displacement Area.



Document Number: 19264055

Document Name: Stage_12_Delegated_Authority_Report_-_Zone_T_disp_- Final signed version 200218 Document Number: 19164296

Document Name: Stage 1&2 Delegated_Authority_Report_-_Zone T_disp - Jan 2018

APPENDIX 4: Equality Impact Assessment Stage One and Two Consultation in Zone T Disp Area.



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 T displacement area.

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: 17/01/2018

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.

. 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.