

DELEGATED REPORT OF

THE GROUP DIRECTOR OF NEIGHBOURHOODS AND HOUSING SERVICES

STAGE 2 PARKING CONSULTATION ZONE PARKING ZONE T (STAMFORD HILL)

DATE (2017)

JULY 2017

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

CAZENOVE

1. SUMMARY

- 1.1 This report details the results of the Stage two detailed design consultation completed in Parking Zone T (Stamford Hill) between May and June 2017.
- 1.2 Recommendations have been made for the design of parking controls based on majority support received from residents and businesses within the consultation area.
- 1.3 An indicative timetable for the implementation of controls has been provided below:

Task	Date
Outcome communicated to residents	September 2017
Implementation of parking restrictions	October to November 2017
Enforcement	November 2017

2. RECOMMENDATION(S)

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

- 2.1 Approve the implementation of the parking design for Zone T (Stamford Hill) as per the final design in Appendix 3, to include the following roads; Lampard Grove, Margaret Road, Windus Road and Alkham Road.
- 2.2 Approve the operational hours of Monday to Saturday; 8.30am to 6.30pm in Zone T (Stamford Hill).
- 2.3 Approve the pay and display tariff of £2.60 per hour for RingGo payments in the following roads within the Zone T (Stamford Hill) area; Lampard Grove, Margaret Road, Windus Road and Alkham Road.
- 2.4 Approve the implementation of pay by mobile only (cashless) shared use bays with 4 hours maximum stay on Lampard Grove, Margaret Road, Windus Road and Alkham Road.

DELEGATION

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

2.5 Authorise the Head of Parking to consult on and publish notification of the Traffic Management Order for the roads (the "Traffic Management Orders") in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") and subject to 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 Two 'detailed design' consultation in the Parking Zone T (Stamford Hill) area. This was due to approval from Cabinet to consult the displacement roads in the Stamford Hill area on the 22nd June 2015, the feedback received from the Stage One consultation carried out in the area and approval to carry out a Stage Two consultation received from Cabinet in October 2016.

3.2 The recommendations above are in line with the Parking Enforcement Plan (PEP) 2015 – 2020 and also based on feedback received from the Stage Two 'detailed design' consultation carried out in the area.

3.3 The cabinet report authorised in June 2015 recommended for a stage one consultation to be carried out in the displacement roads around parking zones N, S, R, G and E ext. This was due to requests received for parking controls from these areas as well as results of the stress surveys carried out in the area which showed that the areas suffered from high parking stress.

3.4 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". 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.

Consultation Feedback

- 3.5 In line with the Council's Public Consultation Charter, a 6 week public consultation exercise was undertaken for Zone T from 9th May 2017 until 23rd June 2017.
- 3.6 Parking Services will only accept completed questionnaires during the stated consultation period. Any feedback received after the closing date will therefore be considered as late and not included in the consultation analysis.
- 3.7 A consultation questionnaire and booklet was sent to all residents and businesses in the area providing them with the opportunity to have their say on the proposed design and hours of operation for the parking zone.
- 3.8 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.
- 3.9 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.10 A detailed breakdown of the feedback received has been analysed below.

Response Rate

- 3.11 Consultation packs were sent to 518 households and businesses in the Zone T (Stamford Hill) area. 151 responses were received from addresses in the area. This equates to a response rate of 29%.
- 3.12 In addition to the total responses received above, Parking Services also received 28 hand delivered questionnaires on the 28th June 2017, after the closing date of the consultation period. All responses received were in favour of shorter operational hours of Monday to Friday 10am to noon.
- 3.13 In addition to the above, Parking Services received a petition with 191 signatures on the 3rd July 2017. Of those, only 18 were from addresses within the consultation area. Of the 18, 4 were from addresses who had already responded to the consultation via a submitted questionnaire. However, as the questionnaires either had no name or had different names, we are not able to determine if these were from the same people.
- 3.14 The petition also requested for shorter operational hours of Monday to Saturday; 7am to 11am to be implemented in the area.

- 3.15 As stated in section 3.6 above, Parking Services do not accept any feedback received after the closing date of the consultation. Therefore, as the additional questionnaires and the petition was submitted after the consultation closing date, these were not considered as part of the feedback for this consultation.
- 3.16 Of the responses received within the consultation timeframe, majority (63%) were received via post whilst the remaining were received via the online consultation portal.
- 3.17 A breakdown of responses can be found in Appendix 1, tables 1 and 2.

Hours of Operation

- 3.18 As a new parking zone is being created, Parking Services consulted residents and businesses on their preferred hours of operation as part of the stage two consultation.
- 3.19 Residents and businesses were given 3 options on the hours of operation. These were based on the existing range of standardised hours within the borough.
- 3.20 The majority of respondents (56%) were in favour of Monday to Saturday 8.30am to 6.30pm operational hours. See Appendix 1 table 3 for more information.

Support for the proposed design

- 3.21 The majority of respondents (56%) were not in support of the proposed parking design for the area as indicated in Appendix 1 table 4.
- 3.22 Majority of the feedback not in favour of the proposed parking design were from Windus Road and Lampard Grove. Feedback received from Alkham Road was undecided.
- 3.23 Majority of the feedback received, requested more resident bays in the area (32%).
- 3.24 The remaining responses were mixed; 30% did not request for any specific design changes, 19% wanted more permit bays, 7% of respondents wanted to see more disabled bays, 6% wanted to see more shared use bays and 3% wanted to see more loading bays and business permit bays respectively. See Appendix 1 table 5 for more information.

- 3.25 Parking controls within the zone T (Stamford Hill) area have been designed to suit the needs of the area. Permit bays which also allow resident permit holders to park in, has been proposed in residential streets in order to protect the needs of the residents and ensure they can park close to their properties.
- 3.26 Parking Services will not be implementing parking controls on Stamford Hill and Windus Mews as these roads are Red route (controlled by Transport for London) and private road respectively.
- 3.27 Residents in those roads have however been included within the zone T boundary and will be able to purchase permits to park in roads within zone T.
- 3.28 Visitor parking bays (shared use bays) have also been proposed close to the businesses and schools on Lampard Grove, Margaret Road, Windus Road and Alkham Road in order to accommodate visitors to the area.
- 3.29 Disabled bays within the borough are only implemented when a request is received from a disabled resident. A disabled bay criteria must be followed and the disabled driver must pass an assessment criteria in order to qualify for a bay.

Conclusion

- 3.30 Based on the feedback received, Parking Services recommends to implement the hours of operation of Monday to Saturday; 8.30am to 6.30pm within Parking Zone T (Stamford Hill).
- 3.31 In addition to the above, based on the feedback received, Parking Services also recommends to retain and implement the proposed parking design for zone T.
- 3.32 Parking Services also recommends to implement all shared use bays in parking zone T (Stamford Hill) as mobile phone only (cashless) shared use bays with 4 hours maximum stay in order to provide sufficient time for visitors to visit nearby businesses.
- 3.33 The pay and display charges in the area will be £2.60 per hour for mobile phone only parking. This will match the charges in nearby zones.

ADDITIONAL COMMENTS

- 3.34 Respondents were given with the opportunity to provide additional comments. These include comments received on the completed questionnaires. Many

respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Appendix 1, Table 6.

- 3.35 Majority were unhappy with the proposed parking design for Windus Road and requested for more parking spaces (36%). 7% of the respondents also requested for a one way system to be implemented on Alkham Road. Table 6 shows the theme of the general comments. The request for a one way street will be passed on to the Streetscene department for consideration.
- 3.36 Parking Services have tried to maximise parking in the zone T area without compromising the safety of all road users and access for emergency vehicles.
- 3.37 We have implemented parking bays in all sections of the area where it is safe to do so and have only implemented double yellow lines where it is not safe for vehicles to park.
- 3.38 In line with recommendations from the Fire Services, we have to ensure a running width of 3.5 metres is maintained in all roads to allow easy passage for Fire appliances and vehicles during an emergency.
- 3.39 Parking Services have had to implement double yellow lines on one side of Windus Road as the current road width would fall below the acceptable minimum running width if vehicles were allowed to park on both sides of the road.
- 3.40 In addition to the above, the London Local Authorities Act 2000 made it a criminal offence to park on the footway in any part of an urban road. There are very limited exemptions across the Borough, where designated footway parking is clearly shown by roadside signs and covered by published Traffic Management Orders (TMOs).
- 3.41 Footways are not designed to take the weight of motor vehicles and, as such, damage to the pavement can occur and result in high maintenance costs. Furthermore, the reduction of footway space can restrict the movement of pedestrians forcing them to divert their path onto the road and into the path of moving traffic on the carriageway thereby posing a safety hazard to pedestrians, especially vulnerable groups such as those who are partially sighted, those with reduced mobility, wheelchair and buggy users, and people using pushchairs and buggies or prams. To improve the street environment the Council is therefore phasing out footway parking throughout the Borough, permitting it only in exceptional circumstances.

- 3.42 When introducing new parking zones, as part of the Parking Enforcement Policy, the Council will remove footway parking and relocated these on to the carriageway.

SUPPORT FOR SUSTAINABLE TRANSPORT INITIATIVES

- 3.43 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.
- 3.44 Majority (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1, table 7 below for a breakdown of responses received.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

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

5. BACKGROUND

- 5.1 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.
- 5.2 Approval to consult the Parking Zone T (Stamford Hill) was granted by Cabinet in June 2015. This was due to requests for parking controls received from residents in some of the roads in the area and the parking stress survey results which showed high parking occupancy at different times of the day.

- 5.3 Parking Zone T and other displacement roads in the Stamford Hill area were consulted on the introduction of parking controls between October and November 2015.
- 5.4 The residents and businesses were consulted on whether they wanted parking controls to be introduced on their road. The consultation process was conducted in line with the Council's Public Consultation Charter which included conferring with internal and external stakeholders.
- 5.5 Approval was subsequently received from Cabinet in October 2016 to implement parking zone T (Stamford Hill) in Alkham Road, Lampard Grove, Margaret Road and Windus Road and carry out a Stage 2 'detailed design' consultation in the new area based on the feedback from the stage one consultation.
- 5.6 The Stage 2 design consultation in these areas took place in accordance with Council's Consultation Charter. The consultation exercise requested for feedback on the proposed design and hours of operation for the new areas.
- 5.7 There was also the opportunity for respondents to make general comment using the 'free-text' comments section.
- 5.8 The consultations ran for a six week period between 9th May 2017 and 23rd June 2017.

Policy Context

- 5.9 The Parking and Enforcement Plan (PEP) was originally approved by Cabinet in 2010. The policies and recommendations contained within the PEP in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.
- 5.10 The decision to implement a 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.

- 5.11 Parking zones are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or exceeds the supply of safe kerbside space.
- 5.12 At moderate levels, parking stress can inconvenience local residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double parking and parking at junctions, which are road safety hazards and block the flow of traffic.
- 5.13 The main purpose of a Parking Zone is to effectively manage the supply and demand for on street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emission and improve local air quality.

Equality Impact Assessment

- 5.14 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 4 for further information.

Sustainability

- 5.15 Introducing parking controls in the area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.
- 5.16 It will also encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

Administrative Costs

- 5.17 There is a one-off installation cost of approximately £16,000 which relates to consultations and implementation of the changes (which includes lining, signs and posts, pay and display machine). These costs have been provided for in the capital costs budget for 2017/18 financial year.
- 5.18 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

Statutory public consultation (all areas)	Cost £
Design	450
Printing	600
Postage	400
Advertising	660
TMO changes	1,000
Total	3,110

Zone T (Stamford Hill) Implementation	
Lining (including enforcement)	£6,840
Signs and posts	£6,014
Pay and display changes	£0
Total	£12,854

- 5.19 There are also ongoing maintenance costs of £4,000 per annum. The enforcement costs for the zone T (Stamford Hill) area will be approximately £3,500 per annum.
- 5.20 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

- 5.21 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.
- 5.22 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.
- 5.23 Residents were able to have their say on the introduction of parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope.
- 5.24 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 results of the Stage 2 public consultation to determine the operational design of Zone T.
- 6.2 The report puts forward recommendations in Section 2, paragraph 2.1 to 2.5 for Controlled Parking Zones (CPZ) in Zone T (Stamford Hill) 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 5.17 to 5.20 details the costs relating to this implementation, which include £16k implementation, £4k ongoing maintenance and £3.5k 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 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 – Consultation feedback

Appendix 2 – Consultation document

Appendix 3 – Final Design

Appendix 4 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

Report Author	Olaseni Koya / 020 8356 8251
Comments of the Corporate Director of Finance and Resources	Nurur Rahman Group Accountant Public Realm Ext 2018
Comments of the Corporate Director of Legal, HR and Regulatory Services	Christine Stephenson Planning, Licensing & Corporate Lawyer Ext 3578

Authorisation of Group Director – Neighbourhoods and Housing

Kim Wright

Signature: 

Authorisation of Director Public Realm – Neighbourhoods and Housing

Aled Richards

Signature: 
9/10/17

APPENDIX 1: Parking Zone T (Stamford Hill). Stage 2 Design Consultation

1 Feedback Analysis

1.1 Response

We consulted 518 households and businesses and received 151 completed questionnaires making an overall response rate of 29%. A breakdown of responses on a street by street basis can be found in [Table 1].

Table 1: Response to the Stage 2 consultation

Road Name	Sent	Response	
		Received	%
ALKHAM ROAD	198	88	44%
LAMPARD GROVE	104	23	22%
MARGARET ROAD	24	9	38%
STAMFORD HILL	86	0	0%
WINDUS MEWS	3	0	0%
WINDUS ROAD	103	31	30%
TOTAL	518	151	29%

Table 2: Methods of response

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
ZONE T (Stamford Hill).	95	56	0

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

1.2 Hours of Operation

The majority of respondents (56%) were in favour of the hours of operation of Monday to Saturday 8.30am to 6.30pm as indicated in Table 3 below.

Table 3: Preferred hours of operation.

	No	%
Mon to Fri; 10am to noon	34	25%
Mon to Fri; 8.30am to 6.30pm	26	19%
Mon to Saturday; 8.30 to 6.30pm	76	56%

1.3 Proposed parking design

The majority of respondents (56%) were not in favour of the proposed parking design for the area. When analysed on a street by street basis, only Margaret Road was in favour of the proposed design for the area. Feedback from Alkham Road was undecided. See Table 4 below.

Table 4: Support for parking design from each street.

Road Name	Count		% of Responses	
	Yes	No	Yes	No
Alkham Road	44	44	50%	50%
Lampard Grove	11	12	48%	52%
Margaret Road	7	2	78%	22%
Windus Road	5	26	16%	84%
TOTAL RESPONSE	67	84	44%	56%

Excludes blank responses

1.4 Alternative suggestions

73% of the respondents provided their views on other types of bays they would prefer. The responses were mixed. 32% of respondents wanted to see more resident bays, 30% did not specify what they wanted to see, 19% wanted more permit bays, 7% wanted more shared use bays and 6% more disabled bays.

Table 5: Support for parking design from each street

Type of bay	No	%
More Resident Bays	35	32%
None of the above	33	30%
More permit bays	21	19%
More Disabled Bays	8	7%
More Shared Use bays	7	6%
More Business Bays	3	3%
More loading bays	3	3%

Excludes blank responses

1.5 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 6.

64% respondents provided general comment. Majority (36%) were unhappy with the proposed design for Windus Road. Table 6 shows the theme of the general comments

Table 6: First 8 theme of comments

Comments	% of comments
Unhappy with design for Windus Road	36%
Request for one way system on Alkham Road	7%
Longer hours of operation	5%
Not in favour of parking controls	5%
Request for hours of Mon to Fri 7am to 11am	4%
Requests for changes to parking design	3%
Permits too expensive	3%
Issues with parking in the evenings	2%

1.6 Support for Sustainable transport initiatives

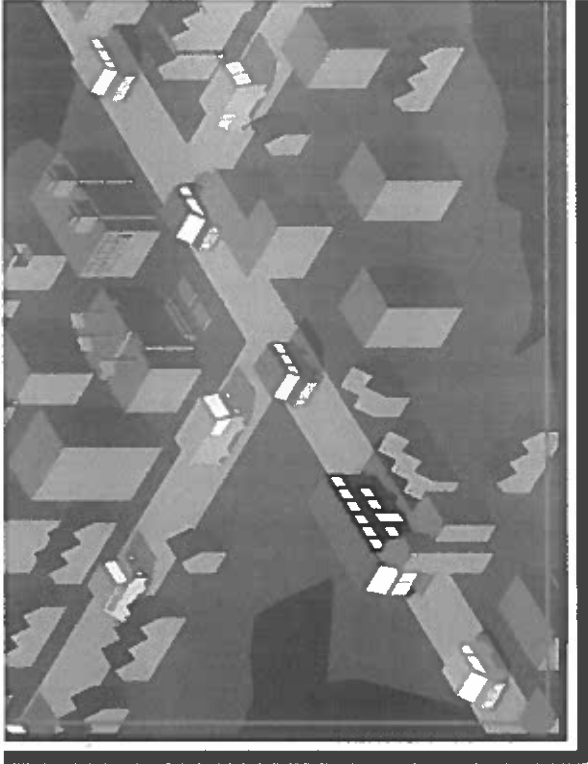
As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See table 6 below for a breakdown of responses received.

Table 7: Support for sus, transport initiatives.

Road Name	Count		% of Responses	
	Yes	No	Yes	No
Alkham Road	41	44	48%	52%
Lampard Grove	10	12	45%	55%
Margaret Road	9	0	100%	0%
Windus Road	12	18	40%	60%
TOTAL RESPONSE	72	74	49%	51%

2 Consultation Documents



Parking Zone T (Stamford Hill)

Parking Design Consultation



Why I am being consulted?

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

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

- Alkham Road
- Lampard Grove
- Margaret Road
- Windus Road

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

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-hy5 by the 23 June 2017

Please note that this is a Stage 2 consultation, where a decision is being made on the design of parking restrictions and the hours of operation in your area.

Please see enclosed questionnaire to provide your comments. A user friendly map has also been provided which shows the proposed parking design for your area. If you have any comments on the proposed design, please let us know what these are in the comments section of the questionnaire.

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

Parking Design

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

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

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

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

Operational hours

As your street will be joining a new Parking Zone (Zone T), we would like to hear your views on your preferred hours of operation for the parking zone. You can have your say using the attached questionnaire. How does the Council decide on the hours of operation?

The Council's policy is to provide standardised hours throughout its parking zones. Having similar operational hours in parking zones helps motorists understand the times of control in each area and increase the service's efficiency by making storage and maintenance of signs easier.

The majority of the parking zones in Hackney share similar characteristics (mainly residential). As a result the operational hours in most zones are either Monday to Friday 8.30am to 6.30pm or Monday to Saturday 8.30am to 6.30pm.

In some parts of Hackney there are circumstances that necessitate longer hours of control, for example where there is an extensive night time economy in the area. In such cases, parking zones will have longer hours of control which may end at 11pm or midnight.

In areas where commuter parking is the cause of parking stress, shorter hours have been implemented to prevent this. Shorter hours can also deter residents from nearby zones who do not have a permit from parking in those zones.

Parking Services have proposed standardised hours for your zone which are in place in various other parking zones within the borough as well as an option for shorter hours. You can have your say on these in the questionnaire included in this pack.

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

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

What happens next?

Drop in sessions

If residents would like a drop in session held in their area to discuss the proposed parking design, they can request for one by sending an email to the parking consultation team at consultparking@hackney.gov.uk

Closing Date

Date: 23 June 2017

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

Consultation Results

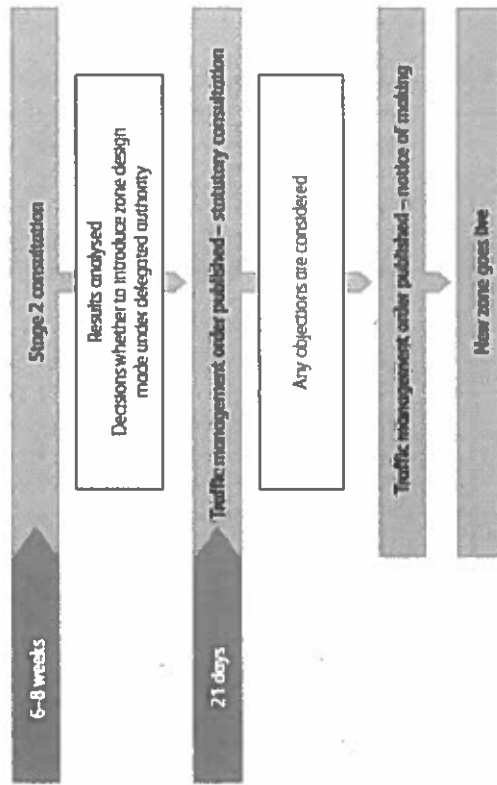
Date: August 2017

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

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

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

Stage 2 consultation



Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a Statutory Consultation. This requires for a Traffic Management Order notice to be advertised in the Hackney Today for a 21 day period. This process allows anyone to formally declare their representation on the proposed changes.

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.

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, reflecting the high levels of particulate matter pollution they produce.

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 www.hackney.gov.uk/parking-permits-price-calculator

Resident permit prices – 1 September 2016 to 31 August 2017

To help residents and businesses prepare for the different charging, CO2 emissions based charging will be phased in over two years from September 2016, with all residents and businesses paying half of the difference between their current permit price and the new charges in the first year. The full charges will then be applied from September 2017.

Resident permit prices, using emission-based charging (CO2) from September 2017
All permits after September 2017 will only be based in vehicle emissions.

Band	3 months	6 months	12 months
1	No local emitters	£10.00	£10.00
1	Up to 120 g/km	£76.50	£61.00
	Price including diesel supplement	£39.00	£111.00
1	121-185 g/km, or under 1200cc*	£43.00	£112.00
	Price including diesel supplement	£55.50	£162.00
1	186-275 g/km, or 1700-2000cc*	£59.50	£163.00
	Price including diesel supplement	£72.00	£213.00
5	276 g/km+, or 2001cc+*	£76.00	£214.00
	Price including diesel supplement	£88.50	£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.

Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, 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 which allow parking in all zones for one day. We also provide Pay & Display parking for businesses visitors wherever possible.

Other permits

For more information about other permits which we offer please call 020 8356 8877 or visit www.hackney.gov.uk/other-permits

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions and also in parking bays. For any specific requests such as removals, you can request a dispensation or a bay suspension. Please visit our website for more information www.hackney.gov.uk/parking

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, single and double yellow lines (for a maximum of 3 hours). They can also use any disabled bay.

Companion Badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in 'resident' and 'permit' parking bays within their 'home' Parking Zone. If you currently hold a Companion Badge, this will need to be replaced with a Zone 1 Companion Badge. You will receive a separate letter about how you can do this if you are a Companion Badge holder.

What if I live on an estate?

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

Please refer to the enclosed user friendly map for the bay locations.

Type of parking bay	Permit, voucher or ticket required
General Permit parking bay	Resident or business parking permit
Pay and Display parking bay	Resident or business visitor voucher
Shared Use parking bay	Pay and display ticket only
	Resident or business parking permit
	Resident or business visitor voucher
	Pay & display ticket
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

What if I own a motorcycle?

Motorcycles can be parked in all zones within a PZ free of charge (this excludes Zone B where parking for motorcycles are restricted to motorcycle boys only), except for in pay and display boys as long as they are parked at a right angle to the left and, if possible, at the end of the parking bay; you should use the dedicated motorcycle bays if available, rather than permit boys.

Do you consider road safety?

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

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

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

Most yellow lines in the preliminary parking layout have been placed for safety or access reasons and would be unlikely to change. Examples of these are:

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

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

No. By law revenue generated from PZs must be invested back into transport related improvements such as highways, street scene, parking enforcement and safer car parks. It also contributes to the funding of the Freedom Pass scheme.

What if I live on a Car Free Development?

A Car Free Development will be under a Section 106 agreement and will be included in your lease or deeds. If you live on a Car Free Development you may not be eligible to purchase a parking permit to park in the PZ. If you want to apply for a permit and are not sure if you live in one of these areas please call us on 020 8356 8877.

What if I live on a private road?

If you live on a private road which falls within the consultation area, your road will still be included in the consultation. Although your road will remain free of controls, you will still be able to purchase permits to park on surrounding roads which have parking controls.

How will you use my personal information?

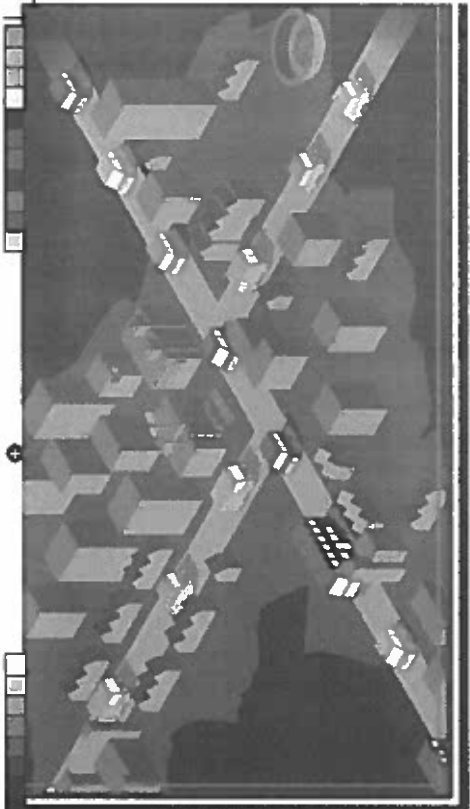
Hackney Council will use the information you have provided for the purpose of identifying support for parking controls in the area.

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

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

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

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



Have your say on Parking Zone T Extension (Stamford Hill)

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by 23 June 2017 in the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

Postcode:

Section 2: Proposed Design

Q1. 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-fyts.



Q2. 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
- More business bays
- None of the above

Q3. What are your preferred operational hours for Parking Zone T?

- Monday to Friday: 8.30am to 6.30pm
- Monday to Saturday: 8.30am to 6.30pm
- Monday to Friday: 10am to noon

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

Q4. 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

Section 3: How was it for you?

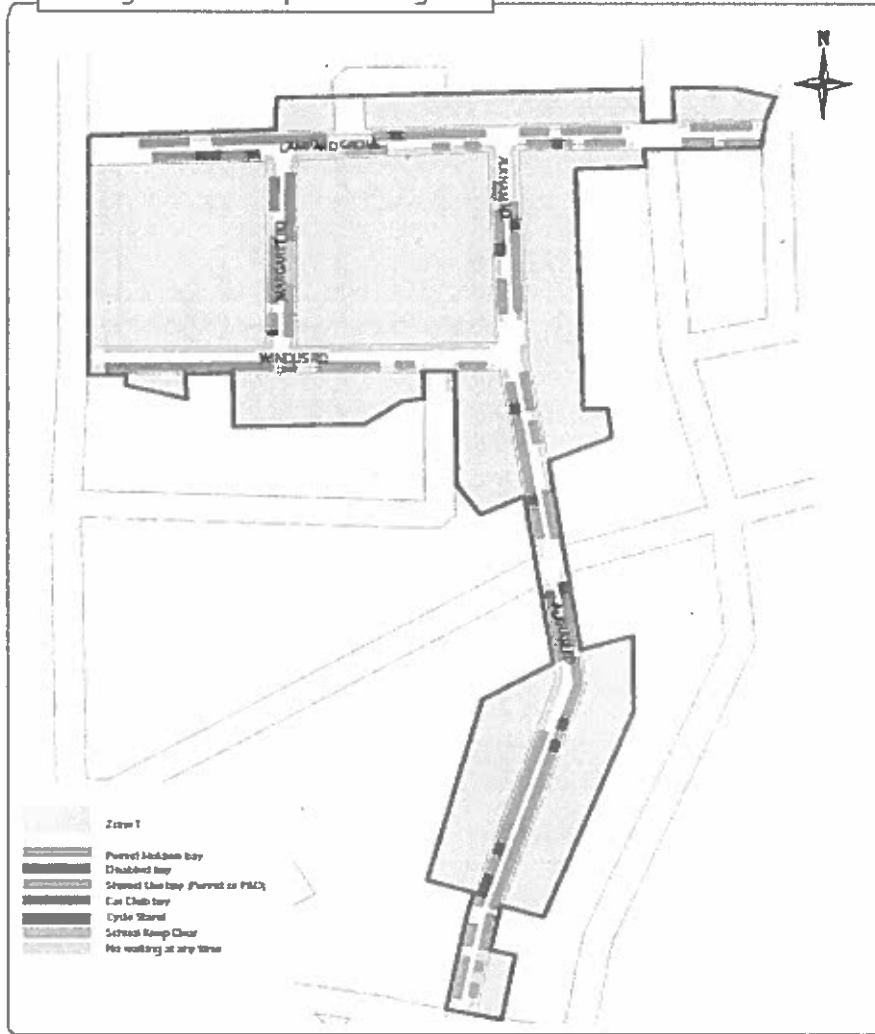
Q5. Please tell us your opinion of the consultation pack. Choose one option in each line.

- 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.

Hackney Council is just one of the ways you have your say about the following proposals:
 The proposed information you have given us is for your information only. It is not intended to be used in any way to influence the decision making process. The only way you can influence the decision making process is by attending the public consultation meetings and giving your views to the public consultation team. If you have any views on the proposals, please contact the public consultation team on 020 7556 3100. All information provided is for information only. Hackney Council is not responsible for any loss or damage caused by the use of the information provided.

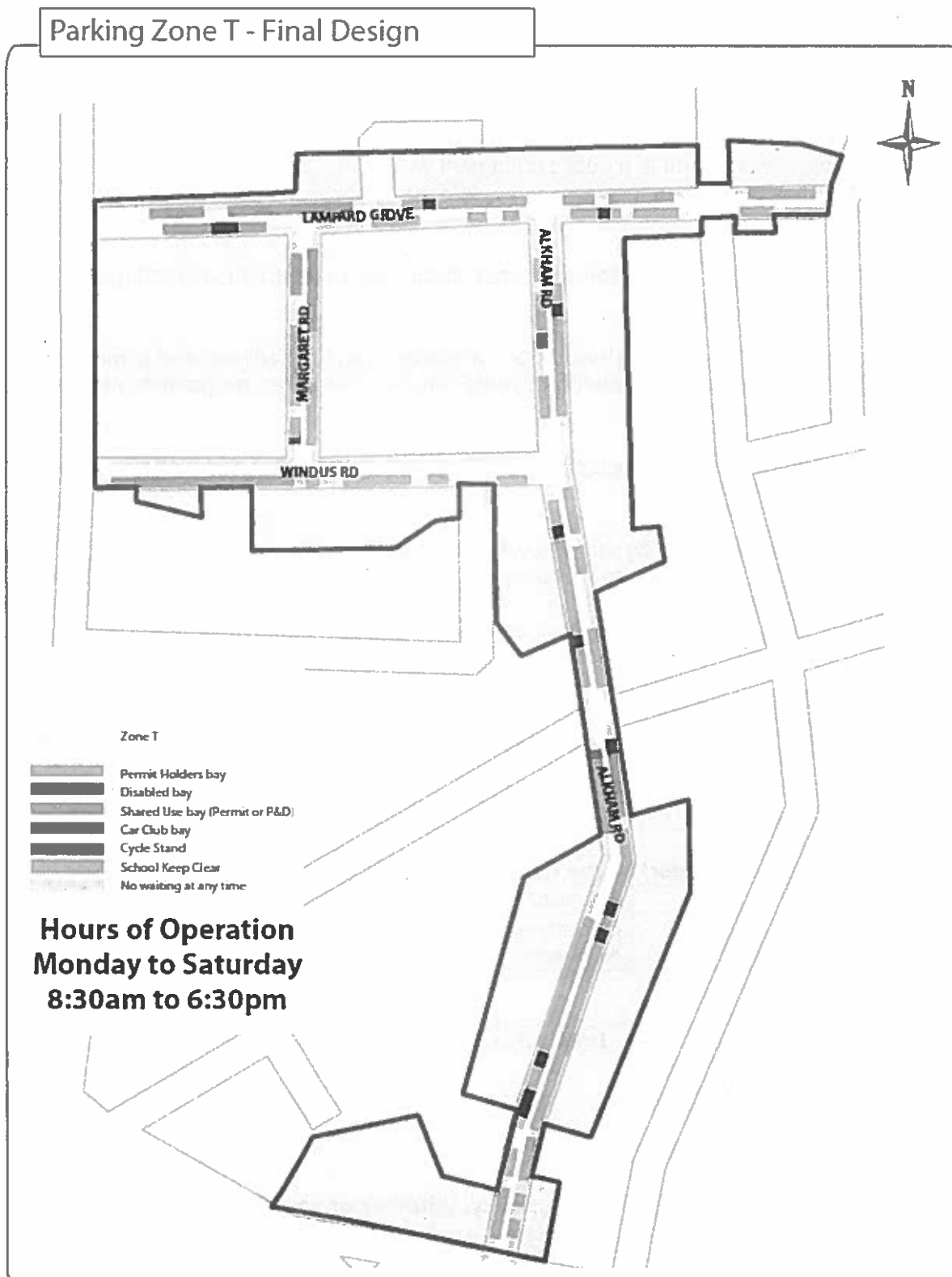
Parking Zone T - Proposed Design



This product is based on existing data obtained from Ordnance Survey with the permission of Ordnance Survey. Copyright 2016. All rights reserved. Licence number: Y20028620, 2016.



3 Final Design



This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2017. All rights reserved. Licence number 100019635, 2017



APPENDIX 4: Equality Impact Assessment Stage 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 Two consultation in Zone T (Stamford Hill) 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: 27/07/2017

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.