

DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers
- (Protocol for Officer Delegation)

NEIGHBOURHOOD AND HOUSING DIRECTORATE – PARKING OPERATIONS TEAM

DECISION: - Proceed with the making of the proposals to introduce parking controls in the parking zone T.

Agree to:-

- Overrule the objections received and proceed with the making of traffic proposals to introduce parking controls in the following roads; Alkham Road, Lampard Grove, Windus Road and Margaret Road.

Reasons;

- 1 Parking Services have carried out its duties to consult and introduce parking controls in the parking zone T area in line with the Parking Enforcement Plan (PEP) 2015 - 2020.
- 2 The proposals to introduce parking controls in the zone T areas was based on two main reasons as follows:
 - Feedback received from the stage one consultation carried out in the area between October and November 2017.
 - To protect the parking needs of the residents and businesses in the area from high parking stress caused by commuter parking and displacement parking from nearby parking zones.

Parking Design

- 3 The parking design for the area has been completed in line with regulations as well as the Council's approved design standards.
- 4 Based on advice from the Fire Services, Parking Services must maintain a running width of 3.5 metres in all roads to ensure that larger vehicles and Fire appliances are able to safely access and travel along the road.

- 5 The current width of Windus Road is not wide enough to accommodate parking on both sides of the road which is why parking has only been implemented on one side of the road.
- 6 Observations of the road have shown that large vehicles experience difficulty travelling along the road with the current parking arrangements.
- 7 Parking Services have proposed to implement parking spaces on the southern kerb of Windus road to maximise parking spaces in the road.
- 8 Although there are less junctions on the northern kerb of Windus Road (due to the entrances to the Mews), yellow lines would still be required opposite those junctions due to the width of the road. This would ensure that vehicles can safely enter and exit those areas.
- 9 We have implemented parking within the build outs at the junction with Belfast road which has meant that we were able to gain an extra one to two spaces as less yellow lines were required.

Footway Parking

- 10 Footway parking was banned across London under the London Local Authorities Act 2000. 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).
- 11 Footway parking is a particular issue as it reduces the available footway width thus impacting on pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, wheelchair and buggy/pram/pushchair users.
- 12 Footway parking also causes damage to the pavement resulting in high maintenance costs, pedestrian injury claims and damage to the urban environment.

- 13 Proposals to increase footway parking are contrary to the aims and objectives of the Council's parking and transport policies.
- 14 Reducing the footway width and squeezing pedestrians between cars fully parked on the footway and buildings contradicts the above strategies. Implementing footway parking would also contradict our Parking policies which have been outlined in the Council Parking Enforcement Plan (PEP) 2015 – 2020.
- 15 The Traffic Signs Manual chapter 3 (which is a Department for Transport (DfT) document providing guidance on how parking restrictions should be implemented, recommends a minimum running width of 1.5metres on the footway at locations where footway parking is to be implemented.
- 16 This is to ensure that vehicle occupants are able to safely open doors as well as allow enough width on the footway for pedestrians or people in wheelchairs or with buggies. Unfortunately the footway width on Windus Road falls below the recommended width at several locations along the road.
- 17 Although the number of parking spaces on the road have been reduced, Parking Services have found that the number of vehicles parking in an area tend to reduce when parking controls are introduced. This means that there will be less competition for spaces in the area and more available spaces to park for eligible permit holders.
- 18 Whilst the reduction of spaces may mean drivers will not always be able find a parking space on Windus Road, there will be available spaces in nearby roads where they can park.

Background

Parking Services consulted the residents and businesses in uncontrolled roads within the Stamford Hill area between October and November 2015. This was due to requests and a petition received from the some residents in the area.

Overall, majority of the feedback received from the area were not in favour of parking controls. However when analysed on a street by street basis, feedback from Alkham Road and Margaret Road were in favour of parking controls. Based on this

feedback, Parking Services proposed to implement parking controls in Alkham Road and Margaret Road. It was also recommended to implement parking controls in Lampard Grove and Windus Road in order to create a logical boundary. See cabinet report for more information:

<http://mginternet.hackney.gov.uk/ieDecisionDetails.aspx?ID=4131>

Following approval from Cabinet, Parking Services consulted residents and businesses in zone T on the parking design and hours of operation for the area. The stage two consultation was completed between May and June 2017. See a copy of the stage two delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-t/results/dpr---stage-2-parking-consultation-zone-t--stamford-hill--signed-by-kw.pdf>.

The Traffic Management Order (TMO) statutory consultation proposal to introduce parking controls in the parking zone T commenced on 23rd October 2017 with a three week objection period ending on the 12th November 2017.

The notice was advertised in the local newspaper (Hackney Today). In addition, notices were displayed on each street affected by the proposed changes.

Two objections to the proposed Traffic Management Order proposals were received from residents who lived within the parking zone T area (Windus Road and Margaret Road).

Although the residents were in favour of parking controls, they were unhappy with the proposed parking design for Windus Road as this would result in loss of parking spaces.

This report provides a background of the actions taken by the Council, outlines the objections raised and officers' recommendations.

Comments against TMO and Officer's response:

A summary of the objections received and officers' recommendations are provided below. Appendix 1 contains copies of all emails received against the TMO notice issued on 23rd October 2017.

Two objections were received to the zone T proposals. The objections were not in favour of the proposed parking design for Windus Road.

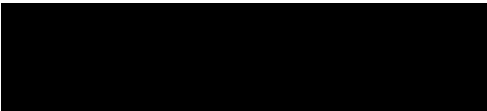
The objections raised in relation to these proposals have been considered and have been overruled. The reason for this has been explained in the conclusion section of this report.

Please see appendix 1 for detailed objections received.

Summary of Objections

Objection 1 – Windus Road

Received from:



The residents objected to the below;

- The proposed parking design for Windus Road and removal of footway parking in the road.
- This would result in the loss of approx. half of the existing parking spaces in the road.
- Residents will have no space to park close to their properties.
- Footway parking can be implemented at the western section of Windus Road (outside the bird cage) as the footway is very wide at this section and can accommodate vehicles parked there without impacting pedestrian safety.
- The implementation of parking on the southern side of the road which has more accesses rather than the northern side.

Response:

Parking Services consulted residents in the Parking Zone T area on the design for parking controls and hours of operation for the parking zone between May and June 2017. This was due to feedback received from the stage one consultation carried out

in the area in 2015 as well as approval from Cabinet in October 2016. See cabinet report for more information:

<http://mginternet.hackney.gov.uk/ieDecisionDetails.aspx?ID=4131>

Although the consultation feedback showed that overall majority of residents in the area (56%) were not in favour of the proposed parking design, when analysed on a street by street basis, only residents from Windus Road and Lampard Grove were not in favour.

Majority of the feedback received from Margaret Road was in favour of the proposed design for their road and the feedback from Alkham Road was undecided. See delegated report for more information: <https://consultation.hackney.gov.uk/parking-services/zone-t/results/dpr---stage-2-parking-consultation-zone-t--stamford-hill--signed-by-kw.pdf>.

Parking Services have taken steps to maximise parking in the zone T area without compromising the safety of all road users and access for emergency vehicles. Parking bays have been proposed in all sections of the area where it is safe to do so with double yellow lines only implemented where it is not safe for vehicles to park.

As required by the Highway Code and Council policies, we have proposed to implement yellow lines at junctions and bends in the roads to prohibit parking and improve visibility.

In line with recommendations from the Fire Services, we have to ensure that a running width of 3.5 metres is maintained in all roads to allow easy passage for Fire appliances and vehicles during an emergency. 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. Observations carried out in the road have shown large vehicles experiencing difficulty when driving along the road.

Footway parking is banned across London under the London Local Authorities Act 2000. 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).

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, wheelchair and buggy/pram/pushchair users. Footway parking also creates 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.

As part of the Council's adopted Transport Strategy there are a number of actions that have been adopted including:

- The Council will implement a continuing programme of removing footways parking
- The Council will work to promote walking among residents to help address issues of obesity, inactivity and mental health issues
- Hackney will work to identify measures that make our streets and public spaces safer and more liveable
- Reducing the footway width and squeezing pedestrians between cars fully parked on the footway and building does not do this.

Implementing footway parking on Windus Road would contradict our Parking policies which have been outlined in the Council Parking Enforcement Plan (PEP) 2015 – 2020.

Based on the above, Parking Services propose to remove all footway parking on Windus Road and relocate them wholly on the carriage way. The removal of parking spaces balance the needs of the local community and road users alike by ensuring that all road users from pedestrians, cyclists and pedestrians who live or work in the area can safely use the road space.

Footway parking reduces the available space for pedestrians and forces them to park in the road which could create unsafe conditions and potential conflict with vehicles also using the road space.

residents' concerns are taken into account in terms of availability of parking spaces in the area, Parking Services have found that the number of vehicles parking in an

area tend to reduce when parking controls are introduced. This is because the introduction of parking controls deter commuters from parking in the area which leads to a lot more available spaces for residents.

This means that there will be less competition for spaces in the area and more available spaces to park.

The design proposed for Windus Road has been reviewed and approved by various stakeholders including the Fire Services, Emergency services and Waste services.

Parking Services have proposed to implement parking spaces on the southern kerb of Windus road to maximise parking spaces in the road. Although there are less junctions on the northern kerb of the Windus Road (due to the entrances to the Mews) due to the width of the road, parking services will still need to implement yellow lines opposite those junctions to ensure that vehicles can safely enter and exit those areas.

We have implemented parking within the build outs at the junction with Belfast Road which has meant that we were able to gain an extra one to two spaces as less yellow lines were required.

Parking Services, in line with procedures, review parking zones one year after they have been implemented to ensure that they still suit the needs of the area. As part of the review, we will review the availability of parking spaces in Windus Road to ensure that they meet the needs of the residents. If the residents are still experiencing difficulty with parking in the area, Parking Services will be happy to explore alternative options with our highways department in order to improve the situation including narrowing the footway at the wider sections to create more parking spaces.

Equalities Impact Assessment

As part of the consultation process, the Council carried out an Equality Impact Assessment to ensure that the proposals made do not have an adverse effect on the parking needs of specific groups including disabled drivers.

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

Financial Implications

The estimated cost of this scheme is £16,000. The scheme is fully funded from the capital costs budget for 2017/18.

Conclusions

Recommendation:-

After considering the objections to the publication of the proposals as part of the traffic management order, it is recommended to;

- **Overrule the objections received and proceed with the making of traffic proposals to introduce parking controls in the following roads; Alkham Road, Lampard Grove, Windus Road and Margaret Road.**

Approval

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed.....*Aled Richards*.....

Dated.....*20/11/2017*.....

Aled Richards – Corporate Director Public Realm
CC. Councillor Feryal Demirci – Cabinet Member for Neighbourhoods
CC. Andrew Cunningham –Head of Streetscene

APPENDIX 1

Objection: 1A

Received from: [REDACTED]

Dear Sir/Madam,

While I am in favour of bringing in CPZ in Margaret, Windus and Alkham roads, after seeing the way the restrictions are proposed I have an objection to the double yellow lines all the way along Windus Road. This will severely restrict parking in the area and therefore cause more parking congestion in the other roads.

If the double yellow lines on Windus Road are an absolute necessity, and I don't believe they are (they only need to be in places where the road is narrow and at junction points), then my suggestion is to introduce the double yellow lines on the opposite/south side of the road to the current suggestion. This would mean fewer parking spaces would be lost because of the mews entrances that exit along the south side.

Please can you confirm receipt of this email and of my objection?

Many thanks.

Best wishes,

[REDACTED]

[REDACTED]

Objection 1B

Received from: [REDACTED]

Dear Hackney Streetworks team,

I am writing in response to your notification of the proposed CPZ for Windus / Alkham / Margaret Roads.

I'm specifically concerned about the proposal to install double yellow lines all the way along the north side of Windus Road, where there is currently pavement parking.

I understand the council's concerns about road width, safety etc, and hence the decision to have parking on one side of the road only. However, your plan would involve the loss of around 30 parking spaces, at the same time as residents are being asked to pay for parking in exchange for supposedly having more chance of being able to park close to home. As a compromise I suggest you maintain parking on both sides of the road at the Stamford Hill end of Windus Road where the road widens and there is currently no pavement parking necessary.

Also, in the section between Margaret Road and the Birdcage pub, the north side pavement is so wide that pavement parking there is no risk to pedestrians and could safely be allowed to continue. Alternatively the pavement could be narrowed / the road widened, to allow parking on the road on both sides, while still leaving a pavement as wide as that in the rest of the road.

Finally, I'm concerned that the lining works are scheduled to take place in December but the cpz will only start at the beginning of January – this means that during December residents will experience a lot of extra parking stress. I suggest that these 2 events should happen as close together as possible, to minimise the parking stress for residents who'll be losing a lot of parking space before any restrictions are in place to mitigate this. I hope you can take these ideas into consideration.



