

**DELEGATED REPORT OF THE DIRECTOR OF PUBLIC REALM -
NEIGHBOURHOOD AND HOUSING SERVICES.**

DATE (2019)

April 2019.

CLASSIFICATION:

OPEN

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

WARD(S) AFFECTED

STAMFORD HILL WEST, SPRINGFIELD.

1. SUMMARY

- 1.1 This report provides details of the outcome of the Stage One consultation completed in the proposed zone V area between 15th August 2018 to 17th October 2018.
- 1.2 The recommendations set out in paragraphs. 2.1 to 2.5 have been based on the consultation feedback received from the area as well as the requirement to improve road safety and traffic flow in the area.

2. RECOMMENDATION(S)

The Corporate Director of Public Realm - Neighbourhood and Housing is recommended to:

- 2.1 Approve the recommendation not to introduce controls in the majority of the proposed zone V area.
- 2.2 Approve the recommendation to include Devan Grove, Newton Close, New River Way and the eastern section of Woodberry Down estate into the Zone G boundary.
- 2.3 Authorise officers to carry out a stage two 'detailed design' consultation on Devan Grove and Newton Close.
- 2.4 Approve the recommendation to monitor parking issues in the area via stress surveys and reconsult the area when a need is identified as defined in section 2 of the council's Parking and Enforcement Plan (PEP) 2015-20.
- 2.5 Approve the recommendation to introduce traffic calming and road safety measures in the area to improve the flow of traffic and road safety in the area.
- 2.6 Authorise the Head of Parking to consult on and take the final decision on whether to introduce a parking zone and Traffic Management Orders on the roads listed above, subject to the requirements of, and in compliance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations"). All responses received during the consultation period will be 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 received approval from Cabinet in January 2018 to consult all uncontrolled roads in the borough where there is a need / requirement in the area, or where requests have been received from the residents in the area for parking controls.
- 3.2 When determining whether or not to introduce parking controls in an area, Parking Services have to consider a variety of factors including; feedback received from the area, road safety, traffic flow and protecting the needs of the residents in the area from displacement parking from nearby parking zones.
- 3.3 The recommendations above are in line with the Council's parking objectives set out in the Parking Enforcement Plan (PEP) 2015 – 2020 and have been based on the consultation feedback received from the area. See appendix One for more information regarding the consultation feedback received from the area.

Parking Enforcement Plan objectives

- 3.4 The objectives of parking controls set out within the Parking Enforcement Plan (PEP) 2015 - 2020 as well as under the Traffic Management Act (TMA 2004) include:
- Managing the traffic network to ensure expeditious movement of traffic (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty.
 - Improving road safety and improving the local environment
 - Improving the quality and accessibility of public transport
 - Meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car.
 - Managing and reconciling the competing demands for kerb space.

- 3.5 Parking Services intend to extend Parking zone G boundary to include Devan Grove, Newton Close, New River Way and the eastern section of Woodberry Down to ensure that the Council's parking objectives are achieved in the area and the needs of the residents are protected from the effects of parking stress arising from displacement parking.

Consultation Feedback

- 3.6 A consultation questionnaire and booklet was sent to all residents and businesses in the proposed area (set-out in Appendix 1) providing them with the opportunity to have their say on whether they supported parking controls or not. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.

- 3.7 Feedback received from the areas have been analysed below.

Response Rate

- 3.8 Consultation packs were sent to 6296 households and businesses in the proposed area. There were 1566 responses were received from the addresses in this area. This equates to a response rate of 25%.
- 3.9 A breakdown of responses can be found in Appendix 1, Table 1.

Support for controls from each road

- 3.10 The majority of feedback received from the proposed Zone V area (70%) were not in favour of parking controls.
- 3.11 Of the 44 roads consulted, only 4 roads were in favour of parking controls (Devan Grove, Fairholt close, New River Way and Woodberry Down estate). Support was not received from the remaining roads consulted.

Support for controls if parking controls are introduced on nearby roads

- 3.12 When asked whether they would support parking controls if introduced in nearby roads, the feedback remained the same. Majority (69%) of the responses received were not in favour of parking controls.
- 3.13 Similar to the above question, only 3 roads were still in favour of controls. New River way was not in favour of controls when asked this question.

Conclusion

- 3.14 As the majority of residents and businesses do not support parking controls in the proposed zone V area, Parking Services recommends for the roads not in favour to remain uncontrolled with the intention to monitor these roads, as set-out in the recommendations.
- 3.15 Parking Services recommends the 4 roads which were in favour of controls; Devan Grove, New River Way, Newton Close and the eastern section of Woodberry Down estate be included in the zone G boundary.
- 3.16 This is because these roads are in close proximity to the current zone G and will create a logical boundary. Along with helping to reduce the impact of displacement parking in these roads.
- 3.17 Parking Services also recommends for a Stage two 'detailed' consultation to be carried out for only Devan Grove and Newton Close and parking restrictions implemented in those roads.
- 3.18 As Woodberry Down estate already has parking controls, these controls will remain the same. New River Way is a private estate and therefore controls will not be introduced in this location.
- 3.19 The residents in these estates (Woodberry Down and New River Way) may however have the option to purchase permits to park in nearby zone G roads if they are not car free developments.

- 3.20 As Fairholt Close is a Hackney Housing estate, no controls will be introduced.
- 3.21 The recommendations above are in line with the consultation feedback received from the area. Parking Services have only proposed to introduce controls on the roads which were in favour. The remaining roads which are not in favour of controls will remain uncontrolled.
- 3.22 However, due to the parking stress, road safety and traffic issues recorded in the area, as well as the introduction of controls in the nearby areas (Cazenove and Springfield Wards as well as Varty Road area in Haringey), Parking Services will carry out further stress surveys in the area to monitor the parking situation.
- 3.23 This is to ensure that the current parking issues are not exacerbated by the introduction of controls in those nearby areas.
- 3.24 In the event that parking stress is increased or there are road safety or traffic issues in the area, Parking Services will carry out a further consultation in the area to allow the residents and businesses another opportunity to have their say on the introduction of parking controls.
- 3.25 The Council will also be assessing the feasibility of introducing traffic calming and road safety measures in the area to improve traffic calming and road safety prior to the stress surveys being carried out.

Additional Comments

- 3.26 521 responses provided comments on the proposals. Of the comments received, 39% stated that they were in favour of parking controls, 26% of respondents stated that they were not in favour of controls, 9% requested for short hours of operation, 7% stated that there were road safety issues in the area, 6% stated that parking controls were a money making scheme by the Council and 3% stated that permits should be free for residents. See table 5 for a breakdown of the top 10 comments.

- 3.27 In addition to the above comments, a number of respondents (25) also stated specific hours of operation which they would prefer in the area as part of the comments provided. A breakdown has been provided in table 6.
- 3.28 Of the 25 comments received, 44% requested for the hours of operation to be 11am to 1pm hours and 8% requested for the hours of operation to be 10am to 5pm.
- 3.29 As the roads where controls are being introduced will be joining an existing Parking Zone (zone G), those roads will adopt the same hours of operation as the zone they are joining (Monday to Friday 8.30am to 6.30pm and event day controls).

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.30 The alternative option would be to introduce parking controls in all the roads consulted. This would however contradict the consultation feedback received from the area.

4. BACKGROUND

- 4.1 Parking Services consulted roads in the proposed zone V area between 15 August 2018 and 17 October 2018.
- 4.2 The reason for consulting the area was two fold. 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. Secondly, parking stress survey results carried out in the area consulted, showed high parking occupancy in some roads at different times of the day.
- 4.3 Parking Stress is defined as the number of vehicles parked on the road against the number of available parking spaces. This is deemed high where over 80% of safe available parking is occupied.
- 4.4 More information regarding stress surveys completed in the area can be found in the Cabinet report.
- 4.5 Approval to consult the area was granted by Cabinet in January 2018.

4.6 The public consultation started on 15th August 2018 and closed on the 17th October 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.

4.7 The consultation response rate of 25% was higher than is usual for similar consultations in Hackney, the norm being in the range of 15-20%.

Policy Context

4.8 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.

4.9 The decision to or not to implement a Parking Zone (PZ) can be made according to the following factors:

- Support from public responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow
- Supply and demand for parking, and
- The environmental and air quality impacts of parking and traffic.

- 4.10 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.
- 4.11 The main purpose of a PZ is to effectively manage the supply and demand for on-street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.

Equality Impact Assessment

- 4.12 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

- 4.13 Introducing parking controls in the roads in favour of controls will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.
- 4.14 It also encourages 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

- 4.15 The breakdown of costs involved in the consultation have been provided below;

One off costs		£
Consultation costs		12191.55
Total Expenditure		12,191.55

- 4.16 The consultation cost for the Stage One consultation carried out in the zone V displacement area was £12,191.55.
- 4.17 As this is only a Stage One consultation, there are no enforcement, implementation and TMO costs.

Consultation

- 4.18 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.
- 4.19 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.
- 4.20 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.
- 4.21 They were also able to complete the questionnaires online via the Council website by the same date.

5. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND RESOURCES

- 5.1 This report provides details of the outcome of the Stage One consultation completed in Zone V between August 2018 to October 2018. The recommendations set out in paragraphs. 2.1 to 2.5 have been based on the consultation feedback received from the area as well as the requirement to improve road safety and traffic flow in the area.
- 5.2 The outcome of the consultation was that the majority of residents and businesses do not support parking controls in the proposed Zone V area, Parking Services have recommended for the roads not in favour to remain uncontrolled. There were however 4

roads which were in favour of controls; Devan Grove, New River Way, Newton Close and Woodberry Down estate. The recommendation is for these roads to be included within Zone G boundary.

- 5.3 There is no direct material financial impact as a result of this report. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road and Traffic Regulation Act (1984).

6. COMMENTS OF THE DIRECTOR OF LEGAL AND GOVERNANCE

- 6.1 This is a stage 1 consultation report on the proposed Parking Zone V.
- 6.2 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles. 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”).
- 6.3 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 6.4 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to

when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

- 6.5 The non-statutory consultation has been carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
- Consultation should occur when proposals are at a formative stage;
 - Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
 - Consultations should allow adequate time for consideration and response;
- 6.6 Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.
- 6.7 With regards to the consultation for the proposed Parking Zone V as 70% of residents in the area are not supporting the introduction of parking controls the Council have determined not to proceed with Parking Zone V. However, Parking Services intend to extend the nearby Parking Zone G boundary to include the four roads where the residents were in favour of the proposed parking controls.
- 6.8 The exercise of powers contained in the 1984 Act relating to parking is an executive function.

6.9 Consulting on new parking controls to facilitate the discharge of the Council's parking functions under the 1984 Act and introducing controlled parking zones is a decision to be taken by the Mayor and Cabinet in accordance with the council's parking policies (PEP 2015-20) and the Mayor's Scheme of delegation. The Cabinet meeting in January 2018 delegated the decision making for these proposed changes to the Group Director for Neighbourhoods and Housing in accordance with paragraph 3.5.1 of Part 3 of the Council's Constitution.

APPENDICES

Appendix 1 - Consultation Feedback
Appendix 2 - Road Accident data
Appendix 3 - Consultation Documents
Appendix 4 - Final Design Map
Appendix 5 - Equalities Impact Assessment.

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

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Authorisation of Director Public Realm – Neighbourhood and Housing Services.

Signature: 

Date: 16/05/2019

APPENDIX 1: Zone V

Stage 1 Consultation in proposed zone V area.

1 Feedback Analysis

1.1 Response

We consulted 6296 households and businesses and received 1657 completed questionnaires making an overall response rate of 26%. This was well above the average response rate of 12% for this type of consultation. Out of the 1657 responses 91 were duplicate responses so have not been included in the feedback. A breakdown of the valid responses on a street by street basis can be found in [Table 1].

Table 1: Response to the Stage 1 consultation

ROAD NAME	Responses		
	Sent	Received	%
AMHURST PARK	759	100	13.18%
BERGHOLT CRESCENT	63	23	36.51%
BETHUNE ROAD	660	147	22.27%
COLBERG PLACE	63	58	92.06%
CRANWICH ROAD	239	71	29.71%
DENVER ROAD	66	19	28.79%
DEVAN GROVE	220	21	9.55%
DUNSMURE ROAD	211	64	30.33%
DURLEY ROAD	131	53	40.46%
EAST BANK	142	44	30.99%
FAIRHOLT CLOSE	12	11	91.67%
FAIRHOLT ROAD	140	186	132.86%
GLASERTON ROAD	51	15	29.41%
GRANGECOURT ROAD	17	10	58.82%
GUINNESS TRUST BUILDINGS	353	7	1.98%
HEATHLAND ROAD	103	71	68.93%
HILLSIDE ROAD	7	5	71.43%
HINDHEAD CLOSE	64	0	0.00%
HOLMLEIGH ROAD	155	115	74.19%
HURSTDENE GARDENS	22	7	31.82%
LEATHERHEAD CLOSE	68	0	0.00%
LEWIS GARDENS	155	16	10.32%

LINTHORPE ROAD	137	46	33.58%
LORDSHIP ROAD	2	7	350.00%
MANOR ROAD	581	129	22.20%
NEW RIVER WAY	25	1	4.00%
NEWNTON CLOSE	38	0	0.00%
NORTHDENE GARDENS	16	7	43.75%
NORTHFIELD ROAD	136	48	35.29%
PAGET ROAD	41	29	70.73%
RAV PINTER CLOSE	10	0	0.00%
REIZEL CLOSE	43	1	2.33%
ROYAL CLOSE	31	3	9.68%
SEVEN SISTERS ROAD	63	4	6.35%
SHUSHAN CLOSE	13	2	15.38%
ST ANDREWS GROVE	57	37	64.91%
ST ANDREWS MEWS	70	17	24.29%
ST KILDAS ROAD	143	55	38.46%
STAMFORD HILL	369	59	15.99%
STANARD CLOSE	14	1	7.14%
WEST BANK	132	38	28.79%
WILDERTON ROAD	53	20	37.74%
WOODBERRY DOWN ESTATE	620	18	2.90%
WOODBERRY GROVE	1	1	100.00%
Grand Total	6296	1566	24.87%

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

Table 2: Methods of response

	Feedback Method		
	Paper Q	Online Q	Email/Letter/ Phone etc.
Zone V	63%	36%	0

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

1.2 Zone V - Support for parking controls on your road

From the 1566 responses received, 98% of respondents (1537) answered this question.

Majority (70%) of responses were not in favour of parking controls on their road. When analysed on a street by street basis, 3 of the 44 roads consulted were in favour of

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

Table 3: Support for parking controls on your road (see figure 1)

Address - Street Name	Total Responses		% Responses	
	Yes	No	Yes	No
AMHURST PARK	34	60	36%	64%
BERGHOLT CRESCENT	5	17	23%	77%
BETHUNE ROAD	64	80	44%	55%
COLBERG PLACE	2	55	3%	96%
CRANWICH ROAD	25	46	35%	65%
DENVER ROAD	4	15	21%	79%
DEVAN GROVE	12	9	57%	43%
DUNSMURE ROAD	12	52	19%	81%
DURLEY ROAD	20	31	39%	61%
EAST BANK	6	37	14%	86%
FAIRHOLT CLOSE	10	1	91%	9%
FAIRHOLT ROAD	49	137	26%	74%
GLASERTON ROAD	2	13	13%	87%
GRANGECOURT ROAD	0	10	0%	100%
GUINNESS TRUST BUILDINGS	2	5	29%	71%
HEATHLAND ROAD	15	56	21%	79%
HILLSIDE ROAD	1	4	20%	80%
HOLMLEIGH ROAD	13	99	12%	88%
HURSTDENE GARDENS	1	6	14%	86%
LEWIS GARDENS	3	12	20%	80%
LINTHORPE ROAD	21	24	47%	53%
LORDSHIP ROAD	2	5	29%	71%
MANOR ROAD	49	77	39%	61%
NEW RIVER WAY	1	0	100%	0%
NORTHdene GARDENS	2	5	29%	71%
NORTHFIELD ROAD	8	40	17%	83%
PAGET ROAD	4	25	14%	86%
REIZEL CLOSE	0	1	0%	100%
ROYAL CLOSE	1	2	33%	67%
SEVEN SISTERS ROAD	0	2	0%	50%
SHUSHAN CLOSE	0	2	0%	100%

ST ANDREWS GROVE	14	23	38%	62%
ST ANDREWS MEWS	5	12	29%	71%
ST KILDAS ROAD	20	33	38%	62%
STAMFORD HILL	14	43	25%	75%
STANARD CLOSE	0	1	0%	100%
WEST BANK	14	23	38%	62%
WILDERTON ROAD	3	17	15%	85%
WOODBERRY DOWN ESTATE	10	8	56%	44%
WOODBERRY GROVE	0	1	0%	100%
Grand Total	448	1089	30%	70%

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

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

Out of the 1566 responses received, 1526 (97%) 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 (69%) was not in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking controls reduced from 3 roads to 2 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
Lordship road

Address - Street Name	Total Responses		% Responses	
	Yes	No	Yes	No
AMHURST PARK	34	59	37%	63%
BERGHOLT CRESCENT	7	15	32%	68%
BETHUNE ROAD	65	77	46%	54%
COLBERG PLACE	2	55	4%	96%
CRANWICH ROAD	28	42	40%	60%
DENVER ROAD	7	12	37%	63%

DEVAN GROVE	13	8	62%	38%
DUNSMURE ROAD	11	51	18%	82%
DURLEY ROAD	22	30	42%	58%
EAST BANK	9	33	21%	79%
FAIRHOLT CLOSE	10	1	91%	9%
FAIRHOLT ROAD	48	137	26%	74%
GLASERTON ROAD	4	11	27%	73%
GRANGECOURT ROAD	0	10	0%	100%
GUINNESS TRUST BUILDINGS	2	5	29%	71%
HEATHLAND ROAD	14	56	20%	80%
HILLSIDE ROAD	1	4	20%	80%
HOLMLEIGH ROAD	15	95	14%	86%
HURSTDENE GARDENS	1	6	14%	86%
LEWIS GARDENS	3	12	20%	80%
LINTHORPE ROAD	21	25	46%	54%
LORDSHIP ROAD	2	5	29%	71%
MANOR ROAD	48	77	38%	62%
NEW RIVER WAY	0	1	0%	100%
NORTHDENE GARDENS	4	3	57%	43%
NORTHFIELD ROAD	8	40	17%	83%
PAGET ROAD	4	24	14%	86%
REIZEL CLOSE	0	1	0%	100%
ROYAL CLOSE	1	2	33%	67%
SEVEN SISTERS ROAD	0	2	0%	100%
SHUSHAN CLOSE	0	2	0%	100%
ST ANDREWS GROVE	14	23	38%	62%
ST ANDREWS MEWS	6	11	35%	65%
ST KILDAS ROAD	20	31	39%	61%
STAMFORD HILL	14	44	24%	76%
STANARD CLOSE	0	1	0%	100%
WEST BANK	15	23	39%	61%
WILDERTON ROAD	5	15	25%	75%
WOODBERRY DOWN ESTATE	11	7	61%	39%
WOODBERRY GROVE	0	1	0%	100%
Grand Total	469	1057	31%	69%

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

1.4 General Comments about Proposed Design

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table 5 below.

522 respondents provided general comment. Majority 39% stated that they were in favour of parking controls, 26% of respondents stated that they were not in favour of controls, 7% stated that there were road safety issues in the area, 6% stated that parking controls were a money making scheme by the Council and 3% stated that permits should be free for residents. See table 5 for a breakdown of the top 10 comments.

Table 5: First 10 theme of comments

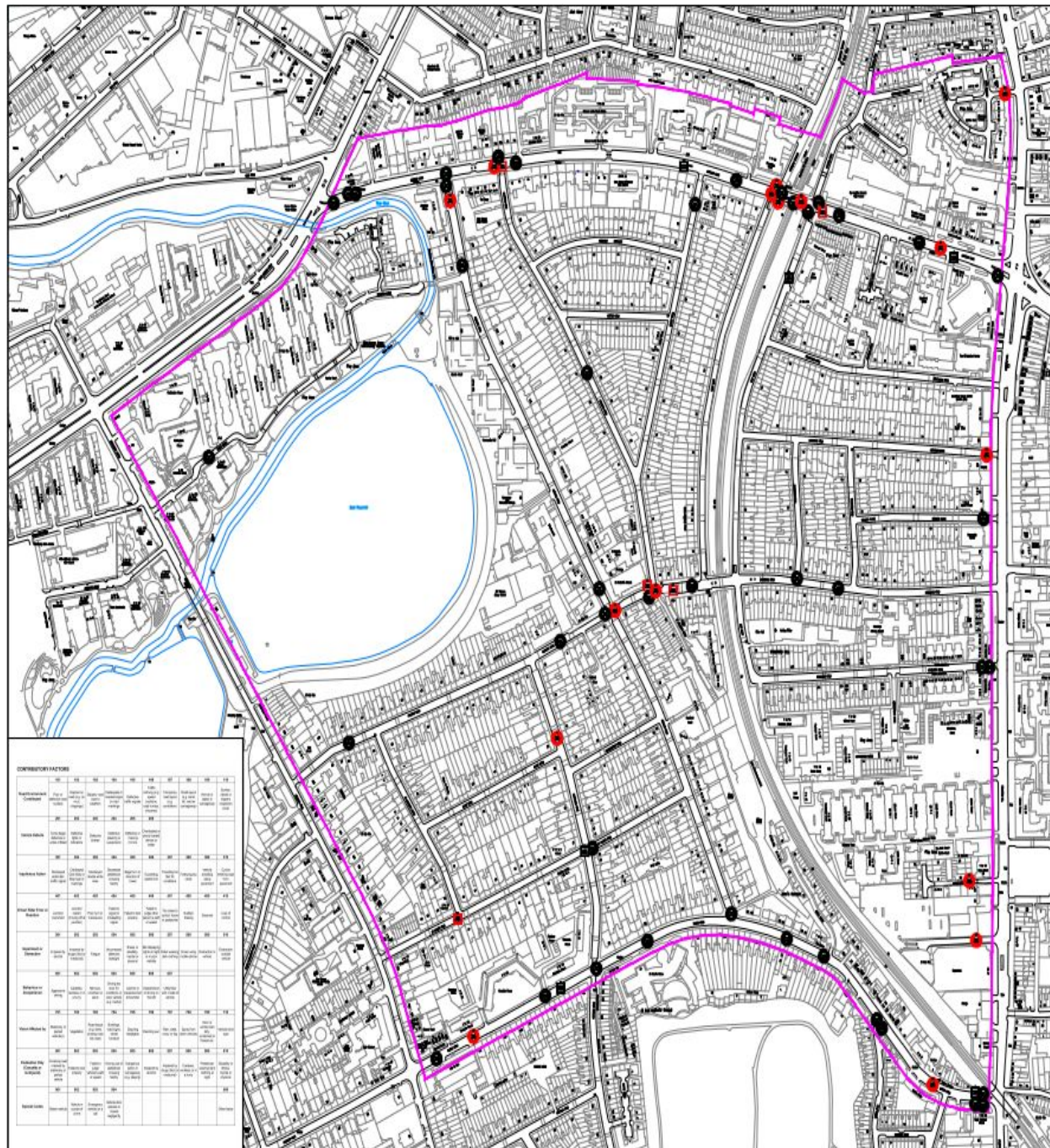
Comment	%
In favour of parking controls	39%
Not in favour of parking controls	26%
Road safety concerns	7%
Money making scheme	6%
No issues with parking in my road	5%
One hour controls	3%
Short hours of operation	3%
Free permits for residents	3%
2 hour controls	2%
Permit prices are too high	2%

In addition to the above, some residents also commented on the hours of operation they would prefer for their area. See table 6 for a breakdown of comments relating to preferred hours of operation.

Table 6: Preferred hours of operation (comments)

Preferred Hours	%
11am - 1pm	44%
10am to 1pm	8%
11am to noon	8%
10am - 3pm	4%
10am to 5pm	4%
10am to noon	4%
11am to 3pm	4%
12 - 6	4%
7am to 11am	4%
7am to 1pm only	4%
Half of zone should be 8.30 - 18.30 Other half of zone should be 11am to midday	4%
Mon to Fri hours	4%
noon to 1pm	4%

APPENDIX 2: Road Accident Data
Stage One Consultation in Zone V Area.



APPENDIX 3: Consultation Documents

Stage One Consultation in Zone V Area.



Parking Services
Health & Community Services
London Borough of Hackney
89-115 Mare Street, Kellan House
London. E8 4RU

Address 1
Address 2
London
Postcode

020 8356 8877
consult@parking@hackney.gov.uk
Our ref: Stage One consultation proposed
parking zone V.
15 August 2016:

Dear Resident / Business,

Re: Proposed Parking Zone V.

Parking Services consulted you and surrounding roads in your area between October and November 2015 on the introduction of parking controls. The results of the consultation indicated that none of the streets in your area were in support of parking controls so these were not introduced.

Since then, we have received both a petition and individual requests from residents for parking controls to be introduced in your area in order to:

- Improve road safety
- Reduce parking stress caused by either 'displacement parking' from residents in nearby zones or from commuter parking.

Due to the requests received, parking Stress surveys were carried out in the area which have confirmed that some of the roads do currently suffer from high parking pressure.

As a result, we are reconsulting residents and businesses within your area to provide you with another opportunity to have your say on whether you would like parking controls implemented on your road. Please see enclosed map which identifies the boundary of the area being consulted.

Please note, this is a Stage 1 Consultation where a decision is being made on whether parking controls should be introduced or not. If there is support for parking controls in your area, we will carry out a Stage 2 consultation to consult you on the design of parking controls and the hours of operation for your area at a later stage.



Proposed Parking Zone V (Stamford Hill West)

FAQs

have  say



How can I have my say?

Please have your say on the introduction of parking controls in your area by completing the enclosed questionnaire and returning it to us using the freepost envelope provided by 17 October 2018. Alternatively you can complete your questionnaire online by visiting: www.hackney.gov.uk/parkinghvs or:

Email us at consultparking@hackney.gov.uk
Phone us on 020 8356 8877

What happens next?

Closing Date – 17 October 2018

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

Consultation Results – December 2018

Consultation results will be made available to residents and businesses. A summary consultation pack, detailing the results, will be sent to all residents and businesses in the area by post and will be available on the Hackney website.

Frequently asked questions

The frequently asked questions document enclosed with this letter helps to explain:

- What is a parking zone (PZ)?
- How would a PZ affect me?

If you still have any questions regarding the consultation after reading this then please contact us through the Hackney Service Centre on 020 8356 8877 or email: consultparking@hackney.gov.uk

Yours faithfully,



Kevin Keady
Head of Parking, Markets and Street Trading

The decision to include a street into the PZ may not solely be based on majority support. There are a number of other factors that may be considered which may result in the street being incorporated into a PZ.

The Council may, in exceptional circumstances, need to introduce a PZ without a clear majority for reasons of road safety, traffic flow, supply and demand for parking, and the environmental impact of parking. The need for a logical boundary may also result in some roads or parts of roads receiving controls without majority support.

Any decision to incorporate a street will be detailed in the Delegated Report and will be available to the public. For those streets which are not incorporated into a PZ, we will continue to monitor the situation closely and would consult again where a need is shown.

Can I have my say on the design of parking controls?

If your road is included in a parking zone once the Stage One consultation is complete, you will be consulted on the design for parking controls as part of the stage two consultation at a later date.

Can I have my say on the hours of operation?

If your road is included within a parking zone, you will be consulted on the hours of operation as part of the stage two consultation and will be given a choice of standardised hours, with the decision on what hours to implement being based on this feedback.

What if I live on an estate?

Any Council housing estates in the area which have their own parking regulations in place, including areas of Woodberry Down, would not have these affected by the introduction of a parking zone as they are independent. Estate residents would however be entitled to purchase an on-street permit if their address falls within a parking zone and is not designated as car free.

Woodberry Down

The residents in the eastern section of Woodberry Down estate have been given the opportunity to have their say on the proposed parking controls in the area as they are currently surrounded by the uncontrolled roads being consulted and may be affected by the introduction of parking controls in those roads. (See enclose map for more information).

How would the PZ affect me?

Would I have to buy a permit if a PZ was introduced?

Yes, if you are a resident or business whose address falls within the PZ you would need to purchase either a resident or business permit to park in the PZ, if introduced. Permits will have to be displayed at all times during the operational hours.

How much will a permit cost?

The way we charge for parking has been changing over the past three years as part of a drive to reduce pollution in the borough 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.

Frequently Asked Questions

What is a Parking Zone (PZ)?

A PZ is an area in which all on-street parking is controlled. Parking bays are painted on the road to show where it is safe to park and all other kerbside is marked with yellow lines. This helps keep the street safe for both road users and pedestrians, and allows priority for parking to be given to disabled people, residents and local businesses according to the Council's hierarchy of parking need.

During the PZ operational hours, vehicles need to display a permit, visitor voucher, or 'pay & display' ticket according to the type of bay they are parked in. The Council has the powers to issue a penalty charge notice to people who park in bays without the appropriate permit or ticket, or on yellow lines. You do not need to display a permit, visitor voucher, or 'pay & display' ticket outside of these hours, however other restrictions such as double yellow lines (no waiting at any time) will still apply.

What benefits does a PZ have?

- A PZ provides many benefits for the surrounding community, including:
- Greater ease in finding parking spaces close to home for residents and their visitors.
 - Easier parking near shops, schools, and other amenities within the area with nearby 'pay & display' bays.
 - Reduced traffic congestion due to less inappropriate parking as all road edges will be controlled, either through designated parking bays or yellow lining.
 - A safer road environment for motorists, cyclists, and pedestrians due to less dangerous parking, yellow lining at junctions will ensure better visibility and pavements will be clear of parked cars.
 - Greater access for emergency vehicles, as we will be able to maintain a safe 'running width' on narrow or busy roads, and powers to act on vehicles blocking access to private property.
 - A tidier, less cluttered street environment through the use of existing lamp posts for signs where possible and better maintenance of street furniture.
 - Reduced crime levels; the presence of parking attendants helps discourage car crime and street vandalism and they can also enforce on untaxed and abandoned vehicles.

What is Displacement parking?

The introduction of parking controls in one area can cause an increase in demand for available parking in other nearby 'uncontrolled' roads as motorists may choose not to purchase a parking permit to park within their zone. As a result, when considering what areas to consult, a larger boundary is consulted to take into account displacement parking.

We are giving you the opportunity to have your say about the introduction of parking controls as your street may be experiencing displacement parking from nearby streets.

How will a decision be made on whether my street is included in a PZ or not?

The feedback received from the residents and businesses will be analysed on a street by street basis. If a street or part of a street has majority support for controls and forms part of a logical boundary, it will be included in the PZ.

Proposed Parking Zone V (Stanford Hill West)

1

Proposed Parking Zone V (Stanford Hill West)

2

dispatched by first class post and visitor vouchers will be delivered by courier.
All permits can be applied and paid for online by visiting the website <https://www.hackney.gov.uk/parking>.
There is also a postal application service for those who do not have access to the internet. Please contact parking services on 020 8356 8877 if you do not access to the internet.

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 www.hackney.gov.uk/parking.

What if I have a Blue Badge or a Companion Badge?

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and for a maximum of 3 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.

For more information on Companion Badges please visit <http://hackney.gov.uk/companion-badge>

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

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' – as per 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 Resident or business visitor voucher
Shared Use parking bay	Resident or business parking permit Resident or business visitor voucher Pay & display ticket
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit



To help residents and businesses prepare for these changes to charging, CO2 emissions-based charging was phased in over two years from September 2016, with all residents and businesses paying half of the difference between the previous permit price and the new charges in the first year. All new permits from September 2017 have been charged at the full rates based on CO2 emissions, as below:

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

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.

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

What about Visitor Permits?

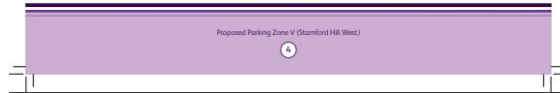
Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (pay and display or permit) bay in the PZ. You only need to use a voucher during operational hours. There are two types of vouchers that can be purchased by residents:

- A book of 20, 2hr scratch cards at a cost of £23
 - A book of 5, one day scratch cards at a cost of £20
- Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £225 for a book of 10 scratch cards to allow parking in all zones for one day. We also provide Pay & Display parking for businesses visitors wherever possible.

How does my permit work?

The Council has now introduced e-permits which means that resident permits and Companion badges are now electronic, so you will not receive or need to display a paper permit on your vehicle. An 'E-permit' becomes active from the date you select in your application. Once the permit has been purchased, an enforcement officer can confirm that a vehicle has a valid permit by entering the vehicle registration number into their hand held devices.

Business permits and visitor vouchers will remain as paper permits until further notice. Business permits will be



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 pay and display bays within all zones.

Motorcycles should be parked at a right angle to the kerb and, if possible at the end of the parking bay; you should use the dedicated motorcycle bays if available, rather than resident permit bays.

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 in existing design 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 you will not be eligible to purchase a parking permit. However, you are eligible to purchase visitor vouchers for your visitors.

If you want to apply for a permit and are not sure if you live in one of these areas please call Parking Services 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.

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.





Your name (optional):	
Your address (required):	
Street Number: :	
Street Name:	
Postcode:	

Q3. Do you support the proposal to implement parking controls in your road if controls are introduced in nearby roads?

Yes ☐ No ☐ No opinion ☐

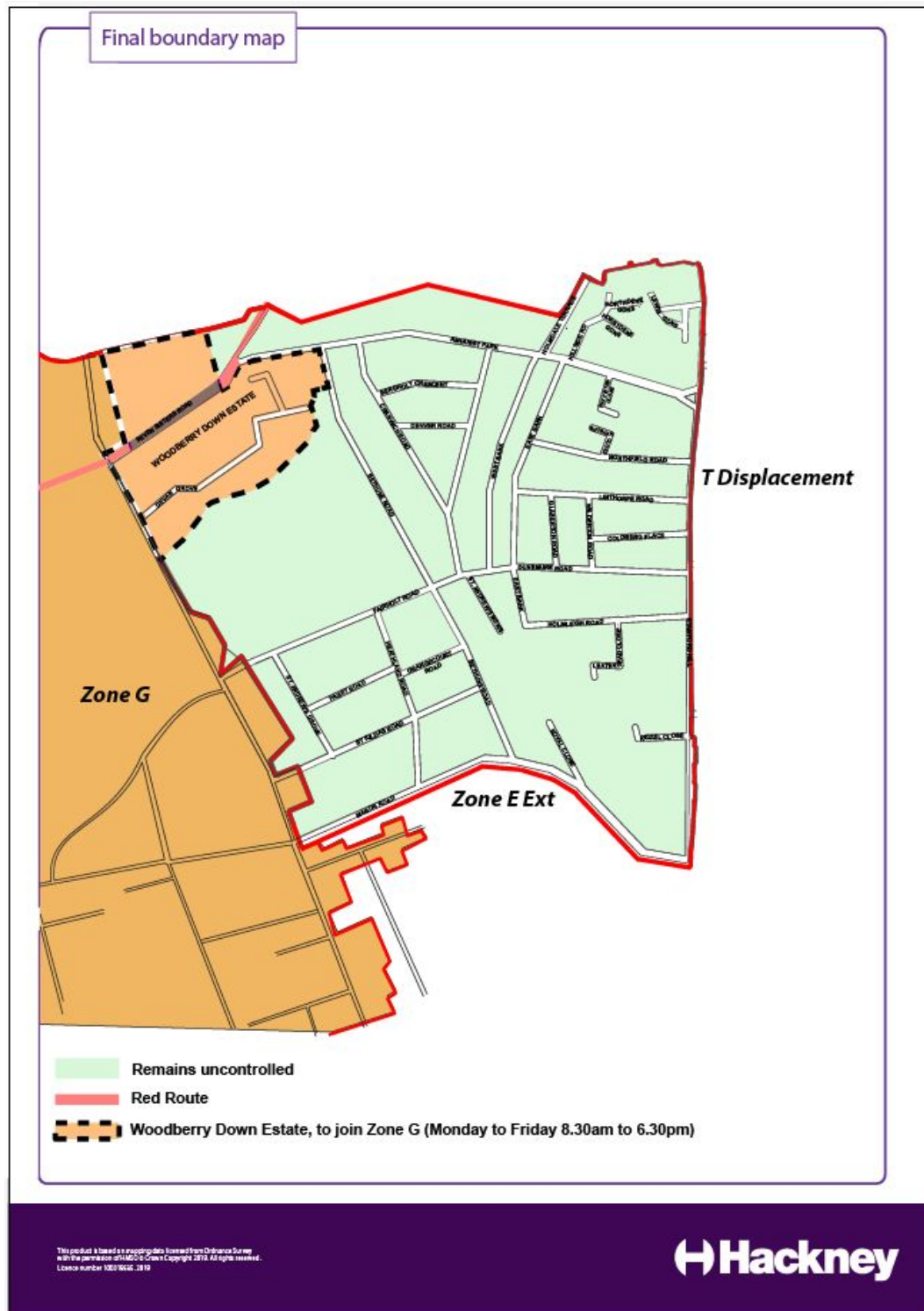


If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print ☐ **In Braille** ☐ **On Disk** ☐ **On audio tape** ☐ **In another language, please state:**

105577

APPENDIX 4: Final Boundary Stage One Consultation in Zone V Area.



APPENDIX 5: Equality Impact Assessment Stage One Consultation in Zone V 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 consultation in Zone V area.

Purpose of this Equality Impact Assessment:

Scheme to introduce parking controls

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.

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 Stage One consultation process.

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, local residents and businesses in the area are consulted and able to provide their feedback on the proposed scheme. Local residents and businesses 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 impact 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 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.