

DECISION AUDIT FORM

For use by Head of Parking and Markets in Exercising (NH338 and NH339) or delegated powers - (Protocol for Officer Delegation)

NEIGHBOURHOODS AND HOUSING DIRECTORATE

PARKING OPERATIONS TEAM

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

Agree to:

Proceed with the making of traffic proposals to:

- **Change the operational period of Parking Zone T from Monday to Saturday 8:30 am to 6:30 pm to Monday to Friday 10 am to 12 pm (noon).**
- **Commission an independent company to carry out a parking stress survey six months after the operational hours have been changed**

Reasons:

1. These recommendations are based on several considerations including consultation feedback, the Council's parking policies (PEP 2015-20), and the requirement to balance the needs of the local community, the need to alleviate parking stress and improve road safety.
2. The proposals to change the operational period of parking zone T is, in part, based on the results of the consultation carried out between January to March 2020 which showed an overwhelming support (72%) for shorter hours, with 64% respondents supporting Monday to Friday 10 am to 12 pm (noon) to the consultation on shorter hours so this support can be taken to be representative of a large section of the community.

3. Following extensive consultation which took place in two phases - January to March 2020 and July to August 2020 – it is clear there is strong support in parts of the community for shorter hours. In addition other factors that have been included in the decision making process are the requirements to:
 - a. Prioritise parking according to need;
 - b. Facilitate smooth traffic flow, improving emergency vehicle access and bus journey times;
 - c. Uphold road safety
 - d. Reduce carbon dioxide emissions and particulate matter from motor vehicles to improve local air quality and contribute to the fight against climate change.

4. The Council considered a range of other options regarding hours of operation which included retaining the existing hours, this however would have been contrary to the Council's parking policies and consultation charter which seeks to take into account and reflect where possible the needs and wishes of local residents and businesses.

Background

5. Parking Zone T was brought into existence in December 2017 and was first extended in February 2018 with a second extension in July 2019.

6. Following feedback received during the consultation phase of both the first and second extensions, a review consultation of the entire zone was carried out between January and March 2020 with a particular focus on the hours of operation of the zone.

7. Following the results of this consultation the Council put forward a proposed traffic order with a specific design and proposed shorter hours in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 reg. 7

8. People were given the opportunity to raise any valid objections in line with reg. 8 and the Council has taken all those into account in line with reg. 13.
9. This report has been prepared and recommends the Head of Parking proceeds with the proposed traffic orders for the following reasons:
 - a. A significant level support for shorter operational hours from within the zone.
 - b. The shorter hours will address certain equality impacts particular to this area.
 - c. The shorter hours are capable of reducing commuter parking which had been a key source of parking stress in the area prior to the introduction of parking controls.
 - d. The proposed parking design addresses particular parking needs of several groups within the zone.
10. Approval to change the parking controls in the Zone T area was granted via delegated authority from the Group Director on 20th March 2020. See a copy of the delegated report for more information.

DELEGATED REPORT OF THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES. PARKING ZONE T STAGE 4 REVIEW CONSULTATION DATE (2019/2)

Consultation process

11. The Council's consultation process is not a referendum. It takes into account the needs of those who are experiencing parking difficulties and looks at ways to resolve their parking concerns by providing a logical solution
12. Parking Services consulted residents in the zone T area in line with our parking policies, the Parking Enforcement Plan 2015-20 (PEP) and the Council's Consultation Guide (see links below).

<https://drive.google.com/file/d/1Y9Wi9YICzAVSBsVwe6SpCU6ImagE0IYk/view>

https://drive.google.com/file/d/14vB3ye054FiBU-uQZS_STCfeywnUYcgc/view

13. The consultation documents sent to the zone T area were in line with the approved standard for parking consultations.
14. The consultation documents provided information explaining why the Council was consulting the area, information about the proposed design, hours of operation and the Council's decision making process.
15. In line with our consultation standards, Parking Services ensured that clear unbiased information was provided within the consultation documents to allow residents and businesses to consider and make an informed decision about parking in their area.
16. The area was consulted for a period of 6 weeks. During this time, all residents and businesses had the opportunity to provide their feedback by completing the questionnaires and submitting them using the freepost envelopes and online via the Council website.
17. In line with the PEP, Parking Services conduct a review of new parking zones one year after implementation to ensure they suit the needs of the residents. At the review stage, the hours of operation may be revised based on the feedback received from the area and an assessment of how the new parking controls have been operating in practice.

Policy considerations

18. The Parking and Enforcement Plan (PEP) 2015-2020 outlines all parking related policies and procedures including parking zones, enforcement and the hierarchy of needs.
19. Section 2.29 of The Parking and Enforcement Plan (PEP) 2015-2020 states "the hours of control should prioritise local parking needs and reflect the characteristics of the area to protect local parking needs".
20. Section 2.32 of The Parking and Enforcement Plan (PEP) 2015-2020 states "While in some parts of Hackney there are circumstances that necessitate local hours of control, there are many areas that share characteristics and are suitable for similar hours of control. For example, residential areas are typically

controlled from Monday to Friday 8.30am to 6.30pm. At stage two and during reviews, consultation questionnaires propose standardising times with other zones, where appropriate. This is to help motorists understand the times of control in each area and increase the service's efficiency by making storage and maintenance of signs easier. "

21. Section 2.40 of The Parking and Enforcement Plan (PEP) 2015-2020 states "After implementing new parking controls in an area, the Council reviews the PZ (parking zone) to ensure that it is operating effectively and to assess the need for modifications. The first review is currently within one year of implementation, or sooner if a clear need to review is identified."

Equality Impact Assessment

22. *The Council is under a legal obligation known as the public sector equality duty (PSED) which is set out at section 149 of the Equality Act 2010. The PSED requires a public authority to have due regard "in the exercise of its functions" to the need to eliminate unlawful discrimination, promote equality of opportunity and foster good relations between persons of different groups.*

23. *The Council has carried out an Equality Impact Assessment following the latest 'statutory' consultation phase which builds on the Equality Impact Assessments carried out as part of the January to March 2020 consultation process. This is appended to this Report and should be read in full. By conducting an Equality Impact Assessment during various stages of the consultation process, this has assisted the Council to identify if any of the recommendations about the future of parking controls in Zone T could have an adverse effect on the parking needs of individuals with protected characteristics, including elderly residents and visitors, disabled drivers and faith communities including large local Muslim and Orthodox Jewish communities who have communicated their particular parking needs to the Council.*

24. *The exercise of the PSED can result in some persons being treated more favourably than others. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected*

characteristic in order to meet any particular needs they may have that are not shared by others, in order to advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.

25. *As outlined in the Equality Impact Assessment, the Council has taken steps to help create positive impacts and reduce any negative impacts on those with protected characteristics as a result of the proposed changes to Zone T. However, the PSED is a process and a duty to have due regard to the goals at section 149(1) of the Equality Act, rather than an instrument to create a particular outcome. Therefore, equalities issues have been balanced alongside other considerations which inform parking management when deciding to recommend a change to parking controls in Zone T.*

Consultation Feedback

26. In line with our policies, the consultation feedback was analysed on a street by street basis.

27. The consultation asked residents and businesses about their preferred hours of operation and offered the choice of 4 options:

- a. Monday to Saturday 8:30am - 6:30pm (current hours of operation)
- b. Monday to Friday 8:30am - 6:30pm
- c. Monday to Friday 7:00am - 11:00am
- d. Monday to Friday 10:00am - 12:00pm (noon)

28. The consultation results showed that 64% of respondents favoured the reduced operational hours of Monday to Friday 10:00am - 12:00pm (noon) whilst only 18% of respondents favoured the current operational hours.

29. The consultation included all roads in the zone whether private or public. The feedback received showed that 31 out of the 44 roads consulted were in favour of the reduced operational hours of Monday to Friday 10:00am - 12:00pm (noon) with 8 of the 44 roads preferring to retain the current operational hours.

30. To avoid confusion to all road users, the Council seeks to use similar standardised hours within a parking zone and, wherever possible, in adjacent parking zones. However when required, it can look at the option of creating a split zone (as exists in other parts of the borough). In those cases the decision of where to create the internal boundary between the different sections of the zone is important to reduce the level of impact one section will have on the other. In the case of Zone T it was deemed impractical to create an internal boundary. If the internal boundary is not correctly located, creating sub zones can lead to significant displacement parking where roads adjacent to each other have differing hours. For example, it is possible that residents of those roads with longer operational hours may opt not to purchase a permit but opt to park on an adjacent road with shorter hours particularly where their vehicle is regularly used during the shorter operational hours but not throughout the whole day. This therefore causes undue parking stress to residents of those roads with the shorter hours.
31. The Council will commission an independent parking stress survey six months after the implementation of the proposed reduced operational hours to determine whether or not this has had a negative impact on these roads. We may then consider further options, if required, to ease parking pressure.
32. See the delegated report for further information;

DELEGATED REPORT OF THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES. PARKING ZONE T STAGE 4 REVIEW CONSULTATION (March 2020)

Traffic Order process

33. The traffic order proposals were advertised on the 30th July 2020 in the local newspaper (Hackney Gazette). For a period of 21 days from that date, members of the public were able to comment or object to the proposed scheme.
34. In addition, copies of the notice were displayed on posts and lamp columns in each road affected by the proposed changes to ensure that all residents and members of the public were made aware of the Council's proposals. See appendix 3 for a copy of this notice .

35. Members of the public were able to provide their feedback to the statutory consultation via various means. This included the Council's traffic order webpage, by post in writing to the Head of Streetscene or by email to the postal and email addresses quoted on the on-street notices and newspaper adverts.
36. Information regarding how to object to the Council's proposals was provided on the posters displayed in all roads in the area and in the summary leaflets sent out to all residents.

Comments objecting to TMO and officers' response:

37. A summary of the objections and/or representations received following the Notice of Proposal for the statutory phase of consultation 30 July to 21 August 2020 and officers' recommendations are provided below. Appendix 1 contains copies of all emails and correspondence received against the TMO notice issued on 30th July 2020.
38. In total, in this latest consultation phase 2439 objections to the proposed Traffic Management Order were received, with 1289 specifically objecting to the proposal for shorter hours.
39. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 Part 2 Regulation 8 states that "any person may object to the making of an order". This regulation does not direct the authority to give any additional preference to those directly affected by the traffic order and therefore the Council has treated all objections equally. However it is noted that 2244 objections gave addresses that are located within Zone T, 60 gave addresses outside the parking zone and 135 did not provide an address.
40. The majority of the objections received were pro-forma letters. They came in the form of one of three letters which had been distributed throughout the zone and, it appears, to family and friends around the country to encourage them to be sent to the Council. This resulted in a high number of "objections" to (or representations on) the proposed traffic order. The main points of objection

raised from these pro forma letters and those individually written can be grouped under the headings listed below:

- General objections including the reduction in the hours of operation
- That the proposals contradict the Council’s Parking Policy
- Objections to the consultation process
- Lack of public meetings
- Parking fees
- Excessive no waiting ‘at any time’ restrictions on many of the roads

41. The pro forma letters and some of the individually written letters also made suggestions on alternative hours of operation or proposed that Jewish Holidays should be given the same status as other public holidays. In accordance with The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 Part 2 Regulation 13 the Council will consider all objections duly made and any equality impacts arising from its proposed traffic orders.

42. Those objections which raised similar issues have been grouped together and a response provided accordingly. See below for a breakdown of the different pro forma letters and the objections/requests received.

Objection Type	Reason for objection	Total number received
Pro forma 1	Objections <ul style="list-style-type: none"> ● Council Parking Policy ● General Objections ● Objections to the original consultation process ● Meetings ● Parking fees Request <ul style="list-style-type: none"> ● Alternative hours of operation were supported; these were typically Monday to Thursday 8:30 am to 6:30 pm and Friday 8:30 am to 12:00 (noon) however not all letters supported this option and offered other variations. 	514

Pro forma 2	<p>Objections</p> <ul style="list-style-type: none"> ● General Objections ● Objections to the original consultation process <p>Request</p> <ul style="list-style-type: none"> ● Alternative hours of operation were supported; these were typically Monday to Thursday 8:30 am to 6:30 pm and Friday 8:30 am to 12:00 (noon) however not all letters supported this option and offered other variations. 	633
Pro forma 3	<p>Objections</p> <ul style="list-style-type: none"> ● Parking fees ● Excessive use of no waiting 'at any time' restrictions <p>Request</p> <ul style="list-style-type: none"> ● Jewish holidays are given the same status as Public and Bank holidays <p>This letter also stated support for the change in hours of operation for Zone T to Monday to Friday 10:00 am to 12:00 pm (noon)</p>	1046
Individual response	<p>Objections</p> <ul style="list-style-type: none"> ● Council Parking Policy ● General Objections ● Objections to the original consultation process ● Meetings ● Parking fees ● Excessive use of no waiting 'at any time' restrictions <p>Request</p> <ul style="list-style-type: none"> ● Alternative hours of operation were supported; these were typically Monday to Thursday 8:30 am to 6:30 pm and Friday 8:30 am to 12:00 (noon) however not all letters supported this option and offered other variations. ● Jewish holidays are given the same status as Public and Bank holidays <p>98 of these individual responses stated support for the change in hours of operation for Zone T to Monday to Friday 10:00 am to 12:00 pm (noon)</p>	245

43. The objections raised in relation to these proposals have been considered and have been overruled, since they are outweighed by the identified benefits of the proposal. 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

The objections received can be summarised into a number of topics as listed below. The Council will address each topic in turn.

1. Hours of operation
2. Council Policy
3. Consultation process
4. Public meetings
5. Permit fees
6. Zone boundary
7. Shorter operational hours
8. Excessive use of no waiting 'at any time' restrictions
9. Lack of Flexibility and Alternatives
10. Original Consultation did not consider alternative options for road use
11. Introduction of additional parking space on Alkham Road

Objection 1 – Change of Operational Hours

Received from:

A total of 1289 objections were received, for details please see appendix 2 Table 1

Reducing the operational hours of the zone from Monday to Saturday 8:30 am - 6:30 pm to Monday to Friday 10:00 am - 12:00 pm (noon)

Reasons given for the objection included:

- Difficulty in parking near homes outside of controlled hours
- Increased traffic/car use
- Difficulty in patrolling and enforcing the whole zone
- Poor compliance with parking on double yellow lines
- Reduced road safety on residential roads
- Inconsistent with the Council's sustainable transport objectives

- Increased air pollution with associated increase of risk Covid-19 death.
- School street schemes will increase parking demand on surrounding roads during school drop off and pick up times.
- 2 hour visitor voucher will allow all day parking

Response:

With regard to the point raised that the reduced hours will make it difficult for residents to park near their homes outside of the controlled hours, the Council currently offers the same hours of operation in sections of Zone P which have proven effective in preventing commuter and displacement parking.

In addition, surveys carried out by the Council in the area in 2014 and 2017 prior to the parking zone being introduced, indicated that parking stress was caused by a combination of both commuter parking and also residents who lived in the area. Therefore, the adoption of 10am - noon is anticipated to mostly eliminate commuter and displacement parking whilst residents will continue to be able park in the area with their permits as per usual. The Council will continue to monitor parking pressure in the area to ensure that the changes do not have an adverse effect on the parking needs of the residents.

With regard to the point raised that the reduction in operational hours of the zone will lead to increased traffic and/or car use, while it is possible that there may be an increase of visitor parking outside of the operational hours, the shorter operational hours will continue to largely eliminate commuter traffic as they will still not be able to park in the area for the whole day. The reduction in operational hours may even encourage some residents to opt to use alternative forms of transport as they may not find it as simple to park on their return. In addition there are many schemes which the Council are introducing to reduce overall car use and promote the use of sustainable modes of transport within the borough including cycle lanes, school streets, electric vehicles and cycle parking.

With regard to the concerns raised that the reduction of operational hours will lead to difficulty in patrolling and enforcing the whole zone within the two-hour time slot. There are a number of options available to deal with this issue: these may include

(but are not limited to) an increased number of Civil Enforcement Officers (CEOs) assigned to patrol the zone, assigning those CEOs that make use of scooters and or bicycles which can cover the area in a faster time than a CEO on foot.

With regard to the concerns raised that the reduction of operational hours will lead to poor compliance with parking on double yellow lines, the reduced operational hours will apply to parking bays only and not the double yellow lines, CEOs will continue to patrol the zone outside of the operational hours and will enforce on vehicles in violation of the traffic restrictions.

With regard to the point raised that the anticipated increase of traffic will reduce road safety on residential roads, any restriction put in place for road safety concerns such as double yellow lines on all junctions, bends or narrow sections of roads will remain in place and while there may be an increase in traffic, the improved visibility created by these yellow lines will ensure that all road users, in particular more vulnerable road users such as cyclists can easily see what is happening around them.

With regard to the suggestion that the reduction in operation hours is inconsistent with the Council's sustainable transport objectives, as has been demonstrated in Zone P, a 2 hour parking zone can prove sufficient to deter commuters from parking in a zone. As has been previously mentioned, the reduction of operational hours may also encourage residents to consider alternative forms of transport for some journeys particularly as they may find it more difficult to find a parking space on their return. Any schemes involving the introduction of bicycle infrastructure, car club, electric vehicle charging points or any other project under the sustainable transport objectives would not be affected by the operational hours of the zone.

With regard to the issue raised that increased air pollution with an associated increase of risk Covid-19 death, Parking Services do not currently hold air pollution data for the area of Zone T. The Council currently measures air pollution using several automatic real time monitors and a network of diffusion tubes spread across the borough. The latter is a passive technique that measures nitrogen dioxide and concentrations are compared against the National Air Quality Objectives (NAQO) of which the annual mean is currently 40 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$). The network gives concentrations on street level and has not been

established by ward as this can be misleading due to varying concentrations. As such we do not currently hold any historic measurement of air pollution within this specific ward in the borough.

However, over the past two years the network has expanded in size and we have deployed several tubes to cover this area. Several of these locations will be available to view in the Council's Land, Air and Water department's 2019 Annual Status Report due to be published within the coming months and several more have recently been added to allow for greater representation.

To view many more of the actions the Council is currently undertaking to tackle air pollution please visit the pollution page on the Council website, found here: <https://hackney.gov.uk/air-what-we-are-doing>.

With regard to the issue raised about school street schemes leading to increased parking demand on surrounding roads during school drop off and pick up times, the aim of school streets schemes are to prevent vehicles from parking near schools and in turn reducing both the risk of road traffic accidents involving children as well as reducing air pollution which can also impact children. When introducing these schemes, our Streetscene department will ensure that any issues raised with regards to parking pressure relating to these schemes are addressed.

With regards to the claim that a 2 hour visitor voucher will allow all day parking, visitor vouchers are only sold to residents of a zone and are restricted to a maximum of 10 books per month. Therefore it is considered that there is a proportionately low chance of visitors regularly coming into the area and parking for the whole day.

Objection 2 – Council Policy

Received from:

A total of 461 objections were received, for details please see appendix 2 Table 2

The objection was based on the following stated aims of the Council:

- To prioritise parking according to need;
- To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
- To uphold road safety;
- To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
- To improve the local environment.

It was stated by respondents that the proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

Response:

In accordance with the Council's Parking Enforcement Plan 2015-20 (PEP), the Council offered standardised hours as part of this consultation which included a combination of all day controls as well as four-hour and two-hour controls in line with other nearby zones S, R and U.

The purpose of the review was to determine what hours of control residents and businesses prefer following the implementation of the parking zone and having had time to experience the effects of controls in the area. Recommendations to change the hours of parking controls is partially in response to the public feedback received to the January to March consultation which overwhelmingly called for shorter hours of operation but also that the reduced hours are still capable of supporting the Council's policies and will:

- a. Continue to eliminate commuter parking from the area.
- b. Address certain equalities issues particular to this area
- c. Encourage residents to look at alternative methods of transport

Whilst the hours of operation are being reduced, the Council have implemented no waiting at any time restrictions throughout the zone on junctions, locations where the road width falls below the minimum width of 3.5m, at all accesses and at certain locations where it is not safe to park. Parking bays are implemented only in locations where it is safe to do so. This ensures that road safety and traffic flow is maintained at all times as the no waiting restrictions are enforceable at any time and are not restricted to the hours of operation.

Although vehicular use may slightly increase once the hours of operations end, the shorter hours of operation will still deter commuter parking, which has been the main cause of parking pressure in the area. In addition, any displacement parking

has been eliminated due to nearby residents being forced to purchase a permit for their own zone. This has assisted in ensuring that the number of vehicles visiting the area are reduced and as a result contributes towards reducing carbon emissions in the area. The Council will be continuing to monitor parking pressure in the area and will request pollution data to ensure that the changes in the hours of operation do not have an adverse effect on the area.

In order to properly evaluate the effect of the reduction in the operational hours the Council will commission an independent parking stress survey to be carried out 6 months after the implementation of the new operational hours.

Objection 3 – Consultation Process

Received from:

A total of 1184 objections were received, for details please see appendix 2 Table 3

Reasons given for the objection included:

- Possible duplication of paper and online responses
- Multiple responses from a single household which may have included children and /or temporary residents.

Response:

The Council conducted a thorough, lengthy and fair consultation in accordance with all the relevant policies and guidelines. Residents have been consulted on parking controls in Zone T on multiple occasions. There is no basis for criticising the extent and integrity consultation process.

When the Council implemented controls into the Zone T3 displacement area in July 2019, a commitment was made to undertake a review consultation in advance of the conventional one year review due to requests received from residents within the zone. As part of this consultation, both residents and businesses within the zone were asked to provide feedback on their preferred hours of operation and invited to make comments about the design of the zone.

The consultation ran for a six week period from 20 January 2020 to 2 March 2020, with consultation packs delivered to every address within the zone. Notices informing the public about the consultation were also erected on each street and advertised in the local paper as well as the Council's website. This widespread publicity allowed all residents and businesses an equal opportunity to respond to the consultation.

Regarding the validity of the questionnaires submitted, officers carefully reviewed all feedback and checked for any duplicates which are removed where necessary. Where possible, extra checks were carried out to ensure that residents and businesses provided us with genuine information. These include but are not limited to:

- Consultation Packs are only sent to addresses within the consultation area.
- We only accept original questionnaires with addresses within the zone in question.
- Photocopies and/or multiple submissions hand delivered by any one individual are not accepted.
- Requests for additional questionnaires must be made by the resident directly and these are recorded by officers.
- Removing the ability to download and print a questionnaire online.
- IP addresses of the forms completed online are recorded, any duplicates or incomplete submissions are discarded as well as any paper-based duplicates.
- The details of the stated address are checked to confirm that they are correct.

These extra measures assist in ensuring the Council receives true reflection of resident/business feedback and we continue to look at ways to improve our consultation process and reduce ways the process may be abused.

Many objectors stated that the Council did not make it clear that every person in a household could submit a response. In regard to this page 6 of the consultation leaflet stated (in a brightly coloured, bold font)

“Only original copies of consultation questionnaires will be accepted. We will not accept photocopies. If you require any additional questionnaires, please contact us on 020 8356 8877 and another consultation pack will be sent out

to you. Alternatively, you can also provide your feedback online via the Council website; www.hackney.gov.uk/parking-hys"

Objection 4 – Meetings

Received from:

A total of 446 objections were received, for details please see appendix 2 Table 4

Reasons given for the objection included:

- Meetings were held with religious leaders prior to the consultation
- No public meeting were held
- Request for meeting by Cazenove Ward Councillors was rejected

Response:

Parking Services were and are available for meetings with any interested groups which can include religious groups, resident associations, business groups etc prior to the public consultation. Whilst the topics discussed and any suggestions made may be taken into consideration and may even be included in the public consultation, at no time are the outcomes of these meetings used to determine the results of the consultation. The results of the public consultation are based solely on the feedback received.

The Council carried out a full consultation with the residents and businesses in Zone T between January and March 2020 with a second 'statutory' consultation carried out in July and August 2020. As there is no requirement to hold public meetings for these consultations it was not considered necessary to do so as ample opportunity was afforded to residents across the totality of the process and the level of feedback received in both processes demonstrates that the community were able to engage sufficiently. During the initial consultations on the introduction

of parking controls for the original Zone T and the two subsequent extensions to the zone, public meetings, were deemed to be appropriate for those stages of the decision making process..

The response rate of 40% received from the consultation carried out between January and March 2020 demonstrates that the methodology used by the Council to distribute the consultation documents and engage residents and businesses in the process were sufficiently effective that a public meeting was not necessary

With respect to the statement that meeting requests from ward members were denied, Parking Services ensured that ward members were communicated to at each stage of the consultation process including the approval of all consultation documents. The Council did not reject meetings with Ward Members where a meeting was requested.

Objection 5 - Fees

Received from:

A total of 1538 objections were received, for details please see appendix 2 Table 5

Reasons given for the objection included:

- Reduction of enforcement times are not being reflected in a reduction in the costs of permits
- Permit prices should be compared to Newham, Thurrock or Barnet

Response:

Paragraph 4.7 of the PEP states:

4.7 The same prices apply in all zones. They do not relate to the hours of control, as that would encourage residents to request shorter hours to reduce costs rather than protect local parking needs

In accordance with the PEP all resident and business permit prices are based on vehicle emissions and not the operation hours of the zone in which they are valid. All charges made by the Council to its residents have been approved by the full Cabinet of Council members.

Residents and businesses in the Zone T area were informed on page 4 of the consultation leaflet that should the hours of operation change, this would not affect the price of your parking permit.

Therefore as the permit prices have been approved by Cabinet and the residents and businesses in the consultation area were made aware that there would not be a reduction in the price of a permit should the operational hours change objections to the traffic order on these grounds has been overruled.

Objection 6 - Zone Boundary

Received from:

A total of 9 objections were received, for details please see appendix 2 Table 6

Reasons given for the objection included:

- Consultation results showed that different roads (or sections of roads) had different requirements and should be considered as separate zones.

Response:

In the consultation carried out from January to March 2020 only 5 of the roads consulted opted to retain the existing hours of operation with an additional 3 roads choosing the Monday to Friday 8:30am to 6:30 pm option. While 4 of these roads were grouped together, the remaining roads which opted for longer hours were more scattered throughout the zone.

In the case of Zone T, it was deemed impractical to create an internal boundary which did not either exclude some of the roads preferring to retain the existing hours, or, include a large number of roads which preferred the reduced hours. A split zone would have increased parking pressures on any new boundary.

Objection 7 - Shorter hours of operation

Received from:

A total of 2 objections were received, for details please see appendix 2 Table 7

Reasons given for the objection included:

- We all want a 1 hour zone
- 12pm to 1pm would be better

Response:

Feedback from the consultation held between January and March 2020 showed that 1707 responses supported the proposed operational hours of Monday to Friday 10 am to noon. Of those 1707 responses 607 commented that they would prefer a 1 hour zone.

Due to the operational difficulties in enforcing a zone the size of Zone T in an hour and that a minimum of two hours would be required to provide effective enforcement, this option is not considered feasible to administer.

In addition, a one hour zone would not be sufficient in deterring commuter parking as they are able to park and pay for a period of one hour in shared use or pay and display bays and park all day.

Objection 8 - Excessive no waiting 'at any time' restrictions

Received from:

A total of 1145 objections were received, for details please see appendix 2 Table 8

Reasons given for the objection included:

- Removal of double yellow lines on all junctions on Portland Avenue
- Unnecessary double yellow lines on Leweston Place and Braydon Road
- Double yellow lines connecting two or more dropped kerbs where Smart cars (or similar) could park
- Reduce the double yellow lines on Oldhill Street to support the local shops
- Double yellow lines should be reviewed with Council Officers and Springfield Councillors and a joint decision should be made whether the lines are necessary or out of proportion.
- Yellow lines should be reviewed with council officers and ward members

Response:

With regard to the removal of no waiting at any time (double yellow lines) from all junctions on Portland Avenue, the Highway Code (produced by the national Department for Transport) states that motorists should not park “opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space”. Whilst this is not law, this statement supports decisions made by the Council. The use of double yellow lines at road junctions significantly improves road safety for all pedestrians when crossing the road and also improves the visibility of all motorists and cyclists at those junctions. Therefore existing double yellow lines placed on any junction within the borough will not be removed.

With regard to the ‘unnecessary’ double yellow lines on Leweston Place and Braydon Road, no waiting at any time notice are sited to improve road safety, to keep a minimum clear running width on roads to ensure access for emergency or other large vehicles or to protect access to off-street parking areas, bin access points or any other area where vehicle access points or dropped kerbs have been placed on the footway.

In the case of Leweston Place, there are a significant number of vehicle crossovers leading to off-street parking spaces which according to the Council’s guidelines will

have double yellow lines across them to protect access to and from the public highway, where possible parking places have been placed in spaces between crossovers. However some sections of the road are on a bend which means that emergency or larger vehicles require a larger running width to manoeuvre safely and therefore it was necessary to place double yellow lines at the current locations and therefore the removal of those double yellow lines will not be considered.

In the case of Braydon Road, all double yellow lines have been placed at road junctions, on bends or across dropped kerb or vehicle crossovers and again the removal of those lines will not be considered.

In the case of Oldhill Street, all the double yellow lines have been implemented for road safety reasons but in this case the primary factor is the width of the road and the Council's obligation to ensure that emergency and larger vehicles are capable of navigating the road safely and therefore the Council will not consider removing the double yellow lines.

With regard to placing parking places in the gaps between dropped kerbs whilst the objector may believe there is an arbitrary limit of 2 metres required for a parking space the legislation for all road markings is detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD) with further guidance given in the The Traffic Signs Manual.

On the subject of the size of parking places the Traffic Signs Manual Chapter 3, paragraph 13.6.2 (c) states that:

“Individual spaces parallel to the carriageway must have a minimum length of 6600 mm when reserved for disabled badge holders and a minimum length of 4500 mm in any other case. There is no maximum length. This will be determined by the type of user and size of vehicle.”

Therefore under current legislation it is not possible for the Council to mark a parking bay on those smaller gaps between 2 or more dropped kerbs.

With regard to the comment that the double yellow lines should be reviewed by Council officers and ward members, a site visit was carried out by Council officers and Ward members prior to the consultation carried out between September and

November 2018 on the implementation of parking controls in the second and final displacement area for Zone T (T3). At this time the location of both double and single yellow lines were discussed.

Following the recommendations of the Delegated Report a review was undertaken of the double yellow lines by Parking Services Engineers from the Council with particular technical expertise on these issues. Two locations were identified by the engineers where a new parking bay could be added on Chardmore Road and an existing bay could be extended on Alkham Road.

The review did confirm that the remaining double and single yellow lines are required at their current locations for either road safety, access or ensuring that emergency vehicles can freely negotiate the highway.

Objection 9 - Lack of Flexibility and Alternatives

Received from:

1 objection was received, for details please see appendix 2 Table 9

Reasons given for the objection included:

- Why does the whole area have the provision
- Special provision around places of worship
- Range of visitor permits

Response:

One of the primary functions of a PZ is to restrict those drivers able to park on the roads to residents and businesses during the operational hours of the zone. Therefore the greatest demand for parking comes from those residents and businesses which have the option to purchase permits and therefore logically the greatest demand is for parking bays where those permits can be used.

The second largest demand for parking comes from visitors to the area and these visitors can be subdivided into two general groups; the first of which are those going to a specific address in the area (whether as a guest or a tradesperson), in

these circumstances the most cost effective option is for the resident to provide their visitor with a visitor parking voucher. The second type of visitor to the zone during the hours of operation are those visitors who are visiting local shops, school, place of worship or some other facility in the zone. The parking needs of these visitors are met with the provision of parking bays where these visitors can buy parking time (the length of parking time that can be purchased is detailed on signs within the parking bay) either with cash in a pay and display machine or by phone, internet or smart phone app using the RingGo option.

Permit holders and visitor vouchers are also valid in the parking bays where there is the option to buy parking. That the whole area has the same provision is simply a result of the largely residential nature of the roads and the similar demands on parking in the area. In addition to this and as has previously been discussed, the use of similar restrictions within a parking zone and where possible in adjacent zones makes the restrictions easier for motorists to understand.

One of the recommendations of the delegated report following the January to March 2020 consultation, was to increase the amount of visitor parking at various locations which included places of worship. That concern has been fully addressed.

With regard to the question of a range of visitor vouchers, the Council currently offers two options, residents can either purchase all day or 2 hour vouchers. There are also visitor vouchers available for businesses to purchase for their visitors.

If a different amount of time is needed then there is the option of purchasing parking time using either a pay and display machine or the RingGo options, this of course would mean that the driver will need to park in a bay where these options are available

The Council is introducing e-visitor vouchers in January 2021 which will provide more options for the residents in parking zones in facilitating parking for their visitors.

Objection 10 - Original Consultation did not consider alternative options for road use

Received from:

1 objection was received, for details please see appendix 2 Table 10

Reasons given for the objection included:

- Council looked at parking in isolation and did not consider making space for children to play
- The Council did not consider widening narrow pavements
- The Council did not consider introducing bicycle infrastructure.

Response:

The purpose of the January to March consultation was to review the on street parking restrictions in the zone and the consultation was carried out by the Parking Services officers in line with that remit.

Schemes such as play streets, major works (such as widening pavements) and the introduction of and location of bicycle infrastructure are dealt with by the Streetscene team and therefore these comments have been passed on to that team.

Objection 11 - Introduction of additional parking space on Alkham Road

Received from:

1 objection was received, for details please see appendix 2 Table 11

Reasons given for the objection included:

- The engineer on-site when the zone was introduced stressed the need of the yellow lines due to their location on a bend and that it would aid the passage of emergency vehicles
- Since the yellow lines have been put in place traffic flow has improved
- Due to the passing gap, damage to parked vehicles has 'dramatically' decreased.

Response:

Following the recommendations of the Delegated Report a review was undertaken of the double yellow lines by Parking Services Engineers from the Council with particular technical expertise on these issues. Two locations were identified by the engineers where a new parking bay could be added on Chardmore Road and an existing bay could be extended on Alkham Road.

The location on Alkham Road was identified as a location where an existing parking bay could be extended by 10 metres. The reason for this decision is due to the fact that at the time of the zone implementation, this section of the footpath was a vehicle crossover and therefore as per the Council's guidelines, no waiting 'at any time' were placed across the crossover the effect of this was to extend the restrictions placed on the bend in the road for road safety and to aid traffic flow. Since the zone was implemented this vehicle crossover has been removed and the footpath reinstated, therefore the area has been assessed and the decision was made to extend the parking bay. It was decided that this change could take place without any detriment to road safety or traffic flow.

Request 1 - Jewish holidays should be given the same status as other public holidays**Received from:**

A total of 1143 requests were received, for details please see appendix 2 Table 12

Reasons given for the request included:

- Jewish Festival days should be put on an equal footing with Bank and Public Holidays

Response:

As part of the response to this request the Council has carried out an Equalities Impact Assessment where the potential impacts of the proposed changes on persons with protected characteristics has been considered. For further detail please see Appendix 2.

At present the Councils traffic orders include only those public holidays as defined in legislation.

The Town and Country Planning (Local Authority Consultations etc.) (England) Order 2018 2018 No. 119 PART 2 Article 3

“public holiday” means Christmas Day, Good Friday or a day which under the Banking and Financial Dealings Act 1971(1) is a bank holiday in England;”

<https://www.legislation.gov.uk/uksi/2018/119/article/3/made#text%2525252525252525253Dholiday>

According to publicly available information displayed on the websites of other nearby London authorities (Haringey, Islington, Tower Hamlets and Barnet), these authorities also only list those public holidays as defined in legislation and as far as we understand make no exceptions for Jewish Holidays.

<https://www.barnet.gov.uk/parking/parking-and-traffic-enforcement/parking-restrictions>

<https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-and-traffic-enforcement/bank-holiday-parking>

<https://www.islington.gov.uk//parking/parking-restrictions/controlled-parking-zones>

https://www.towerhamlets.gov.uk/lgnl/transport_and_streets/Parking/parking_zones_and_charges/Parking_enforcement_on_bank_holidays.aspx

The Council is unable to suspend enforcement during Jewish holidays as this has a wider impact administering parking controls for the entire community within the zone as parking may become more difficult for other residents in the area due to an influx of visitors during the Jewish Holidays. Suspending parking controls on the

Jewish Holidays might also make it more difficult for Jewish residents and their visitors to find parking in the local area over those holidays.

Having reviewed the details of the Jewish holidays in 2021, there are a total of 8 holidays where work is not permitted; of these, one falls on a Saturday (see list below) when parking is not enforced. Therefore, in total the community is only impacted by the parking restrictions 7 times throughout the entire year.

As a Council, it is important that we address and acknowledge the needs of the local Jewish Community and other communities within the borough and give due regards to their needs, while balancing the parking needs of other residents and businesses in the area. Any other visitors who need to use the pay and display machines will be able to pre-book their short stay within any of our pay and display bays through RingGo.

Jewish Holidays 2021

- 15 Shevat - 28th January 2021 - work permitted
- Purim - 25-26 Feb 2021 - Work should be avoided (2x 2hr vouchers)
- Passover - 27 March - 4th April - no work permitted (5x 2hr vouchers)
- Second Passover - 26th April - work permitted
- Lag B'Omer - 30th April - work permitted
- Shavuot - 16-18 May 2021 - no work permitted (2x 2hr vouchers)
- The Three weeks - 27 June - 18th July - work permitted
- The 15th of AV - 24th July (Saturday) no work permitted (0 vouchers required)
- Rosh Hashanah - 6-8th September - no work permitted (3x 2hr vouchers)
- Yom Kippur - 15-16 September 2021 - no work permitted (2x 2hr vouchers)
- Sukkot - 20-27 September 2021 - no work permitted (5x 2h vouchers)
- Shemini Atzeret & Simchatt Torah - 27-29th September 2021 - no work permitted (2x 2hr vouchers)
- Chanukah - 28th November - 6th December 2021 - work permitted except Shabbat
- Fast of Tevet 10 - 14th December 2021 work permitted

As no dates for the implementation of the proposed changes can be set until the recommendations of this report have been approved it is not possible to state which 2020 Jewish Holidays will be affected however it is anticipated that only

Chanukah and Fast of Tevet 10 are likely to be affected and both of those holidays allow work except for Shabbat.

Request 2 - Alternative hours of operation

Received from:

A total of 1185 requests were received, for details please see appendix 2 Table 13

Many of the objectors offered an alternative set of operational hours for the zone including:

- Mon to Thurs 8.30 am to 6.30pm and Friday 8.30 am to 12 noon.
- 9:00 am to 5:00 pm
- Mon-Thurs 8.30 to 6.30 and Friday 8.30-12-Saturday 8.30-6.30

Response:

To help motorists understand the hours of control and to increase the efficiency of the Parking Services team the Council seeks to use standard or similar hours in adjacent parking zones. Where this is not possible the Council's preference is to use operational hours which currently exist elsewhere in the borough.

As part of the statutory process it is permissible for the Council to amend the original proposals as advertised but only if the change is less onerous than the original proposal. If the change is more onerous than the original proposal this would require the minimum of another statutory consultation.

This means the only options available to the Council are to proceed with the proposed operational hours or to retain the original hours and carry out another round of consultations. As this would have contradicted the Council's parking policies and consultation charter as the needs of the residents and businesses as expressed in the January to March consultation would not have been taken into consideration.

Request 3 - Short term free parking

Received from:

A total of 5 requests were received, for details please see appendix 2 Table 14

Reasons given for the request included:

- no specific reasons given

Response:

To promote street markets and town centres in need of regeneration the Council does occasionally offer short term free parking. While studies have shown that in the long term free parking does not improve business as a limited promotion it can be a useful way to bring attention to an area.

Due to the difficulties in enforcing short term free parking on residential roads where enforcement patrols are less frequent the Council cannot offer this as an option.

Request 4 - Disabled bay outside 3 or 5 Filey Avenue

Received from:

A total of 4 requests were received, for details please see appendix 2 Table 15

The reason given for the request was 'for disabled residents living on the road'.

Response:

The Council has a well-established process for the implementation of disabled bays and therefore the details of those requesting a disabled bay have been passed on to the appropriate team who will contact them with further information

Request 5 - Suspension of enforcement for funerals or special events

Received from:

1 request was received, for details please see appendix 2 Table 16

Response:

The Council has an established process of granting dispensation waivers to allow vehicles to park for a limited period of time, for domestic removals, weddings, funerals or building works. The costs and number of dispensations that can be applied for vary according to the purpose of the dispensation for further information please check the Councils website <https://hackney.gov.uk/dispensations>.

For special events in the area the Council can suspend one or more parking bays can be reserved for a particular reason. For further information please visit the Councils website <https://hackney.gov.uk/suspensions>

Recommendation:

After considering all of the objections and representations to the publication of the proposals as part of the traffic management order, it is recommended to:

Proceed with the making of traffic proposals to change the operational hours in Zone T from Monday to Saturday 8:30 am - 6:30 pm to Monday to Friday 10:00 am - 12:00 pm (noon)

The Council will commission an independent contractor to carry out a parking stress survey of the zone 6 months after the operational hours have been changed to more accurately assess the impact of the changes on residents and businesses in the area.

Approval

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

Signed 

Dated 15/12/2020

Aled Richards – Director Public Realm

CC. Kevin Keady - Head of Parking and Market Services
CC. Councillor John Burke – Cabinet Member for Neighbourhoods
CC. Andrew Cunningham – Head of Streetscene