

Parking, Markets and Street Operations		
Zone T Stress Survey Outcome (Cazenove Ward)	Gulgun Chelikhan	January 2022

Summary

- 1.1 This summary note provides details of the outcome of the recent Zone T stress survey results which were carried out in September 2021 over a two week period.

Stress Survey Methodology

- 1.2 Several survey sessions are carried out on each survey day, depending on the issues of a particular area. In terms of Zone T, the surveys were carried out at the following times:

- **Overnight** – this provides information about vehicles parked late in the night from the previous day before the working day begins and therefore assumed to be local, belonging to nearby residents or businesses.
- **10am to 12 (noon)** - This survey provides information on who is parking on each road during the controlled hours, in terms of the number of permit holders, visitors to the area and non permit holders. The surveyors do not have any information relating to the permit data so their assumptions on who are permit holders vs. non permit holders are based on how long the vehicle has been parked on the street.
- **2:00pm- 4pm** – this provides a snapshot of the commuters, shoppers, and residential and commercial visitors using the area for parking; these are identified as new vehicles that were not previously observed parked during the restricted hours.
- **7:00pm to 9:00pm** – this later session captures evening visitors in the area as well as permit holders who are either returning home from work or have been parked for the whole day.

- 1.3 Each road was surveyed at the different times identified above over a two week period, twice during the week (Tuesday and Friday) and once on the weekend (Saturday) so that any unusual parking demand on a particular day would not skew the results.
- 1.4 Average data across the three days is presented. Both weekdays and Saturdays were included in the survey days and analysed separately to ensure that a complete picture of stress suffered during a whole week is captured by the surveys.

Stress Survey Outcome (Refer to Appendix 1)

- 1.5 Tabs 1 and 2 in Appendix 1 are copies of the NDC results, they show the number of vehicles by road and restriction and the % of bay occupancy. The occupancy data provided by NDC will assume that a vehicle parked on multiple occasions is a resident as they did not have permit data at the time of the survey. These are checked by Parking to provide more accurate figures based on permit data. The capacity data provided by NDC is also based on the assumption that each space is 6m long per vehicle, however for the purpose of this report, the figures have been adjusted to 5m per space to keep consistency with how parking measures bay spaces.
- 1.6 Tab 3 on Appendix 1 shows the average road stress. In this sheet, a comparison was made on the average occupancy (across all counts) of the permit and SU bays in the 2021 survey to the two previous surveys carried out in 2014 and 2017 prior to controls being introduced. The current permit numbers are also provided (VRN's recorded in permit data) against the number of spaces.
- 1.7 In comparison to the two previous surveys, the data indicates that parking stress has increased in Portland Avenue, Rosendale Street, Stamford Grove East and Stamford Grove West. However, this is mainly as a result of a difference in the number of parking spaces available prior to controls being introduced and post parking controls. A significant amount of parking spaces were removed as a result of parking controls being introduced and where parking bays were not supported due to road width



or removal of footway parking, double yellow lines were introduced. This led to less parking spaces being available compared to 2014 and 2017.

- 1.8 In 2021, there are a number of roads which show some parking stress overall as per the parking stress surveys (80% and above). These are Clapton Common, Clapton Terrace, Portland Avenue, Rossendale Street, Stamford Grove West and Stamford Grove East. However, looking at the permit data versus the number of spaces these roads are already stressed due to the number of permit holders on this street. Additionally, a number of other roads show high permit stress which include Belfast Road, Cazenove Road, Clapton Common, Forburg Road and Northwold Road.
- 1.9 In Appendix 1, Tabs 4-9, the NDC data was used against Parking Services permit data to identify the number of vehicles recorded in the NDC surveys which have live permits or not. The table also provides a calculation of the proportion of the non permit holder vehicles. In addition to this, the tables include the total number of parking spaces against the number of vehicles parked to identify the overall parking stress.
- 1.10 Permit data was checked to identify whether any of the vehicles parked previously purchased a permit for Zone T. A total of 123 vehicles were identified as former permit holders (last permit in March 2021) who were still parking in the zone.
- 1.11 Visitor voucher data confirmed that of the 123 former permit holders, 7 had a valid e-voucher for one or more days during the PZ hours. In total, 14 e-vouchers had been issued to these vehicles. However, the remainder did not display any valid parking sessions during the PZ hours. RingGo data was also checked and confirmed that none of these vehicles had a RingGo session booked. This would indicate that there is a high level of non compliance in a number of streets which can lead to parking stress and may require additional enforcement.
- 1.12 RingGo parking session data and evoucher data has not been checked for other vehicles parked during PZ hours. However, a sample number of vehicles will be checked to gauge the level of compliance.

- 1.13 The data indicates that on all days and hours of the week when surveys were carried out, there are non-permit holders parking in all roads, including during PZ hours. During weekdays, the percentage of non permit holders parked on approximately 3-4 roads outweighs the total number of permit holders parked on these roads throughout the day. On the weekends, this increases to over 6 roads.
- 1.14 During weekdays, roads showing parking stress due to a combination of permit holders and non permit holders/visitors parking are generally within the same streets. The roads with 80% or more parking stress are:
- Alkham Road
 - Belfast Road
 - Broadway Mews
 - Charnwood Street
 - Rosendale Street
 - Rossington Street
 - Stamford Grove East and West
- 1.15 The above streets showed parking stress at all times of day, including during the restricted hours. Parking stress was also present overnight in a number of roads, with parking bays occupied by both permit holders and non permit holders in Stamford Grove East and West, Broadway Mews, Alkham Road, Belfast Road and Charnwood Street. This may be an indication that some residents are choosing not to buy a parking permit and taking the risk to park free of charge within Zone T.
- 1.16 On the two Saturdays surveyed, similar streets were observed with parking stress throughout the whole day except Alkham Road which only showed parking stress after 2pm and after 7pm on the 25th September. Again this could be because there are residents on these roads without parking permits who are still parked at the same location during the week and on weekends.
- 1.17 Comparing the above data to the number of permit holders vs spaces (tab 3), Belfast Road, Charnwood Street, Rosendale Street and Stamford Grove East and West are already stressed due to the number of permit holders outweighing the number of spaces available on the

street. Broadway Mews has no permit holders, but consistently has 7-9 non permit holders parked there throughout the day and overnight on double yellow lines, across dropped kerbs and in the private section of the road.

- 1.18 Tab 10 indicates the number of VRNs with permits and summarises the changes in vehicles with permits (using unique VRN's) since the operational hours were changed.
- 1.19 As previously mentioned, that figure is down by 9.89%. 123 vehicles recorded in the NDC survey had a permit in March but no longer do. This may be an indication that a number of residents are giving up their permits and risking parking without one within Zone T.

Conclusion

- 1.20 As It is evident from the parking stress surveys that the parking stress identified in some of the roads are as a result of either vehicles parking in the zone without a valid parking permit or parking session or as a result of the number of parking permits outweighing the number of parking spaces available. The parking pressure observed is also not clustered in a particular area but is scattered throughout the zone. As a result, Parking Services will not be progressing any further with making any changes to the zone.

Recommendations

- 1.21 One of the recommendations of this briefing note is for an action plan to be put in place to tackle the non compliance within the zone during PZ hours and on double yellow lines and footways. This will be put in place once the enforcement team is brought in house in April 2022.
- 1.22 After the service is brought in-house the external contractors KPI will no longer be applicable and Parking Services will be in a position to implement new KPIs that would be tailored to each area of Hackney, as opposed to generic borough wide approach. This will allow for more resources to be allocated at the times these are needed the most.



1.23 With the above in mind, the service has implemented increased patrols since the end of December and in the space of 2 weeks have issued over 40 Penalty Charge Notices (PCN). The increased visits will continue in 2022 and a tailor approach will be designed after the service is brought in-house.

Appendix 1

Available as a separate file **Zone T - Parking Stress Survey - results** on website (this is not a hyperlink)