

Have your say on the future of parking in Hackney

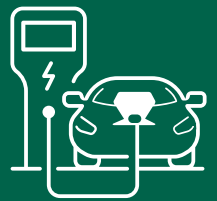
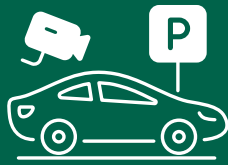
Information booklet

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Overview

We would like your views on Hackney Council's proposed Parking and Enforcement Plan (referred to from here as the PEP). The PEP is the Council's primary parking policy and strategy document governing parking related decisions. We have developed a new draft, covering the period 2021-26, and we want to hear from local residents, businesses, and visitors about the proposals set out in this document.

The consultation started on Monday 16 August and will run for 13 weeks until Monday 15 November 2021.

What is in the PEP?

The PEP is broken down into a number of sections that relate to our key policy areas. Within these sections the Council's proposed approach to each policy area is outlined along with some of the key procedures and processes that influenced our drafting of the proposals. The sections are:

- Sustainable transport
- Customer service
- Parking zones
- Permit and vouchers
- Parking provision and services
- Compliance and enforcement
- Crime, fraud and misuse
- Consultations
- Equality and diversity.

Within these sections there are a number of related policy recommendations. These are key aspects of the PEP in ensuring that parking policy balances competing parking needs and is ready for the demands and challenges of the future. Many of the consultation questions you will find in the questionnaire will relate to these policy recommendations.

What is Hackney Council's vision for parking?

The PEP 2021-26's vision is to:

- Support the creation of sustainable streets for everyone, by reprioritising more of our kerb space to support greening the borough, and sustainable transport
- Provide high quality, customer focused services that respond to the needs of our residents, businesses and visitors
- Encourage motorists to choose active travel and sustainable travel options, or switch to cleaner vehicles with a reduction in private vehicle ownership
- Consolidate a fair, proportionate and transparent enforcement service to deliver high levels of compliance, and to robustly tackle fraud
- Deliver a consistent approach to parking products and services on all Hackney Housing estates.

In this version of the PEP there is a strong focus on issues relating to sustainability. We have been consistent in our approach to tackling issues that affect our environment, including the climate emergency and poor air quality, which we have a public health duty to address. This plan and the policies contained within it seek to significantly reduce CO2 emissions and particulate matter originating from vehicles in Hackney.

This PEP contains newly developed policies for estate parking, as this is the first time since Hackney Homes re-joined Hackney Council in 2015 that the PEP has been consulted upon. A number of changes have been proposed which seek to align parking policy on estates with the range of services provided to on-street residents.

This booklet contains information regarding proposals relating to estates. If you are a Hackney Council estate resident it will also contain a supplement of estate questions specifically for you.

Who should participate in the consultation?

Parking policy affects everyone in the borough, not just parking permit holders. Therefore we would like residents, businesses and workers in the borough as well as visitors to participate.

How to use this booklet

This booklet should be used as a guide to answering the accompanying questionnaire. The booklet mirrors the chapters of the PEP, providing a summary of the information in the chapters. After the chapter summary, each of the questions in the questionnaire is explained and if applicable, the policy recommendation the question relates to is also listed. You can access a copy of the PEP online by visiting <https://consultation.hackney.gov.uk/parking-services/pep2021-26/>. The PEP is located at the bottom of the page.

Hard copies of the PEP can be found in the following council libraries and council buildings

Clapton Library, Northwold Rd, London, E5 8RA

Dalston C.L.R James Library, Dalston Square, London, E8 3BQ

Hackney Central Library, 1 Reading Lane, London, E8 1GQ

Homerton Library, Homerton High St, London, E9 6A

Shoreditch Library, 80 Hoxton St, London, N1 6LP

Stamford Hill Library, Portland Ave, London, N16 6SB

Stoke Newington Library, 184 Stoke Newington Church Street, London, N16 0JL

Hackney Service Centre, 1 Hillman Street, London, E8 1DY

The copies found in these locations are only for reference purposes and cannot be taken home, please ask behind the counter for assistance.

Chapter 1 - Introduction

Questions 1 and 2 - Proposed hierarchies of parking needs and kerbside space:

We must decide how to allocate parking spaces, as the demand for street spaces exceeds what is available. We are proposing to change the hierarchy of parking needs to prioritise more sustainable modes of transport, which in turn helps support sustainability goals. Please refer to table 1 for the proposed hierarchy of parking needs. Furthermore, this PEP sees the addition of the hierarchy of kerbside space which provides guidance on what facilities we will seek to prioritise on the kerbside. This is designed to ensure that Hackney's streets serve both people who need to drive, and those that do not and may use sustainable transport methods. Please refer to table 2 for the proposed hierarchy of kerbside space.

These questions relate to:

Recommendation 1.1 (page 30/31 of the PEP)

To adopt the hierarchies of parking needs and kerbside space, as shown in tables 1 and 2.

Table 1: Proposed hierarchy of parking needs

Priority	Road user
1.	• Blue Badge holders' parking
2.	• ultra-low emissions vehicle parking
3.	• car clubs
4.	• residents' parking*
5.	• public sector organisations
6.	• local business/service operational parking/servicing
7.	• short stay shopper/visitor parking
Other factors affecting priority include	<ul style="list-style-type: none"> • impact on traffic flow/road safety • impact on air quality/ climate change • size of vehicle/effect on the local environment

*Includes Hackney Housing estates.

Table 2: Proposed hierarchy of kerbside space

Priority 1	Essential kerbside space
1.	• personalised bay*
2.	• registered disabled bay
3.	• general use disabled bay
4.	• electric parking bay
5.	• floating car clubs
6.	• dedicated car club bays
7.	• doctors bay
Priority 2	Sustainable kerbside space
8.	• cycle hangars
9.	• cycle racks
10.	• cycle hire only bays
11.	• cycle hubs
12.	• cycle containers**
13.	• parklets
14.	• greening alternatives
Priority 3	Desirable kerbside space
15.	• cycle hangars
16.	• cycle racks
17.	• cycle hire only bays
18.	• cycle hubs
19.	• cycle containers**
20.	• parklets
21.	• greening alternatives

*For people with disabilities.
**Hackney Housing estates only.

Chapter 2 - Supporting sustainable transport

In March 2020, Hackney Council declared a climate emergency and in doing so we committed to doing everything within our power to deliver net zero emissions across Council functions by 2040. As part of our action in tackling the climate emergency we have, along with the other Hackney Council service areas, committed to the development of policies with the objective to support sustainable transport initiatives, reduce the need to travel by private car, support schemes aimed at improving air quality and public health, and increase social inclusion and economic activity in the borough. If you would like to read the chapter relating to supporting sustainable transport which includes all the policy recommendations for this chapter please see pages 34 to 54 of the PEP.

Question 3 - Repurposing the kerbside space

Part of our commitment to cleaner air is supporting the provision of sustainable transport facilities on the kerbside. There are a number of facilities that Parking Services support and are able to install. These include:

- **Car clubs** - These are short-term car rental services that allow members access to locally parked cars and the option to pay by the minute, hour or day. Examples of car clubs that operate in Hackney include Zipcar and Enterprise.
- **Electric vehicle charging points (EVCPs)** - A point that connects an electric vehicle to a source of electricity to recharge vehicles with an electric or plug-in hybrid-electric engine.
- **Micro mobility vehicle hubs (which include scooters, dockless bicycles, etc.)** - Hubs that contain light-weight vehicles that are usually part of a self-service scheme where they can be hired for short-term use.
- **Bicycle parking** - Stands and other pieces of purpose-built street furniture where bicycles can be parked and secured.

- **Residential and commercial Parklet schemes** - Parklets occupy a single parking space within a bay and transform them into a community space, usually with benches, tables and planters.
- **Cargo and accessible bicycle parking** - Cargo bicycles are specially made to carry multiple passengers, large items or bulky loads. Accessible bicycles designed for people with disabilities offer children and adults with different needs the possibility to cycle. There are different types of bicycles tailored to the specific needs the rider may have.

This question relates to:

Recommendation 2.2 (page 37 of the PEP)

To work alongside the Streetscene service to deliver dedicated streets equipped with Electric Vehicle Charging Points (EVCPs), electric car clubs, cycle parking and other sustainable modes of transport to offer an alternative to private vehicle ownership.

Question 4 - Combating poor air quality

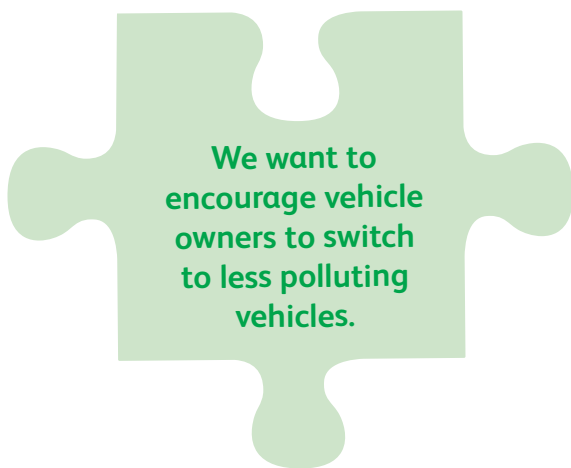
Air quality is the term used to describe how polluted the air we breathe is. When air quality is poor, pollutants in the air may be hazardous to people, particularly those with lung or heart conditions. We can support or influence the following policy drivers related to air quality:

- **Number of permits allocated** - Parking Services is recommending to introduce rules to limit the permits allocated to residents, including rules such as how many per household/person.
- **Types of permits allocated** - Parking Services offers many different permit types (resident, business, etc.) and is proposing to use this to promote positive behaviours for the environment such as incentivising low polluting vehicles with low cost permits.
- **Permit prices** - Parking Services currently adopts a emissions-based charging system for most of its permits.
- **Allocation of kerbside space** - Parking Services can determine what parking spaces are used for, for example for parklets and micro mobility hubs.

- **Supporting other services schemes (e.g. providing the spaces for electric vehicle charging points)** - Parking Services also works closely with other Council services and external partners to help provide schemes such as Electric Vehicle Charging Points that support sustainable travel.

Question 5a - Proposed changes to emissions-based charging schemes

Emissions-based charging is a system of charging for permits based on the CO2 emissions that the vehicle emits. Drivers can find their emissions rating on their V5C registration certificate or using the government certificate agency website. Emissions-based charging currently applies to residential, business, community, doctors permits and all zone permits and we propose that it is introduced for car club permits as well.



This type of charging for permits was introduced to encourage the use of less polluting vehicles and reduce the impact of Hackney’s residents and businesses on local air quality and climate change. To further encourage vehicle owners to switch to less polluting vehicles, it is proposed to increase the number of pricing bands from five to 13. Please refer to table 3 for the proposed changes to emissions-based charging.

This question relates to:

Recommendation 2.11 (page 52 of the PEP)

To increase the number of pricing bands from five to 13 in line with DVLA vehicle tax rates. This is to differentiate between the different levels of vehicle pollution to further encourage vehicle owners to switch to lower polluting vehicles.

Table 3: Proposed changes to emissions-based charging

Bands	Proposed emissions or engine size
1	0g/km
2	1-50g/km
3	51-75g/km, or under 125cc*
4	76-90g/km
5	91-100g/km, or 126 - 400cc*
6	101-110g/km
7	111-130g/km, or 401 - 800cc*
8	131-150g/km
9	151-170g/km, or 801 - 1200cc*
10	171-190g/km
11	191-225g/km, or 1201cc- 2000cc*
12	226-255g/km
13	Over 256g/km or 2001cc*

*For the current diesel surcharge is £150 per year, three and six month permits will be prorated and prices are subject to annual price increases.

*Where no information is held on a vehicle’s CO2 emissions, price is proposed to be calculated on engine size.

The proposed 13 point charging structure will be accompanied by a change in our minimum and maximum prices for permits which will be phased in over a five year period. This should afford drivers with high polluting vehicles the time to make a decision whether they want to keep or switch their vehicle.

Tables 4 and 5 show the proposed residents and business permit prices for each year of the transition. The prices for community support permits can be found in table 10.

After the five year transition period prices for all zone permits will range from £1,100 to £4,800 (see page 93/94 of the PEP for proposed all zone permit prices) and prices for doctors permits will range from £210 to £1,526 (see page 91 of the PEP for proposed doctors permit prices).

Table 4: Proposed changes to emissions-based charging								
Bands	Proposed emissions or engine size	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Change vs current price
1	0g/km	£10	£0	£0	£0	£0	£0	-£10
2	1-50g/km	£63	£53	£44	£35	£26	£17	-£45
	1-50g/km + diesel surcharge	£213	£253	£294	£335	£376	£417	£205
3	51-75g/km, or under 125cc*	£63	£56	£49	£42	£36	£29	-£34
	51-75g/km, or under 125cc* + diesel surcharge	£213	£256	£299	£342	£386	£429	£216
4	76-90g/km	£63	£58	£54	£49	£45	£40	-£22
	76-90g/km + diesel surcharge	£213	£258	£304	£349	£395	£440	£228
5	91-100g/km, or 126 - 400cc*	£63	£62	£61	£60	£59	£58	-£5
	91-100g/km, or 126 - 400cc* + diesel surcharge	£213	£262	£311	£360	£409	£458	£245
6	101-110g/km	£63	£67	£72	£77	£82	£86	£24
	101-110g/km + diesel surcharge	£213	£267	£322	£377	£432	£486	£274
7	111-130g/km, or 401 - 800cc*	£115	£115	£115	£115	£115	£115	£0
	111-130g/km, or 401 - 800cc* + diesel surcharge	£265	£315	£365	£415	£465	£515	£250
8	131-150g/km	£115	£126	£136	£147	£157	£168	£53
	131-150g/km + diesel surcharge	£265	£326	£386	£447	£507	£568	£303
9	151-170g/km, or 801 - 1200cc*	£115	£136	£156	£177	£198	£219	£104
	151-170g/km, or 801 - 1200cc* + diesel surcharge	£265	£336	£406	£477	£548	£619	£354
10	171-190g/km	£115	£157	£198	£240	£282	£323	£208
	171-190g/km + diesel surcharge	£265	£357	£448	£540	£632	£723	£458
11	191-225g/km, or 1201cc- 2000cc*	£167	£219	£271	£323	£375	£427	£260
	191-225g/km, or 1201cc- 2000cc* + diesel surcharge	£317	£419	£521	£623	£725	£827	£510
12	226-255g/km	£219	£293	£367	£441	£515	£589	£370
	226-255g/km + diesel surcharge	£369	£493	£617	£741	£865	£989	£620
13	Over 256g/km or 2001cc*	£219	£344	£469	£593	£718	£843	£624
	Over 256g/km or 2001cc* + diesel surcharge	£369	£544	£719	£893	£1,068	£1,243	£874
Diesel surcharge		£150	£200	£250	£300	£350	£400	

Table 5: Business permit emissions-based charging structure

Bands	Proposed CO2 emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Change vs current price
1	0g/km	£21	£0	£0	£0	£0	£0	-£21
2	1-50g/km	£287	£260	£232	£205	£177	£150	-£137
	1-50g/km + diesel surcharge	£437	£460	£482	£505	£527	£550	£113
3	51-75g/km, or under 125cc*	£287	£271	£255	£239	£222	£206	-£81
	51-75g/km, or under 125cc* + diesel surcharge	£437	£471	£505	£539	£572	£606	£169
4	76-90g/km	£287	£275	£264	£252	£240	£229	-£58
	76-90g/km + diesel surcharge	£437	£475	£514	£552	£590	£629	£192
5	91-100g/km, or 126 - 400cc*	£287	£282	£277	£272	£267	£263	-£24
	91-100g/km, or 126 - 400cc* + diesel surcharge	£437	£482	£527	£572	£617	£663	£226
6	101-110g/km	£287	£293	£300	£306	£312	£319	£32
	101-110g/km + diesel surcharge	£437	£493	£550	£606	£662	£719	£282
7	111-130g/km, or 401 - 800cc*	£553	£517	£482	£446	£411	£375	-£178
	111-130g/km, or 401 - 800cc* + diesel surcharge	£703	£717	£732	£746	£761	£775	£72
8	131-150g/km	£553	£538	£523	£508	£494	£479	-£74
	131-150g/km + diesel surcharge	£703	£738	£773	£808	£844	£879	£176
9	151-170g/km, or 801 - 1200cc*	£553	£558	£563	£568	£573	£578	£25
	151-170g/km, or 801 - 1200cc* + diesel surcharge	£703	£758	£813	£868	£923	£978	£275
10	171-190g/km	£553	£599	£645	£691	£737	£783	£230
	171-190g/km + diesel surcharge	£703	£799	£895	£991	£1,087	£1,183	£480
11	191-225g/km, or 1201cc- 2000cc*	£819	£852	£885	£919	£952	£985	£166
	191-225g/km, or 1201cc- 2000cc* + diesel surcharge	£969	£1,052	£1,135	£1,219	£1,302	£1,385	£416
12	226-255g/km	£1,086	£1,129	£1,172	£1,216	£1,259	£1,302	£217
	226-255g/km + diesel surcharge	£1,236	£1,329	£1,422	£1,516	£1,609	£1,702	£467
13	Over 256g/km or 2001cc*	£1,086	£1,228	£1,371	£1,514	£1,657	£1,800	£715
	Over 256g/km or 2001cc* + diesel surcharge	£1,236	£1,428	£1,621	£1,814	£2,007	£2,200	£965
Diesel surcharge		£150	£200	£250	£300	£350	£400	

Question 5b - Proposed changes to diesel surcharge

The diesel surcharge is an additional fee that is levied on diesel vehicles. Diesel vehicles emit higher levels of particulate matter and NO2 into the air which contributes to poor air quality. We have observed that the current price of the diesel surcharge in Hackney is not a big enough incentive for customers to switch to less polluting vehicles. As a result we have set out a five year plan that would see the diesel surcharge increase annually by £50 for resident, estate, motorcycle, doctors and the proposed community support

By increasing the diesel surcharge over the next five years we hope to take the most polluting vehicles off our roads.

permit, and £100 for all zone and car club permits. We hope that by outlining the proposals to increase the diesel surcharge annually, this would give permit holders enough time to rethink their choices and whether or not they need to drive. Please see the proposed diesel surcharges in tables 6 and 7.

Table 6: Proposed diesel surcharge for resident, estate*, motorcycle, community support and doctors permits

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2021-22	2022-23	2023-24	2024-25	2025-26
Price	£150	£200	£250	£300	£350

*Estates will see a phased introduction of the diesel surcharge

Table 7: Proposed diesel surcharge for car clubs and all zones

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2021-22	2022-23	2023-24	2024-25	2025-26
Price	£200	£300	£400	£500	£600

*Estates will see a phased introduction of the diesel surcharge

This question relates to:

Recommendation 2.12 (page 53/54 of the PEP)

To review the diesel surcharge each year, making it progressively more expensive to purchase a parking permit for a diesel vehicle, or to park using pay and display.

Chapter 3 - Customer services

The service we provide and the way we treat our customers is extremely important to us. We aim to deliver customer service excellence in every interaction we have with our customers and are always looking for ways to make our service easier to use. We are working to introduce customer service monitoring, such as satisfaction surveys, across all our customer contact channels (web, email, telephone) to help us understand our customers, to improve the customer journey, and to investigate new ways of informing customers of the latest parking updates and information that may affect them. If you would like to read the chapter relating to customer services which includes all the policy recommendations for this chapter please see pages 55 to 59 of the PEP.

Chapter 4 - Parking zones (PZs)

A parking zone (PZ) is an area where all kerbside space (which is space on the side of the road near the kerb) is controlled by either yellow lines or parking places which generally has the same operational hours and days of control. PZs are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or goes beyond the supply of safe kerbside space. PZs can also be used to implement controls to help tackle areas of poor air quality and also to help in areas with road safety issues. We also review PZs one year (or sooner if a clear need to review is identified) after they have been implemented and then subsequent reviews are conducted if a need is identified.

Estate PZs are separate to on-street PZs and operate their own controls. An estate PZ operates similarly to an on-street PZ with unauthorised parked vehicles being issued with a PCN or removed. Estate PZs are clearly signed and lined to advise drivers of the parking enforcement in place and where they are unable to park. If you would like to read the chapter relating to parking zones which includes all the policy recommendations for this chapter please see pages 60 to 73 of the PEP.

Question 6 - Changes to the PZ review process

It is proposed that the PZ review process is adapted to bring it in line with the process for identifying and determining new PZs. This would ensure that residents and businesses continue to be able to give their views, but would also expand the criteria assessed during a PZ review, which collectively would be used to inform the decision on any changes made. It is proposed that PZ reviews would be triggered and assessed against the following criteria:

- **Support from the public** - if residents and businesses have submitted a significant number of requests and/or complaints requesting a review.
- **Supply and demand for parking** - where parking stress is over 85 % and/or there are visitor parking levels of 30 % or more.
- **Air quality** - where air pollution exceeds London air quality objectives set under the Local Air Quality Management (LAQM). This includes roads where the annual mean concentration of nitrogen dioxide (NO₂) or particulates (PM₁₀) exceed 40 ug/m³. This also includes roads which exceed short term LAQMs including the NO₂ 15 minute mean of 200 ug/m³ (which is not to be exceeded more than 18 times a year), and PM₁₀ 24-hour mean of 50 ug/m³ (which is not to be exceeded more than 35 times year).
- **Road safety** - parking controls may be introduced if more than one person has either been killed or injured on a road in the PZ over the course of two years.

This question relates to:

Recommendation 4.3 (page 66/67 of the PEP)

To change the criteria that would trigger PZ reviews so it mirrors the criteria for the identification of a PZ. This would allow the following criteria to trigger a PZ review in addition to the existing criteria:

Support from the public, supply and demand for parking, air quality, and road safety.

Question 7 - Any other comments on parking zones

We would like to give you the opportunity to make any other comments regarding parking zones.

Chapter 5 - Permits and vouchers

We offer a wide range of parking permits and vouchers to residents, businesses, visitors and other specific groups. These permits enable the public to park within allocated spaces inside parking zones (PZs). The permits available and their prices can have an influence on both parking demand and patterns in car ownership. This PEP seeks to use permits to incentivise sustainable vehicles, such as electric vehicles, whilst also disincentivising highly polluting vehicles such as high CO₂ emission petrol vehicles and diesel vehicles. Our permits include the companion e-badge and resident, business, all zone doctors, community support (formerly health and social care) and estate resident permits.

We are proposing to extend the eligibility of a number of our permits to include estate parking zones so that users who need to park on estates have that option. If you would like to read the chapter relating to permits and vouchers which includes all the policy recommendations for this chapter please see pages 74 to 101 of the PEP.

Question 8 and 9 - Vehicle ownership and usage

We would like to find out if you own a vehicle and how often you use it.

Question 10 - Permit ownership

We would like to know if you are one of our permit customers and if so which permit you own.

Question 11a - Free permits for electric vehicles

Working towards the government's pledge to switch to electric vehicles by 2030, we have a duty to do our bit in changing people's perceptions towards owning a vehicle and the need to drive. For the minority of residents and businesses that do need to drive, the Council is supporting cleaner private vehicles on our roads. To support residents, businesses and organisations switching to electric vehicles we propose to make all electric vehicle permits, with the exception of the all zone permit and car clubs, free for the lifespan of this PEP.

This question relates to:

Recommendation 5.1 (page 75 of the PEP)

To incentivise residents, businesses and organisations to go electric, with a commitment that electric permits available to Hackney residents, businesses and organisations will be free for at least the next five years.

Question 11b - Free e-roamer scheme

The e-roamer scheme is being proposed in the short term to encourage the switch to and initial investment in electric vehicles, for those who need to drive.

This question relates to:

Recommendation 5.2 (page 76 of the PEP)

To create a free e-roamer scheme for Hackney residents and businesses with electric vehicles to move and park freely in permit bays across the borough, during the prescribed hours of 10:00 to 15:00. This proposal excludes CPZ event day controls.

Question 11c - Additional vehicle surcharge

Seven in ten households in Hackney do not own a vehicle, and the vast majority of other households own only one vehicle. However, a small but significant number of homes (2,872) own more than one car, and 95 households have three or more. The Council is recommending the introduction of an additional vehicle parking permit surcharge to encourage residents to reduce the number of vehicles they own where possible.

The additional vehicle parking permit surcharge is set to increase incrementally by £100 over the next five years. However, we are proposing to introduce the changes gradually over a three year period, taking place from spring 2022. This means that there would be no change in the first year, 50% of the full price would be payable in the second year, and the full price would be payable in the third year.

The additional vehicle parking permit surcharge would also apply to estate residents with more than one estate parking permit per household and estate residents with a mixture of both estate and on-street parking permits. Please see table 8 for the proposed prices of parking permits.

Table 8: Additional vehicle parking permit surcharge

Year	Annual price increase	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27
Additional vehicle parking permit surcharge	£100+	£0	£50	£100	£200	£300

*Applies to estate residents with more than one estate parking permit per household or a mixture of estate and on-street permits.

**Excludes Blue Badge holders with a valid companion e-badge with vehicles registered in their name.

This question relates to:

Recommendation 5.3 (page 79 of the PEP)

To introduce an additional vehicle permit surcharge for two or more permits held in one household.

Question 11d - Motorcycle vehicle engine size review

Hackney Council will from 2022 require motorcycles to hold a valid e-permit, e-voucher or paid for parking session to park in any permit holder bay. Motorcycle permits will follow the current emissions-based charging pricing model used for all other permit types. However, for permits, the current banding structure does not take into consideration smaller engine sizes for motorcycles that do not have recorded CO2 emissions. To address this the categories have been revised to include under 500cc and 501-1200cc engine sizes, to make sure that smaller motorcycles will pay a fairer price for how much they pollute. See table 9 for details on permit pricing for motorcycles.

This question relates to:

Recommendation 5.8 (page 84/85 of the PEP)

To update the current parking permits emissions-based structure by adding under 500cc and revising 501-1200cc for smaller engine sizes, making fees and charges fairer for motorcyclists without recorded emissions. This change will be superseded by the later introduction of the 13 band charging structure outlined in table 3.

Table 9: Current emissions-based charging structure update

Bands	Proposed emissions or engine size
1	No local emissions
2	Up to 120 g/km under 500cc
	Price including diesel supplement
3	121 - 185 g/km, or 501-1200cc*
	Price including diesel supplement
4	186 - 225 g/km, or 1200-2000cc*
	Price including diesel supplement
5	226 g/km +, or 2001cc*+
	Price including diesel supplement

The diesel supplement will be £150 per year, and will be pro-rated for three and six-month permits.
*Where no information is held on a vehicle's CO2 emissions, price will be calculated on engine size.

Question 12a - Car sharing permit

Car sharing permits are proposed to offer residents who share a vehicle a permit that is valid in both residents' home parking zones on a discretionary basis. This would only be available where residents can demonstrate that they have either given up ownership of a vehicle in their household, and/or they are able to provide proof of both people being insured on the same vehicle for personal use.

This question relates to:

Recommendation 5.4 (page 79/80 of the PEP)

To enable Hackney residents who share a car to park their vehicle outside the homes of both residents, to promote sustainability and remove vehicles off our roads.

Question 12b - Market trader permit

Market trader permits would allow Hackney market traders to park on market days in the vicinity of their trading location. The permit would reflect the market's trading hours, and only one permit would be allowed per pitch for a motor vehicle. This would protect the permit from being used for commuting.

This question relates to:

Recommendation 5.12 (page 93 of the PEP)

To introduce a market trader permit for Hackney markets to support our market traders. The permit validity will depend on the market's trading hours.

Question 12c - Community support permits


This permit would replace the existing health and social care permit by extending its eligibility to cover more services within the Council as well as partner organisations and charities that support the Council in providing essential care to residents in their homes and across the borough. To be eligible for the permit the applicant would have to spend at least 30% of their time in the community providing essential care-based services. Please see table 10 for the proposed permit prices.

Recommendation 5.10 (page 89 of the PEP)

To change the existing health and social care permit into a community support permit. To expand the eligibility to employees of organisations, charities, not for profits, healthcare professionals, and third sector organisations on a case by case basis, where the employee provides an essential care-based service to Hackney residents in their homes and spend at least 30 % of their time in the community.

Question 13a - Variable visitor voucher parking zone limits

The Council plans to consider reducing visitor voucher limits in individual parking zones, if there is evidence of high levels of parking stress, or poor air quality. This is part of the Council's fulfillment of a hierarchy of parking needs in which Blue Badge holders and residents take priority over visitors and commuters (who are not featured on the hierarchy). Please see table 11.



We want to encourage sustainable travel by ensuring public transport is the cheapest option.

This question relates to:

Recommendation 5.15 (page 99 of the PEP)

To introduce variable visitor voucher parking zone limits and to create zonal rules, allowances and eligibility to buy different voucher types. This would protect residents in areas where parking stress is high and protect spaces for residents and Blue Badge holders who rely on support from family and friends to maintain their independence.

Table 10 : Community support permit charging structure

Bands	Proposed CO2 emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Change vs current price
1	0g/km	£21	£0	£0	£0	£0	£0	-£21
2	1-50g/km	£128	£128	£128	£128	£128	£128	£0
	1-50g/km + diesel surcharge	£278	£128	£128	£128	£128	£128	-£150
3	51-75g/km, or under 125cc*	£128	£135	£143	£150	£157	£165	£37
	51-75g/km, or under 125cc* + diesel surcharge	£278	£135	£143	£150	£157	£165	-£113
4	76-90g/km	£128	£138	£148	£159	£169	£179	£51
	76-90g/km + diesel surcharge	£278	£138	£148	£159	£169	£179	-£99
5	91-100g/km, or 126 - 400cc*	£128	£143	£157	£172	£186	£201	£73
	91-100g/km, or 126 - 400cc* + diesel surcharge	£278	£143	£157	£172	£186	£201	-£77
6	101-110g/km	£128	£150	£172	£194	£216	£238	£110
	101-110g/km + diesel surcharge	£278	£150	£172	£194	£216	£238	-£40
7	111-130g/km, or 401 - 800cc*	£278	£277	£276	£276	£275	£274	-£4
	111-130g/km, or 401 - 800cc* + diesel surcharge	£428	£277	£276	£276	£275	£274	-£154
8	131-150g/km	£278	£291	£303	£316	£329	£342	£64
	131-150g/km + diesel surcharge	£428	£291	£303	£316	£329	£342	-£86
9	151-170g/km, or 801 - 1200cc*	£278	£304	£329	£355	£380	£406	£128
	151-170g/km, or 801 - 1200cc* + diesel surcharge	£428	£304	£329	£355	£380	£406	-£22
10	171-190g/km	£278	£330	£382	£435	£487	£539	£261
	171-190g/km + diesel surcharge	£428	£330	£382	£435	£487	£539	£111
11	191-225g/km, or 1201cc- 2000cc*	£343	£409	£474	£540	£605	£671	£328
	191-225g/km, or 1201cc- 2000cc* + diesel surcharge	£493	£409	£474	£540	£605	£671	£178
12	226-255g/km	£451	£536	£621	£706	£791	£877	£426
	226-255g/km + diesel surcharge	£601	£536	£621	£706	£791	£877	£276
13	Over 256g/km or 2001cc*	£451	£600	£750	£900	£1,050	£1,200	£750
	Over 256g/km or 2001cc* + diesel surcharge	£601	£600	£750	£900	£1,050	£1,200	£600
Diesel surcharge		£150	£200	£250	£300	£350	£400	

Table 11: Criteria to implement variable visitor voucher pricing

Criteria	Description	Visitor voucher options
Parking stress	Equal to or greater than 85 % and/or peak visitor parking levels of 30 % outside of controlled hours.	<ul style="list-style-type: none"> • Suspend the sale of vouchers, or reduce the annual household allowance (for example, to 30/20/10/5 books) by PZ. • Depending on the severity of the local challenges, this may be reviewed on a case by case basis with bespoke outcomes.
Air pollution	Roads where the annual mean concentration of nitrogen dioxide (NO2) or particulates (PM10) exceed 40 ug/m3, roads which exceed short term LAQMs including the NO2 15 minute mean of 200ug/m3, (which is not to be exceeded more than 18 times a year), and PM10 24-hour.	

Question 13b - Visitor voucher purchase limits

The Council proposes to reduce visitor voucher sales to those households that buy high volumes, for purposes such as resale, or property redevelopment and intends to increase the price of visitor vouchers, by charging those who buy high numbers of vouchers more. The rationale behind this decision is that the price increase would discourage the use of vehicles for non-essential motorist journeys, as fewer car journeys would mean less pollution is contributed by motor vehicles. Please see table 12 and 13 for the full breakdown of the proposed prices.

This question relates to:

Recommendation 5.14 (page 98 of the PEP)

To reduce the use of visitor vouchers by 15 %, by increasing the price of visitor vouchers to a rate which will support public transport as a viable transport alternative.

Table 12: Proposed one day visitor voucher allocation

Number of days parking bought per year	Price per voucher	Per book price
1 - 50 days	£5.00	£25.00
51 - 100 days	£7.00	£35.00
101 - 150 days	£10.00	£50.00
150 - 200 days	£14.00	£70.00

Table 13: Proposed two hour visitor voucher allocation

Number of hours parking bought per year	Price per voucher	Per book price
1 - 200 hours	£2.00	£40.00
201 - 400 hours	£3.00	£60.00
401 - 600 hours	£4.00	£80.00
601 - 800 hours	£5.00	£70.00

Question 14 and 15 - Visitor voucher ownership and usage

We would like to find out if you use visitor vouchers and how often you use them.

Chapter 6 - Parking provision and services

We offer a variety of parking provisions and services ensuring access to parking depending on length of stay and whether parking is accessed by local residents, businesses or visitors to the borough. As a resident or business in the borough you can park around your designated parking zone in shared used bays or permit holder bays (where available) and if you are visiting another PZ you can park in short stay bays or any Council car park. Similarly, as a visitor to the borough, you can park in a short stay parking bay or park in one of the Council's car parks. We offer other provisions such as Electric Vehicle Charging Points (EVCPs), dispensation waivers and suspensions for residents and businesses, and dedicated bays exclusive to single users or organisations. If you would like to read the chapter relating to parking provisions and services which includes all the policy recommendations for this chapter please see pages 102 to 112 of the PEP.

Question 16a - Emissions-based charging for short stay

We plan to introduce a charging structure based on location and emissions along with a petrol and diesel surcharge, which would see combustion-engined vehicles charged more than at present. Emissions-based charging would mean charging different prices based on the fuel type of the vehicle. Additional diesel surcharges in other boroughs have been shown to reduce diesel vehicles using short stay parking by 15 % and we hope this will also transfer to petrol vehicles. Table 14 below sets out the proposals.

This question relates to:

Recommendation 6.1 (page 104 of the PEP)

To introduce a short stay parking differential pricing structure based on vehicle emissions and locations, including a petrol and diesel surcharge, to discourage unnecessary vehicle journeys and encourage the use of more sustainable methods of transport.

Question 16b - Short stay parking pricing

We are committed to ensuring that the price of a short stay parking session is not less than a return journey using public transport. The

current minimum cost for a return bus journey by pay as you go is £3.10. To deliver this, a minimum time of one hour will be introduced across all locations, with the per hour base price being no lower than £3.20 per hour.

Question 16c - Short stay parking pricing

To encourage drivers to use less polluting vehicles we plan to make it much cheaper for electric vehicles to park in Hackney, with the introduction of a set fee of 50p per hour for short stay parking anywhere in the borough. Table 14 below sets out the proposed short stay parking charges.

Table 14: Short stay parking 50p per hour for electric vehicles

Area	Zero emissions vehicles	Petrol vehicles registered from 2005	Diesel vehicles registered from 2015 (£1 per hr surcharge)	All other vehicles and payments at pay and display machines (£2 per hr surcharge)
High demand	50p	£5.00	£6.00	£7.00
Medium demand	50p	£4.00	£5.00	£6.00
Low demand	50p	£3.20	£4.20	£5.20
Around Homerton University Hospital	50p	£2.20	£3.20	£4.20

This question relates to:

Recommendation 6.3 (page 105 of the PEP)

To introduce a set fee of 50p per hour across the borough, paying by mobile for electric vehicles short stay visitor parking sessions. This is to further encourage all motorists to go greener.

Question 16d - Maximum stay for car parks

A number of our car parks provide all day parking for visitors, which encourages their use by commuters. It is proposed to end this, so that commuting is discouraged, and that car parks support local people in accessing shops and local facilities.

This question relates to:

Recommendation 6.5 (page 106 of the PEP)

To introduce maximum stay restrictions for car parks, in order to discourage all day parking by commuters, while still supporting those using local shops and community facilities.

Question 16e - Maximum stay for electric vehicle charging points

All electric vehicle charging bays are available 24 hours a day, 365 days a year. If parking charges are in place, controlled parking hours will apply. The maximum stay is currently four hours with no return within two hours. However this could change depending on the location of the bay and the type of charger that the bay is attached to as chargers with different voltages take different lengths of time to charge an electric vehicle.

This question relates to:

Recommendation 6.7 (page 109 of the PEP)

To explore the use of maximum stay hours for all electric charging points. Maximum stay hours would vary depending on the EVCP type.

Question 17 - Transition toward cashless parking

Over 95 % of all short stay parking sessions in Hackney are now cashless. We are proposing to reduce the amount of pay and display machines we have around the borough, by removing machines where less than 2 % of overall payments in that area are made using them.

However, to ensure that drivers who cannot pay with a mobile phone can still benefit from emissions-based charging rates, we would provide them with the same options to pay a rate - based on their vehicle's emissions - in local shops via PayPoint, which is a service that allows customers to pay for parking at the counter in a shop. The shops that are part of the scheme are identifiable by the PayPoint sign at the shop. We would also retain a reduced fleet of pay and display machines which would provide a convenient way to pay, with prices set at the same rate as the highest charging band.

This question relates to:

Recommendation 6.2 (page 105 of the PEP)

To transition gradually toward a 100 % cashless payment option for short stay parking, expanding on the option of having pay points to allow customers to access different payment methods, and removing pay and display machines where there is no longer demand for them from customers.

Chapter 7 - Compliance and enforcement

The Council is directly responsible for parking, bus lanes and moving traffic enforcement in the borough (excluding transport for London red routes). The aim of enforcement is to maximise motorists' compliance with regulations and parking restrictions. This makes Hackney's streets safer for all road users (particularly children and other vulnerable pedestrians), prevents obstruction and delays (especially for buses and emergency vehicles), ensures that parking bays are available for their intended use, and makes the public highway a more pleasant environment.

Hackney Council has a parking and traffic enforcement contract with APCOA, but from April 2022 we will bring parking enforcement in-house once the existing contract ends. If you would like to read the chapter relating to parking compliance and enforcement which includes all the policy recommendations for this chapter please see pages 113 to 130 of the PEP.

Question 18a - Demand-led enforcement

The in-house enforcement service is proposing to adopt a new approach that would be demand-led. In essence, streets that have high compliance with minimal parking problems would be visited less often, and streets that have low compliance, which creates significant problems for local residents and businesses, would be visited multiple times a day. This approach would be dynamic, with regular reviews of compliance levels and emerging issues, so that civil enforcement officers (also referred to as traffic wardens) visits are more concentrated in the areas where they are most needed at the time.

This question relates to:

Recommendation 7.3 (page 116 of the PEP)

To adopt a demand-led enforcement service to enable the service to focus more resources on areas with poor compliance, so that the negative impacts of parking problems on local communities are addressed as swiftly as possible.

Question 18b - Reviewing the role of civil enforcement officers (CEO)

A CEO's core role is to enforce parking regulations, but they are also asked to report defects such as missing signs and lines, as well as faulty or damaged short stay machines and street furniture. There are opportunities for additional duties, such as reporting a range of issues (such as anti-social behaviour, potentially abandoned vehicles, and enviro-crime), to communicating with motorists about the damaging effects of idling. We plan on considering these as part of the CEO role review after insourcing parking enforcement in 2022.

This question relates to:

Recommendation 7.4 (page 117 of the PEP)

To review the CEO's role and explore options of additional duties that can be carried out whilst patrolling streets that could benefit both residents and the Council.

Question 19 - Concerns in your parking area

We are working toward improving parking conditions in all of Hackney. We would like to be able to target our efforts to areas with high concentrations of the same, or similar problems so that we can better use our resources. Some of the most common concerns from residents are:

- Parking longer than permitted
- Blue Badge misuse
- Abandoned vehicles
- Parking on yellow lines
- Footway parking (pavement parking) - this is when vehicles park on the pavement
- Double parking - this is when a vehicle parks alongside another one that is already parked often blocking them in
- Match day and event parking
- Parking in cycle lanes/tracks
- Vehicles parked without a permit
- Vehicles blocking dropped kerbs and crossings
- Vehicle engine idling - this is when a vehicle's engine is left running while it is stationary.

Chapter 8 - Crime, fraud and misuse

The Council takes instances of fraud and misuse seriously and will always seek to sanction these appropriately and in accordance with their individual levels of severity. We have recently updated our crime, fraud and misuse sanctions so that we can provide appropriate and proportionate penalties to those that break our terms of service. Parking crime, fraud and misuse comes in a variety of forms, including but not limited to: persistent evaders of (at least three) penalty charge notices, cloned vehicles, permit and voucher misuse (for example one resident permit is used for more than one person), Blue Badge fraud, and companion e-badge misuse. If you would like to read the chapter relating to crime, fraud and misuse which includes all the policy recommendations for this chapter please see pages 131 to 135 of the PEP.

Chapter 9 - Consultation

We run consultations in order to take into account the opinions of those that are affected by proposals when making a decision. We run two different types of consultations, parking zone consultations and other consultations (generally for large policy changes). Parking zone (PZ/PZs) consultations ask affected residents and businesses about their support for a new proposed PZ (both on street and on estates) or if a zone is already in place. Residents and businesses may be consulted on a PZ review, which assesses if the PZ is still fit for purpose through technical assessments and consultation. The PZ consultation process is shown in table 15.

We also run other consultations, usually related to major changes in policy. These consultations are open to everyone, whereas PZ consultations are only open to those directly affected by the proposals. Our objective during all consultations is to ensure that people are engaged and that all views are taken into account. If you would like to read the chapter relating to consultations which includes all the policy recommendations for this chapter please see pages 136 to 145 of the PEP.

Table 15: PZ consultation stages

Stage of consultation	Details
Stage one - in principle consultation	An initial consultation exercise to gauge the level of public support for the introduction of new parking controls from the local community.
Stage two - detailed design consultation	The stage two consultation is conducted in order to assist in determining the layout and hours of any PZ.
Stage three - implementation of the new PZ	The parking controls or PZ is implemented.
Stage four - PZ review	PZ review consultations are conducted within one year of implementation of a new zone, or sooner if a clear need is identified.

Chapter 10 - Equality and diversity

Hackney is one of London's most diverse and multicultural places to live, work and do business. We are committed to promoting equality and diversity whilst providing the best possible service to all of its users. As well as adhering to local and government policies and legislation the Council also employs a number of schemes that have been introduced specifically to help those most in need and protect the most vulnerable.

The Council administers the disabled parking permit system in the borough, under the national Disabled Persons' Parking Badge Scheme, known as the Blue Badge Scheme. Blue Badge holders can currently park free of charge without time limit in short stay bays, in shared use bays, for three hours on single and double yellow lines (where further restrictions apply), and in general use disabled bays providing they display their Blue Badge. Blue Badge holders can only park in residential bays if they have obtained a free companion e-badge which allows them to park in residential bays in their home zone, without the need to display a Blue Badge or clock. If you would like to read the chapter relating to equality and diversity which includes all the policy recommendations for this chapter please see pages 146 to 153 of the PEP.

Question 20 - Blue Badge parking in permit bays

As part of our commitment to placing Blue Badge holders at the top of our hierarchy of parking needs, we are proposing to expand the parking options for Blue Badge holders to include the ability to park in permit holder only bays across the borough, which are typically located in areas of mixed business and residential properties. We would monitor the effect of these changes on the availability of parking spaces for residents and businesses in areas around the borough and may use this information to increase the amount of resident or business permit holder only bays where necessary during parking zone reviews, which Blue Badge holders would not be entitled to park in. Please see table 16 for the proposed Blue Badge holder parking places.

This question relates to:

Recommendation 10.1 (page 149/150 of the PEP)

To allow Blue Badge holders to park in permit bays, which will make it easier for them to travel and park across the borough.

Question 21 - Any other comments about Blue Badges

We would like to know if you have any other comments about Blue Badges and the way they are managed in the borough.

Table 16: Proposed Blue Badge holder parking places

Stage of consultation	Details
Permit holder only bays	Yes, if you have a valid Blue Badge for any length of time.
Shared use bays (combined pay and display and permit holder bays)	Yes, if you have a valid Blue Badge for any length of time
On-street pay and display bays.	Yes, if you have a valid Blue Badge
General-use disabled bays	Yes, if you have and display a valid Blue Badge (clock is required only the sign shows a time limit)
Personalised bays (allocated to a single disabled driver that has passed a set criteria)	No - (only if it is allocated to you, using your companion e-badge linked to the bay)
Single and double yellow lines (where no further restrictions apply)	For up to three hours displaying a valid Blue Badge and time clock
Resident permit holder only bays	No
Business bays	No
Doctors bays	No
Car club bays, suspended bays, red routes	No

Supplement - Estates

This section is for estate residents only and provides information for the estate questions supplement.

This iteration of the PEP is the first to include policies covering estate parking, as this is the first time since Hackney Homes re-joined Hackney Council in 2015 that the PEP has been consulted upon. There is now an opportunity to address the inconsistencies between estate and on-street parking and include estates in our ambitious, far reaching and sustainable programme for parking. One of our policy objectives focuses purely on estates and shows our ambition to harmonise the products and services that we provide on estates with that we apply on-street.

Estate residents have up until now not been able to apply for a number of parking products and services that are available to our on-street customers, such as dispensation waivers, all zone permits and business permits. This PEP proposes to change this and open up these products to estates. There are a number of other proposals specific to estates that are covered in the PEP. Estates parking policies can be found throughout the PEP in their relevant sections.

Question 1 - Name of your housing estate

We would like to know the name of your housing estate so that any problems or suggestions that you raise as part of the consultation can be linked to a specific estate.

Question 2a - Estate parking zone consultation changes

New parking zones or zone extensions can lead to displacement parking that affects uncontrolled estates. This increased parking stress means that estate residents have less parking available to them. To address this, we propose to consult estate residents on parking controls at the same time that we consult the neighbouring roads about a potential new zone or zone extension.

This question relates to:

Recommendation 4.7 (page 71/72 of the PEP)

To ensure that all Hackney Housing estates with parking that fall within the boundary of a potential new zone or zone extension, will be consulted with at the same time as on-street residents on whether they wish to have a parking zone implemented, to reduce the risk of displacement parking affecting estate residents after a zone's implementation on surrounding roads.

Question 2b - Shared use bays on estates

Shared use bays enable drivers with all zone, business and community support permits to park on estates. It is proposed that the eligibility of these parking permits are extended to estates, meaning that we would need to install shared use bays on estates. Currently estate parking bays are reserved solely for estate residents to park in them. This means that service providers such as health and social care professionals have to park outside an estate or get a voucher to park on the estate from a resident. This is particularly inconvenient when health professionals have to move heavy equipment.

Question 3a and 3b - Emissions based charging on estates

As part of our plan to harmonise parking on estates and on-street it is proposed that emissions based charging is introduced for estate resident permits over the course of five years. Emissions-based charging is a system of charging for permits based on the CO2 emissions that the vehicle emits, with a surcharge for diesel vehicles, and encourages vehicle owners to move towards less polluting vehicles. Drivers can find their emissions rating on their V5C vehicle registration certificate or using the government certificate agency website.

It is proposed that after the five year transition period permit prices for estate resident permits will match the permit prices for on-street permits. Please see table 17 for the proposed estates resident permit emissions-based charging structure.

Table 17: Proposed estate resident permit emissions-based charging structure

Bands	Proposed CO2 emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Change vs current price
1	0g/km	£39	£0	£0	£0	£0	£0	-£39
2	1-50g/km	£39	£35	£30	£26	£22	£17	-£22
	1-50g/km + diesel surcharge	£39	£115	£190	£266	£342	£417	£378
3	51-75g/km, or under 125cc*	£39	£37	£35	£33	£31	£29	-£11
	51-75g/km, or under 125cc* + diesel surcharge	£39	£117	£195	£273	£351	£429	£390
4	76-90g/km	£39	£39	£40	£40	£40	£40	£1
	76-90g/km + diesel surcharge	£39	£119	£200	£280	£360	£440	£401
5	91-100g/km, or 126 - 400cc*	£39	£43	£47	£50	£54	£58	£18
	91-100g/km, or 126 - 400cc* + diesel surcharge	£39	£123	£207	£290	£374	£458	£418
6	101-110g/km	£39	£49	£58	£67	£77	£86	£47
	101-110g/km + diesel surcharge	£39	£129	£218	£307	£397	£486	£447
7	111-130g/km, or 401 - 800cc*	£39	£54	£70	£85	£100	£115	£76
	111-130g/km, or 401 - 800cc* + diesel surcharge	£39	£134	£230	£325	£420	£515	£476
8	131-150g/km	£39	£65	£91	£117	£142	£168	£129
	131-150g/km + diesel surcharge	£39	£145	£251	£357	£462	£568	£529
9	151-170g/km, or 801 - 1200cc*	£39	£75	£111	£147	£183	£219	£179
	151-170g/km, or 801 - 1200cc* + diesel surcharge	£39	£155	£271	£387	£503	£619	£579
10	171-190g/km	£39	£96	£153	£210	£266	£323	£284
	171-190g/km + diesel surcharge	£39	£176	£313	£450	£586	£723	£684
11	191-225g/km, or 1201cc- 2000cc*	£39	£117	£194	£272	£349	£427	£387
	191-225g/km, or 1201cc- 2000cc* + diesel surcharge	£39	£197	£354	£512	£669	£827	£787
12	226-255g/km	£39	£149	£259	£369	£479	£589	£550
	226-255g/km + diesel surcharge	£39	£229	£419	£609	£799	£989	£950
13	Over 256g/km or 2001cc*	£39	£200	£361	£521	£682	£843	£804
	Over 256g/km or 2001cc* + diesel surcharge	£39	£280	£521	£761	£1,002	£1,243	£1,204
Diesel surcharge							£400	

This question relates to:

Recommendation 5.5 (page 81/82 of the PEP)

To introduce emissions-based charging on estates with permit prices rising to match the on-street price after a transition period. This will take place over five years starting in 2022/23 and will include incremental price increases.

Question 3c and 3d - Estate visitor voucher changes

Currently estate visitor vouchers are considerably cheaper than on-street parking vouchers. The lower prices mean that estates are likely to experience higher parking stress as more customers are willing to use their vouchers regularly. It is proposed that estate visitor voucher prices will be harmonised with that of on-street visitor vouchers after a five year transition period. Alongside this process, within the lifespan of the PEP, estate residents buying an allocation of two books a month would change to annual limits per calendar year (January to December). Please see table 18 for information about price changes.

This question relates to:

Recommendation 5.16 (page 100/101 of the PEP)

To align estate visitor voucher prices and the number of vouchers per book of estate visitor vouchers with on-street visitor vouchers following a five year transition period starting in 2022/23.

Table 18: Proposed estate resident visitor voucher price and allocations

Price*	Voucher type	Voucher price	Price per book	Discounted price per book**	Number of vouchers per book
Existing price	One day	£0.35	£3.50	£1.75	10 vouchers
Year 1	One day	£0.76	£7.60	£3.80	10 vouchers
Year 2	One day	£1.57	£15.70	£7.85	10 vouchers
Year 3	One day	£2.40	£24.00	£12.00	10 vouchers
Year 4	One day	£3.20	£16.00	£8.00	5 vouchers
Year 5	One day	£4.10	£20.50	£10.25	5 vouchers
Year 5 (new)	Two hour	£1.18	£23.50	£11.75	20 vouchers

Please note - pricing harmonisation over a five year transitional period.

* The prices in this table will be subject to annual fees and charges increases.

** Discounts of 50 % will be applied to the first 24 books for Blue Badge holders and the over 60s.

Question 3e - Introduction of three and six month permits

We are proposing that three and six month estate resident permits be introduced in addition to the existing 12 month permit. This would make payment easier for those who may not be able to afford an annual permit and match the product with the on-street offer. This would take place alongside the introduction of the emissions-based charging system and work on a pro-rata basis.

This question relates to:

Recommendation 5.6 (page 83 of the PEP)

To introduce three and six month permits for estate residents alongside the introduction of the emissions-based charging system on a pro-rata basis. This will make sure that both estate residents and on-street residents are offered the same permit duration options.

Question 4a - Film vouchers on estates

We are proposing to extend the eligibility of film vouchers to estates. Film vouchers are a product that enable film companies to park when they are conducting filming in an area. However, there are conditions attached to this proposal: the production team can only park up to two vehicles on the estate and the estate must be on the 'approved estate' list to ensure that we are not allowing film companies to park on estates with high parking stress.

This question relates to:

Recommendation 5.17 (page 101 of the PEP)

To extend the eligibility of film vouchers to include parking on estates.

Question 4b - Dispensation waivers on estates

We are proposing to extend the eligibility of dispensation waivers to estates. Dispensation waivers allow a user to park for a small period of time at a certain location, which is usually in a bay or on a single yellow line. We issue dispensations for activities such as removals, weddings, funerals and building works. We grant two and ten free waivers for weddings and funerals respectively and charge for other circumstances.

This question relates to:

Recommendation 6.8 (page 112 of the PEP)

To extend the eligibility of dispensation waivers to include parking on estates.

Question 4c - Short stay parking on estates

We are proposing to offer, if there is local demand, short stay parking (or pay and display parking) on estates. Currently there are limited options if residents in or around an estate require parking and do not have access to e-vouchers, or only want to park for a short amount of time.

This question relates to:

Recommendation 6.4 (page 106 of the PEP)

To consider the introduction of shared use (for pay and display and permit holders) or pay and display bays where there is local demand within an estate and sufficient available parking spaces.

Have your say

The consultation **started on Monday 16 August 2021** and runs for 13 weeks. You can have your say by completing the attached questionnaire and returning it using the envelope enclosed or online by visiting consultation.hackney.gov.uk and searching for PEP 2021-26 by **Monday 15 November 2021**.

For further information, contact



Email: parking.policy@hackney.gov.uk

Call: **020 8356 4008**

How we use your feedback

We will not be able to reply to you individually, but we will consider your comments before making a decision about the proposals. Please note that we can only accept one response per person.

To respond to this consultation, you will need to provide your name and postcode. You do not need to give your personal contact details, but doing so will allow us to inform you of the final decision.

Hackney Council is a Data Controller under the General Data Protection Regulation (GDPR). We hold the information given to us for the specific purpose of processing and managing parking consultations only. Under the GDPR any information you provide may be disclosed to other organisations in order for this local authority to perform its duty to protect public funds it administers, and to this end may use the information you have provided for the prevention and detection of fraud. It may also share this information with other bodies responsible for auditing or administering public funds for these purposes.

You can read more information about this, and also about your Data Protection rights in line with the provisions of the General Data Protection Regulation and Data Protection Act 2018 by going to www.hackney.gov.uk/privacy. This includes how to contact the Data Protection Officer, how long your information is held, and how we process your personal information. Printed copies of the Council's Privacy Notices can be provided on request.

What happens next?

Following the closure of the consultation on Monday 15 November 2021, responses will be collated during Winter 2021. The results will then be analysed and a report written setting out the Council's recommendations. The report will then be submitted for approval to the Council's Cabinet, elected representatives of the people of Hackney, for their meeting in Spring 2022.

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali

এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে টিক দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali

Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadi godka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish

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Kurdish

Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîn re bişînin.

Turkish

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish

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Vietnamese

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Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese

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