

**DELEGATED REPORT OF  
THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.  
PARKING ZONE E and E (ext.) STAGE 4 REVIEW CONSULTATION.**

**DATE (2018/19)**

**February 2019**

**CLASSIFICATION:**

**Open**

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

**WARD(S) AFFECTED**

**Stoke Newington**

## **1. SUMMARY**

- 1.1 This report details the results of the consultation for the stage 4 review carried out between 12<sup>th</sup> February 2018 and 26<sup>th</sup> March 2018 in Parking Zones E and E extension (referred to as Parking Zone E (ext.)). This public consultation is part our rolling programme of existing parking zone reviews as outlined in the Parking Enforcement Plan (PEP) 2015 – 20.
- 1.2 The report makes recommendations to implement a number of changes to the parking design for the area. These are detailed in Appendix 1 and on the final design map in Appendix 4.
- 1.3 These recommendations are based on several factors including consultation feedback, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community and improve road safety.

## **2. RECOMMENDATION(S)**

The Corporate Director of Neighbourhood and Housing Services is recommended to:

- 2.1 Approve the amendment to the hours of operation in all Parking Zone E roads from Monday to Saturday 7am to 7pm to Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm except in Batley Place, Batley Road, Bayston Road, Beatty Road, Brighton Road, Brooke Road, Darville Road, Evering Road, Glading Terrace, Gunstor Road, Hollar Road, Jenner Road, Leswin Place, Leswin Road, Ormsby Place, Palatine Avenue, Tyssen Road, Victorian Grove, Victorian Road and Walford Road which will be changed to Monday to Saturday 8.30am to 6.30pm.
- 2.2 Approve the amendment to the hours of operation in all Parking Zone E extension (ext.) roads from Monday to Friday 8.30 to 5.30 and Saturday 8.30am to 1.30pm to Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm except Garnham Street, Lawrence Buildings and Sandford Terrace which will be changed to Monday to Saturday 8.30am to 6.30pm.

- 2.3 Approve the merging of parking zones E and E (ext.) and to be renamed as zone E.
- 2.4 Approve the proposals to convert all existing resident and business permit bays to general permit bays.
- 2.5 Approve the implementation of the parking design for zone E as per the final design map in Appendix 5.
- 2.6 Authorise the Head of Parking to consult on and take the final decision on whether to make the necessary amendments to the Traffic Management Orders for Parking Zone E to give effect to the changes in recommendations 2.1 to 2.4 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

### **3. REASONS FOR DECISION**

- 3.1 The recommendations above were put forward based on several factors including consultation feedback received, the Council's parking policies (PEP 2015 – 20), and requirement to balance the needs of the local community and improve road safety.

#### **Other Considerations**

- 3.2 The Council carries out its responsibilities for parking management, as set-out in the Road Traffic Regulation Act 1984 (the "1984 Act") and in accordance to its PEP. In summary, the key objectives of the Council are to:
  - Prioritise parking according to need.
  - Smooth traffic flow, improving emergency vehicle access and bus journey times.
  - Uphold road safety
  - Reduce carbon dioxide emissions from motor vehicles to help fight against climate change.

- Improve the local environment. This includes reducing air pollutants.

3.3 These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these along with other relevant factors into account when making changes to parking restrictions.

3.4 Parking consultations are undertaken to help the Council assess the views of local people so that parking controls can be designed to meet their needs as well as local businesses and their visitors.

3.5 Parking consultations are however not referendums or votes. Responses received from consultations are assessed in conjunction with other factors to try to balance the competing needs of the community as well as to improve the environment.

#### **Feedback from the Public Consultation**

3.6 A consultation questionnaire and booklet was sent to all residents and businesses in the Zones E and E (ext.) area giving them the opportunity to have their say on their preferred hours of operation and the design changes proposed for the area.

3.7 This provided all residents / businesses with an equal opportunity to engage in and respond to the consultations.

#### **Response Rate**

3.8 Consultation packs were delivered to 8584 households and businesses in the Zone E and E (ext.) area. A total of 491 responses were received from the consultation area which equates to a response rate of 6%. This is in line with the average response rate for a standard review consultation which is between 6-7%.

3.9 A breakdown of responses by road has been provided in Appendix 1.

#### **Parking Design**

3.10 Parking Zones E and E (ext.) were last reviewed in 2011 as part of the Council's five to seven year review cycle. The review involved a consultation on the hours

of operation for areas as well as design changes to the parking zone. The review resulted in some design changes to the parking layout in the area as well the retention of the hours of operation based on the consultation feedback received.

3.11 Since then, there have been a number of changes and new developments in the Stoke Newington area.

3.12 Based on the above, Parking Services have proposed some design changes to reflect the changes in the area and ensure that the parking controls continue to meet the needs of the residents and businesses. These include;

- Merging Zones E and E (ext) and renaming the area as zone E.
- Changing all existing resident and business permit bays to permit holder only bays to generate long term savings on signs required and standardising bay types in the zone.
- Specific bay changes in certain roads in the parking zones to support local businesses as well as make it easier for residents to park.

3.13 Residents and businesses were consulted and were able to have their say on the design changes proposed in the area as part of the consultation.

3.14 Parking Services proposed to merge zones E and E (ext) to make it easier for drivers to understand signage in the area. Feedback received by the Council has identified that drivers found signage in subzones across the borough confusing.

3.15 Based on this feedback, Parking Services have carried out a programme of renaming all subzones across the borough to make the parking restrictions easier to understand. These include the renaming of zones B and D in 2016.

3.16 The merging and renaming of parking zones E and E (ext.) will have no effect on the permit holders in the area as their permits are currently valid in both zones and will continue to be valid in both areas after the zones are renamed.

3.17 Parking Services have also proposed to change all existing resident and business permit bays throughout Zone E and E (ext.) to general permit bays in

order to standardise signage used across parking zones in the borough and make it less confusing for motorists.

3.18 The changes in bay type does not impact existing permit holders as the bays will still be available to any permit holder (business or resident).

3.19 The allocation of parking bays is intended to reflect the mix of residential and commercial properties within the area whilst yellow lines are in place to consider safety factors such as road width, access, visibility and traffic flow.

### **Proposed bay changes**

3.20 As identified in para 3.12, Parking Services consulted residents and businesses in Zones E and E (ext.) on a number of specific bay changes in the area. Please see appendix 1, table 4 for a breakdown of the specific bay changes and feedback received.

3.21 The majority of the proposals received support from respondents except for proposals 1 and 7 which had a 50/50 split and proposals 4, 6, 13, 14 and 15 (Appendix 1, Table 4) which received less than 50% support. A breakdown of the responses received to the proposals can be found in Table 4 of Appendix 1.

3.22 The proposals which were not supported recommended converting existing resident or shared use bays to pay and display bays. These proposals were made to support local businesses in the area by providing additional parking facilities for their visitors.

3.23 However, as the proposals did not receive majority support, Parking Services will not be implementing these proposals.

3.24 Parking Services recommend that all the proposed changes, except proposals 1, 4, 6, 7, 13, 14 and 15 are implemented based on the consultation feedback received as referred to in Appendix 1 table 5.

### **Hours of Operation**

3.25 As part of the consultation, Zones E and E (ext) residents and businesses were asked for feedback on their preferred hours of operation for the whole area as they were being merged and becoming one zone.

- 3.26 Residents and businesses were given two options on the hours of operation;
- Option 1: Monday to Friday 8:30am to 6:30pm and Saturday 8.30am to 1.30pm.
  - Option 2: Monday to Saturday 8:30am to 6:30pm
- 3.27 This is in line with Council policies which recommend that the hours of operation within parking zones are standardised to reduce confusion to motorists parking across different zones in the borough and to reduce parking displacement from nearby zones which have longer hours of control.

### **Preferred hours of Operation**

- 3.28 Overall, 89% (438) of respondents provided feedback to the question regarding their preferred hours of operation.
- 3.29 Of those who responded, 68% (297) were in favour of the operational hours of Monday to Friday 8:30am to 6:30pm and Saturday 8.30am to 1.30pm (Option 1). For more information regarding the feedback received on the hours of operation see Appendix 1 table 4.
- 3.30 There were however, a cluster of roads in the eastern section of Zones E and E ext. which were in favour of the operational hours of Monday to Saturday 8.30am to 6.30pm.
- 3.31 Feedback received from some of those roads advised that they suffered high parking stress on weekends due to their close proximity to businesses on Stoke Newington High Street.

### **Conclusion**

- 3.32 Based on the feedback received and in line with Council's parking policies, Parking Services recommends the following:
- 3.33 For Parking Zones E and E (ext.) to be merged and renamed as zone E to make it easier for drivers to understand the restrictions and in line with the Council's programme of renaming sub zones across the borough.
- 3.34 For all existing resident and business permit bays to be converted to general permit holders bays in order to realise long term savings on signage across the borough by standardising parking bay restrictions.

3.35 For majority of the proposed changes (except 1, 4, 6, 7, 13, 14 and 15) to be implemented based on consultation feedback received as referred to in Appendix 1 table 5.

3.36 It is also recommended that the hours of operation for the merged and renamed parking zone E area should be changed to;

- Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm in majority of roads in the area except; Batley Place, Batley Road, Bayston Road, Beatty Road, Brighton Road, Brooke Road, Darville Road, Evering Road, Garnham Street, Glading Terrace, Gunstor Road, Hollar Road, Jenner Road, Lawrence Buildings, Leswin Place, Leswin Road, Ormsby Place, Palatine Avenue, Sandford Terrace and Tyssen Road, Victorian Grove, Victorian Road and Walford Road which will have the hours of operation changed to Monday to Saturday 8.30am to 6.30pm. See appendix 2 for breakdown of responses by road.

3.37 The recommended hours of operation have been based on majority support received from the area.

3.38 In addition, it has also been identified that the Council's Streetscene department are considering implementing a scheme which may involve some road closures in the area in order to reduce traffic and air pollution in the area.

3.39 From reviewing the proposals and discussions with them, it is also recommended that some of the roads close to Stoke Newington high street also have the hours of operation changed to Monday to Saturday 8.30am to 6.30pm in support of the aims of the road closure scheme and to help reduce high levels of traffic and air pollution in the area.

3.40 See appendix 4 for final design map of proposed design for hours of operation.

### **Additional Comments**

3.41 270 respondents provided general comments and suggestions to the consultation. In total, 6% of respondents requested that the existing hours in zone E ext. remain and 5% of comments requested the existing hours of operation in zone E to remain. In addition to this, 3% requested to extend the



hours in the area, were in favour of controls and requested to reduce the hours of operation respectively.

3.42 In addition to the comments above, respondents also requested for more enforcement on Minicabs abusing the parking spaces in the area. These comments have been sent to our enforcement team to investigate and to increase enforcement in the area.

3.43 Other comments also referred to the recent road closures proposed in the area. Before consulting residents and businesses on the proposed changes for the area, Parking Services consulted internal departments including Streetscene who are responsible for consulting on the road closures, to ensure that the proposed changes did not have an impact on the road closures.

3.44 As the road closure proposals have not yet been finalised and remain subject to change, the impact of parking bay changes on the road closures cannot be fully assessed. We have however discussed the proposals with the Council's Streetscene team and they are of the view that these will have minor impact on the parking changes proposed in the area.

3.45 Parking Services have a duty to balance the needs of all members of the community. Due to the proximity of some of the roads to the local businesses, proposals have been made to change some of the parking bays to pay and display to create more dedicated spaces for visitors to park.

3.46 These changes are also in line with proposed schemes for the area including the removal of the Stoke Newington gyratory system and conversion of the Stoke Newington High Road to two – way traffic.

3.47 All additional comments provided by respondents have been individually assessed and where possible and incorporated into the final design. See appendix 1 Table 5 for a breakdown of comments and Appendix 4 for the final design proposals.

#### **4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

4.1 The alternative option would have been to not consult and not make the proposed changes in the area.

4.2 This would however contradict the Council's parking policies and consultation charter as the needs of the residents and businesses would not be taken into consideration.

## **5. BACKGROUND**

5.1 Operational reviews for existing parking zones are designed to ensure that they continue to meet to the needs of the local communities they serve within the context of the Council's overall parking policy.

5.2 An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.

5.3 The review process began in December 2017 and the area was consulted between February and March 2018. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 3.

5.4 The review consultation offered residents and businesses the opportunity to provide their feedback on the two options for the hours of operation and proposed design changes to the allocation of parking bays.

### **5.5 Policy Context**

5.5.1 The PEP (Parking Enforcement Plan) recommends a review of all existing CPZs when there is a need. In addition, it also recommends for sub zones to be renamed to improve understanding of parking restrictions across the borough.

5.5.2 Operational reviews for existing parking zones (PZs) are designed to ensure that they continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy.

5.5.3 Part of this process involves a comprehensive review of the current design and the use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.

5.5.4 In line with Council's Parking Enforcement Plan (PEP), factors that affect the price of a parking product include:

- the user's relative need to drive and the amount required to discourage unnecessary car use (the equivalent costs using public transport should be considered)
- supply, demand and the value of a parking space on the public highway
- a vehicle's impact on congestion, road safety, local air quality and climate change
- the level of a penalty charge notice
- benchmarking with other boroughs and off-street prices within Hackney
- The level of service provided (for example, organisations with sole use of a parking bay pay a greater amount for their permits than they would otherwise).

## **5.6 Equality Impact Assessment**

5.6.1 The Council has carried out an Equality Impact Assessment to identify if any of the recommendations made have an adverse effect on the parking needs of specific groups including disabled drivers. Please see 6.4 within Appendix 6 for further information.

## **5.7 Sustainability**

5.7.1 The current parking controls in the area provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.

5.7.2 They also encourage less car use in order to improve traffic and environmental conditions in the area and contribute to broader transport and sustainable development objectives.

## 5.8 Maintenance and Administrative Costs

5.8.1 The breakdown of costs involved in the consultation and implementation of the recommendations is as follows:

<b>One off costs</b>	<b>£</b>
Consultation costs	10,401
Implementation of new signs and P&D	11,325
Traffic Order changes	1,000
<b>Total Expenditure</b>	<b>22,726</b>

5.8.2 The consultation cost of £10,401 and the implementation cost (including traffic order costs) of £12,325 will be met from existing revenue expenditure.

5.8.3 As this is an existing parking zone, the enforcement and the ongoing maintenance costs are also met through existing budgets.

## 5.9 Consultation

5.9.1 Residents and businesses in Zone E and E (ext) were consulted about the hours of control as well as some aspects of the parking design over a six week period between February and March 2018.

5.9.2 Consultation packs were sent via first class post to all addresses in the Zone E and E (ext) area and were also made available online. In addition notices were erected on each street and an advert was placed in the Hackney Today to inform the local residents and businesses of the consultation.

## **6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES**

- 6.1 As part of the ongoing programme of parking control zone reviews Parking Services consulted on an number of changes to Parking Zone E and E extension (referred to in this report as parking Zone E (ext)) between February and March 2018.
- 6.2 This report details the consultation process and results of the Stage 4 public consultation to determine the operational design of the extension and the response. For majority of the proposed changes to be implemented is listed in Appendix 1 table 5.
- 6.3 The report puts forward recommendations in Section 2 which includes detailed layout of the parking bays, lines, hours of operation as well as the conversation of existing resident and business permit bays to general permit bays.
- 6.4 Parking Services has ensured that all aspect of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.5 Paragraph 5.8.1 to 5.8.2 details the cost relating to these recommendations, a total of £22k which includes one off installation of £12k and consultation costs of £10k, these costs will be funded from the parking revenue budget.
- 6.6 Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road and Traffic Regulation Act (1984).

## **7. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES.**

- 7.1 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act") designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders

(Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”).

7.2 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

7.3 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

7.3 The stage 4 review follows from the introduction of the zone E Parking Zone in 2001 and its last review in 2011. This relates to Review is in line with paragraph 2.47 of the Council's Parking Enforcement Plan 2015 – 2020. If the stage 4 consultation is approved, this will enable the Council to determine the merging of zone E and E(extension) that will be renamed zone E and change of hours of operation as set out in 2.2 above. This consultation will need to be followed by a statutory consultation on the changes required, if any, to the traffic management order, to give effect to these changes.

7.4 The non-statutory consultation has been carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from

case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration; and
- Consultations should allow adequate time for consideration and response

7.5 Following the non-consultation coming to an end the Council have conscientiously considered the consultation responses before determining the relevant action to be taken.

7.6 The exercise of powers contained in the 1984 Act relating to parking is an executive function.

7.7 Consulting on new parking controls to facilitate the discharge of the Council's parking functions under the 1984 Act and introducing controlled parking zones is a decision to be taken by the Mayor and Cabinet in accordance with the council's parking policies (PEP 2015-20) and the Mayor's Scheme of delegation.

This proposed CPZ is authorised in accordance with paragraph 3.6.1 of Part 3 of the Council's Constitution and Council's Scheme of Delegation, which allows the Director of Public Realm and the Head of parking & Markets to deal with Stage 4 Operational Reviews as set-out within the Neighbourhoods and Housing's scheme of delegation.

## **APPENDICES**

Appendix 1 – Zone E and E (ext) Review Feedback Analysis (Public)

Appendix 2 – Hours of operation feedback (Public)

Appendix 3 – Proposed design for Zone E and E (ext) (Public)

Appendix 4 – Zone E and E (ext) Review consultation documents (Public)

Appendix 5 – Final Design Map (Public)

Appendix 6 – Equality Impact Assessment (Public).

**EXEMPT**

No

**CONFIDENTIAL**

No

**BACKGROUND PAPERS**

None

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<b>Comments of the Corporate Director of Legal, HR and Regulatory Services</b>	<i>Name telephone number email address</i>

**Authorisation of Director Public Realm – Neighbourhood and Housing**

**Name:** Aled Richards

**Signature:** 

**Date:** 29/03/2019



## APPENDIX 1: Zone E and E (ext.) Review Consultation

# Feedback Analysis

### 1.1 Response

We consulted 8584 households and businesses in the Zones E and E (ext.) areas and received 491 completed responses making an overall response rate of 6%. The response rate received is in line with the average response rate of 6-7% for review consultations.

A breakdown of responses on a street by street basis can be found in [**Error! Reference source not found.**Table 1]. Majority (78%) of the responses were received via post whilst the remainder (22%) were received online. [Table 2].

TABLE 1: RESPONSE RATE.

Road Name	Response Rate		
	Sent	Received	%
ABNEY GARDENS	8	0	0%
ABNEY MEWS	9	0	0%
ABNEY PARK CEMETERY	1	0	0%
AMHURST ROAD	285	9	3%
AYRSOME ROAD	41	8	20%
BARBAULD ROAD	1	0	0%
BARRETT'S GROVE	165	4	2%
BATLEY PLACE	23	1	4%
BATLEY ROAD	14	0	0%
BAYSTON ROAD	100	10	10%
BEATTY ROAD	140	16	11%
BELGRADE ROAD	169	8	5%
BENNETT ROAD	1	0	0%
BOLEYN ROAD	50	1	2%
BOUVERIE MEWS	4	3	75%
BOUVERIE ROAD	230	22	10%
BRETT CLOSE	23	1	4%
BRIGHTON ROAD	130	17	13%
BRODIA ROAD	41	7	17%
BROOKE ROAD	94	5	5%

Road Name	Response Rate		
	Sent	Received	%
CHESHOLM ROAD	58	10	17%
CLEVEDON CLOSE	39	0	0%
CORONATION AVENUE	122	3	2%
COTTAGE WALK	13	0	0%
COWPER ROAD	47	3	6%
CRESSINGTON CLOSE	30	0	0%
CROSSWAY	23	1	4%
DARVILLE ROAD	90	4	4%
DEFOE ROAD	128	6	5%
DUMONT ROAD	83	11	13%
DYNEVOR ROAD	170	19	11%
EVERING ROAD	202	5	2%
FARLEIGH PLACE	31	1	3%
FARLEIGH ROAD	264	15	6%
FLEETWOOD STREET	9	1	11%
FORMAN PLACE	3	0	0%
FOULDEN ROAD	207	12	6%
FOULDEN TERRACE	9	1	11%
GARNHAM CLOSE	78	3	4%
GARNHAM STREET	17	0	0%
GLADING TERRACE	36	2	6%
GUNSTOR ROAD	13	1	8%
HAYLING CLOSE	20	0	0%
HOLLAR ROAD	17	12	71%
IMPERIAL AVENUE	156	7	4%
JENNER ROAD	125	12	10%
KERSLEY ROAD	45	8	18%
KYNASTON ROAD	99	14	14%
LANCELL STREET	9	2	22%
LAVERS ROAD	51	13	25%
LAWRENCE BUILDINGS	16	1	6%
LESWIN PLACE	23	1	4%
LESWIN ROAD	114	10	9%
LISTRIA PARK	101	17	17%
LORDSHIP ROAD	2	0	0%
LYDFORD CLOSE	34	1	3%

Road Name	Response Rate		
	Sent	Received	%
MANLEY COURT	18	0	0%
MANOR ROAD	221	12	5%
MANSE ROAD	70	0	0%
MARTABAN ROAD	36	4	11%
MARTON ROAD	3	0	0%
MATTHIAS ROAD	10	0	0%
MILLARD CLOSE	30	1	3%
NEVILL ROAD	287	22	8%
NILE CLOSE	11	0	0%
OAK PARK MEWS	10	0	0%
OLDFIELD ROAD	15	3	20%
ORMSBY PLACE	10	0	0%
ORPEN WALK	24	2	8%
PAINSTHORPE ROAD	19	2	11%
PALATINE AVENUE	16	0	0%
PALATINE ROAD	139	14	10%
PELLERIN ROAD	111	5	5%
PEPPIE CLOSE	40	0	0%
PRINCE GEORGE ROAD	119	5	4%
PRINCESS MAY ROAD	130	3	2%
RECTORY ROAD	351	13	4%
SALCOMBE ROAD	52	1	2%
SANFORD LANE	4	0	0%
SANFORD TERRACE	16	1	6%
SANFORD WALK	24	0	0%
SCHOLARS PLACE	34	1	3%
SCOBLE PLACE	3	0	0%
SELSEA PLACE	71	0	0%
SHACKLEWELL LANE	23	0	0%
SHACKLEWELL ROAD	115	2	2%
SHELLGROVE ROAD	1	0	0%
SMALLEY CLOSE	38	0	0%
SMALLEY ROAD ESTATE	45	4	9%
SOMERFORD GROVE	186	4	2%

Road Name	Response Rate		
	Sent	Received	%
SOMERFORD GROVE ESTATE	140	1	1%
STAMFORD HILL	44	1	2%
STOKE NEWINGTON CHURCH STREET	252	7	3%
STOKE NEWINGTON COMMON	3	2	67%
STOKE NEWINGTON HIGH STREET	605	12	2%
STOKE NEWINGTON ROAD	356	5	1%
SUMMERHOUSE ROAD	19	4	21%
SYDNER MEWS	4	0	0%
SYDNER ROAD	90	8	9%
TAVISTOCK CLOSE	30	0	0%
TEMPLETON CLOSE	31	0	0%
THORNBURY CLOSE	38	0	0%
TRUMANS ROAD	9	0	0%
TYSSEN ROAD	25	0	0%
UHURA SQUARE	22	1	5%
VICTORIAN GROVE	178	9	5%
WALFORD ROAD	155	8	5%
WILMER PLACE	66	1	2%
WORDSWORTH ROAD	8	1	13%
YOAKLEY ROAD	165	21	13%
YORKSHIRE CLOSE	49	3	6%
<b>Grand Total</b>	<b>8584</b>	<b>491</b>	<b>6%</b>

**Table 2: Methods of response**

Area	Feedback Method	
	Paper Q	Online Q
Zone E Review	383	109

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

## 1.2 OCCUPANCY TYPE.

The majority (98%) of respondents classified themselves as ‘residents’ whilst the remaining 2% of responses were from respondents who classified themselves as ‘business or both’. A breakdown of responses can be found below in Table 3.

**Table 3: Occupancy Type**

Occupier Status	Response	
	Number	Percentage
Both	5	1%
Business	6	1%
Resident	480	98%
<b>Grand Total</b>	<b>491</b>	<b>100%</b>

### 1.3 OPERATIONAL TIMES

During the consultation, residents and businesses were asked for feedback on their preferred operational hours for the scheme. Residents and businesses were able to choose from two options provided in the consultation document (see below):

- **Option 1: Monday – Friday 8.30am – 6.30pm and Saturday 8.30am – 1.30pm.**
- **Option 2: Monday – Saturday 8:30am – 6:30pm.**

Out of the 491 responses received, 89% (438) of respondents answered the question regarding their preferred hours of operation.

Majority (68%) of responses were in favour of Option 1 (Monday – Friday 8.30am – 6.30pm and Saturday 8.30am to 1.30pm) whilst 32% were in favour of Option 2: (Monday – Saturday 8:30am – 6:30pm).

A breakdown of responses can be found below in Table 4.

**Table 4: Support for parking operational hours.**

	Responses		(%)	
	Option 1	Option 2	Option 1	Option 2
<b>Grand Total</b>	<b>297</b>	<b>141</b>	<b>68%</b>	<b>32%</b>

## 1.4 PARKING DESIGN

As part of the consultation, Parking Services also consulted residents and businesses in the Zone E and E (ext) area on proposed design changes for the area.

This section of the questionnaire looks at the proposed changes to the parking layout and bay allocation per street. The provisional bay allocation on the proposed design map is intended to reflect the current mix of residential and commercial properties within the area.

All planned changes to improve parking received majority support. A breakdown of responses can be found in Table 5.

**Table 5 – Support for design changes**

#	Road Name	Proposed Change	% Yes	% No
1	Beatty Road	Change resident bay to pay and display outside 3 – 5	50%	50%
2	Bouverie Road	Change shared use bay to Pay and Display at side of 100 Stoke Newington Church Street	51%	49%
3	Defoe Road	Change Business permit bay to pay and display bay at side of 97 Stoke Newington Church Street.	70%	30%
4	Dynevor Road	Change shared use bay to pay and display at side of 97	48%	52%
5	Dynevor Road	Change shared use bay to pay and display at side of Shannon Court	56%	44%
6	Hollar Road	Change shared use bay to pay and display at side of 64 Stoke Newington High Street	49%	51%
7	Hollar Road	Change shared use bay to pay and display at side of 68 Stoke Newington High Street	50%	50%
8	Kynaston Road	Change resident bay to shared use outside 1 to 13	55%	45%

9	Lancell Street	Change business bay to shared use Opposite 8 to 12	76%	24%
10	Marton Road	Change all bays to shared use in entire length of the road	68%	32%
11	Prince George Road	Change resident bay to cashless shared use outside 1 to 9	59%	41%
12	Prince George Road	Change shared use bay to permit outside 64 to 68	60%	40%
13	Victorian Grove	Change shared use bay to pay and display at side of 33 to 39 Stoke Newington High Street	48%	52%
14	Victorian Grove	Change shared use bay to pay and display outside 2a	46%	54%
15	Victorian Road	Change shared use bay to pay and display at side of 165 to 175 Stoke Newington Road	48%	52%
16	Yoakley Road	Change shared use bay to permit opposite Olive Cox House	58%	42%
17	Yoakley Road	Change business bay to shared use outside Olive Cox House	76%	24%

## 1.5 General Comments and Suggestions

The public were also asked to provide any general comments or suggestions about the parking layout and proposals. These include comments received via email, letter, telephone call and completed questionnaires. Many respondents provided more than one type of comment in their feedback

We received comments from 270 respondents with the most frequent comments relating to the operational hours, 6% wanting to keep the existing hours in zone E ext. and 5% requesting to keep the hours of operation in zone E. In addition to this, 3% requested to extend the hours in the area, were in favour of controls and requested to reduce the hours of operation respectively. A breakdown of the top 20 general comments received is provided in Table 7.

**Table 7: Breakdown of general comments.**

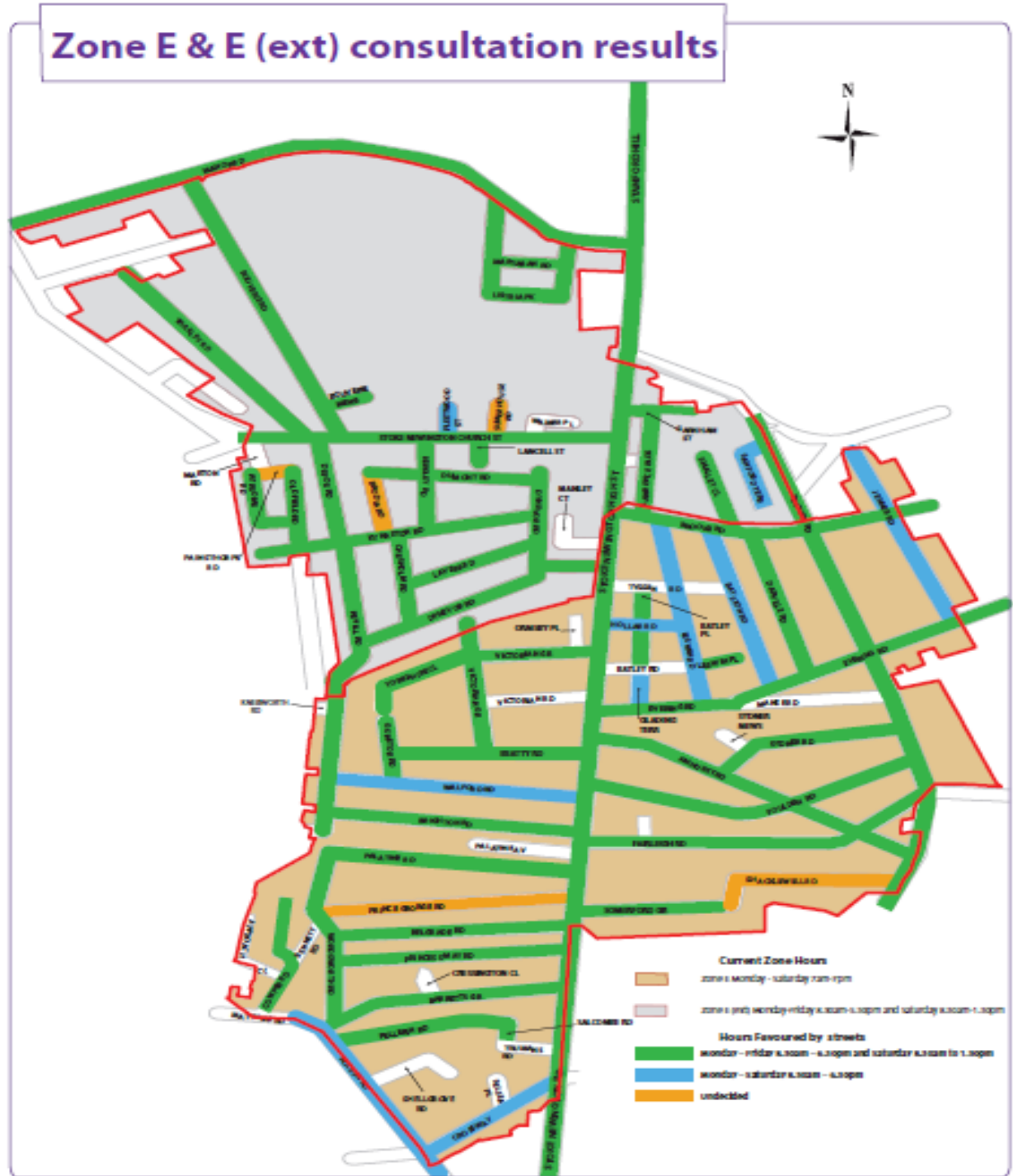
Row Labels	Count	%
Retain current zone E ext. hours	15	6%
Retain current zone E hours	13	5%
Extend hours of operation	8	3%
In favour of proposals	8	3%

Reduce hours	7	3%
no P&D only on Beatty Road	6	2%
Not in favour of proposals	6	2%
more P&D bays	5	2%
Request for cycle hangars	5	2%
No comment	4	1%
Free parking at weekends	4	1%
Extend parking restrictions to Manor road	3	1%
More resident bays	3	1%
Current proposals increase potential for non-residents to drive to area. Encouraging non-essential journeys	2	1%
Merging zones would make harder to park in zone E	2	1%
More enforcement on Minicabs and cars parked without a permit	2	1%
more P&D machines	2	1%
No change needed	2	1%



# APPENDIX 2: Zone E and E (ext.) Review Consultation

## Hours of operation feedback.



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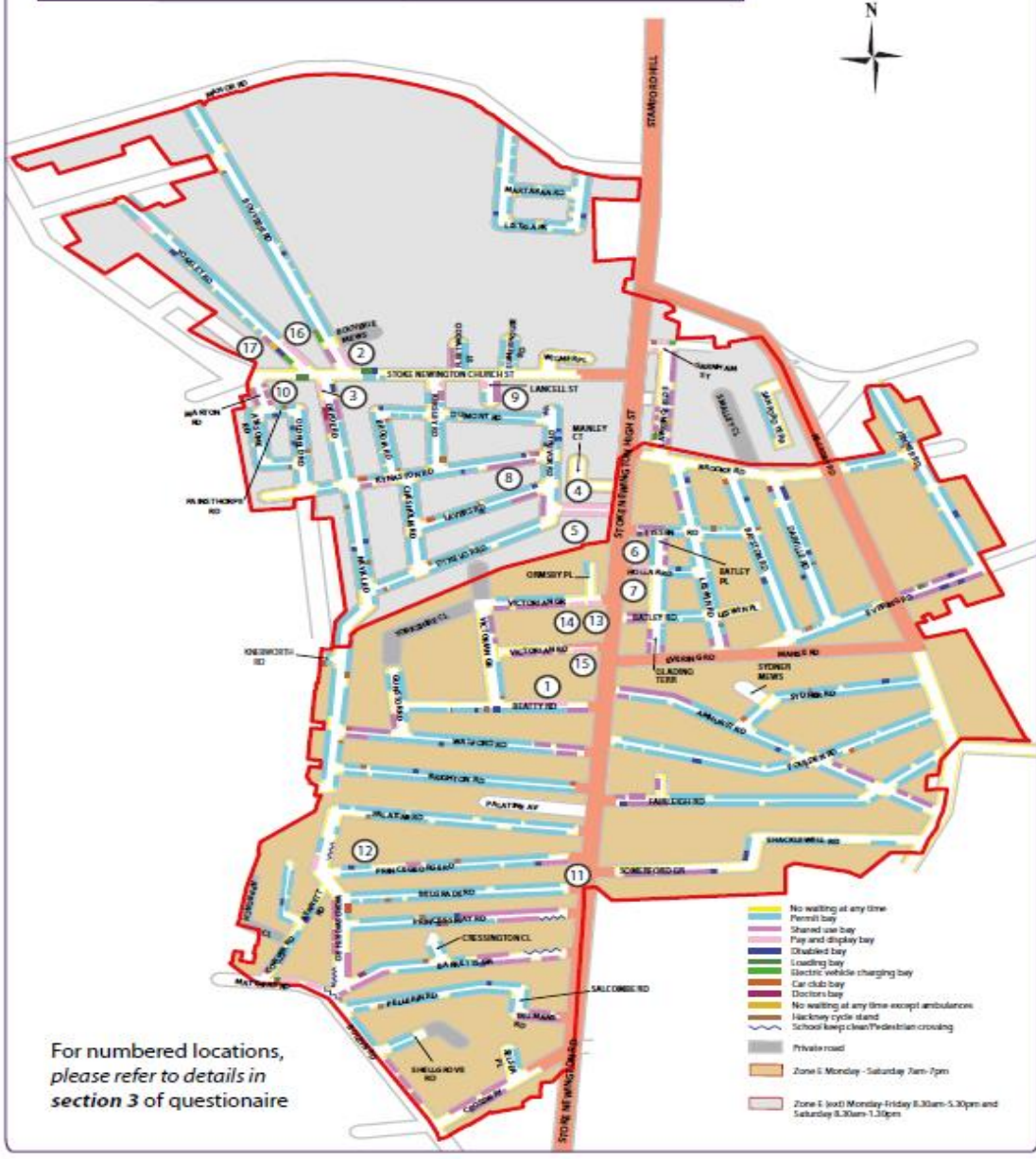


# APPENDIX 3: Zone E and E (ext.) Review Consultation

## Proposed Design



### Zone E & E (ext) review proposals



For numbered locations, please refer to details in section 3 of questionnaire

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## APPENDIX 4: Zone E and E (ext.) Review Consultation

# Consultation Documents



## Review of Parking Zone E & E (Ext.)

Stoke Newington

Parking Consultation



### Why I am being consulted?

As part of our Parking Enforcement Plan (PEP) we have made a commitment to review existing Parking Zones (PZ) to ensure that the controls in the area continue to meet the needs of residents and businesses.

Parking Services are aware that there have been a number of changes to roads within Parking Zones E and E (ext) since the last review of parking controls were completed in 2011.

The review process is a great opportunity for us to hear about your parking experience within your Parking Zone and to find out whether it's currently meeting your parking needs.

### Who is included in this consultation?

Every resident and business within parking zone E and E (ext) has the opportunity to have their say during this consultation.

This booklet contains a detailed explanation of the proposed parking design for your zone. During the consultation, we are also seeking your views on the operational hours of your zone.

### Review design proposals

#### Zone E and E ext renaming

In order to simplify parking and reduce confusion to motorists, we will be merging zones E and E Ext and following this consultation all signage throughout the zone will simply refer to "Zone E".

Currently visitor vouchers and permits are valid in both section of the zone which means that the renaming of the zone will not have any impact residents or businesses. To further simplify parking we are also proposing to unify the hours of operation across the zone.

#### Parking design

To balance the needs of all road users, we are proposing to make some changes to the bay type allocation throughout the zone. We have identified a number of proposals that will improve parking opportunities for local residents and businesses as well as visitors.

If you would like additional changes to be made to the parking restrictions in your zone, please provide your feedback in the comments box within the attached questionnaire. Please be aware that although all comments will be considered, any proposed changes which may impact on safety will not be considered.

### Parking bay type review

Parking Services will be proposing to change the existing resident and business permit bays throughout the zone to permit bays in order to standardise the bay types and signage in the area. Both resident as well as business permit holders are able to park in permit bays, therefore reducing the need for resident and business bays. The standardisation of signage will reduce the cost of implementation and maintenance of the parking bays throughout the zone as there will be less variations in terms of types of signs needed on each street. This change will not impact residents' parking needs.

## Pay and display

A number of areas have been identified within Parking Zone E where additional visitor parking bays (shared use bays) can be introduced in order to improve parking opportunities for visitors and to assist local businesses.

Please see the attached questionnaire for the list of proposed changes.

In addition to the above, as part of our drive to be more efficient and reduce costs, the Council will be implementing mobile phone only (cashless) visitor bays in the pay and display bays outside the Grazebrook Primary School on Yoakley Road and the shared use bays on Prince George Road. Visitors wishing to pay and display at this location will only be able to do so via our RingGo mobile parking system.

## Operational hours

Parking Services are proposing to standardise the hours of operation across all parking zones. For this reason, we will be proposing to change the hours of operation for both sections of your zone to match each other as well as other existing parking zones in the borough.

The current hours for the two sections of your Parking Zone are:

**Zone E** Monday to Saturday 7:00am – 7:00pm

**Zone E (ext)** Monday to Friday 8:30am – 5:30pm and  
Saturday 8:30am – 1:30pm

Residents and businesses can provide their comments on the proposed hours of operation in the questionnaire provided.

## Disabled bays

As part of the review process, all existing disabled parking bays are audited to ensure that they are still required by the registered user. In addition we also assess the level of general use disabled bays in the zone and will consider installing additional bays close to shops and other amenities in the area where necessary.

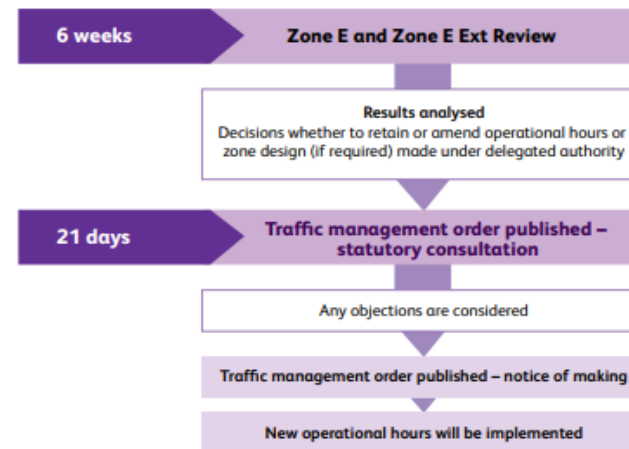
## The review consultation process

### Informal consultation

As stated above, PZs are reviewed to ensure that they still continue to meet the needs of the community. A consultation pack including a questionnaire is delivered to all affected residents and businesses in the area.

We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or cyclist and the people who visit you.

## Stage 4 Parking Review



### Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation. This requires for a Traffic Management Order notice to be advertised in the Hackney Today for a period of 21 days. This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered where, the Council is required to draft a decision audit report detailing the objections and its recommendation on whether these objections will be upheld or not. The report is then approved by the Assistant Director of Public Realm prior to the measures being implemented.

### How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by: **Monday 26 March 2018.**

**Alternatively you can complete your questionnaire online by visiting:**  
[www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys)

Or print a copy from our website and return it to us using the freepost address below;  
**Have your Say on Parking Zone E Review**  
Parking Services  
Freepost RTES-SACS-HLRA  
PO Box 39055  
London  
E8 1WT



If you have any further questions on this consultation, please contact us using the details provided below:

Email: [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)  
Telephone: 020 8356 8877

## What happens next?

### Consultation closes

**Date: Monday 26 March 2018**

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

**We will not take into consideration any responses received after the closing date.**

### Consultation Results

**Date: June 2018**

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

If you have any questions regarding the consultation please contact us through the Hackney Service Centre on **020 8356 8877** or email: [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk).

## Frequently Asked Questions

### Are PZs just a money making scheme for the Council?

No. By law revenue generated from PZs must be invested back into transport related improvements such as concessionary fares meeting costs relating to the provision or operation of, or of facilities for, public passenger transport services. The London Borough of Hackney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme.

### How do you decide upon the design changes to the zone?

Prior to the start of consultation, we analyse the permit occupancy, Penalty Charge Notice (PCN) issue rates, pay and display revenue data and parking stress survey data on a street by street basis.

Throughout the six week consultation we receive feedback in the form of questionnaires, telephone queries and letters, door knocking interviews and drop-in sessions. All feedback is taken into consideration in the formulation of final design changes. Every attempt is made to balance the needs of all service users.

### Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

### What if I live on an estate?

There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would still be entitled to have your say on the existing design and hours of your zone.

### What if I own a motorcycle?

Motorcycles can be parked free of charge in all bays within a PZ where residents and businesses can park (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays. Motorcycles should be parked at a right angle to the kerb and if possible, at the end of the parking bay. You should use dedicated motorcycle bays if available, rather than resident permit bays.

### Where can I load/unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions as well as within parking bays. For any specific requests, such as removals, you can request a dispensation or a bay suspension. Please visit our website for more information [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking).

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

Blue badge holders are eligible to park in all shared use bays (pay and display and permit), pay and display only bays, single and double yellow lines (for a maximum of three hours). They can also park in any disabled bay.

Companion badge holders can park in the same bays as blue badge holders, but have the added advantage of being able to park in residents and permit bays within their home parking zone.

### What if I live on a private road?

If you live on a private road which falls within the consultation area, your road will still be included in the consultation. Although your road will remain free of controls, you will still be entitled to have your say. If you

would like your road to form part of the existing zone please let us know in the comments box of the enclosed questionnaire.

### Do you consider road safety?

When reviewing parking restrictions, we have taken into account the safety of both pedestrians and motorists. We install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking.

Any design changes are made in consultation with the Emergency Services (Ambulance, Fire Service and the Police) to ensure that there is sufficient road width to allow for the safe passage of emergency vehicles.

All design changes will conform to the design standards recommended by the Department for Transport (DfT). Most existing yellow lines in existing design have been placed for safety or access reasons and would be unlikely to change. Examples of these are:

Junction protection - double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross.

- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles.
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles

### What if I live on a Car Free property?

A Car Free property will be under a Section 106 agreement and will be included in your lease or deeds. If you live on a Car Free property you can still have your say on the design and hours of your parking zone but would not be eligible to purchase a parking permit.

If you want to apply for a permit and are not sure if you live in one of these areas please call us on **020 8356 8877**.

### How will you use my personal information?

Hackney Council will use the information you have provided for the purpose of identifying support for parking controls in the area.

No personal information you have given us will be passed on to third parties for commercial purposes.

Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services.

If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

All information provided will be handled under the Data Protection Act 1998 strict controls'

### More information

For more information about the cost of permits and visitor vouchers please refer to our website [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking) or call **Hackney Parking Services** on **020 8356 8877**.

## Understanding the restrictions

### Parking bays

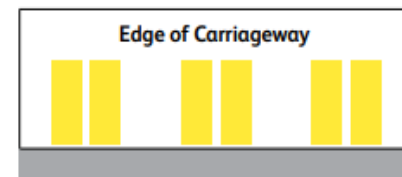
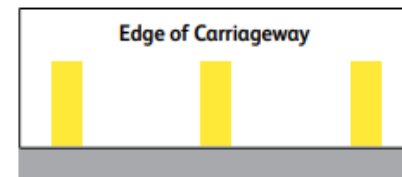
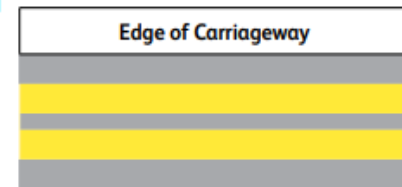
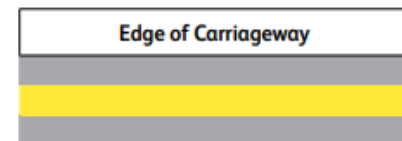
There are different types of parking bays, such as resident or business permit holders, pay and display bays, and shared use bays for permit holders or pay and display customers. A sign placed in the bay will tell you what type(s) of parking is permitted. Restrictions on these bays are only enforced during the PZ hours. Motorcycles can park for free in any of these bays, as long as it is at a right angle to the kerb. Disabled bays are only for the use of blue or companion badge holders and are enforceable at all times.

### Operational hours

A PZ is enforceable during the hours of operation. These are shown on the zone Entry signs found at the boundary of the PZ. Outside the hours of operation you do not need to display a permit. However, double yellow lines or other loading restrictions (as shown below) are enforceable 24 hours a day.

### Waiting restrictions

Waiting restrictions are indicated by yellow lines. Single yellow lines are used where waiting is not permitted during the PZ hours or other hours as indicated by a sign. A double yellow line is used where waiting is not permitted at any time, such as on a junction or in front of access to property. You can load or unload on a single or double yellow line except when there are loading restrictions in place.



### Loading restrictions

Loading restrictions are indicated by yellow kerb marks. Single yellow kerb marks mean that loading is not permitted during the times shown, which may be during peak times. Double yellow kerb marks mean that loading is not permitted at any time.

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 নথিতে 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।

**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.

**Kurdish**   
 Ger hun dixwazin bizanibin ku ev dokument çî 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.

**Polish**   
 Jeżeli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

**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 لکھیے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔

**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.

**Spanish**   
 Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

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

**Vietnamese**   
 Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

**Chinese**   
 如果你想知道這分文件的詳細內容，請在方框內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

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

**In large print**  **In Braille**   
**On Disk**  **On audio tape**

**In another language, please state:**

Name:   
 Address:   
 Tel:

**Return to: Please use the envelope provided**

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## Have your say on Parking Zone E & E (Ext) (Stoke Newington) Review

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes  that apply to you. Please return this questionnaire by Monday 26 March 2018 in the freepost envelope provided.

### Section 1: About you

Q1.

**Name** (optional):   
**House/Flat number** (required):   
**Street name** (required):   
**Postcode** (required):   
**Email address** (optional):

Q2. Are you a...  
 Resident  Business  Both



**Section 2: Operational hours**

Q3. Please choose the operational days and hours you prefer for your zone.  
 Monday – Friday 8:30am – 6:30pm and Saturday 8:30am – 1:30pm   
 Monday – Saturday 8:30am – 6:30pm

**Section 3: Proposed design changes**

Q4. This section provides a list of the design proposals for your Parking Zone (PZ). Please refer to the proposed map which shows the location of the changes.

ID	Street	Location	Proposal	Yes/No? <small>(please circle)</small>
1	Beatty Road	Outside 3 to 5	Change resident bay to pay and display	Yes No
2	Bouverie Road	At side of 100 Stoke Newington Church Street	Change shared use bay to Pay and Display.	Yes No
3	Defoe Road	At side of 97 Stoke Newington Church Street	Change Business permit bay to pay and display bay.	Yes No
4	Dynevor Road	At side of 97 Stoke Newington Church Street	Change shared use bay to pay and display	Yes No
5	Dynevor Road	At side of Shannon Court	Change shared use bay to pay and display	Yes No
6	Hollar Road	At side of 64 Stoke Newington High Street	Change shared use bay to pay and display	Yes No
7	Hollar Road	At side of 68 Stoke Newington High Street	Change shared use bay to pay and display	Yes No
8	Kynaston Road	Outside 1 to 13	Change resident bay to shared use	Yes No
9	Lancell Street	Opposite 8 to 12	Change business bay to shared use	Yes No
10	Marion Road	Entire length	change all bays to shared use	Yes No
11	Prince George Road	Outside 1 to 9	Change resident bay to cashless shared use	Yes No
12	Prince George Road	Outside 64 to 68	Change shared use bay to permit	Yes No
13	Victorian Grove	At side of 33 to 39 Stoke Newington High Street	Change shared use bay to pay and display	Yes No
14	Victorian Grove	Outside 2a	Change shared use bay to pay and display	Yes No
15	Victorian Road	At side of 165 to 175 Stoke Newington Road	Change shared use bay to pay and display	Yes No
16	YOakley Road	Opposite Olive Cox House	Change shared use bay to permit	Yes No
17	YOakley Road	Outside Olive Cox House	Change business bay to shared use	Yes No

**Comments**

Q5. Please provide any other comments or suggestions you may have about the parking design and proposals in your PZ.

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**Section 4: How was it for you?**

Q6. Please tell us your opinion of the consultation pack. Choose one option in each line.

a) Consultation pack: Useful  Not useful   
 b) Information in the leaflet: Just right  Too much  Not enough   
 c) Questionnaire length: Just right  Too long  Too short



---

**Thank you for completing the questionnaire.**

**Data Protection**

Hackney Council will use the information you have provided for the following purpose(s):

No personal information you have given us will be passed on to third parties for commercial purposes. Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services. If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

All information provided will be handled under the Data Protection Act 1998 strict controls'

# APPENDIX 5: Zone E and E (ext.) Review Consultation

## FINAL DESIGN MAP.



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## APPENDIX 6: Zone E and E (ext.) Review Consultation

# Equality Impact Assessment.



## London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

**All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.**

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

### **Title and purpose of this Equality Impact Assessment:**

Parking Zone E and E(ext) Review.

### **Purpose of this Equality Impact Assessment:**

Project/Scheme/Initiative Review

### **Officer Responsible: (to be completed by the report author)**

<b>Name: Olaseni Koya</b>	<b>Ext: 8251</b>
<b>Directorate: Neighbourhood and Housing</b>	<b>Department/Division: Parking Services</b>

**Corporate Director:** Aled Richards

**Date:**

**Comment :**

### **PLEASE ANSWER THE FOLLOWING QUESTIONS:**

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

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- The aim of the project is to review Parking Zone E and E ext, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- Through localised consultations, residents and businesses are given the opportunity to have their say on the design of the parking controls, including the location and type of parking bays and operational hours to ensure the PZ meets the needs of local users.

The review also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

**2. Who are the main people that will be affected?** Consider staff, residents, and other external stakeholders.

Local residents, business owners, disabled motorists and the Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of the the operational reviews.

**3. What research or consultation(s) have been carried out?** Please provide more details, together with a summary of what you learned.

The project includes a consultation with all stakeholders on the current and proposed design of parking restrictions.

Internal consultation will take place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services. As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires outlining the proposed design changes.

**4. Equality Impacts**

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

Detailed information on how to consider the impacts on equalities is included in 'Guidance on equalities based planning and decision making' which can be downloaded from the intranet [here](#).

**4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?**

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

**4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?**

Where you identify potential negative impacts, you must explain how these are justified and/or what actions will be taken to eliminate or mitigate them. These actions should be included in the action plan.

Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

## 5. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate against the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team ([equality.diversity@hackney.gov.uk](mailto:equality.diversity@hackney.gov.uk))

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegate powers report, saving template or business case. You need to identify how they will be monitored. The Assistant Director is responsible for their implementation.

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

### Remember

- Assistant Directors are responsible for ensuring agreed Equality Impact Assessments are published and for ensuring the actions are implemented.
- Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.
- Make sure that no individuals (staff or residents) can be identified from the data used.