



**DELEGATED REPORT OF**

**THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.**

**PARKING ZONE J STAGE 4 REVIEW CONSULTATION.**

**DATE (2019/2020)**

**October 2019**

**CLASSIFICATION:**

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

**WARD(S) AFFECTED**

**Haggerston, London Fields**

## **1. SUMMARY**

- 1.1 This report details the results of the consultation for the stage 4 review carried out between 3rd June 2019 and 12th July 2019 in Parking Zone J. This public consultation is part of our rolling programme of existing parking zone reviews as outlined in the Parking Enforcement Plan (PEP) 2015 – 20.
- 1.2 This report recommends that the existing operational hours of parking controls remain as Monday to Friday 8.30am to 6.30pm for all roads within Zone J, except in Ada Street, Andrews Road, Ash Grove, Beck Road, Benjamin Close, Broadway Market, Bocking Street, Bush Road, Croston Street, Dericote Street, Duncan Road, Jackman Street, Regents Row, Sheep Lane, Welshpool Street and Westgate Street which will be changed to Monday to Saturday 8.30am to 6.30pm.
- 1.3 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 3.
- 1.4 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 Director of Public Realm is recommended to:

- 2.1 Approve the recommendation to retain the existing operational hours of Monday to Friday 8.30am to 6.30pm in all Parking Zone J roads, except in Ada Street, Andrews Road, Ash Grove, Beck Road, Benjamin Close, Broadway Market, Bocking Street, Bush Road, Croston Street, Dericote Street, Duncan Road, Jackman Street, Regents Row, Sheep Lane, Welshpool Street and

Westgate Street, which will be changed to Monday to Saturday 8.30am to 6.30pm.

- 2.2 Approve the proposals to convert all existing resident and business permit bays to general permit bays.
- 2.3 Approve the implementation of the parking design for Zone J as per the final design map in Appendix 3.
- 2.4 Approve the decision to consult residents in 2 to 86 Richmond Road to relocate their boundary from Zone D to Zone J.
- 2.5 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 J to give effect to the recommended changes in 2.1 and 2.3 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 consultation feedback received from the area and in line with the Council's parking policies (PEP 2015 – 20).

#### **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.

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

3.5 A consultation questionnaire and booklet was sent to all residents and businesses in Zone J giving them the opportunity to have their say on their preferred hours of operation and proposed design changes for the area.

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

#### **Response Rate**

3.7 Consultation packs were delivered to 8584 households and businesses in the Zone J area. A total of 446 responses were received from the consultation area which equates to a response rate of 5%. This is below the average response rate for a standard review consultation which is between 6-7%.

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

### **Hours of Operation**

- 3.9 As part of the consultation process, residents and businesses were asked for their feedback on their preferred hours of operation for their zone.
- 3.10 Residents and businesses were given 2 options on the hours of operation which included:
- Option 1: Monday to Friday 8.30am to 6.30pm (current hours of operation)
  - Option 2: Monday to Saturday 8:30am to 6:30pm
- 3.11 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**

- 3.12 Overall, 91% (407) of respondents provided feedback to the question regarding their preferred hours of operation.
- 3.13 Of those who responded, 68% (275) were in favour of retaining the current operational hours of Monday to Friday 8.30am to 6.30pm (Option 1). For more information regarding the feedback received on the hours of operation see Appendix 1 table 4.
- 3.14 There were however, a cluster of roads surrounding the Broadway Market area which were in favour of the operational hours of Monday to Saturday 8.30am to 6.30pm.
- 3.15 Feedback received from some of those roads advised that they suffered parking stress on Saturdays due to their close proximity to the Market.

## **Parking Design**

- 3.16 Parking Zone J was last reviewed in 2008, with an extension consultation being carried out in 2009 which approved the extension of Parking Zone J to include London Fields.
- 3.17 Since then, there have been changes to a number of roads within Zone J and nearby parking zones.
- 3.18 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:
- Changing all existing resident and business permit bays to permit holder only bays, in a move to standardise the bay types in the zone.
  - Specific bay changes in certain roads within the zone to support local businesses as well as make it easier for residents to park.
- 3.19 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.
- 3.20 Parking Services have proposed to change all existing resident and business permit bays throughout Zone J to general permit bays in order to standardise signage used across parking zones in the borough and make it less confusing for motorists.
- 3.21 The changes in bay types does not impact existing permit holders as the bays will still be available to any permit holder (business or resident).
- 3.22 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 roads width, access, visibility and traffic flow.

### **Proposed bay changes**

- 3.23 As identified in para 3.16, Parking Services consulted residents and businesses in Zone J on a number of specific bay changes in the area. Please see Appendix 1, table 7 for a breakdown on the specific bay changes and feedback received.
- 3.24 The majority of the proposals received support from respondents, except for proposals 6 and 10. A breakdown of the responses received to the proposals can be found in Table 7 of Appendix 1.
- 3.25 The proposals which were not supported recommended changing 5m of shared use bay to a loading bay and changing a shared use bay to a pay and display bay. These proposals were made to support local businesses in the area by providing additional parking facilities for visitors and aiding the loading and delivery of goods.
- 3.26 However, as the proposals did not receive majority support, Parking Services will not be implementing these proposals.
- 3.27 Design proposal 32 recommended a boundary change for properties number 2 to 86 Richmond Road into Parking Zone J. The proposal received an 82% support for the boundary change. Following the feedback, Parking Services will now consult residents in 2 - 86 Richmond Road and request their feedback. At this moment in time a decision to implement the boundary change will be postponed until residents in Richmond Road have been consulted.

### **Conclusion**

- 3.28 Parking services made the recommendation to convert all business permit bays and resident bays to general permit holder bays in order to standardise parking bay types and signage throughout the zone.

- 3.29 There was support for the existing hours of operation of Monday to Friday 8.30am to 6.30pm to remain in the majority of the roads in Parking Zone J, with the exception of roads around Broadway Market.
- 3.30 As a result of parking stress experienced by some roads around Broadway Market on a Saturday, the hours of operation in the following 17 roads Ada Street, Andrews Road, Ash Grove, Beck Road, Benjamin Close, Broadway Market, Bocking Street, Bush Road, Croston Street, Dericote Street, Duncan Road, Jackman Street, Mare Street, Regents Row, Sheep Lane, Welshpool Street and Westgate Street will be changed to Monday to Saturday 8.30am to 6.30pm.
- 3.31 Out of the 17 roads, 6 roads were in support of the extended hours of operation on the weekend (Beck Road, Croston Street, Dericote Street, Jackman Street, Regents Row and Welshpool Street), 3 roads were split in their decision (Andrews Road, Bocking Street and Westgate Street) and 4 roads were in favour of retaining the existing hours of control (Ada Street, Broadway Market, Duncan Road and Mare Street). The remaining roads did not provide any feedback (Ash Grove, Benjamin Close, Bush Road and Sheep Lane).
- 3.32 Of the roads in favour of retaining the existing hours of operation, Mare Street is a bus route with no available parking, Duncan Road contains an estate which has its own 24 hour estate parking controls, Broadway Market currently has restrictions on Saturdays and Ada Street is a combination of estates with their own estate parking controls and businesses.
- 3.33 Bush Road does not have any registered properties and Ash Grove contains a bus depot and no residential properties.
- 3.34 The boundary for the extended hours of operation includes roads with no responses as well as roads which opted to retain the current hours of operation in order to create a logical boundary and protect those roads from displaced parking on Saturdays. A breakdown of the responses received from the proposed split zone, can be found in Table 5 to 6 of Appendix 1.



3.35 Based on consultation feedback, majority of the design proposals will be implemented with the exception of proposals 6, 10 and 32. Please refer to Appendix 1 table 7

3.36 See Appendix 4 for the final design map for Zone J.

### **Additional Comments**

3.37 259 respondents provided general comments and suggestions to the consultation. In total, 32% of respondents commented on the hours of operation with a mixture of feedback wanting to retain the existing hours and extend the hours over the weekend. 10% of comments raised issues relating to Broadway Market and 9% of the feedback wanted to see more initiatives by the Council to make the area green.

3.38 In addition to the comments above, respondents raised comments relating to the Streetscene proposals in this consultation as well as various Streetscene schemes in the wider area, all comments have been sent to the Streetscene Team.

3.39 5% of respondents requested additional electric charging points in the zone which have been sent to the Sustainable Transport team.

3.40 All additional comments provided by respondents have been individually assessed and where possible incorporated into the final design. See Appendix 1 Table 8 for a breakdown of comments and Appendix 3 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 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 area was consulted between June and July 2019. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 2.

5.4 The review consultation offered residents and businesses the opportunity to provide their feedback on the three 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 Parking Zones (PZs) when there is a need, this ensures that PZs are operating effectively and to assess the need for modification.

**5.5.2** Operational reviews for existing 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 involved 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.

## **5.6 Equality Impact Assessment**

**5.6.1** The Council has a legal obligation under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups.

**5.6.2** This will ensure a consistent approach is adopted. Under the terms of the PEP 2015-20 every permit application will be considered on its own merits in accordance to the relevant policy that has been adopted.

**5.6.3** 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 Appendix 4 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	13,390.70
Implementation of new signs and P&D	7,045
Traffic Order changes	1,000
<b>Total Expenditure</b>	<b>21,435.70</b>

5.8.2 The consultation cost of £13,390.70 and the implementation cost (including traffic order costs) of £7,045 will be met from existing revenue expenditure budgets.

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 J were consulted about the hours of control as well as some aspects of the parking design over a six week period between June and July 2019.

5.9.2 Consultation packs were sent via second class post to all addresses in the Zone J 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 a number of changes to Parking Zone J for a 6 week period between June 2019 and July 2019. 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.
- 6.2. The report puts forward recommendations in Section 2 which includes detailed layout of the parking bays, lines, hours of operation as well as the conversion of existing resident and business permit bays to general permit bays.
- 6.3. Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.4. Paragraph 5.8.1 to 5.8.2 details the cost relating to these recommendations, a total of £21k which includes one off installation of £13k, these costs will be funded from the parking revenue budget.
- 6.5. 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 Traffic Regulation Act (1984).

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

- 7.1. This stage 4 consultation is part of a review of the new parking zones as outlined in the Council's Parking Enforcement Plan (PEP) 2015 – 20. If this stage 4 consultation for Parking Zone J is approved, this will enable

the Council to change all existing resident and business permit bays throughout Zone J to general permit bays in order to standardise signage used across parking zones in the borough as detailed in Appendix 1 and Appendix 4 below.

- 7.2.** The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”).
- 7.3.** In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this, the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 7.4.** The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of

people and businesses with a range of different parking needs as well as taking into account the views of the police.

**7.5.** The non-statutory consultation has been carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;

7.5.1. Consultation should occur when proposals are at a formative stage;

7.5.2. Consultations should give sufficient reasons for any proposal to permit intelligent consideration;

7.5.3. 7.5.3 Consultations should allow adequate time for consideration and response;

**7.6.** Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.

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

**7.8.** The exercise of the relevant Council's powers under the Road Traffic Regulation Act 1984 is delegated to the Director of Public Realm or the Head of Parking and Markets. The recommendation in paragraph 2 of the report is a decision that the Director of Public Realm is authorised to make in accordance with the Council's scheme of delegation for Neighbourhood and Housing dated 16<sup>th</sup> January 2019.

## APPENDICES

Appendix 1 – Zone J Review Feedback Analysis (Public)

Appendix 2 – Zone J Review consultation documents (Public)

Appendix 3 – Final Design Maps (Public)

Appendix 4 – Equality Impact Assessment (Public).

## EXEMPT

No

## CONFIDENTIAL

No

## BACKGROUND PAPERS

None

<b>Report Author</b>	Muhibun Nessa/Gulgun Chelikhhan Ext: 020 8356 1279/8399 <a href="mailto:Muhibun.nessa@hackney.gov.uk">Muhibun.nessa@hackney.gov.uk</a> <a href="mailto:Gulgun.chelikhhan@hackney.gov.uk">Gulgun.chelikhhan@hackney.gov.uk</a>
<b>Comments of the Corporate Director of Finance and Resources (on behalf of)</b>	Nurur Rahman 020 8356 2018 <a href="mailto:Nurur.rahman@hackney.gov.uk">Nurur.rahman@hackney.gov.uk</a>
<b>Comments of the Corporate Director of Legal, HR and Regulatory Services</b>	Amanda Nauth 020 8356 6345 <a href="mailto:Amanda.nauth@hackney.gov.uk">Amanda.nauth@hackney.gov.uk</a>

## Authorisation of Director Public Realm – Neighbourhood and Housing

Name: Aled Richards

Signature:





**Date: 25/10/2019**

## APPENDIX 1: Zone J Review Consultation

# Feedback Analysis

## 1.1 Response

We consulted 8584 households and businesses in the Zone J area and received 446 completed responses making an overall response rate of 5%. The response rate received is lower than the average response rate of 6-7% for review consultations.

A breakdown of responses on a street by street basis can be found in [Table 1]. Majority (72%) of the responses were received via post whilst the remainder (28%) were received online. [Table 2].

**Table 1: Response rate**

Road Name	Response Rate		
	Sent	Received	%
ACTON MEWS	22	1	5%
ADA STREET	24	4	17%
AITKEN CLOSE	20	0	0%
ALBION DRIVE	207	15	7%
ALBION SQUARE	31	7	23%
ALBION TERRACE	21	1	5%
ANDREWS ROAD	119	2	2%
ANNA CLOSE	29	3	10%
APPLEBY ROAD	19	0	0%
ARBUTUS STREET	92	0	0%
ASH GROVE (NORTH)	1	0	0%
BAYFORD STREET	40	0	0%
BECK ROAD	80	16	20%
BEEHIVE CLOSE	12	1	8%
BENJAMIN CLOSE	8	0	0%
BOCKING STREET	51	2	4%
BROADWAY MARKET	199	17	9%
BROADWAY MARKET MEWS	16	0	0%
BROKE WALK	84	0	0%
BROUGHAM ROAD	137	10	7%
BROWNLOW ROAD	80	7	9%
BUXTED ROAD	35	5	14%

BYRON CLOSE	8	0	0%
CELANDINE DRIVE	98	6	6%
CLARISSA STREET	101	3	3%
CROSTON STREET	26	8	31%
DERICOTE STREET	28	7	25%
DUBLIN AVENUE	42	3	7%
DUNCAN ROAD	75	3	4%
DUNSTON ROAD	107	7	7%
DUNSTON STREET	6	0	0%
ELLINGFORT ROAD	84	10	12%
ELMBRIDGE WALK	42	3	7%
EVERGREEN SQUARE	68	3	4%
EXMOUTH PLACE	17	0	0%
FORTESCUE AVENUE	16	1	6%
FREDERICK TERRACE	52	0	0%
FRESHFIELD AVENUE	85	4	5%
GARDEN PLACE	17	0	0%
GAYHURST ROAD	47	9	19%
GLEBE ROAD	60	2	3%
GRAND UNION CRESCENT	63	3	5%
GRANSDEN AVENUE	67	1	1%
HAGGERSTON ROAD	199	13	7%
HARRIET CLOSE	12	0	0%
HARVINGTON WALK	6	1	17%
HELMSLEY PLACE	12	0	0%
HELMSLEY STREET	29	0	0%
HOLLY STREET	139	4	3%
HOPWOOD WALK	6	0	0%
JACARANDA GROVE	25	3	12%
JACKMAN STREET	75	7	9%
JOHNSON CLOSE	12	0	0%
KINGSLAND ROAD	475	3	1%
LAMB LANE	59	1	2%
LANSDOWNE DRIVE	334	39	12%
LAVENDER GROVE	106	19	18%
LEE STREET	135	4	3%
LELITIA CLOSE	6	0	0%
LENTHALL ROAD	49	5	10%
LIVERMERE ROAD	188	2	1%
LOANDA CLOSE	19	1	5%
LOMAS DRIVE	5	0	0%
LONDON FIELDS EAST SIDE	53	3	6%

LONDON FIELDS WEST SIDE	2	1	50%
LONDON LANE	96	3	3%
LOVELACE STREET	83	3	4%
MAGNIN CLOSE	15	0	0%
MALVERN ROAD	117	16	14%
MAPLEDENE ROAD	189	11	6%
MARE STREET	569	9	2%
MARLBOROUGH AVENUE	100	2	2%
MARTELLO STREET	174	2	1%
MARTELLO TERRACE	11	0	0%
MARY SEACOLE CLOSE	17	1	6%
MAYFIELD ROAD	2	0	0%
MENTMORE TERRACE	130	3	2%
MIDDLETON ROAD	306	39	13%
MULBERRY ROAD	18	2	11%
OSBORN CLOSE	10	0	0%
PAMELA STREET	111	1	1%
PHOENIX CLOSE	11	0	0%
POWNALL ROAD	454	18	4%
QUEENSBRIDGE ROAD	484	17	4%
REGENTS ROW	3	2	67%
RICHARDSON CLOSE	19	0	0%
RICHMOND ROAD	89	6	7%
RIVINGTON WALK	39	1	3%
ROCHEMONT WALK	22	1	5%
ROCHFORD WALK	74	6	8%
SAMUEL CLOSE	35	0	0%
SAMUEL STREET	84	1	1%
SCRIVEN STREET	65	3	5%
SHEEP LANE	53	0	0%
SHRUBLAND ROAD	200	15	8%
SIDWORTH STREET	43	1	2%
SILESIA BUILDINGS	25	0	0%
SOTHERAN CLOSE	20	1	5%
STEAN STREET	44	5	11%
STEPHAN CLOSE	20	0	0%
THRASHER CLOSE	33	0	0%
TREDERWEN ROAD	10	0	0%
TRIANGLE ROAD	59	2	3%
WARBURTON ROAD	49	0	0%
WARBURTON STREET	72	2	3%
WELSHPOOL STREET	72	1	1%

WESTGATE STREET	147	2	1%
WILDE CLOSE	22	0	0%
WILMAN GROVE	6	0	0%
<b>Total</b>	<b>8584</b>	<b>446</b>	<b>5%</b>

**Table 2: Methods of response**

Feedback Method			Percentage	
Area	Paper Q	Online Q	Paper Q	Online Q
<b>Zone J Review</b>	320	126	72%	28%

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

## 1.2 OCCUPANCY TYPE

The majority (91%) of respondents classified themselves as 'residents' whilst 4% of responses were from respondents who classified themselves as businesses. 5% of responses were from respondents who identified as both resident and business. A breakdown of responses can be found below in Table 3.

**Table 3: Occupancy Type**

Occupier Status	Response	
	Number	Percentage
Resident	406	91%
Business	16	4%
Both	22	5%
<b>Grand Total</b>	<b>444</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. They were able to choose from two options provided in the consultation document (see below):

- **Option 1: Monday to Friday 8.30am to 6.30pm (current hours of operation)**
- **Option 2: Monday to Saturday 8:30am to 6:30pm**

Out of the 446 responses received, 91% (407) of respondents answered the question regarding their preferred hours of operation.

Majority (68%) of responses were in favour of Option 1 Monday to Friday 8.30am to 6.30pm (current hours of operation) whilst 32% were in favour of Option 2 Monday to Saturday 8.30am to 6.30pm.

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

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

	Responses		Percentage	
	Option 1	Option 2	Option 1	Option 2
<b>Grand Total</b>	275	132	68%	32%

**Recommended Split Zone**

**Table 5: Support for parking operational hours in the proposed split zone**

	Monday – Friday 8:30am – 6:30pm (current hours of operation)	Monday – Saturday 8:30am – 6:30pm	Grand Total
ADA STREET	2	1	3
ANDREWS ROAD	1	1	2
ASH GROVE	0	0	0
BECK ROAD	1	15	16
BENJAMIN CLOSE	0	0	0
BOCKING STREET	1	1	2

BROADWAY MARKET	11	3	14
BUSH ROAD	0	0	0
CROSTON STREET	0	8	8
DERICOTE STREET	2	4	6
DUNCAN ROAD	3	0	3
JACKMAN STREET	0	7	7
MARE STREET	6	1	7
REGENTS ROW	0	2	2
SHEEP LANE	0	0	0
WELSHPOOL STREET	0	1	1
WESTGATE STREET	1	1	2
<b>Total</b>	<b>28</b>	<b>45</b>	<b>73</b>

Note: Those streets which support the longer hours have been highlighted in green and those supporting the existing hours are highlighted in yellow.

**Table 6: Split decision on parking operational hours in the proposed split zone**

Row Labels	Monday – Friday 8:30am – 6:30pm (current hours of operation)	Monday – Saturday 8:30am – 6:30pm	Grand Total
ADA STREET	2	1	3
ANDREWS ROAD	1	1	2
ASH GROVE	0	0	0
BECK ROAD	1	15	16
BENJAMIN CLOSE	0	0	0
BOCKING STREET	1	1	2
BROADWAY MARKET	11	3	14
BUSH ROAD	0	0	0
CROSTON STREET	0	8	8
DERICOTE STREET	2	4	6
DUNCAN ROAD	3	0	3

JACKMAN STREET	0	7	7
MARE STREET	6	1	7
REGENTS ROW	0	2	2
SHEEP LANE	0	0	0
WELSHPOOL STREET	0	1	1
WESTGATE STREET	1	1	2
<b>Total</b>	<b>28</b>	<b>45</b>	<b>73</b>

## 1.4 Parking Design

As part of the consultation, Parking Services consulted residents and businesses in Zone J 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.

A breakdown of the responses can be found in Table 7.

**Table 7 – Support for design changes**

ID	Street Location	Proposal	Yes	No
1	Albion Terrace Junction with Mayfield Street	Remove no loading restrictions	62%	38%
2	Bocking Street Entire road	Change all resident and permit bays to shared used (permit or P&D)	58%	42%
3	Broadway Market Junction with Andrews Road	Reduce no loading restrictions to a length of 12m	71%	29%



4	Bush Road At side of Off Licence	Remove loading bay and replace with no waiting and no loading at any time restrictions	51%	49%
5	Bush Road West of current loading bay	Remove no loading restrictions	59%	41%
6	Bush Road At side of The Five Points Brewing Company	Change 5m of shared use bay to loading bay	49%	51%
7	Bush Road Near junction with Sheep Lane	Change resident bay to shared use	58%	42%
8	Celandine Drive Junctions with Richmond Road, Evergreen Square, Mapledene Road and Middleton Road	Remove no loading restrictions	63%	37%
9	Dunston Road Near junction with Kingsland Road	Change resident bay to shared use	60%	40%
10	Dunston Street At side of No. 258 Kingsland Road	Change shared use bay to pay and display	48%	52%

11	Dunston Street Between Acton Mews and Stean Street	Change permit bays to shared use	62%	38%
12	Ellingfort Road outside Nos. 2 to 18	Merge adjoining permit and shared use bay into single shared use bay	61%	39%
13	Evergreen Square	Remove no loading restrictions	62%	38%

	Junction with Celandine Drive			
14	Haggerston Road Outside Nos. 264 – 268 Haggerston Road	Change resident bay to shared use	54%	46%
15	Helmsley Street All	Change permit bay to shared use	58%	42%
16	Holly Street Junctions with Richmond Road, Mapledene Road, Jacaranda Grove and Middleton Road	Remove no loading restrictions	60%	40%
17	Jacaranda Grove Junction with Holly Street	Remove no loading restrictions	59%	41%
18	Jackman Street Adjacent to Nos. 2-20 Jackman Street	Change permit bay to shared use	59%	41%
19	Lamb Lane Between Mentmore Terrace and Elizabeth Fry Road	Change permit bays to shared use	58%	42%
20	Lomas Drive Junctions with both arms of Lomas Drive and Mapledene Road	Remove no loading restrictions	60%	40%
21	London Lane Outside Nos. 9-11 London Lane	Change resident bay to shared use	54%	46%
22	London Lane Outside Nos. 23 to 29 London Lane	Change resident bay to shared use	51%	49%

23	Mapledene Road Junction with Celandine Drive, Holly Street, Lomas Drive	Remove no loading restrictions	63%	37%
24	Mayfield Road Junction with Albion Terrace	Remove no loading restrictions	62%	38%
25	Mayfield Road Adjacent to War memorial	Change resident bay to shared use	59%	41%
26	Middleton Road Junction with Lansdowne Drive	Remove no loading restrictions	60%	40%
27	Sidworth Street Entire road	Change permit bays to shared use	55%	45%
28	Sidworth Street Outside 'The Laundry/Monohaus'	Remove section of permit bay across dropped kerb	57%	43%
29	Stean Street Western kerb between Lee Street and Dunston Street	Change permit bays to shared use	60%	40%
30	Stean Street Western kerb between Lee Street and Dunston Street	Remove 'Keep Clear' zig zag markings and replace with double yellow lines	68%	32%
31	Westgate Street Opposite Wexham Apartments	Change permit bay to shared use	54%	46%
32	Richmond Road Nos 2 to 86	Boundary change – move into Zone J	82%	18%
33	Broadway Market Broadway market, outside medical centre near	Convert two existing Shared Use spaces into Disabled parking spaces	69%	31%

	junction with Duncan Road.			
34	Broadway Market Between Westgate Street and Ada Street	Convert all remaining parking bays to “restricted Loading bays ” with the allowed loading times to be:  Monday to Friday and Sunday - Loading only permitted from 10AM-12.00PM and 2PM to 3PM and from 7PM-7AM	58%	42%
35	Dunston Road: Between Stean Street and Haggerston Road	Relocate parking bays to the opposite side of the road, replace existing parking bays with tree planting and double yellow lines	67%	33%
36	Denne Terrace: Between Haggerston Road and Queensbridge Road	Relocate parking bays to the opposite side of the road, replace existing parking bays with tree planting and double yellow lines	66%	34%

## 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 259 respondents with 32% of the comments relating to the operational hours of the zone, 10% raised issues relating to Broadway Market, 9% want the Council to make the area more green by introducing plants and greenery, 8% of the feedback had concerns over visitor parking and also wanted to pedestrianise Broadway Market. In addition to this, 7% of respondents raised queries and concerns regarding the

consultation process. A breakdown of the top 10 general comments received is provided in Table 8.

**Table 8: Breakdown of general comments.**

<b>Additional comments</b>	<b>Total</b>	<b>Percentage</b>
Hours of Operation	83	32%
Broadway Market issues	27	10%
Make area more green	24	9%
Visitor parking concerns	22	8%
Pedestrian only on Broadway Market	20	8%
Consultation concern	19	7%
Streetscene Proposals	16	6%
Electric charging point	14	5%
Parking design	14	5%
Streetscene Scheme	14	5%
More enforcement	10	4%

# Consultation Documents



## Review of Parking Zone J

### Queensbridge Parking Consultation



#### Why am I 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 changes to a number of roads within zone J and nearby parking zones since the last consultation in the area in 2009.

The review process is a great opportunity for us to hear about your parking experience within your 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 J 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 seeking your views on:

- Proposed parking design changes for the area.
- The hours of operation for your zone.

#### Review design proposals

##### Parking design

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 and 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 J where additional visitor parking bays (shared use bays) can be introduced in order to improve parking opportunities for visitors and to assist local businesses. There are currently 70 business permit holders in zone J, shared use parking bays can be utilised by all permit holders within the parking zone.

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

## Operational hours

We have received requests for longer hours of operation from some residents within the Broadway Market area in zone J. Based on these requests, we would like to know your views on whether the current operational hours in zone J are meeting your needs or if residents and businesses would prefer longer hours of operation in their area. The current hours for your Parking Zone J are:

### Monday to Friday 8:30am–6:30pm

Residents and businesses can provide their feedback on their preferred hours of operation as well as any comments on the questionnaire provided. The decision on the preferred hours of operation will be based on the majority support received from the area.

## 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.

## Broadway Market

### Background

The Council is committed in its Transport Strategy to making Hackney's roads safer for everyone living, working and visiting the Borough. The Council's Streetscene department is proposing changes to the current parking arrangements on Broadway Market to contribute to achieving those aims.

The Broadway Market Engagement Study carried out in 2017 highlighted a number of concerns shared by businesses, residents and visitors to Broadway Market. Many respondents felt that the street was 'too narrow for the current traffic and parking arrangement, which involves a combination of two way traffic, parked cars and high volumes of cyclists and pedestrians'. Additionally, 'respondents described cyclists and vehicles using/being pushed onto the pavement facilitated by the flush kerb and encouraged by parked cars and oncoming traffic reducing the street width'. The Mayor of Hackney's manifesto is committed to improving and supporting local shopping centres and street markets by restricting vehicle traffic on Broadway Market and improving the environment for pedestrians and cyclists.

Congestion and overcrowding along Broadway Market also make it difficult for essential delivery vehicles to park near to the businesses they are servicing. These vehicles then often park on the footway damaging the footway creating a trip hazard and additional cost of maintenance for repairs.

## Proposal

Based on the feedback received, we are consulting residents in the Broadway Market area on changes proposed to the current parking layout on Broadway Market which aim to create a safer, more pleasant environment for everyone using this area, especially for pedestrians and cyclists.

The proposed changes include:

- Converting two of the existing Shared Use spaces into Disabled parking spaces on Broadway Market, outside the medical centre near the junction with Duncan Road.
- Converting all remaining parking bays on Broadway Market between Westgate Street and Ada Street, to "restricted Loading bays" with the allowed loading times to be:
  - Monday to Friday and Sunday – Loading only permitted from 10am–12.00 noon and 2pm to 3pm and from 7pm–7am
  - Saturday – No change to existing controls. Broadway Market remains a Pedestrian Zone. No vehicles between 6am–8pm, with the exception for T1 permit holders during specified times of 6–10am and 4–8pm.

## Additional engagement

Hackney Council appreciates that there are a variety of loading and access requirements amongst the businesses on Broadway Market. During the consultation period, Streetscene officers will be canvassing the businesses on Broadway Market directly, to ensure we have the clearest picture of their needs.

## Useful facts

Drawn from the 2017 engagement work representing the views of 672 respondents including 30 local businesses:

- At least 85% of visitors to Broadway Market arrive by bike or on foot.
- 65% of respondents feel that there is too much traffic on Broadway Market and 58% feel that vehicle speeds are too fast.
- 82% of respondents stated that they would support solutions to reduce traffic in the area
- 90% of respondents would support solutions to improve conditions for walking and cycling.
- The most common suggestion from respondents on how to improve Broadway Market was to reduce traffic on Broadway Market. Suggestions as to how to do so consisted of either closing the road to through traffic, making it one way, or pedestrianizing it entirely. This will be the focus of a future engagement and consultation exercise.
- The second most common suggestion for improvement involved the reduction of parking. Hackney Council feel that the proposed changes to the parking provision on Broadway Market will reduce traffic volumes.

The 2017 Sustrans report can be found on our website:

<https://consultation.hackney.gov.uk/parking-services/zone-j-review>

## Dunston Road, Denne Terrace

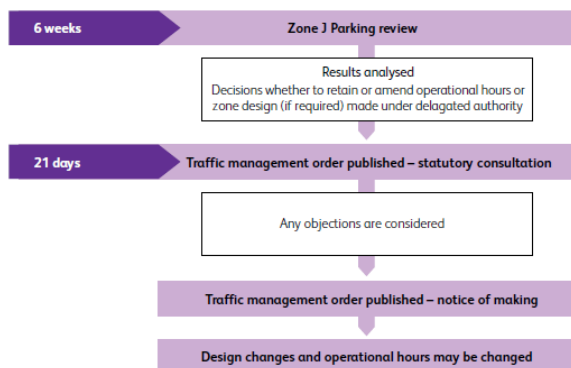
To facilitate tree planting and improve the environment, the Council's Streetscene department have proposed to re-locate parking bays from the south side of Dunston Road and Denne Terrace, to the opposite side of the road and replace existing parking bays with tree planting and double yellow lines. This complements a separate proposal being progressed by the Council's Streetscene department to close Dunston Road at Haggerston Road (not subject to this consultation) to improve the parallel walking and cycling route along the Grand Union Canal between Kingsland Road and Mare Street.

### 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.



Zone J Review Consultation

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### 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?

You can have your say by completing the attached questionnaire and returning it using the Freepost envelope enclosed or online by visiting [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys) by **Friday 12 July 2019**.

#### Please note:

- We will not take into consideration any responses received after the closing date.
- Only original copies of consultation questionnaires will be accepted. We will not accept photocopies of the questionnaires received. If you require any additional questionnaires, please contact us using the details below and another consultation pack will be sent out to you. Alternatively, you can also provide your feedback online via the Council website; [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys)

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by **Friday 12 July 2019**.

If you have any comments on the proposed changes, please let us know what these are in the comments section in the enclosed questionnaire.

For further information on the consultation please contact Parking Services on **020 8356 8877** or [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)

Alternatively you can visit [www.hackney.gov.uk/parking](http://www.hackney.gov.uk/parking)

Zone J Review Consultation

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## What happens next?

### Consultation closes

**Date: Friday 12 July 2019**

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

### Consultation results

**Date: October 2019**

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 and door knocking interviews. 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) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of 3 hours, providing there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

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

For more information on Companion Badges please visit:

<http://hackney.gov.uk/companion-badge>

### 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 designated under a car free restriction in a planning legal agreement, and should be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the hours of your parking zone but you are not eligible to purchase a parking permit. You are however, eligible to purchase visitor vouchers for your visitors.


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

### How will you use my personal information?

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 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 <https://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.

### More information

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

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 ব্যক্তি তিন দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নীচের ঠিকনায় 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**   
 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.

**Kurdish**   
 Ger hun dixwazin bizanibin ku ev dokumet 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 dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

**Polish**   
 Jeśli 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.

**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.

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

**Chinese**   
 如果你想知道這份文件的詳細內容，請在方格內打鉤，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



## Have your say on the Proposed Parking Zone J Review (Queensbridge)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes  that apply to you. Please return this questionnaire by **12 July 2019** using the freepost envelope provided.

### Section 1:

#### Q1. About you

Your name (optional):

Your address (required):

Street Number: \_\_\_\_\_

Street Name: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email address (optional):

#### Q2. Are you a...

Resident

Business

Both

have  say

 Hackney

## Section 2: Operational hours

Q3. Please choose the operational days and hours you prefer for your zone.

Monday–Friday 8:30am–6:30pm (current hours of operation)

Monday–Saturday 8:30am–6:30pm

## Section 3: Proposed Design

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.

You can also view the map on our website at [hackney.gov.uk/parking-hys](http://hackney.gov.uk/parking-hys)

ID	Street	Location	Proposal	Yes/no? (please circle)	
1	Albion Terrace	Junction with Mayfield Street	Remove no loading restriction	Yes	No
2	Bocking Street	Entire road	Change all resident and permit bays to shared used (permit or P&D)	Yes	No
3	Broadway Market	Junction with Andrews Road	Reduce no loading restriction to a length of 12m	Yes	No
4	Bush Road	At side of Off Licence	Remove loading bay and replace with no waiting and no loading at any time restrictions	Yes	No
5	Bush Road	West of current loading bay	Remove no loading restriction	Yes	No
6	Bush Road	At side of The Five Points Brewing Company	Change 5m of shared use bay to loading bay	Yes	No
7	Bush Road	Near junction with Sheep Lane	Change resident bay to shared use	Yes	No
8	Celandine Drive	Junctions with Richmond Road, Evergreen Square, Mapledene Road and Middleton Road	Remove no loading restriction	Yes	No
9	Dunston Road	Near junction with Kingsland Road	Change resident bay to shared use	Yes	No
10	Dunston Street	At side of No. 258 Kingsland Road	Change shared use bay to pay and display	Yes	No
11	Dunston Street	Between Acton Mews and Stean Street	Change permit bays to shared use	Yes	No
12	Ellingfort Road	Outside Nos. 2 to 18	Merge adjoining permit and shared use bay into single shared use bay	Yes	No

ID	Street	Location	Proposal	Yes/no? (please circle)	
13	Evergreen Square	Junction with Celandine Drive	Remove no loading restriction	Yes	No
14	Haggerston Road	Outside Nos. 264–268 Haggerston Road	Change resident bay to shared use	Yes	No
15	Helmsley Street	All	Change permit bay to shared use	Yes	No
16	Holly Street	Junctions with Richmond Road, Mapledene Road, Jacaranda Grove and Middleton Road	Remove no loading restriction	Yes	No
17	Jacaranda Grove	Junction with Holly Street	Remove no loading restriction	Yes	No
18	Jackman Street	Adjacent to Nos. 2–20 Jackman Street	Change permit bay to shared use	Yes	No
19	Lamb Lane	Between Mentmore Terrace and Elizabeth Fry Road	Change permit bays to shared use	Yes	No
20	Lomas Drive	Junctions with both arms of Lomas Drive and Mapledene Road	Remove no loading restriction	Yes	No
21	London Lane	Outside Nos. 9–11 London Lane	Change resident bay to shared use	Yes	No
22	London Lane	Outside Nos. 23 to 29 London Lane	Change resident bay to shared use	Yes	No
23	Mapledene Road	Junction with Celandine Drive, Holly Street, Lomas Drive	Remove no loading restriction	Yes	No
24	Mayfield Road	Junction with Albion Terrace	Remove no loading restriction	Yes	No
25	Mayfield Road	Adjacent to War memorial	Change resident bay to shared use	Yes	No
26	Middleton Road	Junction with Lansdowne Drive	Remove no loading restriction	Yes	No
27	Sidworth Street	Entire road	Change permit bays to shared use	Yes	No
28	Sidworth Street	Outside 'The Laundry/ Monohaus'	Remove section of permit bay across dropped kerb	Yes	No
29	Stean Street	Western kerb between Lee Street and Dunston Street	Change permit bays to shared use	Yes	No

ID	Street	Location	Proposal	Yes/no? (please circle)	
30	Stean Street	Western kerb between Lee Street and Dunston Street	Remove 'Keep Clear' zig zag markings and replace with double yellow lines	Yes	No
31	Westgate Street	Opposite Wexham Apartments	Change permit bay to shared use	Yes	No
32	Richmond Road	Nos 2 to 86	Boundary change – move into Zone J	Yes	No
33	Broadway Market	Broadway market, outside medical centre near junction with Duncan Road.	Convert two existing Shared Use spaces into Disabled parking spaces	Yes	No
34	Broadway Market	Between Westgate Street and Ada Street	Convert all remaining parking bays to "restricted Loading bays" with the allowed loading times to be: <b>Monday to Friday and Sunday – Loading only permitted from 10am–12.00pm and 2pm to 3pm and from 7pm–7am</b>	Yes	No
35	Dunston Road	Between Stean Street and Haggerston Road	Relocate parking bays to the opposite side of the road, replace existing parking bays with tree planting and double yellow lines	Yes	No
36	Denne Terrace	Between Haggerston Road and Queensbridge Road	Relocate parking bays to the opposite side of the road, replace existing parking bays with tree planting and double yellow lines	Yes	No







# Broadway Market engagement report

Sustrans submission to London Borough of Hackney

February 2017



### About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today. [www.sustrans.org.uk](http://www.sustrans.org.uk)

Head Office  
Sustrans  
2 Cathedral Square  
College Green  
Bristol  
BS1 5DD

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Registered Charity No. 326550 (England and Wales) 00393263 (Scotland)  
VAT Registration No. 416740266

Broadway Market engagement report Sustrans submission to London Borough of Hackney

February 2017

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Broadway Market engagement report Sustrans submission to London Borough of Hackney

February 2017

## 1 Introduction

This report details the engagement carried out by Sustrans on behalf of London Borough of Hackney (LBH) and Transport for London (TfL) in Broadway Market for Quietway Apex Junction to London Fields from November 2016 to January 2017.

This report is intended to give an overview of the engagement process in Broadway Market, Hackney.

This report will:

- Explain the engagement process so far on Broadway Market
- Explain the community feedback outcomes received from over 672 people and draw together common themes
- Demonstrate transparency

### 1.1 Background

Quietways are part of the Mayor's Vision for Cycling in London. They are a new network of direct and easy to follow cycle routes throughout London.

Quietway Apex Junction to London Fields (QALF) will start at Apex Junction, Old Street, and end at London Fields. In the London Borough of Hackney the route will run via Rivington Street, Columbia Road and Goldsmiths Row before reaching Broadway Market.

Broadway Market is a narrow road that has an unusually high concentration of both cycles and pedestrians. Though volumes of traffic themselves are not high, the nature of the road layout (slalom parking and a flush kerb) on the one hand prevents visibility and further narrows the road, whilst also creating the illusion of a pedestrianised area and pushing vehicles and cycles onto the pavement due to lack of space.

Broadway Market was highlighted during the Quietway feasibility study phase as needing traffic reducing interventions in order to meet Quietway standards, resolve conflicts between road users and improve conditions for pedestrians and cyclists.

### 1.2 Sustrans role and remit

Sustrans has over thirty years' experience in delivering sustainable transport solutions and are experts in community engagement. Based on this and through the tender process, TfL selected us as their delivery partner for the Quietways programme in December 2014.

Sustrans provide support and capacity to TfL and the London boroughs by providing the project management role on every route. Boroughs are also able to commission us to provide technical support and community engagement on Quietways if needed.

The aim of this phase of engagement work on Broadway Market was to:

- Discover the appetite for traffic reduction in the area and highlight what and where traffic issues are
- Reach a wide audience and ensure businesses are contacted directly.

LBH will decide the next steps using the guidance of resident feedback, retail surveys and traffic count data.

The delivery of this report summarises the findings from the surveying work done in the area and feedback from key stakeholders and concludes the assignment.

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Sustrans is not the decision making body on Quietways; the final decision on each design solution lies with TfL or the relevant London borough, whichever owns the land or road in question.

### 1.3 London Borough of Hackney role

Hackney commissioned Sustrans to carry out the engagement work in order to objectively identify users' concerns and approach change on Broadway Market from a blank slate perspective. The council had not identified a design scheme to pursue prior to the engagement work.

## 2 Summary of key findings

### Findings

- 65% of respondents feel that there is too much traffic on Broadway Market and 58% feel that vehicle speeds are too fast.
- 82% of respondents stated that they would support solutions to reduce traffic in the area
- 90% of respondents would support solutions to improve conditions for walking and cycling.

### Issues

- London Fields crossing:** The most commonly raised issue was the junction of Westgate Street, Lansdowne Drive and Broadway Market, which is the area respondents feel is most unpleasant to cross.
- Managing space on the street:** The second most common issue raised related to the whole street feeling too narrow for the combination of bidirectional traffic, parked cars and high volumes of cyclists and pedestrians. Respondents described cyclists and vehicles using/being pushed onto the pavement, facilitated by the flush kerb, and encouraged by parked cars and oncoming traffic reducing the street width.
- Many respondents said that cyclists travel too fast along Broadway Market.
- Many respondents feel that Broadway Market lacks pedestrian crossing points.
- Hackney Council stated that illegal pavement parking is a commonly raised issue on Twitter and other communication channels.
- The Broadway Market Traders Association stated that cyclists using the pavement on market days is a cause for concern.

### Suggestions

- Reducing traffic:** The most common suggestion from respondents was to reduce traffic on Broadway Market. This consisted of either closing the road to through traffic, making it one way, or pedestrianizing it entirely.
- Parking:** The second most common suggestion for improvement was the reduction or removal of parking.
- Many respondents would like to see a signalised or cycle crossing at London Fields crossing.
- Many respondents mentioned a cycle lane to segregate cyclists from pedestrians and cars, and slowing speeds of vehicles on Broadway Market.
- Many respondents would like to see more seating, greenery and cycle parking on Broadway Market.

## 3 Broadway Market "Discover" process overview

- We wrote to 1,155 households and businesses in the Broadway Market area and received survey responses from 672 people, by post, online and through on-street surveying between November 2016 and January 2017.
- In addition, 309 people responded to an independent on-street retail survey between September 2015 and December 2016.

From November 2016 to January 2017, Sustrans ran a "Discover" engagement process on Broadway Market and the surrounding area. This was primarily to gather information from people living on Broadway Market and in the surrounding network of streets, business owners on Broadway Market, and visitors to the street.

### Surveys and mail outs

1,155 households in the roads surrounding Broadway Market (see Appendix 1) were sent a letter in the post with information on the purpose of the survey and how to access it online, as well as a copy of the survey itself.

### Pop-up events

In the "Discover" phase five pop-up events were held to survey locals in the Broadway Market area. The surveys were identical to the online survey. The pop-ups were designed to engage a wide range of people who visit Broadway Market at different times and use different forms of transport. The events took place on a weekday during the morning peak (8am – 10am), on a weekday during the evening peak (5pm – 8pm), outside London Fields Primary at the end of the school day (2.30pm – 4.30pm), on a weekday mid-afternoon (3pm-5pm) and during the Saturday market day (8am-2pm)

### Businesses and Broadway Market Traders Association

All business establishments on Broadway Market received the survey in the post, and Sustrans staff made a follow up visit to each to ensure completion. Many businesses completed survey on the spot and some followed up online. All were left a flyer with a link to the survey if unable to complete it during the visit.

Sustrans also engaged the Broadway Market Traders Association, meeting the Chair, and we followed up with a visit to each market stall to remind traders to complete the survey and to give them a chance to respond in person if they wished.

103 of the 672 respondents are businesses or market stall holders.

### Promotion

The survey had been available online, emailed to Hackney Cyclists (LCC) and promoted on flyers at each of the five pop up events.

### Who we engaged

Of the 1,155 households and businesses engaged with, we received the following number of responses:

Online responses: 320  
Postal responses: 49  
Pop up survey sessions: 266  
Email responses: 4  
Visiting businesses: 33  
Total: 672

## 4 Findings

### 4.1 Perception survey questions

The following questions were included in the perception survey (see Appendix 2):

- Q1: Are you a local resident, business owner/employee, visitor to the area?  
Q2: Why do you normally come to Broadway Market?  
Q3: How do you normally travel to or through Broadway Market?  
Q5: Do you agree or disagree that traffic on Broadway Market is too fast?  
Q6: Do you agree or disagree that there is too much traffic on Broadway Market?  
Q7: Do you think Broadway Market is safe to walk on?  
Q8: Do you think Broadway Market is safe to cycle on?  
Q9: Are there any parts of the road that you find unpleasant or difficult to use?  
Q10: What would you do to improve these?  
Q11: Would you support measures to reduce traffic on Broadway Market?  
Q12: Would you support measures to improve the area for walking and cycling?  
Q13: What public realm improvements would you make to Broadway Market?  
Q14 (Businesses/traders only): What are your specific loading and delivery requirements?

### 4.2 Key results of the perception surveys

Of those who responded to each question:

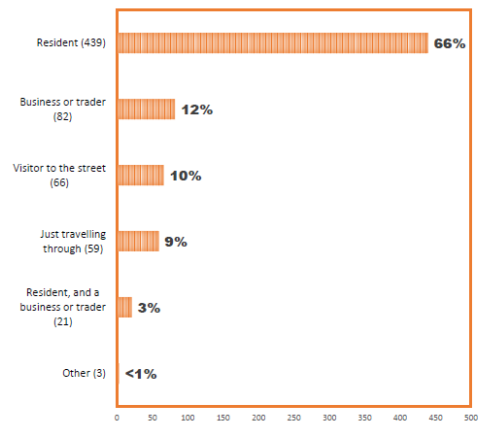
- 40% of people travel to Broadway Market on foot and 37% by bike
- 64% of people agree that there is too much traffic on Broadway Market
- 82% of people would support measures to reduce traffic on Broadway Market
- 48% feel safe walking along Broadway Market
- 32% feel safe cycling along Broadway Market
- 57% feel that vehicle speeds in the area are too high
- 90% would support measures to improve the area for walking and cycling
- When asked which parts of Broadway Market feel unpleasant to use, the most common response was the Westgate Street, Lansdowne Drive and Broadway Market junction.
- The most common suggestion from respondents on how to improve Broadway Market was to reduce traffic on Broadway Market. Suggestions as to how to do so consisted of either closing the road to through traffic, making it one way, or pedestrianizing it entirely.
- The second most common suggestion for improvement involved the reduction of parking.
- The third most common suggestion was the improvement of the junction of Westgate Street, Lansdowne Drive and Broadway Market through either signalisation or a parallel cycle crossing.

- Seating, greening and cycle parking are the most common suggestions for ways to improve public realm.

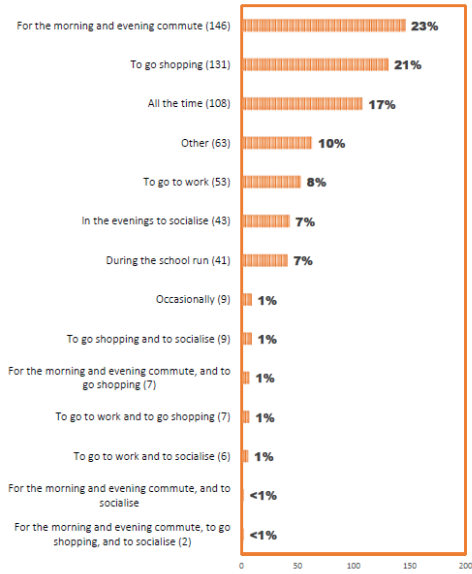
### 4.3 Quantitative data findings

The charts below show the collated responses to all quantitative questions (Q1-Q8 and Q11-Q12).

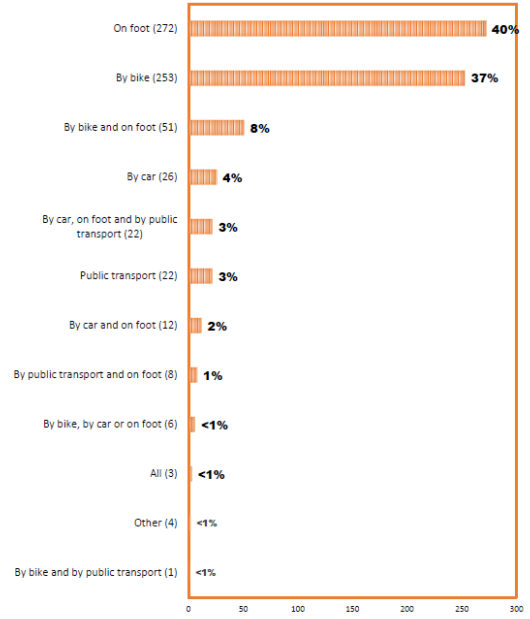
#### I AM A



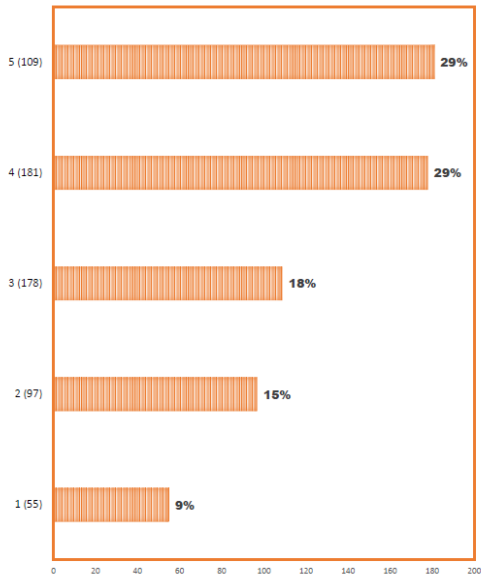
### I COME TO BROADWAY MARKET



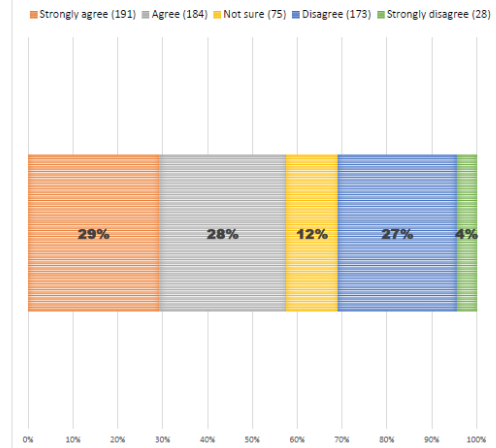
### I TRAVEL TO BROADWAY MARKET

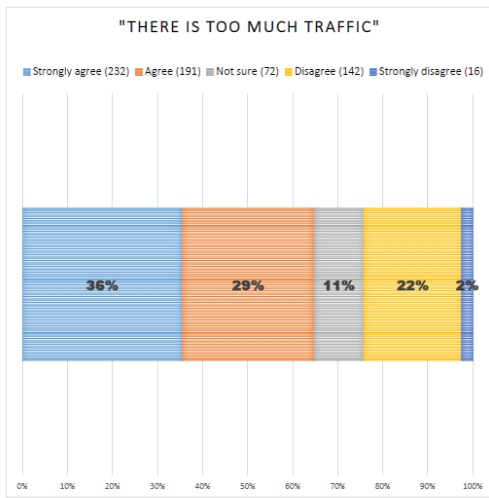


### HOW WOULD YOU RATE YOUR EXPERIENCE OF USING BROADWAY MARKET ON A SCALE OF 1-5 (WHERE 1 IS WORST AND 5 IS BEST)



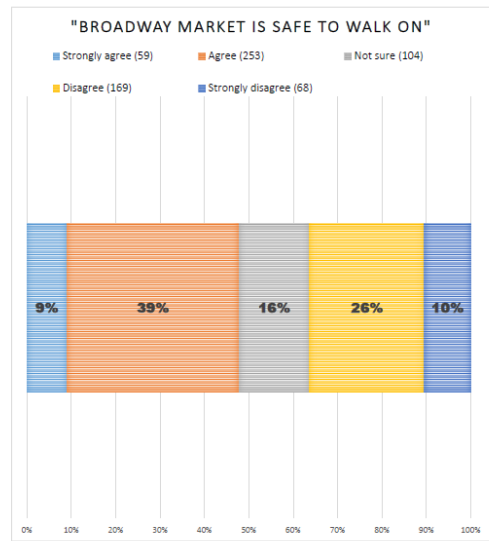
### "TRAFFIC SPEEDS ARE TOO FAST"





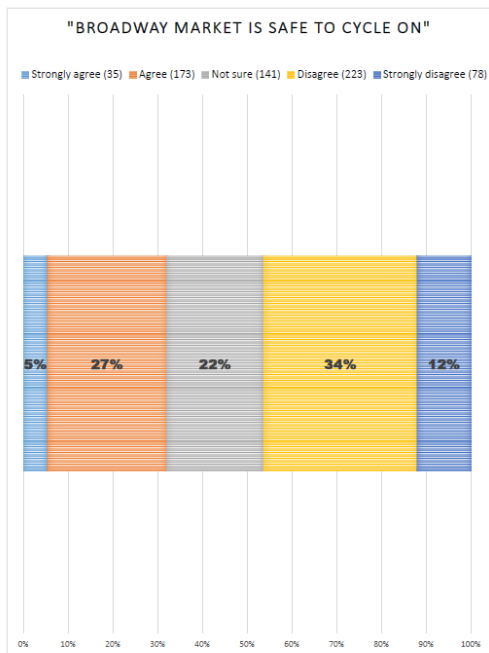
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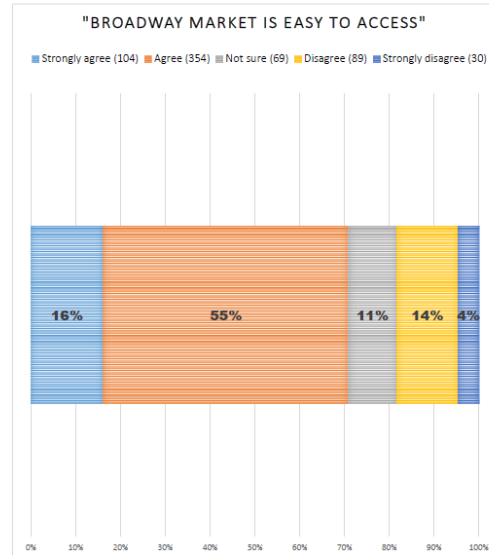
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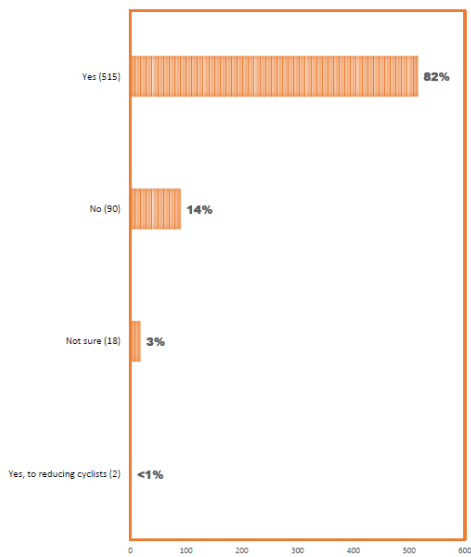
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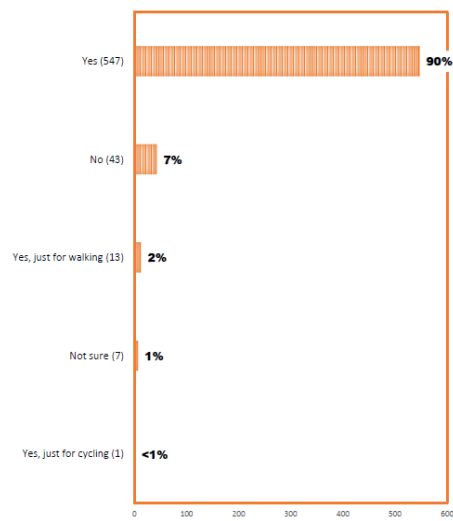
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**WOULD YOU SUPPORT MEASURES TO REDUCE TRAFFIC ON BROADWAY MARKET?**



**WOULD YOU SUPPORT MEASURES TO IMPROVE BROADWAY MARKET FOR WALKING AND CYCLING?**



**4.4 Qualitative data findings**

Questions 10, 11 and 14 asked respondents to detail the parts of Broadway Market they find most unpleasant to use, their thoughts on how the issues could be improved or additional facilities they would like to see, and any specific public realm improvements they would like to see.

Individual issues were extracted from responses and grouped into common themes in order to understand what issues were most common.

**4.4.1 Q10 - Issues**

When asked "Are there any parts of Broadway Market that you find unpleasant to use, in terms of safety, convenience or comfort?" by far the most commonly raised issue related to the junction of Westgate Street, Lansdowne Drive and Broadway Market. This issue was raised by 129 respondents.

Respondents described this junction as being very difficult to get through on a bike, on foot and in a vehicle, due to the lack of designated space for cyclists, the blind corners on both sides of the approach and the build-up of vehicles blocking access to the junction.



Westgate Street, Lansdowne Drive and Broadway Market junction



Selected responses describing issues around the Westgate Street, Lansdowne Drive and Broadway Market junction.

The next most common responses were not about a specific location, but referred to the street as a whole, describing the space as generally too narrow for the combination of bi-directional traffic, on-street parking and multiple users.

Several respondents referenced parking as being a primary source of conflict, narrowing the street, which leads to vehicles and bikes using the pavement. The parking also leads to poor visibility, which makes it difficult for pedestrians to cross.



Selected responses describing the complexities involved in the combination of bi-directional traffic, on-street parking and multiple users.



The street is frequently described as too narrow for parking and bi directional traffic. Image source: London Borough of Hackney

The Ada Street and Broadway Market junction was the second most commonly cited location that respondents considered unpleasant to use. The main issue is around priorities being unclear, or ignored, with cyclists and drivers treating Broadway Market as the continuation of Fitchard's Road, and not signalling when entering or exiting either street. The visibility on the junction is poor in both directions, and pedestrians describe Ada Street as being very difficult to cross.



Ada Street and Broadway Market junction

The high volume of vehicles, the presence of vehicles on the pavement, and vehicle speeds were commonly raised issues. Several respondents cited inconsiderate and speeding cyclists as issues.



Parking on the pavement was a commonly raised issue. Image source: London Borough of Hackney

The Andrews Road and Broadway Market junction was the third most commonly cited unpleasant location, because of poor visibility, vehicles approaching it too fast, and it being difficult to cross on foot.

The lack of pedestrian crossing points on Broadway Market was a frequently raised issue. Because of the volume of vehicles and cyclists using the street, particularly at morning and evening peak times, it is difficult for pedestrians to find a gap in the traffic to cross the road. This is further complicated by the on-street parking, which means that pedestrians sometimes try to cross the road from between parked cars, where they cannot be seen by oncoming traffic. Several people described the flush kerb as giving pedestrians the impression, at quieter times, that the street is pedestrianised, and encourages them to walk in the road without looking for traffic.

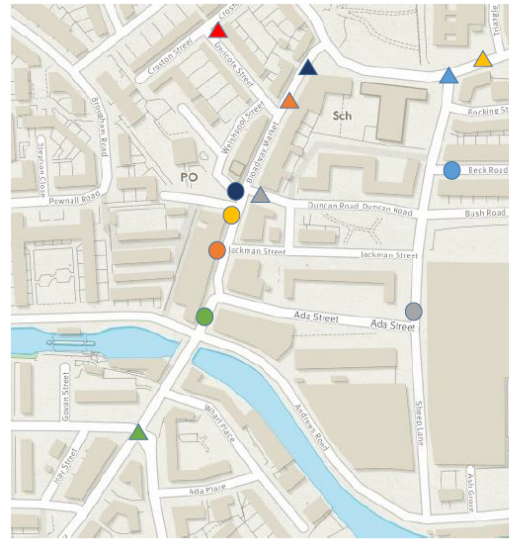
Many respondents, particularly the market traders, referenced the fact that the Saturday pedestrian zone, which prohibits cycling during market hours, is not enforced. This results in conflict between pedestrians and cyclists in a busy and narrow space.

Several respondents described the pavements as too narrow, or feel that the café and restaurant tables take up too much space on the pavements.



Andrews Road and Broadway Market junction

The map below shows the less common location-specific issues which were raised by a small number of respondents



- ▲ The Sheep Lane and Westgate Street junction feels dangerous when driving
- ▲ There are too many HGVs on Broadway Market
- ▲ There is too much traffic on Westgate Street
- ▲ There is poor visibility at the Duncan Road and Broadway Market junction
- ▲ The signals at the Whiston Road and Pritchard's Road junction are poorly timed

- ▲ Bin collection blocks the north end of Broadway Market during the evening peak
- ▲ Dericote Street and Croston Street are rat runs
- It is difficult to park on Beck Road on Saturdays
- There is poor visibility at the Jackman Street and Broadway Market junction
- There is a lack of covered cycle parking on Broadway Market
- The Sheep Lane and Ada Street junction feels dangerous when driving
- There is a loose paving stone in the middle of the road near Cat and Mutton bridge
- Crossing the Welshpool Street and Broadway Market junction feels unpleasant

4.4.2 Q11 - Suggestions

In answer to the question "Do you have any thoughts on how these issues could be improved, or additional facilities you would like to see on Broadway Market?", the following themes emerged:

The most commonly mentioned suggestion was to restrict traffic on Broadway Market. People referred to 'closing to through traffic', 'pedestrianisation', 'restricting traffic' or 'reducing traffic'. Some also suggested making the street one way and closing it to traffic at certain times only.

'I would actually like to see Broadway Market closed to traffic (or at least limited to unloading only), so it is safer for pedestrians and cyclists. Currently it isn't really that safe for anyone.'

'I'd love to see Broadway Market pedestrianised with a dedicated cycle lane (and with vehicle access for businesses). It's a big cycle commuter route so keeping pedestrians and cyclists separate would be ideal.'

'Just make the whole thing pedestrianised all day every day except for unloading for businesses, a bit like the top end of Mare Street. Then add a proper wide cycle lane, a bit like that which is currently further down the road near the Hackney City Farm and the hospital development.'

'It's crazy that the road is open to through traffic, not necessary at all!'

Selected responses describing suggestions as to how to restrict traffic on Broadway Market

The second most common theme was parking which, as mentioned in Q10, is perceived as narrowing the space and reducing visibility.

Many suggested reducing parking or removing it altogether, followed by parking on one side of the road only, parking only for deliveries, and allowing deliveries at certain times only. A few people also mentioned enforcing parking laws about parking on pavements, and a couple of people requested further parking spaces.

'Remove parking'

'No parking apart from disabled and deliveries.'

'Loading and unloading for traders to be done at specific times such as midday during week and mornings and evening in weekends outside of the market hours.'

'Enforce delivery/stopping restrictions so that local shopkeepers don't park on the pavement or at crossing points for pedestrians.'

'Traffic light instead of Zebra crossing by park as is a very busy road & crossing for pedestrians-school children especially.'

Selected responses describing suggestions regarding parking

The third most common theme to emerge was the improvement of the Westgate Street, Lansdowne Drive and Broadway Market junction through either signalisation or a parallel cycle crossing. A small number of respondents also mentioned the need to slow cyclists coming from the park. Using a mirror to improve visibility at this junction was also suggested.

"...I think the junction at Broadway/Westgate requires a tiger zebra crossing for cyclists to negotiate as the bend in the road obscures view of traffic, and the zebra crossing means that cars stopped there block passage - so cyclists have to take a "leap of faith" and go when it "seems" clear."

"One way parking to improve sightlines"

**Selected responses describing suggestions regarding London Fields junction**

Many people requested measures to control driver and/or cyclist speeds, citing lower speed limits, enforcing cyclist speeds, or traffic calming methods.

"Cycling speeds need to be reduced. Many cyclists treat Broadway Market as a main road, not taking into account other road users."

A common suggestion was to separate road users with a clearly demarcated cycle lane, regardless of whether vehicle traffic was reduced.

"It will be important to have clear segregation of cyclists."  
 "It would be great to see segregated cycle lanes in both directions"

Many people made comments about addressing cyclist, driver and pedestrian behaviour and encouraging all users to be considerate of others - signs and leafletting were suggested.

The issues involved were: stopping cyclists and drivers from using the pavements, slowing speeds, and enforcing the pedestrian zone on market day with better signage.

"It's an attitude issue. Pedestrians need to get used to a heavily used cycle thoroughfare, and cyclists need to take into account the large amount of pedestrians. They shouldn't speed through like on a normal road."

"Reminders that pedestrians, cyclists and motorists all use this road."

A number of people suggested a need for pedestrian crossings - at Ada Street and Andrews Road junctions and along Broadway Market itself, when the issue of crossing through large volumes of cyclists was raised. One person also requested a crossing opposite the bus stop on the bridge.

Other themes mentioned less frequently were:

- **Ada Street Junction priority** - To make the priority straight on at Ada Street junction
- **More cycle parking**
- **Better disabled access:** It was pointed out that seating on the pavement obstructs access.
- Also mentioned was the lack of disabled parking, and accessible parking bays.

"I'm a disabled resident and can't ever visit the market at the weekends due to lack of disabled parking. Whilst I appreciate there is a desire to pedestrianize Broadway Market, I am very concerned this would lead to disabled people being further excluded from it at "all" times due to lack of parking nearby...I would like to see additional disabled parking bays being provided adjacent to the market to make it more accessible to those with mobility issues. I also cycle a recumbent tricycle, and would welcome more cycling docks, with provision for larger / wider bicycles such as mine (or cargo bikes etc)."

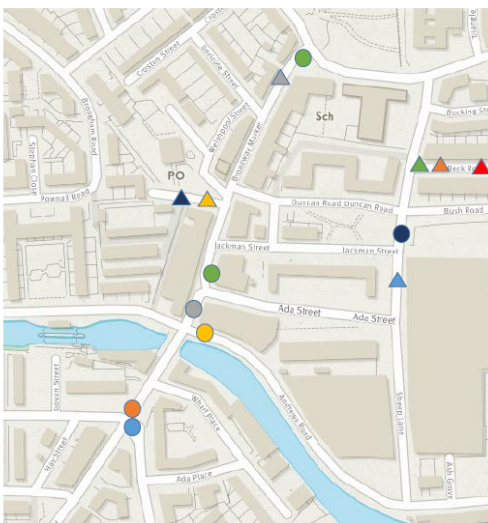
**Other locations**

Some people raised the issue of addressing traffic in the area holistically and overall - specifically reducing or restricting traffic on Westgate Street and Lansdowne Drive, closing Beck Road to through traffic and prohibiting non-resident parking, improving Whiston Road and Sheep Lane junctions, and a roundabout at Goldsmiths Row junction.

**Other suggestions**

Increased access through cycle hire docking stations, moving bus stop at Westgate Street away from the bend in the road, widening pavements to increase space.

The map below shows the less common, location-specific suggestions for improvement which were raised by a small number of respondents.



- ▲ Make Sheep Lane one way
- ▲ Reduce traffic speeds on Beck Road
- ▲ Remove seating on Benjamin Close to deter anti-social behaviour
- ▲ Provide cycle parking for disabled cyclists
- ▲ Close Beck Road to through traffic
- ▲ Increase seating and market stalls in Benjamin Close
- ▲ Introduce CPZ on Beck Road

- Separate phasing of lights for northbound and southbound flow at Pritchard's Road and Whiston Road junction
- Replace traffic lights with roundabout at Pritchard's Road and Whiston Road junction
- Introduce a zebra crossing at Andrews Road
- Fix the loose paving stone north of the Cat and Mutton bridge
- Introduce mini cab drop off point at each end of the street
- Provide a signed alternative Saturday route via Sheep Lane

**4.4.3 Q14 - Public realm**

In answer to the question "What public realm improvements would you make to Broadway Market?" respondents most commonly stated seating, greenery and cycle parking.

More bins and recycling points and better lighting were also common answers.

There were several less common general suggestions made:

- public art
- CCTV
- a post box
- a fountain
- limit street furniture
- children's play facilities
- considerate cycling/driving signage.

There were several location specific suggestions made:

- public square at Welshpool Street and Benjamin Close
- pave the area between Welshpool House and Broadway Market
- improve seating at Benjamin Close and outside Welshpool House
- Remove the railings between Welshpool House and Broadway Market
- public square outside of the Dove Freehouse
- public space at northern end of Broadway Market.



#### 4.5 Retail Survey

The retail survey was carried out by DJS Market Research over eleven days in September 2015 and December 2016. DJS surveyors asked 309 shoppers questions on how they travelled and from where, and their views on traffic issues on Broadway Market. The survey also captured EDI monitoring data.

##### 4.5.1 Retail Survey key findings

- The majority of shoppers arrived on foot (61%), bus (16%) or bike (8%)
- 61% support measures to limit traffic
- 92% of people travelled less than 5 miles to Broadway Market
- 47% said there was too much car traffic, and 40% said it was about right.

For full report, see Appendix 3.

#### 4.6 Feedback from Businesses and the Broadway Market Traders Association

The most commonly mentioned theme, particularly among traders, was the speed and volume of cyclists, particularly those who use the market on weekends despite it being a pedestrian zone. They would welcome improvements to signage regarding the pedestrian zone.

There was no common theme regarding delivery and loading requirements from businesses on Broadway Market. Businesses need deliveries at varying times throughout the week. Not all require a parking space. Some businesses already deliver to the back of the shop or on side streets, or would be able to do so.

The Broadway Market Traders Association are not in favour of infrastructure changes which would:

- Reduce the number of stalls which fit onto the market
- Require maintenance or regular action on their part – the current gate is opened and closed by the market manager for example, not the council, and the traders would rather not have to carry out any additional tasks of this kind
- Prevent traders from loading or unloading
- Prevent their customers from accessing the market.

The Broadway Market Traders Association acknowledge that the parking situation on the street could be improved, for example by implementing residents only, short stay and loading only. They would support an extension of the market southwards, increasing the number of market stalls.

#### 4.7 Feedback from Hackney Council

LB Hackney state that they regularly receive comments via Twitter relating to illegal pavement parking:

"Sustrans conducted an engagement exercise on Broadway Market to seek views on how the traffic on Broadway Market could work better for everyone and hear views about using Broadway Market - what the issues are and what can be done to improve it.

As the highway authority for Broadway Market, the Council receive feedback from the local community regarding the issues experienced in this area. Parking and loading issues on Broadway Market have been highlighted through Twitter during the engagement period, showing vehicles parking on double yellow lines and on the footway. The Council have requested that this feedback is included in the report in order to accurately reflect issues raised outside of the Sustrans engagement process but relevant to the study area."



Example of Twitter comment @hackneycouncil, included in this report at Hackney's request

#### 4.8 Traffic Counts

Traffic counts on Broadway Market were carried out in both directions between 2 February 2016 and 8 February 2016.

- The 5 day (week) average number of motorised vehicles travelling northbound in a 24 hour period is 1393
- The 5 day (week) average number of bicycles travelling northbound in a 24 hour period is 1405
- The 5 day (week) average number of motorised vehicles travelling southbound in a 24 hour period is 2433
- The 5 day (week) average number of bicycles travelling southbound in a 24 hour period is 1271
- More traffic travels south in the morning and north in the evening
- Traffic peaks occur at 8am and 6pm
- Traffic speeds average between 12 and 13.6 mph and the 85<sup>th</sup> percentile is between 15.9 and 17.4, within the 20mph limit.

#### 5 Conclusion

1,155 households were sent a perception survey and 672 surveys were completed online, by post and face to face.

The findings demonstrate that there is a strong appetite for the reduction of traffic on Broadway Market and improvements to junctions, particularly the northern end of Broadway Market, Ada Street and Andrews Road.

There is a strong sense that the whole street feels too narrow for the combination of bidirectional traffic, parked cars and high volumes of cyclists and pedestrians.

Traffic reduction was the most common suggestion from respondents on how to improve the street. Suggestions as to how to reduce traffic included closing the road to through traffic, making it one way, or pedestrianizing it entirely.

There is a strong appetite for parking reduction.

## 6 Appendices

### 6.1 Appendix 1 - Broadway Market engagement area



6.2 Appendix 2 - Survey

Date/time: To partnership with  
**Hackney**

London Borough of Hackney are interested in your experience of using Broadway Market and how this might be improved. If you would like an electronic version of this survey, please leave your email address with staff or email: [broadwaymarket@sustrans.org.uk](mailto:broadwaymarket@sustrans.org.uk)

**Protonide** (This information will not be shared with any third parties not related to this project, however as Sustrans is working on behalf of Hackney Council, we may share your contact details with them, with the agreement that they will only contact you regarding Broadway Market.)  
I am please circle the option which best describes you: A local resident / a business owner or employee / a visitor to the area / just traveling through the area / Other:

I come here (please circle which is most applicable): At the weekends to go shopping/ for the am/ pm commute/ on the school run/ in the evenings to socialise/ for work  
Other:

How do you normally travel to or through Broadway Market? Walking / cycling / driving/ public transport/ other:

How would you rate your experience of using Broadway Market? (1 = worst and 5 = best)

Do you agree or disagree with the following statements about Broadway Market?	Strongly agree	Agree	Not sure	Disagree	Strongly disagree
Traffic speeds are too fast					
There is too much traffic					
Broadway Market is safe to cycle on					
Broadway Market is safe to walk on					
It is easy to access Broadway Market					
Are there any parts of Broadway Market that you find unpleasant to use, in terms of safety, convenience or comfort?					
Do you have any thoughts on how these issues could be improved, or additional facilities you would like to see on Broadway Market?					
Would you support measures to reduce traffic on Broadway Market?					
Would you support measures to improve Broadway Market for walking and cycling?					
What, if any public realm improvements would you make to Broadway Market?					
For traders/ businesses only: Please tell us what specific loading requirements you have for your business: i.e. key times for deliveries, number of deliveries throughout the week/ parking for business vehicle etc.					

TRANSPORT FOR LONDON **sustrans**

6.3 Appendix 3 – Retail survey findings

**Retail Survey: Broadway Market**  
December 2016  
JN 3507

**Objectives & methodology**

Sustrans aim to gain an overall understanding of shoppers' travelling habits to and from the Broadway Market area and their attitudes towards the existing amount of traffic in the area

309, five minute face-to-face interviews were conducted with shoppers on Broadway Market over the course of four days in September 2015 & seven days in November 2016 including weekdays and weekends

**Findings: shoppers profile**

Age ranges: 6% (16-24yrs), 19% (25-29yrs), 41% (30-44yrs), 26% (45-49yrs), 7% (50-59yrs)

Gender: 51% Male, 49% Female

Disability: 9% of shoppers said they have a disability which impacts upon their daily life for day-to-day activities... (Note: 9% due to low base rate based on segments of the overall sample - considered not representative)

Other categories: 75% Working, 9% Retired, 4% Student, 4% Not working, 3% Disabled/ sick, 3% Looking after family

**Findings: which shops have been visited today...**

Of the shops visited the main ones mentioned included:

- La Bonvive: 15%
- Claydon's: 12%
- Organic Fresh, Fruit & Veg: 8%
- Broadway Bakery: 8%
- Artists' Bookshop: 6%
- Broadway's: 6%
- Which the Chemist: 6%
- Bella Vita: 5%
- Fin & Floundry: 5%
- F.Cook's Pie & Mash shop: 5%

Other shops mentioned were visited by less than 5% of the shoppers surveyed.

**Findings: transport used today by shoppers**

The main modes of transport used by shoppers to travel to Broadway Market included:

- On foot: 61%
- Bus: 16%
- Bike: 8%
- Car (driver): 7%
- Train: 6%
- Car (passenger): 4%
- Other: 3%

Car drivers were more likely to be males (77%) or aged 45-64 (14%).

Two thirds of females (67%) travelled on foot vs. only 50% of males

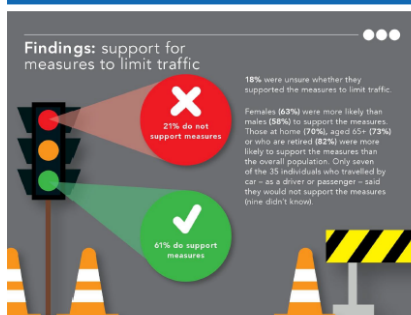
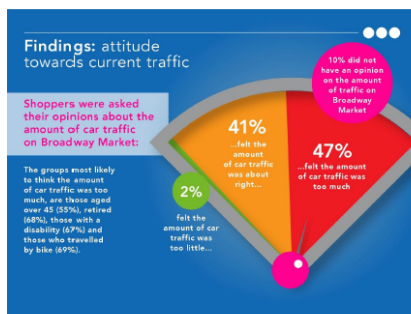
**Findings: how far shoppers have travelled today...**

- Less than half a mile: 49%
- 1/2 - 2 miles: 28%
- 3-5 miles: 15%
- 6-10 miles: 4%
- More than 10 miles: 4%

The majority of those who travelled less than half a mile travelled on foot (84%), by bus (6%) or by bicycle (5%)

The vast majority of shoppers travelled less than five miles to Broadway Market (92%)

The largest number who travelled the furthest (more than 6 miles) travelled by train, nine out of the 23 shoppers



### If you have any questions or would like to hear more...

Ryan Vosslow  
Junior Research Executive  
rvosslow@djsresearch.com

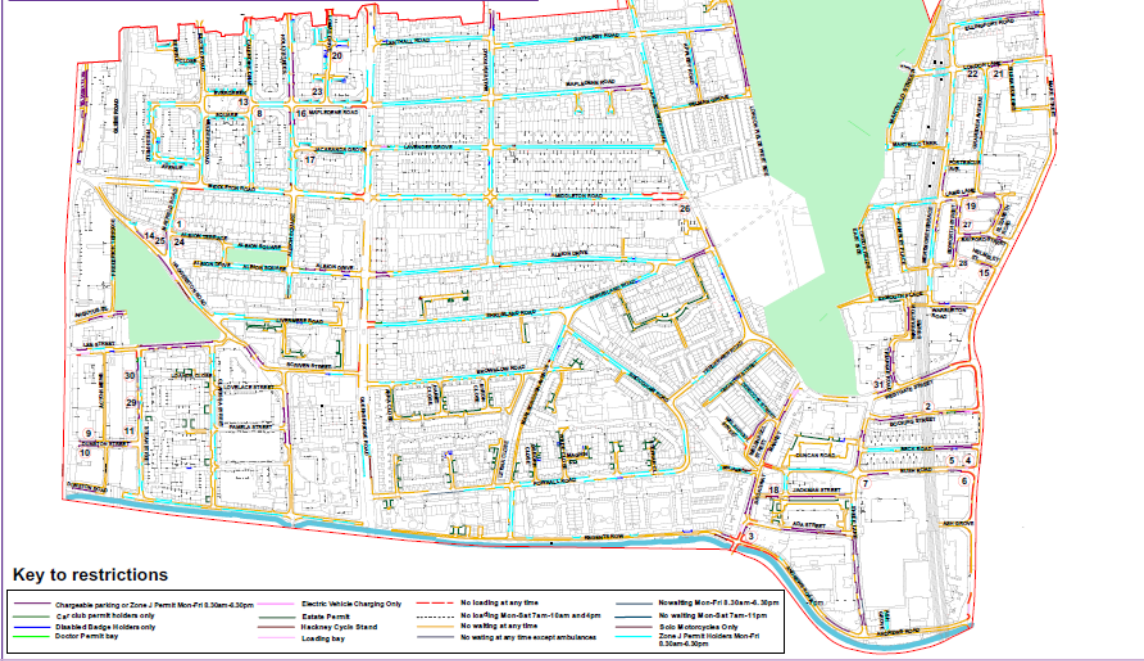
Elliot Simmonds  
Research Consultant  
esimmonds@djsresearch.com

+44 (0)1663 767 857  
djsresearch.co.uk

For more information, visit our UK or international websites:  
<http://studymarketingangleterre.fr/>  
<http://ricercaadmarketinghilterra.it/>

Facebook, Twitter, LinkedIn, YouTube, Instagram icons

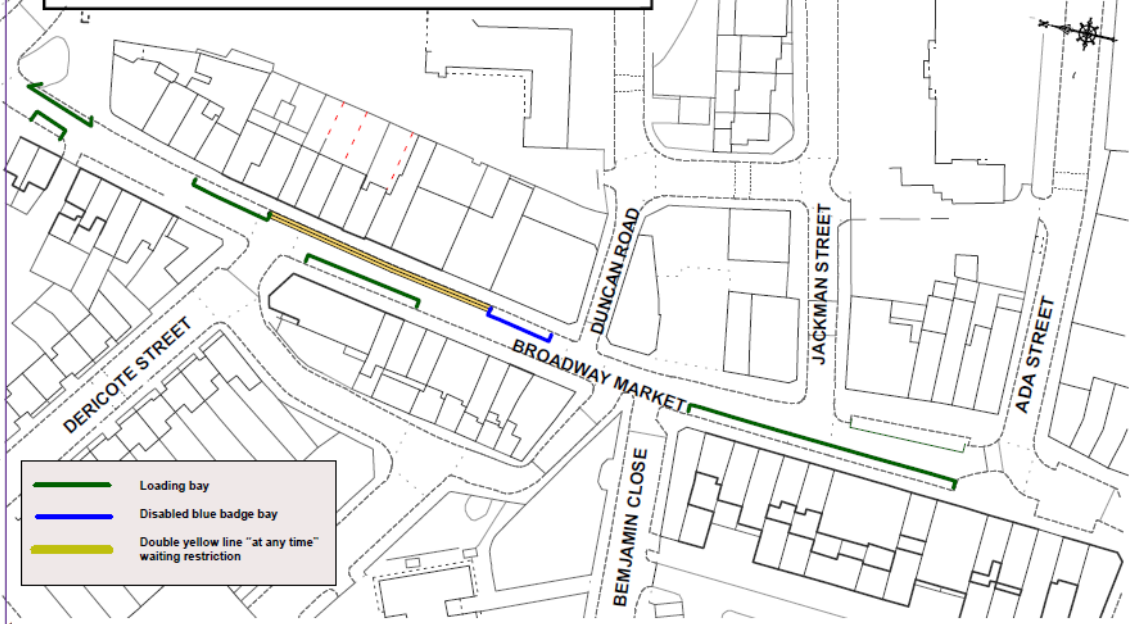
## Zone J Review Proposals



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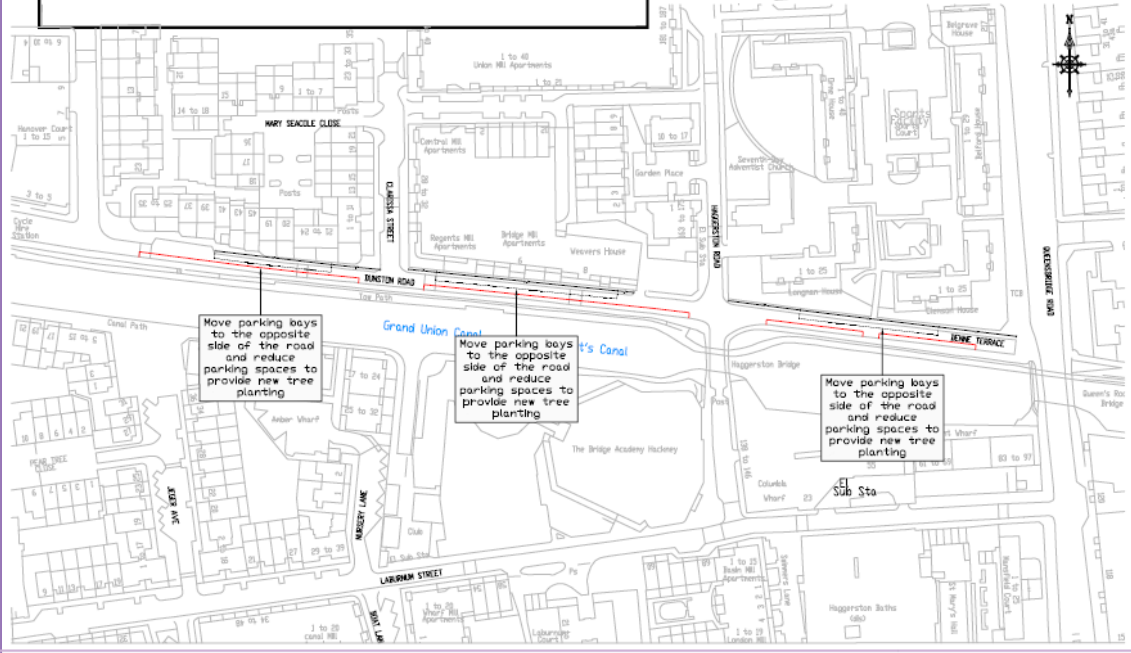
## BROADWAY MARKET PROPOSALS



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# Dunston Road and Denne Terrace

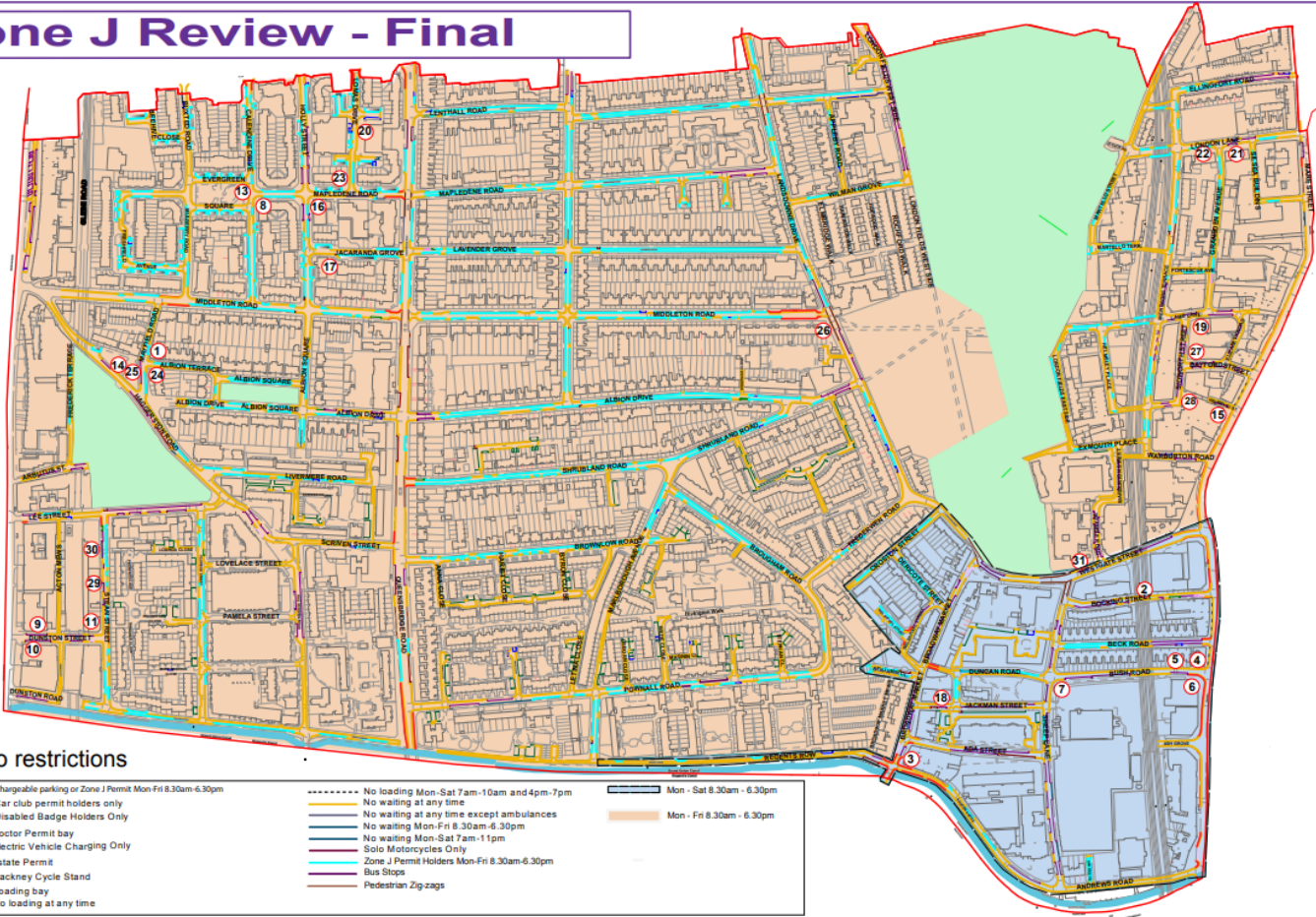


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# FINAL DESIGN & HOURS OF OPERATION BOUNDARY.

## Zone J Review - Final



**Key to restrictions**

	Chargeable parking or Zone J Permit Mon-Fri 8.30am-6.30pm		No loading Mon-Sat 7am-10am and 4pm-7pm		Mon - Sat 8.30am - 6.30pm
	Car club permit holders only		No waiting at any time		Mon - Fri 8.30am - 6.30pm
	Disabled Badge Holders Only		No waiting at any time except ambulances		
	Doctor Permit bay		No waiting Mon-Fri 8.30am-6.30pm		
	Electric Vehicle Charging Only		No waiting Mon-Sat 7am-11pm		
	Estate Permit		Solo Motorcycles Only		
	Hackney Cycle Stand		Zone J Permit Holders Mon-Fri 8.30am-6.30pm		
	Loading bay		Bus Stops		
	No loading at any time		Pedestrian Zig-zags		

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## Equality Impact Assessment.

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### 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 J Review.

**Purpose of this Equality Impact Assessment:**

Project/Scheme/Initiative Review

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

**Name:** Muhibun Nessa

**Ext:** 1279

**Directorate:** Neighbourhood and Housing

**Department/Division:** Parking Services

**Corporate Director:** Aled Richards

**Date:** June 2019

**Comment :**

**PLEASE ANSWER THE FOLLOWING QUESTIONS:**

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

- The aim of the project is to review Parking Zone J, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- In addition, since the last review in 2008 there have been changes to the zone including new developments, road layout changes and new safety schemes which have been introduced. As a result, the zone is being reviewed to ensure that the parking design is reflective of these changes and meet the needs of the residents and businesses in the area.
- 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, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews.

The review will have no direct impact on any particular groups within the parking zone as none have been identified. Instead, it looks to ensure the proposals reflect the needs of the whole community within this zone.

- 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 existing design of parking controls as well as the hours of operation for the zone.

Consultations 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, including the Fire Brigade, Police and London Ambulance.

A separate audit is carried out on all disabled bays prior to the consultation to ensure that any bays being used by Disabled Residents are not removed.

As part of the public consultation all local residents and businesses in the parking zone will be consulted for a 6 week period and will be sent a consultation leaflet, a questionnaire and a map



outlining the proposed design changes. This allows everyone within the zone to have a say on the proposed 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.

##### **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 all road users.

As there are already controls in place, reviewing these to suit the needs of the residents and businesses will mean that there will be better parking facilities available for people to use.

Should the hours of operation be extended to include Saturday controls between 8.30am to 6.30pm, all permit holders will have better protection against visitors into the area, specifically around Broadway Market. The extension of controls will also prevent displacement parking from nearby areas.

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

Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. There are no specific groups in this zone which the Council need to make any special exemptions for.

There could be some opposition to parking related changes which may affect all groups in some way through the proposed changes in parking design. For example, residents may reject proposals to change parking bays from resident to permit as this allows business permit holders to park in these bays. In addition, where disabled bays are audited and removed as part of this process, disabled drivers visiting the borough may be impacted by the reduction in disabled bays.

An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns. Where a parking proposal is not supported, we will review these individually to make a decision on whether they should go ahead or not.

If there is a majority support to change the hours of control, whereby we extend controls to include Saturdays, this could have a negative impact on all residents as it would mean they would need to purchase visitor vouchers to cover the additional day.

## 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 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	Financial Impact of possible extended controls on elderly and disabled residents	Concessions in place for the first two books of visitor vouchers for elderly and disabled residents.	Ensuring the concession is in place with permits system	J Review Implementation stage	Muhibun Nessa
2	Financial Impact of possible extended controls on disabled residents	Companion badges for all blue badges are free of charge, should the hours of operation be extended the companion badge will cover disabled residents for an additional day.	Ensuring the concession is in place with permits system	J Review Implementation stage	Muhibun Nessa
3	Impact on disabled visitors due to removal of disabled bays as a result of audits.	Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays.	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Muhibun Nessa

### 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.