

**DELEGATED REPORT OF
THE CORPORATE DIRECTOR OF HEALTH AND COMMUNITY SERVICES**

DATE (2016)

February 2016

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

All Wards

1. SUMMARY

- 1.1 A cabinet report was approved on 22 June 2015 to carry out a parking consultation within displacement areas of Zone E, Zone Dn and Zone N.
- 1.2 Once approval was obtained, a Stage 1 consultation was carried out for an 8 week period in the Zones D north (Hackney North), E (Rectory Road) and N (Homerton) displacement areas between 14th August and 11th October 2015.
- 1.3 This report provides details of the outcome of this consultation and makes recommendations to amend the boundaries of Zone Dn and Zone N to include additional roads into these zones as well as to create a new Zone R.
- 1.4 It also recommends that a stage two design consultation is carried out and parking controls are implemented in roads where there is support. An indicative timetable for the Stage 2 consultation has been provided below:

Task	Date
6 week stage 2 consultation	May 2016 – June 2016
Delegated Report drafted and authorised	July 2016 – August 2016
Outcome communicated to residents	September 2016
Implementation of parking restrictions	September 2016 –October 2016
Enforcement	October 2016

- 1.5 These recommendations are based on several factors including consultation feedback, the need to create a logical boundary, the Council's parking policies (PEP 2010 – 15), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

- 2.1 To approve / authorise the extension of parking zone D north (which will soon be renamed as Zone S) to include the following roads: Ferron Road, Charnock Road, Heyworth Road, Powell Road, Tiger Way, Monro Way, Worsley Grove, Gliddon Drive, Clapton Way, Muir

Road (adopted public highway sections) and Monteagle way (adopted public highway sections only).

- 2.2 To authorise officers to carry out a stage two detailed consultation on the proposed parking design for the areas identified in section 2.1.
- 2.3 To approve/authorise officers to re-consult Kenninghall Road, Walsingham Road, Nightingale Road and Brooke Road (between Rendelsham Road and Lower Clapton Road) at the same time as carrying out the Stage 2 consultation for the roads listed in section 2.2, to give them another opportunity to have their say on whether they would like parking controls or not. To approve / authorise the creation of a new parking zone (Zone R) in the uncontrolled displacement roads near Zone E to include the following roads; Benthall Road, Maury Road, Norcott Road, Brooke Road, Evering Road, Stoke Newington Common and Rendelsham Road and to authorise officers to carry out a stage two detailed consultation on the proposed parking design for the area.
- 2.4 To authorise officers to consult nearby roads including Jenner Road, sections of Brooke Road and Evering Road and Rectory Road which are currently in Zone E to move them into the new zone.
- 2.5 To approve / authorise the extension of Zone N to include the following uncontrolled roads; Mildenhall Road (between Lower Clapton Road and Cornthwaite Road), Newick Road, Thistlewaite Road, Lower Clapton Road (section between Mildenhall Road Thislewaite Road), Millfields Road (between Lower Clapton Road and junction with Chatsworth Road), Mayola Road (uncontrolled section), Colenso Road, Elmcroft Street, Hilsea Street, Atherden Road in the north of the area and Daubeney Road (between junction with Redwald Road and Marsh Hill), Colne Road, Durrington Road, Ashenden Road (uncontrolled section), Trehurst Street, Adley Street, Kingsmead Way, Meeson Street and Tower Mews located in the south of the area.
- 2.6 To authorise officers to carry out a stage two detailed consultation on the proposed parking design for the roads listed in 2.5.
- 2.7 To authorise the Head of Parking to consult on and take the final decision on whether to introduce a parking zone and Traffic Management Orders on the roads listed 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 Parking Services received approval from Cabinet to consult the above displacement areas on 22 June 2015 as a result of feedback received from residents in these areas about parking problems.
- 3.2 The recommendations above are in line with the Parking Enforcement Plan (PEP) 2010 – 2015 and also based on feedback received from the Stage One consultation carried out in the displacement areas.

Consultation Feedback

- 3.3 A consultation questionnaire and booklet was sent to all residents and businesses in the displacement areas providing them with the opportunity to have their say on whether they supported parking controls or not. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.4 Feedback received from the areas have been analysed below.

Zone E Displacement area consultation feedback

Response Rate

- 3.5 Consultation packs were sent to 1177 households and businesses in the Zone E displacement area. 535 responses were received from the addresses in the area. This equates to a response rate of 45%.
- 3.6 A breakdown of responses can be found in Appendix 1, table 7.

Support for controls from each road

- 3.7 The majority of feedback received from the Zone E displacement area (55%) were in favour of parking controls.
- 3.8 Of the 11 roads consulted, Benthall Road, Maury Road, Norcott Road, Goldcrest Mews, Ottoway Street and Rectory Road (uncontrolled section) supported parking controls. Support was not received from Brooke Road, Evering Road, and Stoke Newington Common.

- 3.9 Two of the roads consulted (Dunnock Mews and Stellman Close) were also not in support of controls, however, these are estate roads and already have 24 hour controls. Therefore they would not be impacted by the introduction of controls. However, as an estate resident they would be entitled to purchase permits for the public highway.

Support for controls if parking controls are introduced on nearby roads

- 3.10 When asked whether they would support parking controls if introduced in nearby roads, the feedback from those who were already in support did not change. However, of those who did not support parking controls, whilst Stoke Newington Road and Brooke Road were still not in support, feedback from Evering Road changed to show support for parking controls. The majority support for controls therefore rose from 55% to 59%.
- 3.11 In addition, both Stellman Close and Dunnock Mews did not show support for controls when asked this question.

Conclusion

- 3.12 Based on the feedback received, it is evident that the majority of roads in this area are in support of parking controls. Only two roads which are public highway and two estate roads did not support parking controls. As a result it is recommended that parking controls are introduced in all roads in this area.
- 3.13 Roads which were not in favour of controls have been included in the proposed parking zone to ensure that residents and businesses are protected from any undue parking pressure once controls are introduced in the area. Excluding these roads would further increase parking stress for residents as their road would be the only area where free parking would be available. Including these roads will ensure that non-permit holders will not be able to park on these roads.
- 3.14 In addition, when introducing parking controls, the Council needs to ensure that a logical parking zone boundary is created. Therefore there may be occasions where roads who do not support parking controls must be included within a parking zone if the surrounding streets support it.
- 3.15 Rendelsham Road which was part of the Zone Dn displacement consultation will also be included in the proposed Zone R as not only does this create a logical boundary but it also provides residents and businesses of Rendelsham Road with more alternatives to

park if there is no available parking in their own road. The nearest roads to Rendelsham Road are Ottoway Street, Maury Road and Goldcrest Mews which all fall within the proposed Zone R.

Additional Comments

- 3.16 Of the comments received, 26% stated that they were in favour of parking controls. 25% of respondents stated that they were not in favour of controls, 19% were in favour of controls and would like shorter hours if implemented and 7% believed the permit prices are too high.
- 3.17 As part of the stage two consultation, residents and businesses in the Zone E displacement area will be consulted on the hours of operation and parking design of their zone.
- 3.18 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 21 for a breakdown of comments.

Zone Dn Displacement area consultation feedback

Response Rate

- 3.19 Consultation packs were sent to 1792 households and businesses in the Zone Dn displacement area. 652 responses were received from the addresses in the area. This equates to a response rate of 36%.
- 3.20 Overall, 36% of roads consulted were in favour of controls whilst 64% was not in favour of controls being introduced.
- 3.21 A breakdown of responses can be found in Appendix 2.

Support for controls from each road

- 3.22 Of the 27 roads consulted, only 8 roads were in favour of parking controls, 16 roads were not in favour of controls and 2 roads did not provide a response. However, of the 27 roads consulted, 5 roads are estate roads and are not impacted by the introduction of controls, these include Brackenfield Close, Della Path, Midhurst Way, part of Muir Road, Napoleon Road and Nolan Way. In addition, 2 roads are private and again are not

impacted by parking controls. These are Vine Close and Laundress Lane. Also, Lower and Upper Clapton Roads are red route roads and are controlled by Transport for London so again parking controls cannot be introduced on these roads.

- 3.23 Of those roads where parking controls cannot be introduced (estate roads, private roads and red routes), there was no support for parking controls except for in three roads which were Napoleon Road, Muir Road and Upper Clapton Road.
- 3.24 Of those roads where parking controls can be introduced (public highway), support for controls were received from Rendlesham Road, Clapton Way, Monteagle Way, Muir Road, Ferron Road and Heyworth Road. Support was not received from Brooke Road, Charnock Road, Gliddon Drive, Kenninghall Road, Nightingale Road, Monro Way, Powell Road, Tiger Way, Walsingham Road and Worsley Grove.

Support for controls if parking controls are introduced on nearby roads

- 3.25 When asked if they supported controls if introduced in nearby roads, support for controls on roads where controls can be introduced increased to include Powell Road and Walsingham Road. Feedback from Worsley Road changed from being against parking controls to undecided. Muir Road, which initially supported introduction of controls, stated that they were not in favour of controls if introduced in nearby roads.
- 3.26 Support from roads where parking controls cannot be introduced (estates, private roads, red routes) showed a slight variation whereby Muir Road (estate section) no longer supported parking controls and Laundress Lane and Upper Clapton Road were undecided with 50/50 support for controls.
- 3.27 Overall, excluding those roads where parking controls cannot be introduced, roads to the west and east of the consultation area mainly supported parking controls whilst the streets to the north of Kenninghall Road, including Kenninghall Road were against the introduction of controls. The small pocket of roads adjacent to Zone Dn including Gliddon Drive, Tiger Way and Monro Way were also against the introduction of parking controls.
- 3.28 Support for controls increased from 36% to 39% when asked whether controls were supported if introduced in nearby roads. (See Appendix 2, table 12).
- 3.29 To coincide with this consultation, an estate parking consultation was also carried out with the Nightingale estate residents on the introduction of parking controls on estate roads (Brackenfield Close, Della Path, Midhurst Way, Muir Road, Napoleon Road and

Nolan Way) between the 24th August 2015 and 20th October 2015. Feedback received from the estate indicated that there was no support for parking controls.

Conclusion

- 3.30 As majority support for parking controls was received for roads to the west and east of the consultation area, these will be incorporated into Parking Zone Dn. These roads include Monteagle Way, Muir Road, Clapton Way, Ferron Way, Heyworth Road, Powell Road and Charnock Road. Although Charnock Road does not support parking controls, it is recommended that this street is included as it is surrounded by roads who support parking controls and forms a logical boundary.
- 3.31 With regards to estate roads, although they are excluded from parking controls, it is recommended that they are included within Zone Dn so that they are able to purchase a parking permit for the parking zone. In addition, a recommendation will also be made to Hackney Homes to re-consult all estate residents on the introduction of parking controls to ensure that they receive a second opportunity to have their say on whether they support parking controls or not. From past experience, the Council is aware that the introduction of parking controls in one area may increase parking pressure on another. Therefore it is important to make residents aware that parking in their area is going to change and that this is likely to impact on their parking ability.
- 3.32 As the recommendation will be to include all roads to the west and east of the consultation area in as well as estate roads into Zone Dn, it is also recommended that the small pocket of roads (Gliddon Drive, Tiger Way and Worsley Grove) are included in Zone Dn. Although there was no majority support from Gliddon Drive and Tiger Way and 50/50 support from Worsley Way if controls are introduced in nearby roads, it is important to include these roads to ensure that they are not impacted by the introduction of parking controls in nearby streets. Excluding these streets would mean that they would be the only three streets in this area with free parking which would attract non permit holders to park in these streets causing unnecessary parking stress. In addition these streets would assist in providing a logical boundary for Zone Dn.
- 3.33 The majority of roads to the north of Kenninghall Road did not support parking controls. These include Kenninghall Road, Nightingale Road, Walsingham and Brooke Road (between Evering Road and Upper Clapton Road). Upper Clapton Road supported the introduction of controls but as this is a red route controls cannot be introduced on this

road. As a result, these roads will remain uncontrolled. A recommendation has been made to re-consult these streets during the Stage 2 consultation to give them a further opportunity to join Zone Dn.

- 3.34 Lower Clapton Road will be excluded from Zone Dn as there is no support for controls and the road falls within the jurisdiction of Transport for London. However, addresses on the western side of Lower Clapton road will be included in Zone Dn to allow for permits to be purchased for the zone. Residents in this section of road have no alternative parking and therefore their inclusion within Zone Dn will provide them with the ability to park in nearby roads.
- 3.35 Parking Services is also recommending for Rendelsham Road, Ottaway Road, Vine Close and Laundress Lane to be included in the neighbouring new parking Zone R. This will allow residents on these roads more options to park in nearby roads and also creates a more logical boundary for each zone.

Additional Comments

- 3.36 Of the comments received, 26% of respondents stated that they were not in favour of parking controls, 2% stated that it was a money making scheme and 1% advised that the permit prices were too high.
- 3.37 Parking Services is recommending to implement parking controls on all roads where majority support is received and where a logical boundary needs to be created to avoid further displacement parking.
- 3.38 Residents and businesses were consulted on the introduction of parking controls due to requests and petitions received from the area from residents and businesses who were finding it difficult to park.
- 3.39 All additional comments provided by respondents have been individually assessed and where possible and appropriate will be incorporated into the proposed design. See appendix 2 Table 13 for a breakdown of comments.

Zone N Displacement area consultation feedback

Response Rate

- 3.40 Consultation packs were sent to 5518 households and businesses in the Zone N displacement area. 1803 responses were received from the addresses in the area. This equates to a response rate of 33%.
- 3.41 A breakdown of responses can be found in Appendix 3.

Support for controls from each road

- 3.42 The overall feedback from all roads indicated that (38%) were in favour of parking controls whilst (62%) were against the introduction of parking controls. 18 roads were in favour of parking controls, 4 were undecided with 50/50 for and against controls, 47 roads were not in favour of controls and 2 roads did not provide a response. (See Appendix 3, table 17)
- 3.43 Two displacement areas were consulted which included the uncontrolled roads to the north of Zone N and uncontrolled roads to the east of zone N. Overall 71 roads were consulted. Of these roads, a number of roads are not impacted by the introduction of controls as parking restrictions cannot be introduced on these roads. These include 23 estate roads (Baslow Walk, Boscombe Close, Caldecott Way, Crofton Terrace, Edwins Mead, Jarrow Way, Lyneham Walk, Nye Bevan Estate, Offas Mead, Orient Way, Oswalds Mead, Paston Close, Pendas Mead, Pond Farm Estate, Studley Close, Tower Mews, Walton Close, Warming Close, and Welford Close) 6 were private roads (Domfe Place, Hazelwood Close, Keyworth Close, Ruby Close, Ruddington Close and Sunnyhill Close) and 2 red route roads (Lower Clapton Road and Lea bridge Road). The remaining 41 were public highway roads which are all impacted by the introduction of parking controls.
- 3.44 Of those roads where parking controls cannot be introduced (estate roads, private roads and red routes), majority were not in favour of parking controls except for Blackwell Close, Domfe Place and Sherry's Wharf Estate. In addition, two of the roads (Denton Way and Radbourne Close) were undecided.
- 3.45 In the displacement area to the north of Zone N, of the roads where parking controls can be introduced (public highway), support for controls was received from most of the roads located to the south of Millfields Road (except Colenso Road and Hilsea Road). This included Atherden Road, Alfearn Road, Rushmore Road (uncontrolled section), Elmcroft Road, Mayola Road (uncontrolled section) and Saratoga Road.

- 3.46 The majority of roads to the north of Millfields Road (except Newick Road, Leagrave Street and Otley Terrace) were not in favour of controls. Feedback received from Millfields Road and Laura Place were 50/50.
- 3.47 In the displacement area to the east of the Zone N, of the roads where parking controls can be introduced (public highway); support for controls was received from most of the roads to the south of Colne Road (including Trehurst Street, Meeson Street, Durrington Road, Colne Road). Only Adley Street, Kingsmead Way, Daubeney Road and Ashenden Road were not in favour of controls.
- 3.48 All public highway roads to the north of Colne Road (except Gilpin Road and uncontrolled section of Rushmore Road) were against the introduction of parking controls. Feedback received from Marsh Hill was 50/50.

Support for controls if parking controls are introduced on nearby roads

- 3.49 When asked whether they would support parking controls if introduced in nearby roads, the feedback did not change except for Lower Clapton Road and Lea Bridge Road which changed from supporting controls to undecided (50/50) and from against support to in favour of controls respectively. (See Appendix 3, table 18)
- 3.50 However, feedback received from Millfields Road who were initially undecided (50/50), changed their response to show support for parking controls. The majority support for controls therefore rose from 38% to 42%.

Part Street Analysis for Zone N

- 3.51 Where there is clear majority received from certain roads, part-street analysis is not carried out. Where the feedback is very close and where petitions have been received from residents for parking controls, part street analysis is carried out to identify whether certain sections of the street support parking controls and whether these can be incorporated within a parking zone. Part-street analysis was therefore carried out for Daubeney Road, Ashenden Road and Mildenhall Road.
- 3.52 The part-street analysis carried out for Daubeney Road indicated that the majority of respondents in the section of Daubeney Road between Marsh Hill and sections of Ashenden Road were in favour of controls whilst majority of feedback received from the

remaining sections of the road were against parking controls. See Appendix 3; Tables 19 and 20 for more information.

- 3.53 The part-street analysis carried out for Ashenden Road indicated that the sections between Roding Road and Daubeney Road as well as the section between Trehurst Street and Adley Street were in favour of controls whilst the middle section (between Daubeney Road and Trehurst Street) were not in favour of controls. The section is predominantly estate residents which may account for the lack of support for parking controls.
- 3.54 In relation to responses received from Mildenhall Road, the section between Lower Clapton Road and Cornthwaite Road were in favour of parking controls whilst the remaining sections of the road were not in favour of controls. This may be as a result of the section of road, in favour, being within close proximity to a busy high street.

Conclusion

- 3.55 In the displacement roads to the north of Zone N, as majority support for parking controls was received from most roads to the south of Millfields Road as well as the roads to the west of Cornthwaite Road, the Council recommends that all the roads (except Cornthwaite Road and Lea bridge Road) are incorporated into existing Parking Zone N. These roads include Atherden Road, Alfearn Road, Rushmore Road (uncontrolled section), Elmcroft Road, Mayola Road (uncontrolled section), Saratoga Road, Colenso Road, Hilsea Road, Newick Road, Mildenhall Road (section between Lower Clapton Road and Cornthwaite Road) and Thistlewaite Road. Although Colenso Road and Hilsea Road did not support controls and Millfields Road was 50/50, it is recommended that these streets are also included as they are surrounded by roads who support parking controls and forms a logical boundary.
- 3.56 In addition, as a section of Mildenhall Road (between Lower Clapton Road and Cornthwaite Road), the small section of Lower Clapton Road (between Mildenhall Road and Thistlewaite Road) and all sections of Newick Road were in favour of parking controls, it is recommended that these roads are also included in Parking Zone N. Although Thistlewaite Road was not in favour of parking controls, this road will be included in parking zone N to protect the residents from displacement parking which may be caused by the introduction of controls on nearby roads.

- 3.57 The remaining roads to the east of Cornthwaite Road (including Cornthwaite Road and Lea Bridge Road) will remain uncontrolled as majority of the roads in that section (except Leagrave Street and Otley Terrace) were not in favour of controls. See appendix 3 figure 3 for more map of proposed area.
- 3.58 In the displacement roads to the east of Zone N, although the feedback was mixed, there was a cluster of roads to the south of Colne Road which were in favour of parking controls. The Council recommends that these roads be incorporated into existing Parking Zone N. These include; Colne Road, Durrington Road, Trehurst Street and Meeson Street. The southern section of Daubeney Road (south of Redwald Road) and all sections of Ashenden Road will also be incorporated into the existing parking zone N to protect the residents in that section of the road from displacement parking as they will be only roads in the area with no parking controls.
- 3.59 It is also recommended that Adley Road and Kingsmead Way are included in parking zone N in order to create a logical boundary. Although Kingsmead Way is predominantly surrounded by estates, including this road within Zone N will provide additional parking spaces for residents in the area.
- 3.60 The estates on Kingsmead Mead way (Sherry' Wharf estate and Kingsmead Estates) already have parking controls and will not be impacted by the introduction of parking controls on Kingsmead Way. However, residents on those estate will be able to purchase permits to park within Zone N.
- 3.61 Similar to the above, Lyneham walk, Studley Close and Boscombe Close are part of Linzell Estate and already have 24 hour controls and will not be impacted by the introduction of parking controls. However, residents on those estate will also be able to purchase permits to park on the road.
- 3.62 The remaining roads north of Redwald road (including Redwald Road) will remain uncontrolled as majority were not in favour of controls.

Additional Comments

- 3.63 The majority (16%) of the comments received stated that they were not in favour of parking controls or never had any problems with parking. 14% of respondents stated that they were in favour of parking controls and 3% advised that permit prices were too high.

- 3.64 Parking Services is recommending to implement parking controls on all roads where majority support is received and where a logical boundary needs to be created to avoid further displacement parking.
- 3.65 Residents and businesses were consulted on the introduction of parking controls due to requests and petitions received from the area from residents and businesses who were finding it difficult to park.
- 3.66 All additional comments provided by respondents have been individually assessed and where possible and appropriate will be incorporated into the proposed design. See appendix 3 Table 21 for a breakdown of comments.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The alternative option would be to not introduce parking controls in the areas consulted. This would however go against the Parking Enforcement Plan (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents alongside the factors that the Council must take into account when exercising its duty under the relevant legislation.

5. BACKGROUND

- 5.1 Parking Services consulted roads in the displacement areas of zones Dn, E and N on the introduction of parking controls between August and October 2015.
- 5.2 The reason for consulting the area was twofold. Firstly, requests for parking controls were received from residents in some of the roads in the area due to difficulty in finding parking on their road. Secondly, parking stress survey results carried out in the area consulted, showed high parking occupancy at different times of the day.
- 5.3 Parking Stress is defined as the number of vehicles parked on a road against the number of available parking spaces. This is deemed high where over 80% of safe available parking is occupied.
- 5.4 More information regarding stress surveys completed in the area can be found in the Cabinet report. <http://mginternet.hackney.gov.uk/ieDecisionDetails.aspx?ID=3435>.
- 5.5 Approval to consult the area was granted by Cabinet in June 2015.

5.6 The public consultation started on 14th August 2015 and closed on the 11th October 2015. The consultation process consisted of:-

- Consultation packs posted to every business and resident within the consultation area,
- A freepost response envelope,
- Consultation documentation was also available on the Council's website,
- Online questionnaire response,
- Public notices placed on every street in the consultation area,
- Public notice in Hackney Today
- Door knocking at addresses that did not respond after the first two weeks.

5.7 The consultation response rates were higher than is usual for similar consultations in Hackney, the norm being in the range of 15-20%. The response rates are set out in Table 1 below.

Table 1: Consultation response rates

Area	Ward	Response Rate
Zone E displacement	Hackney Downs	45%
Zone N displacement	Lea Bridge & Kings Park	33%
Zone Dn displacement	Hackney Downs	36%

Policy Context

5.8 The Parking and Enforcement Plan (PEP) was originally approved by Cabinet in 2010. The policies and recommendations contained within the PEP in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.

5.9 The decision to implement a PZ can be made according to the following factors:

- support from public responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow
- Supply and demand for parking, and

- The environmental and air quality impacts of parking and traffic.
- 5.10 Parking zones are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or exceeds the supply of safe kerbside space.
- 5.11 At moderate levels, parking stress can inconvenience local residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double parking and parking at junctions, which are road safety hazards and block the flow of traffic.
- 5.12 The main purpose of a PZ is to effectively manage the supply and demand for on street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emission and improve local air quality.

Equality Impact Assessment

- 5.13 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 4 for further information.

Sustainability

- 5.14 Introducing parking controls in the area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.
- 5.15 It will also encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

Administrative Costs

- 5.16 The surplus received from the enforcement of parking controls will be used to fund the maintenance of the parking scheme as well as other transport related initiatives.
- The breakdown of costs involved in the consultation have been provided below;

One off costs	£
Consultation costs	12,180.52
Total Expenditure	12,180.52

5.17 The consultation cost for the Stage One consultation carried out in the three displacement areas was £12,180.52.

5.18 As this is only a Stage One consultation, there are no enforcement, implementation and TMO costs.

Consultation

5.19 As part of the consultation process, consultation packs which included a cover letter, questionnaire, a map and a freepost envelope were sent via first class to all addresses in the area. In addition, an online questionnaire was made available on the Council website.

5.20 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.

5.21 Residents were able to have their say on the introduction of parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope.

5.22 They were also able to complete the questionnaires online via the Council website by the same date.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

6.1 This report details the results of the stage 1 parking consultation within Controlled Parking Zones D, E and N, and recommends to carry out stage 2 design consultation and also to implement parking controls in roads where there is support.

6.2 The policy for the introduction of parking controls as set out within the Parking Enforcement Plan, requires the Council to consult residents and businesses within the affected areas to seek their feedback on the implementation of parking controls.

- 6.3 6.3 Ongoing consultation costs are expected to be in the region of £13k, which will be funded from the parking revenue budget. Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes.
- 6.4 Any decision to proceed with CPZs following this consultation will be subject to a further report.

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

Displacement consultation

- 7.1 The stage 1 parking consultation is a non-statutory consultation intended to gauge the level of public support for the introduction of new parking controls.
- 7.2 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its powers in respect of parking controls places on the highway, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.
- 7.3 In addition, case law provides that:
- a consultation must be at a time when proposals are still at a formative stage;
 - sufficient reasons must be given for any proposal to enable intelligent consideration and response;
 - adequate time must be given for such consideration and response; and
 - the product of the consultation must be conscientiously taken into account in finalising any proposals.
- 7.4 The stage 1 parking consultation is the first step that the Council will undertake before any decision is taken to vary the provisions of a traffic order to introduce parking restrictions. In addition, a stage 2 parking consultation will be undertaken in respect of the detailed layout of the parking bays and lines and hours of operation of the restrictions

followed by a statutory consultation on the changes required to be made to the traffic management order to give effect to such restrictions.

- 7.5 It is clear therefore that the proposal to introduce new parking controls are still at a formative stage and this legal requirement is therefore satisfied.
- 7.6 It is stated in the body of the report that information will be included in the stage 2 consultation packs so that an informed decision can be taken. Where sufficient reasons are also included in the packs regarding the proposals it is likely that the further legal requirement will be satisfied once this element of the consultation has also been complied with.
- 7.7 As residents/businesses will be given a reasonable period of at least six weeks to consider the proposals in the stage 2 consultation, this should provide adequate time for consideration and responses to be given and so is likely to satisfy this legal requirement.
- 7.8 Where representations are received in response to the consultation and are duly considered in finalising any proposal in addition to the other legal requirements, this element of the consultation will have also been satisfied, as such it is likely that the consultation will be lawful.

Introduction of controlled parking zones within the displacement areas

- 7.9 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 or vary such places including the renaming of controlled parking zones.
- 7.10 Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed order/amendments to the order in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.11 In determining what parking places are to be designated or varied 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.

Power to authorise the displacement consultation, introduction and renaming of controlled parking zones within the displacement and existing areas

- 7.12 The exercise of powers contained in the Road Traffic Regulation Act 1984 (the “1984 Act”) relating to parking functions are executive functions.
- 7.13 Consulting on new parking controls will facilitate the discharge of the Council’s parking functions under the 1984 Act, and so is authorised under section 111 of the Local Government Act 1972.
- 7.14 Consulting on new parking controls to facilitate the discharge of the Council’s parking functions under the 1984 Act and introducing/renaming existing controlled parking zones with the renaming of zone D (n) to zone S is an executive function which has not been reserved to the Mayor or Cabinet and so can be exercised by the Corporate Director for Health and Community Services in accordance with the Council’s Constitution.

APPENDICES

- Appendix 1 – Zone E Displacement feedback
- Appendix 2 – Zone Dn Displacement feedback
- Appendix 3 – Zone N Displacement feedback
- Appendix 4 – Proposed areas (maps)
- Appendix 5 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

STAGE 1 PARKING CONSULTATION IN UNRESTRICTED STREETS ADJACENT TO ZONE D (N), N, E and G KEY DECISION NO. HCS K86

Report Author	Olaseni Koya/Gulgun Chelikhan
Comments of the Corporate Director of Finance and Resources	James Newman 0208 356 5154 James.newman@hackney.gov.uk
Comments of the Corporate Director of Legal, HR and Regulatory Services	Butta Singh 020 8356 6295 butta.singh@hackney.gov.uk

Authorisation of Corporate Director - Health and Community Services

Kim Wright

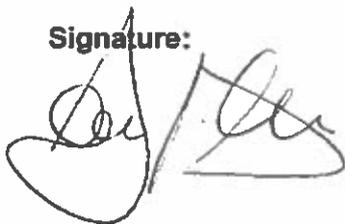
Signature:



Authorisation of Assistant Director Public Realm – Health and Community Services

Seamus Adams

Signature:



APPENDIX 1: Zone E Displacement Stage One Consultation in Displacement Areas.

Feedback Analysis

1.1 Response

A total of 1177 households and businesses were consulted in the Zone E displacement area with 535 completed questionnaires received, giving an overall response rate of 45%. The response rate received was higher than the average response rate for Stage One consultations.

A breakdown of responses on a street by street basis can be found in the table below.**Error! Reference source not found.**

Table 2: Total responses received

Road Name	Response Rate		
	Sent	Received	%
BENTHAL ROAD	198	127	64%
BROOKE ROAD	179	74	41%
DUNNOCK MEWS	30	7	23%
EVERING ROAD	284	125	44%
GOLDCREST MEWS	39	15	38%
MAURY ROAD	147	74	50%
NORCOTT ROAD	97	53	55%
OTTAWAY STREET	5	4	80%
RECTORY ROAD	21	4	19%
STELLMAN CLOSE	116	24	21%
STOKE NEWINGTON COMMON	61	28	46%
Total	1177	535	45%

*Excludes streets with no response

Table 3: Method used to respond

Area	Feedback Method		
	Paper Q	Online Q	Door Knocking
Zone E displacement	265	56	214

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

1.2 Zone E Displacement - Occupancy Type

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

Table 4: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Both	3	1%
Business	6	1%
Resident	526	98%
Grand Total	535	100%

*Excludes blank responses

1.3 Zone E displacement - Support for parking controls on your road

From the 535 responses received, 504 of respondents answered this question. The remaining 31 respondents had 'no opinion' or did not provide a response to this question.

The majority (55%) of responses were in favour of the introduction of parking controls on their road whilst 45% were not in favour. A breakdown of responses on a street by street basis can be found in Table 5.

Table 5: Support for parking controls on your road

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BENTHAL ROAD	79	38	68%	32%
BROOKE ROAD	30	43	41%	59%
DUNNOCK MEWS	1	4	20%	80%
EVERING ROAD	57	65	47%	53%
GOLDCREST MEWS	11	2	85%	15%
MAURY ROAD	46	19	71%	29%
NORCOTT ROAD	28	23	55%	45%
OTTAWAY STREET	4	0	100%	0%
RECTORY ROAD	4	0	100%	0%
STELLMAN CLOSE	5	18	22%	78%
STOKE NEWINGTON COMMON	11	16	41%	59%
Grand Total	276	228	55%	45%

Excludes blank responses

Figure 1: Support for parking controls in own street (Zone E Displacement)



1.4 Zone E displacement - Support for parking controls if implemented on nearby roads.

Out of the 535 responses received, only 497 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

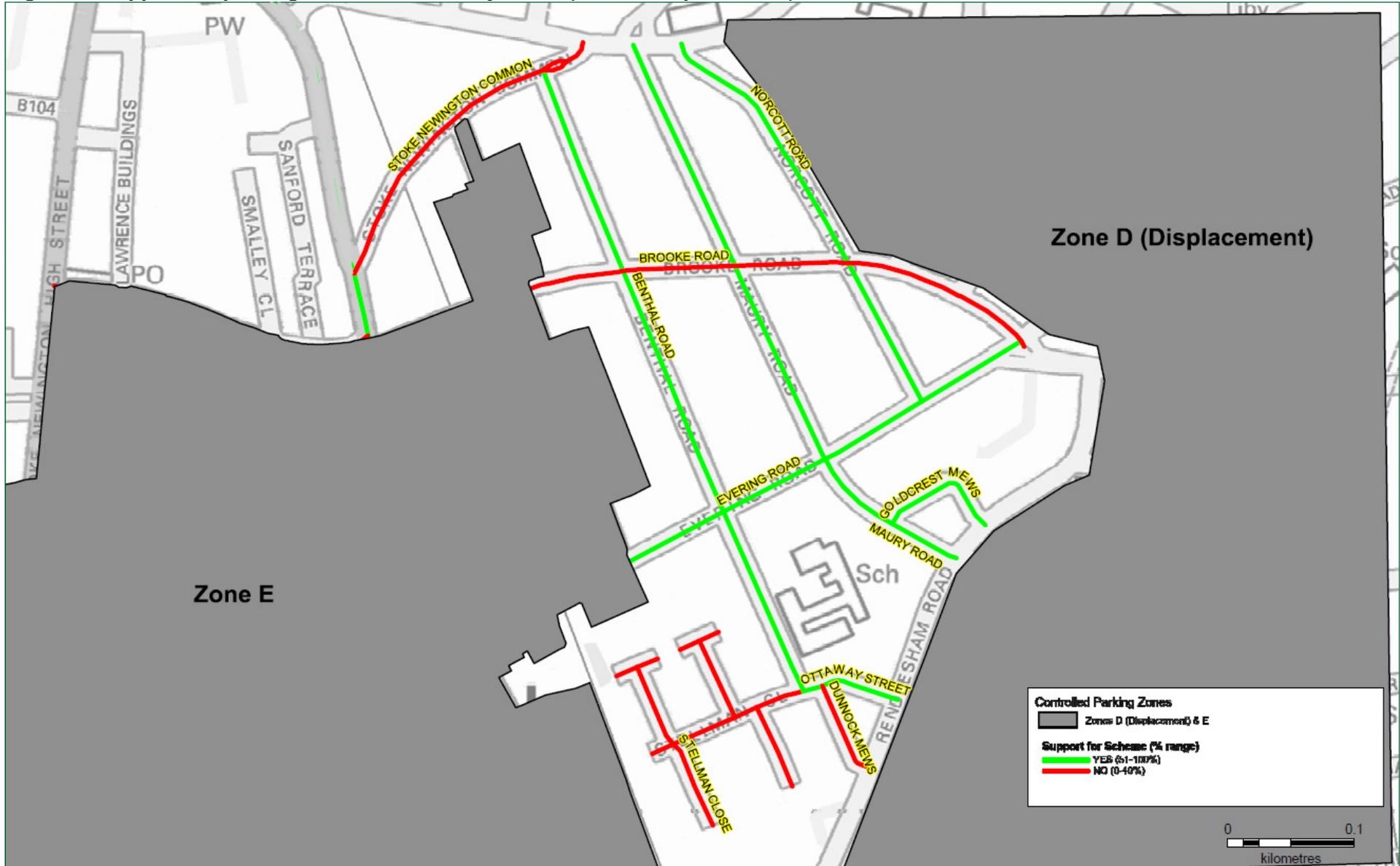
The majority (59%) of respondents were in favour of controls on their road if they were implemented on nearby roads.

A breakdown of responses by street can be found in Table 6 below.

Table 6 – Support for controls on nearby roads

	Count		Responses (%)	
	Yes	No	Yes	No
BENTHAL ROAD	81	32	72%	28%
BROOKE ROAD	34	38	47%	53%
DUNNOCK MEWS	1	4	20%	80%
EVERING ROAD	65	57	53%	47%
GOLDCREST MEWS	11	2	85%	15%
MAURY ROAD	44	20	69%	31%
NORCOTT ROAD	33	19	63%	37%
OTTAWAY STREET	3		100%	0%
RECTORY ROAD	4		100%	0%
STELLMAN CLOSE	5	18	22%	78%
STOKE NEWINGTON COMMON	10	16	38%	62%
Grand Total	291	206	59%	41%

Figure 2: Support for parking controls on nearby roads (Zone E displacement)



NORTH
Scale: 1:3,500 at A3

Zone E - Consultation Feedback For Nearby Roads

1.5 General Comments and Suggestions

These include comments received via email, letter, telephone call and completed questionnaires.

Many respondents provided more than one type of comment in their feedback and often reiterated their views of either supporting or opposing the introduction of parking controls.

136 respondents provided general comments. Of the comments received, majority (26%) of the comments were in favour of the introduction of parking controls. 25% of respondents stated that they were not in favour of controls, 19% were in favour of controls and would like shorter hours of controls if implemented and 7% believed the permit prices were too high.

Table 7 provides a breakdown of the main comment themes provided by respondents.

Table 7: Theme of comments

Comments	Total	% Total
In favour of controls	35	26%
Against Controls	34	25%
In favour of controls and would like shorter hours	26	19%
Permit fees to high	9	7%
Against controls but would like shorter hours if introduced	6	4%
In favour of controls and would like longer hours	5	4%
Money making scheme	5	4%
Only support if shorter hours are introduced	3	2%
No choice but to be in favour - feel it has been forced on them	2	1%
Would like 8.30 - 5.30 hours	2	1%
Can Landlords purchase visitor vouchers	1	1%
Follow up boundary change	1	1%
More enforcement on Stelman Close	1	1%
Parking controls should be borough wide	1	1%
Request for loading bay	1	1%
Request a One way	1	1%
Residents should get free permits	1	1%
Skips and building works causing problems	1	1%
Would like cycle hangars implemented	1	1%

APPENDIX 2: Zone Dn Displacement Stage One Consultation in Displacement Areas.

Feedback Analysis

1.1 Response

A total of 1792 households and businesses were consulted in the Zone D north displacement area with 652 completed questionnaires received, making an overall response rate of 36%. The response rate received was higher than the average response rate for Stage One consultations.

A breakdown of responses on a street by street basis can be found in table 8 below.

Error! Reference source not found. Table 8: Total responses received

Road Name	Response Rate		
	Sent	Received	%
BRACKENFIELD CLOSE	25	6	24%
BROOKE ROAD	259	90	35%
CHARNOCK ROAD	20	13	65%
CLAPTON WAY	8	10	125%
DELLA PATH	34	14	41%
DOWNS ROAD	5	0	0%
FERRON ROAD	17	6	35%
GLIDDON DRIVE	43	38	88%
HEYWORTH ROAD	45	27	60%
KENNINGHALL ROAD	263	69	26%
LAUNDRESS LANE	10	2	20%
LOWER CLAPTON ROAD	84	23	27%
MIDHURST WAY	17	9	53%
MONRO WAY	55	13	24%
MONTEAGLE WAY	122	55	45%
MUIR ROAD	154	55	36%
NAPOLEON ROAD	108	33	31%
NIGHTINGALE ROAD	60	33	55%

NOLAN WAY	86	38	44%
OLYMPUS SQUARE	19	0	0%
POWELL ROAD	130	39	30%
RENDLESHAM ROAD	99	33	33%
TIGER WAY	14	1	7%
UPPER CLAPTON ROAD	17	1	6%
VINE CLOSE	26	11	42%
WALSINGHAM ROAD	60	26	43%
WORSLEY GROVE	12	7	58%
Total	1792	652	36%

*Excludes streets with no response

Table 9: Method used to respond

Area	Feedback Method		
	Paper Q	Online Q	Door Knocking
Zone Dn displacement	302	81	269

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

1.2 Zone Dn Displacement - Occupancy Type

The majority (96%) of respondents classified themselves as 'residents' whilst the remaining 4% of respondents classified themselves as 'business or both'. A breakdown of responses can be found below in Table 10.

Table 10: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Both	5	1%
Business	18	3%
Resident	629	96%
Grand Total	652	100%

*Excludes blank responses

1.3 Zone Dn displacement - Support for parking controls on your road

From the 652 responses received, 609 respondents answered the question. The remaining 41 respondents had 'no opinion' to this question.

Only (36%) of responses were in favour of parking controls on their road whilst the majority (64%) were not in favour. A breakdown of responses by street can be found in Table 11 below.

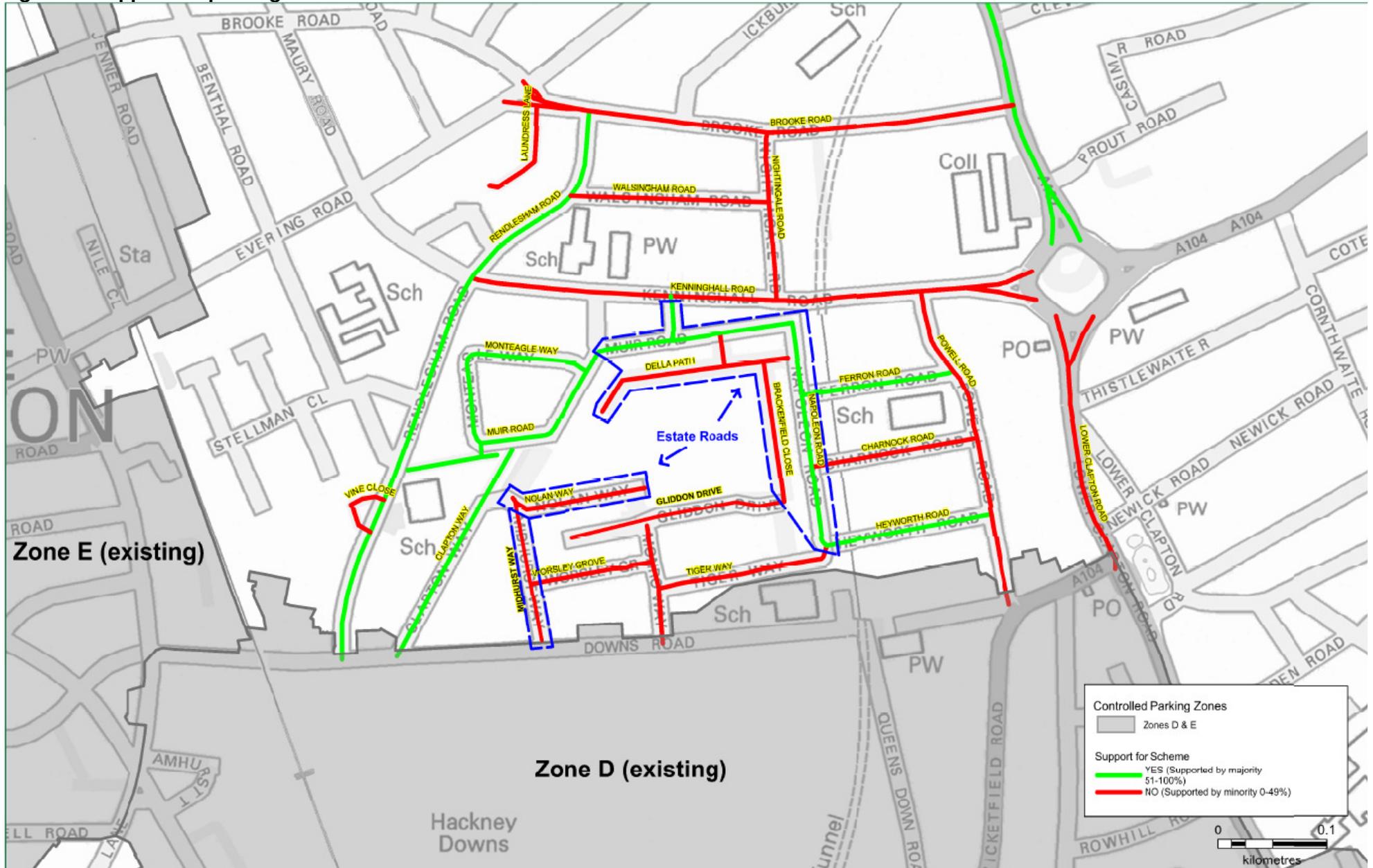
Table 11: Support for parking controls on your road

Row Labels	Total Response		Responses %	
	Yes	No	Yes	No
BRACKENFIELD CLOSE	1	5	17%	83%
BROOKE ROAD	23	66	26%	74%
CHARNOCK ROAD	6	7	46%	54%
CLAPTON WAY	8	1	89%	11%
DELLA PATH	3	11	21%	79%
FERRON ROAD	3	2	60%	40%
GLIDDON DRIVE	2	36	5%	95%
HEYWORTH ROAD	16	11	59%	41%
KENNINGHALL ROAD	17	46	27%	73%
LAUNDRESS LANE	0	2	0%	100%
LOWER CLAPTON ROAD	8	14	36%	64%
MIDHURST WAY	0	8	0%	100%
MONRO WAY	3	10	23%	77%
MONTEAGLE WAY	24	22	52%	48%
MUIR ROAD	24	21	53%	47%
NAPOLEON ROAD	17	16	52%	48%
NIGHTINGALE ROAD	6	23	21%	79%
NOLAN WAY	5	31	14%	86%
POWELL ROAD	18	21	46%	54%
RENDLESHAM ROAD	20	10	67%	33%
TIGER WAY		1	0%	100%
UPPER CLAPTON ROAD	1		100%	0%
VINE CLOSE	3	5	38%	63%
WALSINGHAM ROAD	10	15	40%	60%
WORSLEY GROVE	3	4	43%	57%

Grand Total	221	388	36%	64%
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Excludes blank responses

Figure 1: Support for parking controls in own street.



1.4 Zone Dn displacement - Support for parking controls if implemented on nearby roads.

Out of the 652 responses received, only 497 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

There was a slight change in the response received. Although majority (61%) of respondents were still not in favour of controls if implemented on nearby roads, the number of respondents in favour increased to 39%.

In addition, some roads such as Powell Road and Laundress Lane were now in favour of controls if they were introduced on nearby roads.

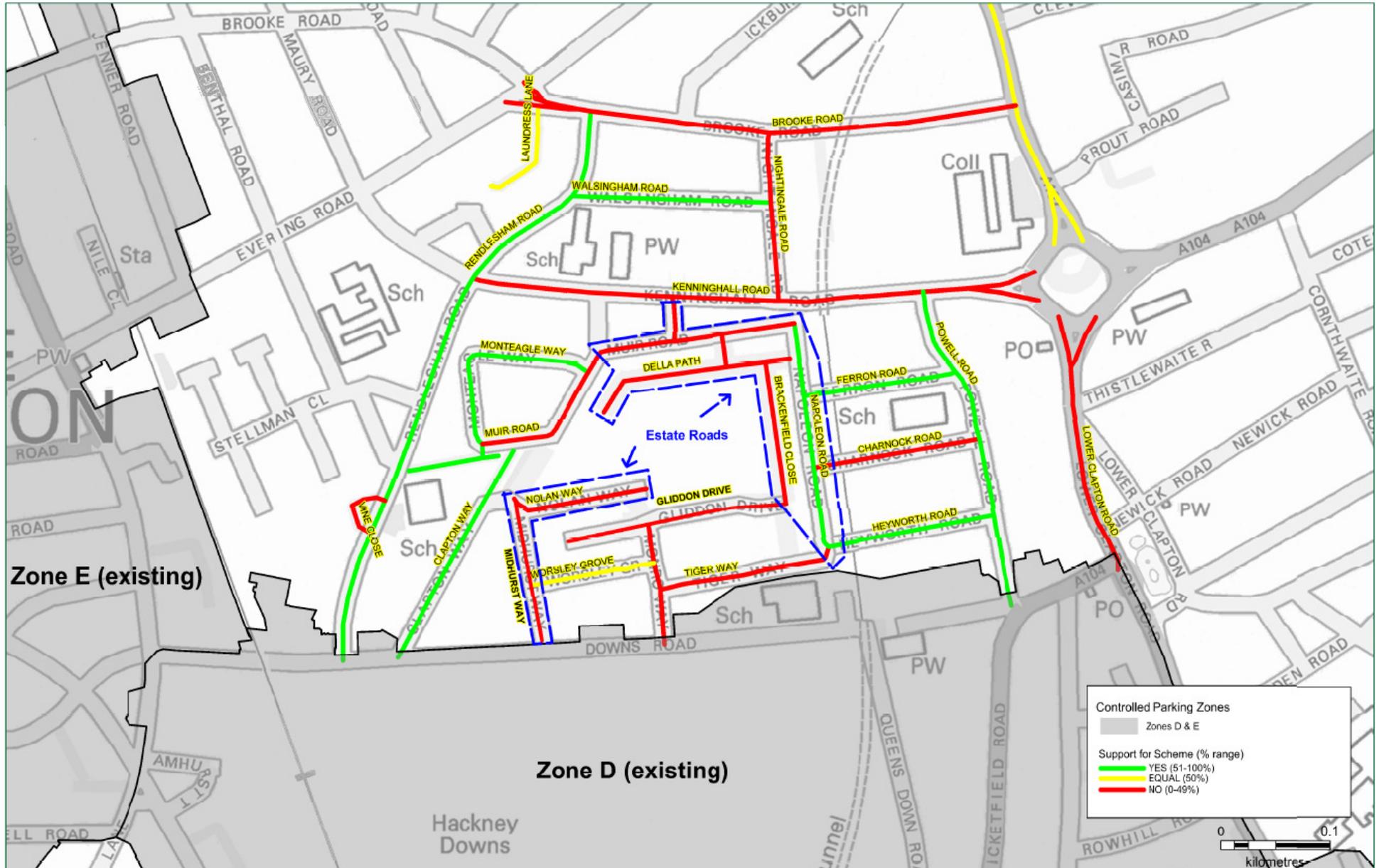
A breakdown of responses by street can be found in Table 12 below.

Table 12 – Support for controls if introduced on nearby roads

Row Labels	Total Response		Responses%	
	Yes	No	Yes	No
BRACKENFIELD CLOSE	1	5	17%	83%
BROOKE ROAD	25	62	29%	71%
CHARNOCK ROAD	6	7	46%	54%
CLAPTON WAY	8	1	89%	11%
DELLA PATH	3	11	21%	79%
FERRON ROAD	3	2	60%	40%
GLIDDON DRIVE	3	35	8%	92%
HEYWORTH ROAD	16	10	62%	38%
KENNINGHALL ROAD	17	42	29%	71%
LAUNDRESS LANE	1	1	50%	50%
LOWER CLAPTON ROAD	9	13	41%	59%
MIDHURST WAY	0	8	0%	100%
MONRO WAY	3	10	23%	77%
MONTEAGLE WAY	25	22	53%	47%
MUIR ROAD	21	22	49%	51%
NAPOLEON ROAD	17	16	52%	48%

NIGHTINGALE ROAD	8	21	28%	72%
NOLAN WAY	4	29	12%	88%
POWELL ROAD	21	18	54%	46%
RENDELSHAM ROAD	20	9	69%	31%
TIGER WAY	0	1	0%	100%
UPPER CLAPTON ROAD	0	0	0%	0%
VINE CLOSE	3	5	38%	63%
WALSINGHAM ROAD	13	11	54%	46%
WORSLEY GROVE	3	3	50%	50%
Grand Total	230	364	39%	61%

Figure 2: Support for parking controls if introduced on nearby roads (Zone Dn Displacement)



Document Number: 16783516

Document Name: 16724532-Delegated Authority Report - Zones Dn E and N disp areas

1.5 General Comments and Suggestions.

These include comments received via email, letter, telephone call and completed questionnaires.

Many respondents provided more than one type of comment in their feedback and often reiterated their views of either supporting or opposing the introduction of parking controls.

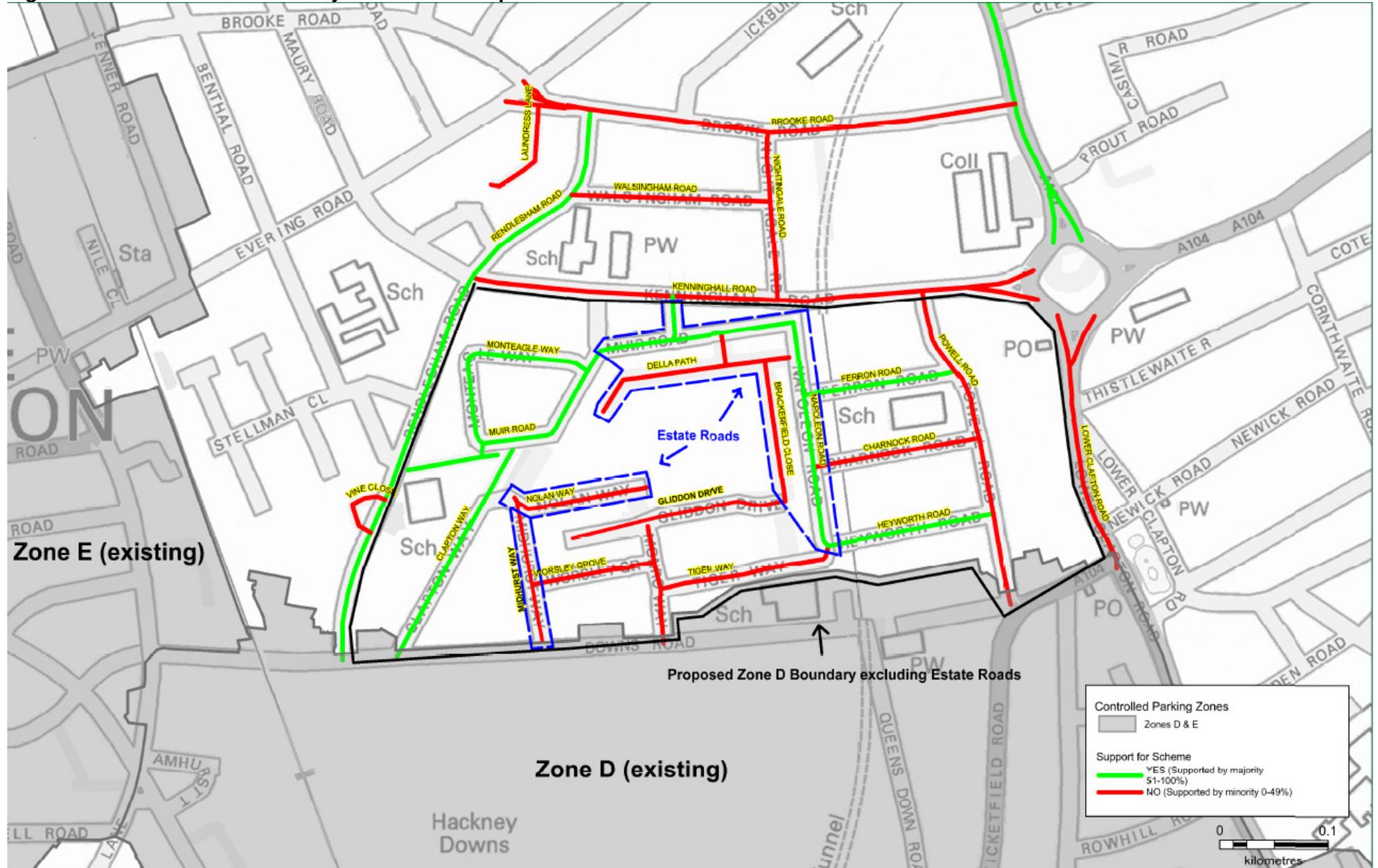
216 respondents provided general comments. Of the comments received, majority (26%) of the comments advised that they were not in favour of parking controls. 10% of respondents stated that it was a money making scheme and 1% advised that the permit prices were too high.

Table 13 provides a breakdown of the main comment themes provided by respondents.

Table 13: Theme of comments

Comments	Total	% Total
Do not want controls	168	26%
Money Making scheme	10	2%
Permit prices too high	9	1%
My visitors / family will not be able to visit me	7	1%
Detrimental to local businesses	4	1%
Half day restrictions on Saturday	2	0%
More cycle parking	2	0%
not necessary - estate parking	2	0%
Prefer shorter hours	2	0%
Requesting information	2	0%
Residents should get free permits	2	0%
Garage causing parking stress	1	0%
Negative impact on local businesses	1	0%
Should be space for an electric car	1	0%
There should be parking spaces on both sides of Powell Road	1	0%
Traffic Congestion causing problems	1	0%
Wants a business bay	1	0%

Figure 3: Recommended boundary for Zone Dn Displacement



APPENDIX 3: Zone N Displacement Stage One Consultation in Displacement Areas.

Feedback Analysis

1.1 Response

A total of 5518 households and businesses were consulted in the Zone N displacement area with 1803 completed questionnaires received, making an overall response rate of 33%. The response rate received was higher than the average response rate for Stage One consultations.

A breakdown of responses on a street by street basis can be found in **Error! Reference source not found..**

The majority (47%) of the responses were received via post whilst the remainder were received via an online questionnaire (11%) and door knocking activity (42%) completed in the area. [Table 15]

Table 14: Total responses received

Road Name	Response Rate		
	Sent	Received	%
ADLEY STREET	83	44	53%
ALFEARN ROAD	17	9	53%
ASHENDEN ROAD	110	63	57%
ATHERDEN ROAD	22	16	73%
BASLOW WALK	18	10	56%
BLACKWELL CLOSE	26	12	46%
BOSCOMBE CLOSE	50	6	12%
CALDECOTT WAY	97	18	19%
CHAILEY STREET	11	5	45%
CHATSWORTH ROAD	46	18	39%
COLENZO ROAD	54	18	33%
COLNE ROAD	31	16	52%
CORNTHWAITE ROAD	2	0	0%
COTESBACH ROAD	62	35	56%
CROSSWAYS TERRACE	3	2	67%

DAUBENEY ROAD	366	115	31%
DENTON WAY	10	2	20%
DOMFE PLACE	14	5	36%
DURRINGTON ROAD	56	27	48%
EDWINS MEAD	30	13	43%
ELMCROFT STREET	35	25	71%
FLETCHING ROAD	100	69	69%
GILPIN ROAD	35	10	29%
HAZELWOOD CLOSE	22	2	9%
HILLSTOWE STREET	27	20	74%
HILSEA STREET	43	20	47%
HOMERTON ROAD	1247	162	13%
JARROW WAY	27	15	56%
KEYWORTH CLOSE	46	4	9%
KINGSMEAD WAY	24	10	42%
LAURA PLACE	17	2	12%
LEA BRIDGE ROAD	235	80	34%
LEAGRAVE STREET	22	12	55%
LOWER CLAPTON ROAD	169	33	20%
LYNEHAM WALK	61	17	28%
MANDEVILLE STREET	178	86	48%
MARSH HILL	26	4	15%
MAYOLA ROAD	90	41	46%
MEESON STREET	39	26	67%
MILDENHALL ROAD	202	134	66%
MILLFIELDS ROAD	182	85	47%
NEWICK ROAD	118	31	26%
NYE BEVAN ESTATE	163	47	29%
OFFAS MEAD	30	12	40%
ORIENT WAY	17	8	47%
OSWALD STREET	31	13	42%
OSWALDS MEAD	28	10	36%
OTLEY TERRACE	12	5	42%
OVERBURY STREET	150	51	34%
PASTON CLOSE	24	4	17%
PEDRO STREET	202	51	25%
PENDAS MEAD	33	13	39%
POND FARM ESTATE	41	1	2%
RADBOURNE CLOSE	17	2	12%
REDWALD ROAD	128	41	32%
RUBY CLOSE	8	2	25%

RUDDINGTON CLOSE	10	1	10%
RUSHMORE ROAD	101	34	34%
SARATOGA ROAD	42	10	24%
SHERRY'S WHARF ESTATE	0	1	#DIV/0!
STUDLEY CLOSE	22	6	27%
SUNNYHILL CLOSE	40	10	25%
THISTLEWAITE ROAD	122	61	50%
THORNBY ROAD	69	31	45%
TOWER MEWS	17	2	12%
TREHURST STREET	79	39	49%
WALTON CLOSE	15	5	33%
WARMINGTON CLOSE	16	3	19%
WATERWORKS LANE	1	0	0%
WATTISFIELD ROAD	27	9	33%
WELFORD CLOSE	20	9	45%
Total	5518	1803	33%

*Excludes streets with no response

Table 15: Method used to respond

Area	Feedback Method		
	Paper Q	Online Q	Door Knocking
Zone N displacement	841	203	759

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

1.2 Zone N Displacement - Occupancy Type.

The majority (98%) of respondents classified themselves as 'residents' whilst the remaining 2% of respondents classified themselves as 'business or both'. A breakdown of responses can be found below in Table 16.

Table 16: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Both	19	1%
Business	22	1%
Resident	1762	98%
Grand Total	1803	100%

*Excludes blank responses

1.3 Zone N displacement - Support for parking controls on your road

From the 1803 responses received, 1668 respondents answered the question. The remaining 135 respondents had 'no opinion' or did not answer the question.

Only (38%) of responses were in favour of parking controls on their road whilst the majority (62%) were not in favour. A breakdown of responses by street can be found below in Table 17.

Table 17: Support for parking controls on your road.

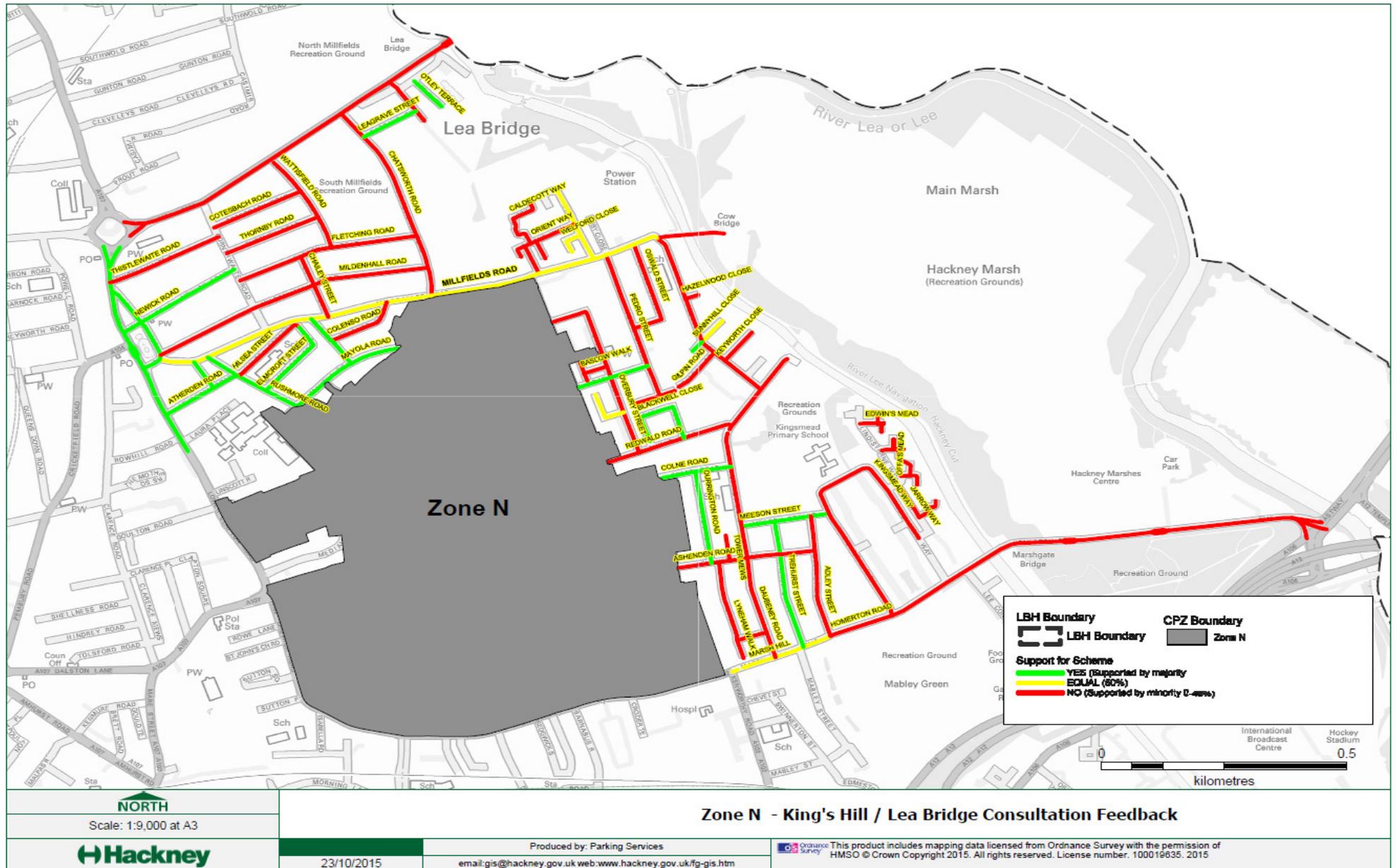
Row Labels	Total Response		% Response	
	Yes	No	Yes	No
ADLEY STREET	17	23	43%	58%
ALFEARN ROAD	7	1	88%	13%
ASHENDEN ROAD	24	29	45%	55%
ATHERDEN ROAD	10	5	67%	33%
BASLOW WALK	1	9	10%	90%
BLACKWELL CLOSE	5	4	56%	44%
BOSCOMBE CLOSE	1	4	20%	80%
CALDECOTT WAY	3	10	23%	77%
CHAILEY STREET	1	4	20%	80%
CHATSWORTH ROAD	7	10	41%	59%
COLENZO ROAD	3	15	17%	83%
COLNE ROAD	12	4	75%	25%
COTESBACH	5	28	15%	85%

ROAD				
CROFTON TERRACE		1	0%	100%
DAUBENEY ROAD	42	68	38%	62%
DENTON WAY	1	1	50%	50%
DOMFE PLACE	3	2	60%	40%
DURRINGTON ROAD	19	8	70%	30%
EDWINS MEAD	3	8	27%	73%
ELMCROFT STREET	20	5	80%	20%
FLETCHING ROAD	16	48	25%	75%
GILPIN ROAD	2	8	20%	80%
HAZELWOOD CLOSE	0	1	0%	100%
HILLSTOWE STREET	8	11	42%	58%
HILSEA STREET	8	11	42%	58%
HOMERTON ROAD	19	141	12%	88%
JARROW WAY	0	13	0%	100%
KEYWORTH CLOSE	1	3	25%	75%
KINGSMEAD WAY	0	10	0%	100%
LAURA PLACE	1	1	50%	50%
LEA BRIDGE ROAD	28	41	41%	59%
LEAGRAVE STREET	7	4	64%	36%
LOWER CLAPTON ROAD	17	13	57%	43%
LYNEHAM WALK	6	10	38%	63%
MANDEVILLE STREET	5	50	9%	91%
MARSH HILL	2	2	50%	50%
MAYOLA ROAD	30	10	75%	25%
MEESON STREET	20	5	80%	20%
MILDENHALL ROAD	45	85	35%	65%
MILLFIELDS ROAD	41	41	50%	50%
NEWICK ROAD	20	9	69%	31%
NYE BEVAN ESTATE	21	24	47%	53%

OFFAS MEAD	1	8	11%	89%
ORIENT WAY	2	6	25%	75%
OSWALD STREET	2	9	18%	82%
OSWALDS MEAD	1	7	13%	88%
OTLEY TERRACE	4	1	80%	20%
OVERBURY STREET	21	30	41%	59%
PASTON CLOSE		4	0%	100%
PEDRO STREET	14	34	29%	71%
PENDAS MEAD	2	9	18%	82%
POND FARM ESTATE		1	0%	100%
RADBOURNE CLOSE	1	1	50%	50%
REDWALD ROAD	16	20	44%	56%
RUBY CLOSE		2	0%	100%
RUDDINGTON CLOSE		1	0%	100%
RUSHMORE ROAD	18	14	56%	44%
SARATOGA ROAD	7	3	70%	30%
SHERRY'S WHARF ESTATE	1		100%	0%
STUDLEY CLOSE	2	3	40%	60%
SUNNYHILL CLOSE	2	8	20%	80%
THISTLEWAITE ROAD	22	36	38%	62%
THORNBY ROAD	3	28	10%	90%
TOWER MEWS		2	0%	100%
TREHURST STREET	23	15	61%	39%
WALTON CLOSE	1	3	25%	75%
WARMINGTON CLOSE	1	2	33%	67%
WATTISFIELD ROAD	2	7	22%	78%
WELFORD CLOSE	2	5	29%	71%
Grand Total	629	1039	38%	62%

Excludes blank responses.

Figure 1: Support for parking controls on own road.



1.4 Zone N displacement - Support for parking controls if implemented on nearby roads.

Out of the 1803 responses received, only 1643 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

There was only a slight change in the response received. Although majority (58%) of respondents were still not in favour of controls on their road if they were implemented on nearby roads, the number of respondents in favour increased to 42%. Feedback received from Lea bridge road and Lower Clapton Road was now in support of controls if introduced on nearby roads.

A breakdown of responses by street can be found below in Table 18.

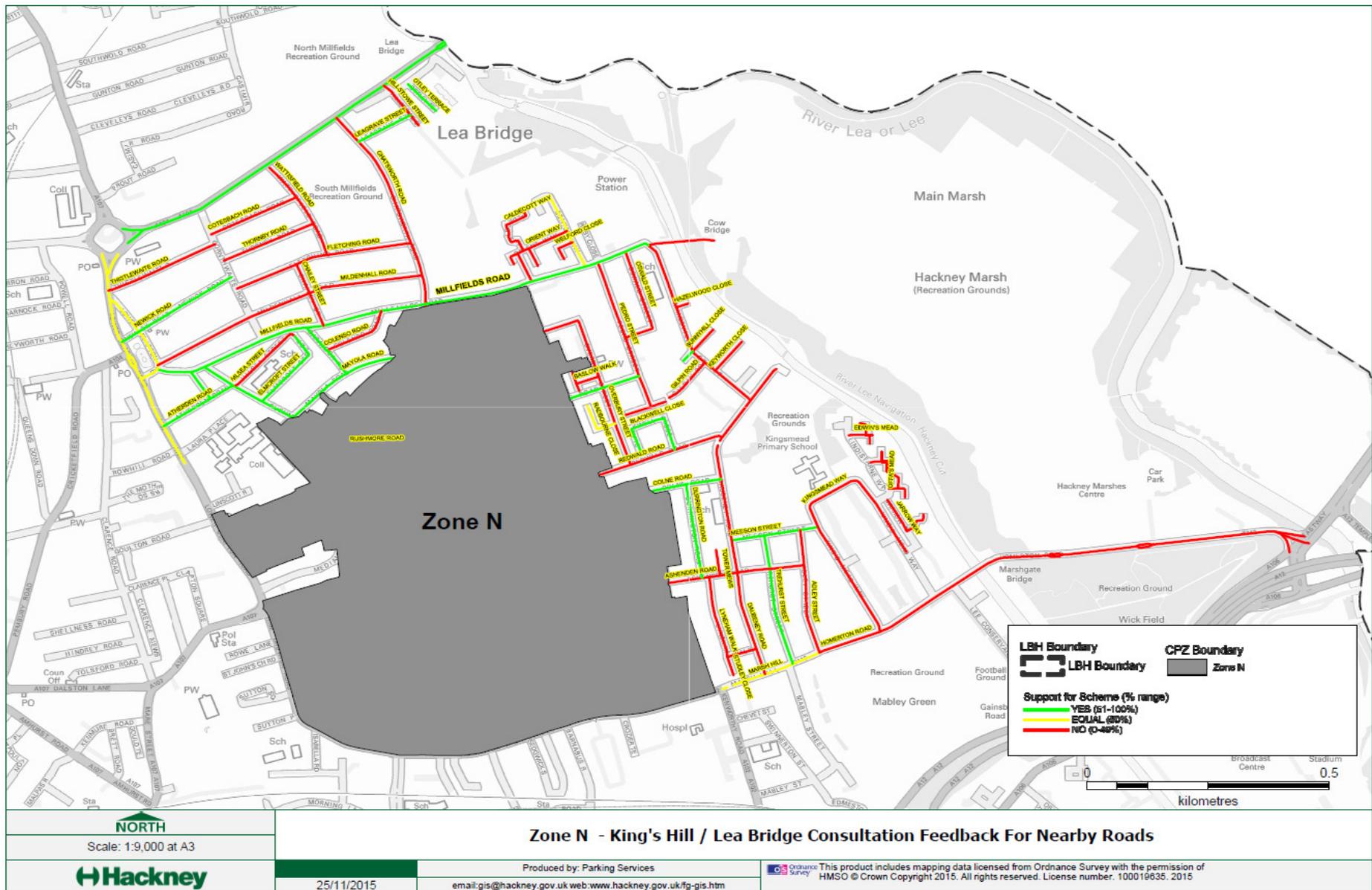
Table 18 – Support for controls on nearby roads

Row Labels	Total responses		% Responses	
	Yes	No	Yes	No
ADLEY STREET	19	21	48%	53%
ALFEARN ROAD	7	1	88%	13%
ASHENDEN ROAD	24	29	45%	55%
ATHERDEN ROAD	10	5	67%	33%
BASLOW WALK	1	9	10%	90%
BLACKWELL CLOSE	5	4	56%	44%
BOSCOMBE CLOSE	1	4	20%	80%
CALDECOTT WAY	4	9	31%	69%
CHAILEY STREET	2	3	40%	60%
CHATSWORTH ROAD	8	10	44%	56%
COLENZO ROAD	2	15	12%	88%
COLNE ROAD	12	4	75%	25%
COTESBACH ROAD	8	24	25%	75%
CROFTON TERRACE	0	1	0%	100%
DAUBENEY ROAD	42	64	40%	60%

DENTON WAY	1	1	50%	50%
DOMFE PLACE	3	2	60%	40%
DURRINGTON ROAD	19	8	70%	30%
EDWINS MEAD	3	8	27%	73%
ELMCROFT STREET	20	5	80%	20%
FLETCHING ROAD	22	41	35%	65%
GILPIN ROAD	3	7	30%	70%
HAZELWOOD CLOSE	0	1	0%	100%
HILLSTOWE STREET	8	11	42%	58%
HILSEA STREET	8	11	42%	58%
HOMERTON ROAD	27	129	17%	83%
JARROW WAY		13	0%	100%
KEYWORTH CLOSE	1	3	25%	75%
KINGSMEAD WAY		10	0%	100%
LAURA PLACE	1	1	50%	50%
LEA BRIDGE ROAD	37	33	52%	48%
LEAGRAVE STREET	8	3	73%	27%
LOWER CLAPTON ROAD	15	15	50%	50%
LYNEHAM WALK	4	11	27%	73%
MANDEVILLE STREET	5	50	9%	91%
MARSH HILL	2	2	50%	50%
MAYOLA ROAD	32	8	80%	20%
MEESON STREET	20	4	83%	17%
MILDENHALL ROAD	53	75	41%	59%
MILLFIELDS ROAD	45	38	54%	46%
NEWICK ROAD	23	5	82%	18%
NYE BEVAN ESTATE	22	22	50%	50%
OFFAS MEAD	1	8	11%	89%
ORIENT WAY	2	6	25%	75%

OSWALD STREET	3	7	30%	70%
OSWALDS MEAD	1	7	13%	88%
OTLEY TERRACE	4	1	80%	20%
OVERBURY STREET	20	28	42%	58%
PASTON CLOSE		4	0%	100%
PEDRO STREET	15	32	32%	68%
PENDAS MEAD	2	9	18%	82%
POND FARM ESTATE	0	0	0	0
RADBOURNE CLOSE	1	1	50%	50%
REDWALD ROAD	14	20	41%	59%
RUBY CLOSE		2	0%	100%
RUDDINGTON CLOSE		1	0%	100%
RUSHMORE ROAD	18	15	55%	45%
SARATOGA ROAD	7	3	70%	30%
SHERRY'S WHARF ESTATE	0	0	0	0
STUDLEY CLOSE	1	3	25%	75%
SUNNYHILL CLOSE	4	6	40%	60%
THISTLEWAITE ROAD	24	34	41%	59%
THORNBY ROAD	7	22	24%	76%
TOWER MEWS	0	2	0%	100%
TREHURST STREET	26	12	68%	32%
WALTON CLOSE	1	3	25%	75%
WARMINGTON CLOSE	1	2	33%	67%
WATTISFIELD ROAD	3	6	33%	67%
WELFORD CLOSE	2	5	29%	71%
Grand Total	684	959	42%	58%

Figure 2: Support for parking controls if introduced on nearby roads.



1.5 Responses broken down by part street

Daubeney Road

The responses analysed on a part street basis shows the top section of Daubeney Road (between Marsh Hill and Ashenden Road) being in favour of controls whilst the remaining sections against parking controls.

A breakdown of responses received have been shown in table 19 below;

Table 19 – Daubeney Road Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 2 - 74) Odds; 1 - 71)	29	18	62%	38%
Junction 2 (Evens; Charles House - 170) Odds; 103 - 119)	6	13	32%	68%
Junction 3 (Evens 172 - 340 Odds 135 - 159)	7	36	16%	84%
Grand Total	42	68	38%	62%

Ashenden Road

Sections of Ashenden Road were also in favour of controls when analysed on a part street basis. The sections between Roding Road and Daubeney Road as well as Trehurst Street and Adley Road were in favour of controls whilst only the section between Daubeney Road and Trehurst Street were not in favour.

A breakdown of responses received have been shown in table 20 below;

Table 20 – Ashenden Road Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 14 - 42A Odds; 13 - 35)	11	5	69%	31%

Junction 2 (Evens 60 - 70)	6	19	24%	76%
Junction 3 (Evens; 72 - 94 Odds; 71 - 83)	7	5	58%	42%
Grand Total	24	29	45%	55%

Mildenhall Road

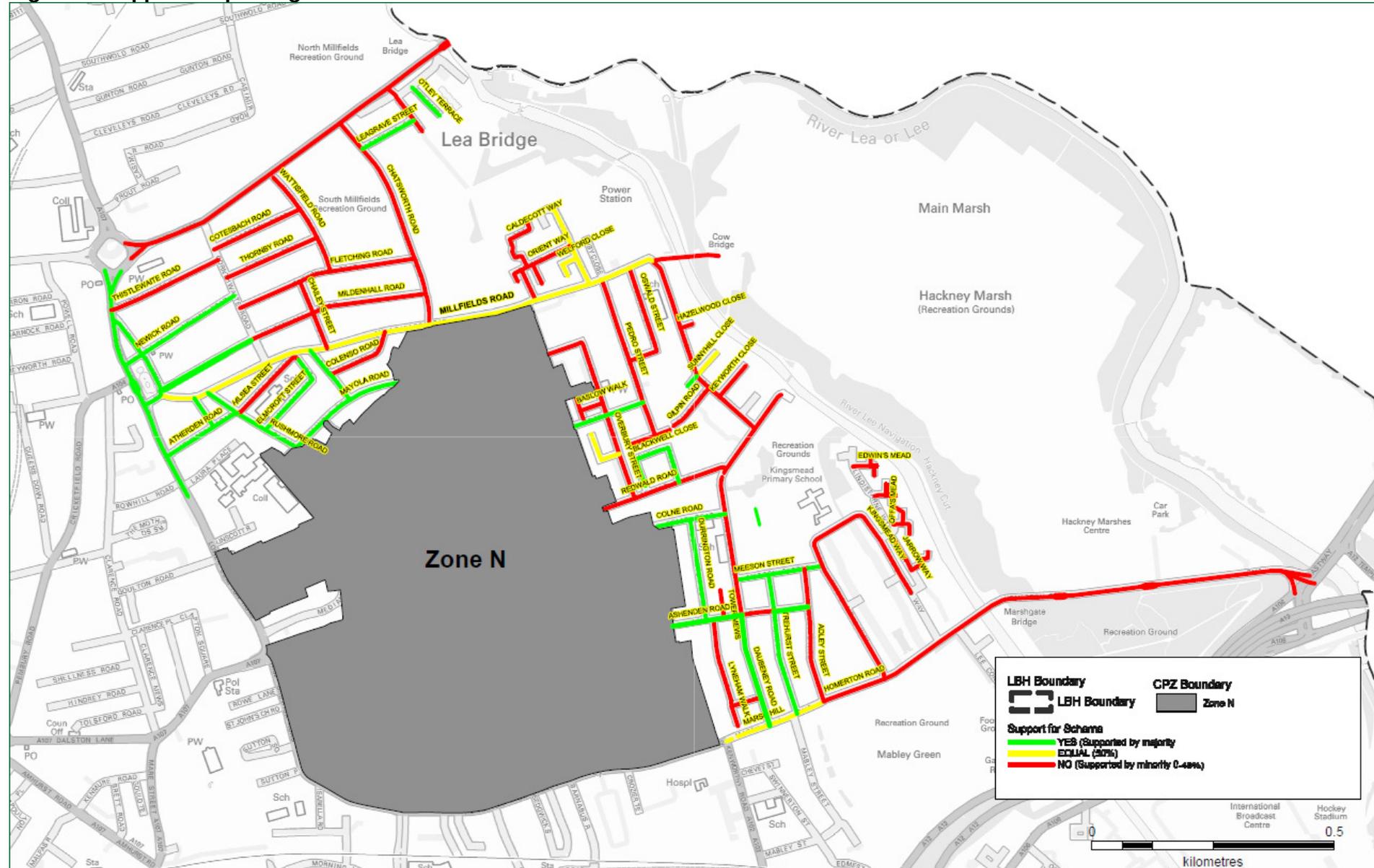
When analysed on a part street basis, the top section of Mildenhall Road (between Lower Clapton Road and Cornthwaite Road) were in favour of parking controls whilst the remaining sections up to Chatsworth Road were not in favour.

A breakdown of responses received have been shown in table 21 below;

Table 21 – Mildenhall Road Part street response

Sections	Total Response		Responses %	
	Yes	No	Yes	No
Junction 1 (Evens; 2a – 48, Odds; 1a – 45)	31	16	66%	34%
Junction 2 (Evens; 50 – 90, Odds; 47 – 89)	9	25	26%	74%
Junction 3 (Evens; 106 – 150, Odds; 91 – 149)	5	44	10%	90%
Grand Total	45	85	35%	65%

Figure 3: Support for parking controls on Part Street basis



1.6 General Comments and Suggestions.

These include comments received via email, letter, telephone call and completed questionnaires.

Many respondents provided more than one type of comment in their feedback and often reiterated their views of either supporting or opposing the introduction of parking controls.

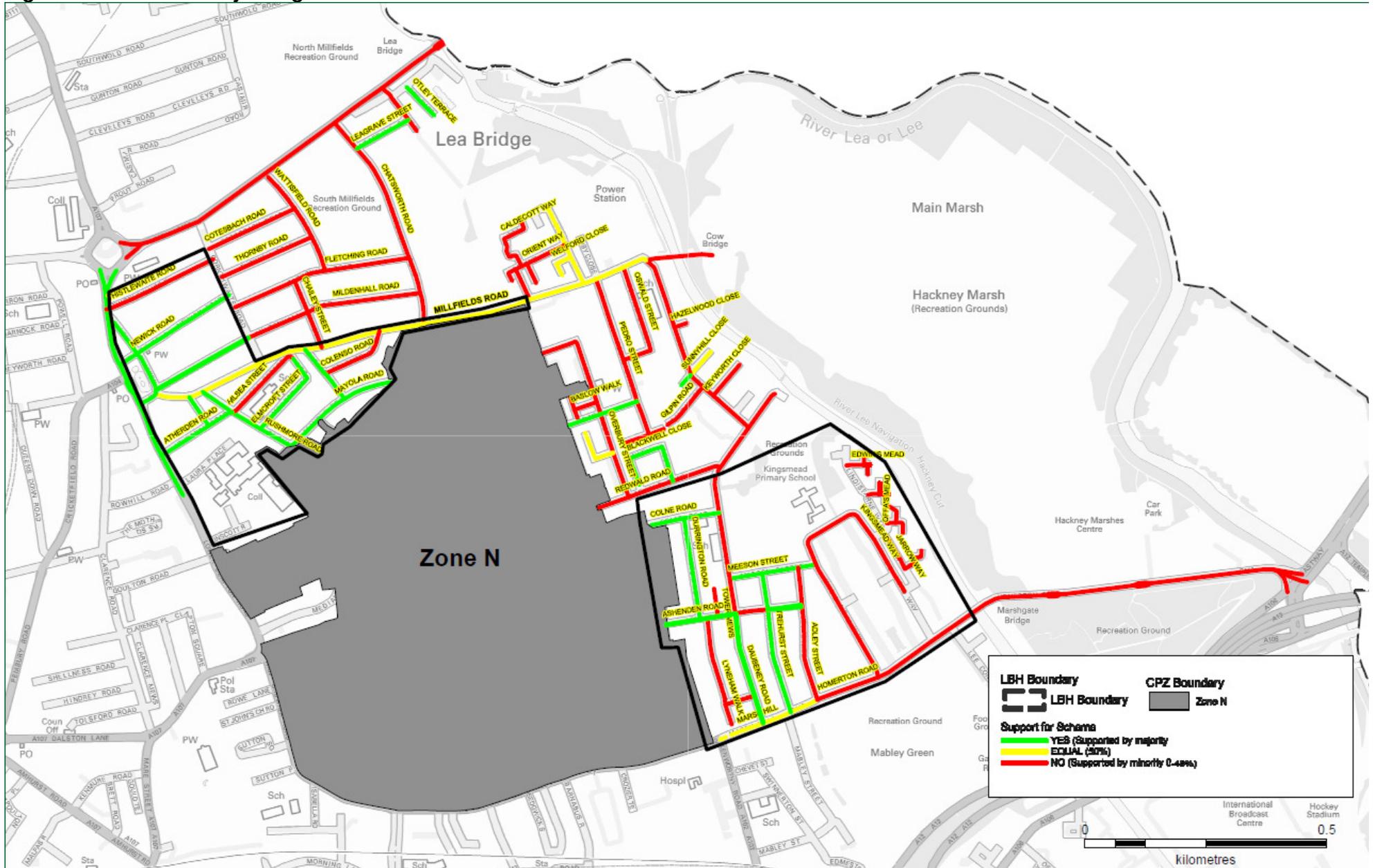
570 respondents provided general comments. Of the comments received, majority (16%) of the comments advised that they were not in favour of parking controls or never had any problems with parking. 14% of respondents stated that they were in favour of parking controls and 3% advised that the permit prices were too high.

Table 21 provides a breakdown of the main comment themes provided by respondents.

Table 21: Theme of comments

Comments	Total	% Total
Against Parking Controls / Never had a problem with parking.	221	16%
In Favour	192	14%
Parking Charges too high	48	3%
Revenue generating	27	2%
commuter parking	16	1%
Displacement Parking	16	1%
Happy with parking being free	10	1%
If control hours are limited - In favour	10	1%
Permits should be free	10	1%
Need to have a resident permit to be in favour	4	0%
No opinion as I do not own a car	4	0%
cycle hangar request	2	0%
Request for Motorcycle parking	2	0%
Cannot afford permits as I am Elderly and recently had knee surgery - need friends and family to be able to visit for assistance.	1	0%
Disabled bay required	1	0%
Don't limit the number of cars for each household	1	0%
Issues with people blocking dropped kerbs	1	0%
Parking required for hospital staff	1	0%
Section 106 property	1	0%
Speed restrictions and one ways need to be introduced	1	0%
Would put strain on staff in Millfields school	1	0%

Figure 4: Final Boundary Design.

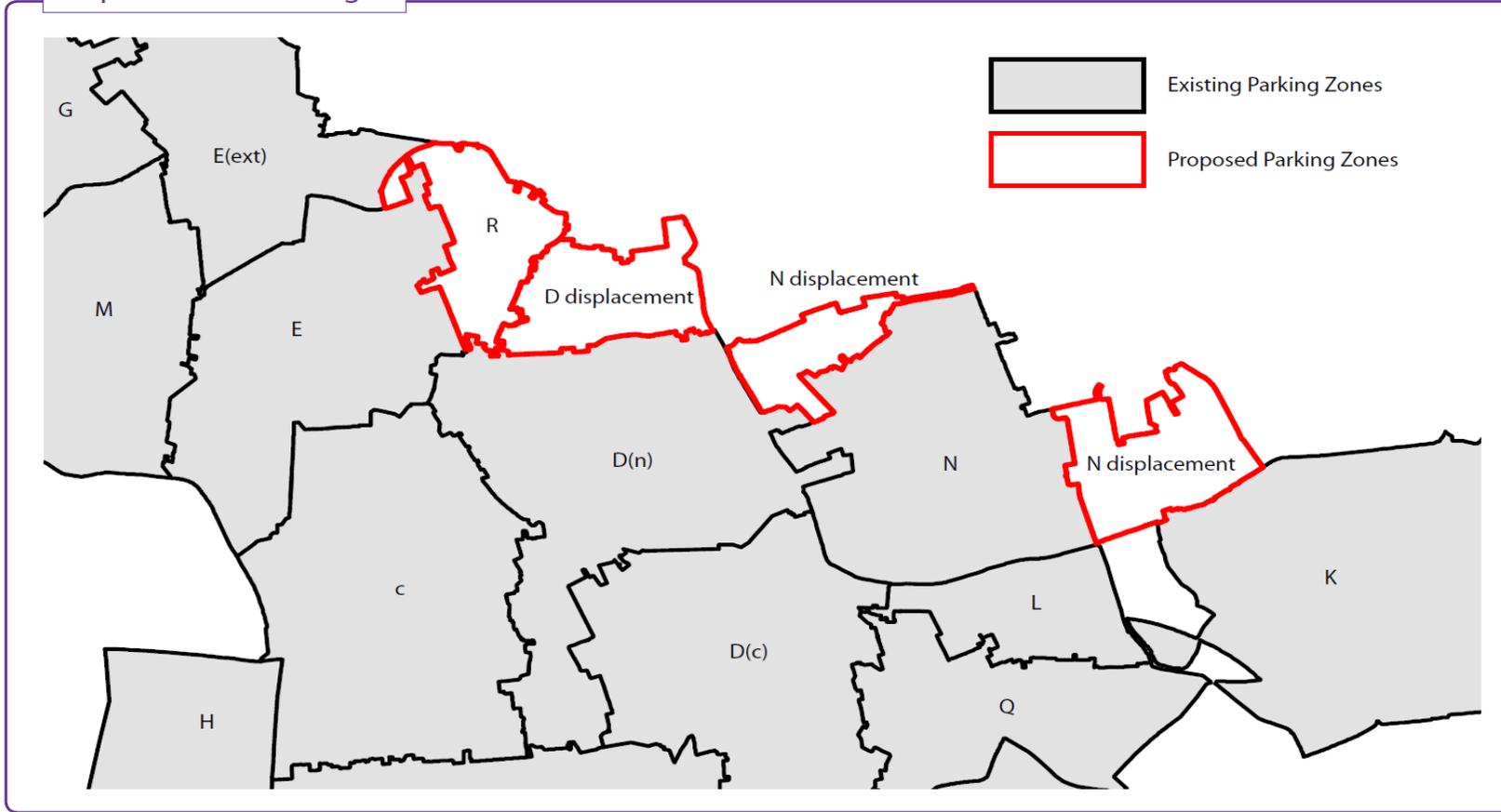


Document Number: 16783516

Document Name: 16724532-Delegated Authority Report - Zones Dn E and N disp areas

APPENDIX 4: Proposed Areas Stage One Consultation in Displacement Areas.

Proposed Zone Changes



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APPENDIX 5: Equality Impact Assessment Stage One Consultation in Displacement Areas.



**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:

Stage One consultation in Zones Dn, E and N displacement areas
--

Purpose of this Equality Impact Assessment:

Scheme

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

Name: Olaseni Koya	Ext: 8251
Directorate: Health and Community Services	Department/Division: Parking and Markets Services

Assistant Director: Seamus Adams	Date: 19/01/2016
---	-------------------------

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.

- | |
|---|
| <ul style="list-style-type: none">• The aim of the project is to look at the possibility of introducing parking controls in the uncontrolled roads as a result of requests received from residents in the areas identified in accordance with the Council's Parking and Enforcement Plan (2010 - 2015)• Through localised consultations, residents and businesses are given the opportunity to |
|---|

have their say on the implementation of parking controls on their roads.

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

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

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

The project includes a consultation with all stakeholders on the proposals to consult the residents in the area on the introduction of parking controls.

As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires requesting for their feedback.

4. Equality Impacts

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

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

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

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

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

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

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

5. Equality and Cohesion Action Planning

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

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

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

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

Remember

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