

**DELEGATED REPORT OF
THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING
STAGE 1 AND 2 PARKING CONSULTATION ZONE T EXTENSION AREA**

DATE

FEBRUARY 2019

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Cazenove & Springfield Wards

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in the uncontrolled roads surrounding zone T (zone T extension).
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zone T in the January 2018 Cabinet meeting.
- 1.3 Following consideration of the responses received from the combined stage 1 and 2 consultation, this report recommends that the Group Director for Neighbourhoods and Housing approves both the commencement of statutory consultation and the implementation of parking restrictions in the Parking Zone T extension area.
- 1.4 The report also recommends that power be delegated to the Head of Parking to implement the order restricting parking in these areas after full consideration of any objections received following publication of the proposals in compliance with statutory regulations.
- 1.5 An indicative timetable for the implementation of controls in Parking Zone T extension area has been provided below. These dates are subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	February 2019
Statutory consultation on proposed traffic orders	March – April 2019
Implementation of parking restrictions	June to July 2019
Enforcement of parking restrictions	July 2019

- 1.6 The recommendations in this report are based on several factors including consultation feedback, the need to create a logical boundary, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community, improve road safety and maintain the free flow of traffic.

2. RECOMMENDATION(S)

The Group Director of Neighbourhoods and Housing is recommended to approve the traffic management order proposals for statutory consultation as follows:

- 2.1 To approve the extension of Parking zone T to include the following roads: Braydon Road, Broadway Mews, Chardmore Road, Clapton Common (odd numbers between Upper Clapton road and Amhurst Park), Clapton Terrace, Clarke Path, Darenth Road, Feldman Close, Filey Avenue, Firsby Road, Forburg Road, Gilda Crescent, Kyverdale Road (between its junction with Cazenove Road and Portland Avenue), Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road (between its junction with Cazenove Road and Clapton Common), Portland Avenue, Stamford Grove East, Stamford Grove West, Stamford Hill (even numbers between Lampard Grove and Clapton Common), Upper Clapton Road (odd numbers between Cazenove Road and Clapton Common), Walsham Close and Windus Walk.
- 2.2 To approve an order designating parking restrictions in Zone T extension area, as per the final design in Appendix 3.
- 2.3 To propose a pay and display tariff of £2.60 per hour for mobile phone parking and £2.80 for cash parking in the Zone T Extension area on Chardmore Road, Clapton Common, Kyverdale Road, Leweston Place, Oldhill Street, Osbaldeston Road and Portland Avenue.
- 2.4 To approve the implementation of shared use bays with 4 hour maximum stay in the locations stated above in section 2.3.
- 2.5 To approve the operational hours of Monday to Saturday 8.30am to 6.30pm in Zone T extension roads to match the existing hours of Parking Zone T.
- 2.6 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 in the roads listed above in sections 2.1 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 completed a Stage One and Two 'combined' consultation in the Parking Zone T extension (Cazenove and Springfield) area between September 2018 and November 2018.
- 3.2 This was due to approval from Cabinet to consult the displacement roads in the Cazenove and Springfield area in January 2018 as well as requests from residents in the area.
- 3.3 The recommendations above are based on a number of reasons including; traffic management, the consultation feedback received from the area and the Council's existing parking policies detailed in the Parking Enforcement Plan (PEP) 2015 – 2020.

Consultation Feedback

- 3.4 A consultation questionnaire, leaflet and map was sent to all residents and businesses in the displacement area providing them with the opportunity to have their say on whether they supported parking controls as well as the parking design for their area.
- 3.5 In addition to the consultation packs, consultation posters were erected on all roads throughout the consultation area. An advert was also placed in the Hackney Today informing residents and businesses of the consultation taking place.
- 3.6 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.7 In line with the Council's Public Consultation Charter, a 9 week public consultation exercise was undertaken in the zone T extension area between 3rd September 2018 and 5th November 2018.
- 3.8 In line with information provided in the consultation documents (see page 6 of the consultation leaflet), only completed questionnaires received during the stated consultation period were accepted and included in the consultation feedback for the area. Any feedback received after the closing date, duplicate responses and feedback with incomplete addresses or addresses not in the consultation area were not included in the consultation analysis.
- 3.9 Detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response Rate

- 3.10 Consultation packs were sent to 2918 households and businesses in the Zone T extension area. 1179 valid responses were received from addresses in the area. This equates to a response rate of 40%.
- 3.11 From the responses received directly by the Council, 134 responses were excluded as more than one response without a name was received from those addresses. In line with our procedures specified on page 6 of the consultation leaflet, only one response will be accepted where two or more responses without a name are received from the same address.
- 3.12 12 responses were also excluded as they were from addresses outside of the consultation area.
- 3.13 From the consultation feedback which were included in the analysis, majority (68%) were received via post whilst the remaining 32% were received via the online consultation portal. See appendix 1, table 2 for more information.
- 3.14 A total of 24 roads were consulted on the introduction and design of parking controls. Of the roads consulted, three roads are red route (section of Clapton Common, Upper Clapton Road and Stamford Hill) which are managed by Transport for London (TfL) and three roads are private roads (Clarke Path, Feldman Close and Walsham Close) therefore parking controls cannot be introduced on these roads as part of Zone T. However, residents and businesses in those roads can still apply for a parking permit for the zone.
- 3.15 The remaining 18 roads are public highway roads and parking controls can be introduced on these roads.
- 3.16 A breakdown of responses can be found in Appendix 1, table 1.

Support for controls from each road

- 3.17 98% of respondents provided their feedback to this query. Overall, the majority (62%) of feedback received from the area was not in favour of parking controls.
- 3.18 When the feedback was analysed on a street by street basis, only 6 of the roads consulted were in favour of parking controls.

- 3.19 Of the roads where parking controls can be introduced, Chardmore Road, Darenth Road, Filey Avenue, Gilda Crescent, and Stamford Grove West were in favour of parking controls. Support was not received from Braydon Road, Clapton Common, Clapton Terrace, Firsby Road, Forburg Road, Kyverdale Road, Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road, Portland Avenue and Stamford Grove East. Broadway Mews was undecided
- 3.20 Majority of the private and TfL roads (4 out of 6) were not in favour of parking controls except Walsham Close which supported controls and Upper Clapton Road which was undecided.
- 3.21 When analysed on a part street basis, there was also support for parking controls in the southern sections of Kyverdale Road, Oldhill Street and Osbaldeston Road.
- 3.22 A breakdown of the feedback received from the area has been provided in Appendix 1 tables 3 and 4.

Support for controls if parking controls are introduced on nearby roads

- 3.23 When asked whether parking controls would be supported if introduced in nearby roads, 98% of respondents also provided their feedback to this question. The overall feedback (57%) remained not in favour of parking controls.
- 3.24 When the feedback was analysed on a street by street basis, the number of roads in favour of parking controls increased from 6 roads to 10 roads.
- 3.25 On public highway roads where parking controls can be introduced, Broadway Mews, Chardmore Road, Clapton Terrace, Filey Avenue, Forburg Road, Gilda Crescent, Stamford Grove East and Stamford Grove West were in favour of parking controls (8 out of the 18 public highway roads). Braydon Road, Clapton Common, Darenth Road, Firsby Road, Kyverdale Road, Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road and Portland Avenue were still not in favour of parking controls.
- 3.26 Of the roads where parking controls cannot be introduced, three out of six roads were still not in favour of parking controls. Feedback from Feldman Close changed to show support for controls whilst feedback from Upper Clapton Road remained undecided.
- 3.27 When analysed by sections between junctions, there was increased support for parking controls in sections of Kyverdale Road and a section of Lynmouth Road.

3.28 A breakdown of the feedback received from the area has been provided in Appendix 1 tables 5 and 6.

Support for Proposed Parking Design

3.29 The majority of respondents (69%) were not in support of the proposed parking design for the area as indicated in Appendix 1 table 7.

3.30 765 respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (70%) did not make any specific recommendations on what design they would like to see.

3.31 The remaining responses were mixed, 13% wanted more resident permit bays, 7% disabled bays, 5% of respondents wanted to see more shared use bays, 4% more permit bays and 1% wanted more loading bays respectively. See Appendix 1 table 8.

3.32 Parking controls within the zone T extension area have been designed to suit the diverse needs of the area. Permit bays have been proposed mainly on the residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to businesses, schools, places of worship and rail stations to accommodate visitors to the area.

3.33 Parking Services have tried to maximise parking in the area whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park and double yellow lines where it is unsafe to park so that both the safety of motorists and pedestrians are protected. Double yellow lines also aid in improving traffic flow and access for emergency vehicles.

3.34 In line with parking policies, all footway parking will be removed and where feasible will be relocated on to the carriageway to improve safety for pedestrians.

Additional Comments

3.35 66% of respondents provided their additional comments to the consultation questionnaires.

3.36 Of the comments received

- 23% stated that they would prefer shorter operational hours
- 17% stated that they wanted controls on Monday to Friday only
- 11% stated that they do not support parking controls

- 5% stated that permits and vouchers were too expensive or should be free to residents
- 5% stated that there was too much yellow lines.
- 4% stated that they did support parking controls.
- 3% wanted short term free parking
- 3% wanted revisions to the existing one-way system

3.37 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 9 for a breakdown of comments.

3.38 In relation to comments received regarding the hours of operation, a large proportion of respondents requested shorter hours to be implemented. The comments varied in terms of the days of operation they wanted whereby some respondents asked for shorter hours between Monday to Friday whilst others asked for shorter hours between Monday to Saturday and some did not specify the days they preferred.

3.39 Although overall 40% of respondents provided comments relating to shorter operational hours or a preference for Monday to Friday the Council Policy for any displacement consultation is for the area to inherit the existing hours of operation for the zone they are joining.

3.40 As the area consulted is a displacement area for Parking Zone T, they will be adopting same hours as this zone which are Monday to Saturday 8.30am to 6.30pm. The Council has adopted this approach in other displacement consultations completed across the borough including; the previous zone T displacement consultation which took place in 2018 and the zones N, R and S area which were implemented last in 2017.

3.41 Parking Services review parking controls in new areas one year after their implementation. Parking services will be reviewing parking controls in zone T 12 months after its implementation. The review will include all residents and businesses within the existing zone T and T displacement areas. This will provide everyone from the whole zone a further opportunity to have a say on the existing hours of operation as well the design of parking controls.

OTHER CONSIDERATIONS

- 3.42 Key factors considered in making the decision to introduce controls also include but are not limited to the following:

ROAD SAFETY AND PARKING DEMAND

- 3.43 Safety – this plays a key feature in the introduction and review of all zones and the recommendations thereof. The key recommendations for a zone are made to ensure that the parking restrictions put in place are safe for both motorists and pedestrians. Parking bays are only proposed where it is considered safe to do so with the remaining kerb space marked as a yellow line to maintain access, visibility and traffic flow. Impaired visibility due to parked/stationary vehicles has been identified as a contributory factor in approximately 3% of all accidents in the UK (based on 2011 data) and therefore improving sight lines could help reduce the number of these types of accidents.
- 3.44 Improved parking provision – as with all controlled parking areas, parking demand needs to be managed effectively to ensure they meet the needs of residents, visitors and business. The allocation of parking spaces are based on demand for parking in the general area and is in line with the Council PEP hierarchy of needs.
- 3.45 Balance – some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area being consulted.

AIR QUALITY

- 3.46 According to the Council's PEP, 'Environmental factors are also considered a significant influence in addition to the demands caused by parking stress when expanding current, or introducing new PZs. This reason alone can be a determining factor when considering the Council's responsibility to promote a cleaner environment for the health of residents in the borough.
- 3.47 One of the main purposes of a PZ is to effectively manage the supply and demand for on-street parking in an area and this purpose can, in part, be achieved by discouraging car use in favour of more sustainable forms of transport. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.

- 3.48 London boroughs have a key role to play in reducing emissions locally. They have responsibility for a number of key levers such as parking, planning and local traffic management. Travel awareness, ‘walk to school’ and cycling promotion are all widely supported throughout the borough in conjunction with wider public awareness campaigns linking transport, air quality and health. The Council are also expanding their electric vehicle charging infrastructure and car clubs to promote a healthier environment for its residents.
- 3.49 Some of the schemes the Council has introduced to improve air quality also include School Streets, an experiment to close school related roads in two to three locations to address air quality, congestion and safety issues associated with the school-run. The first school street was introduced in April 2017. The Council has also expanded their diffusion tube monitoring network to include focus areas, which is strongly supported.

TRAFFIC MANAGEMENT

- 3.50 The Road Traffic Regulation Act 1984 section 45 authorises the Council to implement Controlled Parking Zones. In exercising this power, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to 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”.
- 3.51 The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 3.52 The aim of the consultation is to protect parking space for residents and businesses by discouraging commuters who are simply using the road as a car park, to discourage unnecessary car use within the borough and encourage the use of sustainable or public transport which improves congestion, road safety, emergency vehicle access, bus journey times, and local air quality as well as reducing CO2 emissions.
- 3.53 These aims are aligned with the objectives of the PEP 2015-20, the Council’s policies and strategies including the Sustainable Community Strategy 2008-2018, the Local Development Framework, the emerging Hackney Transport Strategy, emerging Hackney Air Quality Strategy and the Corporate Plan 2011/12 - 2013/14. The recommendations are also consistent with the Mayor of London’s Transport Strategy, the Traffic Management Act 2004 and the related Government guidance.

3.54 The introduction of parking controls in an area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit. Parking provision can encourage less car use in order to improve traffic and environmental conditions in an area and to contribute to broader transport and sustainable development objectives. Applying parking controls through the restriction of parking spaces available and setting appropriately levelled prices can complement a variety of measures designed to promote the use of non-car alternatives.

DISPLACEMENT PARKING

3.55 The recent extension of parking controls in Parking Zone T (Stamford Hill) and the implementation of parking controls in zone U (Upper Clapton) has caused significant parking stress and safety issues in some of the roads which were consulted as part of the zone T extension consultation.

3.56 Previous experience has shown that a partial implementation of controls in a consultation area can lead to significant parking pressure caused by displacement parking. For example, in the Lea Bridge area where parking controls were introduced in a section of a zone where controls were supported, but not introduced in areas where controls were not supported, led to significant parking pressure as well as traffic flow issues in many roads. As a result of this, numerous complaints were received and emergency controls were introduced on certain roads to improve traffic flow and road safety whilst a new consultation was prepared.

3.57 Majority of the roads in the area already suffer from high parking stress at different times of the day. This is also supported by feedback received from the area which requested for parking controls to be implemented. Majority of the roads which were in favour of parking controls when analysed on a street by street or part street basis were close to the boundary of existing parking zone T which shows that these roads already suffered from parking stress caused by displacement parking from existing zone T.

3.58 Another factor which is likely to further increase parking stress in this area is the introduction of controls in other nearby boroughs. Haringey Council recently carried out a parking consultation in roads bordering the north of the Borough (Varty Road area). Should the proposal to introduce parking controls in this area go ahead, this will significantly increase parking pressure in the Zone T displacement consultation area as displaced vehicles will be pushed further into Hackney.

3.59 The introduction of parking controls in all roads within the zone T extension area would ensure that parking stress is reduced. Parking Controls would also prohibit vehicles parking at dangerous locations such as on the footway or at junctions by providing safe spaces for drivers to park.

CONCLUSION

3.60 When determining whether to introduce parking controls in an area or not, Parking Services have to consider a variety of factors including; road safety, traffic management, air quality and displacement parking from nearby areas (see paragraphs 3.42 to 3.58).

3.61 Parking Services do not introduce parking controls in areas solely on grounds of public support. Although we try to take feedback from the residents into consideration, it is important to note that the consultation process is not a referendum and the Council has to make the best decision to protect the parking needs of the area.

3.62 Although, the majority of the public highway roads (13 out of 18) were not in favour of parking controls when they responded to the initial question on whether they support controls or not, the number of streets who supported controls rose to 9 out of 18 when asked if they support controls if introduced in nearby streets.

3.63 There was a cluster of roads to the south of the consultation area which were in favour of parking controls (Chardmore Road, Filey Avenue and Gilda Crescent). In addition when roads were analysed on a part street basis, there was also support for controls on the southern sections of Kyverdale Road, Oldhill Street and Osbaldeston Road. These roads or sections of roads are the closest to the existing Zone T. See appendix 1 figures 1 and 2. Showing that these roads were already suffering from high parking stress due to displacement from existing zone T.

3.64 The introduction of parking controls were also supported on Darenth Road, Stamford Grove West and Walsham Close.

3.65 When looking at the question of whether there was support for controls if they were introduced on nearby roads, four additional roads now supported controls which include Broadway Mews, Clapton Terrace, Forburg Road and Stamford Grove East. Again when looking at the feedback from sections of those roads which do not support controls, it can be seen that an additional section of Kyverdale and a section of

Lynmouth Road would support the introduction of parking controls. See appendix 1 figures 3 and 4.

- 3.66 Based on the above, it is recommended that the following public highway roads; Broadway Mews, Chardmore Road, Clapton Terrace, Darenth Road, Filey Avenue, Forburg Road, Gilda Crescent, Stamford Grove East and Stamford Grove West are incorporated into the existing Zone T as they were in favour of parking controls.
- 3.67 It is also recommended that the remaining public highway roads which were not in favour of parking controls including Braydon Road, Clapton Common, Firsby Road, Kyverdale Road, Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road and Portland Avenue are also incorporated into the existing Parking Zone T. As stated in paragraphs 3.55 to 3.58, introducing controls only in the roads which were in favour will typically results in displacement parking in adjacent unrestricted streets as commuters, residents (of the new zone) and other motorists move their vehicles to avoid parking controls. As these roads would be the only roads in the immediate area with no parking controls, they are likely to suffer from increased displacement, traffic flow and road safety issues as explained above.
- 3.68 In addition, it is also recommended to include the roads listed in para 3.66 into parking zone T in order to create a logical boundary formed by the TfL controlled roads Stamford Hill and Clapton Common.
- 3.69 Results of stress surveys conducted in the area showed that most of the roads within the Zone T extension area currently suffer from high parking pressure due to controls being introduced in nearby roads (zone T and zone U). If these roads are excluded from Zone T, this is likely to significantly increase the level of parking stress due to both commuter parking and displacement parking from nearby parking zones to unsafe levels. The increase in parking pressure can also lead to traffic flow issues which would impact the safety of both pedestrians as well as motorists in these roads.
- 3.70 The estate roads and private roads in the area will remain free of controls. However, Parking Services will make a recommendation for the estates managed by Hackney Housing services to be consulted separately on the introduction of parking controls to ensure that their parking needs are protected.
- 3.71 The decision to introduce parking controls in all roads in the area are in line with our parking policies contained in its Parking Enforcement Plan (PEP) 2015 – 2020 which states *'While mathematical analysis is required to understand the extent of local*

support and its variation within the area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a 'first past the post' basis. There are times the Council may need to propose to implement parking controls in areas where there isn't a clear majority due to the potential of traffic management issues.'

- 3.72 Parking Services also recommends to retain and implement the proposed parking design and hours of operation of Monday to Saturday 8.30am to 6.30pm for all the roads in Parking Zone T extension area to match the hours of operation in existing Parking Zone T.
- 3.73 In line with parking policies, displacement areas joining existing parking zones inherit the same hours of operation to ensure that one section of area does not suffer from displacement parking from the other and to make parking in the easier for drivers.
- 3.74 Parking Services recommends the implementation of a 4 hours maximum stay applicable to all shared use bays in Parking Zone T extension area to provide sufficient time for visitors to visit nearby businesses.
- 3.75 The pay and display charges in the area will be £2.60 per hour for mobile phone (cashless) parking and £2.80 for cash parking. This will match the charges in the rest of the zone T.
- 3.76 Parking Services recommend introduction of mobile payment only shared use bays on Chardmore Road, Clapton Common, Kyverdale Road, Osbaldeston Road and Portland Avenue. As part of our drive to be more efficient and reduce costs, the Council will be trialling mobile phone only (cashless) visitor parking bays on a number of roads within the borough. Visitors wishing to pay and display at these locations will only be able to do so via our RingGo mobile parking system.

Support for Sustainable transport initiatives

- 3.77 As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.
- 3.78 Overall, majority (68%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 10 for responses received.

3.79 Requests from the roads in favour have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4.1 The alternative option would be to not introduce parking controls in the areas consulted.

4.2 Not introducing controls would go against the Parking Enforcement Plan (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents and businesses alongside other factors that the Council must take into account when exercising its duty under the relevant legislation.

In addition, consulting the residents and businesses on the proposed design of new zones ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

5. BACKGROUND

5.1 Parking Services consulted displacement roads surrounding zone T on the introduction of parking controls between September 2018 and November 2018.

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.

5.3 Secondly, due to parking controls being introduced in nearby areas (zone T and Zone U) which have caused displacement parking and increased parking stress in the area.

5.4 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.

5.5 Approval to consult the areas was granted by Cabinet in January 2018.

5.6 The stage 1 and 2 'combined' consultation for zone T extension area started on the 3rd September 2018 and closed on 5th November 2018. 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

5.7 The consultation exercise requested feedback on whether parking controls were supported in each area as well as the proposed design for these areas. Respondents were also given the opportunity to provide general comment using the 'free-text' comments section.

5.8 The consultation response rates were higher than is usual for similar consultations in Hackney, the norm being in the range of 15-20%.

5.9 Recommendations for the implementation of controls have been put forward in light of all data collected.

Policy Context

5.10 The policies and recommendations contained within the Parking and Enforcement Plan (PEP) 2015 - 2020 in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.

5.11 The decision to implement a Parking Zone 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.

- 5.12 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.
- 5.13 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.
- 5.14 The main purpose of a Parking Zone 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

- 5.15 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

- 5.16 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.
- 5.17 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.

Maintenance and Administrative Costs

- 5.18 There is a one-off installation cost of £68k which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine). These costs have been provided for in the parking account for 2018/19 financial year.
- 5.19 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

Statutory public consultation (all areas)	Cost
Design	£619
Printing	£2,669
Postage	£2,981
Advertising	£660
TMO changes	£1,000
Total	£7,929

Zone T extension Implementation	
Lining (including enforcement)	£20,368
Signs and posts	£38,430
Pay and display changes	£1,500
Total	£60,298

- 5.20 There are also ongoing maintenance costs of £10,000 per annum. The enforcement costs for the area will be approximately £15,357 per annum.
- 5.21 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.

Consultation

- 5.22 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.
- 5.23 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.
- 5.24 Residents were able to have their say on the introduction of parking controls and design for parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope. They were also able to complete the questionnaires online via the Council website by the same date

6. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 6.1 Parking Services consulted on the displacement roads surrounding Zone T on the introduction of parking controls between September 2018 and November 2018. Approval to consult was granted by Cabinet in January 2018. This report details the consultation process and results of the Stage 1 and 2 public consultation to determine the operational design of the extension.
- 6.2 The report puts forward recommendations in Section 2 Controlled Parking Zones (CPZ) in Zone T displacement areas including detailed layout of the parking bays, lines, hours of operation as well as the display tariff of the restrictions. Parking Services has ensured that all aspect of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.3 Paragraph 5.19 to 5.22 details the cost relating to these recommendations, a total of £68k one off costs which includes statutory consultation (£8k), implementation costs (£60k) along with ongoing maintenance (£10k), and enforcement (£15k), these costs will be funded from the parking revenue budget.
- 6.4 Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road and Traffic Regulation Act (1984).

7. COMMENTS OF THE DIRECTOR OF LEGAL

- 7.1 This report seeks authority to commence the statutory consultation and implementation of parking restrictions in the Zone T extension area of Cazenove and Springfield to ensure that the parking restrictions to be put in place are safe for both motorists and pedestrians. The aim of the combined stage 1 and 2 consultation was to protect parking space for residents and businesses, and to discourage unnecessary car use which improves congestion, road safety, emergency vehicle access, bus journey times, and local air quality as well as reducing CO2 emissions. The zone T extension area currently has high parking pressure.

- 7.2 The proposed parking controls in all roads in the zone T area are in line with the Council's parking policies contained in Parking Enforcement Plan (PEP) 2015 – 2020. The proposed parking hours of operation in Parking Zone T are Monday to Saturday 8:30 am to 6:30 pm for all the roads. Parking Services are proposing to implement a four hour maximum stay applicable to all shared use bays in Parking Zone T.
- 7.3 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").
- 7.4 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.
- 7.5 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.
- 7.6 Consulting on new parking controls to facilitate the discharge of the Council's parking functions under the 1984 Act and introducing controlled parking zones is a decision to be taken by the Mayor and Cabinet in accordance with the council's parking policies (PEP 2015-20) and the Mayor's Scheme of delegation, which has been delegated in this instance to the Group Director for Neighbourhoods and Housing and Head of Parking.

APPENDICES

Appendix 1 – Zone T Extension feedback

Appendix 2 – Zone T Extension consultation documents

Appendix 3 – Final Design for Zone T extension.

Appendix 4 – Equality Impact Assessment

EXEMPT

No

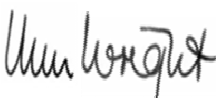
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No

BACKGROUND PAPERS

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Authorisation of Group Director of Neighbourhood and Housing

Signature: 

Date: 25.02.19

APPENDIX 1: Zone T Extension

Stage 1 & 2 Combined Consultation

1 Feedback Analysis

1.1 Response

We consulted 2918 households and businesses and received 1179 valid responses to the consultation making an overall response rate of 40%.

This was well above the average response rate of 12% for this type of consultation. A number of responses received were discounted as they were either duplicate responses (134) or were from addresses outside of the consultation area (12). This is in line with the procedures published on page 6 of the consultation leaflet sent out to all addresses which sets out how we analyse consultation responses.

A breakdown of the valid responses on a street by street basis can be found on **Table 1 below**;

Table 1: Response to the Stage 1 and 2 consultation

Road Name	Sent	Response	
		Received	%
BRAYDON ROAD	69	44	64%
BROADWAY MEWS	20	10	50%
CHARDMORE ROAD	140	60	43%
CLAPTON COMMON	155	29	19%
CLAPTON TERRACE	79	25	32%
CLARKE PATH	15	7	47%
DARENTH ROAD	190	152	80%
FELDMAN CLOSE	39	11	28%
FILEY AVENUE	120	74	62%
FIRSBY ROAD	64	26	41%
FORBURG ROAD	202	137	68%
GILDA CRESCENT	26	20	77%
KYVERDALE ROAD	231	106	46%
LEWESTON PLACE	55	35	64%
LYNMOUTH ROAD	181	51	28%
OLDHILL STREET	149	50	34%
OSBALDESTON ROAD	266	158	59%

Road Name	Sent	Response	
		Received	%
PORTLAND AVENUE	259	90	35%
STAMFORD GROVE EAST	16	9	56%
STAMFORD GROVE WEST	37	12	32%
STAMFORD HILL	517	49	9%
UPPER CLAPTON ROAD	46	6	13%
WALSHAM CLOSE	38	18	47%
WINDUS WALK	4	0	0%
TOTAL	2918	1179	40%

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

Table 2: Methods of response

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/ Phone etc.
Zone T Displacement	806	373	0

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

1.2 Zone T extension - Support for parking controls on your road

From the 1179 responses received, 98% of respondents (1160) answered this question.

Majority (62%) of responses were not in favour of parking controls on their road. When analysed on a street by street basis, 6 of the 24 roads consulted were in favour of parking controls. Feedback from Broadway Mews and Upper Clapton Road was undecided. A breakdown of responses on a street by street basis can be found below in Table 3.

When the responses for roads were analysed on a part street basis, it can be seen that there is also support for parking controls in the southern sections of Kyverdale Road, Oldhill Street and Osbaldeston Road, which are all adjacent to the existing Zone T boundary. A breakdown of these roads by section can be found below in Table 4.

Table 3: Support for parking controls on your road (see figure 1)

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BRAYDON ROAD	7	37	16%	84%
BROADWAY MEWS	5	5	50%	50%
CHARDMORE ROAD	30	29	51%	49%

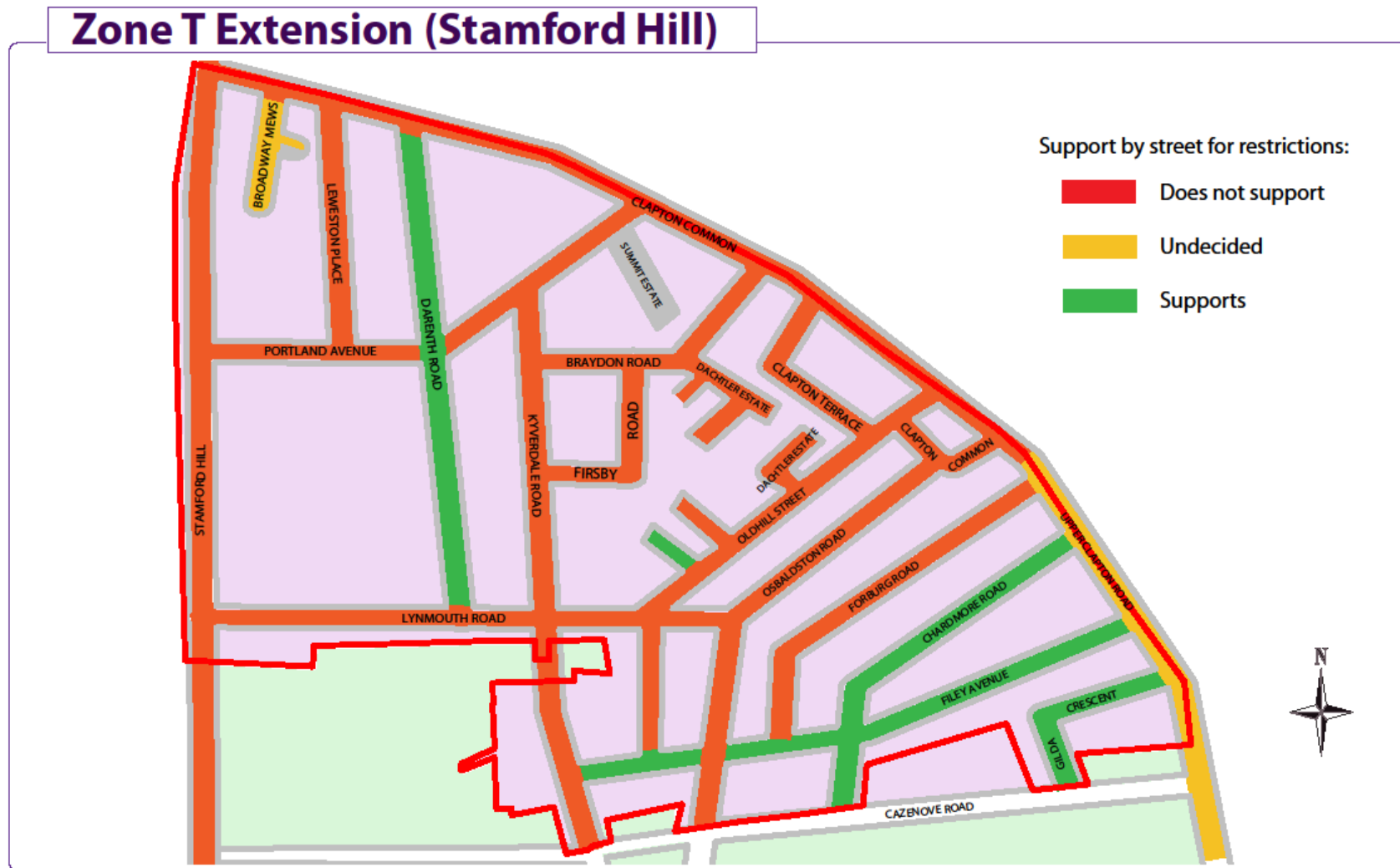
	Total Responses		Responses (%)	
	Yes	No	Yes	No
CLAPTON COMMON	3	26	10%	90%
CLAPTON TERRACE	11	14	44%	56%
CLARKE PATH	1	5	17%	83%
DARENTH ROAD	77	75	51%	49%
FELDMAN CLOSE	5	6	45%	55%
FILEY AVENUE	46	27	63%	37%
FIRSBY ROAD	5	19	21%	79%
FORBURG ROAD	53	84	39%	61%
GILDA CRESCENT	15	5	75%	25%
KYVERDALE ROAD	46	60	43%	57%
LEWESTON PLACE	8	27	23%	77%
LYNMOUTH ROAD	17	31	35%	65%
OLDHILL STREET	15	35	30%	70%
OSBALDESTON ROAD	50	100	33%	67%
PORTLAND AVENUE	7	83	8%	92%
STAMFORD GROVE EAST	4	5	44%	56%
STAMFORD GROVE WEST	8	4	67%	33%
STAMFORD HILL	12	36	25%	75%
UPPER CLAPTON ROAD	3	3	50%	50%
WALSHAM CLOSE	9	7	56%	44%
Grand Total	437	723	38%	62%

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

Table 4: Support for parking controls on sections of your road (see figure 2)

	Total Responses		Responses (%)	
	Yes	No	Yes	No
KYVERDALE ROAD				
Cazenove Road to Lynmouth Road	31	8	79%	21%
Lynmouth Road to Firsby Road	9	10	47%	53%
Firsby Road to Braydon Road	5	31	14%	86%
Braydon Road to Portland Avenue	1	11	8%	92%
OLDHILL STREET				
Filey Road to Lynmouth Road	11	7	61%	39%
Lynmouth Road to Clapton Common	4	28	13%	88%
OSBALDESTON ROAD				
Cazenove Road to Lynmouth Road	17	11	61%	39%
Lynmouth Road to Clapton Common	33	89	27%	73%

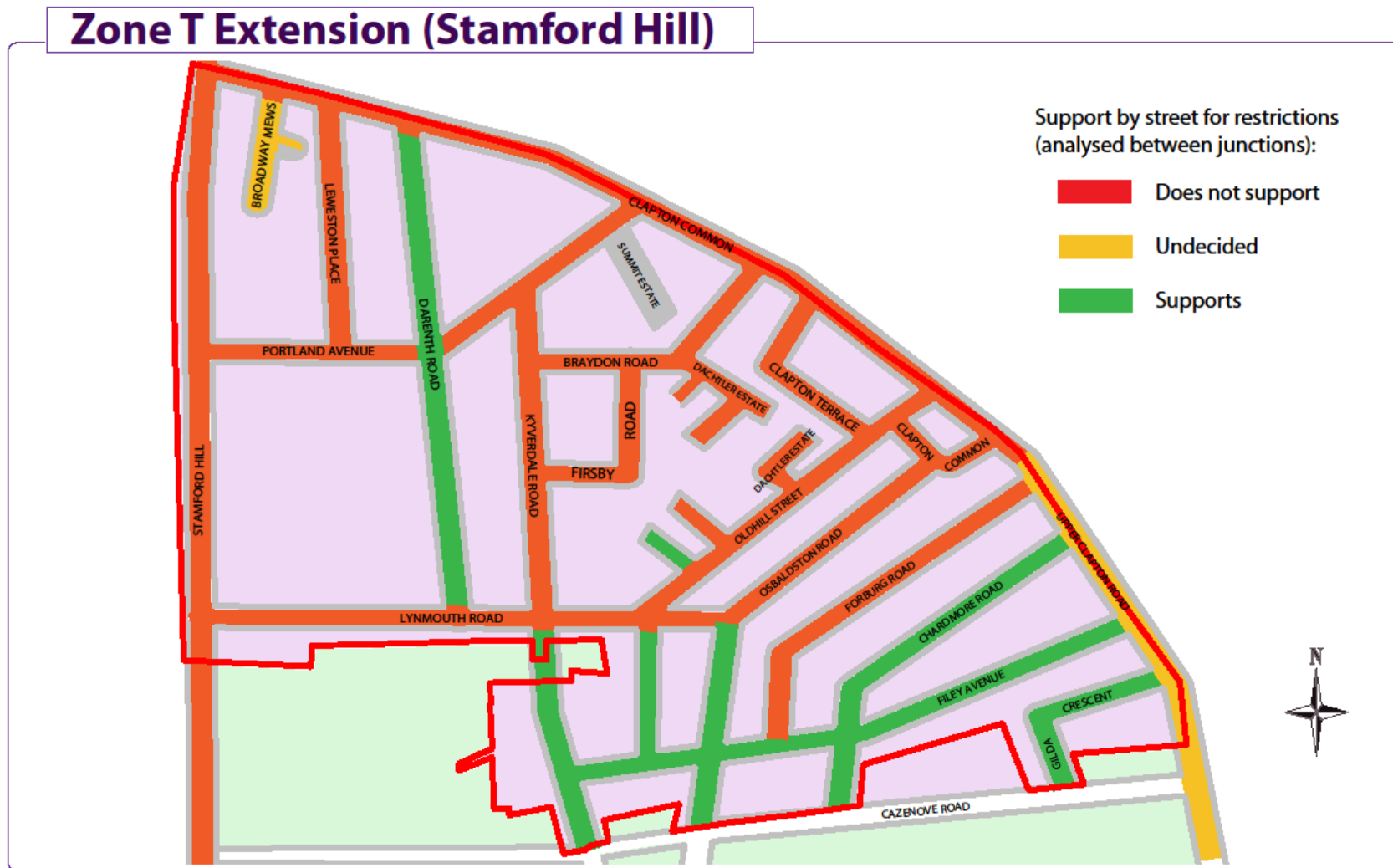
Figure 1: Support for parking controls in own street (Zone T Extension)



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Figure 2: Support for parking controls in own street – Part Street feedback (Zone T extension)



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1.3 Zone T Extension - Support for parking controls if implemented on nearby roads.

Out of the 1179 responses received, 1152 (98%) respondents answered the question regarding the support for parking controls if implemented on nearby roads.

When asked if they would be in favour of controls on their road if they were implemented on nearby roads, the overall majority feedback (57%) was not in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking controls increased from 6 roads to 10 roads. Upper Clapton road remained undecided.

The feedback from the rest of the area remained the same. A breakdown of responses by street can be found in Table 5 below.

When the responses for roads were analysed on a part street basis, it can be seen that there is increased support for parking controls in sections of Kyverdale Road. There is also support for controls on a section of Lynmouth Road. Support in Oldhill Street and Osbaldeston Road remains largely unchanged. A breakdown of these roads by section can be found below in Table 6.

Table 5 – Support for controls on nearby roads

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BRAYDON ROAD	7	37	16%	84%
BROADWAY MEWS	5	4	56%	44%
CHARDMORE ROAD	31	27	53%	47%
CLAPTON COMMON	4	25	14%	86%
CLAPTON TERRACE	13	12	52%	48%
CLARKE PATH	2	5	29%	71%
DARENTH ROAD	75	77	49%	51%
FELDMAN CLOSE	6	5	55%	45%
FILEY AVENUE	47	27	63%	38%
FIRSBY ROAD	8	17	32%	68%
FORBURG ROAD	101	35	74%	26%
GILDA CRESCENT	14	5	74%	26%
KYVERDALE ROAD	46	60	43%	57%
LEWESTON PLACE	8	21	24%	76%
LYNMOUTH ROAD	18	29	38%	62%
OLDHILL STREET	15	35	30%	70%
OSBALDESTON ROAD	49	97	34%	66%
PORTLAND AVENUE	7	82	8%	92%
STAMFORD GROVE EAST	6	3	67%	33%

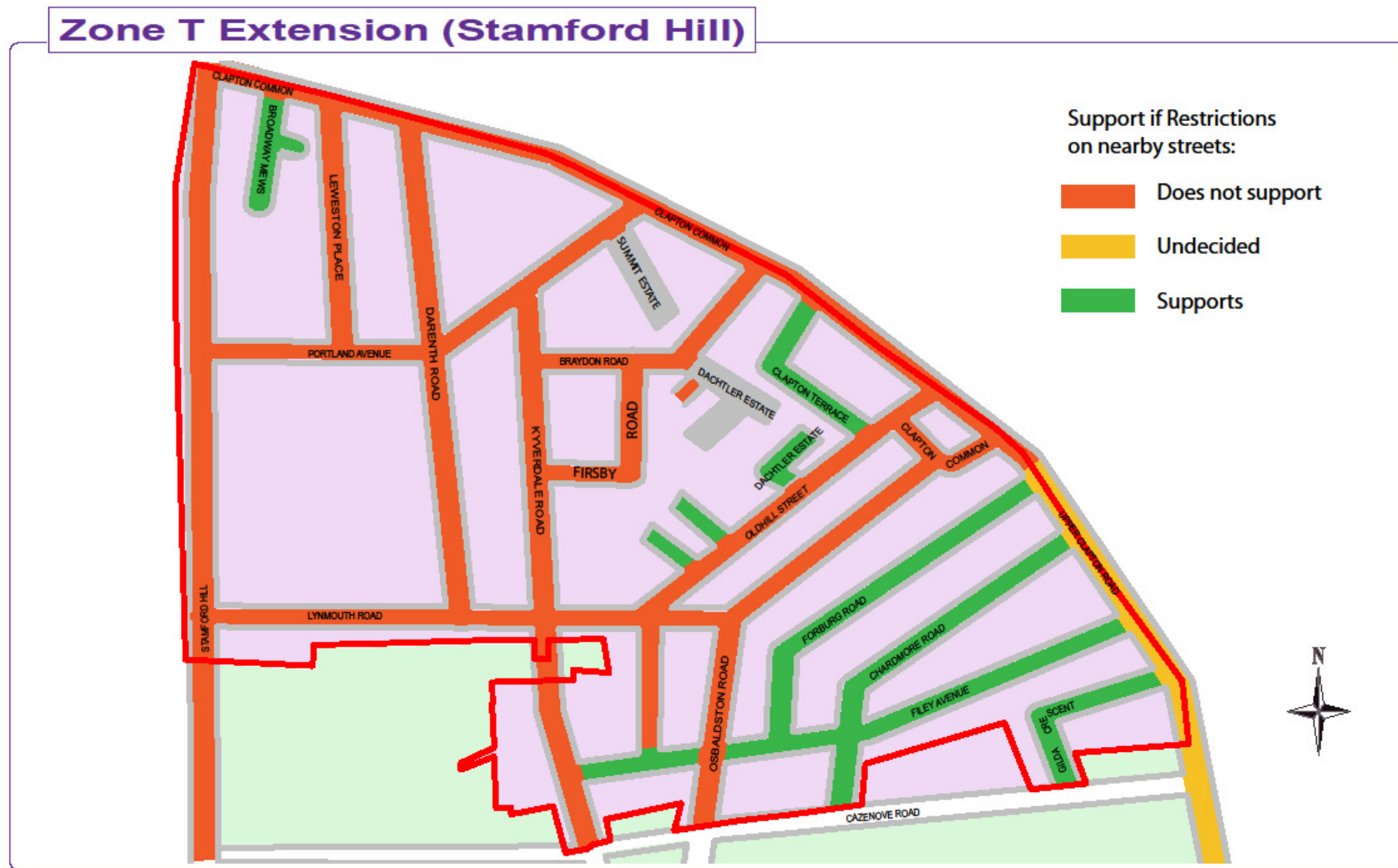
	Total Responses		Responses (%)	
	Yes	No	Yes	No
STAMFORD GROVE WEST	11	1	92%	8%
STAMFORD HILL	13	36	27%	73%
UPPER CLAPTON ROAD	3	3	50%	50%
WALSHAM CLOSE	11	6	65%	35%
Grand Total	498	654	43%	57%

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

Table 6: Support for parking controls on sections of road if controls are implemented nearby (see figure 4)

	Total Responses		Responses (%)	
	Yes	No	Yes	No
KYVERDALE ROAD				
Cazenove Road to Lynmouth Road	31	8	79%	21%
Lynmouth Road to Firsby Road	10	9	53%	47%
Firsby Road to Braydon Road	4	32	11%	89%
Braydon Road to Portland Avenue	1	11	8%	92%
LYNMOUTH ROAD				
Stamford Hill to Darenth Road	14	24	37%	63%
Darenth Road to Kyverdale Road	1	4	20%	80%
Kyverdale to Osbaldeston	3	1	75%	25%
OLDHILL STREET				
Filey Road to Lynmouth Road	10	8	56%	44%
Lynmouth Road to Clapton Common	5	27	16%	84%
OSBALDESTON ROAD				
Cazenove Road to Lynmouth Road	16	11	59%	41%
Lynmouth Road to Clapton Common	33	86	28%	72%

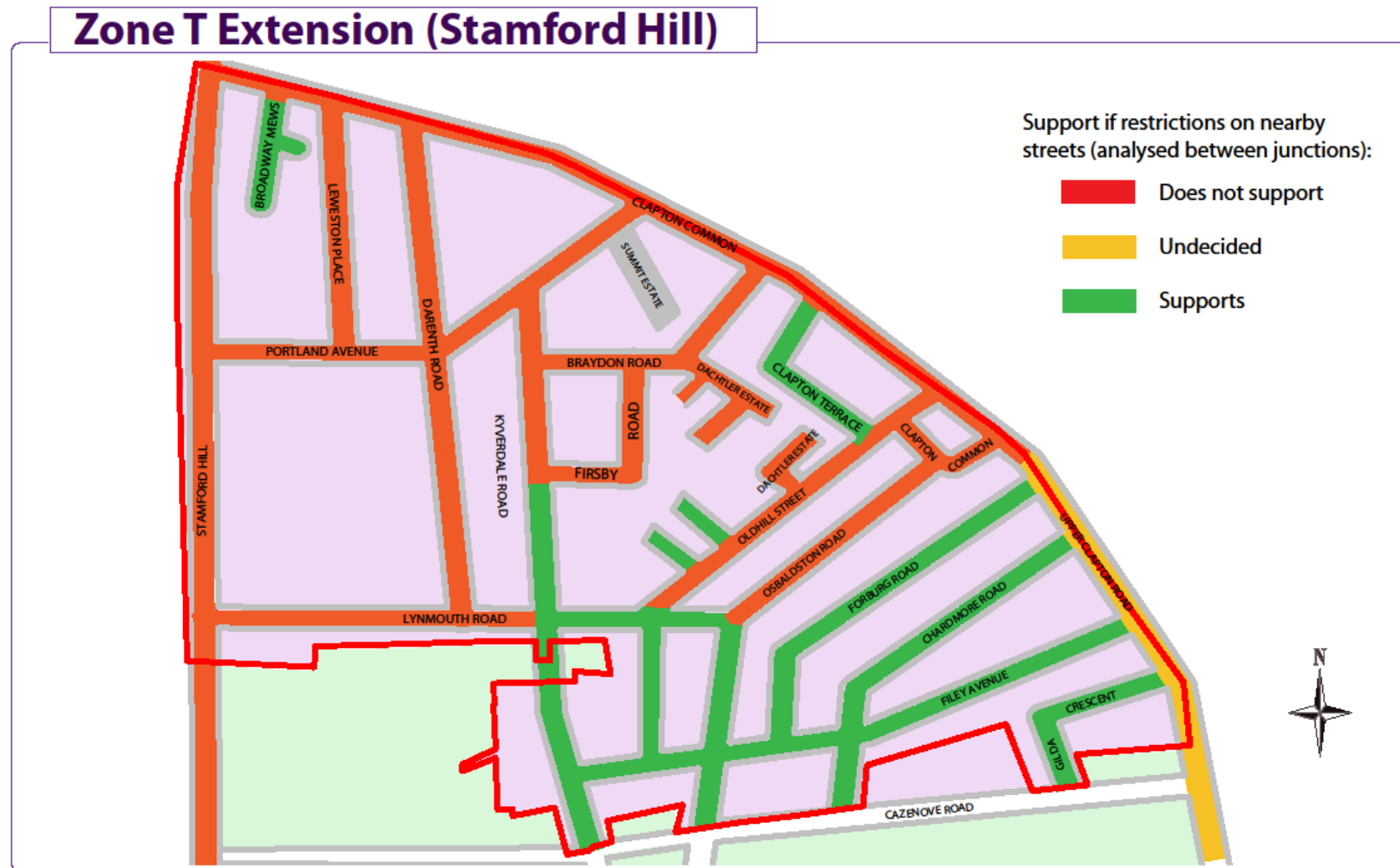
Figure 3: Support for parking controls on nearby roads (Zone T Extension)



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Figure 4: Support for parking controls on nearby roads (Zone T Extension)



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1.4 Proposed parking design

The majority of respondents (69%) were not in favour of the proposed parking design for the area as indicated in Table 5 below. When analysed on street by street basis, only 3 roads were in favour of the proposed design for the area.

Table 7: Support for parking design from each street.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BRAYDON ROAD	7	35	17%	83%
BROADWAY MEWS	5	3	63%	38%
CHARDMORE ROAD	27	31	47%	53%
CLAPTON COMMON	4	25	14%	86%
CLAPTON TERRACE	6	18	25%	75%
CLARKE PATH	2	5	29%	71%
DARENTH ROAD	74	74	50%	50%
FELDMAN CLOSE	5	5	50%	50%
FILEY AVENUE	36	32	53%	47%
FIRSBY ROAD	5	20	20%	80%
FORBURG ROAD	51	82	38%	62%
GILDA CRESCENT	10	10	50%	50%
KYVERDALE ROAD	28	78	26%	74%
LEWESTON PLACE	8	26	24%	76%
LYNMOUTH ROAD	11	36	23%	77%
OLDHILL STREET	13	36	27%	73%
OSBALDESTON ROAD	29	115	20%	80%
PORTLAND AVENUE	5	84	6%	94%
STAMFORD GROVE EAST	2	7	22%	78%
STAMFORD GROVE WEST	3	9	25%	75%
STAMFORD HILL	10	39	20%	80%
UPPER CLAPTON ROAD	2	2	50%	50%
WALSHAM CLOSE	11	6	65%	35%
TOTAL	354	778	31%	69%

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

1.5 Alternative suggestions

765 of the respondents provided their views on alternative types of bays they would prefer, however more than two thirds of the feedback (70%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 13% of respondents wanted to see more resident permit bays, 6% wanted more disabled bays, 5% wanted more shared use bays, 4% wanted to see more permit bays and 1% wanted more loading bays.

Table 8: Design changes

	No.	%
None of the above	539	70%
More resident bays	96	13%
More disabled bays	50	7%
More shared use bays	40	5%
More permit bays	33	4%
More loading bays	7	1%

Excludes blank responses

1.6 General Comments about Proposed Design

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table 8 below.

543 respondents provided general comment. Majority (23%) advised that they would prefer the shorter hours of operation to be introduced in the area, 17% suggested Monday to Friday controls. 11% stated they were not in favour of parking controls and 4% stated they supported parking controls. 5% of comments said that there was too much double yellow lines with 2% stating that there were not enough parking spaces. 3% of comments were in regard to the cost of permits and visitor vouchers. 3% of comments were in relation to the one-way scheme in the area either asking for additional roads to be included or changes to the existing roads. Parking Services have passed these comments onto the relevant team. 2% of respondents believed the introduction of controls was a money making scheme by the Council. Table 8 shows the theme of the top 10 general comments.

Table 9: First 10 theme of comments

Comment	%
Shorter operational hours	23%
Monday to Friday only	17%
Does not support	11%
Too much double yellow lines	5%
Permits/vouchers too expensive – free to residents	5%
Support controls	4%
One way system	3%
Short term free parking	3%
Money making scheme	2%
Not enough parking spaces	2%

1.7 Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (68%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 10: Support for sustainable transport initiatives.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
BRAYDON ROAD	6	33	15%	85%
BROADWAY MEWS	5	2	71%	29%
CHARDMORE ROAD	14	41	25%	75%
CLAPTON COMMON	5	23	18%	82%
CLAPTON TERRACE	13	12	52%	48%
CLARKE PATH		7	0%	100%
DARENTH ROAD	27	110	20%	80%
FELDMAN CLOSE	6	4	60%	40%
FILEY AVENUE	14	46	23%	77%
FIRSBY ROAD	7	16	30%	70%
FORBURG ROAD	76	54	58%	42%
GILDA CRESCENT		15	0%	100%
KYVERDALE ROAD	40	58	41%	59%
LEWESTON PLACE	6	25	19%	81%
LYNMOUTH ROAD	23	20	53%	47%
OLDHILL STREET	11	32	26%	74%

	Total Responses		Responses (%)	
	Yes	No	Yes	No
OSBALDESTON ROAD	44	92	32%	68%
PORTLAND AVENUE	15	58	21%	79%
STAMFORD GROVE EAST	5	4	56%	44%
STAMFORD GROVE WEST	4	5	44%	56%
STAMFORD HILL	34	13	72%	28%
UPPER CLAPTON ROAD	1	5	17%	83%
WALSHAM CLOSE	11	5	69%	31%
TOTAL	367	680	35%	65%

APPENDIX 2: Consultation Documents Stage One and Two Consultation in Zone T Extension Area.



Zone T Extension (Stamford Hill)

Parking Consultation



1. Why am I being consulted?

Between October and November 2015, Parking Services consulted you and surrounding roads in your area on the introduction of parking controls. The results of the consultation indicated that only a small number of streets including Alkham Road and Margaret Road were in support of parking controls. As a result of the feedback, parking controls were implemented in these roads in December 2017. As your road was not in favour of parking controls at the time, it remained uncontrolled.

Since the results of the initial consultation were released, Parking Services have received further requests for parking controls from some residents in your area and have also further extended the original parking zone T to include the roads south of Cazenove road.

We recognise that the introduction of controls in the nearby areas (south of Cazenove Road and in the original zone T) may have an impact on parking in your road and other uncontrolled roads in your area. To minimise the impact of parking pressure in your road, we are re-consulting residents and businesses in your area to provide them with another opportunity to have their say on the introduction of parking controls.

Parking Services are carrying out a 'combined' stage 1 and 2 consultation to ensure that controls are implemented in a timely manner if residents are in favour.

We are requesting your feedback on:

- Support for parking controls
- The proposed design of parking controls for the area

Please see the enclosed map for more information about the area being consulted and the proposed design of parking restrictions.

1.1 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 by **29 October 2018**.

Please note that this is a stage 1 and 2 consultation where a decision is being made on whether parking controls should be introduced as well as the design of parking restrictions in your area. If there is support for parking controls, we will propose to install parking restrictions as shown in the attached map. If you have any comments on the proposed design, please let us know what these are in the comments section in the enclosed questionnaire.

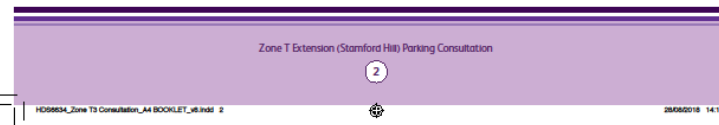
Please note that it is important that you give us your feedback on the proposed design even if you do not support the introduction of parking controls as this will affect you if the scheme goes ahead.

For further information on the consultation please contact Parking Services on **020 8356 8877** or visit www.hackney.gov.uk/parking.

2. What is a Parking Zone (PZ)?

A Parking Zone (PZ) is an area where all kerbside space is controlled by either yellow lines or parking places which generally have the same operational hours and days of control.

There are 3 types of zones currently used in Hackney.



• Controlled Parking Zone (CPZ)

This is where zone entry plates are used to indicate the operational hours of the single yellow lines within the zone. Within a CPZ, signs are not required to indicate the operational hours of single yellow lines throughout the zone. Parking bays within the CPZ are signed with the operational hours.

• Parking Zone (PZ)

This is where there are no large entry signs to the zone. All parking bays and single yellow lines are signed with the operational hours of the zone at each location. If parking controls are supported, you will be joining existing parking Zone T, which is being introduced as a PZ.

• Restricted Parking Zones (RPZs)

In a restricted zone there are no lines at all; instead the restrictions are individually signed. RPZs are only used where there are special circumstances such as narrow streets or special carriageway materials (e.g. cobbles) that make lining inappropriate.

2.1 What is the purpose of a parking zone?

Parking zones provide a range of benefits to local communities and can be used for a variety of purposes.

Parking Zones:

- Effectively manage supply and demand for on street parking in an area
- Improve road safety and visibility for all road users and pedestrians
- Reduce parking stress and traffic congestion
- Improve the local environment and local air quality by reducing CO2 emissions by discouraging unnecessary car use
- Assist the Council in prioritising parking spaces according to need (e.g. resident only parking to protect the needs of local residents from non-local demands of commuters)
- Encourage visitor-only parking close to businesses to protect the needs of local businesses

2.2 How does the Council decide whether a parking zone is introduced?

The Council's decision to implement a parking zone in an area is based on a combination of the following factors:

- Feedback from local residents and businesses responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow
- Supply and demand for parking
- The environmental and air quality impacts of parking and traffic

All factors above have an equal weighting in the decision making process.

The feedback received from the consultation is analysed on a street-by-street or a part-of-street basis and

is used as part of the decision making process on whether or not to introduce parking controls and the potential boundary of any new zone.

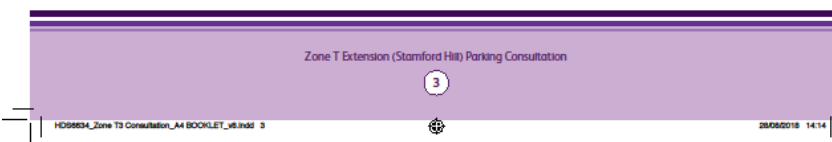
The Council may introduce parking controls on a street-by-street or part-of-street basis if it is able to form a logical boundary.

Although the consultation responses form a key part in the decision making process for the introduction of any parking zone, the final decision will also take account of some or all of the factors bullet pointed above. It should be noted that the cost of introducing any proposed measures is also considered when making any final decision. **For the avoidance of doubt, a parking zone consultation is not a referendum, as public opinion is only one of several factors that must be considered.** We will break down the responses we receive so that we know the majority of support in each street or part of street.

2.3 How does the Council decide on the hours of operation?

While in some parts of Hackney there are circumstances that necessitate specific hours of control, many areas in Hackney share the same characteristics and are suitable for similar hours of control as other parking zones which are already in force; for example, residential areas are typically controlled from Monday – Friday, 8.30am to 6.30pm or Monday – Saturday 8.30am to 6.30pm.

As your area forms part of a displacement consultation, if the majority of residents and businesses in your area are in favour of parking restrictions, you will join existing parking Zone T. The operational hours of parking Zone T are **Monday – Saturday, 8:30 am to 6:30pm.**



3. The consultation process

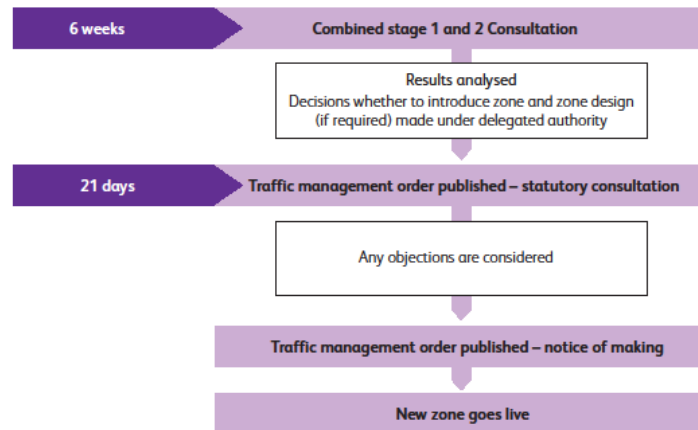
3.1 Informal consultation

A consultation pack including a questionnaire, letter and map is delivered to all affected residents and businesses in the area.

The Council is undertaking a combined stage 1 & 2 public consultation. A combined stage 1 & 2 public consultation combines the 'in principle' and detailed consultation stages together.

The diagram below describes the combined stage 1 and 2 consultation process that is to be undertaken by the Council before deciding whether to introduce a PZ.

Combined stage 1 and 2 consultation



3.2 Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation, where a traffic management order notice is advertised in Hackney Today for a 21 day period.

This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered. The Council is then 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.



4. How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by: **29 October 2018.**

Alternatively you can complete your questionnaire online by visiting: www.hackney.gov.uk/parking-hys

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

Email: consultparking@hackney.gov.uk
Telephone: 020 8356 8877

5. What happens next?

5.1 Drop in session – 20 September 2018

A drop in session will be held at Hackney Town Hall on Thursday 20 September 2018, between 5pm and 7pm.

Residents and businesses are encouraged to attend and raise any queries or provide feedback which they may have to us in person.

5.2 Closing Date – 29 October 2018

Closing date of consultation and last day to return your questionnaire. Consultation feedback received after this date will not be considered.

5.3 Consultation Results – December 2018

Consultation results will be made available to 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.

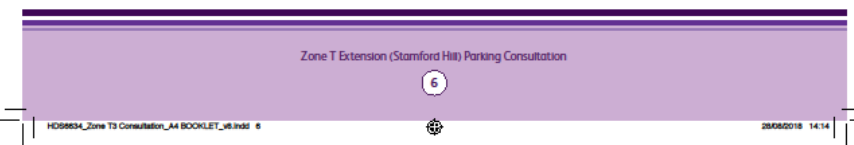
6. Frequently Asked Questions

6.1 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.

6.2 Will I have to buy a parking permit?

If your property is located within a parking zone and you do not live within a car free development, you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.



6.3 E-permits

The Council has now introduced e-permits which mean resident permits and Companion badges are now electronic, so you will not receive or need to display a paper permit on your vehicle. An E-permit becomes active from the date you select in your application. Once the permit has been purchased, an enforcement officer can confirm that a permit is valid by entering the vehicle registration number into their hand held devices.

Business permits and visitor vouchers will remain as paper permits until further notice. Business permits will be dispatched by first class post and visitor vouchers will be delivered by courier.

All permits can be applied and paid for online by visiting the website <https://www.hackney.gov.uk/parking>.

There is also a postal application service for those who do not have access to the internet. Please contact parking services on **020 8356 8877** if you do not access to the internet.

6.4 How much will a parking permit cost?

The way we charge for parking has been changing over the past three years as part of a drive to reduce pollution in the borough and will see parking permits charged according to CO2 emissions instead of engine size.

This will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles.

To help residents and businesses prepare for the different charging, CO2 emissions-based charging was phased in over two years from September 2016, with all residents and businesses paying half of the difference between the previous permit price and the new charges in the first year.

All new permits from September 2017 have been charged at the full rates based on CO2 emissions, as below:

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.
*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

Other changes include:

- Cars built before 2001 will move up a band in the charging scheme, reflecting the levels of CO2 they produce
- Diesel vehicles will incur a £50 levy, reflecting the high levels of particulate matter pollution they produce

6.5 Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (pay and display or permit) bay in the PZ.

You only need to use a voucher during operational hours. There are two types of vouchers that can be purchased by residents:

- A book of 20, 2hr scratch cards at a cost of £23
- A book of 5, one day scratch cards at a cost of £20

Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £225 for a book of 10 scratch cards which allow parking in all zones for one day. We also provide Pay & Display parking for businesses visitors wherever possible.

6.6 My street has footway parking. Will this be removed?

Footway parking is banned across London under the London Local Authorities Act 2000. Footway parking is a particular issue as it reduces the available footway width, impacting on pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, are wheelchair users, or are people using pushchairs and buggies or prams.

Footway parking also tends to result in damage to the pavement resulting in high maintenance costs, pedestrian injury claims and damage to the urban environment.

Therefore, proposals to increase footway parking are contrary to the aims and objectives of the Council to provide a safe and attractive public realm in Hackney.

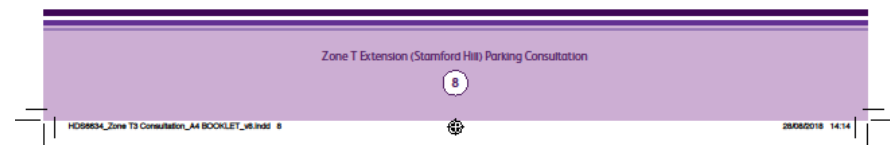
The proposed design for this scheme will not include any footway parking. All footway parking will be relocated onto the road public highway where it is safe to do so. Double yellow lines have been proposed at locations where we are unable to relocate the parking safely on the road.

6.7 Where can I load and 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 and also in 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 at www.hackney.gov.uk/parking.

6.8 How can I apply for a disabled bay?

If you are a Blue Badge holder with no access to off street parking, you may be able to get a disabled



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6.8 How can I apply for a disabled bay?

If you are a Blue Badge holder with no access to off street parking, you may be able to get a disabled

parking bay installed outside your home. However, in order to qualify for a bay, there is a set criteria which you need to meet including an assessment by Social Services.

Although a disabled parking bay is registered to an individual once installed, it can be used by any Blue Badge holder as the bay is not personalised.

For any advice about disabled bays, please email disabledparking@hackney.gov.uk call 020 8356 8328 or visit <https://www.hackney.gov.uk/parking-bays-for-disabled-drivers>

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

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit), pay and display only bays for an unlimited amount of time and for a maximum of three hours on single and double yellow lines. Blue Badge holders can 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.

6.10 What if I live on an estate?

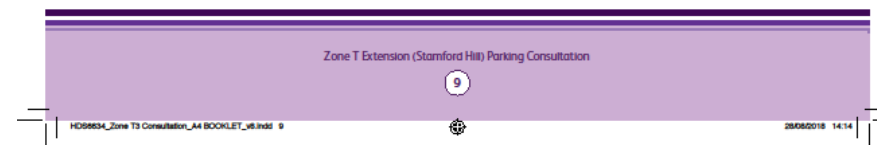
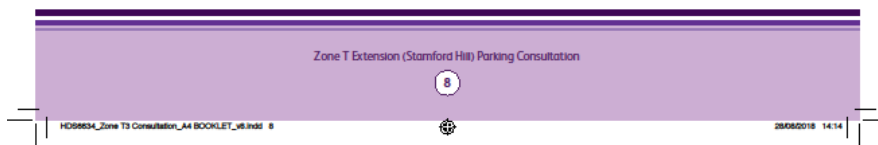
There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would still be entitled to have your say on the existing design and hours of operation. Estate residents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

6.11 Allocation of parking bays

In a parking zone, parking bays are allocated for different uses including disabled motorists, local residents, businesses and local visitors, according to the Council's 'hierarchy of parking need' – please see the table below.

Type of parking bay	Permit, voucher or ticket required
General Permit parking bay	Resident or business parking permit
	Resident or business visitor voucher
Chargeable Visitor parking bay	Pay and display ticket and/or cashless payment (Pay by mobile)*
Shared Use parking bay	Resident or business parking permit
	Resident or business visitor voucher
	Pay & display ticket and/or cashless payment (Pay by mobile)*
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

**Pay & Display machines will not be available at all locations. At locations without a machine visitors must use the pay by mobile option.*



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Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

***Pay & Display machines will not be available at all locations. At locations without a machine visitors must use the pay by mobile option.**

With regards to this consultation we have provisionally allocated 'permit holder' bays along the majority of roads, reflecting the make-up of the area. Some shared use spaces have been allocated on Broadway Mews, Chardmore Road, Clapton Common, Kyverdale Road, Leweston Place, Oldhill Street, Osbaldeston Road and Portland Avenue for people visiting local parks and other amenities.

6.12 What if my street is not included in the PZ?

From past experience we are aware that parking displacement can occur in uncontrolled streets when new parking controls are installed nearby, specifically in roads closest to the zone boundary. Residents and businesses are therefore given the opportunity to have a say on whether they want any controls, if similar controls are to be introduced in nearby streets, given that this is likely to have a significant impact on their parking ability.

If a road is not included within a parking zone, residents and businesses in uncontrolled streets can request parking controls if they are impacted by a PZ introduced nearby through the following process:

Email: consultparking@hackney.gov.uk

Phone: Hackney Parking Services on 020 8356 8877

Online: www.hackney.gov.uk/parking-hys

For more information on the Council's Parking Policy please visit www.hackney.gov.uk/pep

6.13 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 and all 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. Dedicated motorcycle bays should be used if available, rather than resident permit bays.

6.14 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.

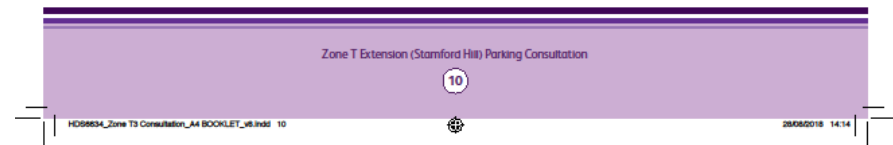
6.15 Do you consider road safety?

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 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.

6.16 What if I live on a Car Free Property?

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

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**.

6.17 Are parking zones 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 highways, street scene, parking enforcement and safer car parks. It also contributes to the funding of the Freedom Pass scheme.

6.18 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.

7. More information

For more information about the cost of permits and visitor vouchers please refer to our website 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 নথির বিষয় জানতে আপনি কতটা আগ্রহী হবেন তা নির্ধারণ করে উপস্থাপন করতে চান কিনা, জানতে আপনি কতটা আগ্রহী হবেন তা নির্ধারণ করে উপস্থাপন করতে চান কিনা, এই পত্রটির মতো নথির অন্যান্য বিবরণ ও সেখানে উল্লিখিত লিঙ্ক এবং এটি মৌখিক উপস্থাপন করে নেওয়া যাবে।	Somali Haddii aad loolaan lahayo in aad oqasto waxa uu ku meentigari sheegayo taclan caalamadi go'ka ku naboon. Xu qor ma'aacaaga, inwaarka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi in waarka 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 envíala a la siguiente dirección.
Kurdish Ger hun dixwazin bizanibin ku ev dokument giribê, ji kerema xwe outika minasib isare: bikin, nav, navnîşan û hejmara telefonê xwe li îarê rupeî binivîsin û wê ji navnîşana jêrîn re bişînin.	Turkish Bu dokümanda ne anlatıldığını öğrenmek istiyorsanız, ilgili 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 przesył ją 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 کو یہ جاننا چاہئے کہ اس دستاویز میں کیا ہے تو اس پر نوٹ لگائیے اور اس کے مناسب دائرے میں صحیح کا نشان لگائیے اور اپنا نام پتہ اور فون نمبر اس صفحہ کے نیچے لکھتے ہوئے اس سے نیچے سے بھیج دینے۔	Chinese 如果您想瞭解這份文件的詳細內容，請在下方適當的方格內，在本頁下方寫下您的姓名、地址和電話號碼寄到以下地址。

If you would like this document in any of the following formats or in another language not stated 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 T Extension (Stamford Hill)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by 29 October 2018 using the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

Street Number: _____

Street Name: _____

Postcode: _____

Email address (optional):

Are you a...

Resident

Business

Both



Section 2: Support for Controls

Q1. Do you support the introduction of parking controls on your road?

Yes No

Q2. Do you support the proposal to implement parking controls on your road if controls are introduced on nearby adjacent roads which are currently being consulted?
(See consultation leaflet for further information)

Yes No

Section 3: Proposed Design

Q3. Do you support the proposed parking design for your road? (Please see attached map)

Yes No

Please see the enclosed map which shows the layout of all the parking restrictions we propose to implement. You can also view the map on our website at www.hackney.gov.uk/parking-hys

Q4. If you have answered **NO** to the above question, please let us know what design changes you would like to see.

More permit bays More shared use bays More disabled bays

More resident bays More loading bays None of the above

Please let us know any other comments you may have about this proposal or the consultation.

Q5. In addition to the parking design proposals above, do you support the implementation of sustainable transport initiatives such as electric vehicle bays, car club bays and secure cycle parking facilities on your road?

Yes No

Section 4: How was it for you?

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

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

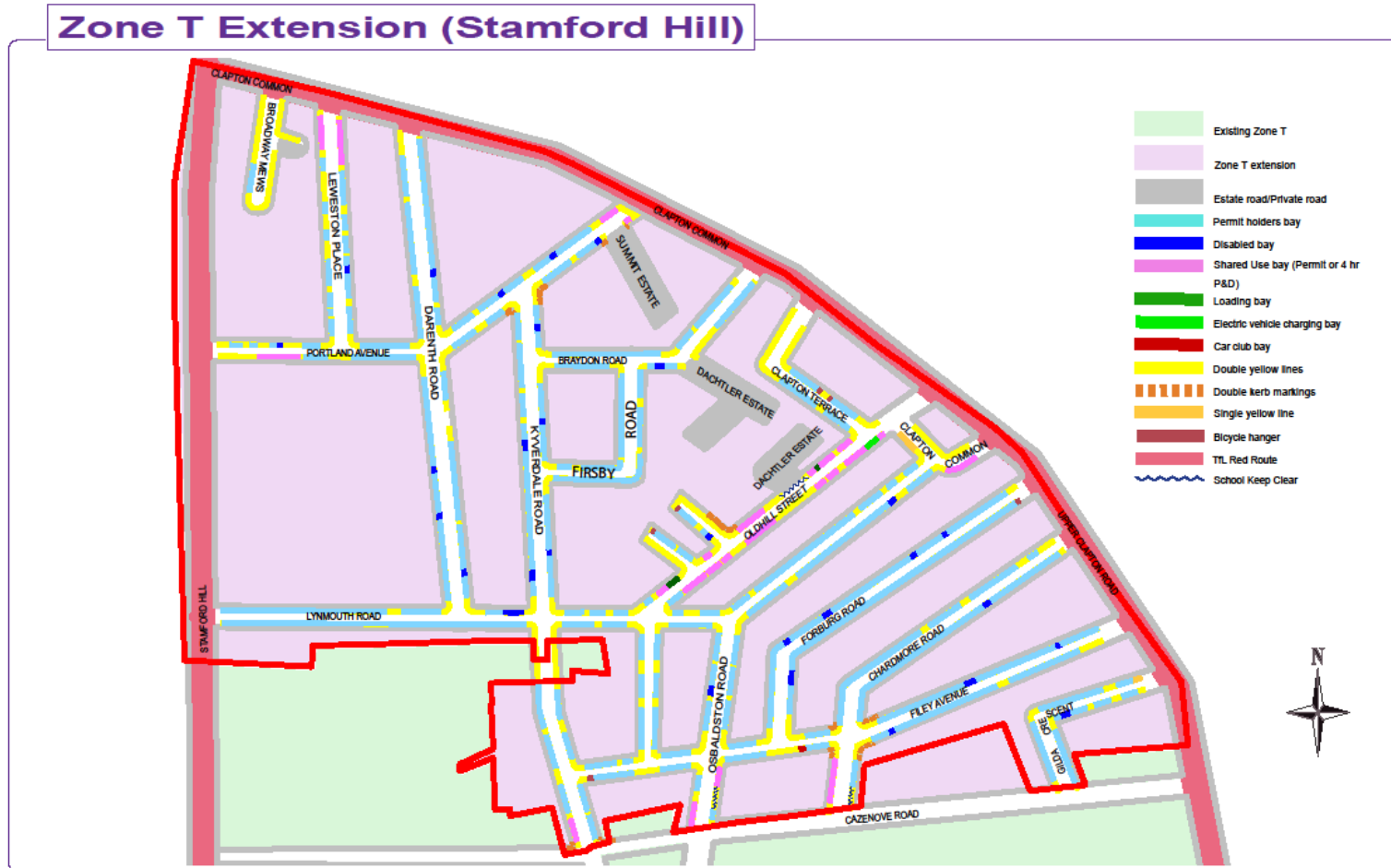
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APPENDIX 3: Final Design Stage One and Two Consultation in Zone T Extension Area.



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**APPENDIX 4: Equality Impact Assessment
Stage One and Two Consultation in Zone T Extension Area.**



**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 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 and Two consultation in Zones T Extension area.

Purpose of this Equality Impact Assessment:

Scheme

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

Name: Olaseni Koya	Ext: 8251
Directorate: Neighbourhood and Housing	Department/Division: Parking and Markets Services

Director: Aled Richards	Date:
Comment :	

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- 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 (2015 - 2020)
- Through localised consultations, residents and businesses are given the opportunity to have their say on the implementation of parking controls on their roads as well as the design for parking controls in the area.

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 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.

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 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

- 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.