

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

DATE

APRIL 2018

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Lea Bridge & Springfield Wards

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in selected uncontrolled roads in the Upper Clapton Area.
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zones N, R and, S in the October 2017 Cabinet meeting.
- 1.3 Following consideration of the responses received from the combined stage one and two 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 Zone U 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 U has been provided below. These dates are subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	May 2018
Statutory consultation on proposed traffic orders	June– July 2018
Implementation of parking restrictions	August 2018
Enforcement of parking restrictions	October 2018

- 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;

- 2.1 Approve the creation of Parking Zone U in the area between Lea Bridge Road (Northern kerb) and Mount Pleasant Hill / Lane as well as between River Lea and Upper Clapton Road.
- 2.2 Include the following roads within the Zone U boundary: Alcester Crescent, Aldeburgh Close, Brampton Close, Casimir Road, Cleveleys Road, Comberton Road, Dennington Close, Detmold Road, Dudlington Road, Framlingham Close, Gunton Road, Halesworth Close, Harleston Close, Harry Zeital Way, Inver Close, Lea Bridge Road, Lowestoft Close, Mount Pleasant Hill, Mount Pleasant Lane (between its junctions with Upper Clapton Road and Mount Pleasant Hill), Mundford Road, Oulton Close, Prout Road, Radley Square, Southwold Road, Theydon Road and Upper Clapton Road.
- 2.3 To approve the order designating parking restrictions in Zone U, as per the final design in Appendix 3.
- 2.4 To approve a pay and display tariff of £2.60 per hour for mobile phone only (cashless) parking in the Zone U area on Casimir Road, Cleveleys Road, Detmold Road, Gunton Road, Mount Pleasant Lane and Southwold Road.
- 2.5 To approve the implementation of shared use bays with 4 hour maximum stay in the locations above.
- 2.6 To approve the operational hours of Monday to Saturday 8.30am to 6.30pm in Zone U.
- 2.7 To authorise the Head of Parking and Markets 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 and Markets.

3. REASONS FOR DECISION

- 3.1 Parking Services completed a Stage one and two 'combined' consultation in the Parking Zone U (Upper Clapton) area between January and March 2018.

Document Number: 19936771

Document Name: Zone U - Delegated Report

Document Name:

- 3.2 This was due to approval received from Cabinet to consult the displacement roads in the Upper Clapton area in October 2017 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 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 and door knocking activity was also carried out.
- 3.6 An advert was also placed in the Hackney Today informing residents and businesses of the consultation taking place.
- 3.7 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.8 In line with the Council's Public Consultation Charter, a six week public consultation exercise was undertaken in the proposed zone U area between 22nd Jan 2018 and 5th March 2018.
- 3.9 In line with our consultation process, 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.
- 3.10 Detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response Rate

- 3.11 Consultation packs were sent to 1961 households and businesses in the Zone U area. 615 responses were received from addresses in the area. This equates to a response rate of 31%.
- 3.12 From the responses received directly by the Council, 11 responses were excluded as more than one response without a name was received from those addresses. In line with our

consultation procedures, only one response will be accepted where two or more responses without a name are received from the same address.

- 3.13 3 responses were excluded as they were duplicate responses which had the same name and address as other responses.
- 3.14 2 responses were also excluded as they were from addresses outside of the consultation area.
- 3.15 From the consultation feedback which were included in the analysis, the majority (81%) were received via post whilst the remaining were received via the online consultation portal. See appendix 1, table 2 for more information.
- 3.16 Majority of the feedback (97%) were received from residents living in the consultation area. Only 2% of the feedback were from businesses in the area. See appendix 1, table 3
- 3.17 A total of 26 roads were consulted on the introduction and design of parking controls. Of the 26 roads consulted, Upper Clapton Road is a red route and managed by Transport for London (TfL) and 11 roads are private roads (Aldeburgh Close, Brampton Close, Dennington Close, Framlingham Close, Halesworth Close, Harleston Close, Harry Zeital Way, Inver Close, Lowestoft Close, Oulton Close and Radley Square) therefore parking controls cannot be introduced on these roads. However, residents and businesses in those roads can still apply for a parking permit for the zone and can have a say on whether controls can be introduced on public highway roads in the consultation area.
- 3.18 The remaining 14 roads are public highway roads and parking controls can be introduced on them.

Support for controls from each road

- 3.19 97% of respondents provided their feedback to this question. Overall, the majority (71%) of feedback received from the area were in favour of parking controls.
- 3.20 When the feedback was analysed on a street by street basis, 19 of the roads consulted were in favour of parking controls.
- 3.21 13 of the 14 public highway roads where parking controls can be introduced (Casimir Road, Cleveleys Road, Comberton Road, Detmold Road, Dudlington Road, Gunton Road, Lea Bridge Road, Mount Pleasant Hill, Mount Pleasant Lane, Mundford Road, Prout Road, Southwold Road and Theydon Road) were in favour of parking controls. Feedback from Alcester Crescent was undecided.

- 3.22 The majority of the private and TfL roads were also in favour of parking controls with the exception of Aldeburgh Close, Harry Zeital Way, Inver Close, Lowestoft Close and Radley Square which were opposed to parking controls and Harleston Close was undecided.
- 3.23 A breakdown of the feedback received from the area has been provided in Appendix 1 Table 4.

Support for controls if parking controls are introduced on nearby roads

- 3.24 When asked whether they would support parking controls if introduced in nearby roads, 96% of respondents also provided their feedback to this question. The overall feedback (70%) received from the area was in favour of parking controls.
- 3.25 All of the public highway roads were in favour of parking controls.
- 3.26 Of the roads where parking controls cannot be introduced (private and TfL roads), Aldeburgh Close, Harry Zeital Way, Inver Close, Lowestoft Close and Radley Square remained opposed to the introduction of parking controls. Feedback from Harleston Close and Alcester Crescent changed to being in support of parking controls. See appendix 1 Table 5

Hours of Operation

- 3.27 As a new parking zone is being created, Parking Services consulted residents and businesses on their preferred hours of operation as part of the consultation.
- 3.28 Residents and businesses were given 3 options on the hours of operation which were based on the existing range of standardised hours within the borough.
- 3.29 Of the responses to the 3 options; the majority (41%) were in favour of Monday to Saturday 8:30am to 6:30pm. See Appendix 1 table 6 for more information.

Support for Proposed Parking Design

- 3.30 566 (92%) responded to the question of whether they supported the proposed design, the majority of those (53%) supported the proposed parking design for the area as indicated in Appendix 1 table 7.
- 3.31 291 (47%) respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (52%) did not make any specific recommendations on what design they would like to see.

- 3.32 The remaining responses were mixed whereby 27% wanted more resident permit bays, 8% of respondents wanted to see more shared use bays, 7% more permit bays and 6% more disabled bays and 1 respondent wanted more loading bays. See Appendix 1 table 8.
- 3.33 Parking controls within the zone U area have been designed to suit the diverse needs of the area. Permit parking has 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) has been proposed close to businesses, schools, places of worship and rail stations to accommodate visitors to the area.
- 3.34 However as a result of the consultation feedback received, Parking Services will also be converting the proposed permit bays on Casimir Road (opposite numbers 75 to 105 Casimir Road) to 4hr maximum stay shared use bays to provide more parking for visitors to the park.
- 3.35 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.

Other Considerations

Traffic Management

- 3.36 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”.
- 3.37 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.
- 3.38 The aim of the consultation is 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.
- 3.39 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.

- 3.40 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

- 3.41 The recent extension of parking controls in Parking Zones N and R has already caused significant parking stress and safety issues in some of the roads which were consulted as part of the zone U consultation.
- 3.42 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 and complaints received from the area which requested for parking controls to be implemented.
- 3.43 With the proposed introduction of parking controls in other areas nearby (the extension to zone T), the level of parking stress in this area is very likely to increase further which can lead to unsafe conditions for all road users due to poor visibility and lack of space in roads.
- 3.44 The introduction of parking controls in all roads within the zone U area would ensure that parking stress is reduced. Parking Controls would prohibit vehicles parking at dangerous locations such as on the footway or at junctions by providing safe spaces for drivers to park.

Conclusion

- 3.45 When determining whether to introduce parking controls in an area or not, Parking Services have to consider a variety of factors including; consultation feedback, traffic management and displacement parking from nearby areas.
- 3.46 As 21 of the 26 roads consulted (Alcester Crescent and Harleston Close supported controls if introduced on nearby roads) including all of the public highway roads, the road managed

by TfL and 6 of the 11 private roads supported the introduction of parking controls, Parking Services recommends that parking controls are introduced on all public highway roads within the zone U area.

- 3.47 By implementing parking restrictions in all roads consulted, Parking Services would ensure that free flow and safe movement of traffic is maintained in the area.
- 3.48 Estate roads and private roads in the area will be excluded from having parking controls but will have the option of buying a permit for on street. Estates which have existing parking schemes will continue with their own scheme unless stated otherwise by Hackney Housing. Parking Services will make a recommendation to Hackney Housing to consult all uncontrolled estates separately on the introduction of parking controls to ensure that their parking needs are protected.
- 3.49 The decision to introduce parking controls in all roads in the area are in line with the consultation feedback from the area and our parking policies contained in the Parking Enforcement Plan (PEP) 2015 – 2020.
- 3.50 Parking Services also recommends to implement the operational hours of Monday to Saturday 8.30am to 6.30pm in all public highway roads in the Parking Zone U area and the parking design outlined in appendix 3 of this report based on the consultation feedback received from the area.
- 3.51 Parking Services recommends the implementation of a 4 hour maximum stay to all shared use bays in Parking Zone U to provide sufficient time for visitors to visit nearby businesses.
- 3.52 The pay and display charges in the area will be £2.60 per hour for mobile phone (cashless) parking.
- 3.53 Parking Services recommend to introduce mobile payment only (cashless) shared use bays on Casimir Road, Cleveleys Road, Detmold Road, Gunton Road, Mount Pleasant Lane and Southwold Road. 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

- 3.54 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.
- 3.55 Overall, the majority (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 11 for responses received.
- 3.56 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.

Additional Comments

- 3.57 112 (18%) made specific comments regarding their preferred hours of operation. 89 respondents who made comments requested the hours of operation of 7am to 11am to be implemented in the area. The remaining 23 responses requested for other variations for the hours of operation. See Appendix 1 Table 9 for more information.
- 3.58 Other than comments related to operational hours, 28% of respondents provided their additional comments to the consultation questionnaires.
- 3.59 Of the comments received
- 18% stated that they objected to the cost of permits or saw the cost as an unfair tax
 - 9% stated that permits should be free to residents
 - 8% requested a review of disabled bays,
 - 7% supported the scheme
 - 5% stated that they were not in favour of parking controls.
- 3.60 All additional comments provided by respondents have been individually assessed. See Appendix 1 Table 10 for a breakdown of comments.
- 3.61 Hackney Council promotes the greenest methods of travel such as walking, cycling and public transport over private car use, plus the shift from petrol / diesel vehicles to electric vehicles which helps to improve air quality.
- 3.62 Permit prices are based on a vehicle's emissions. They aim to incentivise motorists to switch to less polluting vehicles in order to improve air quality and reduce Hackney's carbon

dioxides emissions. In addition, parking permits cover the cost of providing the entire service, which includes but is not limited to:

- applying for a permit through an online system which covers the necessary checks with the DVLA
- enforcing controlled parking zones throughout the day to ensure motorists park correctly during the prescribed times and not dangerously at all other times – such as double parking, parking in front of driveways and across protected junctions on single or double yellow lines
- issuing and enforcing suspensions, relocations and removals of parked vehicles
- maintenance of short stay parking pay and display machines, paying by phone or online
- looking after parking zone designs, which includes lining of the roads and the upkeep of on-street time plates
- reviewing controlled parking zones through consultation with residents as and when they are needed

3.63 When compared to other similar or neighbouring local authorities, Hackney Council's parking permit prices are one of the lowest.

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.
- 4.3 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 the uncontrolled roads within the Upper Clapton area on the introduction of parking controls between January and March 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, the introduction of parking controls in nearby areas (Zones N, R and S extension areas) caused displacement parking and as a result 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 October 2017.
- 5.6 The stage 1 and 2 'combined' consultation for zone U area started on the 22nd January 2018 and closed on 5th March 2018. The consultation process consisted of:-
- Consultation packs posted to every business and resident within the consultation area,
 - A freepost response envelope,
 - Consultation documentation 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 activity completed in majority of addresses in the area.
- 5.7 The consultation exercise requested feedback on whether parking controls were supported in each area as well as the proposed design for the area. Respondents were also given the opportunity to provide general comments using the 'free-text' comments section.
- 5.8 The consultation response rates were significantly higher than is usual for similar consultations in Hackney, the norm being an average of 15-20%.
- 5.9 Recommendations for the implementation of controls have been put forward in light of all data collected.
- 5.10 Key factors considered in making these decisions include but are not limited to:-

- **Safety** – this plays a key feature in the introduction and review of all zones and the recommendations thereof. The key recommendations made within 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. The allocation of parking bay use is intended to reflect the mix of residential and commercial properties within the area;
- **Improved parking provision** – as with all controlled parking areas, parking demands need to be managed effectively to ensure they meet the needs of residents, visitors and businesses. The allocation of the parking spaces is based on demand for parking in the general area and a consistency within area as well as in line with the Council PEP hierarchy of needs.
- **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.

Policy Context

- 5.11 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.
- 5.12 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.
- 5.13 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.
- 5.14 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.

5.15 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

5.16 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

5.17 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.

5.18 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

5.19 There is a one-off installation cost of £49,046.29 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.

5.20 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

Statutory public consultation (all areas)	Cost £
Design	577.50
Printing	2,849.19
Postage	2,823.60
Advertising	0
TMO changes	1,000
Total	7,250.29

Zone U Implementation	Cost £
Lining (including enforcement)	12,343
Signs and posts	29,453
Pay and display changes	0
Total	41,796

- 5.21 There are also ongoing maintenance costs of £6,000 per annum. The enforcement costs for the area will be approximately £11,000 per annum.
- 5.22 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

- 5.23 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.
- 5.24 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.
- 5.25 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 CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1 Parking Services completed the combined consultation in Parking Zone U (Upper Clapton) area between January and March 2018. Approval to consult was granted by Cabinet in October 2017. This report details the consultation process and results of the Stage 1 and 2 public consultation carried out in selected uncontrolled roads in the Upper Clapton Area to determine the operational design of the extension.
- 6.2 The report puts forward recommendations in Section 2 Controlled Parking Zones (CPZ) in Zone U 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 £66k which includes one off installation (£49k), maintenance (£6k) and enforcement (£11k), 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 CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES

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

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

- 7.4 If the stage 1 and 2 combined consultation is approved, this will enable the Council to determine if a controlled parking zone (CPZ) is wanted along with the design layout, lines and hours of operation/restriction. This combined consultation will need to be followed by a statutory consultation on the changes required, if any, to the traffic management order, to give effect to these changes.
- 7.5 The non-statutory consultation has been carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
- Consultation should occur when proposals are at a formative stage;
 - Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
 - Consultations should allow adequate time for consideration and response;
- 7.6 Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.
- 7.7 The exercise of powers contained in the 1984 Act relating to parking is an executive function.
- 7.8 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. The Cabinet meeting in October 2017 delegated the decision making for this proposed CPZ to the Group Director for Neighbourhoods and Housing.

APPENDICES

Document Number: 19936771
Document Name: Zone U - Delegated Report
Document Name:

Appendix 1 – Zone U feedback

Appendix 2 – Zone U Displacement consultation documents

Appendix 3 – Final Design for Zone U

Appendix 4 – Equality Impact Assessment

Document Number: 19936771

Document Name: Zone U - Delegated Report

Document Name:

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

No

Report Author	Keith Connett Ext; 020 8356 8282 keith.connett@hackney.gov.uk
Comments of the Corporate Director of Finance and Resources	Nurur Rahman Tel; 020 8356 2018 Nurur.rahman@hackney.gov.uk
Comments of the Corporate Director of Legal, HR and Regulatory Services	Christine Stephenson Tel; 020 8356 3578 christine.stephenson@hackney.gov.uk

Authorisation of Group Director – Neighbourhood and Housing

Signature:



Authorisation of Director Public Realm – Neighbourhood and Housing

Date: 25/05/2018

Signature:



Document Number: 19936771
Document Name: Zone U - Delegated Report
Document Name:

APPENDIX 1: Zone U

Stage 1 & 2 Combined Consultation

1 Feedback Analysis

1.1 Response

We consulted 1961 households and businesses and received 615 completed valid questionnaires achieving an overall response rate of 31%. This was well above the average response rate of 12% for this type of consultation. A breakdown of responses on a street by street basis can be found in Table 1.

Table 1: Response to the Stage 1 and 2 consultation

Road Name	Sent	Response	
		No.	%
ALCESTER CRESCENT	25	10	40%
ALDEBURGH CLOSE	20	1	5%
BRAMPTON CLOSE	12	11	92%
CASIMIR ROAD	52	53	102%
CLEVELEYS ROAD	78	74	95%
COMBERTON ROAD	17	8	47%
DENNINGTON CLOSE	17	4	24%
DETMOLD ROAD	74	29	39%
DUDLINGTON ROAD	17	5	29%
FRAMLINGHAM CLOSE	25	5	20%
GUNTON ROAD	112	70	63%
HALESWORTH CLOSE	11	10	91%
HARLESTON CLOSE	23	14	61%
HARRY ZEITAL WAY	445	46	10%
INVER CLOSE	24	9	38%
LEA BRIDGE ROAD	50	13	26%
LOWESTOFT CLOSE	22	5	23%
MOUNT PLEASANT HILL	36	14	39%
MOUNT PLEASANT LANE	127	32	25%
MUNDFORD ROAD	24	10	42%
OULTON CLOSE	30	9	30%
PROUT ROAD	114	22	19%
RADLEY SQUARE	17	2	12%
SOUTHWOLD ROAD	336	126	38%
THEYDON ROAD	10	1	10%
UPPER CLAPTON ROAD	243	32	13%
Grand Total	1961	615	31%

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 U	81%	19%	0

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

1.2 Resident or Business user?

From the 615 responses 98% (603) answered this question see Table 3 for details

Table 3: User type

Are you a resident, business or both?	Responses	%
Both	4	1%
Business	14	2%
Resident	585	97%

1.3 Zone U - Support for parking controls on your road

From the 615 responses received, 97% of respondents (598) answered this question.

The majority (71%) of responses were in favour of parking controls on their road. When analysed on a street by street basis, 19 of the 26 roads consulted were in favour of parking controls and 5 roads did not support parking controls. Feedback from Alcester Crescent and Harleston Close was undecided.

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

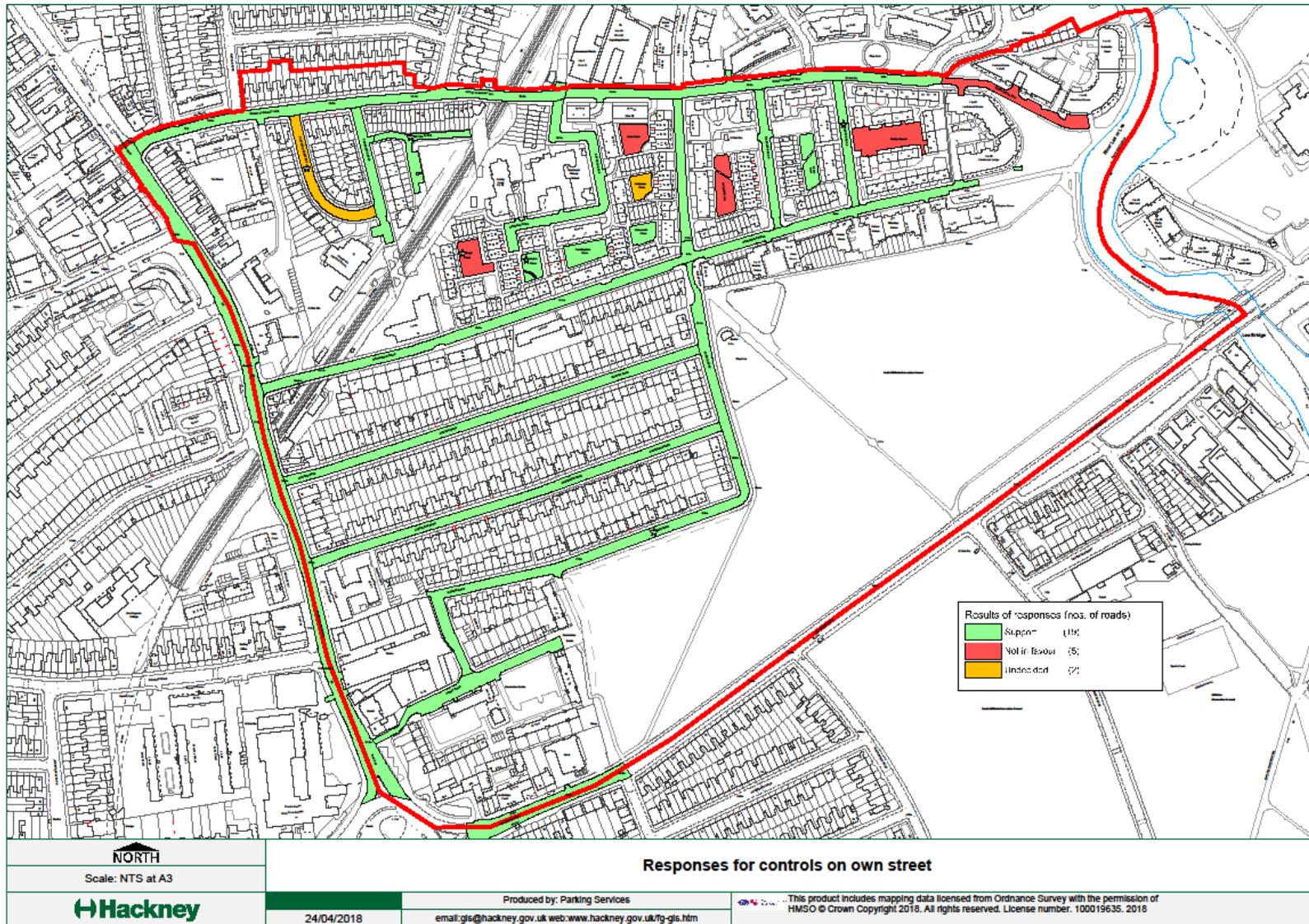
Table 4: Support for parking controls on your road

	Total Responses		Responses (%)	
	Yes	No	Yes	No
ALCESTER CRESCENT	5	5	50%	50%
ALDEBURGH CLOSE	0	1	0%	100%
BRAMPTON CLOSE	7	4	64%	36%
CASIMIR ROAD	47	6	89%	11%
CLEVELEYS ROAD	73	0	100%	0%

	Total Responses		Responses (%)	
	Yes	No	Yes	No
COMBERTON ROAD	6	1	86%	14%
DENNINGTON CLOSE	3	1	75%	25%
DETMOLD ROAD	15	14	52%	48%
DUDLINGTON ROAD	3	2	60%	40%
FRAMLINGHAM CLOSE	5	0	100%	0%
GUNTON ROAD	66	3	96%	4%
HALESWORTH CLOSE	9	1	90%	10%
HARLESTON CLOSE	7	7	50%	50%
HARRY ZEITAL WAY	9	34	21%	79%
INVER CLOSE	2	7	22%	78%
LEA BRIDGE ROAD	7	6	54%	46%
LOWESTOFT CLOSE	0	5	0%	100%
MOUNT PLEASANT HILL	11	3	79%	21%
MOUNT PLEASANT LANE	30	2	94%	6%
MUNDFORD ROAD	6	4	60%	40%
OULTON CLOSE	5	4	56%	44%
PROUT ROAD	18	4	82%	18%
RADLEY SQUARE	0	2	0%	100%
SOUTHWOLD ROAD	69	46	60%	40%
THEYDON ROAD	1	0	100%	0%
UPPER CLAPTON ROAD	20	12	63%	38%
Total	424	174	71%	29%

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

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



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

Out of the 615 responses received, 96% (591) of 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 (70%) were in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking controls increased from 19 roads to 21 (of 26) roads. The feedback from Alcester Crescent and Harleston Close changed from undecided to supporting parking controls if introduced in nearby roads. The 5 roads which did not support parking controls in the previous question maintained that opinion and did not support controls.

A breakdown of responses by street can be found in Table 5 below.

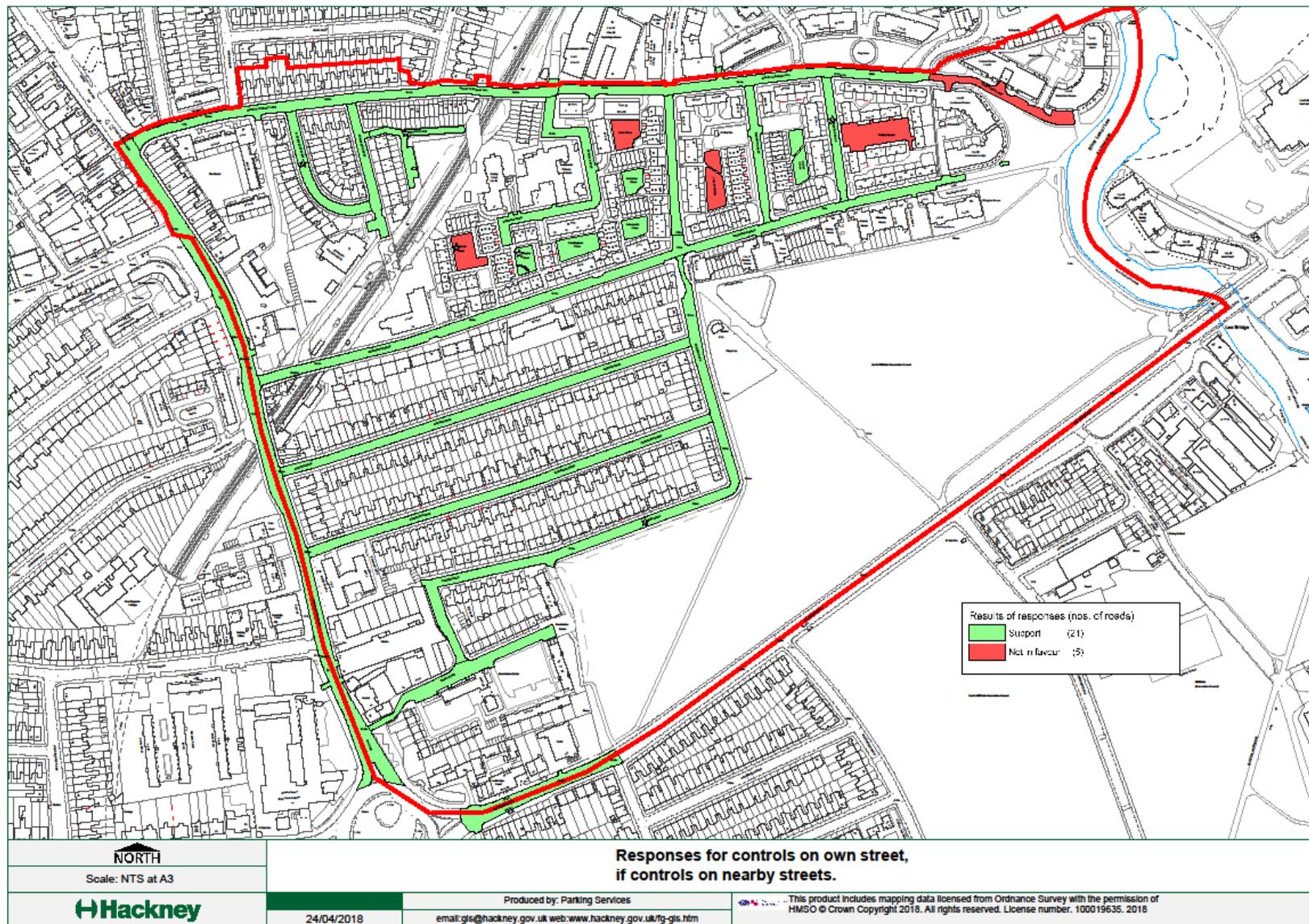
Table 5 – Support for controls on nearby roads

	Total Responses		Responses (%)	
	Yes	No	Yes	No
ALCESTER CRESCENT	8	1	89%	11%
ALDEBURGH CLOSE	0	1	0%	100%
BRAMPTON CLOSE	8	3	73%	27%
CASIMIR ROAD	45	6	88%	12%
CLEVELEYS ROAD	71	2	97%	3%
COMBERTON ROAD	7	0	100%	0%
DENNINGTON CLOSE	3	1	75%	25%
DETMOLD ROAD	15	14	52%	48%
DUDLINGTON ROAD	3	2	60%	40%
FRAMLINGHAM CLOSE	5	0	100%	0%
GUNTON ROAD	61	5	92%	8%
HALESWORTH CLOSE	7	3	70%	30%
HARLESTON CLOSE	9	5	64%	36%
HARRY ZEITAL WAY	11	34	24%	76%
INVER CLOSE	3	6	33%	67%
LEA BRIDGE ROAD	7	6	54%	46%
LOWESTOFT CLOSE	1	4	20%	80%
MOUNT PLEASANT HILL	11	3	79%	21%
MOUNT PLEASANT LANE	29	2	94%	6%
MUNDFORD ROAD	7	3	70%	30%
OULTON CLOSE	5	4	56%	44%
PROUT ROAD	18	4	82%	18%
RADLEY SQUARE	0	2	0%	100%

	Total Responses		Responses (%)	
	Yes	No	Yes	No
SOUTHWOLD ROAD	58	56	51%	49%
THEYDON ROAD	1	0	100%	0%
UPPER CLAPTON ROAD	18	13	58%	42%
Grand Total	411	180	70%	30%

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

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



Document Number: 19936771

Document Name: Zone U - Delegated Report

Document Name:

1.5 Hours of operation

Of the 615 responses received, 60% (368) of respondents answered the question on their preferred operational hours. The majority (41%) of respondents were in favour of Monday to Saturday: 8.30am to 6.30pm as indicated in Table 6 below.

Table 6: Preferred hours of operation

Option	Count	%
Monday to Friday: 10am to noon	69	19%
Monday to Friday: 8.30am to 6.30pm	148	40%
Monday to Saturday: 8.30am to 6.30pm	151	41%

1.6 Proposed parking design

Out of the 615 responses received, 92% (566) of respondents answered the question whether they supported the proposed design. The majority (53%) of respondents were in favour of the proposed parking design for the area as indicated in Table 7 below. When analysed on a street by street basis, only 9 roads were in favour of the proposed design for the area whilst 14 were not in favour and 3 were undecided.

Table 7: Support for parking design from each street.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
ALCESTER CRESCENT	5	5	50%	50%
ALDEBURGH CLOSE	0	1	0%	100%
BRAMPTON CLOSE	2	9	18%	82%
CASIMIR ROAD	40	8	83%	17%
CLEVELEYS ROAD	59	8	88%	12%
COMBERTON ROAD	4	4	50%	50%
DENNINGTON CLOSE	3	1	75%	25%
DETMOLD ROAD	11	17	39%	61%
DUDLINGTON ROAD	1	4	20%	80%
FRAMLINGHAM CLOSE	3	1	75%	25%
GUNTON ROAD	49	15	77%	23%
HALESWORTH CLOSE	2	8	20%	80%

	Total Responses		Responses (%)	
	Yes	No	Yes	No
HARLESTON CLOSE	0	14	0%	100%
HARRY ZEITAL WAY	7	34	17%	83%
INVER CLOSE	2	7	22%	78%
LEA BRIDGE ROAD	5	8	38%	62%
LOWESTOFT CLOSE	0	5	0%	100%
MOUNT PLEASANT HILL	7	7	50%	50%
MOUNT PLEASANT LANE	20	11	65%	35%
MUNDFORD ROAD	6	4	60%	40%
OULTON CLOSE	3	6	33%	67%
PROUT ROAD	8	14	36%	64%
RADLEY SQUARE	0	2	0%	100%
SOUTHWOLD ROAD	45	58	44%	56%
THEYDON ROAD	1	0	100%	0%
UPPER CLAPTON ROAD	19	13	59%	41%
Total	302	264	53%	47%

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

1.7 Alternative suggestions

291 (47%) of the 615 respondents provided their views on alternative types of bays they would prefer, however over half of the feedback (52%) chose the option 'none of the above'.

The remaining responses were mixed with 27% of respondents wanting to see more resident permit bays, 8% wanting more shared use bays, 7% wanting to see more permit bays, 6% wanting more disabled bays and 1% wanting more loading bays. See Table 8 below.

Table 8: Support for parking design from each street

	No.	%
None of the above	151	52%
More Resident Bays	79	27%
More Shared Use bays	23	8%
More permit bays	19	7%
More disabled bays	18	6%
More loading bays	1	0%

Excludes blank responses

1.8 General Comments about Operational hours and Proposed Design

Of the 615 responses 112 (18%) made comments requesting hours operation outside of the options provided in the questionnaire. A total of 89 (14%) comments requested 7am to 11am (on Monday to Friday/Saturday). See Table 9 below for a further information.

Table 9: Comments on Operational Hours

Option	No.	% of comments	% of total response
Monday to Saturday: 7:00am to 11:00am	79	71%	12.8%
7:00am to 11:00am	5	4%	0.8%
Monday to Friday: 7:00am to 11:00am	5	4%	0.8%
Monday to Friday: 7.00am to 7.00pm	3	3%	0.5%
Monday to Friday: 7:00am to 10:00pm	2	2%	0.3%
20:30 finish	1	1%	0.2%
21:30 finish	1	1%	0.2%
22:30 finish	1	1%	0.2%
6:30am to 6:30pm	1	1%	0.2%
7:00pm start	1	1%	0.2%
7:30 to 7:30	1	1%	0.2%
7am start	1	1%	0.2%
8:30am start too late	1	1%	0.2%
8am to 11:00am	1	1%	0.2%
Extend evening hours (not specified)	1	1%	0.2%
Monday to Friday: 6:30am to 8:00pm.	1	1%	0.2%
Monday to Friday: 8.30am to 7.00pm	1	1%	0.2%
Monday to Saturday: 7:00am to 10:00pm	1	1%	0.2%
Monday to Saturday: 8:30am to 6:30pm	1	1%	0.2%
Monday to Sunday 7:00am to 8:00pm	1	1%	0.2%
Monday to Sunday: 7.00am to 12.00noon	1	1%	0.2%
Mon-Sun	1	1%	0.2%
Saturday: to 1:30	1	1%	0.2%
Total	112	100%	18.0%

Other than comments regarding operational hours some respondents made additional comments 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 10 below.

Of the 615 respondents 28% (175) provided general comment. Table 10 shows the theme of the general comments.

Table 10: First 10 theme of comments

Comment	% Comments
too expensive/unfair tax	18%
permit should be free to residents	9%
Disabled bay review	8%
support scheme	7%
increase permit bays	6%
request cycle hanger	6%
do not support controls	5%
Estate residents should use car parks provided	4%
increase enforcement	4%
parking on one side only of Southwold Road - more passing areas and less cars	4%

1.9 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 (51%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See table 11 below for a breakdown of responses received.

Table 11: Support for sus, transport initiatives.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
ALCESTER CRESCENT	6	3	67%	33%
ALDEBURGH CLOSE	0	1	0%	100%
BRAMPTON CLOSE	4	7	36%	64%
CASIMIR ROAD	33	13	72%	28%
CLEVELEYS ROAD	27	35	44%	56%
COMBERTON ROAD	4	3	57%	43%
DENNINGTON CLOSE	2	1	67%	33%
DETMOLD ROAD	16	11	59%	41%
DUDLINGTON ROAD	2	3	40%	60%
FRAMLINGHAM CLOSE	2	3	40%	60%
GUNTON ROAD	30	30	50%	50%
HALESWORTH CLOSE	1	8	11%	89%
HARLESTON CLOSE	3	11	21%	79%

	Total Responses		Responses (%)	
	Yes	No	Yes	No
HARRY ZEITAL WAY	19	24	44%	56%
INVER CLOSE	4	4	50%	50%
LEA BRIDGE ROAD	3	6	33%	67%
LOWESTOFT CLOSE	1	4	20%	80%
MOUNT PLEASANT HILL	10	4	71%	29%
MOUNT PLEASANT LANE	12	13	48%	52%
MUNDFORD ROAD	3	6	33%	67%
OULTON CLOSE	5	4	56%	44%
PROUT ROAD	8	11	42%	58%
RADLEY SQUARE	1	0	100%	0%
SOUTHWOLD ROAD	52	49	51%	49%
THEYDON ROAD	0	1	0%	100%
UPPER CLAPTON ROAD	10	15	40%	60%
Total	258	270	49%	51%

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



Zone U (Upper Clapton)

Parking Consultation



1. Why am I being consulted?

The Council recently consulted and implemented parking controls in nearby roads in the Lea Bridge and Hackney Downs Wards in 2017.

Since parking controls were introduced in the above areas, Parking Services received a high number of requests for the introduction of parking controls from residents in your area who are experiencing difficulty with parking due to increased parking stress in the area.

We recognise that the introduction of controls in the nearby area has had an impact on parking in your road and other uncontrolled roads in your area. To minimise the impact of parking pressure in these roads, we are 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
- Hours of operation for parking controls in your area.

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

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 the **05 March 2018**. **Please be aware that we will not take into consideration any responses received after the closing date.**

As this is a stage one and two consultation, where a decision is being made on whether parking controls should be please replace with introduced, if there is support for parking controls in your area we will propose to install parking restrictions as shown in the attached map. If you have any comments on the proposed design changes please let us know what these are in the comments section in the attached questionnaire.

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 Zones (CPZs)

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 Zones (PZs)

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 forming a new parking zone (Zone U), which will be introduced as a PZ.

Restricted Parking Zones (RPZs)

These are where 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 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 but are noted)
- 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 **part-of-street** basis and 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 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. Other key features may look at whether the area is a business district, residential area or both.

As your road will be forming a new Parking Zone (Zone U), we would like to hear your views on your preferred hours of operation for the parking zone. You can have your say using the attached questionnaire.

The range of operational hours that we are proposing is the same as we currently have in place in various other parking zones within the borough.

Having similar operational hours to nearby zones helps motorists understand the times of control in each area and increase the service's efficiency by making storage and maintenance of signs easier. However, we will take into account any other suggestions made by the residents and businesses during the consultation.

Different Operational Hours

If you would like to propose different operational hours you must ensure that you state this within the additional comments box in your response so that it can be taken into account during the analysis stage.

If we introduce a parking zone, the decision on the operational hours will usually be based on a clear majority support from the options provided. If there is no overall majority support for a particular option, the Council will normally base its decision on what it considers to be best option for the area. This will take into account the operational hours of neighbouring parking zones as well as the demographic makeup of the area.

3. The consultation process

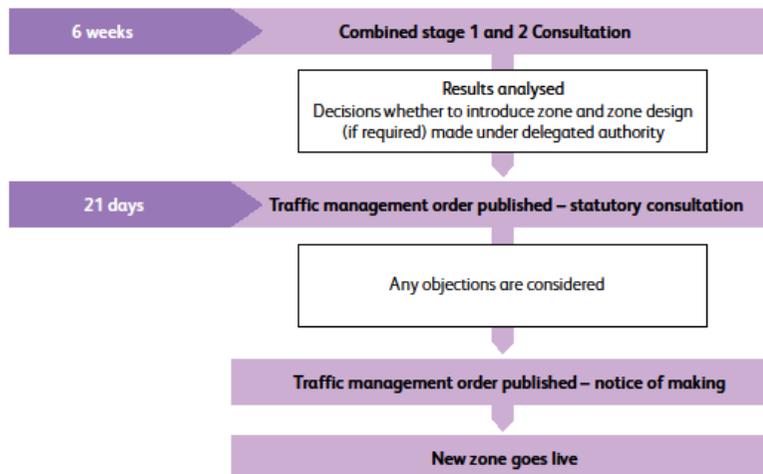
3.1 Informal consultation

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 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: **5 March 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?

Closing Date – Monday 5 March 2018

Closing date of consultation and last day to return your questionnaire

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

Consultation Results – May 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

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.

Will I have to buy a parking permit?

If your property is located within a parking zone you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

How much will a parking permit cost?

The way we charge for parking is changing as part of a drive to reduce pollution in the borough. The changes will take place over three years 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. 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, which represents the high levels of particulate matter pollution.

Our new parking permit price calculator is available at our website and will allow you to view exactly what you will be paying with CO2 emissions-based charging. Please visit the website www.hackney.gov.uk/parking-permit-price-calculator.

Resident permit prices, using emission-based charging (CO2) from September 2017

All permits after September 2017 will only be based in vehicle emissions.

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

There is a £10 discount when purchasing resident permits online or by post.
 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.

My street has footway parking. Will this be removed?

Footway parking is banned 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.

Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available 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 £20
- A book of 5, one day scratch cards at a cost of £16.50

Please note that there is a 50% discount for blue badge holders and people over 60 for the first two books purchased per calendar month.

Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £225 for a book of 10 scratch cards. This allows parking in all zones for one day in any general permit or shared use bay (please note this does not include resident permit bays).

We also provide short term parking bays where visitors can pay for parking either by buying a ticket from a nearby machine or paying by mobile. Please note both options may not be available at all locations as we now have some locations around the borough where only pay by mobile is accepted.

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.

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.

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.

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.

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 and display ticket and/or cashless payment (Pay by mobile)*
Resident parking bay	Resident parking permit
Business parking bay	Business parking permit

*Pay and 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 Cleveley's Road, Detmold Road, Gunton Road, Mount Pleasant Lane and Southwold Road for people visiting local parks and other amenities.

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

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.

What If I live on a private road?

If you live on a private road which falls within the consultation area, your road will still be included in the consultation. Although your road will remain free of controls, you will still be entitled to have your say. If you would like your road to form part of the existing zone please let us know in the comments box of the enclosed questionnaire.

Do you consider road safety?

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

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

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

- Junction protection - double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross.
- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles.
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles.

What If I live on a Car Free Property?

A Car Free Property will be designated under a 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**.

Are parking zones just a money making scheme for the Council?

No. By law revenue generated from PZs must only 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.

How will you use my personal information?

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

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

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

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

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

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 নথিতে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে 'জানতে' করে উপযুক্ত বক্সে টিক দিন, এই পাতায় নীচের তথ্যগুলি নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকানা ঠিক করে পাঠান।

French

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

Kurdish

Ger hun dixwazin bazaribin ku av dokument çî dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrîr re bişînin.

Polish

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

Urdu

اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو اس کے مناسب باکس میں صحیح ٹیکہ لگائیے اور نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھنے والے جگہ پر لکھیں۔

Somali

Haddii aad jecdaan lahayd in aad ogaato waxa dokumentigan shaaqayso fadlan calaamadi godka ku haboon. Ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhanka hoose ka dibna ku celi cinwaanka hoose.

Spanish

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

Turkish

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

Vietnamese

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

Chinese

如果您想知道這份文件的詳細內容，請在表格內打勾，在本頁下面寫下您的名字、地址和電話號碼並寄到下面的地址。

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

In large print

On Disk

In Braille

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 U (Upper Clapton)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 5 March 2018** using the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

 Postcode:

Email (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 streets 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: Operation Hours

Q6. What are your preferred operational hours for your zone?

Monday to Friday: 8.30am to 6.30pm

Monday to Saturday: 8.30am to 6.30pm

Monday to Friday: 10am to noon

Section 5: How was it for you?

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

a) **Consultation pack:** Useful Not useful

b) **Information in the leaflet:** Just right Too much Not enough

c) **Questionnaire length:** Just right Too long Too short

Thank you for completing the questionnaire.

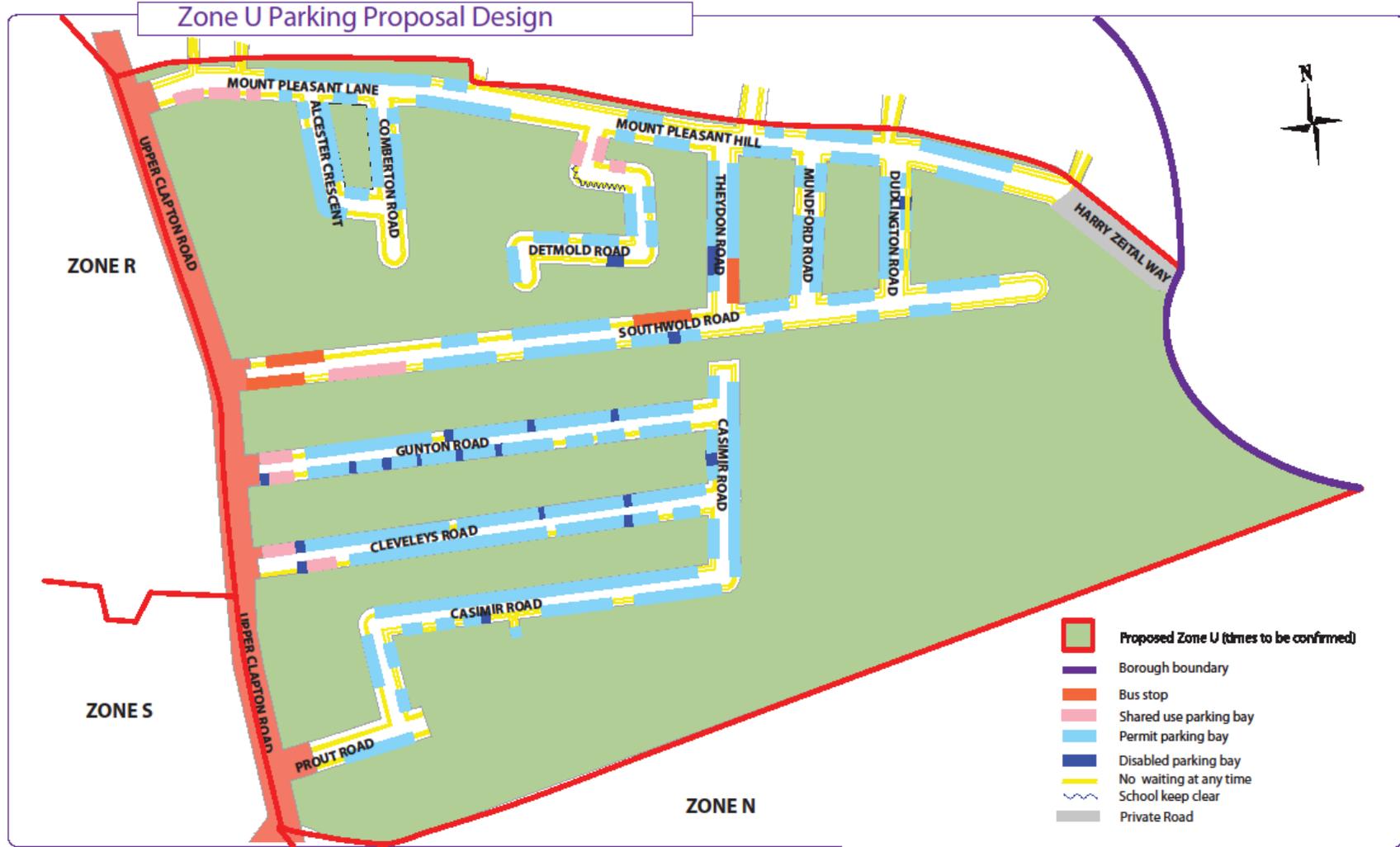
Data Protection

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

No personal information you have given us will be passed on to third parties for commercial purposes. Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services.

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

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

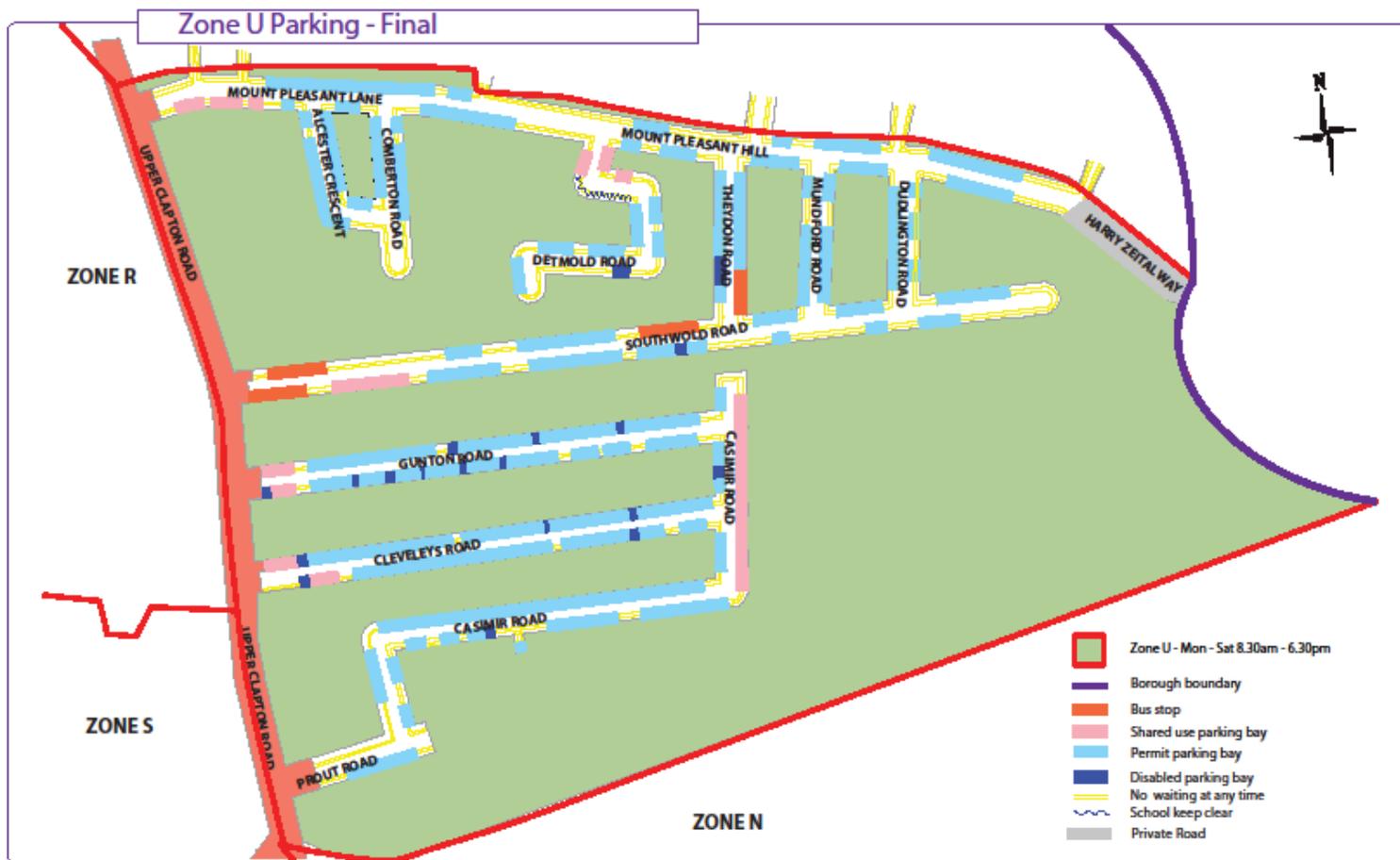


This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2017. All rights reserved.
 Licence number 100019635. 2017

H055278



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



This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO. Crown Copyright 2018. All rights reserved. Licence number 100019635, 2018



**APPENDIX 4: Equality Impact Assessment
Stage One and Two Consultation in Zone U.**



**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 Zone U.

Purpose of this Equality Impact Assessment:

Scheme

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

Name: Keith Connett	Ext: 8282
Directorate: Neighbourhood and Housing	Department/Division: Parking and Markets Services

Director: Aled Richards	Date: 17/01/2018
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.