

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

DATE

May 2018

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Lea Bridge, Springfield

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in the displacement roads surrounding zone U.
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zone U 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 Director of Public Realm within Neighbourhoods and Housing approves both the commencement of statutory consultation and the implementation of parking restrictions in the Parking Zone U displacement 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 displacement area has been provided below. These dates are subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	May 2019
Statutory consultation on proposed traffic orders	24 June 2019
Implementation of parking restrictions	October 2019
Enforcement of parking restrictions	November 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 Corporate Director of Public Realm is recommended to;

- 2.1 Approve the extension of Parking zone U to include the following roads: Bakers Hill, Big Hill, Broadview Place, Grosvenor Way, Harrington Hill, Hawkwood Mount, High Hill Ferry, Holmbury View, Jessam Avenue, Knightland Road, Leaside Road, Moresby Road, Moreton Close, Mount Pleasant Lane, Muston Road, Riverside Close, Sach Road, Springfield, Spring Lane, Springfield Gardens, Theydon Road (between Mount Pleasant Hill and Leaside Road), Upper Clapton Road, Warwick Grove and Woodmill Road.
- 2.2 Approve an order designating parking restrictions in Zone U displacement area, as per the final design in Appendix 3.
- 2.3 Propose a pay and display tariff of £2.60 per hour for mobile phone parking and £2.80 for cash parking in the Zone U displacement area on Big Hill, Springfield, Leaside Road, Mount Pleasant Lane, Moresby Road and Theydon Road.
- 2.4 Approve the implementation of cashless shared use bays with 4 hour maximum stay in Big Hill, Springfield, Leaside Road, Mount Pleasant Lane, Moresby Road and cash shared use bays with 4 hour maximum stay on Theydon Road.
- 2.5 Approve the operational hours of Monday to Saturday 8.30am to 6.30pm in Zone U displacement roads to match the existing Parking Zone U hours.
- 2.6 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 U displacement area (Lea Bridge and Springfield wards) between January 2019 and February 2019.

- 3.2 This was due to approval received from Cabinet to consult the displacement roads surrounding zone U 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 advertised on all roads within 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 6 week public consultation exercise was undertaken in the zone U displacement area between 7th January 2019 and 22nd February 2019.
- 3.8 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.
- 3.9 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 3102 households and businesses in the Zone U displacement area. 758 responses were received from addresses in the area. This equates to a response rate of 24%.
- 3.11 From the responses received directly by the Council, 32 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.

- 3.12 8 responses were also excluded as they had incomplete addresses.
- 3.13 In addition to the total responses received above, Parking Services also received 4 responses after the closing date of the consultation period which were excluded from the analysis.
- 3.14 As stated in section 3.8 above, Parking Services do not accept any feedback received after the closing date of the consultation.
- 3.15 From the consultation feedback which is included in the analysis, the majority (89%) were received via post whilst the remaining were received via the online consultation portal. See appendix 1, table 2 for more information.
- 3.16 A total of 24 roads were consulted on the introduction and design of parking controls. Of the roads consulted, one road is a red route (Upper Clapton Road) which is managed by Transport for London (TfL) and four roads are private road (Broadview Place, Grosvenor Place, High Hill Ferry and Moreton Close) and parking controls cannot be introduced on these 5 roads. However, residents and businesses in those roads can still apply for a parking permit for the zone.
- 3.17 The remaining 19 roads are public highway therefore parking controls can be introduced on these roads.
- 3.18 A breakdown of responses can be found in Appendix 1, tables 1 and 2.

Support for controls from each road

- 3.19 99% of respondents provided their feedback to this query. Overall, the majority (54%) of feedback received from the area was in favour of parking controls.
- 3.20 When the feedback was analysed on a street by street basis, the majority (13 out of 24) of the roads; Bakers Hill, Grosvenor Way, Hawkwood Mount, High Hill Ferry, Knightland Road, Leaside Road, Moresby Road, Mount Pleasant Lane, Muston Road, Sach Road, Springfield, Theydon Road and Woodmill Road were in favour of parking controls.
- 3.21 11 of the 13 roads listed above are public highway road and can be considered for parking controls; Bakers Hill, Hawkwood Mount, Knightland Road, Leaside Road, Moresby Road,

Mount Pleasant Lane, Muston Road, Sach Road, Springfield, Theydon Road and Woodmill Road.

- 3.22 The remaining 2 roads (Grosvenor Way and High Hill Ferry) are private roads and cannot be considered for parking controls as part of this project.
- 3.23 Support was not received from Big Hill, Broadview Place, Harrington Hill, Holmbury View, Jessam Avenue, Moreton Close, Spring Lane, Riverside Close, Springfield Gardens, Upper Clapton Road and Warwick Grove.
- 3.24 A breakdown of the feedback received from the area has been provided in Appendix 1 table 3.

Support for controls if parking controls are introduced on nearby roads

- 3.25 When asked whether there would be support for parking controls if introduced in nearby roads, 97% of respondents provided their feedback to this question. The overall feedback (57%) received from the area was in favour of parking controls.
- 3.26 When the feedback was analysed on a street by street basis, the number of roads in favour of parking controls increased from 13 roads to 16 (out of 24) roads. With Bakers Hill, Grosvenor Way, Hawkwood Mount, Harrington Hill, High Hill Ferry, Knightland Road, Leaside Road, Moresby Road, Moreton Close, Mount Pleasant Lane, Muston Road, Moresby Road, Sach Road, Springfield, Theydon Road and Woodmill Road were now in favour of parking controls.
- 3.27 13 of the 16 roads listed above are public highway road and can be considered for parking controls; Bakers Hill, Hawkwood Mount, Harrington Hill, Knightland Road, Leaside Road, Moresby Road, Mount Pleasant Lane, Muston Road, Moresby Road, Sach Road, Springfield, Theydon Road and Woodmill Road.
- 3.28 The remaining 3 roads (Grosvenor Way, High Hill Ferry and Moreton Close) are private roads and cannot be considered for parking controls as part of this project.
- 3.29 The remaining (8) roads; Big Hill, Broadview Place, Holmbury View, Jessam Avenue, Spring Lane, Springfield Gardens, Upper Clapton Road and Warwick Grove were not in favour of parking controls.
- 3.30 A breakdown of the feedback received from the area has been provided in Appendix 1 table 3.

Support for Proposed Parking Design

- 3.31 The majority of respondents (53%) were not in support of the proposed parking design for the area as indicated in Appendix 1 table 5.
- 3.32 691 respondents provided their views on other types of bays they would prefer to see in the area. A proportion of these (46%) did not suggest any design recommendations and left this section unanswered.
- 3.33 The remaining responses were mixed, 25% didn't not make any design suggestions, 12% wanted more resident bays, 8% more permit bays, 4% more disabled and shared use bays and 1% of respondents requested more loading bays. See Appendix 1 table 6.
- 3.34 Parking controls within the zone U displacement 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, parks, places of worship and rail stations to accommodate visitors to the area.
- 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.
- 3.36 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.

OTHER CONSIDERATIONS

TRAFFIC MANAGEMENT

- 3.37 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".

- 3.38 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.
- 3.39 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.
- 3.40 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.
- 3.41 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

- 3.42 The recent introduction of parking controls in Parking Zone U (south of Mount Pleasant Lane and Mount Pleasant Hill) has already caused significant parking stress and safety issues in some of the roads which were consulted as part of the zone U displacement consultation.
- 3.43 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.
- 3.44 With the proposed introduction of parking controls in other areas nearby (Zone T extension located to the west of Upper Clapton), 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.

3.45 The introduction of parking controls in all roads within the zone U displacement 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

3.46 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.

3.47 11 of the public highway roads supported the introduction of parking controls with an additional 2 (public highway) roads supporting controls if they were introduced on nearby roads, Parking Services recommends that controls are introduced in these 13 (as listed in para 3.27) roads and they are incorporated into the zone U boundary.

3.48 Controls cannot in this instance be introduced for only those roads which were in favour, as the introduction of parking controls in one street typically results in displacement parking in adjacent unrestricted streets as commuters and motorists move their vehicles to avoid the parking controls. Therefore, it is also recommended that the remaining public highway roads which were not in favour of parking controls including Big Hill, Holmbury View, Jessam Avenue and Spring Lane. Springfield Gardens and Warwick Grove also have parking controls introduced and be incorporated into the Parking Zone U in order to create a logical boundary as well as to protect the residents in these roads from displacement parking as they will be only roads in the area with no parking controls.

3.49 Although controls cannot be introduced on Broadview Place, Grosvenor Place, High Hill Ferry, Moreton Close and Upper Clapton Road (eastern section between Mount pleasant Lane and Springfield), it is also recommended for these roads to be included within the zone U boundary to provide the residents in those roads with opportunity to purchase permits to park in the surrounding public highway roads.

3.50 Results of stress surveys conducted in the area showed that most of the roads within the Zone U displacement area currently suffer from high parking pressure due to controls being introduced in nearby areas.

3.51 If these roads are excluded from Zone U, 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.

- 3.52 Based on the issues highlighted above and in order to ensure that the parking needs of both residents and businesses are protected from parking pressures caused by displacement parking, Parking Services are recommending for parking controls to be introduced in all public highway roads in the zone U displacement area.
- 3.53 By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.
- 3.54 Parking Services are in discussions with Hackney Housing Services with regards to a separate consultation on the introduction of parking controls on estates.
- 3.55 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.
- 3.56 Parking Services also recommends to implement the proposed parking design as per the final design map in Appendix 3 and the hours of operation of Monday to Saturday 8.30am to 6.30pm in all the roads within Parking Zone U displacement area to match the hours of operation in existing Parking Zone U.
- 3.57 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.
- 3.58 Parking Services recommends the implementation of a 4 hours maximum stay applicable to all shared use bays in Parking Zone U displacement as to provide sufficient time for visitors to park and visit nearby businesses.
- 3.59 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 U.
- 3.60 Parking Services recommend to introduce mobile payment only shared use bays on Big Hill, Springfield, Mount Pleasant Lane and Moresby Road as part of our drive to be more efficient and reduce costs. Visitors wishing to pay and display at these locations will only be able to do so via our RingGo mobile parking system.
- 3.61 Cash shared use bays will be introduced on Leaside Road and Theydon Road.

Support for Sustainable transport initiatives

- 3.62 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.
- 3.63 Overall, majority (61%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 Table 9 for responses received.
- 3.64 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

- 3.65 59% of respondents provided their additional comments to the consultation questionnaires.
- 3.66 Of the comments received
- 17% referred to the hours of operation, with most stating they would prefer no Saturday controls.
 - 12% stated they did not support parking controls
 - 11% stated they supported parking controls.
 - 6% raised sustainable transport comments and queries
 - 6% stated parking controls were a money making scheme
- 3.67 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 7 for a breakdown of comments, and appendix 1 Table 8 for a breakdown of comments relating to the hours of operation.
- 3.68 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 no controls on the weekend and some did not specify the days they preferred.
- 3.69 Although respondents provided comments relating to shorter hours the Council Policy for any displacement consultation is for the area to inherit the existing hours of operation for the zone they are joining.
- 3.70 In relation to comments requesting for shorter periods of operation, as the area consulted is a displacement area for Parking Zone U, they will be adopting same hours as this zone

which are Monday to Saturday 8.30am to 6.30pm. This is in line with the Council's parking policies and has been adopted this approach in other displacement consultations completed across the borough including; zones N, R and S areas.

3.71 This will ensure that the hours of operation are uniform across the parking zone and roads closest to existing zone U do not suffer from displacement parking.

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

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 displacement roads surrounding zones U on the introduction of parking controls between January 2019 and February 2019.

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 U and Zone T displacement) 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 U displacement area started on the 7th January 2019 and closed on 22nd February 2019. The consultation process consisted of:-
- Consultation packs posted to every business and resident within the consultation area,
 - A freepost response envelope,
 - Consultation documentation was also available on the Council's website,
 - Online questionnaire response,
 - Public notices placed on every street in the consultation area,
 - Public notice in Hackney Today
 - Door knocking at addresses that did not respond within the first 2 weeks.
- 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 rate of 24% is slightly 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.
- 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 business. 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 £57,406.64 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	398.75
Printing	3545.89
Postage	3871.00
Advertising	656
TMO changes	1,000
Total	9,471.64

Zone U displacement Implementation	Cost £
Lining (including enforcement)	20,615
Signs and posts	26,720
Pay and display changes	600

Total	47,935
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- 5.21 There are also ongoing maintenance costs of £4,000 per annum. The enforcement costs for the area will be approximately £18,432 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 There will be a one-off installation cost of £57,406.64 which will cover consultations and implementation of the changes.
- 6.2 An annual ongoing cost of £22,432, made up of £4,000 for maintenance and £18,342 for Enforcement will be payable.
- 6.3 All the costs relating to this scheme will be met from the 2019/20 Parking Account.

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

- 7.1 This combined stage 1 and 2 consultation is part of a review of displacement roads surrounding parking zone U. Following the statutory consultation, if these changes are approved for Parking Zone U, this will enable the Council to implement parking restrictions

in the displacement area as set out in paragraphs 2.1 and 2.2 above with the operational hours as set out in paragraph 2.3 and detailed in the final design in Appendix 3 below. These changes will standardise the hours of operation across Zones U in the borough and also help to reduce parking displacement from nearby zones.

- 7.2 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”).
- 7.3 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 7.4 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.
- 7.5 The non-statutory consultation has been carried out in accordance to the guidance produced by the Government’s Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
- 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 January 2018 delegated the decision making for these proposed changes to the Group Director for Neighbourhoods and Housing in accordance with paragraph 3.6.1 of Part 3 of the Council's Constitution.

APPENDICES

Appendix 1 – Zone U Displacement feedback

Appendix 2 – Zone U Displacement consultation documents

Appendix 3 – Final Design for the Zone U displacement

Appendix 4 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

Report Author	Muhibun Nessa/ Gulgun Chelikhan Ext; 020 8356 1279/8399 Muhibun.nessa@hackney.gov.uk Gulgun.chelikhan@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**

Amanda Nauth
Tel 020 8356 6345
amanda.nauth@hackney.gov.uk

Authorisation of Director Public Realm – Neighbourhood and Housing

Signature: *Aled Richards*

APPENDIX 1: Zone U Displacement Stage 1 & 2 Combined Consultation

1 Feedback Analysis

1.1 Response

We consulted 3102 households and businesses and received 758 completed questionnaires making an overall response rate of 24%. This was above the average response rate of 15 - 20% 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	Response		
	Sent	Received	%
BAKERS HILL	96	35	36%
BIG HILL	51	25	49%
BROADVIEW PLACE	50	4	8%
GROSVENOR WAY	69	2	3%
HARRINGTON HILL	233	75	32%
HAWKWOOD MOUNT	28	8	29%
HIGH HILL FERRY	9	2	22%
HOLMBURY VIEW	55	22	40%
JESSAM AVENUE	70	26	37%
KNIGHTLAND ROAD	115	36	31%
LEASIDE ROAD	87	18	21%
MORESBY ROAD	108	53	49%
MORETON CLOSE	50	21	42%
MOUNT PLEASANT LANE	189	72	38%
MUSTON ROAD	17	8	47%
RIVERSIDE CLOSE	225	40	18%
SACH ROAD	104	29	28%
SPRING LANE	2	0	0%
SPRINGFIELD	374	74	20%
SPRINGFIELD GARDENS	66	21	32%
THEYDON ROAD	67	14	21%
UPPER CLAPTON ROAD	135	24	18%
WARWICK GROVE	648	85	13%

	Response		
Road Name	Sent	Received	%
WOODMILL ROAD	254	64	25%
TOTAL	3102	758	24%

Excludes duplicate responses and responses from incomplete addresses.

Table 2: Methods of response

Feedback Method			Percentage	
Area	Paper Q	Online Q	Paper Q	Online Q
Zone U Displacement	678	80	89%	11%

Excludes duplicate responses and responses from incomplete addresses.

1.2 Zone U displacement - Support for parking controls on your road

From the 758 responses received, 99% of respondents (747) answered this question.

Majority (54%) of responses were in favour of parking controls on their road. When analysed on a street by street basis, 13 of the 24 roads consulted were in favour of parking controls. Feedback from Moreton Close was undecided. No response was received from Spring Lane.

A breakdown of responses on a street by street basis can be found below in Table 3.

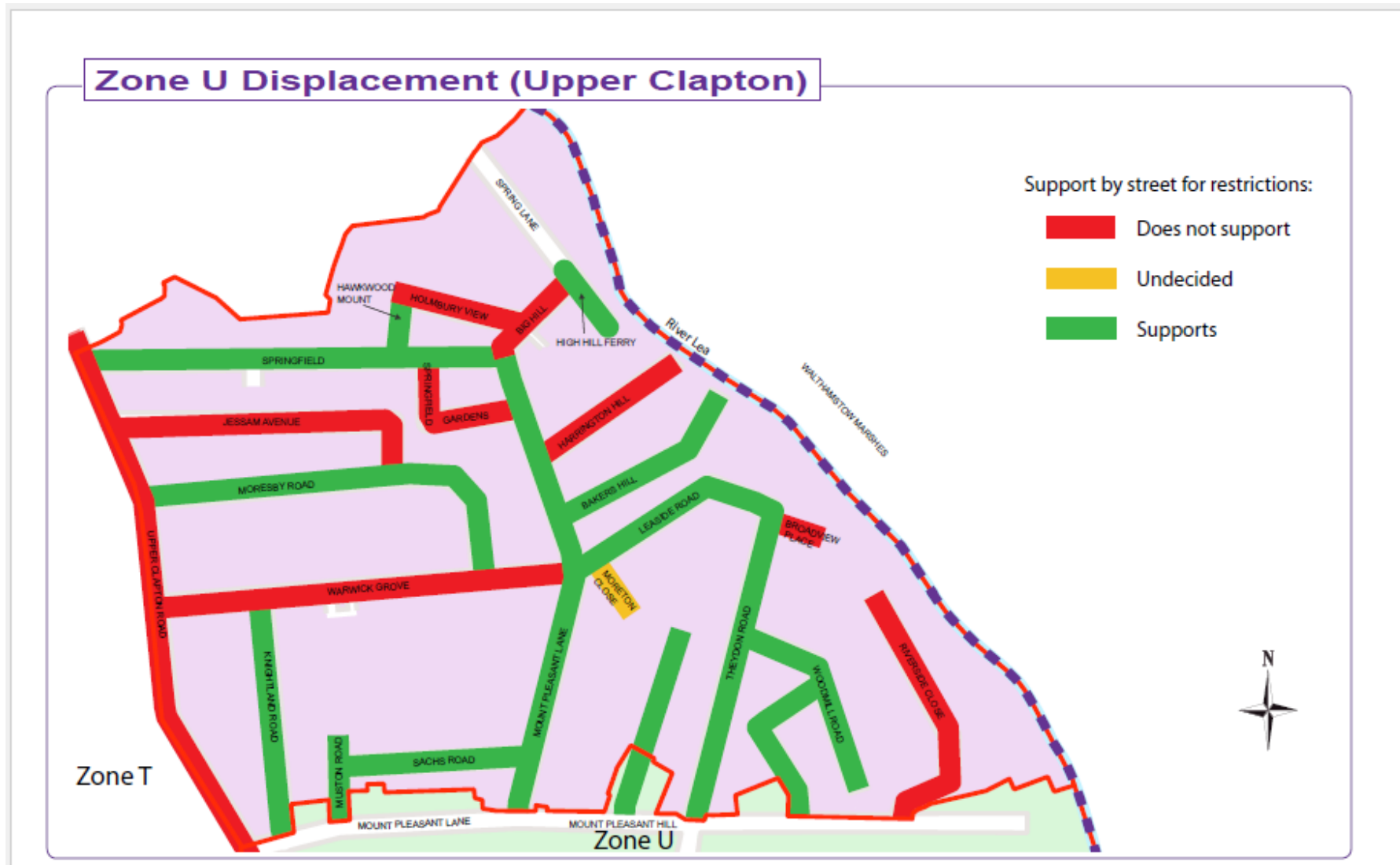
Table 3: Support for parking controls on your road

Road Name	Response		Percentage	
	Yes	No	Yes	No
BAKERS HILL	21	13	62%	38%
BIG HILL	7	18	28%	72%
BROADVIEW PLACE	0	4	0%	100%
GROSVENOR WAY	2	0	100%	0%
HARRINGTON HILL	33	40	45%	55%
HAWKWOOD MOUNT	5	3	63%	38%
HIGH HILL FERRY	2	0	100%	0%
HOLMBURY VIEW	9	13	41%	59%
JESSAM AVENUE	9	15	38%	63%
KNIGHTLAND ROAD	33	3	92%	8%
LEASIDE ROAD	12	6	67%	33%
MORESBY ROAD	28	25	53%	47%
MORETON CLOSE	10	10	50%	50%
MOUNT PLEASANT LANE	51	20	72%	28%
MUSTON ROAD	4	3	57%	43%

Road Name	Response		Percentage	
	Yes	No	Yes	No
RIVERSIDE CLOSE	18	21	46%	54%
SACH ROAD	22	7	76%	24%
SPRINGFIELD	39	35	53%	47%
SPRINGFIELD GARDENS	6	14	30%	70%
THEYDON ROAD	11	3	79%	21%
UPPER CLAPTON ROAD	11	13	46%	54%
WARWICK GROVE	34	50	40%	60%
WOODMILL ROAD	34	30	53%	47%
Grand Total	401	346	54%	46%

Excludes duplicate responses and responses from incomplete addresses.

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



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

Out of the 758 responses received, only 733 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 in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking controls increased from 13 roads to 16 roads. All roads that were in favour of parking controls being introduced were also in favour of parking controls if introduced in nearby roads. In addition to this, the feedback from Moreton Close changed from being undecided on controls to supporting parking controls. Harrington Hill and Riverside Close changed from not in favour of controls to in favour of controls if introduced in nearby roads. No response was received from Spring Lane.

The feedback from the rest of the area remained the same. A breakdown of responses by street can be found in Table 4 below.

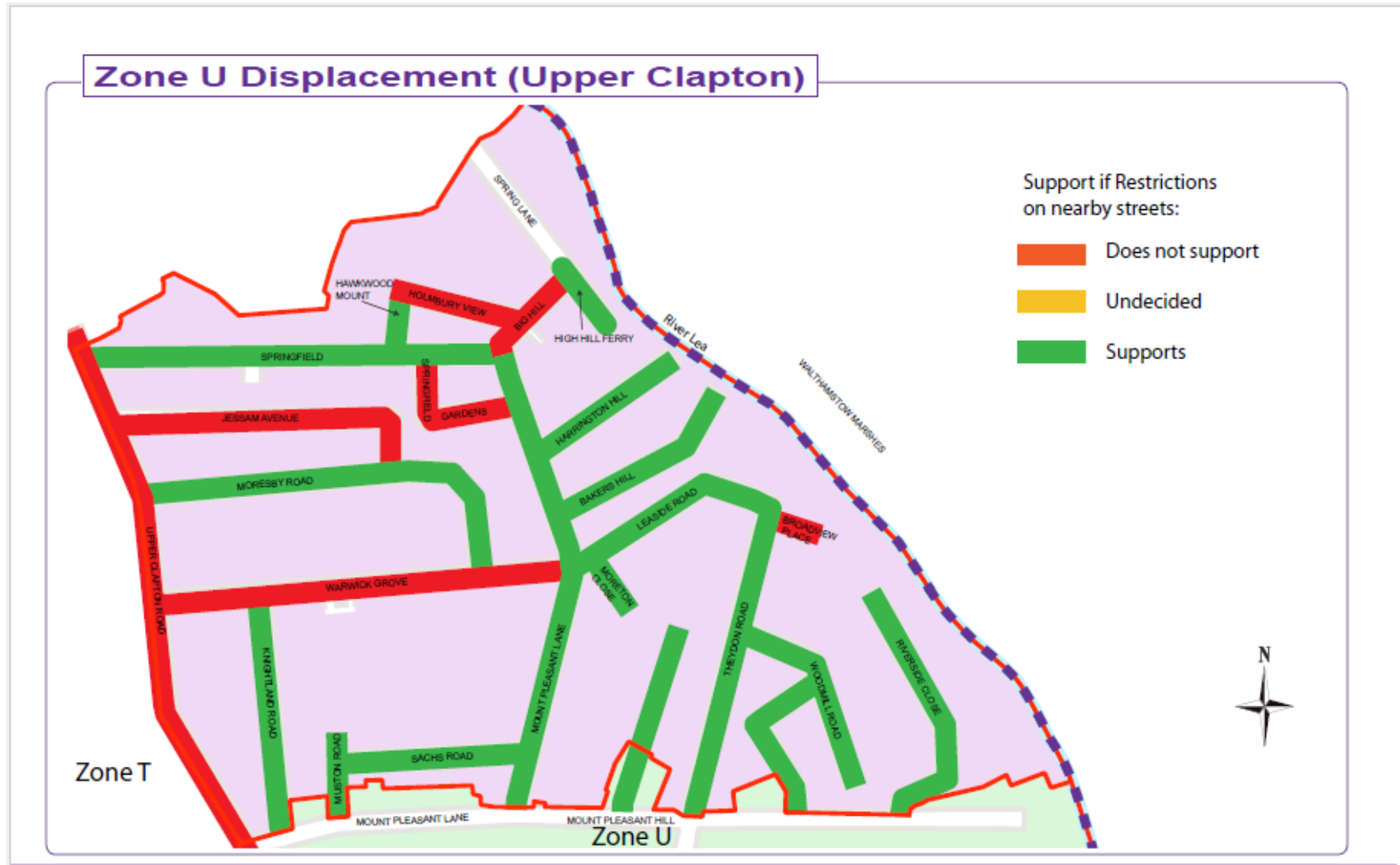
Table 4 – Support for controls on nearby roads

Road Name	Response		Percentage	
	Yes	No	Yes	No
BAKERS HILL	23	11	68%	32%
BIG HILL	8	17	32%	68%
BROADVIEW PLACE	0	4	0%	100%
GROSVENOR WAY	2	0	100%	0%
HARRINGTON HILL	36	32	53%	47%
HAWKWOOD MOUNT	6	2	75%	25%
HIGH HILL FERRY	2	0	100%	0%
HOLMBURY VIEW	9	13	41%	59%
JESSAM AVENUE	12	14	46%	54%
KNIGHTLAND ROAD	33	2	94%	6%
LEASIDE ROAD	11	6	65%	35%
MORESBY ROAD	27	25	52%	48%
MORETON CLOSE	13	8	62%	38%

Road Name	Response		Percentage	
	Yes	No	Yes	No
MOUNT PLEASANT LANE	55	16	77%	23%
MUSTON ROAD	4	3	57%	43%
RIVERSIDE CLOSE	21	18	54%	46%
SACH ROAD	24	4	86%	14%
SPRINGFIELD	39	35	53%	47%
SPRINGFIELD GARDENS	6	14	30%	70%
THEYDON ROAD	10	4	71%	29%
UPPER CLAPTON ROAD	11	13	46%	54%
WARWICK GROVE	33	43	43%	57%
WOODMILL ROAD	35	29	55%	45%
Grand Total	420	313	57%	43%

Excludes duplicate responses and responses from incomplete addresses.

Figure 2: Support for parking controls, should controls be implemented in adjacent streets (Zone U displacement)



1.4 Proposed parking design

The majority of respondents (53%) 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 six roads were in favour of the proposed design for the area and two roads were undecided.

Table 5: Support for parking design from each street.

Road Name	Response		Percentage	
	Yes	No	Yes	No
BAKERS HILL	22	13	63%	37%
BIG HILL	3	19	14%	86%
BROADVIEW PLACE	0	4	0%	100%
GROSVENOR WAY	0	2	0%	100%
HARRINGTON HILL	32	36	47%	53%
HAWKWOOD MOUNT	3	2	60%	40%
HIGH HILL FERRY	1	1	50%	50%
HOLMBURY VIEW	10	12	45%	55%
JESSAM AVENUE	8	16	33%	67%
KNIGHTLAND ROAD	22	9	71%	29%
LEASIDE ROAD	10	6	63%	38%
MORESBY ROAD	25	26	49%	51%
MORETON CLOSE	5	9	36%	64%
MOUNT PLEASANT LANE	39	24	62%	38%
MUSTON ROAD	3	3	50%	50%
RIVERSIDE CLOSE	17	21	45%	55%
SACH ROAD	21	6	78%	22%
SPRINGFIELD	30	38	44%	56%
SPRINGFIELD GARDENS	4	15	21%	79%
THEYDON ROAD	5	9	36%	64%
UPPER CLAPTON ROAD	9	13	41%	59%
WARWICK GROVE	28	46	38%	62%
WOODMILL ROAD	28	36	44%	56%
Grand Total	325	366	47%	53%

Excludes duplicate responses and responses from incomplete addresses.

1.5 Alternative suggestions

691 of the respondents provided their views on alternative types of bays they would prefer, however majority of the feedback (46%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed, 25% didn't not make any design suggestions, 12% wanted more resident bays, 8% more permit bays, 4% more disabled and shared use bays and 1% of respondents requested more loading bays. See Appendix 1 table 6.

Table 6: Support for parking design from each street

Design Suggestions	No	%
Not Answered	316	46%
None of the above	172	25%
More resident bays	85	12%
More permit bays	53	8%
More disabled bays	30	4%
More shared use bays	30	4%
More loading bays	5	1%
Grand Total	691	100%

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.

449 respondents provided general comments. Of the general comments, 12% stated they did not support parking controls, 11% of respondents advised that they were in favour of parking controls, 6% raised sustainable transport related queries and suggested parking controls were a money making scheme, 4% stated permits were too expensive, 3% raised abandoned vehicle and double yellow line requests, and 2% of respondents had consultation concerns and disabled bay requests.

Table 7 shows the theme of the general comments.

Table 7: First 10 theme of comments

Feedback		
Row Labels	Count	%
No support for controls	52	12%
Support controls	48	11%
Money making scheme	25	6%
Sustainable Transport	27	6%
Money making scheme	25	6%
Permits expensive	16	4%
AV Issues	14	3%
More DYL	12	3%
Consultation concerns	10	2%
Disabled bay request	10	2%

Of the general comments, 17% of respondents commented on the hours of operation. A large proportion of respondents have requested shorter hours of operation. The comments vary in terms of days of operation and shorter hours between Monday to Friday. Table 8 shows the theme of the general comments relating to the hours of operation.

Table 8: First 10 theme on hours of operation

Feedback		
Row Labels	Count	%
No Saturday Controls	27	35%
Mon - Fri, 7.00am to 11.00am	14	18%
Hours of ops are excessive	7	9%
12am - 2pm	4	5%
7am - 11am	3	4%
Mon - Fri, 8.30am to 5.30pm	3	4%
Mon - Fri, 8.30am to 6.30pm	3	4%
10am - 12pm	3	4%
08:30 - 06:30 unnecessary	2	3%
Shorter operational hours	2	3%

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 (61%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 9: Support for sustainable transport initiatives.

Road Name	Response		Percentage	
	Yes	No	Yes	No
BAKERS HILL	21	11	66%	34%
BIG HILL	15	9	63%	38%
BROADVIEW PLACE	1	3	25%	75%
GROSVENOR WAY	1	0	100%	0%
HARRINGTON HILL	44	19	70%	30%
HAWKWOOD MOUNT	6	1	86%	14%
HIGH HILL FERRY	2	0	100%	0%
HOLMBURY VIEW	10	11	48%	52%
JESSAM AVENUE	14	11	56%	44%
KNIGHTLAND ROAD	12	18	40%	60%
LEASIDE ROAD	8	9	47%	53%
MORESBY ROAD	22	28	44%	56%
MORETON CLOSE	12	7	63%	37%
MOUNT PLEASANT LANE	56	16	78%	22%
MUSTON ROAD	5	3	63%	38%
RIVERSIDE CLOSE	28	8	78%	22%
SACH ROAD	19	7	73%	27%
SPRINGFIELD	32	27	54%	46%
SPRINGFIELD GARDENS	4	15	21%	79%
THEYDON ROAD	11	2	85%	15%
UPPER CLAPTON ROAD	7	12	37%	63%
WARWICK GROVE	43	34	56%	44%
WOODMILL ROAD	46	12	79%	21%
Grand Total	419	263	61%	39%

APPENDIX 2: Consultation Documents

Stage One and Two Consultation in Zone U Displacement Area.



Zone U Displacement

Parking Consultation



Why am I being consulted?

Parking Services recently consulted and implemented parking controls in nearby roads in the Upper Clapton area in 2018 (Zone U).

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

We recognise that the introduction of controls in Zone U has had an impact on parking in your road and other nearby uncontrolled roads. To minimise the impact of parking pressure in these roads, we are consulting residents and businesses in your area to provide them with an 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.

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 U, which is 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.

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. These include:

- Effectively managing supply and demand for on street parking in an area
- Improving road safety and visibility for all road users and pedestrians
- Reducing parking stress and traffic congestion
- Improving the local environment and local air quality by reducing CO2 emissions by discouraging unnecessary car use
- Assisting 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)
- Encouraging visitor-only parking close to businesses to protect the needs of local businesses

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 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 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.

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.

As your area forms part of a displacement consultation, if the final decision of this consultation is to introduce parking restrictions, you will join existing parking zone U and will adopt the same operational hours. The operational hours of parking Zone U is **Monday – Saturday, 8:30 am to 6:30pm.**

The consultation process

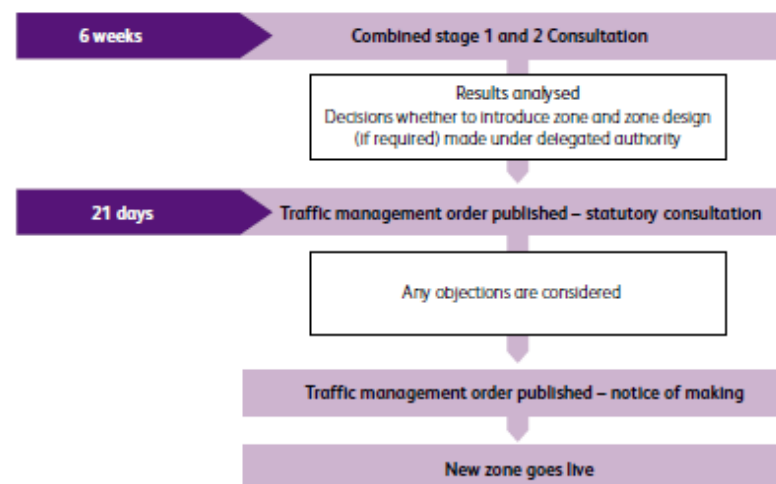
Informal consultation

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



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.

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 **Friday 22nd February 2019**.

Please note:

- We will not take into consideration any responses received after the closing date.
- Only original copies of consultation questionnaires will be accepted. We will not accept photocopies of the questionnaires received. If you require any additional questionnaires, please contact us using the details below and a version will be sent out to you. Alternatively, you can also provide your feedback online.

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 the feedback from the consultation is not in favour of parking controls, Parking Services will still implement no waiting at any time (double yellow line) restrictions in sections of roads within the area where it is unsafe for vehicles to park. This is to help improve road safety and traffic flow in the area.

If you have any comments on the proposed design, please let us know what these are in the comments section in the enclosed 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 consultparking@hackney.gov.uk. Alternatively you can visit www.hackney.gov.uk/parking.

Consultation Results – April 2019

A summary pack containing the results of the consultation will be sent to all residents and businesses in the area by post and will also be available on the Hackney website.

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.

Resident permit prices, using emission-based charging (CO2) 2018-19

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.

For more information on permits please visit <https://www.hackney.gov.uk/resident-permits>

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**.

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

*Pay & Display machines may 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 Springfield, Big Hill, Moresby Road, Mount Pleasant Lane, Leaside and Theydon 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.

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.

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 দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে চিহ্ন দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকনায় ফেরত পাঠান।

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

Kurdish
 Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrin 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 ponizszy adres.

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

Somali
 Haddii aad jecleaan lahayd in aad ogasto waxa dokuumentigani sheegayo fadlan calaamadi gocka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

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

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

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

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

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

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

In another language, please state:

Name:
 Address:
 Tel:

Return to: Please use the envelope provided



Have your say on the Proposed Parking Zone U Displacement (Upper Clapton)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by Friday 22 February 2019 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. If controls are introduced on nearby adjacent streets which are currently being consulted (see consultation leaflet for further information), do you support the proposal to implement parking controls on your road?

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

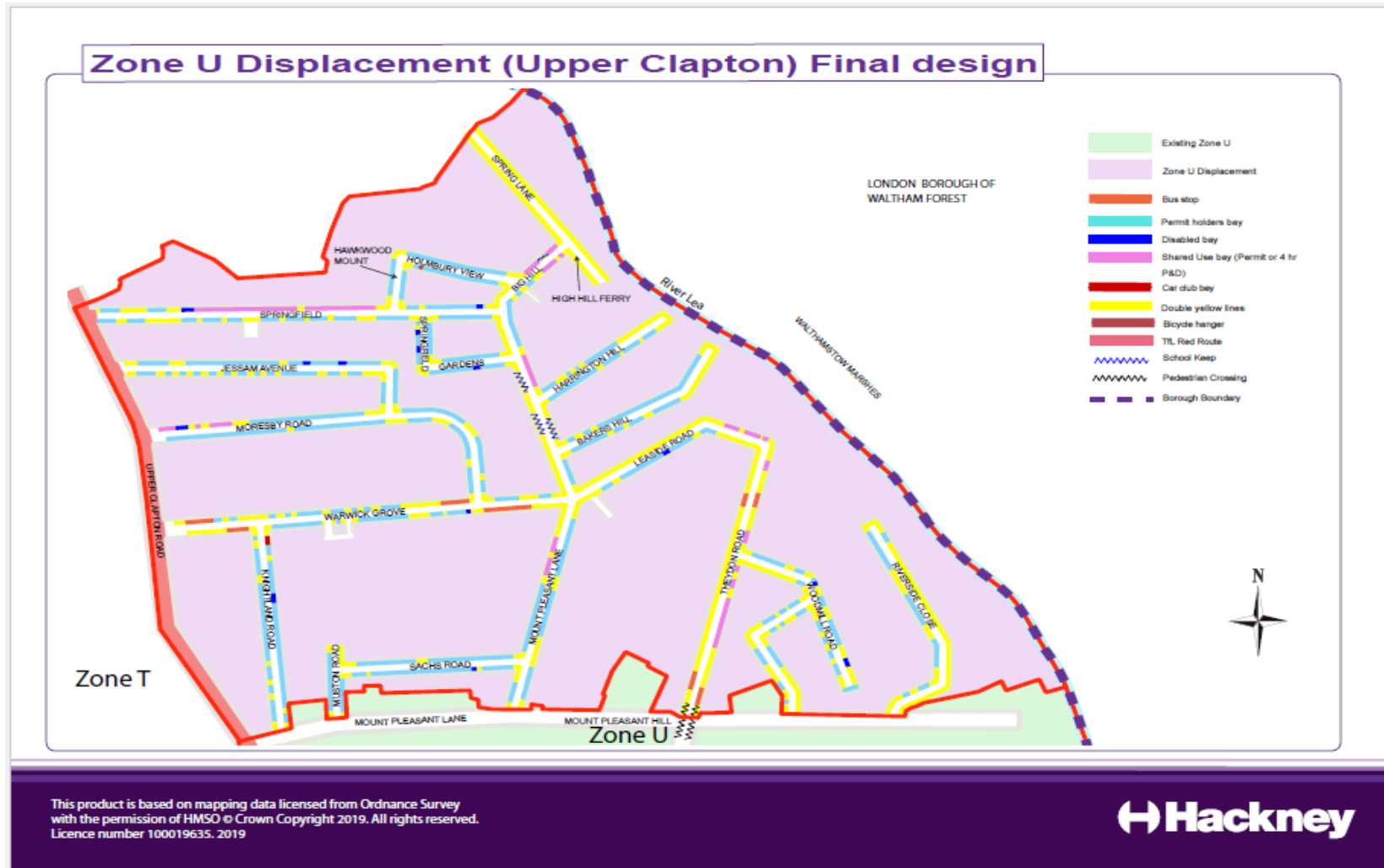
More resident bays More loading bays None of the above

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

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



APPENDIX 4: Equality Impact Assessment Stage One and Two Consultation in Zone U Disp 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 U displacement area.

Purpose of this Equality Impact Assessment:

Scheme

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

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking and Markets Services

Director: 	Date: 4 June 2019
Comment :	

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project is to 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 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.