

Report of the Director of Neighbourhoods and Regeneration		
Final Report of the Combined Stage 1 ('in principle') & Stage 2 ('design') Public Consultation for the 2010 Extension to Controlled Parking Zone N (Homerton & Lower Clapton) July 2010	Classification Public	Enclosures Appendices 1-4
	Ward(s) affected Kings Park	Agenda Item No X

1.0 INTRODUCTION

- 1.1 Controlled Parking Zone (CPZ) N is unique in that it surrounds the Borough's only general hospital. It was introduced in May 2008, following formal consultation, as a response to local residents' complaints about parking difficulty and objective measurements of critical parking stress.
- 1.2 Although Homerton Hospital has instigated a Travel Plan to encourage employees to use public transport options to commute, the main cause of parking stress in nearby roads remains hospital staff, patients and their visitors travelling in by private vehicle and seeking parking spaces on street.
- 1.3 Consequently, the implementation of parking restrictions has led to 'displacement' parking in roads just beyond the CPZ boundary; extensions to the original Zone N were added in February 2009 and March 2010. At this latter date, Parking Services received a petition from residents in the remaining uncontrolled roads south of Millfields Road and west of Glyn Road asking to also be included; this is the reason for the consultation discussed here.

2.0 SUMMARY

- 2.1 This report details the consultation process and results of the combined Stage 1 and Stage 2 public consultation held between May and July 2010. Feedback is assessed in 4 parts: current parking experience, proposed introduction of parking controls, proposed design changes and customer service.
- 2.2 It puts forward recommendations for an extension to CPZ N with a detail parking layout to be implemented in Chippendale Street, Glyn Road and Sewdley Street. It also advocates the inclusion of a section of Millfields Road in properties eligible to purchase Zone N parking permits and details future plans for roads in the wider displacement area.

3.0 RECOMMENDATIONS

3.1 The Director of Neighbourhoods and Regeneration is recommended to:

Proposed amendments to Zone N

- Approve proposal to extend Zone N to include Chippendale Street, Sewdley Street and the remaining uncontrolled section of Glyn Road.
- Approve the proposed design amendments as detailed in Appendix 3.
- Approve the proposal to include residents and businesses of nos.172-226 Millfields Road in those eligible to purchase Zone N parking permits.

General recommendations

3.2 Authorise officers, under the delegated authority powers, to make the necessary amendments to the Traffic Management Orders, under Section 6 of the Road Traffic Regulations Act 1984 as amended and the Road Traffic Act 1991, for Zone N.

4.0 RELATED DECISIONS

4.1 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”. 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.

4.2 The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the relevant procedures. The decision on whether to finally introduce Controlled Parking Zones, or extensions to them, will be taken following a local public statutory consultation; including advertising the proposed Order in the local press and consideration of any comments received as a result of the consultation and advertisement.

4.3 The Parking and Enforcement Plan (PEP) was approved by Cabinet on 20th January 2005. The plan outlined the decision to review all new CPZs after the first 12 months of operation and all existing CPZ every 3 years thereafter. Parking Services has ensured that all aspect of its consultation strategy has been undertaken in accordance with the PEP and the Council’s Consultation Strategy.

4.4 The table below indicates the income from permits and PCN against expenditure and ongoing costs.

5.0 FINANCIAL CONSIDERATIONS

- 5.1 The Zone N extension area is projected to generate income of approximately £20.6k annually with an initial set up, maintenance and implementation cost of £39.4k and a net deficit of approximately £18.8K in the first year.
- 5.2 Annual continuing maintenance and administration costs are estimated to be approximately £0.6K, thereby realising an ongoing income of approximately £20K.
- 5.3 No efficiency savings are expected from this proposal.
- 5.4 The budget to cover initial set up and implementation costs as well as the ongoing maintenance cost is within the operations cost centre. Total budget allocation to cover all projects in this financial year is approximately £824K of which approximately £714K has already been committed.

6.0 COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL & DEMOCRATIC SERVICES

- 6.1 The Road Traffic Regulation Act 1984 authorises the Council to implement Controlled Parking Zones. The power and considerations are set out in section 45. The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 sets out the procedure. The Parking and Enforcement Plan (approved by Council in 2005) guides how parking is managed in the Borough and states that Controlled Parking Zones are to be reviewed within 12 months if new and every 3 years thereafter for existing zones.

7.0 BACKGROUND

- 7.1 In 2010/11, the Zone N displacement area (Chippendale Street, Glyn Road and Sewdley Street) is among 8 CPZs or areas programmed for consultation; the others are a combined Stage 1 & 2 consultation for the Olympic (Hackney Wick) displacement area and Stage 4 operational review of CPZ F.
- 7.2 Operational reviews are designed to ensure that each CPZ meets the needs of the local communities that they serve, within the context of the Council's overall parking policy. Part of this process involves a comprehensive review of current design and use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.
- 7.3 Another integral part of the process is the public consultation with residents, businesses and other key stakeholders. The consultation exercise is a formal mechanism by which stakeholders can provide feedback on both the current service provision (customer satisfaction) and any other proposals such as changes to design, operational hours, or more general parking issues.
- 7.4 The consultation exercises therefore have two main strands; firstly, the various stakeholders are asked for feedback on operational hours and the proposed design and secondly, they are given the opportunity to comment on specific areas of service provision from enforcement and customer service, to current design with a 'free text' section for any other comments.
- 7.5 A more detailed explanation of the consultation process can be seen in Appendix 1.

Reasons for Decisions & Recommendations

- 7.6 Recommendations are not put forward solely on the basis of public feedback; consultation takes into account the objective analysis of permit occupancy data, PCN issue rates and Pay & Display revenue, along with the preferences indicated by the consultation responses of all services users and therefore attempts to find the best balance possible.
- 7.7 Analysis examines feedback from residents and business in terms of needs and wants. For instance, a significant proportion of residents may request a reduction in the hours of parking control yet also state that they have difficulty parking during the current operating hours; permit ownership, parking stress surveys, and PCN data may support the feedback that the roads in question are congested during these times.
- 7.8 Recommendations for changing the status quo, or not, have been put forward in light of all data.

Results of Public Consultation

- 7.9 A consultation pack with questionnaire, including a translation request, was delivered to all addresses within the area under review. This gives all stakeholders an equal opportunity to respond and so it can be assumed that those not responding have chosen to do so through lack of interest, time, etc.
- 7.10 It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate. Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is primarily through self-administered surveys, there is no control over those who choose to fill out the questionnaire.
- 7.11 Inferential statistical methods rest on the assumption that the results from a small sample can be generalised to the population from which it was drawn. As feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been nor should they be extrapolated across all stakeholders. The only certainty is that the consultation feedback received is representative of those who chose to respond.

Response rate

- 7.12 CPZs are introduced following two periods of consultation with residents and businesses; for the 'in principle' decision (Stage 1) and for the detailed design (Stage 2). The response rates for latter-stage consultations (Stages 2 to 4) are expected to be roughly half that for Stage 1 'in principle'; the impact of any changes to residents and business is likely to be less severe and so responses are predominantly from those who have concerns about the existing scheme. This consultation was unusual as these Stages were combined and presented together.
- 7.13 Feedback was predominantly in the form of responses to questions asked in the consultation leaflets - approximately 97% of all communication received (Table 1).

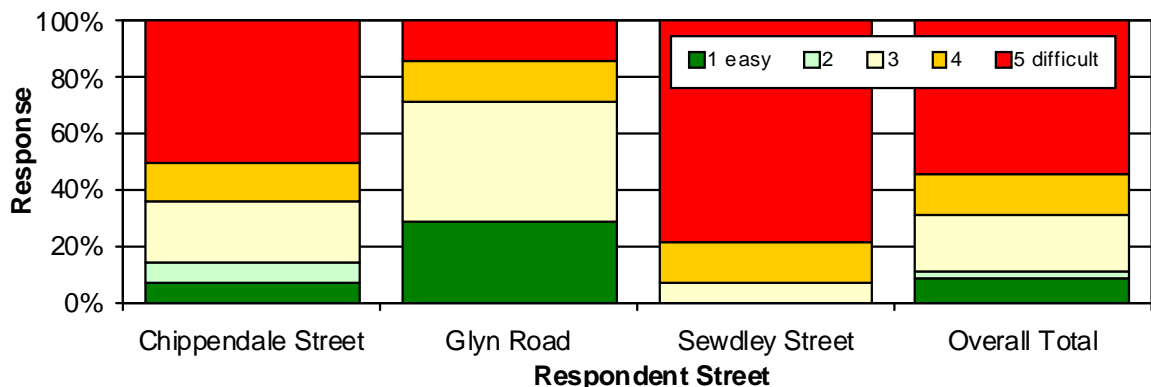
Table 1: Communication received by type

Communication Type	Zone N Extension
Calls	2
Drop In Session Forms	2
E-mail	0
Letter	1
Questionnaires	40
Total	45
Packs Distributed	92
Questionnaire Response Rate	43%
Overall Response Rate	49%

Parking Experience

- 7.14 This area is solely residential with the large majority of vehicle-owners (97%) relying on on-street spaces for parking. [Appendix 2: 9.6-9.11]
- 7.15 Parking difficulties are a regular occurrence for nearly two-thirds (69%) of respondents, particularly those on Sewdley Street (93%); three in 4 also report that their visitors have frequent problems finding a parking space. Glyn Road was the only street where the majority of respondents do not feel their parking ability is compromised. [Appendix 2: 9.12-9.14]
- 7.16 Competition for spaces is greatest during Monday to Friday daytimes and at weekends. [Appendix 2: 9.15]

Figure 1: Rating of ability to find a parking space near home/work address - residents.



Recommendations

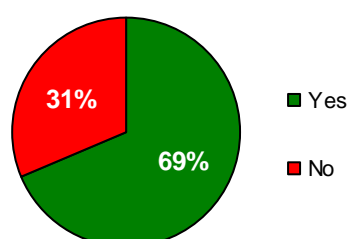
- 7.17 It is recommended to implement parking controls where majority support has been received and where a logical boundary can be achieved.
- 7.18 Continue to monitor needs of other service users in the area on an ongoing basis.

Proposed Parking Controls

- 7.19 This consultation combines Stage 1 and 2 of the implementation process; it asks both if parking controls are supported in principle and for comments regarding the proposed design (should majority support be achieved and restrictions introduced).
- 7.20 Although a CPZ does discourage multiple ownership of vehicle within a household, its greatest effect is on parking stress caused by visitors and commuters to people or facilities within an area and displaced parking from locals and visitors close to the border within an adjacent Zone.
- 7.21 Overall, two in 3 (69%) respondents favoured the introduction of parking controls through joining the existing Zone N; this represents majority support. At an individual road level, both Chippendale and Sewdley Street respondents were strongly in favour while those from Glyn Road were equally divided in opinion. [Appendix 2: 9.18-9.19]

Table 2 and Figure 2: Support for the introduction of parking controls.

Parking controls	Support		Opposition	
	Number	Percent	Number	Percent
Chippendale Street	8	57%	6	43%
Glyn Road	4	50%	4	50%
Sewdley Street	12	92%	1	8%
Grand Total	24	69%	11	31%



- 7.22 Feedback regarding the proposed design was minimal; most comments centred on the need for 'junction protection' and 'access protection' yellow lines and the redundancy of several disabled parking bays. These can be viewed in more detail in Appendix 2, along with Parking Services' response. [Appendix 2: 9.38-9.48]

Recommendations

- 7.23 It is recommended to approve the introduction of parking controls on these 3 roads, with the new boundary running north of the Millfields Road buildings (but south of the kerb line) and east of those on Glyn Road. Although majority support was not obtained for Glyn Road, this section must be included to create a logical boundary.

Millfields Road

- 7.24 Due to the road closure gate west of the Chatsworth Road junction and the location of South Mill Fields park opposite, residents on the section of Millfields Road between the Chatsworth and Glyn Road junctions rely on the adjacent side roads for parking. The introduction of parking controls in these roads will increase parking difficulties for the Millfields Road residents.

Recommendations

- 7.25 It is recommended to approve the proposal to include residents and businesses of nos.172-226 Millfields Road in those eligible to purchase Zone N parking permits.

Financial Implications

- 7.26 The Zone N extension area is projected to generate approximately £20.6k annually.
- 7.27 Maintenance and administrative costs are estimated at £0.6k annually, in addition to initial consultation and implementation costs of £38.8k; a first year total cost of £39.4k.
- 7.28 Although this produces a first year deficit of £18.8k, funding is available for this proposal from the External Contractors Budget (Parking Services) of £823.5k.
- 7.29 There are no efficiency savings to report for this proposal.

Table 3: Projected 12 month income generated and associated costs.

Description of item	Income	Costs
Parking permit and visitor voucher sale revenue	£3.9k	
PCN payment revenue	£16.7k	
Total 12 month projected income	£20.6	
Consultation cost		£3.4k
Implementation cost		£35.4k
Maintenance & administration costs (annual)		£0.6k
Total 12 month estimated cost		£39.4k
Variance (income v costs)		£-18.8k
External Contractors Budget (Parking Service)	£823.5k	

Implications for Equality Policies

- 7.30 The process for reviewing CPZ has been approved as part of the Council Parking & Enforcement Plan. The PEP ensures that parking policy is managed in a fair way meeting the needs of users based on a hierarchy of needs.
- 7.31 The CPZ review is also undertaken in accordance with legislative requirements.
- 7.32 There are no implications for Equality Policies.

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Date:

List of appendices:

- Appendix 1: Detailed Consultation Process
- Appendix 2: Analysis of Feedback
- Appendix 3: Final Proposed Parking Design
- Appendix 4: Map of proposed Zone N Boundary Extension

Background papers:

7.33 The following documents have been relied upon in the preparation of this report:

Table 4: Background papers

Description of document	Location	Date
Cabinet Report FP2.07 (Capital Programme update 05/06)	Parking Services	23 rd May 2005
Parking Enforcement Plan		29th January 2005

8.0 Appendix 1: Detailed Consultation Process

8.1 Consultation takes place in two stages:

- Preliminary consultation with key internal and external stakeholders.
- Formal consultation with residents and businesses.

Preliminary Consultation

- 8.2 Preliminary consultation for the Zone N Extension involved engaging with all key internal and external stakeholders through a series of workshops, meetings and neighbourhood forums, this ensured that a holistic approach to the formulation and timing of the proposals that were put forward for full public consultation was taken.
- 8.3 Parking services also carried out obligatory statutory consultation with Transport for London.

Internal Stakeholders

- Streetscene
- Waste
- Planning

External Stakeholders

- TFL
- Emergency Services

Preliminary Internal Stakeholders

- 8.4 A series of meetings takes place prior to commencement of public consultation to ensure that any requirements from internal stakeholders are incorporated into the design (Table 5). The meetings ensure a coordinated approach and that wider environmental and transportation issues that parking may affect are given due consideration at the appropriate time.

Table 5: Internal Stakeholder Consultation

Service	Date Consulted
StreetScene	April 2010
Road Safety	April 2010

- 8.5 The meeting with Waste Services confirmed their requirement for the implementation of junction protection and no waiting restrictions across estate access points.

Preliminary External Stakeholders

- 8.6 In meeting the Council's Statutory Consultation requirement to carry out a safety audit of the Controlled Parking Zone design, meetings are held with safety representatives from the emergency services and Transport for London (TfL)

Table 6: External Stakeholder Consultation

Service	Date Consulted
Fire Service	April 2010

- 8.7 The safety representatives provided safety assessments of each road and junction within the scheme. They welcomed the introduction of junction protection (the implementation of no waiting at any time restrictions around corners). The Fire Service stressed the importance of this, saying that people's lives have been placed at risk by fire engines not being able to access streets.

Formal Public Consultation

- 8.8 In line with the Council's Public Consultation Charter, a minimum 8 week public response period for each consultation exercise is undertaken; for Zone N Extension this was from 10th May to 2nd July 2010.
- 8.9 The process is advertised using a wide range of methods. These include:
- Consultation packs with translation requests. These were delivered during the week commencing 3rd May 2010.
 - Full page advertisement in *Hackney Today*, with follow ups during the public response period.
 - A public "drop in" session held at venues within or close to the affected CPZ. These were held on 25th May 2010 at Homerton Library, Homerton High Street.
 - Consultation posters displayed in the Parking Shop.
 - Electronic copies of consultation leaflets, questionnaires, maps, and detailed proposals available for download on the Council's website.
 - A4 flyers placed on street furniture in all roads and on all estates in each of the CPZs.

Consultation pack

- 8.10 A consultation pack is sent out to each address in the area under review. Each pack contains an information leaflet outlining the reason for the review and the objectives that it is designed to achieve, along with further information based on the most frequently asked questions. They also contain:

- A consultation questionnaire.
- A map of the CPZ showing the proposed changes.
- A translation request to encourage participation from all sections of the community.
- A Freepost return envelope.

Hackney Today Advertisements

8.11 A series of advertisements are placed in Hackney today:

- A full page advertisement at the commencement of the public response period which outlines the CPZs involved and provides a short synopsis of the review, along with a contact number for further information.
- A half page advertisement mid-way through the public consultation period, detailing the drop in session dates.
- A half page advertisement towards the end, reminding residents and businesses of the deadline.

Drop-In Sessions

8.12 A number of locally placed drop in sessions are held for residents and businesses within the CPZs under review. Depending on the area, businesses and residents may each have a dedicated session per CPZ.

Website

8.13 The Parking Services website (www.hackney.gov.uk/parking) contains consultation details and review proposals for each CPZ. It also contains PDF downloads of the leaflet, map, and questionnaire included in the consultation pack and further details of the proposed changes.

8.14 After the review has finished, reports on the consultation results and intended changes are uploading for public view.

Door to Door Survey

8.15 Door-to-door surveys are conducted from week 5 to increase awareness of the reviews, particularly amongst residents on street that were showing a below average response rate. Surveyors knock on the doors of 20% addresses in each street within the CPZ under review. They carry consultation packs for the public to complete, should they have not received one.

9.0 Appendix 2: Detailed Analysis

- 9.1 Responses from addresses outside of the consultation area have been excluded and duplicates from the same name and address have only been included once. Unless specified otherwise, blank responses have been omitted from a question's analysis.
- 9.2 Non-questionnaire feedback – i.e. through email, letter, telephone, or drop-in session – has been included in the relevant questions.

Demographics & Response Rate

- 9.3 This section of the questionnaire gathers basic demographic data. For data confidentiality responses to name and address, which could identify a specific individual, have been omitted from this report.

Name and address

- 9.4 CPZs are introduced following two periods of consultation with residents and businesses; for the 'in principle' decision (Stage 1) and for the detailed design (Stage 2). The responses for later-stage consultations are expected to be roughly half that for Stage 1 'in principle'; the impact of any changes to residents and business is likely to be less severe and so responses are predominantly from those who have concerns about the existing scheme.
- 9.5 Overall, this consultation had a 43% response rate from the members of the public living or working in the Zone N proposed extension area (see Appendix 4 for map). As a consultation pack with questionnaire was delivered to all addresses within the area under review, it can be assumed that those not responding have chosen to do so through lack of interest, time, etc.

Table 7: Number of consultation questionnaires sent to addresses within the consultation area, number returned, and response rate per street.

Street Name	Total		Response Rate
	Sent	Returned	
Chippendale Street	31	14	45%
Glyn Road	24	8	33%
Sewdley Street	37	14	38%
Outside of area	-	4	n/a
Grand Total	92	40	43%

Question 1 – Occupier type

9.6 All respondents classified themselves as “resident only” (100%) occupiers of the address consulted.

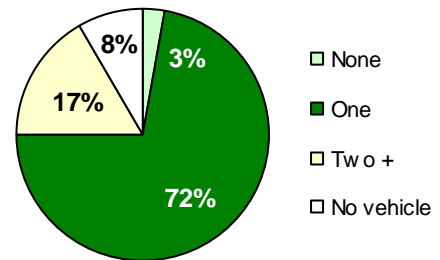
Question 2 – On-street parking

9.7 Nine out of 10 respondents (89%) park a vehicle on the street, with just 3% parking exclusively off-street.

9.8 Parking controls affect even those without a vehicle as they may have visitors who arrive by car, deliveries or tradesmen, but also the parking layout can have a significant impact on cyclists’ and pedestrians’ use of the street environment. Therefore feedback from these types of road user is just as important as that from drivers; 8% of respondents have no vehicle.

Table 8 and Figure 3: Vehicles parked on-street.

On-street vehicles	Responses	
	Number	Percent
None	1	3%
One	26	72%
Two or more	6	17%
No vehicle	3	8%
Grand Total	36	100%



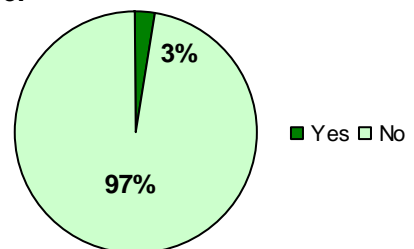
Question 3 – Off-street parking

9.9 Only 3% of respondents have access to an off-street parking space; this is the same proportion that never park on street.

9.10 The remaining respondents that use a vehicle will need to purchase a permit to continue parking on-street in the event that controls are introduced to this area.

Table 9 and Figure 4: Access to an off-street parking space.

Off-street parking	Responses	
	Number	Percent
Yes	1	3%
No	35	97%
Grand Total	36	100%

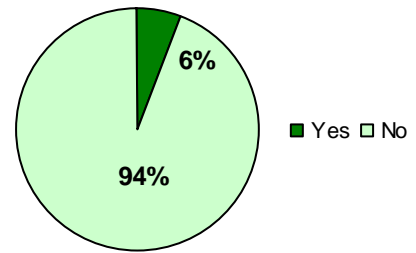


Question 4 – Blue Badges

9.11 Only 6% of respondents reported that someone in their household or business holds a Blue Badge for disabled parking.

Table 10 and Figure 5: Blue Badges held at the responding household/business.

Blue Badge holders	Responses	
	Number	Percent
Yes	2	6%
No	33	94%
Grand Total	35	100%



Parking Experience

9.12 This section of the questionnaire asks about people’s parking experience; this subjective feedback can differ greatly from objective parking stress data but is an important aspect in understanding how the public perceive their area.

Question 5a – Ease of finding on-street parking spaces (respondents)

9.13 Seven out of 10 (69%) of respondents say they regularly have difficulty finding a convenient parking space close to their address – ratings 4 or 5. Glyn Road was the only street where the majority of respondents do not rate their parking ability as frequently difficult.

Table 11 & Figure 6: Rating of ability to find a parking space near home/work address (respondent). Street level response.

Parking ease Respondents	Responses									
	1 easy		2		3		4		5 difficult	
Chippendale Street	1	7%	1	7%	3	21%	2	14%	7	50%
Glyn Road	2	29%	0	0%	3	43%	1	14%	1	14%
Sewdley Street	0	0%	0	0%	1	7%	2	14%	11	79%
Grand Total	3	9%	1	3%	7	20%	5	14%	19	54%



Question 5b – Ease of finding on-street parking spaces (visitors)

9.14 Visitors' ability to find a parking space close to the respondent's home or workplace is even more impaired; a higher 73% of respondents say their visitors regularly have difficulty finding a parking space – ratings 1 or 2. Again, Glyn Road was the only street where the majority of respondents do not rate their visitors' parking ability as frequently difficult.

Table 12 & Figure 7: Rating of ability to find a parking space near home/work address (visitors). Street level response.

Parking ease Visitors	Responses									
	1 easy		2		3		4		5 difficult	
Chippendale Street	1	8%	1	8%	1	8%	3	23%	7	54%
Glyn Road	2	33%	1	17%	2	33%	0	0%	1	17%
Sewdley Street	0	0%	0	0%	1	7%	2	14%	11	79%
Grand Total	3	9%	2	6%	4	12%	5	15%	19	58%



Question 6 – Times of greatest parking difficulty

9.15 Nearly all (94%) respondents provided feedback about the times when they or their visitors have the greatest difficulty finding a parking space on their street.

Table 13: Summary for times of greatest parking difficulty by street.

Street	Time of greatest parking difficulty
Chippendale Street	Any time. Worst during the Monday to Friday daytime.
Glyn Road	Monday to Friday evenings. Saturdays and Sundays.
Sewdley Street	Any time. Worst during the Monday to Friday daytime.

Proposed Parking Controls

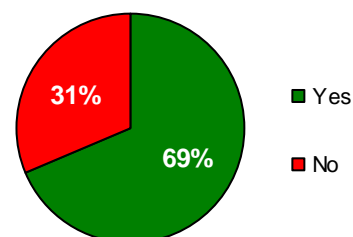
- 9.16 This section of the questionnaire asks about the proposal to introduce parking controls in this area as part of Zone N.
- 9.17 Normally, majority support would lead to further consultation – Stage 2 – to determine operational details and parking layout before any new scheme would be implemented; both stages has been combined for this consultation due to the small size of the area.

Question 7 – Support for parking controls

- 9.18 Over two-thirds (69%) of respondents are in favour of the introduction of parking controls through joining Zone N.
- 9.19 Chippendale Street and Sewdley Street both have an overall majority of respondents in support. Those from Glyn Road are evenly split in their opinion.

Table 14 and Figure 8: Support for the introduction of parking controls.

Parking controls	Support		Opposition	
	Number	Percent	Number	Percent
Chippendale Street	8	57%	6	43%
Glyn Road	4	50%	4	50%
Sewdley Street	12	92%	1	8%
Grand Total	24	69%	11	31%



Question 8 – Comments about the consultation

- 9.20 The public were also asked to provide any general comments or suggestions they have about the consultation:

Support for Parking Controls

- 9.21 Comments indicated considerable support for the controls which would reduce congestion, noise levels and confrontations between drivers. Displacement parking from adjacent Zone N is a considerable problem.
- 9.22 A few respondents are unhappy to wait so long until implementation.

→ There is a legal process that must be followed before any works can begin.

Opposition to Parking Controls

- 9.23 Many roads are residential only and therefore it is felt that parking controls are not required to restrict business, visitor, or commuter parking.

→ The increase in parking difficulties in these roads is mainly due to staff and patients from Homerton Hospital.

- 9.24 Some respondents argue that they did not experience parking difficulties prior to the implementation of restrictions in nearby roads and therefore controls are unnecessary.
- Nearby roads joined Zone N after demonstrating majority support through public consultation. The possible impact on parking ability in adjacent roads was made clear to those in the displacement area at the time.
- 9.25 Introducing parking restrictions in these roads will just push the displacement parking into the nearest uncontrolled area.
- Unfortunately, this may happen if Zone N is extended; however, residents and businesses in the consulted area have a right to ask for controls to resolve their parking difficulties.
- 9.26 Many respondents believe that paying Council Tax grants the right to park on-street for free.
- It would be unfair on non-vehicle owners to include parking in Council Tax, particularly as it is a non-essential service and also that the Council's long-term goal is to reduce private vehicle use.
- 9.27 The Council is unlikely to use CPZ-generated revenue effectively.
- Money raised through parking enforcement is spent on the maintenance of the scheme, from administrative teams to issue permits, Civil Enforcement Officers and installing/repairing signage and lines. Surplus income is ring-fenced by law to transportation and highways budgets.
- 9.28 The Council does not have the legal powers to implement parking controls.
- The authority to create special parking areas is conferred through the Road Management Act 2004.

Permits

- 9.29 Permits are too expensive.
- Permits cannot be free as the fee must cover the administrative and maintenance costs of running the scheme.
- 9.30 The permit fees are higher compared to other London boroughs.
- The cost of permits is comparable in price to others in Inner London.
- 9.31 The consultation leaflet does not include details about permit and voucher prices.
- Permit and voucher prices are set by the Policy Department, not the CPZ Team.

Other

- 9.32 Those who do not have a car were not consulted; this is undemocratic.
→ A consultation pack with questionnaire, including a translation request, was delivered to all addresses within the area under review regardless of whether they own a vehicle - this gives all stakeholders an equal opportunity to respond.
- 9.33 The consultation questionnaire gives the operational times of Zone N as starting as 8:30am when they actually start at 7:30.
→ This is an error. Operational hours in the extension area will follow those of Zone N, should controls be implemented; currently these are Monday-Friday 7:30-18:30.
- 9.34 The map would have been easier to understand if house number had been included.
→ It is important to keep the map as clear and simple so that stakeholders can identify the proposed restrictions easily.
- 9.35 The Council is proposing to implement parking controls just to raise revenue.
→ Parking Services received an extensive petition requesting restrictions after the implementation of the last extension (that incorporated the northern section of Elderfield Road); this consultation is a result of this.
- 9.36 These roads should not have been excluded from the last extension.
→ The decision about whether to implement parking controls is based on majority feedback from respondents living or working on each road; during the last consultation, the majority indicated a strong opposition despite the likelihood of displacement parking once nearby restrictions were active.
- 9.37 No alternatives to controlled parking have been considered.
→ The Council is unable to reduce vehicle ownership in order to ease parking difficulties, nor force Homerton Hospital to build an adequate car park for staff and visitors. Parking Services can only prioritise residents'

Question 9 – Comments about the proposed design of the parking controls

- 9.38 The public were also asked to provide any general comments or suggestions they have about the parking layout and proposals.
- 9.39 Operational hours were not included in this consultation as parking controls would follow those of the existing CPZ N. These are reviewed on a regular basis to ensure they continue to meet the needs of those living or working within the area.

Parking Bays

- 9.40 There is no Pay & Display provision for visitors.
→ As these roads are solely residential, there is no need for Pay & Display spaces. Residents can purchase vouchers for visitors (which are more cost-effective than Pay & Display), who can use them to park in the resident permit bays.
- 9.41 There are not enough spaces for the number of vehicles owned by residents on each road. The Council should build a car park.
→ Kerb side space is finite and therefore there is a limit to how many bays can be placed on each road; more on street space cannot physically be created. Likewise, there is no suitable public land in this area nor funds to build a car park.
- 9.42 Disabled parking bays are too close together.
→ These bays are provided for the use of residents with severe mobility problems and so are placed as close to their home address as possible.
- 9.43 Some of the disabled parking bays are no longer needed; residents have moved away or died.
→ Parking Services carries out a simultaneous review of all disabled bays in a consultation area and will remove those that are no longer in use.
- 9.44 All parking should be banned.
→ Many people in Hackney are vehicle-owners and the Council has an obligation to provide parking facilities where possible.

Yellow lines

- 9.45 There are too many yellow lines.
→ Yellow lines are only placed where it is unsafe or obstructive to park; around junctions, across private access and where the road is too narrow to support parking on both sides.
- 9.46 Ensure there are 'passing spaces' along each road.
→ There are already sufficient yellow lines for 'access protection' to serve as passing spaces.

Operational Hours

- 9.47 Operational hours should be extended to weekends. Why are operational times the same as Zone N?

→ Too many different operational times in a small area would create confusion for motorists and lead to increased PCNs. Hours of control are considered as part of each Zone's regular operational reviews; all those living or working within a CPZ have the opportunity to submit their preferred hours.

9.48 The parking situation is worse in the evening and at weekends. Introducing parking controls Monday to Friday until 6:30pm will have no effect.

→ All CPZs are reviewed on a regular basis with local residents and businesses given the opportunity to amend the operational hours; in the most recent review, the majority favoured weekdays only until 6:30pm.

10.0 Appendix 3: Detailed Final Design

Street	Final parking bay type	Change from proposed design?
Chippendale Street	Resident permit holder bays	None
Glyn Road	Resident permit holder bays	None
	Existing disabled bay	None
Sewdley Street	Resident permit holder bays	None
	Existing disabled bays	None

11.0 Appendix 4: Map of Zone N Extension



ZONE N EXTENSION FINAL DESIGN

