

REPORT OF THE DIRECTOR OF HEALTH AND COMMUNITY SERVICES

DELEGATED AUTHORITY REPORT Final Report of the Stage 4 Operational Review of Controlled Parking Zone B(n) (North Shoreditch) and B(s) (South Shoreditch) September 2011	Classification PUBLIC	Enclosures APPENDICES 1-5
	Ward(s) affected Haggerston Hoxton	AGENDA ITEM No

1. SUMMARY

- 1.1 The report details the Stage 4 review and the results of the public consultation process carried out between 6th June 2011 and 18th July 2011. This public consultation is part of the five-year rolling review programme as outlined in the last Parking and Enforcement Plan (2010-15) (PEP).
- 1.2 The report makes recommendations to retain the existing hours of operation for both zones and for minor changes to the parking layout including the provision of over 100 additional parking spaces within the zones.

2. RECOMMENDATIONS

- 2.1 The Director of Health and Community Services is recommended to approve that the current operational hours and days of control for zone B(n) and B(s) are retained.
- 2.2 The Director of Health and Community Services is recommended to approve the implementation of the proposed changes to zone B(n) and B(s):-
 - 2.2.1. outlined in the third column of the table in Appendix 3 and the pay and display changes in Appendix 4; and
 - 2.2.2. the restriction on parking motorcycles in all bays except for motorcycle bays within these zones.

- 2.3 Where the proposed changes described in paragraph 2.2 of this report are approved, the Director of Health and Community Services is recommended to authorise the Head of Parking to consult and publish notification of the necessary amendments to the Traffic Management Orders for zone B(n) and B(s) (the “Traffic Orders”) to give effect to the said changes in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”).
- 2.4 Where the proposed changes described in paragraph 2.2 of this report are approved, the Director of Health and Community Services is recommended to authorise the Head of Parking to take the final decision on whether to make the necessary amendments to the Traffic Orders subject to the requirements of the Procedure Regulations being complied with and all responses received during the consultation/notification being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

3. RELATED DECISIONS

- 3.1 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. [<http://www.hackney.gov.uk/ek-parking-consultation-pep.htm>].

4. COMMENTS FROM THE ASSISTANT DIRECTOR OF FINANCE-HEALTH & COMMUNITY SERVICES

- 4.1 This report recommends that London Borough of Hackney retains the current operational hours to controlled parking zone B, with approval of a string of proposals set out in appendix C and Appendix D
- 4.2 Retention of the Zone B controlled parking zone is expected to maintain similar levels of income of around £885k based on the financial results in the previous 12 months. Some element of the projected income hinges on similar levels of contravention from drivers. The sources of income include permits, pay and display charges, suspension and the issue of PCNs.
- 4.3 In agreeing to the full sets of proposals set out in this report, it is anticipated that these changes will generate an additional £71k per year of income.
- 4.4 In total the cost of implementing the recommendations is expected to be around £58k. This includes the public consultation cost and all operational cost of the change. This is funded directly from the parking revenue budget.

5. COMMENTS OF THE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES

Controlled Parking Zones

- 5.1 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the “1984 Act”) designate parking places on highways for various classes of vehicles or vary such places, and under section 46 of the 1984 Act, charge for vehicles left in such parking places.
- 5.2 Before a traffic order designating a parking place is varied the Council must consult and publish notification of the proposed amendments to the order in accordance with the Procedure Regulations.
- 5.3 In determining what parking places are to be designated or varied under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to:
- 5.3.1. the need for maintaining the free movement of traffic;
 - 5.3.2. the need for maintaining reasonable access to the premises; and
 - 5.3.3. the extent to which off-street parking is available in the neighbourhood.

Consultation

- 5.4 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its power to vary a designated parking place, provides that it is important that motorists and other road users understand a Council’s parking scheme and that there should be regular communication with motorists and road users when changes are made.
- 5.5 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.
- 5.6 In addition, case law provides that:
- 5.6.1. a consultation must be at a time when proposals are still at a formative stage;
 - 5.6.2. sufficient reasons must be given for any proposal to enable intelligent consideration and response;
 - 5.6.3. adequate time must be given for such consideration and response; and

5.6.4. the product of the consultation must be conscientiously taken into account in finalising any proposals.

- 5.7 From the information within this report it appears that the Council has informed every household in zone B(n) and B(s) of the changes proposed for these zones and given households six weeks within which to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

Financial restrictions on income and expenditure in respect of parking places on the highway

- 5.8 The Council is under an obligation to keep an account of the income and expenditure in respect of parking places on the highway and any deficit in the account shall be made good out of the general fund at the end of each financial year
- 5.9 Any surplus in the account at the end of a financial year shall only be applied for any of the prescribed purposes in section 55(4) of the Road Traffic Regulation Act 1984, which includes making good to the general fund of any amount charged to that fund to clear a deficit in the account in the four years immediately preceding a financial year.
- 5.10 If the additional fees and charges resulting from proposed changes to the Traffic Orders results in the future in a surplus in the account for income and expenditure in respect of parking places on the highway such surplus could be used to re-pay monies paid from the general fund to clear deficits in the account in previous years.

Power to authorise the variation of the Traffic Management Orders for Zones B(n) and B(s)

- 5.11 The exercise of the power contained in section 45 of the Road Traffic Regulation Act 1984 to vary the provisions in traffic orders is an executive function which has not been reserved to the Mayor or Cabinet and so can be exercised by the Corporate Director for Neighbourhoods and Regeneration in accordance with paragraph 3.5.1 of Part 3 of the Council's Constitution.

6. COMMENTS OF THE DIRECTORATE PROCUREMENT MANAGER

- 6.1 No procurement will be carried out as part of this review therefore no comments are required from the Procurement Manager.

7. BACKGROUND

- 7.1 In 2011, the Stage 4 operational review and public consultation of the controlled parking zone B(n) and B(s) took place.
- 7.2 Operational reviews are designed to ensure that existing CPZs continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy. Part of this process involves a comprehensive review of current design and the use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.
- 7.3 An integral part of the review process is public consultation with local residents, businesses and other key stakeholders. The consultation exercise is a mechanism to enable 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 PEP stipulates a review of all new Controlled Parking Zones (CPZ) after the first 12 months of operation and all existing CPZs every 5 years thereafter. The review of zones B(n) and B(s) are part of the 5 year review programme.
- 7.5 The public was consulted on the current operational hours, changes to the design, location and use of parking places and the maximum stay in parking bays for both zones. The consultation process was conducted in line with the Council's Public Consultation Charter which included conferring with internal and external stakeholders and consultation packs were sent to every resident and business address in each zone.
- 7.6 Respondents were asked to express their preference on three operational time slots in both zone B(n) and B(s) indicated in sections 7.13 and 7.17. The majority of the respondents chose to retain the current operational hours. As a result, there will not be a major change in fees and charges/expenditure for both zones.
- 7.7 In this instance the consultation exercise had two main strands; feedback on operational hours and the proposed design modifications. There is also the opportunity for respondents to make general comment using the 'free text' comments section.

- 7.8 A more detailed explanation of the consultation process can be seen in Appendix 1.
- 7.9 Based on the previous 12 months performance, Zone B resulted in annual fees and charges of approximately £885k which includes all fees and charges from permits, pay and display parking, suspensions and the issue of PCNs. It is estimated that the additional parking provision will potentially result in an additional £71k, although this is subject to change based on driver's compliance with the restrictions.
- 7.10 The cost of the review consultation and the cost of implementing the changes which includes lining, signs & posts, machine installation & removal and the enforcement costs associated with implementing the changes is £59k This cost has been provided for in the services revenue budget.
- 7.11 The breakdown of costs involved in the stage 4 review consultation and implementation of the recommendations is:-

Zone B review items	Cost
Public consultation	£9k
Lining	£28k
Enforcement costs for relining works	£6k
Signs and posts	£11k
Pay and display changes	£4k
TMO changes	£1k
Total	£59k

Reasons for Decisions & Recommendations

- 7.12 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 and display revenue, along with the preferences indicated by the consultation responses of all services users and therefore attempts to find the best balance possible.
- 7.13 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 which would appear to contradict the first preference. Permit ownership, parking stress surveys, and PCN data are analysed which may support the feedback that the roads in question are congested during these times.
- 7.14 Recommendations for changing the status quo, or not, have been put forward in light of all data collected.

7.15 Key factors considered in making these changes include but are not limited to:-

- Parking Enforcement Policy on review of CPZs. This forms a commitment from the Council perspective to ensure that they are reviewed in accordance with feedback on consultation;
- Safety – this plays a key feature in the review of all zones and the recommendations thereof. The key recommendations made within the zone B(n) and B(s) are made to ensure that parking restrictions put in place as part of the original CPZs 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;
- Planned maintenance – the Council is committed to maintain all local CPZs and has a duty to ensure that signs and lines continue to be compliant with the Traffic Signs Regulations and General Directions 2002 (as amended). In essence, the changes to these zones also form part of planned maintenance for the areas and incorporate remarking of worn or damaged lines and signs to ensure continued compliance with regulations and ability to enforce restrictions.
- Additional and improved parking provision – as with all controlled parking areas, parking demands need to be managed to ensure they continue to meet the needs of residents, visitors and business and are managed effectively. This gives rise to changes in the layout and wherever possible the reduction of yellow line restrictions while still maintaining safety considerations to provide additional parking space. The allocation of the additional spaces is based on demand for parking in the general area and a consistency within the street or area as well as in line with the Council PEP hierarchy of needs.
- Dedicated motorcycle bays – there have been an increase in the number and location of motorcycle bays throughout both zones;
- Balance- Some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area under review.

Results of Public Consultation

- 7.16 A consultation pack with questionnaire, including a translation request, was delivered to all addresses in both zones. This provides all stakeholders an equal opportunity to engage in and respond to the consultation. It is usual that response rates for a stage 4 review of an existing CPZ will be significantly lower than those for a stage 1 or 2 consultation irrespective of what local authority is undertaking the consultation. The only exception to this general trend is where parking controls are no longer working effectively or where changes in adjacent properties use or a new or planned development may cause significant parking pressure and concern from the local community.
- 7.17 Some local authorities view and state that those who do not respond will be assumed to be broadly satisfied with the current operation of the zone and do not wish the status quo to change. This statement was not made in the Hackney documentation and all that can be assumed for this consultation is that those who chose not to respond were not sufficiently interested in the process. A neutral response has been assigned in each case.

Response rate

- 7.18 Consultation packs were delivered to 3799 residents and businesses in zone B(n) and B(s). A total of 138 completed questionnaires were returned and 15 other responses were made by telephone, letter and email making an overall response rate of 4%.

Operational Hours – Zone B(n)

- 7.19 The current hours of control in zone B(n) are 8.30am to Midnight, Monday to Saturday. The PEP 2010-2015 includes a policy to rationalise and standardise operational hours of control. In accordance with this policy respondents were given the option to select a preference for the operational hours of:-
1. 8.30am to Midnight Monday to Saturday (current hours of operation)
 2. 8:30am to Midnight Monday to Sunday
- 7.20 Overall, 96% of those consulted (i.e. 3,648) did not respond to the consultation. Of those that did respond 69 (69%) supported the current operational hours and 22 (31%) supported the operational hours of 8.30am to Midnight Monday to Sunday.

7.21 The majority of those who actually responded to the consultation supported retaining the existing operational hours and taken in context with those who did not express an opinion it is recommended that the existing hours and days of operation remain for the zone B(n).

Operational Hours – zone B(s)

7.22 The current hours of control in the zone B(s) are 8:30am to 6:30pm Monday to Friday and 8:30am to 1:30pm on Saturday. The PEP 2010-2015 includes a policy to rationalise and standardise operational hours of control. In accordance with this policy respondents were given the option to select a preference for the operational hours of:-

1. 8:30am to 6:30pm Monday to Friday and 8:30am to 1:30pm on Saturday (current hours of operation)
2. 8:30am to 6:30pm Monday to Saturday
3. 8:30am to Midnight Monday to Saturday
4. 8:30am to Midnight Monday to Sunday

7.23 Overall, 96% of those consulted (3,648) did not respond to the consultation. Of those that did respond 62 (31%) supported the current operational hours, 2 (4%) supported the operational hours of 8:30am to 6:30pm Monday to Saturday and 4 (8%) supported the operational hours of 8:30am to midnight Monday to Saturday and 13 (26%) supported the operational hours of 8.30am to Midnight Monday to Sunday. It is recommended that the existing hours and days of operation remain for the zone B(s).

Proposed changes to the parking layout

7.24 Parking bays are only proposed where it is considered safe to do so with the remaining kerb space 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.

7.25 The consultation document included 44 locations where opinion was sought on proposed changes to parking places and yellow lines. The majority of the proposals were supported and are identified in Appendix 2 paragraphs 9.16 to 9.105 with the recommendation to be implemented.

7.26 The proposals not supported showed a trend against changing bays for permit holders to allow a wider range of parking activity to take place or to convert to pay and display only. These proposals were not progressed even though there was a need for a change to parking provision in the area. As a consequence, additional proposals have been made to introduce extra parking spaces within the two zones and change some bays from pay and display only to shared use, in response to the objections received to convert parking bays to pay and display only. These proposals can be found in Appendix 3.

Additional comments

7.27 The consultation documents included a space for respondents to make suggestions for further changes to the design of the zone. These were individually assessed and wherever possible incorporated in the final design proposal. These changes have been incorporated into Appendix 3 of the report.

Recommendations

7.28 Given the contents of the report the Corporate Director is asked to approve the recommendations set out at section 2 of this report.

Maintenance and Administrative Costs

7.29 Zone B results in fees and charges of around £885k based on the previous 12 months performance. This is made up of sale of permits, pay and display parking, suspensions and PCN charges. The maintenance and administrative costs for the zone is around £13.5K and the enforcement cost is around £196K based on previous year's performance.

Implications for Equality Policies

7.30 The process for reviewing a CPZ has been approved as part of the Council Parking & Enforcement Plan. This ensures that parking policy is managed in a fair way meeting the needs of users based on a hierarchy of parking need.

7.31 The CPZ review is also undertaken in accordance with legislative requirements.

7.32 As part of the CPZ Review the Council has carried out an Equality Impact Assessment to ensure that the proposals made do not have an adverse affect on the parking needs of specific groups including disabled drivers.

- Appendix 1: Detailed Consultation Process
- Appendix 2: Analysis of Feedback
- Appendix 3: Final Proposed Amendments to Parking Design Zone B(n) and B(s)
- Appendix 4: Pay and display changes
- Appendix 5: Final Design Map Zone B

Report Originating Officer: Gulgun Chelikhhan ☎020 8356 8399

Financial considerations: James Newman ☎020 8356 5154

Legal & Democratic Services comments: Justin Farley ☎020 8356 2778


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

Table 1: 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		December 2011

Authorisation of Corporate Director – Health and Community Services

Name: Kim WRIGHT.

Signature: 

Date: 3:10:11

Authorisation of Deputy Director Public Realm and Planning – Health and Community Services

Name: Tom McCourt

Signature: 

Date: 29 September 2011

8. Appendix 1: Consultation pack

8.1 Consultation takes place in two stages:

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

8.2 Preliminary consultation involved engaging with all key internal and external stakeholders through meetings. This was carried out in December 2010 and involved:-

Internal Stakeholders:

- Streetscene
- Waste
- Planning

External Stakeholders:

- TFL
- Emergency Services

8.3 The safety representatives provided assessments of each road and junction within the scheme. They supported 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”.

Public Consultation

8.4 In line with the Council’s Public Consultation Charter, a 6 week public response period was carried out between the 6th June and the 18th July 2011.

8.5 The process is advertised using a wide range of methods. These include:

- Consultation packs with translation requests. These were delivered in the week commencing 30th May 2011.
- Full page advertisement in Hackney Today, with follow-ups during the public response period.
- 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 the CPZ.

Consultation pack

8.6 Each pack contains:

- 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.

9. Appendix 2: Detailed Analysis

- 9.1 Responses from addresses outside of the consultation area have been excluded from tabular analysis (but have instead been considered when finalising the proposed changes to zone B(n) and B(s) set out in Appendix 3 attached to this report) 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. Feedback from respondents outside of the area has been considered as part of the general comments section.
- 9.2 Non-questionnaire feedback – i.e. through email, letter, telephone, or drop-in session – has been included in the relevant questions.

Response Rate & Demographics

- 9.3 CPZ review consultations always result in a far lower response rate than for the stage 1 'in principle' and typically are around half the number expected for a stage 1 consultation. One of the main reasons for the low response rate is due to the CPZ resolving most of the parking problems and potential respondents not wishing to bother to fill in and return the questionnaire.
- 9.4 Overall, the response rate from residents and businesses in zone B(n) was 3% and 4% from B(s). As a consultation pack with questionnaire was delivered to all addresses within the area under review, it is assumed that those not responding have chosen to do so through lack of interest, time, etc.
- 9.5 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.

Question 1 - Name and address

- 9.6 Over half of respondents provided their names when requested; 53% of B(n) questionnaires and 63% of those in B(s). Names are used solely to identify and eliminate duplicate responses.
- 9.7 Some roads had a very high proportion of questionnaires returned [Tables 1 & 2]. As expected, occupants of private roads and those living on estates represented a lower proportion of responses. These people are more likely to have access to off-

street (or private on-street) parking facilities and so are less concerned with changes to the public on-street restrictions.

Table 2: 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	
Zone B (North)			
Rufus Street	18	3	17%
New Inn Broadway	31	5	16%
Hoxton Street	48	7	15%
Dereham Place	17	2	12%
Bath Place	10	1	10%
New Inn Street	10	1	10%
Chapel Place	31	3	10%
Charles Square	14	1	7%
Charlotte Road	106	7	7%
Drysdale Street	67	4	6%
Garden Walk	53	3	6%
Paul Street	38	2	5%
Coronet Street	41	2	5%
Hoxton Square	201	8	4%
Shoreditch High Street	133	5	4%
Old Street	123	4	3%
Rivington Street	151	4	3%
Great Eastern Street	152	4	3%
French Place	46	1	2%
Curtain Road	273	5	2%
Pitfield Street	240	2	1%
Hoxton Market	224	1	0%
Anning Street	5	0	0%
Basing House Yard	1	0	0%
Batemans Row	50	0	0%
Boot Street	1	0	0%
Bowling Green Walk	11	0	0%
Crooked Billet Yard	6	0	0%
Curtain Place	3	0	0%
Drysdale Place	85	0	0%
Fairchild Street	1	0	0%

Haberdasher Street	9	0	0%
Holywell Lane	5	0	0%
Kingsland Road	28	0	0%
Mundy Street	1	0	0%
New Inn Yard	53	0	0%
Reliance Square	1	0	0%
Rivington Place	2	0	0%
Standard Place	8	0	0%
Symister Mews	7	0	0%
Willow Court	2	0	0%
Rufus Street	18	3	17%
New Inn Broadway	31	5	16%
Hoxton Street	48	7	15%
Dereham Place	17	2	12%
Bath Place	10	1	10%
New Inn Street	10	1	10%
Chapel Place	31	3	10%
Charles Square	14	1	7%
Charlotte Road	106	7	7%
Drysdale Street	67	4	6%
Garden Walk	53	3	6%
Paul Street	38	2	5%
Coronet Street	41	2	5%
Hoxton Square	201	8	4%
Shoreditch High Street	133	5	4%
Old Street	123	4	3%
Rivington Street	151	4	3%
Great Eastern Street	152	4	3%
French Place	46	1	2%
Curtain Road	273	5	2%
Pitfield Street	240	2	1%
Hoxton Market	224	1	0%
Anning Street	5	0	0%
Basing House Yard	1	0	0%
Batemens Row	50	0	0%
Boot Street	1	0	0%
Bowling Green Walk	11	0	0%
Crooked Billet Yard	6	0	0%
Curtain Place	3	0	0%
Drysdale Place	85	0	0%

Fairchild Street	1	0	0%
Haberdasher Street	9	0	0%
Holywell Lane	5	0	0%
Zone B (South)			
Clere Street	18	5	28%
Christina Street	33	5	15%
Christopher Street	11	1	9%
Mark Street	11	1	9%
Wilson Street	11	1	9%
Clifton Street	37	3	8%
Holywell Row	31	2	6%
Boundary Street	96	6	6%
Appold Street	37	2	5%
Phipp Street	77	4	5%
Worship Street	60	3	5%
Luke Street	47	2	4%
Fairchild Place	24	1	4%
Tabernacle Street	102	4	4%
Calvert Avenue	29	1	3%
Willow Street	33	1	3%
Leonard Street	67	2	3%
Shoreditch High Street	129	3	2%
Paul Street	87	2	2%
Great Eastern Street	97	2	2%
Curtain Road	61	1	2%
Scrutton Street	141	2	1%
Blackall Street	5	0	0%
Bowl Court	2	0	0%
Commercial Street	11	0	0%
Cottons Gardens	20	0	0%
Crown Place	7	0	0%
Dysart Street	1	0	0%
Earl Street	10	0	0%
Finsbury Market	3	0	0%
Gatesborough Street	18	0	0%
Hearn Street	1	0	0%
Hewett Street	9	0	0%
Holywell Lane	9	0	0%
Kingsland Road	64	0	0%
Motley Avenue	2	0	0%

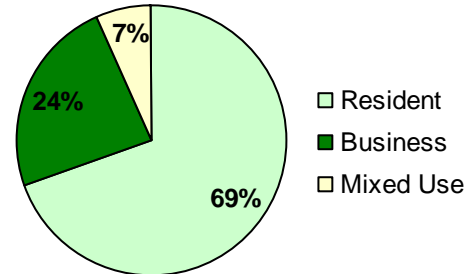
New North Place	3	0	0%
Plough Yard	29	0	0%
Ravey Street	18	0	0%
Redchurch Street	5	0	0%
Singer Street	4	0	0%
Snowden Street	11	0	0%
Sun Street	21	0	0%
Vandy Street	1	0	0%
Duplicate	-	2	n/a
Outside of area	-	3	n/a
Street Unknown	-	4	n/a
Grand Total	3799	138	4%

Question 2 – Occupancy type

9.8 Only two-thirds of respondents (67%) classified themselves as “resident only” (69% B(n) and 65% B(s). Although nearly 50% of addresses in this area are commercial premises and were sent a pack as part of the consultation process, “business only” respondents made up only half the proportion expected; 24% and 25% respectively.

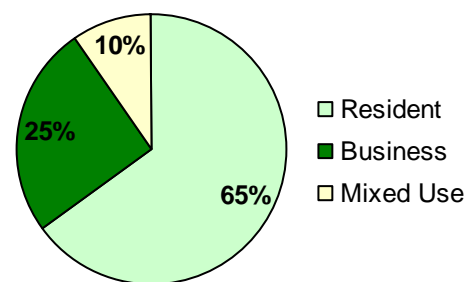
Tables 3 – 4 and Figures 1 – 2: Occupier status of respondents.

Zone B (North)		Responses	
Occupier Status	Number	Percent	
Resident*	52	69%	
Business	18	24%	
Mixed Use	5	7%	
Grand Total	75	100%	



* includes 1 blank entry categorised according to LLPG

Zone B (South)		Responses	
Occupier Status	Number	Percent	
Resident	33	65%	
Business	13	25%	
Mixed Use	5	10%	
Grand Total	51	100%	



Operational Hours

9.9 This section of the questionnaire asks about people’s preference for the days and times of parking controls. Unlike the previous review, people are presented with several options and asked which they prefer. This simplifies analysis and should produce a clear preference, as opposed to the previous free text approach. It also ensures that operational hours are within standardised times used in other parts of the borough.

Question 3 – Preferred operational hours

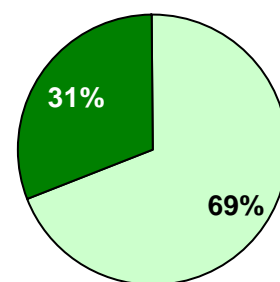
9.10 For both sub-zones the majority of respondents voted to keep the current times. For B(n) the overall support was 74% dropping slightly to 61% among those actually living or working in the zone. For B(s) the overall support was 71% dropping to 64% among those actually from the specific area. Preference for existing operational hours was also strongest amongst commercial respondents; 96% and 93% from B(n) and B(s) respectively.

9.11 Several streets had a majority against the general trend that asked for increased hours. These were mainly those suffering displacement from B(n) during its extended night-time restrictions or those near to areas of significant Sunday trading such as Spitalfield and Brick Lane markets.

Tables 5 – 6 and Figures 3 – 4: Preferred operational hours among those from sub-zone.

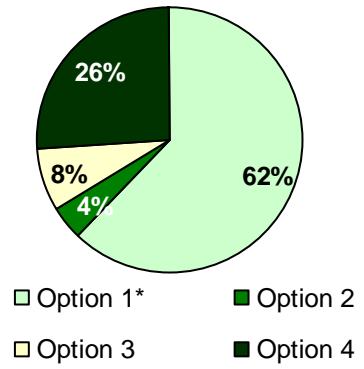
Zone B (North) Preferred days	Responses	
	Number	Percent
Option 1: Monday to Saturday 8:30am – Midnight*	49	69%
Option 2: Monday to Sunday 8:30am - Midnight	22	31%
Grand Total	71	100%

* Current operational hours



□ Option 1* ■ Option 2

Zone B (South) Preferred days	Responses	
	Number	Percent
Option 1: Monday to Friday 8:30am – 6:30pm and Saturday 8:30am – 1:30pm*	31	62%
Option 2: Monday to Saturday 8:30am – 6:30pm	2	4%
Option 3: Monday to Saturday 8:30am – Midnight	4	8%
Option 4: Monday to Sunday 8:30am – Midnight	13	26%
Grand Total	50	100%



* Current operational hours

Figure 1: Respondents' preferred operational times – Zone B (North)

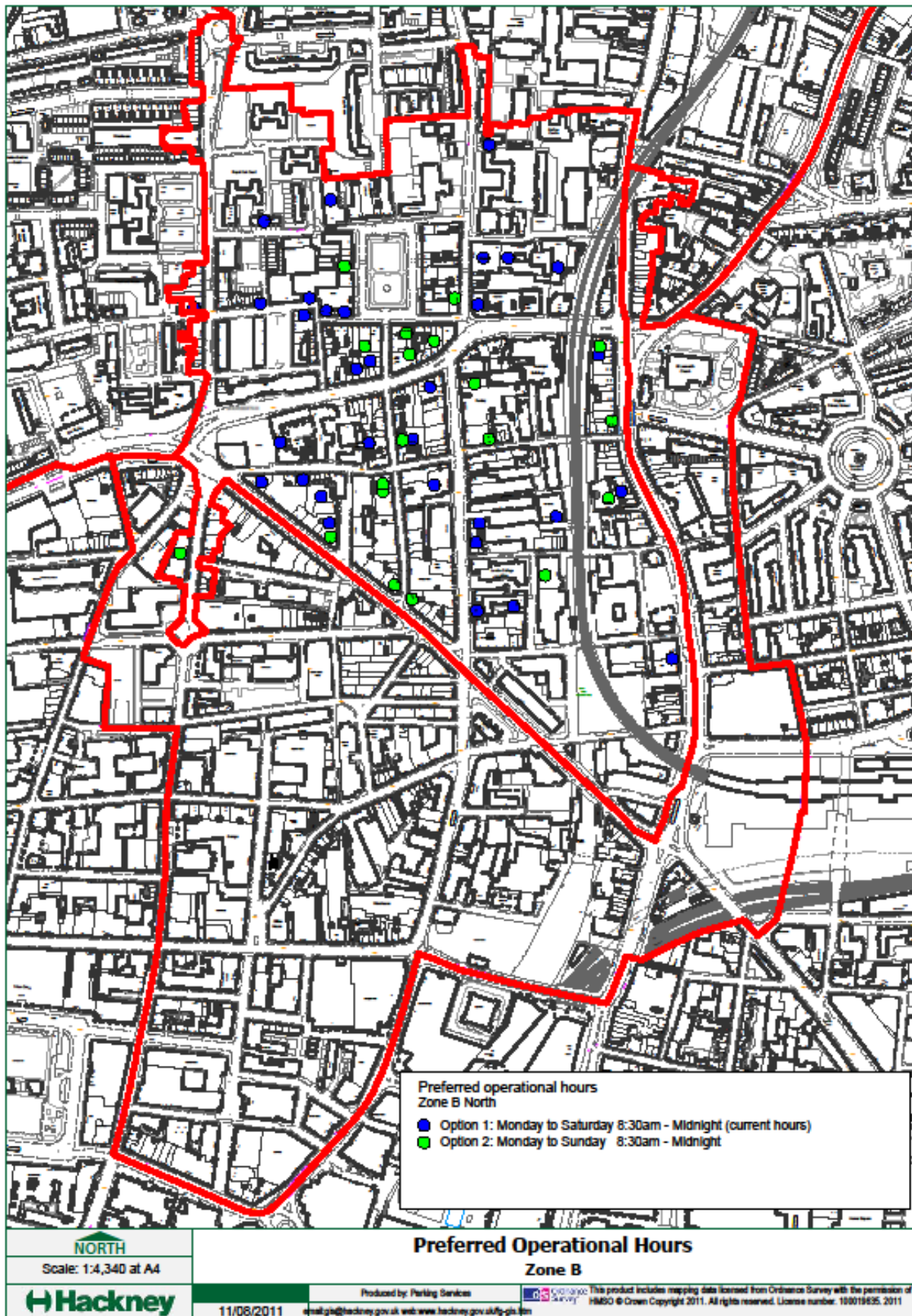
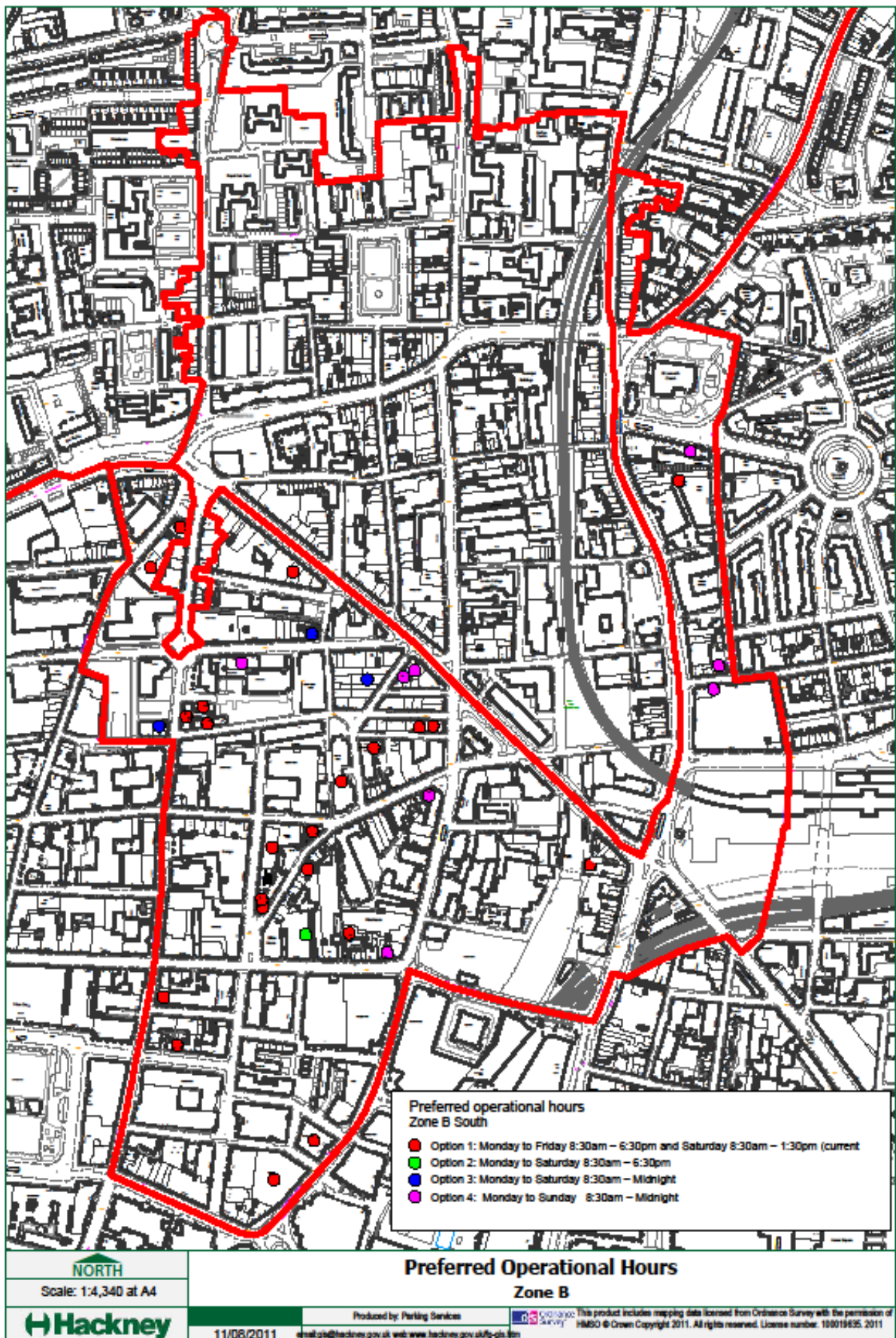


Figure 2: Respondents' preferred operational times – Zone B (South)

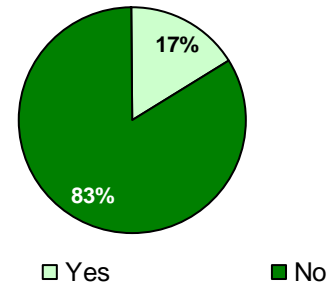


Changes to Motorcycle Parking

9.12 Motorcycle parking has been a major issue in zone B even though less than a fifth (17%) of respondents who are either residents or who own business in this zone parks a motorcycle in either B(n) and B(s). Motorcycle use is greater amongst businesses (35%) than residents (11%).

Table 7 and Figure 7: Motorcycle parking within Zone B.

Zone B Overall Motorcycle use	Responses	
	Number	Percent
Yes	19	17%
No	96	83%
Grand Total	115	100%



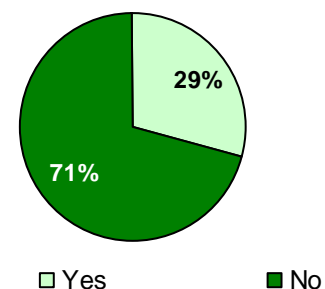
9.13 Based on these figures it can be assumed that the disproportionate numbers of motorcycles parking within the zone are from commuters coming into the zone or parking for onward travel to other destinations. Neighbouring boroughs have stricter controls on motorcycle parking only allowing them to park free in solo motorcycle bays. This may have resulted in displacement parking within Hackney.

9.14 Under the PEP there is the ability to amend or remove motorcycle parking provision in areas where residents' parking needs are significantly impacted. Recent changes have been adopted to mirror those in adjacent boroughs which prohibit motorcycles from parking in permit holder bays and pay and display bays as they occupy a majority of the parking bays, taking away parking provision from local residents and businesses. Additional solo motorcycle bays have been recommended for installation as part of the review implementation.

9.15 Less than a third (29%) of responding motorcycle users stated that they would purchase a parking permit if they were introduced. Support is greater among residents (38%) than businesses (25%) and among those from B North (40%) than from B South (14%).

Table 8 and Figure 8: Support for motorcycle parking permits among cyclists.

Zone B Overall Motorcycle permits	Responses	
	Number	Percent
Yes	5	29%
No	12	71%
Grand Total	17	100%



Proposed Changes

9.16 This section of the questionnaire looks at the proposed changes to parking layout and bay allocation per street. The provisional bay allocation on the proposed design map is intended to reflect the current mix of residential and commercial properties within the area.

Changes to bay allocation

Appold Street

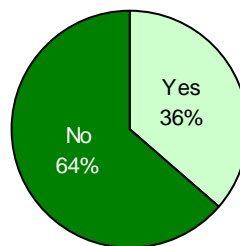
- Change the shared use bay (P&D and permit) outside no.15 to P&D only (4 hours maximum stay) [Proposal 1]

9.17 The proposed change from shared use to Pay and display only is opposed by the majority of respondents (64%). Opposition is strongest among residents (65%) and mixed use (83%) respondents with businesses being ambivalent (50%).

9.18 No comments were received regarding this proposal.

Table 9 and Figure 9: Proposed changes on Appold Street.

	Proposal 1	
Agree?	Number	Percent
Yes	24	36%
No	42	64%
Total	66	100%



9.19 Despite the opposition received, the proposal to change this bay to pay and display only will proceed as there are currently no permit holders in Appold Street or the surrounding areas. The pay and display bays will provide additional parking to businesses within this area.

9.20 A new pay and display bay will also be introduced outside number 13-14 Bavaria House as there is sufficient running width to introduce a parking bay at this location.

Boundary Street

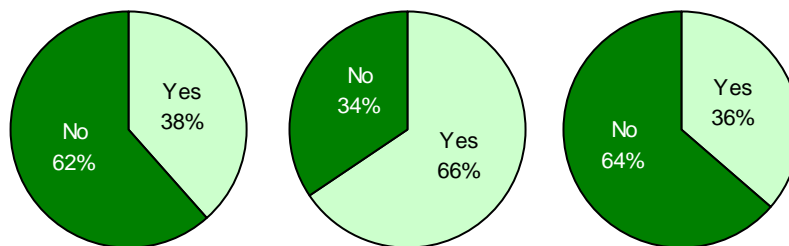
- Change the permit bay outside no.1 to P&D only (4 hours maximum stay) and extend by 5m [Proposal 2]
- Change the shared use bays opposite Abingdon House and outside no.27 to permit holders only [Proposal 3]

- Change the permit holder bays outside no.9 to P&D only (4 hours maximum stay) [Proposal 4]

- 9.21 The proposed changes to Pay and display only from permit are opposed by the majority of respondents (62% and 64%). Opposition is strongest among residents (63% and 68%) and mixed use respondents (67% and 67%) with businesses being ambivalent (50%) to Proposal 2 and in favour of Proposal 4 (60%).
- 9.22 Respondents feel that the Pay and display facilities on the Tower Hamlets side of the road are underused and so additional provision is unnecessary and takes spaces away from local residents.
- 9.23 The proposed changes to permit only from shared use are supported by the majority of respondents (66%).
- 9.24 Respondents would also prefer the permit bays to be located at the end of the road near people’s homes with the Pay and display spaces in the middle sections.

Table 10 and Figures 10, 11 and 12: Proposed changes on Boundary Street.

	Proposal 2		Proposal 3		Proposal 4	
Agree?	Number	Percent	Number	Percent	Number	Percent
Yes	25	38%	42	66%	24	36%
No	40	62%	22	34%	42	64%
Total	65	100%	64	100%	66	100%



- 9.25 As majority support was not received to implement Proposal 2 and 4, the proposals have been revised to ensure that parking is available to permit holders in locations where there are permit holders and introduce pay and display parking adjacent to where commercial buildings exists.
- 9.26 It is recommended to change the permit bays outside number 1 and outside number 9 to shared use and convert the shared use bays opposite Abingdon House and outside number 27 to pay and display bays (4hr maximum stay). This will ensure that the needs of both permit holders and visitors are balanced.

Christopher Street

- Change the Pay and display only bay outside nos.13-17 to shared use (4 hours maximum stay) [Proposal 5]
- Change the resident bay outside no.23 to shared use (4 hours maximum stay) [Proposal 6]

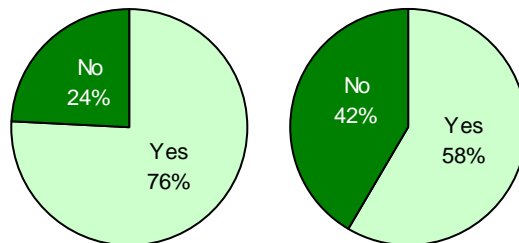
9.27 The proposed change to shared use from Pay and display only is supported by the majority of respondents (76%).

9.28 The proposed change to shared use from resident permit only is supported by the majority of respondents (58%).

9.29 No comments were received regarding these proposals.

Table 11 and Figures 13 – 14: Proposed changes on Christopher Street.

Agree?	Proposal 5		Proposal 6	
	Number	Percent	Number	Percent
Yes	44	76%	35	58%
No	14	24%	25	42%
Total	58	100%	60	100%



9.30 Alongside the above proposals for Christopher Street, additional locations where parking bays can be installed have been identified.

9.31 It is recommended to introduce new 4hr maximum stay shared use bays outside number 9, outside 23-25 and opposite 23-25. This will create additional parking spaces for both permit holders as well as visitors into the area.

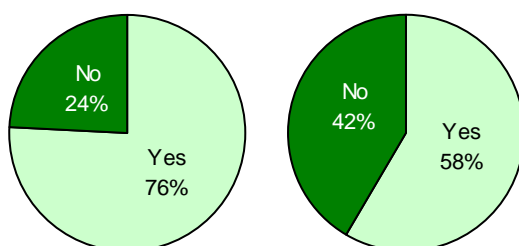
Clifton Street

- Change the business bays outside no.80 and outside and opposite no.66 to pay and display only (4 hours maximum stay) [Proposal 7]
- Change the resident bay to the side of no.25 Christopher Street to shared use (4 hours maximum stay) [Proposal 8]

- 9.32 The proposed changes to pay and display only from business permit are opposed by the majority of respondents (52%), both residential and commercial.
- 9.33 Respondents argue that this bay is regularly used by business permit holders and is particularly useful when the Holywell Row alternative is full. Some would like to see it converted to a motorcycle bay instead.
- 9.34 The proposed change to shared use from resident permit only is supported by the majority of respondents (55%).

Table 12 and Figures 15 – 16: Proposed changes on Clifton Street.

Agree?	Proposal 7		Proposal 8	
	Number	Percent	Number	Percent
Yes	29	48%	31	55%
No	31	52%	25	45%
Total	60	100%	56	100%



- 9.35 In response to the feedback received, it is recommended to convert all bays from the junction of Scrutton Street and Worship Street to shared use (4hr maximum stay).

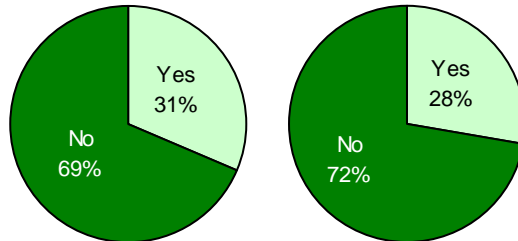
Curtain Road

- Change the shared use bay outside no.33 to pay and display only (4 hours maximum stay) [Proposal 9]
- Change the shared use bay opposite no.33 to pay and display only (4 hours maximum stay) [Proposal 10]

- 9.36 The proposed changes to pay and display only from shared are opposed by the majority of respondents (69% and 72%). Opposition is strongest among residents (73% and 78%) and mixed use respondents (83% and 67%) while businesses are in favour (67% and 56%).
- 9.37 No additional comments were received regarding these proposals.

Table 13 and Figures 17 – 18: Proposed changes on Curtain Road.

Agree?	Proposal 9		Proposal 10	
	Number	Percent	Number	Percent
Yes	20	31%	18	28%
No	44	69%	47	72%
Total	64	100%	65	100%



9.38 As a result of the feedback received the proposal will not be progressed. In addition, it is recommended to install new parking bays in the following locations:

- 9.38.1. New shared use bay (4hr maximum stay) between numbers 22-28
- 9.38.2. New shared use bay (4hr maximum stay) outside 21-23
- 9.38.3. New shared use bay (4hr maximum stay) outside 1-5
- 9.38.4. New shared use bay (4hr maximum stay) outside 5-7

9.39 One other proposal that was made as part of the consultation to introduce a new bay outside numbers 2-6 has now been changed to introduce new bays on the opposite side. This is due to the implementation of double yellow lines outside numbers 2-6 to improve access and visibility.

Dysart Street

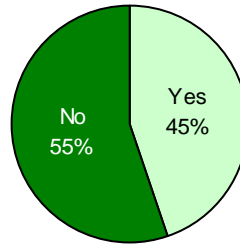
- Change the shared use bay outside no.1 to permit holders only [Proposal 11]

9.40 The proposed change to permit only from shared use is opposed by the majority of respondents (55%). Opposition is strongest among residents (53%) and businesses (75%).

9.41 No comments were received regarding this proposal.

Table 14 and Figure 19: Proposed changes on Dysart Street.

Proposal 11		
Agree?	Number	Percent
Yes	26	45%
No	32	55%
Total	58	100%



9.42 While the above proposal was rejected by the respondents, it is intended to implement this change as there is sufficient pay and display parking in the nearby streets.

Earl Street

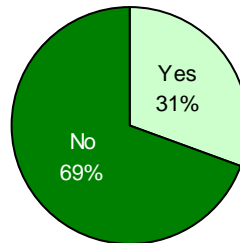
- Change the shared use bay at the junction with Appold Street to P&D only (4 hours maximum stay) [Proposal 12]

9.43 The proposed change to Pay and display only from shared use is opposed by the majority of respondents (69%). Opposition is strongest among residents (71%) and mixed use respondents (100%) while businesses are in favour (56%).

9.44 No comments were received regarding this proposal.

Table 15 and Figure 20: Proposed changes on Earl Street.

Proposal 12		
Agree?	Number	Percent
Yes	18	31%
No	41	69%
Total	59	100%



9.45 Although a majority of residents were not in favour of this proposal, it received majority support from businesses. Permit holder parking is already adequate for the number of permit holders in the area even with the conversion of this bay. It is recommended to implement this proposal as the bay is located in an area where the makeup of the area is primarily commercial properties.

9.46 In addition it is recommended to install an additional pay and display bay to the side of 13-14 Bavaria House, replacing a section of single yellow line. The new bay will provide additional parking for visitors.

Finsbury Market

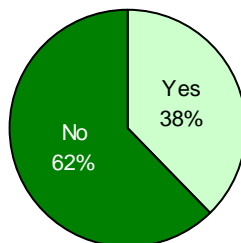
- Change the shared use bay outside Bavaria House to pay and display only (4 hours maximum stay) [Proposal 13]

9.47 The proposed change to pay and display only from shared use is opposed by the majority of respondents (62%). Opposition is strongest among residents (66%) and mixed use respondents (80%) while businesses are in favour (67%).

9.48 No comments were received regarding this proposal.

Table 16 and Figure 21: Proposed changes on Finsbury Market.

Proposal 13		
Agree?	Number	Percent
Yes	23	38%
No	38	62%
Total	61	100%



9.49 Although a majority of residents were not in favour of this proposal, it received majority support from businesses. It is recommended to progress this proposal as the bay is located in an area where the makeup of the area is primarily commercial properties

Hewett Street

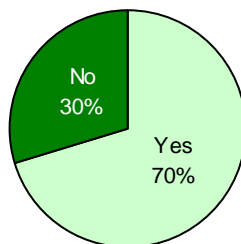
- Change the business bay outside no.9 to permit holders only [Proposal 14]

9.50 The proposed change to permit holder only from business permit holder only is supported by the majority of respondents (70%).

9.51 No comments were received regarding this proposal.

Table 17 and Figure 22: Proposed changes on Hewett Street.

Proposal 14		
Agree?	Number	Percent
Yes	40	70%
No	17	30%
Total	57	100%



9.52 The proposal to change the business bays to permit holders, although supported will be further amended to become a shared use (4hr maximum stay). This change will allow both permit holders as well as visitors to utilise the parking bays and will also harmonise the types of parking bays available in this area without jeopardising the parking needs of the permit holders.

Hoxton Square

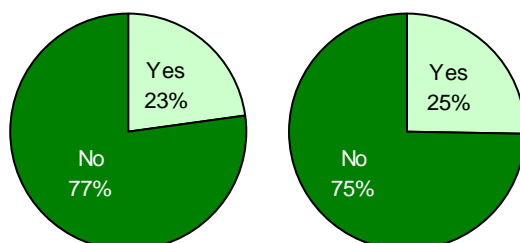
- Change the shared use bay opposite nos.19 - 21 to pay and display only (4 hours maximum stay) and extend west by 2.5m [Proposal 15]
- Change the shared use bay opposite nos.45-47 to pay and display only (4 hours maximum stay) [Proposal 16]

9.53 The proposed changes are opposed by the majority of respondents (77% and 75%). Opposition is strongest among residents (82% and 80%) and mixed use respondents (88% and 75%) with businesses being ambivalent (50% and 50%).

9.54 Respondents complain there is already a lack of sufficient parking spaces in this area without losing more to pay and display only. They feel these proposals have been made to raise revenue considering the high takings of these machines.

Table 18 and Figures 22 – 24: Proposed changes on Hoxton Square.

Agree?	Proposal 15		Proposal 16	
	Number	Percent	Number	Percent
Yes	17	23%	19	25%
No	58	77%	56	75%
Total	75	100%	75	100%



9.55 There is opposition to the conversion of the shared use bays to pay and display only around Hoxton Square due to the perception of limited number of permit holder parking spaces. This is a valid concern but also needs to be balanced by the need to simplify the parking provision so that motorists do not get confused by the controls on-street. To enable this proposal goes ahead, additional permit holder parking places are recommended at:-

9.55.1. A new 13m permit bay Behind 333 Old Street.

9.55.2. New permit bay on Bowling Green Walk outside the club

9.55.3. New permit bay outside 1a-1b Coronet Street

9.55.4. Extending existing permit bay outside 1b-11 Coronet Street to provide an additional space.

9.55.5. New permit bay outside 12 Coronet Street.

Hoxton Street

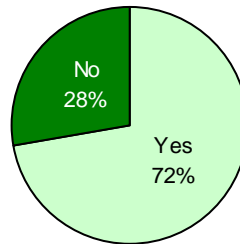
- Change the business bay outside nos.12-18 to permit holders only [Proposal 17]

9.56 The proposed change to permit from business permit only is supported by the majority of respondents (72%).

9.57 No comments were received regarding this proposal.

Table 19 and Figure 25: Proposed changes on Hoxton Street.

Proposal 17		
Agree?	Number	Percent
Yes	52	72%
No	20	28%
Total	72	100%



Luke Street

- Change the shared use bay outside nos.25 and 78 to pay and display only (4 hours maximum stay) [Proposal 18]
- Change the two shared use bays outside nos.2-4 and 6-8 to permit holders only [Proposal 19]

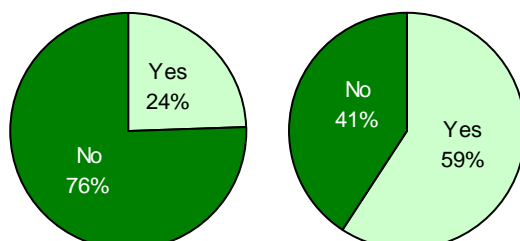
9.58 The proposed change to pay and display only from shared is opposed by the majority of respondents (76%). Opposition is strongest among residents (78%) and mixed use respondents (100%) while businesses are in support (63%).

9.59 Respondents complain there is already a lack of sufficient parking space in this road without losing more to pay and display parking.

9.60 The proposed change to permit from shared use is supported by the majority of respondents (59%).

Table 20 and Figures 26 – 27: Proposed changes on Luke Street.

Agree?	Proposal 18		Proposal 19	
	Number	Percent	Number	Percent
Yes	18	24%	42	59%
No	56	76%	29	41%
Total	74	100%	71	100%



9.61 Although Proposal 18 did not receive majority support, it is recommended to implement this change. To cater for the needs of the resident permit holders, it is proposed to convert a section of single yellow line to a permit holder bay outside number 41 to provide additional spaces for permit holders.

9.62 An additional recommendation has also been made to extend the pay and display bay outside number 78 to provide an additional parking space for visitors.

Paul Street

- Change the resident bay opposite Mark Street to shared use (4 hours maximum stay) and change 10m at the northern end to motorcycle only [Proposal 20]
- Change the business bay outside nos.44-50 to pay and display only (4 hours maximum stay) [Proposal 21]

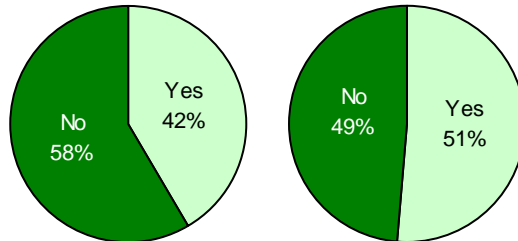
9.63 Both proposals are opposed by the majority of respondents (58%). Opposition is strongest among residents (62%) and mixed use respondents (80%) while businesses are in support (73%).

9.64 Respondents complain there is already a lack of sufficient parking space in this road without losing more to pay and display users of shared use.

9.65 The proposed change from business permit to pay and display is supported by the majority of respondents (51%).

Table 21 and Figures 28 – 29: Proposed changes on Paul Street.

Agree?	Proposal 20		Proposal 21	
	Number	Percent	Number	Percent
Yes	32	42%	36	51%
No	45	58%	34	49%
Total	77	100%	70	100%



9.66 Although proposal 20 has been rejected it is recommended that this proposal is implemented as the shared use bays will allow parking provision for both permit holders as well as visitors. In addition, an extra shared use bay is being implemented outside number 70 and 80 to provide additional parking spaces.

Phipp Street

- Change the shared use bay outside nos.1–11 Cosmopolitan House to pay and display only (4 hours maximum stay) [Proposal 22]
- Change the business bay outside no.21 to permit holders only [Proposal 23]
- Change all shared use bays between no.17 and the junction with Great Eastern Street to permit holders only [Proposal 24]
- Change the permit holder bays outside no.18 to pay and display only (4 hours maximum stay) [Proposal 25]

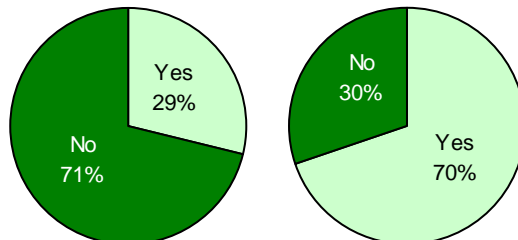
9.67 The proposed changes from shared use to pay and display only are opposed by the majority of respondents (71% and 69%). Opposition is strongest among residents (74% and 73%) and mixed use respondents (100% and 80%) while businesses are in support (63% and 63%).

9.68 Respondents of Cosmopolitan House are unhappy that they will lose the bay outside their homes.

9.69 The proposed changes from business permit and shared use are supported by the majority of respondents (70% and 64%).

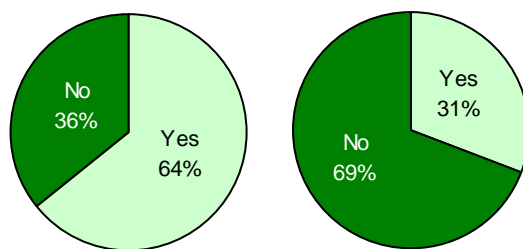
Tables 22 and 23 and Figures 30 – 33: Proposed changes on Phipp Street.

Agree?	Proposal 22		Proposal 23	
	Number	Percent	Number	Percent
Yes	19	29%	46	70%
No	47	71%	20	30%
Total	66	100%	66	100%



9.70 Although Proposal 22 and 25, is opposed by residents there is sufficient permit parking bays nearby, including the conversion of the business bay to permit bays outside number 21. It is recommended to go ahead with the proposal as they will provide additional parking provision for visitors without compromising provision for permit holders.

Agree?	Proposal 24		Proposal 25	
	Number	Percent	Number	Percent
Yes	43	64%	20	31%
No	24	36%	45	69%
Total	67	100%	65	100%



Pindar Street

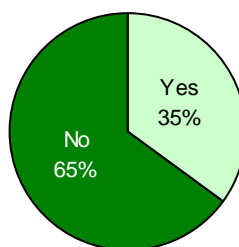
- Change the motorcycle bays opposite no.30 Crown Place to pay and display only (4 hours maximum stay) and extend east by 15m [Proposal 26]

9.71 The proposed change from motorcycle only to pay and display only is opposed by the majority of respondents (65%). Opposition is strongest among residents (70%) and mixed use respondents (60%) while businesses are in favour (55%).

9.72 No comments were received regarding this proposal.

Table 24 and Figure 34: Proposed changes on Pindar Street.

Proposal 26		
Agree?	Number	Percent
Yes	21	35%
No	39	65%
Total	60	100%



9.73 Although this proposal has been rejected by the majority of respondents, it is recommended that this proposal is implemented as a number of new motorcycle bays have been introduced in the nearby Clifton Street.

Redchurch Street

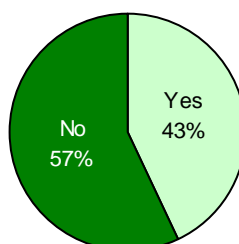
- Change the business bay outside No.3 to pay and display only (4 hours maximum stay) and reduce the bay at the eastern end by 8.5m [Proposal 27]

9.74 The proposed change to pay and display only from business permit only is opposed by the majority of respondents (57%). Opposition is present among all occupancy types.

9.75 Respondents feel that the pay and display facilities in nearby Tower Hamlets are underused and so additional provision is unnecessary on the Hackney side – they would prefer a change to resident permit only or shared use.

Table 25 and Figure 35: Proposed changes on Redchurch Street.

Proposal 27		
Agree?	Number	Percent
Yes	25	43%
No	33	57%
Total	58	100%



9.76 Although Proposal 27 has not received majority support, this change will go ahead to ensure that parking provision is provided for visitors to the adjacent businesses and nearby commercial properties Shoreditch High Street. Permit holder parking is available to both residents and businesses in nearby Boundary Street.

Scrutton Street

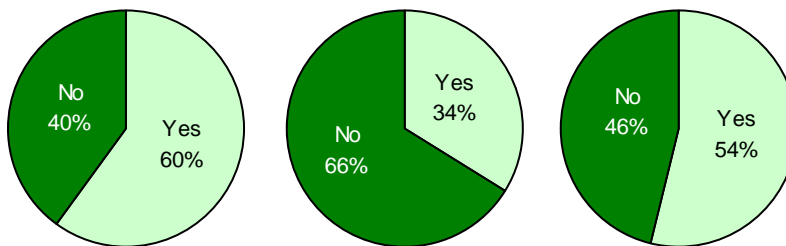
- Change the pay and display only bay outside Nos.58-62 to a motorcycle bay [Proposal 28]

- Change the shared use bay outside Nos.65-71 to pay and display only (4 hours maximum stay) [Proposal 29]
- Change the shared use bay outside nos.32-38 to permit holders only [Proposal 30]

- 9.77 The proposed changes from pay and display to motorcycle only are supported by the majority of respondents (60%).
- 9.78 The proposed change from shared use to pay and display only is opposed by the majority of respondents (66%). Opposition is strongest among residents (72%) and mixed use respondents (83%) while businesses are in favour (78%).
- 9.79 The proposed change from shared use to permit only is supported by the majority of respondents (54%).
- 9.80 No comments were received regarding this proposal.

Table 26 and Figures 36 – 38: Proposed changes on Scrutton Street.

Agree?	Proposal 28		Proposal 29		Proposal 30	
	Number	Percent	Number	Percent	Number	Percent
Yes	39	60%	22	34%	34	54%
No	26	40%	43	66%	29	46%
Total	65	100%	65	100%	63	100%



- 9.81 Despite the opposition to Proposal 29, it is recommended to implement the change as additional permit bays have been created in the area. In addition, there are also shared use bays available opposite 65-71 which will cater for both resident and business permit holders.
- 9.82 In addition it is intended to extend the pay and display bay outside 57-63 to create an additional parking space.

Wilson Street

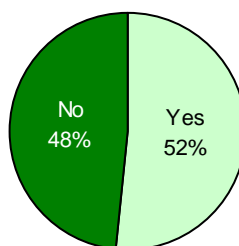
- Change all shared use bays to motorcycle bays [Proposal 31]

9.83 The proposed change from shared use to motorcycle only is supported by the majority of respondents (52%).

9.84 No comments were received regarding this proposal.

Table 27 and Figure 39: Proposed changes on Wilson Street.

Proposal 31		
Agree?	Number	Percent
Yes	31	52%
No	29	48%
Total	60	100%



Worship Street

- Change the business bay outside Nos.97-105 to permit only and extend east by 8m [Proposal 32]
- Change the shared use bay outside No.58 to pay and display only (4 hours maximum stay) [Proposal 33]
- Change the shared use bay outside No.60 to pay and display only (4 hours maximum stay) and extend east by 30m [Proposal 34]
- Change the shared use bay opposite Nos.97-105 to pay and display only (4 hours maximum stay) [Proposal 35]

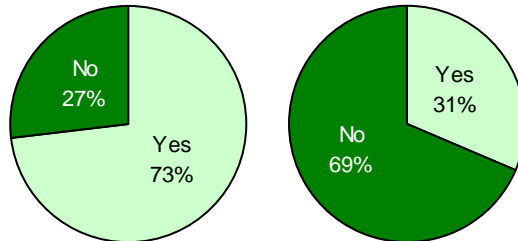
9.85 The proposed change from business permit holder to permit holder only is supported by the majority of respondents (73%).

9.86 The proposed changes from shared use to pay and display only are opposed by the majority of respondents (69%, 56% and 70%). Opposition is strongest among residents (72, 63% and 76%) and mixed use respondents (100%, 60% and 80%) while businesses are in support (67%, 89% and 67%).

9.87 Respondents complain there is already a lack of sufficient parking space in this road without losing more to pay and display users of shared use.

Table 28 and Figures 40 – 41: Proposed changes on Worship Street.

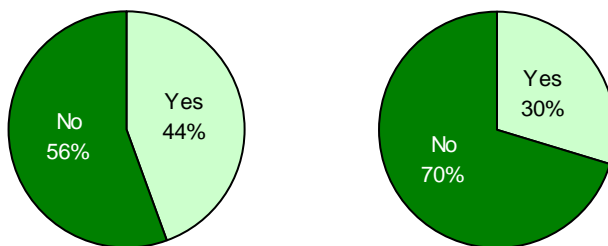
Agree?	Proposal 32		Proposal 33	
	Number	Percent	Number	Percent
Yes	46	73%	20	31%
No	17	27%	44	69%
Total	63	100%	64	100%



9.88 All proposals except proposal 32 will be going ahead to provide dedicated visitor parking. In addition, the bays outside 97-105 will be changing to shared use to provide parking for both permit holders and visitors. In addition, new shared use bays are being implemented outside numbers 79-85 and numbers 87-89 to provide additional parking for both permit holders and visitors.

Table 29 and Figures 42 – 43: Proposed changes on Worship Street.

Agree?	Proposal 34		Proposal 35	
	Number	Percent	Number	Percent
Yes	28	44%	19	30%
No	35	56%	45	70%
Total	63	100%	64	100%



Proposed new bays

Clifton Street

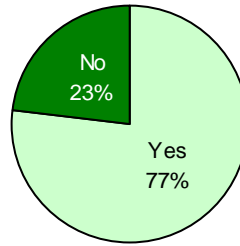
- Install a 20m pay and display only bay (4 hours maximum stay) outside No.110 [Proposal 36]

9.89 The proposed new bay is supported by the majority of respondents (77%).

9.90 No comments were received regarding this proposal.

Table 30 and Figure 44: Proposed new bay on Clifton Street.

Proposal 36		
Agree?	Number	Percent
Yes	47	77%
No	14	23%
Total	61	100%



Curtain Road

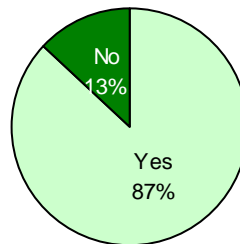
- Install a permit holder only bay outside Nos.2-6 [Proposal 37]

9.91 The proposed new bay is supported by the majority of respondents (87%).

9.92 No comments were received regarding this proposal.

Table 31 and Figure 45: Proposed new bay on Curtain Road.

Proposal 37		
Agree?	Number	Percent
Yes	53	87%
No	8	13%
Total	61	100%



Drysdale Street

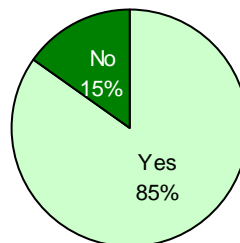
- Install a permit holder bay and a motorcycle bay opposite Nos.3-7 [Proposal 38]

9.93 The proposed new bay is supported by the majority of respondents (85%).

9.94 No comments were received regarding this proposal.

Table 32 and Figure 46: Proposed new bay on Drysdale Street.

Proposal 38		
Agree?	Number	Percent
Yes	56	85%
No	10	15%
Total	66	100%



Hoxton Street

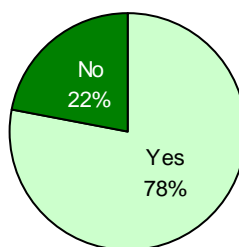
- Install a general use disabled bay outside St Monica's Catholic Primary School [Proposal 39]

9.95 The proposed new bay is supported by the majority of respondents (78%).

9.96 No comments were received regarding this proposal.

Table 33 and Figure 47: Proposed new bay on Hoxton Street.

Proposal 39		
Agree?	Number	Percent
Yes	50	78%
No	14	22%
Total	64	100%



New Inn Broadway

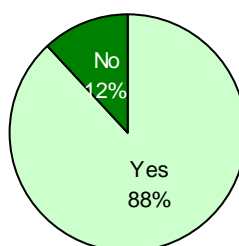
- Install a 5m shared use bay (4 hours maximum stay) outside no.7 [Proposal 40]

9.97 The proposed new bay is supported by the majority of respondents (88%).

9.98 No comments were received regarding this proposal.

Table 34 and Figure 48: Proposed new bay on New Inn Broadway.

Proposal 40		
Agree?	Number	Percent
Yes	52	88%
No	7	12%
Total	59	100%



9.99 In addition, a new 5m motorcycle bay will also be installed outside No. 7 to provide additional parking for motorcycle users.

Plough Yard

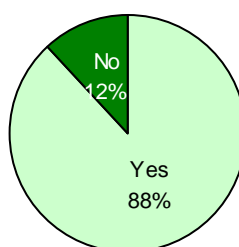
- Install a permit holder only bay outside No.11 [Proposal 41]

9.100 The proposed new bay is supported by the majority of respondents (88%).

9.101 No comments were received regarding this proposal.

Table 35 and Figure 49: Proposed new bay on Plough Yard.

Proposal 41		
Agree?	Number	Percent
Yes	52	88%
No	7	12%
Total	59	100%



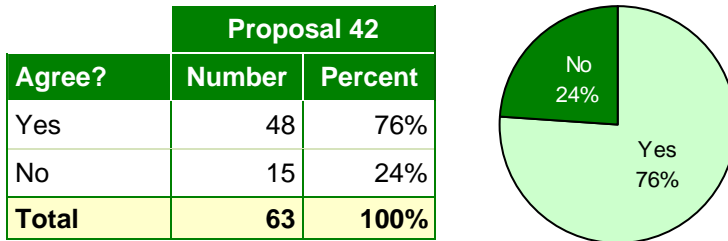
Redchurch Street

- Install a motorcycle bay outside No.10 [Proposal 42]

9.102 The proposed new bay is supported by the majority of respondents (76%).

9.103 No comments were received regarding this proposal.

Table 36 and Figure 50: Proposed new bay on Redchurch Street.



Willow Street

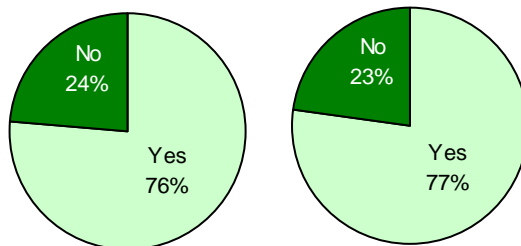
- Install a motorcycle bay outside No.3 [Proposal 43]
- Install a motorcycle bay opposite No.107 (at the junction with Curtain Road) [Proposal 44]

9.104 The proposed new bays are supported by the majority of respondents (76% and 77%).

9.105 No comments were received regarding these proposals.

Table 37 and Figures 51 and 52: Proposed new bays on Willow Street.

Agree?	Proposal 43		Proposal 44	
	Number	Percent	Number	Percent
Yes	52	76%	51	77%
No	16	24%	15	23%
Total	68	100%	66	100%



New proposals

- 9.106 The consultation highlighted concern from resident permit holders about a perceived lack of parking provision for them and a resistance to proposed changes to shared use or pay and display. At the same time there was demand for more visitor parking to meet the needs of the commercial activity in the area and a need to rationalise some of the controls to make them more consistent and easier for motorists to understand.
- 9.107 A further review of the layout of the zone was carried out with particular attention to see if yellow line restrictions could be reduced to free up additional parking. Or parking bay allocation could be rationalised. As a result it is recommended that the following changes are implemented:-
- 9.107.1. Charlotte Road – The resident bay outside 51-60 will change to a permit only bay to make the design of parking restrictions more consistent throughout the street and provide additional parking for business permit holders.
- 9.107.2. Leonard Street – The pay and display bay outside 108 will be extended and a new pay and display bay will be installed opposite number 87 to provide additional visitors parking. A new permit holder bay outside 79-89 and opposite No. 68 to provide additional permit parking.
- 9.107.3. Pindar Street – The pay and display bay will be extended to the side of Bavaria House to provide additional parking for visitors.
- 9.107.4. Rivington Street – The single yellow line outside 26 will be converted to a double yellow line to improve visibility at this junction at all times.
- 9.107.5. Willow Street – The business bay will change to a permit holder bay outside No. 3 to allow both business and resident permit holders to park.
- 9.107.6. Wilson Street – The motorcycle bay outside number 64 will be extended.
- 9.107.7. A full list of final design changes can be found in Appendix 3.

General Comments

- 9.108 The public were also asked to provide any general comments or suggestions they have about the parking layout and proposals.

Motorcycle restrictions, new bays and permits

- 9.109 Prohibition of resident bay use is not balanced by sufficient dedicated bays, particularly in B(s). This has been addressed as part of the implementation recommendations
- 9.110 Prohibition of resident bay use by motorcycles is supported by car owners - inconsiderate motorcycle placement makes car parking difficult.
- 9.111 Prohibition of resident bay use will have significant negative impact on courier business in Scrutton Street.
- 9.112 Proposed motorcycle bay at rear of Hoxton Hotel will cause access obstruction and prevent un/loading. A site visit confirmed that this would not be the case.
- 9.113 Request for dedicated motorcycle bay on New Inn Broadway.
- 9.114 Would like bays outside no.15 Appold Street changed back to permit holders only.
- 9.115 Suggestion for two motorcycle spaces between each car space.
- 9.116 Prefer physical rather than virtual permits.

Insufficient parking provision

- 9.117 Cycle Hire Scheme stations have reduced parking provision - now insufficient space on New Inn Street and New Inn Yard, around Shoreditch High Street and Royal Oak Court (junction of Pitfield and Haberdasher Streets).
- 9.118 Resident permit only spaces required on Redchurch Street; business permit holders take over the shared use as the business only bays are full of motorcycles.
- 9.119 Frequent suspensions for filming reduce spaces available to residents, particularly around Charlotte Street.
- 9.120 Some business permit holders in Tabernacle Street have very long vehicles and take up more than their fair amount of shared use space.
- 9.121 Sunday visitors to the Circus on Coronet Street take up all the spaces.

Other Parking Layout Changes

- 9.122 Dropped kerb and yellow box required behind 4 Rivington Walk for disabled access.
- 9.123 Convert bays outside nos.53-57 Scrutton Street to shared use to free up the other shared use bays for residents
- 9.124 Convert all bays on Curtain Road to resident permit only.

9.125 Pedestrianise Redchurch Street

9.126 Would like B(s) sub-boundary amended near Phipp Street so permit holders can avoid parking in the Congestion Zone.

9.127 Garage at no.60 Clifton Street is due to be redeveloped - parking changes should be put on hold until completed.

Consultation Process

9.128 Would be more useful to have a combined consultation with Tower Hamlets, due to parking issues at the border near Boundary Estate.

Other comments and suggestions

9.129 P&D tariff is too high and maximum stay is too short - discourages visitors

9.130 Improve and increase signage, in particular in regards to SYLs.

9.131 Increased enforcement needed - particularly on minicab illegally driving up the one-way section of Rivington Street (between Charlotte Road and Curtain Road).

10. Appendix 3: Proposed design amendments

Street	Location	Proposal	Reason
Appold Street	Outside No 15	Change the shared use bay to P&D (4 hours maximum stay)	This will provide dedicated visitor parking.
Appold Street	Outside 13-14 Bavaria House	Install a new pay and display bay replacing a section of single yellow line.	There is sufficient running width to install a new parking bay.
Boundary Street	Outside No 1	Change the permit bay to shared use (4 hour maximum stay) and extend bay by 5m southwards.	To gain some extra parking and provide visitor parking as well as a parking space for local residents.
Boundary Street	Opposite Abingdon House and outside No 27.	Change the shared use bays to pay and display only (4 hour maximum stay).	This will provide dedicated visitor parking at this location.
Boundary Street	Outside No 9	Change the permit holders bays to shared use (4 hour maximum stay)	To gain some extra parking and provide visitor parking as well as a parking space for local residents.
Bowling Green Walk	Outside the club (side of 137 Pitfield Street)	Install a section of permit bay replacing the single yellow line	To provide additional parking space
Bowling Green Walk	Outside the club (side of 137 Pitfield Street)	Change the two resident bays to permit	To make the design more consistent and provide parking for local business permit holders.
Calvert Avenue	Northern kerb line close to the junction with Shoreditch High Street	Change the small section of single yellow line to double yellow line	Motorists are parking at this location and are causing an obstruction for buses in the bus stand.
Calvert Avenue	Opposite the junction with Boundary Street	Extend the permit bay by 5m north	To gain some extra parking
Calvert Avenue	Opposite the junction with Boundary Street	Move the car club bay west by about 4m	There is an unmarked bit of bay here and shuffling this bay west will eradicate this and create another space for a permit holders.
Charlotte Road	Outside 51-60	Change the resident bay to permit	To make the design more consistent and provide parking for local business permit holders.

Christopher Street	Outside No 23	Change the resident bay to shared use (4 hours maximum stay) and extend over current single yellow line	This will allow permit holders as well as visitors to park.
Christopher Street	Outside No 25	Change the shared use (2 hours maximum stay) bay to (4 hours maximum stay)	To provide longer stay parking
Christopher Street	Outside No 13-17	Change the pay and display bay to shared use (4 hours maximum stay)	This will allow permit holders as well as visitors to park.
Christopher Street	Opposite 23-25	Install a new shared use bay (4 hours maximum stay) replacing single yellow line	There is sufficient running width to install a new parking bay.
Christopher Street	Outside 9	Install a new shared use bay (4 hours maximum stay) replacing single yellow line	There is sufficient running width to install a new parking bay.
Christopher Street	Outside 19-21	Install a new shared use bay (4 hours maximum stay) replacing single yellow line	There is sufficient running width to install a new parking bay.
Clifton Street	Opposite Nos. 109-123	Extend the P&D bay south by 5m.	To gain extra visitor parking
Clifton Street	Outside No 110	Insert a 20m P&D only bay (4 hours maximum stay)	To gain extra visitor parking
Clifton Street	Outside No 70	Change a section of the single yellow line to double yellow lines	There is an access with shutters here
Clifton Street	Between the junction of Scrutton Street and Worship Street	Change the parking bays to shared use (4 hours maximum stay)	This will provide parking for local permit holders as well as visitors
Clifton Street	Outside No 40	Extend the existing motorcycle bay by 19m north and 10m south	To increase the amount of motorcycle parking in the area
Clifton Street	Side of 25 Christopher Street	Change the resident bay to shared use (4 hour maximum stay).	To increase the amount of visitor and permit parking.
Clifton Street	Side of 10 Finsbury Market	Change the shared use (2 hours maximum stay) bay to (4 hours maximum stay)	To provide longer stay parking

Coronet Street	Outside 1a-1b	Install a permit bay replacing the stretch of double yellow line	To provide additional parking space
Coronet Street	Outside 1b-11	Extend the permit bay approximately 3m east and west	To provide additional parking space
Coronet Street	Outside 12	Install a new permit bay replacing a section of double yellow line	To provide additional parking space
Curtain Road	Between 22-28	Install a shared use parking bay (4 hours maximum stay) replacing a section of single yellow line	To provide additional parking space
Curtain Road	Outside 21 and 23	Install shared use parking bays (4 hours maximum stay) replacing the sections of single yellow line	To provide additional parking space
Curtain Road	Junction with Hearn Street	Extend double yellow line on the northern side to create 10m of junction protection	To improve access and visibility at the junction
Curtain Road	Outside 2-6	Change section of single yellow line to double yellow line	To improve access and visibility
Curtain Road	Outside 1-5	Install a shared use parking bay (4 hours maximum stay) replacing a section of single yellow line	There is sufficient running width to install a new parking bay.
Curtain Road	Outside 5-7	Install a shared use parking bay (4 hours maximum stay) replacing a section of single yellow line	There is sufficient running width to install a new parking bay.
Dysart Street	Outside 1	Change the shared use bay to permit holders only	There is sufficient pay and display parking in this area.
Drysdale Street	Opposite nos. 3-7	Install a permit bay (3 spaces) plus a 5m motorcycle bay.	This will provide additional parking for permit holders and motorcycle users in the area.
Earl Street	Junction with Appold Street	Change the shared use bay to P&D (4 hours maximum stay)	This will provide dedicated visitor parking.

Earl Street	To the side of 13-14 Bavaria House	Install a new pay and display bay replacing a section of single yellow line.	There is sufficient running width to install a new parking bay.
Finsbury Market	Eastern kerb opposite the loading bay	Change a section of the single yellow line to double yellow lines	There is an access here underneath the office building
Finsbury Market	The eastern kerb line outside Bavaria House	Change the shared use bay to P&D (4 hours maximum stay)	This will increase the amount of dedicated visitor parking.
Garden Walk	Outside no. 5-7	Extend the shared use bay by 5m and relocate the car club bay to the end of this bay. Leave 5m double yellow line for access to the dry riser.	This will increase the amount of visitor parking.
Hackney Road	Corner of Stoke Newington High Street (close to Austin Street)	Change the stretch of single yellow line to double yellow line	This will improve visibility and access at this busy section of road
Hewett Street	Outside No 9	Change the business bay to shared use (4 hours maximum stay)	This will allow resident permit holders as well as visitors to park.
Hoxton Square	Opposite no. 19-21	Change the shared use bay to pay and display only (4 hour maximum stay) and extend west by 2.5m.	This will increase the amount of visitor parking. There is sufficient permit parking on the square to cater for local residents and businesses.
Hoxton Square	Opposite 45-47	Change the shared use bay to pay and display (4 hour maximum stay)	This will increase the amount of visitor parking. There is sufficient permit parking on the square to cater for local residents and businesses.
Hoxton Square	Behind 333 Old Street	Install a new 13m permit bay replacing a section of double yellow line	To provide additional parking space
Hoxton Street	Outside St Monica's Catholic Primary School.	Install a general use disabled bay	Provide general use disabled parking for people visiting the job centre or the school
Hoxton Street	Outside 12-18	Change the business bay to permit	This will allow resident permit holders as well as business permit holders to park.
King John Court	Opposite No 1	Extend the resident bay north by approximately 8m	To gain some extra parking

Leonard Street	Outside 108	Extend the pay and display only bay replacing the section of single yellow line	To gain some extra parking
Leonard Street	Outside 89	Install a new permit holder bay replacing the section of single yellow line	To gain some extra parking
Leonard Street	Opposite 87	Install a new pay and display bay replacing a section of single yellow line.	To gain some extra parking
Leonard Street	Opposite 68	Install a new permit bay replacing a section of single yellow line	To gain some extra parking
Luke Street	Outside 41	Install a resident bay replacing a section of single yellow line	To gain additional parking space
Luke Street	Outside 25 and 78	Change the shared use bays to pay and display only (4 hour maximum stay).	This will provide dedicated visitor parking.
Luke Street	Outside 78	Extend the P&D only bay by 10m eastwards replacing the double yellow line	To gain additional parking space
Luke Street	Outside 2-4 and 6-8	Change the two shared use bays to permit holders only	To provide dedicated permit parking closer to the location of local permit holders.
New Inn Broadway	Outside no. 7	Install a 5m motorcycle bay	To gain some extra parking
New Inn Yard	Outside No 36 to 46	Join existing permit bays	To gain some extra parking
Paul Street	Opposite Mark Street	Change the resident bay to shared use (4 hour) and change 10m at the northern end to motorcycle only.	This bay is not heavily used. This will provide additional visitor parking as well as additional parking for motorcyclists.
Paul Street	Outside 44-50	Change the business bay to pay and display (4 hours maximum stay)	There are no business permit holders in this section of road.
Paul Street	Outside 70 and 80	Install a shared use parking bay (4 hours maximum stay) replacing a section of single yellow line	To provide additional parking space
Phipp Street	Outside 1- 11 Cosmopolitan House	Change the shared use bay to pay and display only (4 hour maximum stay).	To create more exclusive space for visitors.

Phipp Street	Outside 21	Change the business bay outside No 21 to permit holders only	There is a high number of resident permit holders in the immediate area.
Phipp Street	Between no 17 and junction with Great Eastern Street	Change all shared use bays to permit holders only	There is a high number of resident permit holders in the immediate area.
Phipp Street	Outside No 18	Change the permit holders bays to P&D only (4 hour maximum stay)	To create more exclusive space for visitors.
Pindar Street	Opposite 30 Crown Place	Change the motorcycle bays to P&D (4 hours maximum stay) and extend by 15m east.	The motorcycle parking will be relocated on Clifton Street. This will also increase visitor parking.
Pindar Street	On the southern kerb outside 30 Crown Place.	Remove motorcycle bay and replace with double yellow lines	This bay is too close to the junction.
Pindar Street	To the side of 13-14 Bavaria House	Extend the pay and display bay eastwards replacing the small section of single yellow line	This will create additional parking space
Plough Yard	Outside No 11	Install a new permit holder bay	There is sufficient space to install an additional parking bay
Redchurch Street	Outside No 3	Change the business bay to P&D (4 hours maximum stay).	This will provide dedicated visitor closer to shops and Shoreditch High Street. Permit parking will be available in Boundary Road.
Redchurch Street	Outside No 10	Install an additional motorcycle bay	To will increase the availability of dedicated motorcycle parking in the area
Rivington Street	Outside 28	Change the section of single yellow line to double yellow line	To prevent parking at this location and improve visibility at the junction
Scrutton Street	Outside nos. 58-62	Change the P&D only bay to motorcycle bay	11 motorcycles was seen in this street
Scrutton Street	Outside 65-71	Change the shared use bay to pay and display (4 hour maximum stay)	This will provide dedicated visitor parking.
Scrutton Street	Outside 32-38	Change the shared use bay to permit holders only	This will provide dedicated permit parking. There is sufficient visitor parking in this area.

Scrutton Street	Outside 57-63	Extend the pay and display bay eastwards by approximately 5m and change the remaining section of single yellow line to double yellow line	To gain additional parking space
Willow Street	Outside no. 3	Install 9.5m motorcycle bay	This will provide additional motorcycle parking in the area.
Willow Street	Outside no. 3	Change the business bay to permit.	To allow business and resident permit holders to park
Willow Street	Opposite 17	Change the shared used bay (2 hour maximum stay) to (4 hour maximum stay)	To provide longer stay parking
Wilson Street	Outside No 56 - 64	Change all shared use bays (4 hour maximum stay) to motorcycle bays	These bays are not heavily used. This change will increase motorcycle parking in the area.
Wilson Street	Outside No 64	Extend new motorcycle bay north replacing the single yellow line	There is sufficient running width to extend this bay.
Worship Street	Opposite No 107 (the junction with Curtain Road)	Insert a new motorcycle bay	To help with the demand for motorcycles in the area
Worship Street	Outside No 59 to 65	Extend the shared use bay west by 5m and change to 4 hours maximum stay	This will increase the amount of available parking space.
Worship Street	Outside No 67 to 73	Extend the shared use bay east by 5m and change to 4 hours maximum stay	This will increase the amount of available parking space.
Worship Street	Outside No 79 to 85	Insert a new shared use bay (4 hours maximum stay) replacing a section of the double yellow lines	This street is sufficiently wide enough to have parking on both sides
Worship Street	Outside No 87-89	Insert a new shared use bay (4 hours maximum stay) replacing a section of the double yellow lines	This street is sufficiently wide enough to have parking on both sides
Worship Street	Outside 97 - 105	Change the business bay to shared use and extend by approximately 8m	To gain some extra parking and provide parking for all permit holders and visitors.
Worship Street	Opposite 97-105	Change the shared use bay to pay and display (4 hour maximum stay)	To provide dedicated visitor parking

Worship Street	Outside 58	Change the shared use bay outside No 58 to pay and display (4 hour maximum stay)	To provide dedicated visitor parking
Worship Street	Outside No 60	Change the shared use bay to pay and display (4 hours maximum stay) and extend east by 30m	To provide dedicated visitor parking

11. Appendix 4: Proposed P&D changes

Maximum stay Changes

Street	Location	Existing Maximum Stay	New Maximum Stay
Christopher Street	Outside number 25	Shared use 2hr Maximum stay	Shared use 4hr maximum stay
Clifton Street	Side of 10 Finsbury Market	Shared use 2hr Maximum stay	Shared use 4hr maximum stay
Willow Street	Opposite 17	Shared use 2hr Maximum stay	Shared use 4hr maximum stay
Worship Street	Outside 59 to 65	Shared use 2hr Maximum stay	Shared use 4hr maximum stay

New Pay and Display required

Street	Location	Tariff
Redchurch Street	Outside 3-5	4hr maximum stay
Paul Street	Outside 50	4hr maximum stay
Sun Street	Outside 15	4hr maximum stay

Machines being removed

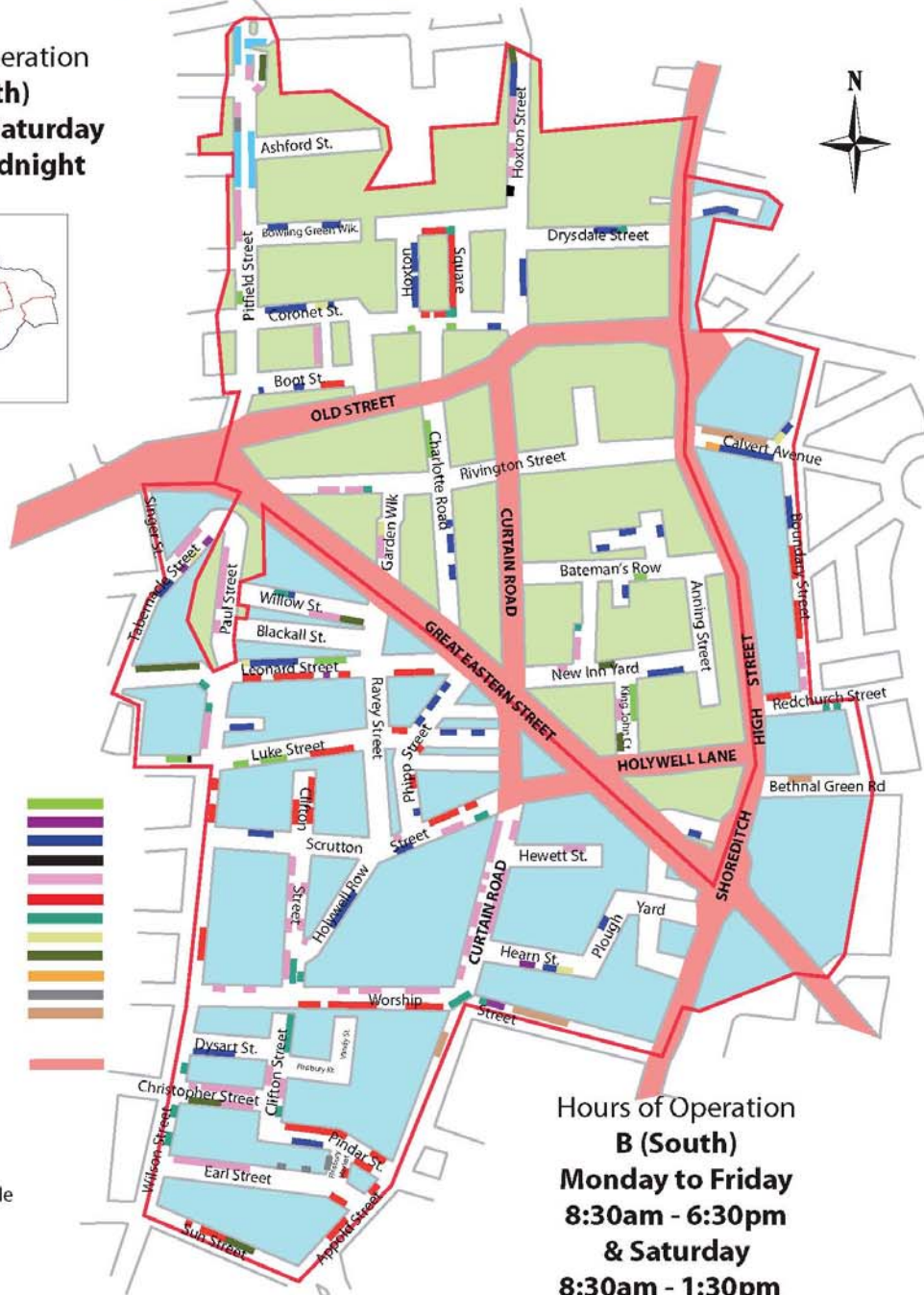
Street	Machine ID	Location
Sun Street	SUN_44B	outside 11
Appold Street	APPO_47B	outside 15,
Phipp Street	LUK 216	outside 19-21,
Dysart Street	DYS_289B	opposite 70
Wilson Street	088B_WS	junction with Christopher Street

12. Appendix 5: Final Design Map



Controlled Parking Zone B Review Final Changes

Hours of Operation
B (North)
Monday to Saturday
8:30am - Midnight



Key to Restrictions

- Resident Permit Holders bay
- Business Permit Holders bay
- Permit Holders bay
- Disabled Badge Holders
- Shared Use (Permit/P&D)
- Pay & Display bay
- Motorcycle bay
- Car Club bay
- Cycle Hire Scheme bay
- Taxi Rank
- Loading bay
- Bus Stop
- Transport for London (TfL)
- Red Route

Map is not to scale

Hours of Operation
B (South)
Monday to Friday
8:30am - 6:30pm
& Saturday
8:30am - 1:30pm

The information in this map is representative of the types of parking available at the time of production. Hackney Council reserves the right to alter the road markings or bay types in all controlled parking zones. It is the driver's responsibility to check signs and road markings before parking.

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