

<b>Report of the Director of Neighbourhoods and Regeneration</b>		
<b>Final Report of 2008 Operational Review (Stage 4) of Controlled Parking Zone A</b>	<b>Classification</b> Public	<b>Enclosures</b> Appendices 1-9
	<b>Ward(s) affected</b> Hoxton	<b>AGENDA ITEM No</b>
<b>1 June 2009</b>		

## 1.0 INTRODUCTION

- 1.1 Zone A was introduced in 1996, with this 3-year Operational Review (Stage 4) conducted in line with the policy recommendations laid out in the Parking and Enforcement Plan (PEP). This report details the consultation process and results of the Operational Review of Controlled Parking Zone (CPZ) A (Wenlock) that was carried out in early 2008. The results of this Review have been analysed in three parts; general parking issues, design feedback, and customer satisfaction.
- 1.2 Single yellow lines were originally implemented in Zone A as a safety measure in conjunction with operational hours that were active until 11:00pm; these restrictions ensured roads were kept clear except at times where reduced traffic flow meant that parked vehicles would not be a road hazard. The operational hours, but not the single yellow line restrictions, were reviewed in 2004 and were consequently shortened to finish at 6:30pm.
- 1.3 Parking Services believes that permitting vehicles to park at these locations while traffic is still at a significant level, i.e. during the previously restricted period of 6:30pm to 11:00pm, creates a safety risk and has proposed to upgrade single yellow lines to double accordingly. This would create a safer road environment while respecting the shorter operational hours across Zone A that stakeholders prefer. Consultation proposals also included an increase in parking bays to offset the loss of out-of-hours parking that single yellow lines provide.
- 1.4 Parking Services has held a series of meetings with Councillors and representatives from the Wenlock TMO, as a result of correspondence received expressing concerns about the planned single yellow line upgrades, and has consequently made a number of proposals to keep existing single yellow lines in locations where road safety is not compromised (Appendix 5).
- 1.5 Parking Services held an additional public drop-in meeting to discuss the proposals with residents and to enable feedback on the revised design of the CPZ.

- 1.6 Following the drop-in meeting, Officers from Parking along with the Fire Service, carried out a road by road review of the CPZ reviewing all options for increasing parking capacity. A small number of amendments were agreed and have been included in the table of changes.
- 1.7 However, the Fire Service has additional safety concerns where buildings are over 4 storeys high and are multi-occupancy residential premises. The vehicles that they deploy in emergencies related to these buildings have longer ladders and are wider than then normal vehicles. They also require considerable roadside space to deploy their ladders and equipment. A Fire Engine was used to evaluate the impact of parked vehicles on access to each road. Photographs are included in Appendix 17.
- 1.8 Officers were not able to make the extensive changes requested by the Wenlock Barn TMO because of the requirements of the Fire Service.

## **2.0 SUMMARY**

- 2.1 Following extensive consultation with residents and businesses and after a detailed review of the existing CPZ regulations this report outlines the process carried out so far and recommends a number of changes to the CPZ which have been designed to improve road safety and to adjust the allocation of parking provision to meet the current needs of users.

## **3.0 RECOMMENDATIONS**

- 3.1 A commitment was made to implement the proposed changes in August 2008 but this has been significantly delayed due to complaints received regarding the single yellow line upgrades. Parking Services recommends that a final decision is made now to prevent any further impact to residents and businesses within Zone A.
- 3.2 The Director of Neighbourhoods and Regeneration is recommended to:

### **Proposed amendments to Zone A**

- Approve proposal to maintain the current enforcement hours in Zone A
- Approve proposed design amendments to Zone A (Appendix 4)
- Approve proposed pay and display maximum stay changes (Appendix 5)

### **General recommendations**

- Authorise officers, under the delegated authority powers, to make the necessary amendments to the Traffic Management Orders, under Section 45 of the Road Traffic and Regulations Act 1984 as amended and the Road Traffic Act 1991, for Zone A.

## **4.0 RELATED DECISIONS**

- 4.1 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.

- 4.2 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 Section 6 or 9 of the Road Traffic Regulation Act 1984 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.

## 5.0 FINANCIAL CONSIDERATIONS

- 5.1 Last financial year, just over 5,000 PCNs were issued in CPZ (Controlled Parking Zone) A; with paid PCNs generating an income of £210k. This includes PCNs issued by CCTV. Additionally, £25k was raised from 271 clamps and removals bringing the total annual revenue of **£235k**.
- 5.2 Similarly, 1,047 resident parking and 56 business parking permits were issued, generating income of £95k.
- 5.3 Pay and Display machines in Zone A generated a total income of **£220k** per year, it is assumed that proposed changes will not have any adverse impact on the current level of revenue generated from the CPZ A.
- 5.4 Total revenue generated last year from the CPZ A amounted to **£550k**, all revenue generated through parking enforcements are spent in accordance with the council's standing orders and s55 of the Road Traffic Regulation Act 198.
- 5.5 The proposed installation of 6 new Pay and Display machines will cost approximately **£18k**. This will be met by current revenue provision made within the external contractors budget **£702k**. No further costs implications associated with this proposal.
- 5.5 It is not possible quantify any cash or non cashable savings that could be realised from this proposals.

## **6.0 COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL & DEMOCRATIC SERVICES**

- 6.1 The review consultation and recommendations based on it comply with the established legal principles relating to public consultation, namely that it should be undertaken at a formative stage, adequate time and information should be given and conscientious consideration should be given to the response. It is also noted that consultation was carried out in accordance with the PEP and the Council's Consultation Strategy.

## 7.0 BACKGROUND

- 7.1 In 2007/08, Zone A was among 5 CPZs programmed for review; the others were C, E, J, N, the match day scheme and Rectory Road extension to Zone E / E Extension.
- 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 design changes 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. A more detailed explanation of the consultation process can be seen in Appendix 1.

### **Reasons for Decisions & Recommendations**

- 7.5 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.
- 7.6 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.
- 7.7 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. We can only be certain that the consultation feedback received is representative of those who chose to respond.

- 7.8 Recommendations are not put forward solely on the basis of questionnaire 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 through consultation feedback of all services users and therefore attempts to find the best balance possible.
- 7.9 Analysis looked at 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.
- 7.10 Recommendations for changing the status quo, or not, have been put forward in light of all data.

## **Results of Public Consultation**

### **Response rate**

- 7.11 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 for a review consultation (Stages 3 and 4) is 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.
- 7.12 A door-to-door survey is carried out from week 5 of the public response period. The main aims are to raise awareness of the consultation, increase the questionnaire return rate, and also confirm distribution. Surveyors door knock 20% of addresses in the target area, providing consultation packs for members of the public who have not received or mislaid their copy. They then return after a short period of time to collect completed questionnaires.
- 7.13 A significant percentage of residential properties within the A CPZ (56%) are situated on private roads or local authority housing estates, which usually have their own parking schemes. These respondents represented 48% questionnaires returned; previous experience indicates that residents living on private roads or estates with off-street parking facilities have a lower level of interest in on-street parking issues and, as such, are less likely to respond to a public consultation regarding a review of on-street controlled parking.
- 7.14 When these residents are excluded, the questionnaire response rates for A climb to 6% from 5%.
- 7.15 Almost all feedback came from responses to questions asked in the consultation leaflets - approximately 97% of all communication received (Table 1).

**Table 1: Communication received by type**

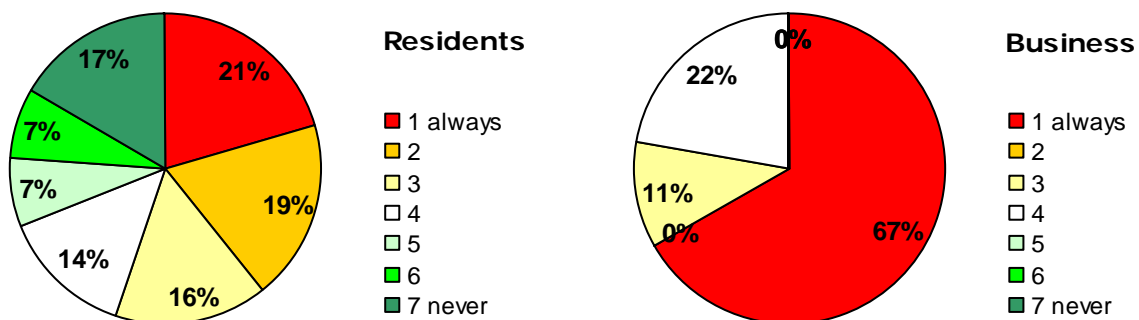
Communication Type	Response
Calls	1
Counter Enquiry	0
Drop In Session Forms	2
E-mail	2
Letter	2
Questionnaires	245
<b>Total</b>	<b>252</b>

Packs Distributed	4,865
Questionnaire Response Rate	5.0%
Overall Response Rate	5.2%

## Impact of Controlled Parking

- 7.16 Questions from Section 3 gathered impressions about effectiveness of the current parking controls and hours of operation.
- 7.17 Most permit holders report at least some difficulty in finding a parking space (ratings 1 – 6) with a majority having regular problems (ratings 1 – 3); 55% of resident permit holders and 67% of business permit holders fall into the latter.
- 7.18 The percentage of respondents rating their visitors' difficulty as frequent (ratings 1 – 3) is even higher with 60% of residents' visitors and 79% of business'.

**Figures 1 and 2: As a permit holder, do you have difficulty finding a parking space during controlled hours (Q8)?**



*Excludes question responses with missing data.*

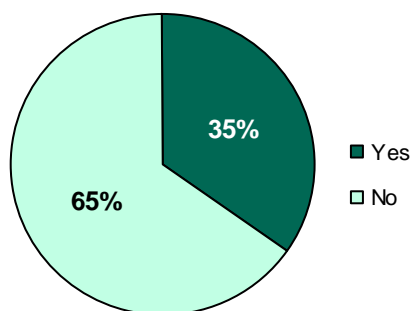
## Recommendations

- 7.19 Increase parking spaces where possible within the constraints of the street nature and Parking Services' standard design criteria.
- 7.20 Liaise with Contracts Services to increase enforcement in parking 'hotspots'.

## Controlled Parking Design & Proposals: Hours of control

- 7.21 The consultation questionnaire asked the public specifically about hours of operation and proposed street-level changes.
- 7.22 Current operating hours are Monday to Friday 8:30am – 6:30pm.
- 7.23 The majority of respondents are happy with the current operational hours with 65% requesting that they remain unchanged. Accordingly, nearly all wanted the operational days to stay Monday to Friday (89%) and the times to continue being 8:30am (80%) to 6:30pm (72%).

Figure 3: Do you want the hours of parking control revised (Q5)?



*Excludes question responses with missing data.*

## Recommendations

- 7.24 Continue with the current hours of enforcement for the zone.

## Controlled Parking Design & Proposals: General design feedback

- 7.25 Parking Services proposes to implement double yellow lines ('no waiting at any time' restrictions) across entry points to protect access to private property, as required by our standard design criteria. Overall, the majority (55%) of respondents were happy with this idea, although some expressed concern over the loss of on-street parking space this change would bring. Residents were happier with this plan (56%) and influenced the general trend with their numbers, while business and live/work respondents were in opposition (62% and 50% against respectively).
- 7.26 The review is also an opportunity to bring the CPZ in line with current design criteria and safety recommendations. Part of this process is the upgrading of most existing single yellow lines to double -
- Around the corners at road junctions to maintain visibility for both motorists and pedestrians.
  - Along one or both sides of a narrow road to ensure emergency vehicles can pass down the road at speed and also helps traffic flow for buses.
  - To create passing spaces where the road is too narrow for two vehicles to pass easily.

7.27 The loss of parking spaces, both specific bays and the additional after-hours provision on single yellow lines, was one of the main themes in public feedback. Unfortunately, due to age and proximity to the historical City, many roads in Zone A are very narrow and easily affected by parked vehicles that cause congestion in traffic flow and pose a safety risk in the prevention of clear access of emergency vehicles.

7.28 This area has also seen many new developments and the other main theme in public feedback is the potential increase in parking stress caused by an influx of new permit holders and visitors. Many are subject to 'car free' restrictions under the planning applications Section 106 agreements but this in itself brings complaints from unhappy residents who now want eligibility.

7.29 The public were also asked about specific proposed changes to bay allocation on individual roads. These can be seen in detail in Appendix 3, but most received majority support from respondents. Those with majority opposition or a split response were:

#### Shepherdess Walk

- Change the existing *shared use* bay outside no. 8 to a *police vehicle only* bay (12) – 63% against.

#### Westland Place

- Change the existing *resident permit* bay outside nos. 12 - 16 to a *motorcycle* bay (16) – 59% against.

#### Wharf Road

- Change the existing *general permit* bays north of the junction with City Road to *Pay & Display* bays (18) – 55% against.

### **Recommendations**

7.30 To accept the proposal to implement double yellow lines at junctions and across access points throughout the zone.

### **Controlled Parking Design & Proposals: Yellow Line Upgrades**

7.31 As per the Councils CPZ design criteria and Parking Enforcement Plan, Parking Services will seek to implement safety measures across the borough, particularly through ensuring that corners and junctions are kept free from obstructions and that a minimum road width, suitable for a fire engine, is preserved at all times.

7.32 As mentioned in point 8.14 above this is ensured through the implementation of double yellow lines and where necessary any single yellow lines will be upgraded to preserve a no waiting restriction at all times.

- 7.33 When designing the proposals for zone A, a large number of single yellow lines were identified and the proposal was made, in many cases, to upgrade the waiting restrictions to be in place at all times.
- 7.34 The majority of these were to preserve minimum road width and junction protection while others were to alleviate congestion and discourage commuter parking in residential areas.
- 7.35 The feedback received suggested that residents and businesses in the zone preferred to maintain as much single yellow line as possible as it provided parking for visitors to the area outside of the hours of operation.
- 7.36 Following feedback from local service users the proposals for the upgrade of single yellow lines has been reviewed and where there are cases of single yellow lines which will not have an impact on safety issues the single yellow lines will remain.

### **Recommendations**

- 7.37 To approve the final proposals for the Controlled Parking Zone with amendments made following customer feedback (Appendix 3).

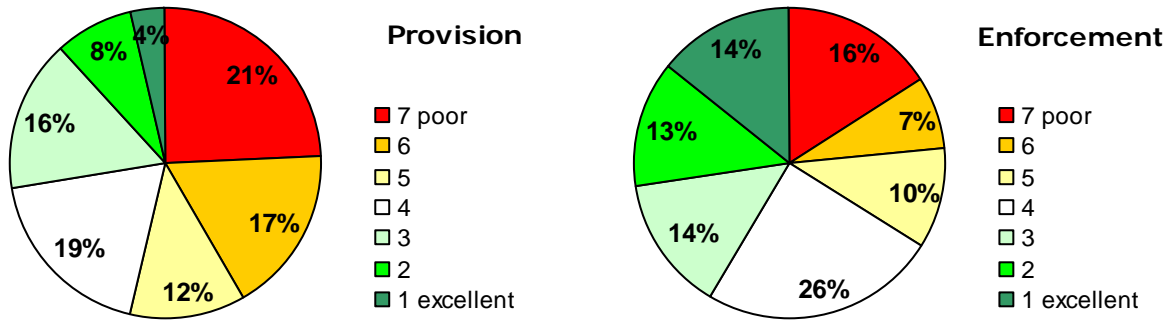
### **Controlled Parking Design & Proposals: Chart Street Taxi Stand**

- 7.38 As part of the final design it has been decided to relocate the taxi stand on Chart Street from its current location at the junction with East Road to opposite no. 48; the current bay will be replaced with exclusive Pay and Display facilities which will make parking easier for visitors.
- 7.39 The taxi stand was implemented for a local taxi business located on East Road and is not a taxi rank, so the amendment should not have an adverse effect on the business' operation.
- 7.40 As this movement was not originally included in the operational review, the London Taxi Authority have been consulted and are they are happy for the move to take place. Any objections from local stakeholders will be considered and responded to.

### **Customer Satisfaction**

- 7.41 Over half (54%) of respondents gave parking provision on their street a rating of 5 or above, out of 7, towards the "poor" end of the scale. However, enforcement effectiveness was seen in a better light with the middle rating 4 most frequently given (26%) and 42% choosing a rating of 3 or lower.

Figures 4 and 5: Please rate the parking provision (Q13) and enforcement effectiveness in your street (Q14).



Excludes question responses with missing data.

- 7.42 Among the one-fifth (19%) of respondents that had contacted Parking Services about their CPZ, most people (49% of all contacts) preferred to get in touch via the telephone with the most popular reason (32% of all contacts) being to request a new parking or loading bay.
- 7.43 Unfortunately, half (50%) of those getting in touch rated the service received as 5 or above, towards “poor”, while an even larger proportion (56%) chose these ratings for outcome satisfaction.
- 7.44 Happily, the consultation pack, map, leaflet, and questionnaire were all judged positively by at least 80% of respondents.

### Implications for Equality Policies

- 7.45 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.
- 7.46 The CPZ review is also undertaken in accordance with legislative requirements.
- 7.47 There are no implications for Equality Policies.

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**Date:**

**List of appendices**

- Appendix 1: Consultation Process
- Appendix 2: Zone A Analysis
- Appendix 3: Zone A Proposals by Street
- Appendix 4: Pay & Display Changes
- Appendix 5: Timetable of Councillor Meetings
- Appendix 6: Wenlock TMO response
- Appendix 7: Summary of Fire Service Changes
- Appendix 8: Fire Engine Access Requirements
- Appendix 9: Traffic Management Order Schedules

**Background papers**

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

**Table 2: Background documents**

Description of document	Location	Date
Cabinet Report FP2.07 (Capital Programme update 05/06)		23 <sup>rd</sup> May 2005
Parking Enforcement Plan		XX 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 Zone A 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
- Markets

#### **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 3). 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 3: Internal Stakeholder Consultation

Service	Date Consulted
Streetscene	August 2006
Planning – Conservation and Urban Design	August 2006
Planning - Policy	August 2006

8.5 The meeting with Waste Services confirmed their requirement for the implementation of junction protection and no waiting restrictions across estate access points. Refuse vehicles often have difficulty in accessing congested areas without these restrictions.

## 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 4).

Table 4: External Stakeholder Consultation

Service	Date Consulted
Fire Service	September 2006
Ambulance Service	September 2006
Police	September 2006

- 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 A this was ran from 28<sup>th</sup> January to 28<sup>th</sup> March 2008.
- 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 28<sup>th</sup> January 2008.
  - 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 20<sup>th</sup> and 21<sup>st</sup> February 2008 at Holy Trinity Church, Bletchley Street.
  - Consultation posters displayed in the Parking Shop.
  - Consultation information included in parking permits sent out to customers, where applicable.
  - 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.
  - Smaller A5 leaflets placed on parked cars and through letter boxes throughout the CPZs.
  - A further public "drop in" session held within the CPZ on 10<sup>th</sup> March 2009 at the Provost Community Hall.

## Consultation pack

- 8.10 A consultation pack is sent out to each address in the Zone 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.
- An editorial on consultation by communications part way through.
- 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 Zone.

## **Website**

8.13 The Parking Services website ([www.hackney.gov.uk/parking](http://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, leaving an A5 leaflet in letterboxes where they have no response. They also carry consultation packs for the public to complete, should they have not received one.

## 9.0 Appendix 2: Zone A Analysis

### Demographics

- 9.1 Questionnaires were received from three-quarters of all streets delivered to (75%) with Buttesland Street (21%) and Jasper Walk (17%) having the highest response rates. An additional 3 questionnaires were received with no street details; these have been excluded from the analysis as it cannot be confirmed that they are from residents or businesses within the Zone A area.

**Table 5: Distribution and returns of consultation packs by street.**

Street Name	Sent	Returned	% Response
Buttesland Street	24	5	21%
Jasper Walk	6	1	17%
Haberdasher Street	213	26	12%
Baches Street	18	2	11%
Underwood Row	9	1	11%
Underwood Street	72	8	11%
East Road	72	7	10%
Vestry Street	22	2	9%
Shepherdess Walk	307	25	8%
Corsham Street	50	4	8%
Wenlock Road	390	29	7%
Wharf Road	56	4	7%
Ebenezer Street	46	3	7%
Cropley Street	304	19	6%
Wimbourne Street	246	15	6%
Chart Street	147	8	5%
Brunswick Place	19	1	5%
Eagle Wharf Road	79	4	5%
Shepherdess Place	40	2	5%
Thoresby Street	81	4	5%
Bletsoe Walk	23	1	4%
Micawber Street	23	1	4%
Charles Square	142	6	4%
Bevenden Street	100	4	4%
Cavendish Street	100	4	4%
Provost Street	257	10	4%
Windsor Terrace	52	2	4%
Wenlock Street	139	5	4%
Shaftesbury Street	124	4	3%
Vince Street	31	1	3%

Street Name	Sent	Returned	% Response
Nile Street	156	5	3%
Murray Grove	508	14	3%
Cranwood Street	156	4	3%
Allerton Street	135	3	2%
Evelyn Walk	104	2	2%
New North Road	256	4	2%
City Road	68	1	1%
Britannia Walk	86	1	1%
Bletchley Street	1	0	0%
Forston Street	13	0	0%
Fullwoods Mews	9	0	0%
Godwin Close	23	0	0%
Napier Grove	52	0	0%
Niagara Close	12	0	0%
Old Street	13	0	0%
Parr Street	1	0	0%
Pitfield Street	1	0	0%
Sturt Street	1	0	0%
Taplow Street	19	0	0%
Wellesley Terrace	1	0	0%
Westland Place	58	0	0%
Unknown	-	3	n/a

- 9.2 With an average response rate of 12% for Stage 4 reviews, this is a particularly low turn out with some streets having over 50 questionnaires sent out and none returned. However, as noted in Section 7 above, all addresses were sent a consultation pack and therefore all stakeholders were given the opportunity to provide input.
- 9.3 For future reviews the design team should be consulted on how the review packs could be more appealing to the general public and if different marketing strategies could be employed in a bid to obtain a higher response rate.

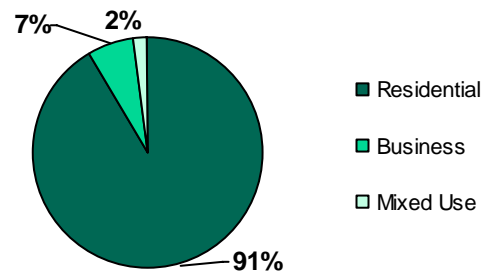
## Parking Permits

### Question 2: Is this address residential, business, or both?

- 9.4 The vast majority (91%) of respondents self-described as residents, with business and live/work occupiers constituting a very small minority (5% and 2% respectively).

Table 6 and Figure 6: Is this address residential, business, or both (Q2)?

Occupier Type	Responses	
	Number	Percent
Residential*	221	91.3%
Business	16	6.6%
Mixed Use	5	2.1%
<b>Total</b>	<b>242</b>	<b>100%</b>



\* Includes 8 blank responses categorised according to NLPG records.

### Question 3: Do you have off-street parking?

- 9.5 Just under one-third (30%) of respondents answering this question said they had access to off-street parking. Given the high proportion of Council and privately-owned housing estates in the Zone A area, this is as expected. This also partly explains the lower than average response rate to this consultation; people who are not affected by on-street parking changes, because they have sufficient off-street space or no vehicle, are less likely to provide feedback.

Table 7: Do you have off street parking (Q3)?

No. spaces	Responses	
	Number	Percent
Yes	73	30%
No response	169	70%
<b>Total</b>	<b>242</b>	<b>100%</b>

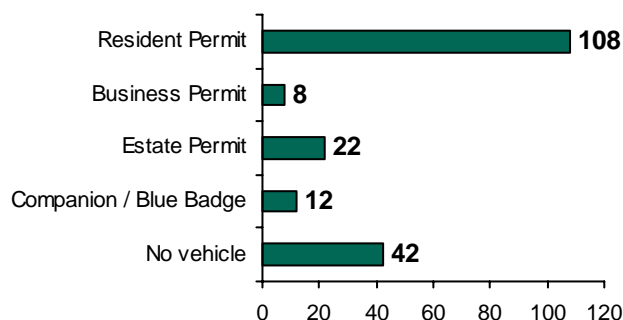
### Question 4: Does anyone at this address hold a parking permit?

- 9.6 Nearly half of all returned questionnaires (48%) came from people holding an on-street parking permit. As all public highway in Zone A is controlled, a valid permit is required to park in the designated bays while restrictions are active. Respondents not purchasing a resident or business parking permit are likely to have access to their own off-street space or not own a vehicle.
- 9.7 Forty-five percent of respondents hold a resident parking permit and just 3% have a business one. Of the resident permit holders, 43% live in a private or Council-run housing estate and 23% have access to an off-street parking space (whether a driveway or estate car park).

- 9.8 Over half the properties in Zone A (54%) are on Council housing estates, the largest of which have Council-run off-street controlled parking schemes (Fairbank, Haberdasher, Provost, and Wenlock Barn). Of the 46% of respondents that live on a Council housing estate, a fifth (20%) of these hold an estate parking permit.
- 9.9 Nine percent of respondents said that someone at their address held a Companion or Blue Badge for disabled parking; 92% of these were residents.
- 9.10 Seventeen (17%) of questionnaires came from households/businesses without a vehicle; this is comparative to previous consultations where this question was asked. Recent Census data indicates that vehicle-ownership in Hackney is approximately 56%. Parking Services is aiming to increase the proportion of non-vehicle owners that respond to consultations as their perspective on controlled parking is a valuable component of feedback; pedestrians, public transport users, and those with vehicle-driving visitors may all be affected by a Controlled Parking Zone in some way.

**Table 8 and Figure 7: Does anyone at this address hold a parking permit (Q4)?**

Parking Type	Responses	
	Number	Percent*
Resident Permit	108	45%
Business Permit	8	3%
Estate Permit	22	9%
Companion Badge	12	9%
No vehicle	42	17%
<b>Respondents</b>	<b>242</b>	



\* Respondents were able to choose multiple options

## Controlled Parking Zone Design

### Operating Hours

- 9.11 The current operational hours in Zone A are Monday to Friday 8:30am to 6:30pm.

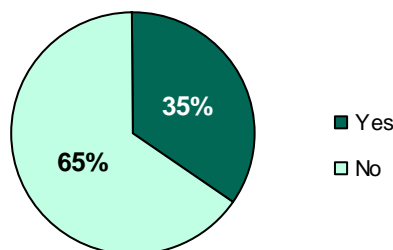
#### **Question 5: Do you want the hours of parking control revised?**

- 9.12 Only a third (35%) of respondents answering this question wanted the hours of control revised.
- 9.13 All respondents who said they did not want a change to the hours of operation were assumed to have the preferred days of Monday to Friday, and hours of 8:30am to 6:30pm, reflecting existing times.

**Table 9 and Figure 8: Do you want the hours of parking control revised (Q5)?**

Revise Hours	Responses	
	Number	Percent
Yes	80	35%
No	150	65%
<b>Total</b>	<b>230</b>	<b>100%</b>

*Excludes question responses with missing data.*



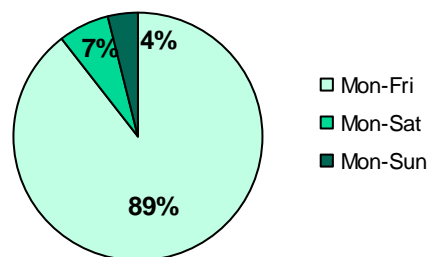
**Question 6: What are your preferred days?**

- 9.14 The favoured days for parking restrictions are Monday to Friday (current days) by a very large majority (89%). Business respondents were even keener on weekday only controls, with all choosing this option (100%).
- 9.15 This clear preference was still present, although not as strong, among just those that wanted a revision to control times (68%).

**Table 10: What are your preferred days (Q6)?**

Preferred Days	Responses	
	Number	Percent
Mon-Fri	203	89.4%
Mon-Sat	15	6.6%
Mon-Sun	9	4.0%
<b>Total</b>	<b>227</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



**Question 11: What are your preferred operating hours?**

- 9.16 The most requested start and finish times for weekday parking controls correspond to current operating hours - 8:30am (80%) to 6:30pm (72%). This includes all respondents who said they were happy with the existing times. These favourites were ahead of the second choices by a large margin – 9:00am start (14%) and 6:00pm (10%) end.
- 9.17 These second preferences coincide with the favourites among those wanting a revision to the existing controls. Analysing by occupier type does not alter the favoured start and end times.
- 9.18 Reviews in other CPZs have shown that people often prefer a different, usually earlier, finish time for parking restrictions on weekends. Therefore, this consultation specifically asked about preferred operating hours on weekends in the event that respondent opinion leads to an increase in the operational days to include weekends.
- 9.19 The most requested start time for weekend parking controls corresponds to current weekday operating hours - 8:30am (50%). The favoured finish was split equally between 1:00pm (14%) and the current weekday end time of 6:30pm (14%).

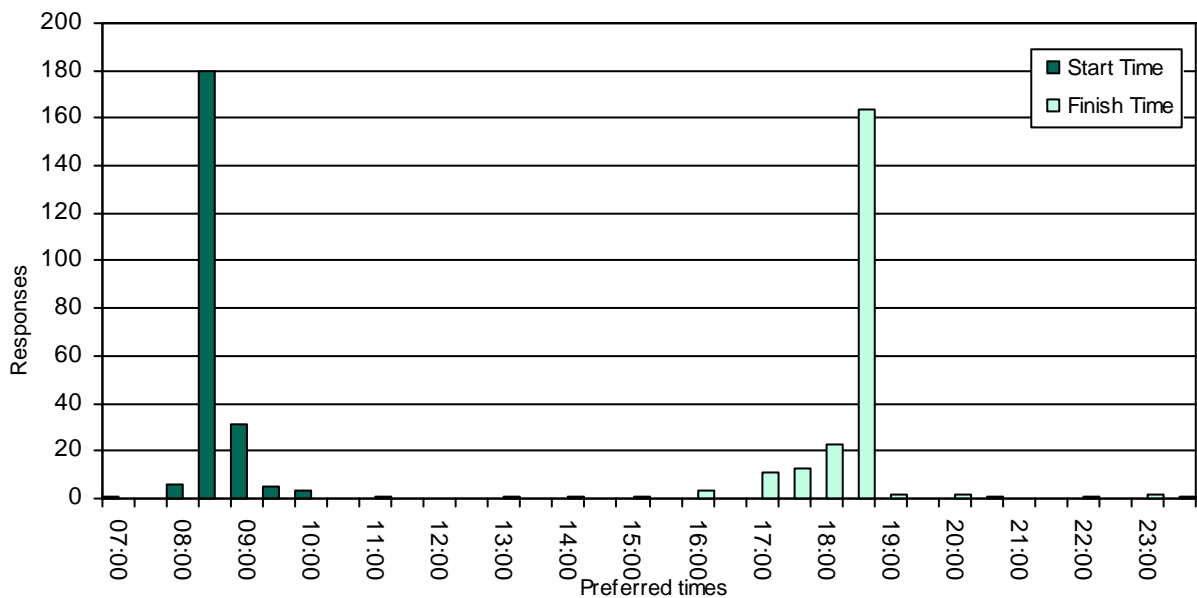
Table 11: What are your preferred weekday operating hours (Q7)?

Start Time	Responses	
	Number	Percent
07:00	1	0.4%
08:00	6	2.7%
08:30	180	79.6%
09:00	31	13.7%
09:30	5	2.2%
10:00	3	1.3%
<b>Total</b>	<b>226</b>	<b>100%</b>

End Time	Responses	
	Number	Percent
11:00	1	0.4%
13:00	1	0.4%
14:00	1	0.4%
15:00	1	0.4%
16:00	3	1.3%
17:00	11	4.8%
17:30	13	5.7%
18:00	23	10.1%
18:30	164	72.2%
19:00	2	0.9%
20:00	2	0.9%
20:30	1	0.4%
22:00	1	0.4%
23:00	2	0.9%
23:30	1	0.4%
<b>Total</b>	<b>227</b>	<b>100%</b>

Excludes question responses with missing data.

Figure 9: Preferred weekday operating hours.



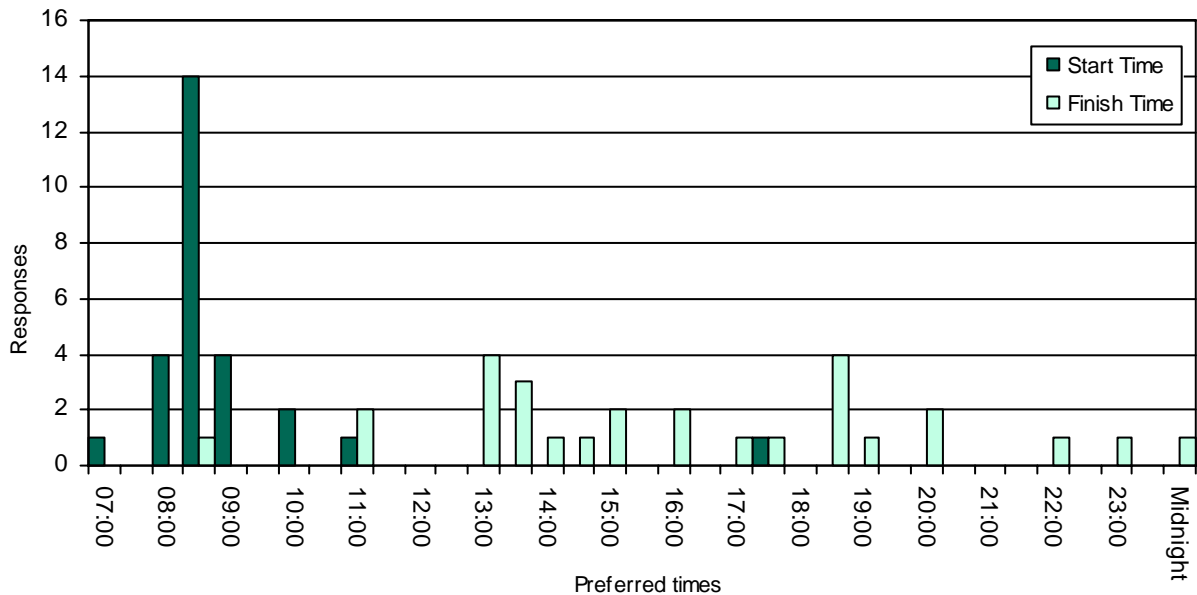
**Table 12: What are your preferred weekend operating hours (Q7)?**

Start Time	Responses	
	Number	Percent
07:00	1	3.6%
08:00	4	14.3%
08:30	14	50.0%
09:00	4	14.3%
10:00	2	7.1%
11:00	1	3.6%
17:30	1	3.6%
24 hours	1	3.6%
<b>Total</b>	<b>28</b>	<b>100%</b>

End Time	Responses	
	Number	Percent
08:30	1	3.4%
11:00	2	6.9%
13:00	4	13.8%
13:30	3	10.3%
14:00	1	3.4%
14:30	1	3.4%
15:00	2	6.9%
16:00	2	6.9%
17:00	1	3.4%
17:30	1	3.4%
18:30	4	13.8%
19:00	1	3.4%
20:00	2	6.9%
22:00	1	3.4%
23:00	1	3.4%
Midnight	1	3.4%
24 hours	1	3.4%
<b>Total</b>	<b>29</b>	<b>100%</b>

*Excludes question responses with missing data.*

**Figure 10: Preferred weekend operating hours.**



## Impact of Parking Controls

9.20 The following questions asked about the public's perception of parking availability. Even in a street with adequate provision, it is expected that permit holders will occasionally experience difficulty in finding a space to park due to circumstances beyond Parking Services' control, such as parties or local events.

**Question 8: As a permit holder, do you ever have difficulty finding a parking space in your street? a) Zone A resident permit holders b) Zone A business permit holders.**

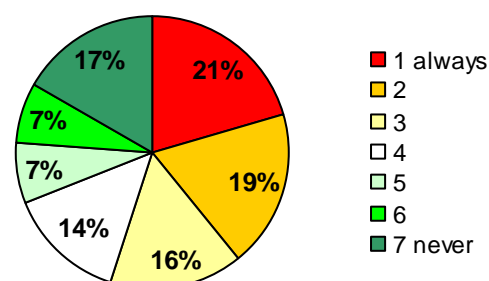
9.21 This question is in two parts; one rating scale for resident permit holders and a second for business permit holders. Responses from those categorising themselves as an occupier type that would not be entitled to the permit addressed in the question part have been excluded (e.g. business permit holders providing a rating on the resident permit holder scale).

### Residents

9.22 On the whole, most residents (83%) report that they have at least some difficulty in finding a parking space; ratings 1-6. Over half (55%) of the respondents rated their parking difficulty on the lower end of the scale, reflecting a regular problem; ratings 1-3.

Table 13 and Figure 11: As a permit holder, do you ever have difficulty finding a parking space in your street – resident parking permit holders (Q8)?

Parking Difficulty	Responses	
	Number	Percent
1 always	31	20.5%
2	28	18.5%
3	24	15.9%
4	21	13.9%
5	11	7.3%
6	11	7.3%
7 never	25	16.6%
<b>Total</b>	<b>151</b>	<b>100%</b>



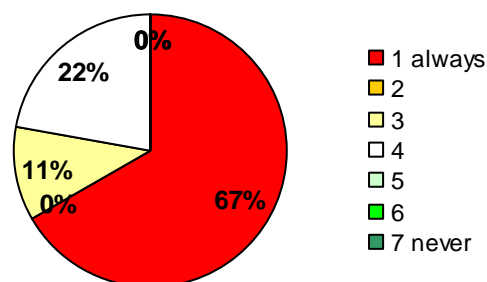
*Excludes question responses with missing data and respondents self-categorising as "business only".*

### Business

9.23 Businesses have more of a problem finding parking space than their residential counterparts, with a large majority (67%) opting for the 1 ("always") rating; all (100%) choose a score of between 1 and 4.

**Table 14 and Figure 12: As a permit holder, do you ever have difficulty finding a parking space in your street – business parking permit holders (Q8)?**

Parking Difficulty	Responses	
	Number	Percent
1 always	6	66.7%
2	0	0%
3	1	11.1%
4	2	22.2%
5	0	0%
6	0	0%
7 never	0	0%
<b>Total</b>	<b>9</b>	<b>100%</b>



*Excludes question responses with missing data and respondents self-categorising as “resident only”.*

**Question 9: Do your visitors ever have difficulty finding a parking space in your street? a) residential visitors b) business visitors?**

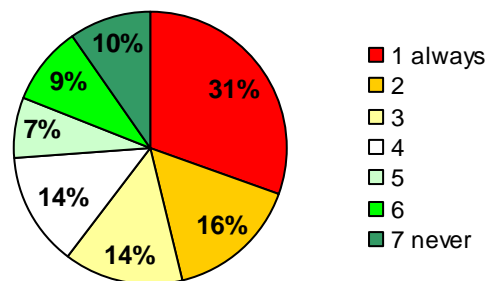
9.24 Again, this question is in two parts; one rating scale for resident permit holders and a second for business permit holders. There was a sizable proportion of respondents self-categorising themselves as “resident only” who gave a rating for business visitors’ ability to park; this is likely to be a misunderstanding of the question with residents applying this to trades people, for example, who would actually be covered under the visitor voucher scheme.

**Residential Visitors**

9.25 On the whole, most respondents (90%) report that their visitors have at least some difficulty in finding a parking space; ratings 1-6. Over half (60%) of the respondents rated their visitors’ parking difficulty on the lower end of the scale, reflecting a regular problem; ratings 1-3.

**Table 15 and Figure 13: Do your visitors ever have difficulty finding a parking space in your street – residents (Q9)?**

Parking Difficulty	Responses	
	Number	Percent
1 always	63	30.6%
2	32	15.5%
3	29	14.1%
4	28	13.6%
5	15	7.3%
6	19	9.2%
7 never	20	9.7%
<b>Total</b>	<b>151</b>	<b>100%</b>



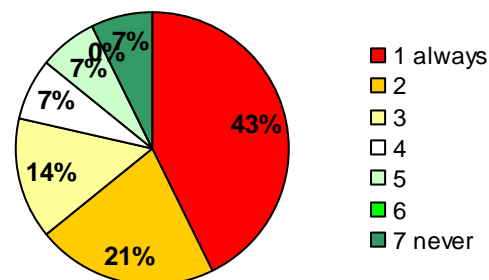
*Excludes question responses with missing data and respondents self-categorising as “business only”.*

## Business Visitors

- 9.26 In line with business permit holders' reported parking problems, 93% of businesses said their visitors also experienced some difficulty in finding a space in their street; ratings 1-6. The large majority (79%) rated their visitors' parking difficulty on the lower end of the scale, reflecting a regular problem; ratings 1-3.

Table 16 and Figure 14: Do your visitors ever have difficulty finding a parking space in your street – business (Q9)?

Parking Difficulty	Responses	
	Number	Percent
1 always	6	42.9%
2	3	21.4%
3	2	14.3%
4	1	7.1%
5	1	7.1%
6	0	0%
7 never	1	7.1%
<b>Total</b>	<b>14</b>	<b>100%</b>



Excludes question responses with missing data and respondents self-categorising as "resident only".

## Proposed Changes

- 9.27 The following questions assess the public's opinion on the major changes proposed in Zone A. People were not asked about certain compulsory changes, such as *double yellow lines* at junctions, which are required for safety reasons or to bring the CPZ in line with Parking Services' set "design criteria" standards. Many of the *single yellow line* upgrades to double fall in this category and as such are not explicitly addressed in the questionnaire.

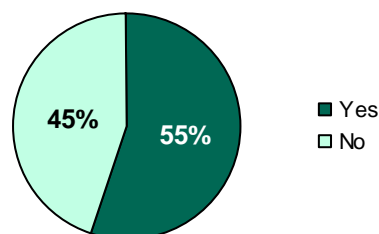
**Question 10: We are proposing to put in *double yellow lines* ('no waiting at any time' restrictions) across all dropped kerbs to protect access to private property. Do you agree?**

- 9.28 As part of our agreed "design criteria", Parking Services proposes to implement *double yellow lines* across all private property drop kerbs; these will act as a visual deterrent to drivers looking to park and also enable Enforcement to remove obstructing vehicles without waiting for the property owner's consent. Even without majority support, this proposal is likely to be introduced across multiple property access (such as housing estates) and their refuse collection points.
- 9.29 The majority (55%) of respondents answering this question were in favour of introducing double yellow lines to protect access. Although residents support this proposal on the whole (56%), business and live/work respondents (62% and 50% against respectively) are less happy.

9.30 Those against the proposal either tend to see the area in front of the access point as a valuable additional ‘personal’ parking space for their visitors, or believe the property owner has no right to take away an on-street, public parking space from neighbouring addresses just because they own the land adjacent.

**Table 17 and Figure 15: Do you agree with the proposal to implement double yellow lines to protect access to private property (Q10)?**

Revise Hours	Responses	
	Number	Percent
Yes	122	55%
No	100	45%
<b>Total</b>	<b>222</b>	<b>100%</b>



*Excludes question responses with missing data.*

**Question 11: Please comment on the proposed changes in bay allocation and other proposals.**

9.31 Major proposals to alter bay allocation were listed individually in the questionnaire and the public asked to comment on each.

9.32 In addition to these, Parking Services proposes to replace all *single yellow lines* (restricted waiting) with *double yellow lines* (no waiting at any time) – as noted above in 9.27, this change was not consulted upon.

Baches Street

- Extend the *general permit* bay outside nos. 14 - 22 by 18m northwards, replacing the existing *single yellow line* (1).

9.33 The great majority of respondents supported this proposed change, probably because it is creating an additional parking space. However, one opposing respondent argued that the area was “too busy already” and more spaces should not be created.

**Table 18: Proposals to change bay allocations in Baches Street (Q11).**

Response	Proposal 1	
	Number	Percent
Yes	104	86%
No	17	14%
<b>Total</b>	<b>121</b>	<b>100%</b>

*Excludes question responses with missing data.*

Buttesland Street

- Add a new *resident permit* bay outside nos. 13 – 15, replacing the existing *single yellow line* (2).
- Change the existing *business permit* bay outside nos. 77 – 85 to *general permit* (3).

9.34 For Proposal 2, there was majority (88%) support among respondents but this was lower among business (75%) and mixed use (50%) occupiers.

9.35 Proposal 3 had a similar level of overall majority (87%) support but business was 67% against, understandably because this change would negatively affect them. Comments centred on the lack of business spaces in the area.

**Table 19: Proposals to change bay allocations in Buttesland Street (Q11).**

Response	Proposal 2		Proposal 3	
	Number	Percent	Number	Percent
Yes	112	88%	98	87%
No	15	12%	15	13%
<b>Total</b>	<b>127</b>	<b>100%</b>	<b>113</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Charles Square

- Change the boundary of Zone A to move addresses in Charles Square and Shoreditch House into Zone B(n) (4).

9.36 Response to Proposal 4 was fairly evenly split – however, those supporting the boundary move were in the majority (54%). Those in opposition argued that the best alternative parking spaces when Charles Square is full are in Chart Street and Brunswick Place, both of which will remain in Zone A; the result of which will be less nearby parking for residents and their visitors.

9.37 Other related feedback included suggestions for allowing permit holders of a CPZ the ability to park in nearby roads in other zones for a limited stay, and keeping the above addresses in Zone A but adopting Zone B(n)'s hours of operation.

**Table 20: Proposals to change the CPZ boundary in Charles Square (Q11).**

Response	Proposal 4	
	Number	Percent
Yes	56	54%
No	48	46%
<b>Total</b>	<b>104</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Chart Street

- Add a new *Pay & Display* bay outside Ralph Brook Court, replacing the existing *single yellow line* (5).
- Add a new *Pay & Display* bay outside Wakefield House, replacing the existing *single yellow line* (6).
- Add a new *resident permit* bay outside Chart House, replacing the existing *single yellow line* (7).

9.38 Overall, there was majority support for each proposal on Chart Street – 73%, 71%, and 86% respectively. Support remained high among the different occupier types, except Proposal 7 which had a large opposition (75% against) among business respondents.

9.39 Those against the proposals to create new *Pay & Display* bays (5 and 6) felt that these should be *shared use* instead and so be available for resident use also. Some of those against the new *resident permit* bay (7) believe that there are enough spaces available to residents already. One business complained that the potential increase in noise level caused by the new bay would adversely affect their workers.

**Table 21: Proposals to change bay allocations in Chart Street (Q11).**

Response	Proposal 5		Proposal 6		Proposal 7	
	Number	Percent	Number	Percent	Number	Percent
Yes	78	73%	77	71%	100	86%
No	29	27%	31	29%	16	14%
<b>Total</b>	<b>107</b>	<b>100%</b>	<b>108</b>	<b>100%</b>	<b>116</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Cropley Street

- Add a new *shared use* bay outside nos. 3 – 13, replacing the existing *single yellow line* (8).
- Add a new *general permit* bay opposite nos. 37 – 41, replacing the existing *single yellow line* (9).

9.40 There was majority support for the creation of both new bays (8 and 9) – 83% and 84% respectively. Business respondents were 100% in favour of the new *shared use* bay (8), but not quite so keen (67% in support) on the new *general permit* bay (9)

9.41 Those in opposition argued that the area is already congested and that increasing parking bays will increase crime and reduce visibility. One respondent also claimed that the proposed bay opposite nos. 37-41 would block their front door; however, this bay would not be located outside a property.

**Table 22: Proposals to change bay allocations in Cropley Street (Q11).**

Response	Proposal 8		Proposal 9	
	Number	Percent	Number	Percent
Yes	95	83%	94	84%
No	19	17%	18	16%
<b>Total</b>	<b>114</b>	<b>100%</b>	<b>112</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Haberdasher Street

- Add a new *resident permit* bay opposite entrance to Charles Gardner Court, replacing the existing *single yellow line* (10).
- Change the existing *resident permit* bay outside the GP Surgery at nos. 8 - 9 to a *disabled bay* (11).

9.42 Respondents provided majority support (82%) for the proposal to create a new *resident permit* bay (10) as it was generally felt that any additional parking space was much needed.

However, business only respondents were primarily against it (67%) with comments made about the insufficient business permit holder provision in the area. Some confusion also exists about the parking spaces within Charles Gardner Court; the new on-street spaces would be serving the resident permit holders in the blocks of flats along Haberdasher Street, and those along the East Road priority route, as well as any residents in Charles Gardner Court who are not accommodated by off-street spaces or otherwise wish to park on street.

- 9.43 The proposal to create a new *disabled* bay out of an existing *resident permit* bay (11) also received majority support (70%). However, comments were made regarding the non-active status of the GP Surgery at nos. 8 – 9 and therefore the lack of need for a *disabled* bay outside. Several opponents were against the lost of resident permit holder spaces, while one argued it should be made a *Pay & Display* bay instead.

**Table 23: Proposals to change bay allocations in Haberdasher Street (Q11).**

Response	Proposal 10		Proposal 11	
	Number	Percent	Number	Percent
Yes	96	82%	82	70%
No	21	18%	35	30%
<b>Total</b>	<b>117</b>	<b>100%</b>	<b>117</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Shepherdess Walk

- Change the existing *shared use* bay outside no. 8 to a *police vehicle only* bay (12).

- 9.44 Respondents are clearly against the proposal with a majority opposition of 63%. It is widely felt that Police vehicles should be parked in the Police Station's own car park, which it is alleged is full of staff members' personal vehicles. There were also complaints of preferential treatment for Police to the detriment of local permit-paying residents and their visitors.

**Table 24: Proposals to change bay allocations in Shepherdess Walk (Q11).**

Response	Proposal 12	
	Number	Percent
Yes	49	37%
No	84	63%
<b>Total</b>	<b>133</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Taplow Street

- Add a new *resident permit* bay near junction with Prestwood Street, replacing the existing *single yellow line* (13).
- Add a new *resident permit* bay outside nos. 4 – 6, replacing the existing *single yellow line* (14).

9.45 The proposals to create new *resident permit* bays (13 and 14) were met with majority approval – 87% and 86% respectively. All occupier types were happy with the proposals. Feedback indicates that Taplow Street is thought to be an underused resource and several requests were made for further new bays on this road.

**Table 25: Proposals to change bay allocations in Taplow Street (Q11).**

Response	Proposal 13		Proposal 14	
	Number	Percent	Number	Percent
Yes	97	87%	96	86%
No	14	13%	15	14%
<b>Total</b>	<b>111</b>	<b>100%</b>	<b>111</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Westland Place

- Change the existing *motorcycle* bay outside no. 15 to a *Pay & Display* bay (15).
- Change the existing *resident permit* bay outside nos. 12 - 16 to a *motorcycle* bay (16).

9.46 The response to these changes in bay allocation was mixed. The proposal to convert the *motorcycle bay* into *Pay & Display* (15) received a slight majority support (54%) with opponents preferring it to be a new *resident permit* bay instead. However, this majority increased to 80% when just business only responses were assessed.

9.47 The proposed loss of two resident spaces to replace the removed *motorcycle* bay (16) attracted a 59% majority opposition; feedback indicated concern over existing, and a potential increase, in parking stress for resident permit holders in this area. Again, business response was stronger than the overall trend with business only being 80% in opposition.

**Table 26: Proposals to change bay allocations in Westland Place (Q11).**

Response	Proposal 15		Proposal 16	
	Number	Percent	Number	Percent
Yes	56	54%	42	41%
No	48	46%	61	59%
<b>Total</b>	<b>104</b>	<b>100%</b>	<b>103</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Wharf Road

- Add a new *shared use* bay north of the junction with Micawber Street, replacing the existing *single yellow line* (17).
- Change the existing *general permit* bays north of the junction with City Road to *Pay & Display* bays (18).
- Change the existing *resident permit* bays outside nos. 12 - 16 and nos. 20 – 22 to *shared use* bays (19).

- 9.48 The proposals to implement new *shared use* bays, one on an existing *single yellow line* (17) and two from existing *resident permit* bays (19) both received majority support – 84% and 69% respectively. Comments showed that Wharf Road, along with Taplow Street, is seen as an underused road for parking facilities. One respondent also noted that these new bays would help provide for visitors to the local galleries.
- 9.49 However, 57% of residential respondents are opposed to the loss of a permit parking space (18) with an overall majority opposition of 55%. Business only replies show 57% are in favour, presumably because the additional *Pay & Display* bays will help their visitors.

Table 27: Proposals to change bay allocations in Wharf Road (Q11).

Response	Proposal 17		Proposal 18		Proposal 19	
	Number	Percent	Number	Percent	Number	Percent
Yes	101	84%	53	45%	79	69%
No	19	16%	65	55%	35	31%
<b>Total</b>	<b>120</b>	<b>100%</b>	<b>118</b>	<b>100%</b>	<b>114</b>	<b>100%</b>

Excludes question responses with missing data.

**Question 12: Please provide any general comments or suggestions you have about the parking layout and proposals in Zone A.**

- 9.50 Feedback from drop-in session attendees and provided by telephone, email, and letter are also included in this section.

Baches Street

- 9.51 Request for an electric vehicle charging point near nos. 14 – 22 (Amabel House).

Bevenden Street

- 9.52 Request for increased *resident permit* spaces.

- 9.53 Request for *Pay & Display* provision.

Bletsoe Walk (Shepherd Market Estate)

- 9.54 Request for controlled parking.

Bracklyn Street

- 9.55 Opposition to the upgrade of *single yellow line* to double as it is needed for loading; there are no plans to add 'no loading' restrictions to this road, so loading/unloading can continue as before.

Britannia Walk

- 9.56 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours. There is concern over the potential increase of resident permit holders in this street due to new developments, the builders of which take up existing

spaces. Some spaces have also been lost recently due to redesigns and the implementation of a double *Car Club* bay.

- 9.57 Request for an increase in dedicated *resident permit* bays.

#### Buttesland Street

- 9.58 Request for increased *business permit* bays.
- 9.59 Concern over the effect on parking availability of the opening of the new cinema at no. 55 Pitfield Street with an influx of visitors during uncontrolled times i.e. evenings and weekends.

#### Cavendish Street

- 9.60 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.
- 9.61 Request for increased *resident permit* bays to accommodate the growth in car-owning residents on Wenlock Barn Estate.
- 9.62 Request to convert all *general permit* bays to *resident permit*, there are only the latter on this street anyway.
- 9.63 Request for restriction of visitor voucher use in *resident permit* bays to ensure permit holders have space to park.

#### Charles Square

- 9.64 Support upgrade of *single yellow line* to double across Shoreditch House underground car park entrance and refuse points.
- 9.65 Request for *double yellow lines* at corners to prevent congestion by parked cars outside controlled hours; already included in general design proposals.
- 9.66 Request for parking bays on the northern section as traffic-flow is minimal.
- 9.67 Request for *shared use* bays to allow visitor voucher use; vouchers can be used in existing *resident permit* bays.
- 9.68 Request for one-way system and Square to be made access-only.

#### Chart Street

- 9.69 Request to remove *taxi rank*.

#### City Road (red route)

- 9.70 Request for parking bays.

### Corsham Street

- 9.71 Opposition to the upgrade of *single yellow line* to double as it is used as additional parking by businesses outside controlled hours.
- 9.72 Request for *free parking* bays due to the upgrade of *single yellow lines*.
- 9.73 Request for *loading* bays; there are no plans to add 'no loading' restrictions to this road, so loading/unloading can continue as before.

### Cranwood Street

- 9.74 Opposition to removal of *shared use* bays; no alternative parking spaces on Vince Street and City Road.
- 9.75 Request for *resident permit* bays.

### Cropley Street

- 9.76 Request for secure bicycle and motorcycle parking on Wenlock Barn Estate.
- 9.77 Request for increased parking spaces; new *shared use* bays (approx. 12 spaces) and *general permit* bay (approx. 2 spaces) already proposed as part of review.
- 9.78 Request for address-specific *resident permit* bays outside properties or option of a garage.

### Eagle Wharf Road

- 9.79 Opposition to the upgrade of *single yellow line* to double outside nos. 30 – 34 (Silca House) as it is needed for loading; there are no plans to add 'no loading' restrictions to this road, so loading/unloading can continue as before.
- 9.80 Request for to convert existing *resident permit* bay outside nos. 49 – 50 (Holborn Studios) to *shared use* or *business permit* bay; proposed change to *general permit* bay as part of review.
- 9.81 Request for increased *Pay & Display* provision near nos. 49 – 50 (Holborn Studios) to replace spaces lost through cycle lane implementation.

### East Road

- 9.82 Opposition to proposed *bus stands* near junction with Chart Street.
- 9.83 Support for proposed *bus stands* near junction with Chart Street.
- 9.84 Request for removal of *resident permit* bay outside nos. 65 – 81 as these are predominantly commercial properties; bay serves permit holders in remainder of block and opposite side of road.
- 9.85 Request for more *business permit* or *shared use* bays for East Road businesses as those on Haberdasher Street are allegedly used by motorcycles.

#### Ebenezer Street

- 9.86 Request to increase spaces available to resident permit holders as reduced recently and remainder allegedly frequently occupied by builders' vehicles and large lorries.

#### Haberdasher Street

- 9.87 Request for secure *motorcycle* bays with 24-hour enforcement.
- 9.88 Request for increased *resident permit* bays as allegedly constantly occupied by Lewis Day couriers.

#### Micawber Street

- 9.89 Request for secure parking facility at existing *motorcycle* bays and improved signage.

#### Murray Grove

- 9.90 Request for *Pay & Display* bay outside no. 89 to support local businesses; already approximately 20 *shared use* spaces at this location.
- 9.91 Request for increase in *shared use* bays as existing spaces are highly utilised.
- 9.92 Request for increase in *resident permit* bays at the Shepherdess Walk junction.

#### Nile Street

- 9.93 Request to increase parking spaces at the western end to replace bays that have gradually been lost.
- 9.94 Request to increase *resident permit* bays.
- 9.95 Request to convert some *general permit* bays to *resident permit*.

#### Parr Street

- 9.96 Opposition to the upgrade of *single yellow line* to double as it is needed for loading; there are no plans to add 'no loading' restrictions to this road, so loading/unloading can continue as before.

#### Provost Street

- 9.97 Request for *loading* bay outside nos. 16 - 30 (Zeus House) as 'no loading' restriction in force.

#### Shaftesbury Street

- 9.98 Request for *disabled* bay outside nos. 1 - 20 Shaftesbury Court as existing *resident permit* bays always in use.

### Shepherdess Walk

- 9.99 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours. There is concern over the potential increase of resident permit holders with new development at no. 128.
- 9.100 Request for increase in *shared use* bays near the Murray Grove / Micawber Street junction.
- 9.101 Request for increased *resident permit* bays.
- 9.102 Request for more *Pay & Display* bays, particularly at canal end.
- 9.103 Request to open up the canal bridge to road traffic use.
- 9.104 Complaint about reduced pedestrian safety through parked Police vehicles.
- 9.105 Request for improved protection for cyclists travelling south from the canal bridge – road humps encourage drivers to use the centre of the road.
- 9.106 Request for improved signage near Sturt Street junction to denote 2-way traffic.

### Thoresby Street.

- 9.107 Request to convert all parking bays to *resident permit* spaces to protect against commuters avoiding the Congestion Charge; all bays require either a resident or business permit already.

### Underwood Row

- 9.108 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours - request to upgrade one side only.
- 9.109 Request for increased *resident permit* bays to accommodate permit holders at no. 38 Shepherdess Walk.

### Underwood Street

- 9.110 Support for upgrade of *single yellow line* to double provided 'no loading' restrictions are not included.
- 9.111 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.
- 9.112 Request for increased *resident permit* bays, particularly near no. 38 Shepherdess Walk, as a heavily populated area.
- 9.113 Request to convert some *general permit* bays to *resident permit* only to protect against high levels of occupancy by business vehicles.
- 9.114 Request for *Pay & Display* or *shared use* bays to accommodate business visitors.
- 9.115 Request for a *disabled* bay as no provision in surrounding area.

9.116 Complaint about insufficient removal of lines from previous parking bay outside no. 1 (The Factory) – vehicles are still parking at this location and blocking access to underground parking.

Vestry Street

9.117 Request for some *Pay & Display* or *shared use* bays.

Vince Street

9.118 Request for permit parking.

Wenlock Road

9.119 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.

9.120 Request for more *shared use* bays.

9.121 Request for reduction in *double yellow lines* across access for Union Wharf to create new parking bays.

9.122 Request for removal of *double yellow lines* across dropped kerb outside disused warehouse next to nos. 17 – 21 (Ponti's) to create new parking bays.

9.123 Request for removal of *double yellow lines* outside new Estilo development, opposite Prestwood Street junction, to create new parking bays.

9.124 Request to increase parking spaces to accommodate residents of the several new developments.

9.125 Request for a *disabled* bay.

9.126 Request for visitor parking provision near no. 31 (Royle Building).

Wenlock Street

9.127 Request to increase parking spaces to accommodate residents of the new development – provides 9 spaces for 50+ flats.

9.128 Request for a *disabled* bay.

Westland Place

9.129 Request to increase spaces available to resident permit holders as reduced recently and remainder allegedly frequently occupied by builders' vehicles and large lorries.

9.130 Request for a reduction in suspensions issued to film crews as this removes many spaces.

Wharf Road

9.131 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.

- 9.132 Request to convert existing *resident permit* bay outside nos. 44 – 48 (Waterside) to *business permit* as development is legally business use only.
- 9.133 Request to increase parking spaces generally on this road as it is felt to be an underused resource.

#### Wimbourne Street

- 9.134 Opposition to the upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.
- 9.135 Request to increase parking spaces generally.
- 9.136 Request for increase in *resident permit* bays.
- 9.137 Request for *disabled* bay.
- 9.138 Request for restriction of visitor voucher use in *resident permit* bays to ensure permit holders have space to park.
- 9.139 Request for removal of garage blocks to create space for more parking bays.

#### Windsor Terrace

- 9.140 Request for closure of junction with City Road to make the square larger.

#### General design and layout

- 9.141 Opposition to the 'widespread' upgrade of *single yellow line* to double as it is needed for additional parking outside controlled hours.
- 9.142 Request for *Pay & Display* bays on every street so that trades people and other visitors can pay for their own parking.
- 9.143 Confusion over ability to load/unload on *double yellow lines* where 'no loading' restrictions are not present.
- 9.144 Request for restriction times on all signs.
- 9.145 Request for the removal of restrictions from no-through roads such as cul-de-sacs.
- 9.146 Request for an overlap zone between Hackney and Islington to allow resident permit holders in the vicinity of City Road to park in either borough; would resolve the increased parking stress caused by commuters avoiding the Congestion Charge.
- 9.147 Request for all Pay & Display facilities to be removed.
- 9.148 Request for the creation of several short-term waiting / loading spaces.
- 9.149 Request for a general increase in parking spaces around new developments.
- 9.150 Request for the number of permit spaces on each street to match the number of valid permits held.

- 9.151 Request for individual spaces to be marked in parking bays to encourage 'neater' parking.
- 9.152 Request for an increased width in parking bays to accommodate wider vehicles.

Operational Hours

- 9.153 Suggestion to introduce free parking during the midday hours to accommodate visitors when most resident parking is not fully utilised.
- 9.154 Request for the operational hours to finish earlier to coincide with school home time.

**Customer Service**

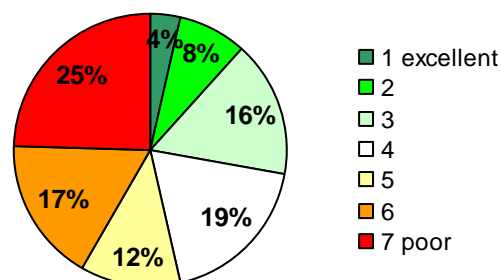
- 9.155 Section 5 of the questionnaire addressed the public’s opinion of Parking Services’ customer service.

**Question 13: Please rate the parking provision in your street using the 7-point scale.**

- 9.156 Over half (54%) the respondents gave parking provision on their street a rating of 5 or above, towards to “poor” end of the scale.
- 9.157 Zone A is in one of the oldest parts of Hackney with many narrow streets, some of which are not wide enough to place parking bays and maintain the minimum running width that is necessary for safety and uncongested traffic flow. Combined with several new residential developments in the area, it is not surprising that respondents feel there is not enough parking provision to meet their needs.

**Table 28 and Figure 16: Please rate the parking provision in your street using the 7-point scale (Q13)?**

Provision	Responses	
	Number	Percent
1 excellent	8	3.7%
2	17	7.9%
3	35	16.2%
4	40	18.5%
5	26	12.0%
6	37	17.1%
7 poor	53	24.5%
<b>Total</b>	<b>216</b>	<b>100%</b>



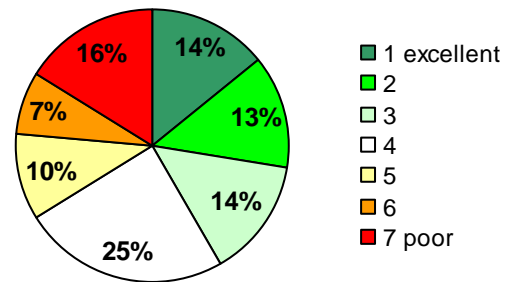
*Excludes question responses with missing data.*

**Question 14: Please rate the effectiveness of parking enforcement in your street using the 7-point scale.**

- 9.158 The middle rating 4 was the most frequently given by respondents (26%) in regards to the perceived effectiveness of parking enforcement on their street. More chose a rating of 3 or lower (42%), towards “excellent”, than chose one of 5 and above (34%), towards “poor”. This suggests that most people are either satisfied that enforcement is effective or ambivalent.

**Table 29 and Figure 17: Please rate parking enforcement effectiveness in your street using the 7-point scale (Q14)?**

Enforcement	Responses	
	Number	Percent
1 excellent	29	14.2%
2	27	13.2%
3	29	14.2%
4	50	24.5%
5	21	10.3%
6	15	7.4%
7 poor	33	16.2%
<b>Total</b>	<b>204</b>	<b>100%</b>



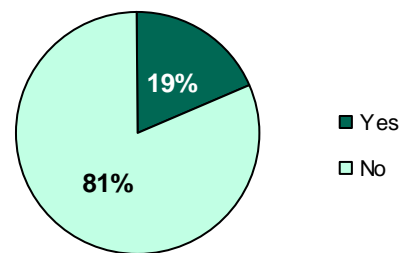
*Excludes question responses with missing data.*

**Question 15: Have you ever contacted us about the design or operation of your CPZ?**

9.159 Only one fifth (19%) of respondents said they had contacted Parking Services about the design or operation of their CPZ. Previous consultations had asked more simply if respondents had contacted Parking Services at all and the majority of replies had concerned the paying or appealing of PCNs, or service at the Parking Shop, both outside the remit of the CPZ Team.

**Table 30 and Figure 18: Have you ever contacted us about the design or operation of your CPZ (Q15)?**

Contact	Responses	
	Number	Percent
Yes	41	18.6%
No	179	81.4%
<b>Total</b>	<b>220</b>	<b>100%</b>



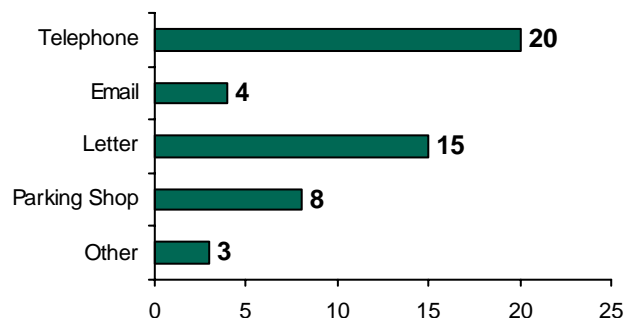
*Excludes question responses with missing data.*

**Question 16: How did you make contact?**

9.160 Telephone remains the most popular way of contacting Parking Services, with half (50%) of all those getting in touch choosing this method.

**Table 31 and Figure 19: How did you make contact (Q16)?**

Method	Responses	
	Number	Percent*
Telephone	20	48.8%
Email	4	9.8%
Letter	15	36.6%
Parking Shop	8	19.5%
Other	3	7.3%
<b>Total Contacted</b>	<b>41</b>	



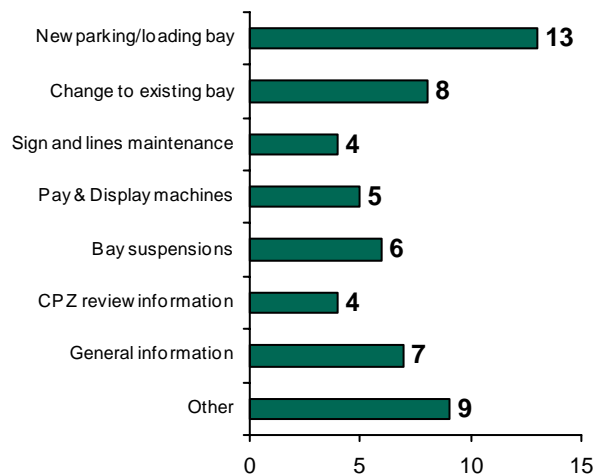
*\* Respondents were able to choose multiple options*

**Question 17: What was your reason for getting in touch?**

9.161 The most frequent reason (32%) for contacting the CPZ Team was to request a new parking or loading bay.

**Table 32 and Figure 20: What was your reason for getting in touch (Q17)?**

Reason	Responses	
	Number	Percent*
New parking / loading bay	13	31.7%
Change to existing bay	8	19.5%
Sign and lines maintenance	4	9.8%
Pay & Display machines	5	12.2%
Bay suspensions	6	14.6%
CPZ review information	4	9.8%
General information	7	17.1%
Other	9	22.0%
<b>Total Contacted</b>	<b>41</b>	



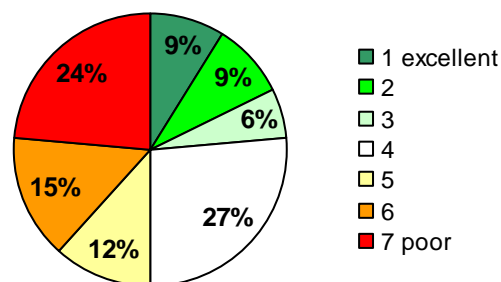
\* Respondents were able to choose multiple options

**Question 18: Please rate the service you received using the 7-point scale.**

9.162 Although the middle rating 4 was the most frequently given by respondents (27%), half of all those contacting Parking Services chose a rating of 5 or above (50%) - towards “poor”. This indicates that the service provided is in need of urgent improvement.

**Table 33 and Figure 21: Please rate the service you received using the 7-point scale (Q18)?**

Service Rating	Responses	
	Number	Percent
1 excellent	3	8.8%
2	3	8.8%
3	2	5.9%
4	9	26.5%
5	4	11.8%
6	5	14.7%
7 poor	8	23.5%
<b>Total</b>	<b>34</b>	<b>100%</b>



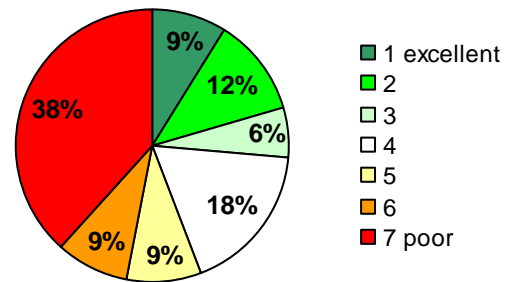
Excludes question responses with missing data.

**Question 19: Please rate your level of satisfaction with the outcome using the 7-point scale.**

9.163 The most frequent rating for satisfaction with the contact’s outcome was 7 “poor”, from 38% of the respondents who had been in touch. Overall, 56% chose a rating of 5 or above (50%) - towards “poor”.

**Table 34 and Figure 22: Please rate your level of satisfaction with the outcome using the 7-point scale (Q19)?**

Outcome Rating	Responses	
	Number	Percent
1 excellent	3	8.8%
2	4	11.8%
3	2	5.9%
4	6	17.6%
5	3	8.8%
6	3	8.8%
7 poor	13	38.2%
<b>Total</b>	<b>34</b>	<b>100%</b>



*Excludes question responses with missing data.*

**Question 20: Please tell us your opinion of the consultation pack.**

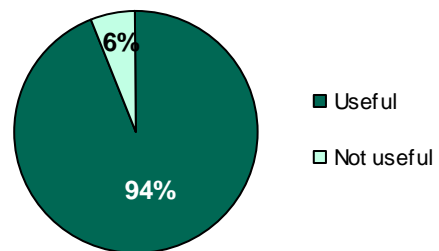
9.164 This question is designed to provide constructive criticism for future consultation documentation.

The consultation pack

9.165 Most (94%) respondents felt that the consultation pack had been useful to them.

**Table 35 and Figure 23: The consultation pack was... (Q20)?**

Pack	Responses	
	Number	Percent
Useful	182	93.8%
Not useful	12	6.2%
<b>Total</b>	<b>194</b>	<b>100%</b>



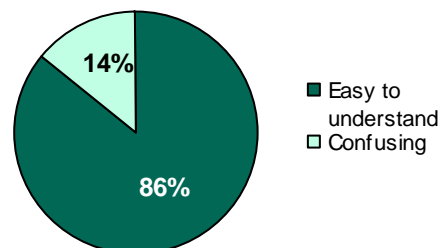
*Excludes question responses with missing data.*

Enclosed Map

9.166 The majority (86%) of respondents felt that the consultation pack had been useful.

**Table 36 and Figure 24: The enclosed map was... (Q20)?**

Map	Responses	
	Number	Percent
Easy to understand	151	85.8%
Confusing	25	14.2%
<b>Total</b>	<b>176</b>	<b>100%</b>



*Excludes question responses with missing data.*

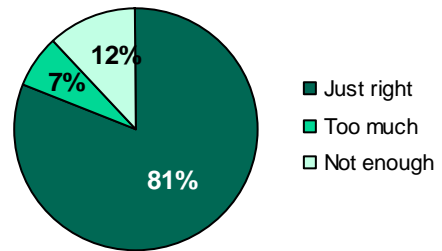
Leaflet Information

9.167 The majority of respondents (81%) felt the amount of information provided in the leaflet was just right.

**Table 37 and Figure 25: The information in the leaflet was... (Q20)?**

Information	Responses	
	Number	Percent
Just right	135	80.8%
Too much	12	7.2%
Not enough	20	12.0%
<b>Total</b>	<b>167</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



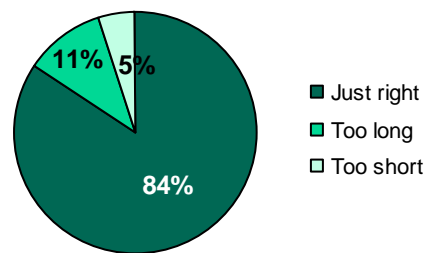
### Questionnaire Length

9.168 The majority of respondents (84%) were happy with the length of the questionnaire.

**Table 38 and Figure 26: The questionnaire length was... (Q20)?**

Questionnaire	Responses	
	Number	Percent
Just right	143	84.1%
Too long	19	11.2%
Too short	8	4.7%
<b>Total</b>	<b>170</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



### Comments

9.169 Specific comments regarding the consultation pack mainly concerned the lack of proposal questions about and explanation for the widespread upgrade of single yellow lines to double – some respondents believed this to be “deliberate and duplicitous”. Some claimed that the terminology used in the leaflet and questionnaire was “misleading”.

9.170 There were also complaints about the perceived high cost of the whole consultation process, particularly in relation to the few changes proposed.

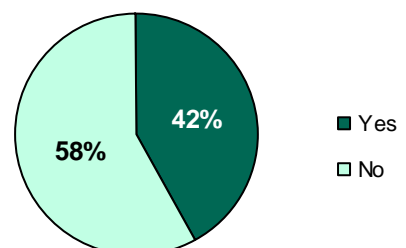
9.171 However, one respondent added praise for asking for feedback on the proposals before going ahead with them.

### **Question 21: Have you ever visited our website at [www.hackney.gov.uk/parking?](http://www.hackney.gov.uk/parking?)**

9.172 Only two-thirds (42%) of respondents had visited Parking Services’ website. Given the amount of information available online, this resource should be improved and promoted further.

**Table 39 and Figure 27: Have you ever visited our website (Q21)?**

Website	Responses	
	Number	Percent
Yes	90	41.9%
No	125	58.1%
<b>Total</b>	<b>215</b>	<b>100.0%</b>



*Excludes question responses with missing data.*

**Question 22: Please let us know how Parking Services' customer service could be improved.**

9.173 These are comments expressed by members of the public and do not necessarily reflect Parking Services' policy or intentions.

Enforcement

9.174 Many respondents had concerns over the levels of enforcement service provided. Some respondents are concerned that illegal pavement parking Charles Square is not being dealt with, nor business vehicles parked without valid permits (Murray Grove) or large vehicles parking outside bay lines (Underwood Street).

9.175 The biggest enforcement issue appears to be the lack of action on Lewis Day vehicles in the Haberdasher Estate area. These are alleged to park illegally in resident permit bays, block access points on a daily basis, and cause unnecessary noise and pollution by leaving engines running for long periods of time.

9.176 A complaint was also received regarding the ticketing of vehicles parked on "private" Cavendish Street; although part of a housing estate, this road is actually public highway. Another questioned the continued use of clamps.

9.177 The problem of disabled Blue Badge abuse was again raised.

Permit Policy

9.178 As usual, feedback was received regarding Parking Services' permit policy; this is the remit of the Policy & Development Team.

9.179 Requests for a decrease in permit costs and Pay & Display tariffs were received, along with suggestions for a free visitor voucher allowance per household. One respondent requested a reduced permit cost for families. A suggestion was put forward for the issue of permits from local neighbourhood offices, as well as the Parking Shop.

9.180 Request for the restriction of three vehicles to each business permit to be lifted.

9.181 Request for motorcycles to be excluded from parking in resident permit bays.

9.182 Request for full day visitor vouchers to be made available; two half-day vouchers can be displayed concurrently to cover the whole restriction period, although there are concerns that PAs are advising residents otherwise. In addition, it is felt that the visitor voucher scheme in general needs to be promoted better.

9.183 Request to improve parking for tradesmen etc attending to residential properties.

9.184 The problem of permit issue to ineligible addresses was also raised. It is alleged that resident permits are being issued to the all-business development at no. 38 Shepherdess Walk, while some residents of Section 106 'car free' properties complain that excluding

them from purchasing permits is unfair. There was also a request to prohibit all developments with integrated parking from being eligible for permits.

Other

- 9.185 Request for operational hours to be displayed on all signs to avoid confusion.
- 9.186 Request for improvements to cycle lanes and an increase in cyclist and pedestrian safety.
- 9.187 Request for increased CCTV surveillance to combat car crime.
- 9.188 Request for increased road maintenance.

## 10.0 Appendix 3: Zone A Proposals by Street

Table 40: Zone A proposals by street.

Street	Change	Reason
Alford Place	Change all single yellow lines to double yellow lines.	This is a no-through road and too narrow to allow the safe clearance of emergency vehicles.
Alford Place	Reduce the width of residents parking bays to 1.8m	This will increase the available running width on this narrow road
Baches Street	Extend the permit bay outside 14 to 22.	There is sufficient road width to allow for the installation of additional parking bays.
Baches Street	Relocate and extend the permit bay outside 15 to 23 replacing the current single yellow line.	There is sufficient space to extend the length of this bay.
Baches Street	Change all remaining single yellow line to double yellow line (except 18m of single yellow line outside 14 to 22 and outside 10 to 12)	This will ensure that access to off-street parking is maintained at all times. Additionally this will ensure that junctions are kept clear at all times.
Bevenden Street	Insert new resident parking bays outside St Leonard's Court, opposite 27 to 35 and outside 90.	There is sufficient road width to allow the installation of additional parking bays at these locations.
Bevenden Street	Remove the parking bays outside 1 to 33 Finn House and replace with double yellow line.	These parking bays will be relocated outside St Leonard's Court.
Bevenden Street	Change all remaining single yellow line to double yellow line (except opposite 27 to 35, outside St Leonard's Court and outside 90).	This will help ensure access is maintained to off-street parking, refuse collection and estates. Additionally the double yellow lines will help ensure junctions are kept clear at all times
Bletchley Street	Insert a new permit bay outside 25 to 36 Murray Grove.	There is sufficient road width to allow the installation of additional parking bays at this location.
Bletchley Street	Insert a new permit bay outside Holy Trinity Church	There is sufficient road width to allow the installation of additional parking bays.

Bletchley Street	Change all single yellow lines to double yellow lines on the eastern kerb line (except for a 6.5m section outside the public house which will turn into a resident bay).	The double yellow lines will help ensure access to private parking at all times. The remaining section of single yellow line can be maintained as there is sufficient running width at this location.
Bletchley Street	Change all remaining single yellow line to double yellow line.	This will ensure access to driveways is kept clear at all times and will also improve safety at the junctions.
Bracklyn Street	Change all single yellow line to double yellow line	This will ensure access to driveways is kept clear at all times and will also improve safety at the junctions.
Britannia Walk	Reduce the middle pay and display bay by 5m at its northern boundary	The northern side of the parking bay is currently obstructing access.
Britannia Walk	Remove the middle and northern permit bays between the junction with Ebenezer Road and Nile Street and replace with single yellow line.	Relocating the bays from the western to eastern kerb will help slow traffic as well as provide additional parking space.
Britannia Walk	Insert a new 36m resident bay on the eastern kerb between Ebenezer Road and Nile Street replacing the single yellow line.	Relocating the bays from the western to eastern kerb will help slow traffic as well as providing additional parking space.
Britannia Walk	Extend the permit bay north of Ebenezer Street by 6m.	There is sufficient road width to allow the installation of additional parking bays at this location.
Britannia Walk	Remove the resident bays between 1 to 48 and 49 to 96 Catherwood Court and replace with a double yellow line.	This section of road is too narrow to allow any parking
Britannia Walk	Insert a new resident bay outside 113-116 Catherwood Court.	There is sufficient road width to allow the installation of additional parking bays at this location.
Britannia Walk	Change all remaining stretches of single yellow line to double yellow line (except for two stretches on the western kerb between Nile Street and City Road)	This will ensure that access to off-street parking is maintained at all times. Additionally this will ensure junctions are kept clear at all times.
Brunswick Place	Change the whole of the single yellow line on the Northern side of Brunswick Place to a double yellow line.	This section of road is too narrow to support parking at this location. The change will also improve access for emergency vehicles.

Brunswick Place	Change the single yellow line opposite Karen House into a double yellow line.	There is a dropped kerb here for disabled access.
Brunswick Place	Change the single yellow line on the southern kerb line (starting 6m east of 20 to 26 going west until the start of the pay and display bay) and replace with a double yellow line.	This will ensure that private driveway access is kept clear at all times.
Brunswick Place	Extend the shared use bay outside 1 to 16 Vince Court by 6m eastwards.	There is sufficient road width to allow for additional parking at this location.
Buttesland Street	Insert a new 22m resident bay outside 1 to 7 replacing the single yellow line.	There is sufficient road width to allow the addition of a bay at this location.
Buttesland Street	Insert a 15m permit bay outside 77 to 85.	There is sufficient road width to allow the addition of these bays
Buttesland Street	Change the business bay outside 77 to 85 to a permit bay.	The change will allow residents to park without adversely effecting business permit holders to park.
Buttesland Street	Extend the resident bay outside 68 to 72 eastwards by 2m.	There is sufficient running width at this location to allow day time parking.
Buttesland Street	Change all remaining single yellow lines to double yellow lines.	This will ensure access to private parking is kept clear at all times. The lines will also help improve safety at the junctions.
Cavendish Street	Insert a resident parking bay outside 25 to 88 Cropley Court	There is sufficient road width at this location to allow parking on both sides.
Cavendish Street	Relocate the resident bay outside 91 to 100 Sylvia Court to the opposite side of the road.	This change will help create additional parking provision for resident permit holders.
Cavendish Street	Change all remaining single yellow line to double yellow line (except for a section outside 25 to 88 Cropley Court).	This will ensure that access to off-street parking, refuse collection and junctions are keep clear at all times.

Charles Square	Change all single yellow lines opposite and outside 16 to 28 Charles Square to double yellow lines.	This section of road does not meet the minimum width requirements and therefore needs to be kept clear at all times to allow the safe clearance of emergency vehicles.
Charles Square	Change all single yellow lines to double yellow lines outside and opposite Shoreditch House.	This section of road does not meet the minimum width requirements and therefore needs to be kept clear at all times to allow the safe clearance of emergency vehicles.
Charles Square	Change all single yellow lines on the Northern and Southern side of the road starting opposite 1 to 16 Vince Court going to Pitfield Street to double yellow lines.	This section of road does not meet the minimum width requirements and therefore needs to be kept clear at all times to allow the safe clearance of emergency vehicles.
Charles Square	Install a new resident parking bay on the northern section of the square opposite Touchard House	There is sufficient road width to allow the addition of these bays
Charles Square	Remove the resident bays on the western side of the Square.	The road is too narrow to allow parking at this location.
Chart Street	Change 15.5m of single yellow line outside Wakefield House to a taxi stand (5m West of the junction with Buttesland Street).	There is sufficient road width to allow for the relocation of the taxi stand.
Chart Street	Change the current taxi and single yellow line outside Ralph Brook Court to a pay and display bay.	This change will help to standardise the type of parking bays available on this street, reducing confusion for motorists.
Chart Street	Change 27m of single yellow line outside Chart House to a resident bay.	There is sufficient road width to allow the addition of these bays
Chart Street	Extend the residents bay west of the junction with Pitfield Street by 8m replacing the current single yellow line.	There is sufficient road width to allow the addition of these bays
Chart Street	Join the two resident bays opposite 1-34 Touchard House creating additional parking space.	There is sufficient width here to insert additional parking bays.
Chart Street	Insert a resident parking bay outside 1 to 34 Touchard House	There is sufficient running width to allow parking at this location

Chart Street	Change all remaining single yellow line to double yellow line (except for a 27m section outside 47 to 49 Pitfield Street).	This will ensure that access to off-street parking, refuse collection and estates is maintained at all times. Additionally this will ensure that junctions are kept clear at all times.
Chart Street	Insert a residents parking bay outside 8 to 40 Hoffman Square	There is sufficient running width to allow parking at this location
Corsham Street	Change the remaining single yellow to double yellow line.	The road is too narrow at this location to allow parking on both sides of the road.
Corsham Street	Extend the shared use bay at junction with Baches Street by 4m in an easterly direction	The current junction protection is excessive and can be reduced to provide additional parking for permit holders and visitors.
Cranwood Street	Reduce a 10m section of the parking bay outside of 20 to 39 Gaddensden House and replace with double yellow line.	This proposal is supported by the Fire Service to improve access for their vehicles.
Cranwood Street	Insert a 5m shared use bay outside 41 to 70 Adeyfield House.	This will increase the amount of available parking at this location for both permit holders and visitors.
Cranwood Street	Change all remaining single yellow line to double yellow line.	This will help improve access for emergency vehicles along this narrow road.
Cropley Street	Insert a shared use bay outside 3 to 13.	The road is wide enough at this location to support parking on both sides of the road.
Cropley Street	Insert a 12m permit bay 10m south of the junction with Wimbourne Street on the eastern side.	The width of the road is 7.9m and even though there is bus stop here there is enough width to insert an additional parking bay.
Cropley Street	Insert a new shared use bay outside 110 to 134 Bletchley Court, Wenlock Street	The road is wide enough to insert additional parking space at this location.
Cropley Street	Insert a new 15m permit bay on the western kerb north of the junction with Wenlock Street.	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Insert a new 15m permit bay outside Shaftsbury Court.	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Insert a new 15m permit bay outside 1 to 24 Cropley Court.	The road is wide enough to insert additional parking spaces at this location.

Cropley Street	Insert a new 30m permit bay between Napier Grove and Forston Street	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Extend the resident bay outside 51 to 71 by 8m.	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Insert a new 14m resident bay opposite 67 to 71.	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Extend the shared use bay outside Merry Monarch Public House.	The road is wide enough to insert additional parking spaces at this location.
Cropley Street	Change all remaining single yellow line to double yellow line (except for a section outside 93 to 95, outside 3 to 13, outside 91 to 100 Cropley Court, outside 38 to 42 Wimbourne Court, outside 80 to 120 Bracklyn Court).	These changes will help improve safety at junctions as well as ensure access to private driveways along the street.
Eagle Wharf Road	Change all single yellow lines to double yellow line (except for a 14m section outside 40, 12m section opposite 27, 28m section outside 46, outside 29 and outside 30 to 34).	This will ensure access to off-street parking and business entrances. The lines will also improve safety at the junctions.
Eagle Wharf Road	Change the single yellow line to double yellow line outside 29	This change will help to improve traffic along this section of road.
Eagle Wharf Road	Change the single yellow line to double yellow line outside 32 to 34	This will allow traffic to pass safely as well as allow access for refuse collection.
East Road	Change the resident bay outside 65 to 81 to a shared use bay.	This change has been made as a result of public feedback and permit analysis.
East Road	Change single yellow line south of the junction with Silbury Street to City Road on the western side to double yellow line.	This will help to improve traffic flow along this busy road.
East Road	Four coach stands will be installed at the southern end of this road (western kerb line). The bay will be short stay. This will replace the current single yellow line and loading restrictions currently in place.	To provide short stay parking for coaches.

Ebenezer Street	Change all sections of single yellow line to double yellow line.	The road is below the required running width at these locations. The change will improve access for emergency vehicles.
Evelyn Walk	Change the single yellow line to double yellow line (except 3m at the side of 13 Murray Grove and 24m to the rear of Evelyn Court).	This street is too narrow to allow parking. The change will help to improve parking for emergency vehicles.
Forston Street	Insert a 7m resident bay to the side of 45 Cropley Street.	The road is wide enough to insert additional parking space at this location.
Forston Street	Change the residents bay outside Thomas Fairchild Primary School to shared use	This change will allow visitor parking.
Forston Street	Change all remaining single yellow line to double yellow line.	This will ensure that access to off-street parking and estates is maintained and that junctions are kept clear at all times.
Haberdasher Street	Insert a new resident bay opposite the entry to Charles Gardner Court replacing the single yellow line.	There is sufficient road width to allow the addition of these bays
Haberdasher Street	Extend the residents bay outside 50 to 60 by 2m in a westerly direction	There is sufficient road width at this location to allow for the extension of the current parking bay.
Haberdasher Street	Extend the small residents bay outside 6 to 8 to be 5m in length.	This will bring the size of the bay to regulation length and will utilise available parking space.
Haberdasher Street	Change all remaining single yellow line to double yellow line.	This will help ensure access to off street parking and will help to improve safety at the junctions.
Micawber Street	Change the single yellow line on the southern kerb line at the junction with Wharf Road to double yellow line	This will help to improve safety at the junction.
Micawber Street	Change all 4 sections of single yellow lines on the southern kerb line of this street.	The road is too narrow at these points and needs to be kept clear at all times to allow the safe access of emergency vehicles.
Micawber Street	Change the single yellow line opposite Thoresby Street to double yellow line.	This will ensure access to private parking is kept clear at all time. The double yellow lines will also help to improve access along these narrow sections of road.
Micawber Street	Change the remaining sections of single yellow line on the northern kerb line extending around all corners.	The double yellow lines will also improve access along the narrow sections of road. The change will also help safety at the junction.
Murray Grove	Change the two most eastern sections of single yellow line on the southern side to double yellow line.	This will ensure access to private property at all times. The change will also improve safety at the junctions.
Murray Grove	Change the sections of single yellow to double yellow line on at the junctions with Bletchley Street	This change will improve safety at the junction.

Murray Grove	Change the single yellow line to double yellow line at the junction with Shepherdess Walk on the northern side for a distance of 21m.	There are traffic lights at this location therefore increased junction protection is required.
Murray Grove	Change the single yellow line to double yellow line at the junction with Evelyn Walk	This will help improve safety at the junction.
Murray Grove	Change 2m of single yellow line to double yellow line on both sides at the eastern end of the pedestrian crossing	This will improve visibility and safety at the crossing.
Murray Grove	Extend the residents bay outside 25 to 36 by 5m eastwards.	This will increase parking provision at this location.
Murray Grove	Extend the residents bay opposite Thaxton Court eastwards by 7m.	This will increase parking provision at this location.
Murray Grove	Change the single yellow line at junction with New North Road on the northern and southern side to double yellow line.	This will improve visibility and road safety by preventing parking at these locations.
Murray Grove	Change the single yellow line across the access to Evelyn Court to double yellow line.	This change will help ensure access to private parking.
Murray Grove	Change the single yellow line at the junction with Britannia Walk, outside 97-112, outside 55 and the junction with Shepherdess Walk to double yellow line.	This will help ensure access to off street parking and will help to improve safety at the junctions.
Napier Grove	Change doctors bay to resident only bay.	The doctor surgery no longer exists.
Napier Grove	Insert a new 34m resident bay outside Thomas Fairchild School	There is sufficient road width at this location to provide additional parking for resident permit holders.
Napier Grove	Change all single yellow line to double yellow line on the southern side	This will ensure that access to off-street parking and estates is maintained at all times.
Napier Grove	Change 10m of single yellow line to double yellow line east of junction with Godwin Close	This will help to improve safety at the junction.
New North Road	Change all single yellow line to double yellow line, except on the northern side of the traffic island near 53 and through cycle lanes	To ensure access to the school, off-street parking and business entrances. Additionally to protect junctions and allow for safe passing of traffic as well as insuring the cycle lane is kept clear at all times.
New North Road	Extend the residents bay outside 27 to 41 by 3m westwards.	This will increase parking provision at this location.
New North Road	Extend the length of the two disabled bays outside 1 to 40 to 6.6m.	This will bring the length of the bays in line with current Department for Transport regulations.

Nile Street	Change all sections of single yellow line on the southern kerb line to double yellow line extending around all bends and junctions (except 21m between Westland Place and Britannia Walk).	This road is too narrow and is a busy cut through for vehicles. There is also a mini road-about at the junction with Westland Place which needs to be kept clear.
Nile Street	Change all sections of single yellow line on the northern kerb line to double yellow line extending around all bends and junctions (except a section of single yellow line between Britannia Walk and Provost Street).	This road is too narrow and is a busy cut through for vehicles. There is also a mini road-about at the junction with Westland Place which needs to be kept clear.
Nile Street	Change the limited waiting bay outside 65 to 71 to shared use (pay and display and permit holders).	This change will provide dedicated visitor and permit parking.
Nile Street	Extend the permit bay outside 4 to 6 by 13m eastwards	This will increase parking provision at this location
Parr Street	Extend the resident bay opposite 21 to 28 by 9m.	This will increase parking provision at this location
Parr Street	Insert a 25m resident bay outside 21 to 28	There is sufficient road width at this location to have additional parking space.
Parr Street	Insert a 21m resident bay at the southern side near the junction with Bracklyn Street.	There is sufficient road width at this location to insert additional parking space.
Parr Street	Change all remaining single yellow line to double yellow line (except for a 7m section east of the junction with Cropley Street).	This will help to ensure access to private property as well as improve safety at the junctions.
Prestwood Street	Change all single yellow lines on both sides of the street to double yellow line	This road does not meet the minimum width requirements and therefore needs to be kept clear at all times to allow access for emergency vehicles.
Provost Street	Change all the single yellow line on the eastern kerb line to double yellow line (except outside Barlow House and a 23m section outside 42 to 48)	This will help to ensure access to private property as well as improve access at these narrow sections of road.
Provost Street	Extend the resident bay outside 16 to 30 Zeus House for a distance of 6m.	This will provide additional parking space for resident permit holders.
Provost Street	Extend the resident bay outside 1 to 30 Barlow House for a distance of 6m.	This will provide additional parking space for resident permit holders.
Provost Street	Extend the resident bay outside 1 to 30 Custance house for a distance of 6m	This will provide additional parking for resident permit holders.
Provost Street	Change all sections of single yellow line on the western kerb line to double yellow line.	This road is too narrow to maintain single yellow lines and has various entrances and access points on this side.

Provost Street	Change the single yellow line around the traffic island located at the junction with Vestry Street and Provost Street to double yellow line.	This will help improve safety at the junction.
Provost Street	Reduce length of resident bay outside 27 to 49 and increase length of adjacent disabled bay to 6.6 m	This will bring the length of the disabled bay in line with current Department for Transport regulations.
Provost Street	Insert a new 8m resident bay to the side of 24 Murray Grove.	There is sufficient space at this location for additional parking bays.
Shaftesbury Street	Insert an 18m resident bay east of the entrance to Shaftesbury Court.	This will increase parking provision for resident permit holders.
Shaftesbury Street	Insert a 30m resident parking bay outside Wimbourne Court.	This will increase dedicated residential parking at this location.
Shaftesbury Street	Insert two resident bays outside Cropley Court	This will increase dedicated residential parking at this location.
Shaftesbury Street	Extend the resident bay outside Napier Court by 4m	This will increase dedicated residential parking at this location.
Shaftesbury Street	Extend the resident bay outside 1-20 Shaftesbury Court by 10m	This will increase dedicated residential parking at this location.
Shaftesbury Street	Insert a new 17m resident bay outside 106a and 106b.	This will increase dedicated residential parking at this location.
Shaftesbury Street	Change all remaining single yellow line to double yellow line.	This change will improve junction protection and access to private property.
Shepherdess Walk	Change the two sections of single yellow line on the western kerb running from St Marks House to 13 to a double yellow line.	This is a main junction with traffic lights so needs to remain clear at all times.
Shepherdess Walk	Change the 3 sections of single yellow starting 10m south of the junction with Underwood Street to 6m north of the junction with Alford Place to double yellow line	These busy sections of road are at main junctions so need to be kept clear at all times to improve road safety and ensure traffic flow.
Shepherdess Walk	Extend the resident bay opposite 89 by a distance of 5.5m northwards.	This will increase parking provision for resident permit holders.
Shepherdess Walk	Change the two sections of single yellow line on the eastern kerb outside Napier Grove and between 136 and 138 to double yellow lines	This will ensure access to private parking at all times.
Shepherdess Walk	Extend the resident bay on the eastern kerb line outside 132 by 5.5m northwards.	This will increase parking provision for resident permit holders.
Shepherdess Walk	Change the single yellow line at the junction with Nile Street, Underwood Row, Wenlock Street, Shaftesbury Street and Sturt Street	This change will improve junction protection at these locations
Shepherdess Walk	Change the single yellow line outside 133 and 155 to double yellow line.	This will improve access in this narrow section of road

Shepherdess Walk	Extend the resident bay outside 138 to 140 by 5m southwards.	This will increase parking provision at this location
Shepherdess Walk	Change the shared use bay outside 8 to Police Vehicle only bay	Police have requested somewhere to park their vehicles outside the station.
Shepherdess Walk	Change the single yellow line at junction with City Road (in front of bus stop) to double yellow line.	This will allow buses to safely pull in and out of the bus stop.
Shepherdess Walk	Extend the resident bay outside 51 to 57 by 12m northwards.	This will increase parking provision at this location
Shepherdess Walk	Insert residents bay outside 1 to 12 Alford Court	This will increase parking provision at this location
Shepherdess Walk	Insert a new 37m permit bay opposite Canal Buildings	This will increase parking provision for all permit holders.
Shepherdess Walk	Change all remaining single yellow line to double yellow line (except on the eastern kerb outside Canal Buildings, a section outside 13 to 24 Alford Court and a section outside 44 to 48).	This will help to ensure access to private property as well as improve safety at the junctions.
Silbury Street	Change all single yellow line to double yellow line	The road is very narrow. The change will help to improve access for emergency vehicles.
Sturt Street	Change all sections of single yellow line to double yellow line on both sides of this road extending around all bends (except for a section 9m west of the junction with Taplow Street and 15m east of Taplow Street).	This road is too narrow to maintain single yellow lines. It needs to be kept clear at all times to provide access for emergency vehicles.
Sturt Street	Extend the two resident bays to create additional parking space	The road is wide enough to insert additional parking spaces at this location.
Taplow Street	Reduce 5m of the resident bay on the western kerb line near to the junction with Micawber Street.	The northern end of this bay extends over a entrance and is obstructing access.
Taplow Street	Change the 2 sections of single yellow line on the western kerb line running from the junction of Micawber Street to 13m south of the junction with Prestwood Street	These will ensure that access points are kept clear at all times.
Taplow Street	Insert a resident bay close to the junction with Prestwood Street on the western kerb.	There is sufficient road width to insert additional parking space at this location.
Taplow Street	Insert a resident bay on the western kerb starting 10m north of the junction with Prestwood Street.	There is sufficient road width to insert additional parking space at this location.

Taplow Street	Change the single yellow line on the entire eastern kerb line to double yellow line.	There is access points along this side of the street which need to be kept clear at all times.
Thoresby Street	Change all single yellow lines to double yellow line extending around corners.	This street is too narrow and situated next to a busy drive through McDonald's so adequate access is needed at all times
Underwood Row	Insert a new 15m resident bay on the southern kerb east of the junction with Underwood Street.	There is sufficient road width to insert additional parking bays at this location.
Underwood Row	Change all remaining single yellow line to double yellow line.	The width of the road is too narrow and needs to be kept clear for access to emergency vehicles.
Underwood Street	Change all sections of single yellow line to double yellow line except for one section outside 15 to 37	The width of the road is too narrow and needs to be kept clear for access to emergency vehicles.
Underwood Street	Insert a new permit bay outside 15 to 37.	This will provide additional parking provision for resident and business permit holders.
Vestry Street	Change all sections of single yellow to double yellow line on this street.	This is a busy bus route which needs to be kept clear. The change will help to improve traffic flow.
Vestry Street	Change the single yellow line to double yellow line around the traffic island at junction with Vestry and Nile Streets	This will prevent parking on the traffic island and will help to ensure access and traffic flow.
Vestry Street	Extend the permit bay outside 6 to 8 by 5m.	This will provide additional parking provision for resident and business permit holders.
Vestry Street	Insert a new 5m permit bay outside 4.	This will provide additional parking provision for resident and business permit holders.
Wellesly Terrace	Change all single yellow lines to double yellow lines	The road is very narrow and needs to be kept clear for the safe access of emergency vehicles.
Wenlock Road	Change all remaining single yellow line to double yellow line (except 25m outside number 3 and 21m outside 5 to 7).	This road is very busy and this section of yellow line comprises of entrances and access to the depots and warehouses
Wenlock Road	Extend the northern boundary of the resident bay located on the eastern kerb and most southern end of the road by a distance of 14m.	This will provide additional parking provision for resident permit holders.
Wenlock Road	Insert a 25m permit bay outside 7 to 9.	This will provide additional parking provision for resident permit holders.
Wenlock Road	Extend resident permit bay opposite No. 3 by 22m northwards	This will provide additional parking provision for resident permit holders.

Wenlock Road	Extend southern bay near City Road southwards by 10m	This will provide additional parking provision for visitors
Wenlock Road	Extend bay outside 20 to 22 northwards by 11m	This will provide additional parking provision for permit holders and visitors
Wenlock Road	Extend bay outside 12 to 16 southwards by 16m	This will provide additional parking provision for permit holders and visitors
Wenlock Street	Extend the permit bay outside 37 to 48 by 14m westwards.	This will provide additional parking provision for resident permit holders.
Wenlock Street	Insert a new resident bay outside 61 to 68 and 91 to 100 Sylvia Court.	This will provide additional parking provision for resident permit holders.
Wenlock Street	Insert two resident bays outside the former TA Centre	This will provide additional parking provision for resident permit holders.
Wenlock Street	Extend the permit bay outside 25 to 49 Bletchley Court by 10m.	This will provide additional parking provision for resident permit holders.
Wenlock Street	Extend the permit bay opposite 110 to 134 by 10m	This will provide additional parking provision for resident permit holders.
Wenlock Street	Change all remaining single yellow line to double yellow line (except for a section outside the hostel and former TA Centre).	This will help to improve traffic flow and will improve safety at junctions.
Westland Place	Change all sections of single yellow line to double yellow line	This road is too narrow and a busy cut through so needs to be kept clear at all times.
Wharf Road	Change the remaining single yellow line on the eastern kerb line at the junction with City Road to double yellow line.	This will help to improve safety at the junction.
Wharf Road	Change the existing single yellow line on the eastern kerb on the junction with Micawber Street to double yellow line.	This will help to improve safety at the junction.
Wharf Road	Insert a 27m shared use bay north of the junction with Micawber Street.	This will provide additional visitor and permit parking.
Wharf Road	Change the single yellow line outside the boundary of 12 to 16 and outside 20 to double yellow line.	This will help ensure access to off street parking.
Wharf Road	Change the single yellow line over the entrance between 22 and Warehouse E to double yellow line.	This is access to Barts Hospital Trust and needs to be kept clear at all times.

Wharf Road	Change the two permit bays at the junction with City Road to pay and display only and extend the southern bay by 10m.	This will provide dedicated visitor parking at this busy intersection.
Wharf Road	Change the residents bays outside 12 to 22 to shared use (pay and display and permit holders).	This will provide additional visitor parking without affecting the residents' ability to park.
Wharf Road	Change the single yellow line outside entrance to 241 to 255 City Road to double yellow line.	This will help ensure access to off street parking.
Wharf Road	Change the single yellow line between the access ways of Warehouses A and B to double yellow line.	This will help ensure access to off street parking.
Wharf Road	Change the single yellow line outside 44 to 48 to double yellow line.	This will help ensure access to off street parking.
Wharf Road	Change the single yellow line outside 48 to 50 to double yellow line.	This will help ensure access to off street parking.
Wharf Road	Change the single yellow line outside 50 to double yellow line.	This will help ensure access to off street parking.
Wimbourne Street	Change the business bay at the side of 155 City Road to general permit bay	This will increase parking flexibility for resident and business permit holders.
Windsor Terrace	Change all sections of single yellow line on the western kerb line	This will protect access to private garages opposite 1 to 12 Micawber Court.
Windsor Terrace	Change all sections of single yellow line on the southern end of this terrace where it forks off into two sections of road.	The road is too narrow for parking here at any time.
Windsor Terrace	Extend the resident bay outside 29 to 40 Micawber Court.	The 3.5m stretch of single yellow line is unnecessary and can be replaced with parking bays.
Windsor Terrace	Extend the two shared use bays outside 13 to 28 Micawber Court, replacing the single yellow line, and extend the bay 4m southwards.	This change will increase parking provision for permit holders and visitors.
Windsor Terrace	Change all remaining sections of single yellow line to double yellow line (except 70m outside Wimbourne Court).	This will ensure access to private driveways and will help improve access for emergency vehicles.

## 11.0 Appendix 4: Pay & Display Changes

Table 41: Changes to Pay & Display maximum stay.

Machine No.	Street Name	Current Tariff	Proposed Tariff	Reason
005A_CS	Chart Street	£4p/h Max 10hrs	Change max stay to 4hrs	The reduction in the maximum stay will help to encourage short stay parking while discouraging commuter parking.
009A_ER	Eagle Wharf Road	£4p/h Max 10hrs	Change Max stay to 4hrs	The reduction in the maximum stay will help to encourage short stay parking while discouraging commuter parking.
010A_ER	Eagle Wharf Road	£4p/h Max 10hrs	Change Max stay to 4hrs	The reduction in the maximum stay will help to encourage short stay parking while discouraging commuter parking.
022A_WP	Westland Place	£4p/h Max 10hrs	Change Max stay to 4hrs	The reduction in the maximum stay will help to encourage short stay parking while discouraging commuter parking.

Table 42: Pay & Display machine movements

Machine No.	Street Name	Current/Proposed Tariff	Change	Location	Reason
019A_SW	Shepherdess Walk	20p = 3min Max 4hrs	Remove Machine	Outside Police Station	Current bay being replaced with a Police bay
n/a	Wharf Road	20p = 3min Max 4hrs	New machine	o/s 12-22	To service additional new bays
n/a	Wharf Road	20p = 3min Max 4hrs	New machine	opp No 9	To service additional new bays
n/a	Nile Street	20p = 3min Max 4hrs	New machine	o/s 65-71	To service proposed shared use bay
n/a	Brunswick Place	20p = 3min Max 4hrs	New machine	o/s 5-7	To provide better machine coverage
n/a	East Road	20p = 3min Max 4hrs	New machine	o/s 75	To service proposed shared use bay
n/a	Cropley Street	20p = 3min Max 4hrs	New machine	o/s 3-13	To service additional shared use bays

11.1 All pay and display and shared use return times to be standardised to 2hrs no return.

## 12.0 Appendix 5: Timetable of Councillor Meetings

- 12.1 The above table indicates that the Council upheld a majority of the requests made by the Ward Members during the on-site meeting; this was perceived as a positive outcome by Parking Services in moving the project forward.
- 12.2 During the meeting no indication was given by the Councillors that any additional requests would be made in relation to the restrictions other than the ones agreed on site. However, an email received by Cllr McKenzie has suggested otherwise as the Councillors are still opposing to the final proposals which detracts from what was agreed during the meeting.

**Table 43: Meeting with Councillors and Key Outcomes**

Meeting	Date	Outcome
Cllr Lang	18/07/2008	<p>Agree to carry out a walk of the zone and revise double yellow line restrictions where possible.</p> <p>Agree to set up meeting with ward members prior to meeting with the Wenlock TMO to present additional changes.</p>
Cllr McKenzie Cllr Granville	11/09/2008	<p>Agree to implement double yellow lines where residents have expressed support in the formal consultation. This includes access for all estates and private driveway</p> <p>Agree the implementation of double yellow lines around junctions to improve visibility</p> <p>Agree to carry out a walk of the zone with the Ward members to discuss specific issues.</p>
Cllr McKenzie Cllr Granville Cllr Williams	30/09/2008	<p>Ward members and Parking Services systematically walked the zone and visited every location where the Councillors expressed specific concern regarding the proposed design.</p> <p>On site there was discussion at each location and an agreement was provisionally made and a commitment by parking to review areas where a decision could not be made on site.</p> <p>It was also agreed that any locations where a mutual agreement could not be reached would be included in the delegated report and submitted to Senior Management to make a final decision.</p> <p>Changes were made to a number of locations (see table 3) and results were sent to Councillors on 9/10/08.</p>
Wenlock TMO (Michelle Gregory and Peter Goldsmith)	13/10/2008	<p>A technical map was presented to TMO members.</p> <p>A summary of proposed changes provided.</p> <p>Parking Services agreed to supply additional information regarding the changes to Wenlock TMO by 15 Oct 08.</p> <p>Wenlock TMO provided a formal response opposing to the proposed changes on 24/10/08.</p>
Zone A Walk by Head of Parking Seamus Adams, Philip Burns, Keith Connett, Gulgun Chelikhan	20/10/2008	<p>A number of locations were identified where existing single yellow lines can be converted to parking bays.</p> <p>The proposed changes have been incorporated into the final design.</p>

**Table 44: Summary of roads visited with Councillors and key outcomes**

Road Visited	Outcome
Bevenden Street	<p><u>Councillor Request</u> Reposition parking bays to slow down traffic on this road.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Resident parking bays have been reallocated outside numbers 1 to 33 to opposite 1 to 33. Permit holders also gain an additional parking space.</p>
Bletchley Street	<p><u>Councillor Request</u> Maintain sections of single yellow line.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Maintain 9m of single yellow line at the junction with Murray Grove.</p>
Brunswick Street	<p><u>Councillor Request</u> To maintain single yellow lines on this road.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>To maintaining 56m (approx.11 car spaces) of single yellow line (SYL) opposite numbers 13-27.</p>
Cavendish Street	<p><u>Councillor Request</u> Maintain some yellow line on this street and relocate existing resident bays.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Relocating existing resident bays on the southern kerb-line to the northern kerb-line. Maintaining single yellow lines outside 35-88.</p>
Cropley Street	<p><u>Councillor request</u> Introduce limited waiting bays (free parking) on to support local businesses at this location.</p> <p style="text-align: center;"><b>Not Agreed</b></p> <p>The Council has a legal obligation under the Road Traffic Reduction Act 1997, to seek to reduce traffic and its impact on the health, safety and general environment of residents. Hackney's Parking &amp; Enforcement Plan (PEP), contains the stated objective of aiming to 'discourage inter and intra Borough car trips' (Parking Objective P7).</p> <p>Hackney does not currently offer free parking (except for Blue Badge holders) as this would contradict the PEP, its guiding policy document.</p>
East Road	<p><u>Councillor Request</u> Information regarding resident bay changing to shared use on East Road.</p> <p><u>Outcome</u> Currently 3 resident permit holders and 2 business permit holders in comparison to 8 parking spaces. There is sufficient parking for the number of permit holders with additional 3 spaces for visitor parking.</p>
Murray Grove	<p><u>Councillor Request</u> Maintain Single yellow lines on this road.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Maintained SYL adjacent to 103 Murray Grove (approx 2 car lengths). Maintaining a section of SYL from no 51-55 Murray Grove.</p>

Nile Street	<p><u>Councillors request</u></p> <p>Increasing the size of the loading bay at this location.</p> <p style="text-align: center;"><b>Not Agreed</b></p> <p>Parking Services were unable to extend this bay due to the turning circle required for access to Delta House.</p> <p>To increase the size of this bay, Parking Services would need to reduce the size of the parking bay on the opposite side of the road which would have an impact on permit holders at this location.</p>
Shaftesbury Street	<p><u>Councillor request</u></p> <p>Double yellow line to be reviewed.</p> <p style="text-align: center;"><b>Not Agreed</b></p> <p>Currently there are a number of access points where the double yellow lines have been introduced. These are to ensure various access points on this street are kept clear and that sufficient visibility for vehicles existing these access points are maintained.</p>
Shepherdess Walk	<p><u>Councillor Request</u></p> <p>Maintain single yellow line on this road.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Maintain 10m of single yellow line opposite 27-31. SYL to change to DYL on the section to the South of its junction with Murray Grove as requested by Councillors.</p>
Underwood Row	<p><u>Councillor Request</u></p> <p>DYL upgrades to be re-evaluated in front of a dropped kerb opposite numbers 6-20.</p> <p style="text-align: center;"><b>Not Agreed</b></p> <p>This area is pedestrian prohibited and is currently used by vehicles accessing a heavily scaffolded area. Parking Services will therefore re-evaluate the parking restrictions in this area once the building works are completed.</p>
Wenlock Street	<p><u>Councillor Request</u></p> <p>Single yellow lines to be reviewed and loading ban removed from outside number 100.</p> <p style="text-align: center;"><b>Agreed</b></p> <p>Parking Services will maintain single yellow lines at various locations on this road and reassess the parking restrictions in this area once building works are complete.</p>

**Table 45: Change in proposals for yellow lines (m)**

<b>Restriction Type</b>	<b>Existing</b>	<b>Consultation</b>	<b>Changes made after meeting with Cllr Lang</b>	<b>Changes made after: Ward members walkabout</b>	<b>Changes made after: Head of Parking walkabout</b>	<b>% change from original consultation</b>
No waiting at any time (define these restrictions)	3,191	12,327	11,281	10,620	10,596	14%
Restricted Waiting	11,040	994	1,151	1,623	1,267	22%

## 13.0 Appendix 6: Wenlock TMO response

Philip Burns - Interim Operations Manager

Neighbourhoods and Regeneration

London Borough of Hackney

350 Bocking Street

London E8 12th November 08

Dear Mr. Burns,

Zone A CPZ consultation

Further to my letter of 24th October and your e-mail of 26th November to the TMO manager Peter Goldsmith, I can advise that the board of the TMO has met again to consider the changes you have made to the proposal for the CPZ.

It is noted that there has been some attempt by Hackney Council to provide a number of extra parking bays, but the issues raised by the TMO in the letter of 24th October have not been addressed. These are:-

- a) That the original consultation was flawed and our request for further consultation has been denied.
- b) There is a significant change from single to double yellow lines which has an impact on visitors to vulnerable residents.
- c) Despite our requests we have seen no evidence for changes where lack of road width claimed.

Please refer to my previous letter for the full details.

As I advised in my previous letter, Wenlock Barn TMO operates for the benefit of the community in the Wenlock Barn Estate. The changes being proposed are to the detriment of the community, the proposals have not been justified by evidence, the proposals have not been clearly explained and there has not been fair consultation.

Consequently it is with regret that due to the failure of Hackney Council as identified above and in my letter of 24th October, the TMO has no option other than to formally object to the proposals for changes to Controlled Parking Zone A. Furthermore, should the Council press ahead and issue notice of an Order, the TMO would formally object to the Order.

Please note that this letter and the comments within it should only be reproduced in full. Extracts from this letter are not permitted.

Yours sincerely,

Michelle Gregory

Chair of Wenlock Barn TMO

## 14.0 Appendix 7: Summary of Fire Service Changes

- 14.1 Following the drop-in meeting on 10<sup>th</sup> March 2009, Officers carried out further site visits with the Fire Service to consider additional changes that aimed to increase parking bay allocation for resident permit holders.
- 14.2 The following table summarises the locations visited and the changes approved or rejected by the Fire Service:

**Table 48: Summary of roads visited with Fire Service and key outcomes**

Road Visited	Outcome
Cavendish Street	Lose 5m (1 space) from the bay relocated from southern to northern kerb. Lose 7.5 (1 space) from new bay outside 25 to 88 Cropley Court.
Cranwood Street	Replace 10m (2 spaces) of shared use bay with DYL. Add 5m (1 space) on southern kerb.
Ebenezer Street	The fire brigade asked us not to proceed with the proposed new 30m (6 spaces) bay on the southern kerb and to leave it as DYL.

## 15.0 Appendix 8: Fire Engine Access Requirements

- 15.1 Below are a series of photographs taken at the location to demonstrate the amount of road space required by the Fire Service and their vehicles.

Photo 1 – this shows the Fire Service driving down the road.



Photo 2 – this shows the road space taken up by the Fire Service prior to the equipment lockers being opened.



Photo 3 – this shows the Fire Service vehicle with the equipment drawer on one side of the vehicle fully extended - please note there is another equipment drawer on the opposite side of the vehicle.



Photo 4 – This shows the Fire Service vehicle between two parked vehicles. Please note the red van was being loaded by its driver and would have been legally parked if it had been fully on the road – the driver did offer to move the van.



Photo 5 – This shows the access to the equipment locker with the bay occupied.



Photo 6 – This shows the access to the equipment locker with the vehicle on the single yellow line – Fire Service vehicle was in the same position as in Photo 5.



Photo 7 – The Fire Service vehicle was moved forwards to allow full extension of equipment drawer.

