

1.0 Summary

- 1.1 Zone C was introduced in 1998, with this 3-year Operational Review (Stage 4) conducted in line with the policy recommendations laid out in the Parking and Enforcement Plan (PEP).
- 1.2 This report details the consultation process and results of the Operational Review of Controlled Parking Zone (CPZ) C (Dalston). The results of this Review have been analysed in three parts; general parking issues, design feedback, and customer satisfaction.

2.0 Recommendations

- 2.1 The Director of Neighbourhoods and Regeneration is recommended to:
 - Approve proposal to maintain the current enforcement hours in zones C following analysis into the feasibility of splitting the zone.

Proposed amendments to Zone C

- Approve proposed design amendments to Zone C (Appendix 4)
- Approve proposal to keep the existing hours of enforcement
- Approve proposed pay and display tariff changes (Appendix 5)
- Approve proposal to limit parking on the Market area of Ridley Road

General recommendations

- 2.2 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 C.

3.0 Related Decisions

- 3.1 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.

4.0 Financial Considerations

- 4.1 In the last 12 months, just over 26,500 PCNs were issued in CPZ C; with a conversion rate of 52%, paid PCNs generated income of £898,300. This includes PCNs issued by CCTV. Additionally, £38,715 was raised from 602 clamps and removals bringing the total revenue from enforcement to £937,015.
- 4.2 In the same period, 2239 resident parking and 241 business parking permits were issued, representing an income of £172,378. This is unlikely to alter as a result of the proposed changes.
- 4.3 Pay and Display machines in Zone C took a total of £322,205 over the last 12 months. Proposed changes will lead to a net loss of 85 spaces available to Pay and Display users and an estimated £17,799 revenue deficit.
- 4.4 The proposed installation of 3 new Pay and Display machines will cost an estimated £7,500.
- 4.5 Parking Services have budgeted to contribute £300,000 per annum to the parking reserve account. In both 2004/5 and 2005/6 this was exceeded. Therefore the impact of these proposals which is estimated to lead to the £21K reduction of current revenue is unlikely to adversely affect the target for the 2007/08 financial year.

5.0 Comments of the Borough Solicitor

- 5.1 The Borough Solicitor stated that they had no comments.

6.0 Consultation Process

- 6.1 In 2006/07, Zone C was among 8 CPZs programmed for review; the others were E (Extension), G, G1, G2, J (Extension), M.
- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 A more detailed explanation of the consultation process can be seen in Appendix 1.

7.0 Consultation Response

- 7.1 It should 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.
- 7.2 Because the public response to the review consultation is primarily through self-administered surveys, there was no control over those who chose to fill out the questionnaire.
- 7.3 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 our feedback is 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.
- 7.4 Recommendations are based on feedback received from the public consultation, and analysis of permit occupancy, PCN issue rates, and pay and display revenue.

Response rate

- 7.5 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 current scheme.
- 7.6 A door-to-door survey is carried out from week 5 of the public response period. The main aim is to raise awareness of the consultation and increase the numbers of questionnaires returned. The exercise also provides feedback on the effectiveness of various types of media used and insights into why questionnaires may not be returned. See Appendix 2 for results of the Zone C door-to-door surveys.
- 7.7 A significant percentage of residential properties within the C CPZ (30%) are situated on private roads or local authority housing estates, which usually have their own parking schemes. These respondents represented only 19% questionnaires returned in C. 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.
- 7.8 When these residents are excluded, the questionnaire response rates for C climb to 4.3% from 3.7%.
- 7.9 Almost all feedback came from responses to questions asked in the consultation leaflets - approximately 91-95% of all communication received (Table 1).

Table 1: Communication received by type

Communication Type	C
Calls	5
Counter Enquiry	0
Drop In Session Forms	12
E-mail	4
Letter	4
Questionnaires	240
Total	265

Packs Distributed	6,475
Questionnaire Response Rate	3.7%
Overall Response Rate	4.1%

Based on number of occupied properties observed during consultation pack distribution.

8.0 Consultation Analysis – Zone C

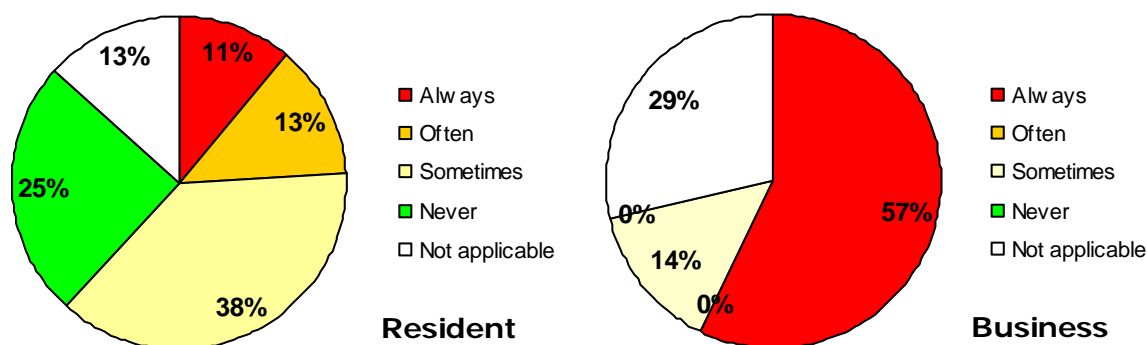
- 8.1 Recommendations are not put forward solely on the basis of questionnaire feedback; consultation takes into account the needs (occupancy analysis) and wants (preferences indicated through consultation feedback) of all services users and attempts to find the best balance possible.
- 8.2 Analysis 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.
- 8.3 Recommendations for changing the status quo, or not, have been put forward in light of all data.

Impact of Controlled Parking

- 8.4 Questions from Sections 3 and 4 gathered impressions about effectiveness of the current parking controls and hours of operation.

8.5 Very few residents said that they and their visitors regularly have a problem finding somewhere to park (Figure 1). However, those that do tend to live near the commercial area of Kingsland High Street and Ridley Road market or are on one of the several streets that cross CPZ boundaries. It was primarily businesses that told us that they and their visitors' experienced difficulty parking (Figure 2); this is partly due to many businesses being situated on red routes.

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



Excludes question responses with missing data.

8.6 Permit and occupancy analysis shows that several roads within Zone C are at or above capacity in terms of permits issued compared to parking facility; Arcola Street, Bradbury Street, Dalston Lane, Gillett Street, Ridley Road, Shacklewell Lane, and Kingsland Road / High Street / Stoke Newington Road have a lack of spaces available to both resident and business permit holders, while on Foxley Close, Graham Road, Kingsland Green, Queensbridge Road, Richmond Road, and Tyssen Street the issue is inadequate resident permit spaces. Some of these are red routes controlled by TfL or priority bus routes where Parking Services' capacity to add parking spaces is limited.

8.7 However, respondents report that they experience problems parking on many other roads where permit analysis indicates there is sufficient space – for example Colvestone Crescent. It may be that enforcement patrols need to be increased in these areas to prevent unauthorised use of parking bays.

Recommendations

8.8 Liaise with Contracts Services to increase enforcement in parking 'hotspots'.

Controlled Parking Design & Proposals

8.9 The consultation questionnaire asked the public specifically about hours of operation and proposed street-level changes.

Hours of control

8.10 Current operating hours are Monday to Saturday 7:00am – 7:00pm.

8.11 Although nearly three-quarters (72%) of respondents want the hours of control revised, the most popular weekday start and finish times given are still 7:00am (42%) and 7:00pm

(37%). Majority preference for controlled days is split evenly between the current Monday to Saturday and a shorter Monday to Friday.

- 8.12 Recent reviews have resulted in a reduction to half-day parking controls on Saturdays, so this consultation specifically asked about preferred operating hours on weekends. However, the most requested start and finish times for weekend parking controls still correspond to current operating hours - 7:00am (60%) to 7:00pm (54%).
- 8.13 Analysis into a potential split between the hours of control for the zone based on commercial and residential areas was carried out after the consultation feedback had been received. This analysis showed that there was no clear division on the start and end times of the CPZ or the days of enforcement geographically.

Recommendations

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

General design feedback

- 8.15 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. The majority (60%) of respondents were happy with this idea, although some expressed concern over the loss of on-street parking space this change would bring.
- 8.16 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:

Richmond Road

- Reduce *resident permit* bay outside Nos.138-142 by 23.5m and replace with *double yellow lines* – maintains access for existing drop kerbs (8).
- Reduce *resident permit* bay outside No.154 by 3m and replace with *double yellow lines* – maintains access for newly installed drop kerb (9).

Shacklewell Lane

- Reduce the *resident permit* bay outside Nos.52-66 by 6m and replace with *double yellow lines* – improves visibility and safety at this road bend and junction (17).

Sandringham Road

- Replace the *shared use* (2 hours) bay at the Kingsland High Street junction with *double yellow lines* – improves road safety and congestion at this busy point (13).

Recommendations

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

- 8.18 To accept the proposal to reduce the bay outside Nos. 138-142 in Richmond Road, a second site survey has been conducted and it has been agreed that this is an essential amendment due to dropped kerbs at the location.
- 8.19 To approve the proposal to install double yellow lines outside No. 154 Richmond Road, this will allow access for the newly installed dropped kerb.
- 8.20 To approve the proposals in Shacklewell Lane (8.16) due to safety issues surrounding this part of the street.
- 8.21 To approve the proposal to replace the shared use bay in Sandringham Road with double yellow lines due to safety concerns in this part of the street.
- 8.22 To approve the final proposals for the Controlled Parking Zone with amendments made following customer feedback. (Appendix 4).
- 8.23 Following internal consultation with a representative from Markets to limit the parking on the market section of Ridley Road which is currently unmarked and has no restrictions in place. This will allow traders provision to load and unload in the area but then vacate and use alternative parking arrangements. This will also ensure that the area used as the market is safe for pedestrians.
- 8.24 Appendix 6 of this report outlines a benchmarking exercise which took place in August 2007 identifying how parking in and around markets are managed in other London boroughs. This exercise assisted in identifying the need for restrictions on the street.

Councillor Feedback

- 8.25 The following comments were put forward by Councillors following their opportunity to review the proposals outlined in this document.
- 8.26 There was a general support for the upgrading of double yellow lines in Arcola Street.
- 8.27 There has been reference made to two disabled bays located in Dunn Street and their legal standing. These bays are currently being investigated as part of the ongoing borough wide disabled bay review. This project, whilst independent of the Zone C Stage 4 Review, is running concurrently. Any issues surrounding the legal status of the bays will be rectified as part of this audit.
- 8.28 A comment was made in relation to the road layout for St Marks Rise concerning buses driving through the street and the removal of bays at the location. Streetscene have been consulted as part of this review and have made their own comments in relation to the provision of access for buses. Streetscene have made their own changes to the layout of the street and are currently satisfied with the design, particularly as it aids in claming traffic at the location and acts as road safety measure.
- 8.29 A request has been made to change the shared use bays on Sandringham Road at its junction with Amhurst Road to pay and display only. Due to the number of resident permits issued to residents in both Sandringham Road and the streets surrounding it, the loss of residential parking would have a severe impact on these service users. Whilst Amhurst Road is not in zone C there has recently been an increase in the number of visitor parking

bays at its junction with Sandringham Road, providing additional visitor parking spaces in this area.

- 8.30 A request was made to remove the footway parking in St John Campbell Road, this has been identified and discussed with Streetscene who are in the process of amending the road layout to remove footway parking from the street.

Customer Satisfaction

- 8.31 Under half (42%) of respondents felt that the current design and parking provision is effective. The obvious reason for dissatisfaction is the parking stress in streets close to the commercial areas of Kingsland High Street and Ridley Road market. However, comments suggest that some residents on quieter roads with many available spaces are unhappy as they do not perceive a need for controlled parking at all.
- 8.32 On the whole, respondents are happy with the current levels of parking enforcement rating it good or better (58%). Those who felt it could be improved had conflicting views; some complained of “over zealous” parking attendants while others deplored the lack of or sporadic enforcement, especially in roads attracting shoppers or club clientele. Others asked for a better attitude and more flexible approach from Parking Attendants and the cessation of clamping.
- 8.33 Three in four (71%) respondents had contacted Parking Services since Zone C’s introduction, preferring to come in person to the Parking Shop or telephone. This is a much higher contact rate compared to recent reviews in other CPZs. The most common reason for getting in touch was to buy a parking permit or visitor vouchers.
- 8.34 Unfortunately, the majority of respondents that had contacted Parking Services were not happy with the customer service they received (56% average or below), nor were they satisfied with the outcome (55% average or below). Comments focused on the running of the Parking Shop, permits and visitor vouchers, and parking enforcement.
- 8.35 Almost all respondents found the information within the consultation pack useful, with some praising the consultation process as evidence that Parking Services is listening to the public. Others held on to the common belief that the Council is ignoring their suggestions and using CPZs as a purely revenue-raising scheme. Reassuringly, there were very few comments directed at the consultation pack unlike in previous reviews.

9.0 Implementation timetable

Subject to approval of this report residents and businesses will be notified of any approved changes and general feedback in December 2007.

Implementation of approved changes as detailed in the consultation leaflet is scheduled to take place in February 2008 subject to weather conditions permitting road works. Warning signs will be placed on each road in advance of works.

Key Dates

Delegated Report for approval	September 07
Drafting of final letter to all stakeholders with results	October 07
TMO publication	December 07
Implementation of Changes	February 08

Report Originating Officers: Abdul Ali and Barry Francis

Financial Comments: Deen Odunsi

Borough Solicitor comments: Amanda Kelly

Date of report: 28th March 2007

Enclosures

Appendix 1 Detailed Consultation Process

Appendix 2 Door to Door Awareness Survey

Appendix 3 Zone C Analysis

Appendix 4 Zone C Proposals by Street

Authorisation of Director:

Name:

Signature:

Date:

Description of document	Location	Date
Cabinet Report FP2.07 (Capital Programme update 05/06)		23 rd May 2005

Appendix 1: Detailed Consultation Process

9.1 Consultation takes place in two stages:

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

Preliminary Consultation

9.2 Preliminary consultation for zone C 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.

9.3 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

9.4 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 2). 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 2: Internal Stakeholder Consultation

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

9.5 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

- 9.6 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 3).

Table 3: External Stakeholder Consultation

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

- 9.7 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

- 9.8 In line with the Council's Public Consultation Charter, an 8 week public response period for each consultation exercise is undertaken; those for Zone C was carried out from 6th November 2006 to 12th January 2007, including an extension from the original close date of 15th December 2006.
- 9.9 The process is advertised using a wide range of methods. These include:
- Consultation packs with translation requests. These were delivered during the week commencing 6th November 2006.
 - 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. This was held on 20th (Zone C) November 2006.
 - 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.

Consultation pack

- 9.10 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

9.11 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 8 week 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

9.12 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

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

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

Door to Door Survey

9.15 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.

10.0 Appendix 2: Door to Door Awareness Survey

- 10.1 Parking Services carried out door to door surveys from week 6 of the public response period to increase awareness and encourage the return of questionnaires, particularly among residents and local businesses on streets showing a below average response rate.
- 10.2 Surveyors targeted 20% of address on each street within the CPZ under review. However, due to no response or unwillingness to take part, the actual number of properties surveyed is much lower (Table 4) – by “surveyed”, we mean addresses where the occupier took part in the survey.

Table 4: Door to door awareness survey coverage.

Zone	No. Addresses	No. Surveyed	% Surveyed
C	6,475	340	5%

- 10.3 Forty-nine percent of premises surveyed within Zone C were aware of the consultation review process. The sources that made them aware can be seen in Table 5.

Table 5: Sources of consultation awareness among premises surveyed.

C	
Awareness Method	% Surveyed
Received pack	47%
Saw advert	1%
Saw sign	42%
Car flyer	4%
Letterbox leaflet	11%
Word of mouth	7%

Excludes those who said they were unaware of the consultation.

- 10.4 Twenty-nine percent of premises surveyed within Zone C had received a consultation pack. Only 3% of these respondents in Zone C had requested the pack themselves.
- 10.5 Among those who had not received a pack, 93% of respondents in Zone C wanted one. Those who did not want a pack were either not interested (mainly because they were not drivers) or felt their comments would be ignored.
- 10.6 Among those who had received or wanted a pack, 23% of surveyed premises in Zone C they would not be sending it back (Table 6). The main reason given in was lack of interest or relevance (53%).

Table 6: Reasons for not returning consultation packs among those who said they would not be sending it back.

	C
Reasons for not sending pack back	% Received Pack
Believe comments ignored	9%
Not interested/relevant	53%
Too busy	24%
Other	15%

- 10.7 Overall, 84% of those who answered the question in Zone C felt the consultation process was useful.
- 10.8 Further comments and suggestions on improving the consultation process, given by those surveyed in Zone C have been included in the sections on street-specific proposals and customer service below.

11.0 Appendix 3: Zone C Analysis

Demographics

- 11.1 Questionnaires were received from just under three-quarters of all streets delivered to (73%) with Elrington Road (28%), Ritson Road (26%), and Perch Street (23%) having the highest response rates. An additional 8 questionnaires were also received from Hackney residents in other CPZs.

Table 7: Distribution and returns of consultation packs by street.

Street Name	Sent	Returned	% Response
Elrington Road	36	10	28%
Ritson Road	19	5	26%
Perch Street	26	6	23%
Holly Street	17	3	18%
Wilton Way	50	9	18%
Abersham Road	40	6	15%
Forest Grove	44	6	14%
St Philip's Road	104	15	14%
Dunn Street	16	2	13%
Parkholme Road	141	18	13%
Fassett Square	60	7	12%
Ashwin Street	13	1	8%
Forest Road	131	11	8%
Ramsgate Street	27	2	7%
Ferndiff Road	48	3	6%
Montague Road	103	6	6%
Beechwood Road	21	1	5%
Queensbridge Road	167	8	5%
Shacklewell Row	20	1	5%
Alvington Crescent	112	5	4%
Cecilia Road	193	8	4%
Colvestone Crescent	299	13	4%
Fassett Road	23	1	4%
Richmond Road	210	8	4%
Salcombe Road	49	2	4%
Seal Street	48	2	4%
Stannard Road	28	1	4%
Bradbury Street	68	2	3%
Downs Park Road	157	5	3%
Gillett Street	33	1	3%
John Campbell Road	59	2	3%
Kingsland Road	235	6	3%

Street Name	Sent	Returned	% Response
Laurel Street	274	8	3%
Massie Road	31	1	3%
Sandringham Road	351	12	3%
St Mark's Rise	146	5	3%
Boleyn Road	54	1	2%
Graham Road	158	3	2%
Shacklewell Lane	378	9	2%
Dalston Lane	717	5	1%
Kingsland High Street	311	4	1%
Ridley Road	316	4	1%
Stoke Newington Road	203	3	1%
Abbot Street	26	0	0%
Amhurst Road	83	0	0%
April Street	39	0	0%
Arcola Street	309	1	0%
Birkbeck Mews	9	0	0%
Birkbeck Road	7	0	0%
Clifton Grove	70	0	0%
Cumberland Close	32	0	0%
Foxley Close	88	0	0%
Hartwell Street	1	0	0%
Kingsland Green	19	0	0%
Langford Close	17	0	0%
Mayfield Close	78	0	0%
Roseberry Place	8	0	0%
Tyssen Street	104	0	0%
Wayland Avenue	8	0	0%
Unknown	-	1	n/a
Out of area	-	8	n/a

11.2 As we can see from the table above there was a particularly low turn out from properties in zone C, with some streets having over 300 questionnaires sent out and 1% or less returned.

11.3 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.

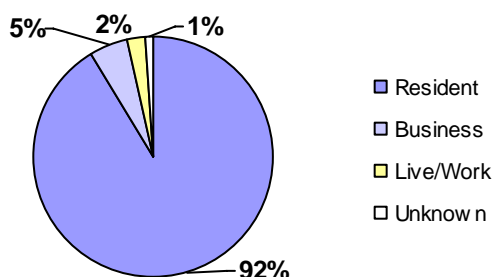
Parking Permits

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

- 11.4 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 8 and Figure 3: Is this address residential, business, or both (Q2)?

Occupier Type	Responses	
	Number	Percent
Resident	220	91%
Business	12	5%
Live/Work	6	2%
Unknown	3	1%
Total	241	100%



Question 3: How many cars or motorcycles do you park in Zone C?

- 11.5 Just over two-thirds (65%) of respondents answering this question said they parked just 1 car in Zone C, with only a fifth (19%) parking 2 or more.
- 11.6 The majority (86%) of respondents did not park a motorcycle on street and those that did were residential occupiers only. Motorcycles can be parked for free within the CPZ, as long as they park at right angles to the kerb, and do not require the purchase/display of a relevant permit.

Table 9: How many cars or motorcycles do you park in Zone C (Q3)?

No. vehicles	Cars		Motorcycles	
	Number	Percent	Number	Percent
None	38	16%	90	86%
1	153	65%	12	11%
2	38	16%	3	3%
3+	7	3%	0	0%
Total	236	100%	105	100%

Excludes question responses with missing data.

Question 4: How many 'C' permits are held by people who live/work at this address?

- 11.7 Seventy-five percent of respondents report holding at least 1 resident permit (excludes businesses as they are not eligible). Half of all business responses indicated the possession of a valid business permit.
- 11.8 Less residents and live/work occupiers say they hold a permit than claim to park in Zone C. This is partly due to the use of off-street parking spaces but anecdotal evidence also suggests that some residents are using their car during operational hours, parking after restrictions end.

- 11.9 A handful of businesses also claim to hold a resident permit. These could also be residents of the same CPZs, taking advantage of their local status to park near work, or errors in questionnaire completion.

Table 10: How many Zone C permits are held by people who live/work at this address (Q4)?

No. permits	Resident		Business	
	Number	Percent	Number	Percent
None	63	27%	75	95%
1	132	57%	3	4%
2	34	15%	1	1%
3+	2	1%	0	0%
Total	231	100%	79	100%

Excludes question responses with missing data.

Questions 5 and 6: Is there anyone in your business or household that is a Disabled / Companion Badge holder?

- 11.10 Thirteen percent of respondents answering this question said that someone in their household or business held a Disabled Badge; 87% of these were residents.
- 11.11 Only half of those reported Disabled Badge holders also had a Companion Badge. The latter is vehicle-specific, so less of a target for thieves, and also allows the holder to park in *resident permit* bays. However, early feedback from 2007's review of disabled bays and the Companion Badge policy suggests that awareness of this scheme is not widespread.

Table 11: How many Disabled / Companion Badges are held by people in your household or business (Q5 and Q6)?

Response	Disabled Badge		Companion Badge	
	Number	Percent	Number	Percent
Yes	30	13%	15	7%
No	207	87%	213	93%
Total	237	100%	228	100%

Excludes question responses with missing data.

Question 7: How many off street parking spaces do you have?

- 11.12 Three-quarters of respondents have no off street parking spaces available to them, requiring them to buy a relevant permit if they own a vehicle.
- 11.13 More businesses said they had at least 1 off street space (30%) than residents (24%).

Table 12: How many off street parking spaces do you have (Q7)?

No. spaces	Responses	
	Number	Percent
None	170	76%
1	38	17%
2	8	4%
3+	7	3%
Total	223	100%

Excludes question responses with missing data.

Question 8: How many Visitors Vouchers do you use per month on average?

- 11.14 Most respondents are taking advantage of the Council's visitor voucher scheme with over half (52%) using up to 1 book (10 vouchers) per month on average and a further 9% using 2 or more.
- 11.15 Again, a handful of businesses also claim to use Visitors Vouchers (for which they are not eligible). These could also be residents of the same CPZs, taking advantage of their local status to park near work, or errors in questionnaire completion. However, feedback from other CPZs has suggested that some businesses are acquiring and using these vouchers fraudulently which the Council is investigating.

Table 13: How many Visitors Vouchers do you use per month on average (Q8)?

No. books	Responses	
	Number	Percent
None	67	29%
1	118	52%
2	23	10%
3+	21	9%
Total	229	100%

Excludes question responses with missing data.

Controlled Parking Zone Design

Operating Hours

11.16 The current operational hours in Zone C are Monday to Saturday 7:00am to 7:00pm.

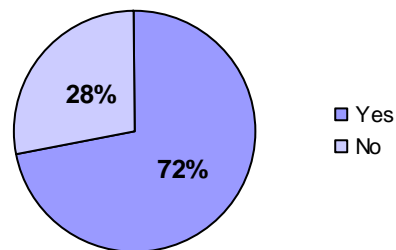
Question 9: Do you want the hours of parking control revised?

11.17 A majority of nearly three-quarters (72%) would like the hours of control revised. This opinion is even more prevalent among business (91%) and live/work (100%) respondents.

Table 14 and Figure 4: Do you want the hours of parking control revised (Q9)?

Revise Hours	Responses	
	Number	Percent
Yes	167	72%
No	66	28%
Total	233	100%

Excludes question responses with missing data.



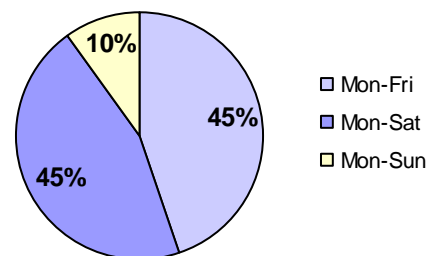
Question 10: What are your preferred days?

11.18 The favoured days for parking restrictions are Monday to Saturday (current days) by a tiny margin of just 1 respondent. Residents are keener on controls that include at least 1 weekend day (56%), while businesses prefer weekdays only (64%).

Table 15: What are your preferred days (Q10)?

Preferred Days	Responses	
	Number	Percent
Mon-Fri	103	45%
Mon-Sat	104	45%
Mon-Sun	23	10%
Total	230	100%

Excludes question responses with missing data.



Question 11: What are your preferred operating hours?

11.19 The most requested start and finish times for weekday parking controls correspond to current operating hours - 7:00am (42%) to 7:00pm (37%). 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 – 8:00am start (19%) and 6:00pm (20%) end.

11.20 Analysing preferred operating hours by occupier type gives a different picture. Residents still favour the 7:00am start (43%) and 7:00pm finish (37%), but businesses opt for a shorter period of restriction running from 8:00am (44%) to 6:00pm (33%). Live/work occupiers are evenly split between a 7:00am (50%) or 9:00am (50%) start and a 5:00pm (50%) and 7:00pm (50%) finish.

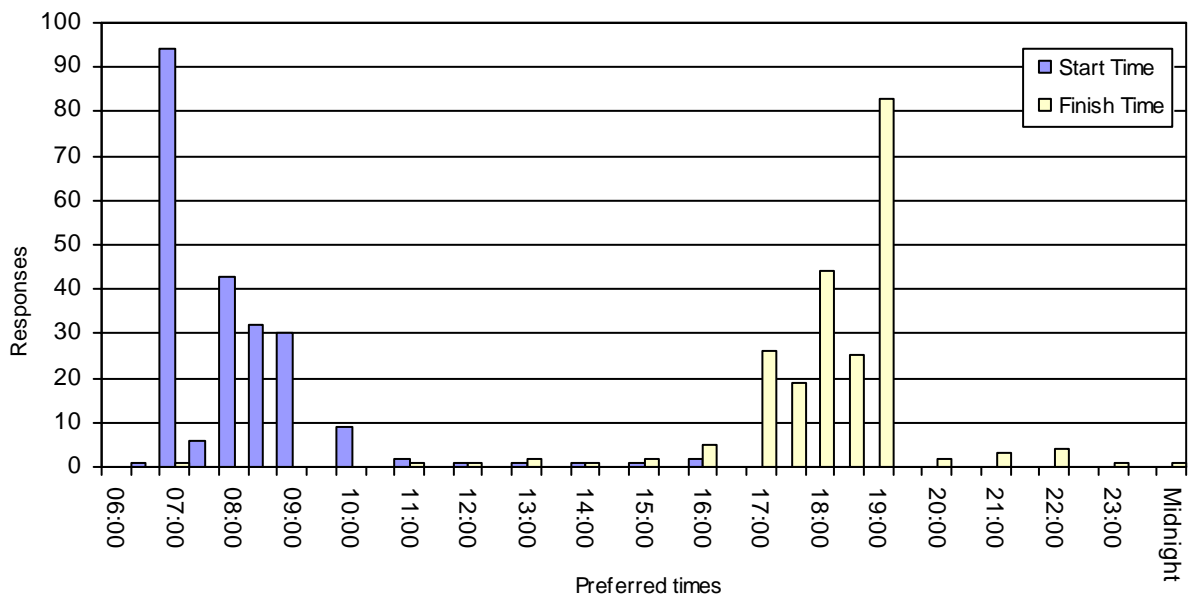
Table 16: What are your preferred weekday operating hours (Q11)?

Start Time	Responses	
	Number	Percent
06:30	1	0%
07:00	94	42%
07:30	6	3%
08:00	43	19%
08:30	32	14%
09:00	30	13%
10:00	9	4%
11:00	2	1%
12:00	1	0%
14:00	1	0%
19:00	1	0%
20:00	1	0%
24 hours	2	1%
Total	223	100%

End Time	Responses	
	Number	Percent
07:00	1	0%
11:00	1	0%
12:00	1	0%
13:00	2	1%
14:00	1	0%
15:00	2	1%
16:00	5	2%
17:00	26	12%
17:30	19	9%
18:00	44	20%
18:30	25	11%
19:00	83	37%
20:00	2	1%
21:00	3	1%
22:00	4	2%
23:00	1	0%
Midnight	1	0%
24 hours	2	1%
Total	223	100%

Excludes question responses with missing data.

Figure 5: Preferred weekday operating hours.



11.21

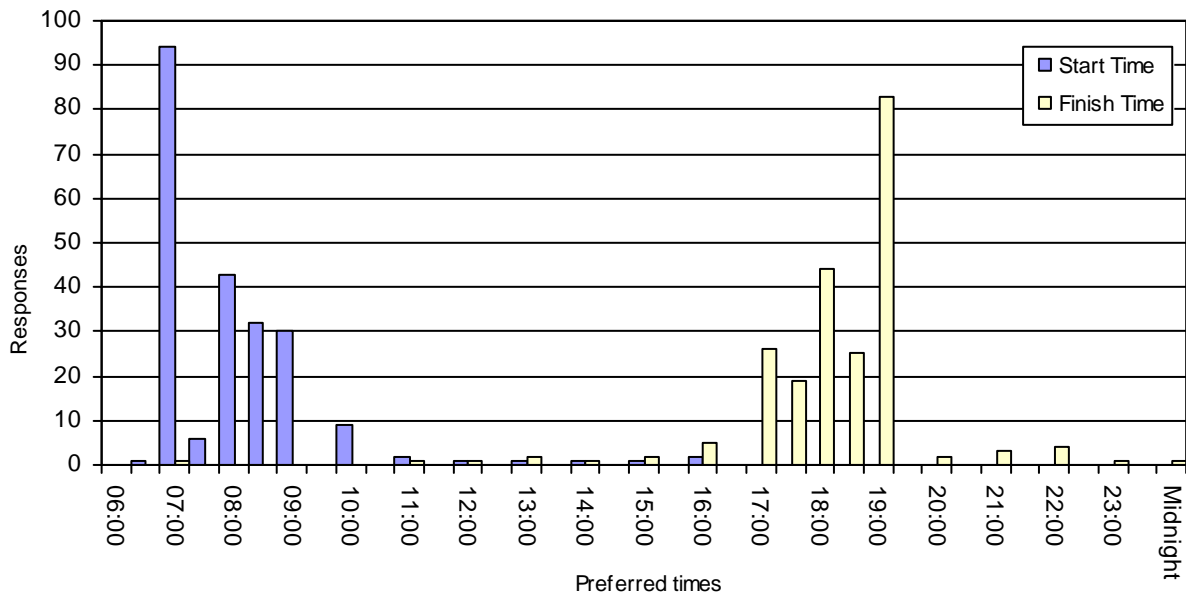
Table 17: What are your preferred weekend operating hours (Q11)?

Start Time	Responses	
	Number	Percent
07:00	82	60%
07:30	1	1%
08:00	14	10%
08:30	12	9%
09:00	18	13%
09:30	1	1%
10:00	4	3%
12:00	1	1%
19:00	1	1%
24 hours	2	1%
Total	136	100%

End Time	Responses	
	Number	Percent
08:00	1	1%
12:30	1	1%
13:00	7	5%
13:30	5	4%
14:00	2	1%
14:30	1	1%
16:00	2	1%
17:00	8	6%
17:30	7	5%
18:00	11	8%
18:30	7	5%
19:00	73	54%
20:00	1	1%
21:00	2	1%
22:00	2	1%
23:00	3	2%
Midnight	1	1%
24 hours	2	1%
Total	136	100%

Excludes question responses with missing data.

Figure 6: Preferred weekend operating hours.



- 11.22 Reviews in other CPZs have resulted in a reduction to half-day parking controls on Saturdays, so this consultation specifically asked about preferred operating hours on weekends.
- 11.23 Again, the most requested start and finish times for weekend parking controls correspond to current operating hours - 7:00am (60%) to 7:00pm (54%). The second favourites were 9:00am (13%) for the start and 6:00pm (8%) to finish.
- 11.24 When analysed by occupier type, residents follow the overall trend of favouring 7:00am (61%) to 7:00pm (53%), as do live/work respondents (50% and 100% respectively). Businesses on the other hand would prefer an 8:00am start (50%), but have no clear first choice for an end time - 1:00pm (25%), 5:00pm (25%), or 7:00pm (25%).

Impact of Parking Controls

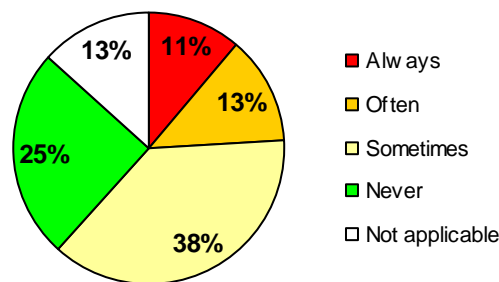
- 11.25 The following questions asked about the public's perception of parking availability. Even in a street with adequate provision, it is expected that permit holders will occasionally experience difficulty in finding a space to park due to circumstances beyond Parking Services' control, such as parties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

Question 12: As a resident permit holder, do you experience difficulty finding a parking space? What about your visitors?

- 11.26 As this question asks about resident permits, responses from those categorising themselves as business only have been excluded.
- 11.27 On the whole, most residents agree that they have little difficulty in finding a parking space. Lack of parking availability is only a regular problem for a quarter (24%) of respondents, although 38% sometimes have problems parking their vehicles.
- 11.28 Residents who always or often experienced difficulties told us that Ramsgate Street, Richmond Road, Shacklewell Lane, St. Philip's Road, and Stoke Newington Road posed a problem at any time. Abersham Road, Cecilia Road, Colvestone Crescent, John Campbell Road, Kingsland Road were worse during the day, due to the proximity of the Kingsland High Street shops and Ridley Road Market. Forest Road, Perch Street and Shacklewell Row were also bad during the day.
- 11.29 Religious services caused the lack of spaces according to some respondents, particularly Fassett Square when the Jehovah's Witnesses congregate at Kingdom Hall or when the two churches near Ritson and Stannard Roads were in session. Pubs and restaurants were blamed for evening parking stress in Alvington Crescent, Laurel Street, Parkholme Road, and Queensbridge Road. Downs Park Road and Sandringham Road were also cited as evening hotspots, the latter being full all weekends as is Holly Street.

Table 18 and Figure 7: As a resident permit holder, do you experience difficulty finding a parking space (Q12)?

Parking Difficulty	Responses	
	Number	Percent
Always	24	11%
Often	28	13%
Sometimes	81	38%
Never	54	25%
Not applicable	29	13%
Total	216	100%



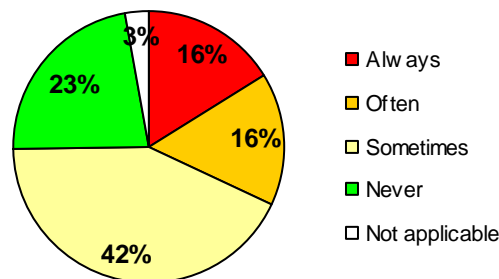
Excludes question responses with missing data.

11.30 Slightly more residents alleged that their visitors often or always (32%) experienced a problem parking, although this may be compounded by the lack of pay and display facilities in most residential streets and several respondents' resistance to the use of visitor vouchers for short periods. Others attributed parking difficulty to the Council's failure to provide free visitor spaces.

11.31 Locations perceived as particularly problematic for visitors during the day are Beechwood Road, Dalston Lane, Fassett Square, Graham Road, Kingsland High Street, Queensbridge Road, and St. Mark's Rise – again due to the proximity of the Kingsland High Street shops and Ridley Road Market. In the evenings, Elrington, Parkholme, Salcombe, and St. Philip's Roads are reported as busy, again with Queensbridge Road.

Table 19 and Figure 8: Do your (residential) visitors experience difficulty finding a parking space (Q12)?

Parking Difficulty	Responses	
	Number	Percent
Always	36	16%
Often	35	16%
Sometimes	95	43%
Never	50	23%
Not applicable	6	3%
Total	222	100%



Excludes question responses with missing data.

Question 13: As a business permit holder, do you experience difficulty finding a parking space? What about your visitors?

11.32 As this question asks about business permits, responses from those categorising themselves as residential only have been excluded.

11.33 Over half (57%) the respondents complained that they always had problems parking. The main locations given were Stoke Newington Road and Kingsland High Street, with many roads leading of them also affected particularly Bradbury Street, Gillett Street, Sandringham Road, Shacklewell Lane, and Trumans Road.

11.34 In addition to the above streets, respondents also cited the *pay and display* bays on Queensbridge Road as a busy spot where business visitors have difficulty finding spaces.

Table 20 and Figure 9: As a business permit holder, do you experience difficulty finding a parking space (Q13)?

Parking Difficulty	Responses	
	Number	Percent
Always	8	57%
Often	0	0%
Sometimes	2	14%
Never	0	0%
Not applicable	4	29%
Total	14	100%

Excludes question responses with missing data.

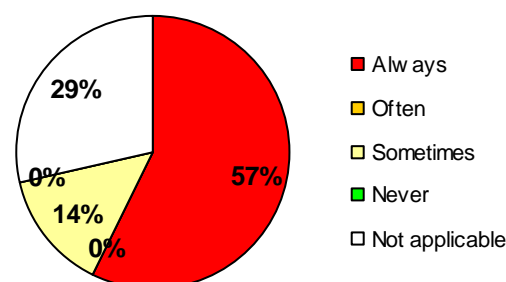
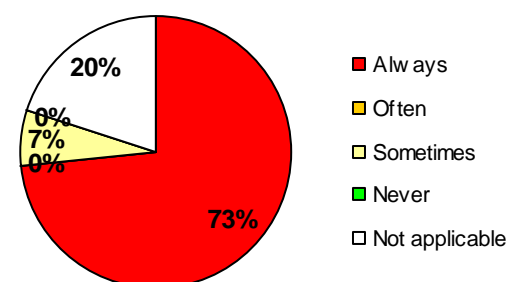


Table 21 and Figure 10: Do your (business) visitors experience difficulty finding a parking space (Q13)?

Parking Difficulty	Responses	
	Number	Percent
Always	11	73%
Often	0	0%
Sometimes	1	7%
Never	0	0%
Not applicable	3	20%
Total	15	100%

Excludes question responses with missing data.



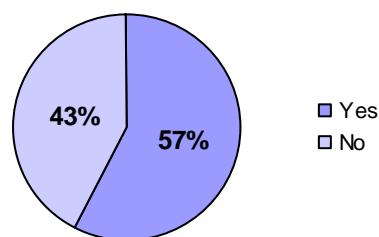
Proposed Changes

Question 14: Do you agree with the proposal to implement double yellow lines (no waiting at any time restrictions) to protect access to private property?

- 11.35 As part of our 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, *double yellow lines* are likely to be introduced across multiple property access (such as housing estates) and their refuse collection points.
- 11.36 The majority of respondents answering this question were in favour of introducing double yellow lines. Although residents support this proposal on the whole (60%), business and live/work (80% and 67% against respectively) do not want it to go ahead.
- 11.37 Many respondents were against the proposal as they saw the area in front of their access point as valuable additional parking for visitors or trades people. Respondents without their own off-street parking also followed this line of dispute, arguing that those with off-street spaces should not be able to take away on-street ones in this way. Some also claimed that many access points are no longer used and so do not need protecting.

Table 22 and Figure 11: Do you agree with the proposal to implement double yellow lines to protect access to private property (Q14)?

Revise Hours	Responses	
	Number	Percent
Yes	127	57%
No	94	43%
Total	221	100%



Excludes question responses with missing data.

Question 15: Please comment on the proposed changes in bay allocation and other proposals.

11.38 In a departure from previous consultation questionnaires, specific proposals to change bay allocation were listed individually and the public asked to comment on each.

11.39 In addition to these, Parking Services proposes to replace all *single yellow lines* (restricted waiting) with *double yellow lines* (no waiting at any time).

Arcola Street

- Replace existing *single yellow line* east of the junction with Dunn Street with a *shared use* (2 hours) bay – creates 4 additional parking spaces (1).
- Reduce the *shared use* bay west of the Shacklewell Lane junction by 5.5m and replace with *double yellow lines* - improves road safety by increasing visibility at junction (2).

11.40 Overall, respondents supported both proposed changes. However, most businesses (80%) were against the creation of the new *shared use* bay, even though it would increase parking for business permit holders and visitors – comments indicated that they thought the street was already too crowded. Although most people supported the increase in safety brought about by shortening the Shacklewell Lane junction parking bay, there were concerns over the amount of spaces lost when parking spaces were already in demand.

Table 23: Proposals to change bay allocations in Arcola Street (Q15).

Response	Proposal 1		Proposal 2	
	Number	Percent	Number	Percent
Yes	62	78%	55	66%
No	17	22%	28	34%
Total	79	100%	83	100%

Excludes question responses with missing data.

Beechwood Road

- Replace all western *shared use* bays north of Holy Trinity School with *double yellow lines* - improves road safety and traffic flow (3).

11.41 Again, the majority of respondents supported the proposal with only business occupants being primarily against it (60%). Comments agreed the changes would make the road safer and also included requests for a school drop off/pick up point in the removed bays' place. There was also a worry that visitors would no longer have any where to park; however, the

shared use bays on the eastern side are not affected by the proposals and so will still be available for visitors.

Table 24: Proposal to change bay allocations in Beechwood Road (Q15).

Response	Proposal 3	
	Number	Percent
Yes	53	70%
No	23	30%
Total	76	100%

Excludes question responses with missing data.

Bradbury Street

- Replace existing *single yellow line* outside No.12 with a *shared use* (4 hours) bay – creates 1 additional parking space (4).

11.42 Most respondents were very much in favour of creating a new parking space. The few who opposed it argued that the street suffers from congestion that would be exacerbated by removing the passing space.

Table 25: Proposal to change bay allocations in Bradbury Street (Q15).

Response	Proposal 4	
	Number	Percent
Yes	54	83%
No	11	17%
Total	65	100%

Excludes question responses with missing data.

Cecilia Road

- Change the western *shared use* (10 hours) bay south of the Shacklewell Lane junction to *permit* type – increases provision by reserving spaces for permit holders only (5).
- Change the western *shared use* (10 hours) bay north of the Downs Park Road junction to *resident permit* type - increases provision by reserving spaces for residents only (6).

11.43 Only a slight majority support this proposal. Business respondents are mainly against the proposal to restrict the southern bay to just resident permit holders as this would exclude them from using it. There is also unease over the cost of an alteration that will have little impact on parking use, particularly the change from *shared use* to *permit* only. One respondent had requested more *resident permit* bays as they felt some drivers were not watching out for children crossing when searching for a space; this increase in spaces reserved for residents only should allay some of their fears.

11.44 A few comments concern the loss of short-stay visitor parking for Ridley Road market and the resulting displacement to Colvestone Crescent. However, the *shared use* bays near the junction with this road are not affected by the review proposals and so this scenario is unlikely to occur.

Table 26: Proposals to change bay allocations in Cecilia Road (Q15).

Response	Proposal 5		Proposal 6	
	Number	Percent	Number	Percent
Yes	43	57%	45	58%
No	32	43%	32	42%
Total	75	100%	77	100%

Excludes question responses with missing data.

Queensbridge Road

- Change the *pay and display* (1 hour bay) outside No.411 to *resident permit* type – creates 4 much needed additional spaces for the resident permit holders in this street.

11.45 Although the overall majority supports implementing this proposal, again business respondents are against changes (75%). Residents report this bay as being under-used, which is verified by occupancy analysis, although businesses insist it is essential for their visitors and delivery vehicles. Some residents claim that the business permit holders in this area currently park in the *resident permit* bays.

Table 27: Proposal to change bay allocations in Queensbridge Road (Q15).

Response	Proposal 7	
	Number	Percent
Yes	43	60%
No	29	40%
Total	72	100%

Excludes question responses with missing data.

Richmond Road

- Reduce *resident permit* bay outside Nos.138-142 by 23.5m and replace with *double yellow lines* – maintains access for existing drop kerbs (8).
- Reduce *resident permit* bay outside No.154 by 3m and replace with *double yellow lines* – maintains access for newly installed drop kerb (9).

11.46 These two proposals for Richmond Road followed very similar patterns with the residential opposition (56% for both) tipping the overall response against the changes. Business was ambivalent. Resident permit holders stand to lose an estimated 5 spaces and many respondents reported that levels of parking stress are already unacceptably high; residents cannot park in 'D' section of Richmond Road and so regularly displace to nearby Forest and St Philip's Roads. It is also claimed that fights break out over spaces in the evening with those outside Nos.170-178 being particularly contentious. A new development is likely to make the situation worse.

Table 28: Proposals to change bay allocations in Richmond Road (Q15).

Response	Proposal 8		Proposal 9	
	Number	Percent	Number	Percent
Yes	36	46%	35	46%
No	42	54%	41	54%
Total	78	100%	76	100%

Excludes question responses with missing data.

Roseberry Place

- Change the *resident permit* bays outside No.5 and Nos.1-3 to *shared use* (10 hours) type – makes 7 additional spaces available for visitors without compromising residents (10).
- Remove all eastern *shared use* and *resident permit* bays and replace with *double yellow lines* - improves road safety and maintains minimum width for emergency vehicles access (11).

11.47 Residents are more in favour (65% and 62% respectively) of these proposals than business, who are again ambivalent even though they stand to benefit through increased parking for their customers. The overall response supports the changes but opponents argue that residents will have nowhere to park, despite there being surplus spaces for permits issued, and there is confusion about the need for emergency vehicle access.

Table 29: Proposals to change bay allocations in Roseberry Place (Q15).

Response	Proposal 10		Proposal 11	
	Number	Percent	Number	Percent
Yes	41	65%	41	61%
No	22	35%	26	39%
Total	63	100%	67	100%

Excludes question responses with missing data.

Sandringham Road

- Change the *shared use* bay outside Nos.104-142 to *resident permit* type and extend by 3m - increases provision by reserving spaces for residents only (12).
- Replace the *shared use* (2 hours) bay at the Kingsland High Street junction with *double yellow lines* – improves road safety and congestion at this busy point (13).
- Change the *shared use* (2 hours) bay outside No.6 to *pay and display* only - increases parking provision for short-term visitors (14).
- Replace existing *single yellow line* across obsolete driveway between Nos.72-74 with a *resident permit* bay – creates 1 additional parking space for residents (15).
- Replace existing *single yellow line* to the west of No.86 with a *resident permit* bay – creates 2 additional parking spaces for residents (16).

11.48 Although there is majority support for changing the *shared use* bay outside Nos.104-142 to parking for residents only, business respondents are wholly against it and claim that these short-term visitor spaces are needed for their customers. However, the bay in question is at the opposite end of the road to Kingsland High Street and Ridley Road market with ample *shared use* provision in between. Parking Services has a responsibility to provide sufficient

resident parking spaces where possible, according to the Parking Enforcement Plan's (PEP) hierarchy of need.

11.49 Proposal 13, to remove the *shared use* bay at the Kingsland High Street junction, received many comments in support that testified to the area's congestion and access problems. Residents generally approve (52%) of this change but the overall response is equivocal due to business opposition (75%) due to loss of customer parking.

11.50 The majority support for amending the *shared use* bay outside No.6 to *pay and display* is very slight, with business again swaying the overall response by being against it (83%). Residents stand to lose parking spaces and there were suggestions that the bay be made resident permit only instead. Other comments requested the maximum stay for this new bay to be set at 30 minutes.

11.51 Unsurprisingly the proposals to create new *resident permit* bays (15 and 16) met with great support, particularly from residents (84% and 86% respectively). However business were once more against the idea (86% and 100%), even though they were not affected directly.

Table 30: Proposals to change bay allocations in Sandringham Road (Q15).

	Proposal 12		Proposal 13		Proposal 14	
Response	Number	Percent	Number	Percent	Number	Percent
Yes	44	58%	41	50%	40	51%
No	32	42%	41	50%	38	49%
Total	76	100%	82	100%	78	100%
	Proposal 15		Proposal 16			
Response	Number	Percent	Number	Percent		
Yes	61	78%	62	79%		
No	17	22%	16	21%		
Total	78	100%	78	100%		

Excludes question responses with missing data.

Shacklewell Lane

- Reduce the *resident permit* bay outside Nos.52-66 by 6m and replace with *double yellow lines* – improves visibility and safety at this road bend and junction (17).
- Change the *pay and display* bay outside Nos.118-124 to a *permit* type – creates 3 additional spaces for permit holders in the area (18).

11.52 The proposal to remove residents' parking, even though it amounts to just 1 space lost, met with widely held resistance. Although the safety aspect was recognised, residents complained of insufficient parking provision; particularly in light of new developments in the area and a reported high volume of motorcycle parking.

11.53 Respondents were generally more supportive of plans to amend a *pay and display* bay to *permit* parking, although business was primarily (83%) in opposition due to loss of customer spaces. Residents' comments ranged from wholehearted support for an amendment perceived as overdue to suggestions for a *shared use* compromise.

Table 31: Proposals to change bay allocations in Shacklewell Lane (Q15).

Response	Proposal 17		Proposal 18	
	Number	Percent	Number	Percent
Yes	34	40%	43	54%
No	50	60%	36	46%
Total	84	100%	79	100%

Excludes question responses with missing data.

Tyssen Street

- Change the *shared use* bay outside No.10 to *resident permit* type - creates 4 exclusive spaces for residents (19).

11.54 Overall, there is majority support for this change except among business (80% against) who are losing customer parking spaces. However, there is no dedicated facility for resident permit holders on this street and Parking Services is obliged to consider the needs of residents above short-term visitors. Some respondents fear that visitor parking will displace to Colvestone Crescent.

Table 32: Proposal to change bay allocations in Tyssen Street (Q15).

Response	Proposal 19	
	Number	Percent
Yes	38	56%
No	30	44%
Total	68	100%

Excludes question responses with missing data.

Question 16: Please provide any general comments about the parking layout and proposals in Zone C.

Abersham Road

- 11.55 Residential *disabled* bay needed.
- 11.56 Request for *resident permit* only bays; there are concerns about an increase in visitors using the *shared use* for pay and display when the Child Development Centre (junction of Cecilia & Downs Park Roads) opens as Cecilia Road and Downs Park Road at this junction have no visitor parking facility, and displacement parking should the proposal to remove a *shared use* bay on Sandringham Road go ahead.
- 11.57 Opposition to the upgrading of all *single yellow lines* to *double yellow lines* (no waiting at any time); will lead to the loss of useful parking spaces.

Alvington Crescent

- 11.58 Request for *shared use* bays at the western end to provide for visitors to Nando's on Kingsland High Street; *resident permit* bays are used by these visitors after restrictions end, leaving very little space for local residents.

Ashwin Street

- 11.59 Request for 2 dedicated staff bays for the Shiloh Pentecostal Church.
- 11.60 Opposition to the upgrading of existing *single yellow line* to *double yellow lines* across Shiloh Pentecostal Church's access point; congregation should be able to park in front of their church during Sunday services, weddings, and funerals.

Beechwood Road

- 11.61 Request for pedestrian crossing at the junction of Beechwood Road and Dalston Lane to increase safety for children attending the three schools on this street.

Birkbeck Mews

- 11.62 Request for *resident permit* bays to allow Kingsland High Street residents to load/unload at the rear of their properties; although this road has *double yellow lines* along its full length, there are no loading restrictions and so cars will still be able to load/unload legally.

Boleyn Road

- 11.63 Request for *business permit* bays.

Cecilia Road

- 11.64 Request for an *ambulance* bay.
- 11.65 Request for gates to prevent through traffic; traffic has increased since nearby Wayland Avenue was redirected.

Colvestone Crescent

- 11.66 Request for secure cycle racks.
- 11.67 Request for gates to prevent through traffic.
- 11.68 Concerns that where parking is at right angles to the kerb (southern end), vehicles overhang the pavement and block access to wheelchairs and pushchairs.

Dalston Lane

- 11.69 Request for *permit* bays in the stretch between Greenwood Road and Ridley Road junctions.
- 11.70 Opposition to *double yellow line* upgrade outside Nos.136-140; lack of nearby parking facilities mean these spaces are needed.

Downs Park Road

- 11.71 Request for *shared use* bays opposite the new Petchey Academy (outside Nos.4-14) to be changed to *resident permit* only; concerns that increased visitor parking need caused by the school will make resident parking more difficult.

Elrington Road

- 11.72 Request for some *resident permit* bays to be changed to *shared use* or *pay and display*; provide parking for short-term visitors, without the need to use vouchers, and Blue Badge holders.
- 11.73 Request for shorter *double yellow lines* for junction protection and an increase in *resident permit* bays due to parking stress; occupancy analysis indicates that this road currently has a surplus of resident spaces for the permits issued, but the new development will potentially introduce new permit applications.

Ferncliff Road

- 11.74 Opposition to *double yellow line* upgrade outside No.38; existing *single yellow line* is sufficient to deter parking across access point.

Forest Road

- 11.75 Concerns over new properties being built west of Queensbridge Road and the increase in parking stress this will potentially bring. Suggestion to allocate new permit applicants to a different CPZ.

Gillett Street

- 11.76 Request for *loading* bay; although this road has *double yellow lines* for its full length, there are no loading restrictions and so delivery lorries will still be able to load/unload.

Graham Road

- 11.77 Request for greater junction protection as sight lines are often blocked by parked cars.

John Campbell Road

- 11.78 Request to change *permit* and *shared use* bays to *resident permit* only; suffers from high levels of parking stress due to local business permit holders and residents from nearby Boleyn Road who feel this is a safer street to park in.
- 11.79 No through access to other roads in Zone C, making it very difficult to find safe parking spaces nearby if all bays on this street are full. New developments at either end of the road will bring in more potential permit applicants, increasing parking stress further.

Kingsland High Street

- 11.80 Request for *disabled* bays in roads off Kingsland High Street.
- 11.81 Request for representations to Transport for London to install a *loading* bay outside Nos.134-140.

Kingsland Passage

- 11.82 Opposition to *double yellow line* upgrade along this road; the existing *single yellow line* creates additional parking space at busy times outside operational hours. Respondent believes vehicles will not park obstructing the traffic flow and so 24-hour restrictions are not necessary.

Kingsland Road

- 11.83 Request for *resident permit* bay near the Richmond Road junction; this section of road borders with two other CPZs and so parking for 'C' permit holders is limited. Also suffers from use of parking spaces on Saturdays as the Kingsland Waste market.

Laurel Street

- 11.84 Request for more *disabled* bays.
- 11.85 Suffers from parking stress after operational hours due to bar on nearby Queensbridge Road.

Montague Road

- 11.86 Concerns that removal of *shared use* bays in Cecilia Road may create displacement parking in Montague Road; needs monitoring and may require *resident permit* bays in future.
- 11.87 Suffers from parking stress due to high number of business permit holders parking here.
- 11.88 Request for gates to prevent through traffic.

Parkholme Road

- 11.89 Request for more *resident permit* bays.
- 11.90 Request for pay and display provision for visitors and trades people.
- 11.91 Request for width restrictions at Wilton Way or Dalston Lane junction to restrict HGV access; currently used as a short cut for heavy lorries causing noise pollution.

Perch Street

- 11.92 Request for more *resident permit* bays.
- 11.93 Request for pay and display provision for visitors.

Pembury Road

- 11.94 Request for left-turn filter at the junction with Dalston Lane and Amhurst Road to reduce traffic flowing through St Mark's Rise.

Queensbridge Road

- 11.95 Support for *double yellow line* upgrade outside Sanctuary Mews at No.362; Queensbridge Cars taxi firm frequently block the entrance while waiting for fares as they have no taxi rank.

Ramsgate Street

- 11.96 Request for *shared use* bays to be changed to *resident permit*, as in nearby Tyssen Street.

Richmond Road

- 11.97 Request for greater junction protection as sight lines are often blocked by parked cars.

- 11.98 Request for parking spaces on both sides of the road in the central section as it is not part of a bus route.
- 11.99 Request to relocate some of the resident permit bays east of the Queensbridge Road junction; too close together, causing congestion near the traffic lights.

Ridley Road

- 11.100 Request for more short-stay visitor and *business permit* parking; car parks in the vicinity have been reduced or lost completely due to new building developments. Suggestions to limit filming suspensions in the area and to build a new car park in place of St Mark's Church. Also, erect new signs to point visitors in the direction of available short-stay parking.

Ritson Road

- 11.101 Request for *shared use* bays to be changed to *resident permit* only and operational hours extended. Suffers from extreme parking stress in the evenings and Sundays when there are services at both churches and at weekends from the nearby Shopping Centre. The situation is likely to get deteriorate further with the completion of new developments at the old German Hospital (junction with Stannard Road) and on nearby Dalston Lane.
- 11.102 Request for gates to prevent through traffic or a north-bound one-way system; heavily congested on Saturdays when vehicles use this and adjacent Stannard Road as a shortcut from Dalston Lane to Graham Road to avoid the busy junction.

Roseberry Place

- 11.103 A 'hot spot' for car theft and vandalism.

Salcombe Road

- 11.104 Request for secure *motorcycle* bays.
- 11.105 Request to move this street (and Trumans Road) into adjacent Zone E; these are the only 'C' streets west of Stoke Newington Road and permit holders here are not eligible to park in nearby empty 'E' spaces.

Sandringham Road

- 11.106 Parking bays at the Sandringham Road and Montague Road/Colvestone Crescent junction restrict vision and make pulling out of these side roads dangerous.
- 11.107 Request for new car park to be built between Birkbeck Mews and Road with Argos funding.
- 11.108 Request for more *resident permit* bays at Argos end of the road.
- 11.109 Request for nearby places of worship to provide their own parking facilities.
- 11.110 Request to change *shared use* outside Nos.144-150 to *resident permit* only; no spaces for residential visitors to park at weekends.
- 11.111 Request to change *shared use* at western end to a 2 hour maximum stay (from 10 hours); encourage greater turnover, giving more visitors a chance to park.

11.112 Request to change some *shared use* at western end to *resident permit* only; objection to patrons of Kingsland High Street's clubs taking up all spaces in the evenings.

11.113 Concern that an increase in new residents parking at the eastern end of the road will lead to more people parking near the junction with Colvestone Crescent.

11.114 Request for gates to prevent through traffic.

Shacklewell Lane

11.115 Opposition to *double yellow line* upgrade; belief that road safety can be maintained with "traditional traffic calming techniques".

11.116 Request for drop off / pick up point or *pay and display* facility outside the Bath House children's nursery; parents currently double-park on the blind corner.

11.117 Concern over the potential increase in parking stress caused by new developments on this street.

11.118 Complaint that Enforcement's clamping lorries frequently park here in dangerous locations or in the *resident permit* bays opposite Arcola Street junction.

Shacklewell Row

11.119 Request to change all *shared use* and *permit* bays to *resident permit* only to prevent their use by business permit holders; claim that there is insufficient dedicated space for the permits issued.

St Mark's Rise

11.120 Request for pedestrian crossing at the junction of St Mark's Rise and Ridley Road as this is an accident 'hot spot'.

St Philip's Road

11.121 Request for more *disabled* bays.

11.122 Request to reduce the number of sign posts.

Stannard Road

11.123 Request for gates to prevent through traffic (petition submitted July 2006); currently used as a shortcut through to Dalston Lane.

11.124 Request for *shared use* on one side of the road to be changed to *resident permit* only; currently suffers parking stress due to two churches in the immediate vicinity and use as overflow parking for the Shopping Centre.

Trumans Road

11.125 Request to change *shared use* bays to *resident permit* only; customers of local restaurants and the pool hall currently take most of the spaces.

Wilton Way

- 11.126 Request for *permit* bay outside Nos.3-25 to be changed to *resident permit* only; redevelopment of industrial property to residential use.
- 11.127 Request to reduce sign posts.

General design and layout

- 11.128 Request for more cycle lanes and cycle racks near shops and rail stations.
- 11.129 Request for more *disabled* bays in general and the use of bus lanes by Blue Badge holders.
- 11.130 Request for more off-street parking, preferably underground car parks, near Dalston and central Hackney shopping area.
- 11.131 Request for free short-stay parking for permit holders in local shopping areas.
- 11.132 Request for more drop off / pick up facilities for parents near schools.
- 11.133 Request for space demarcation to encourage better, tighter parking.
- 11.134 Request for 'buffer' areas at the CPZ borders, so that residents in affected streets can take advantage of nearby empty spaces in their adjacent zone.
- 11.135 Request for CPZs to be amalgamated into a fewer number; boundaries cause problems for those living and trying to park near them.
- 11.136 Request for half-height sign posts in all CPZs, not just 'H'.
- 11.137 Drop kerbs should be discouraged as converting front gardens is environmentally unsound.

Operational Hours

- 11.138 Request for reduced restrictions; early start times penalise and deter visitors, who need to leave by 7:00am or use up a voucher. Reduced hours will lessen the number of visitor vouchers needed, which is better for residents on a low income. Tailor hours to specific problems in the immediate area e.g. only shorter hours at a specific time of day are required to deter commuters.
- 11.139 Request for increased restrictions to prevent the congestion caused by vehicles parking outside operational hours and blocking passing places; particularly Alvington Crescent, Dunn Street.
- 11.140 Request for operational hours to match bordering CPZs.
- 11.141 Request for different time areas within the zone, according to residential or commercial nature. Concerns that businesses on the fringes of the CPZ are impacting the residences in the centre.

12.0 Appendix 4: Zone C Proposals by Street

Proposal No.	Street	Proposal	Reason	Accept?	Reason for rejection
	Abbot Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	There are entrances to off street parking between at various places along the street. By installing double yellow lines this will ensure that private access and junctions are kept clear at all times, improving traffic flow and increasing road safety in the street. Double yellow line is also being installed to preserve minimum running width along this road.	Y	
	Abersham Road	Upgrade the existing single yellow line ('no waiting' restriction) on the western side of the junction with Downs Park Road and Sandringham Road to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and increasing road safety	Y	
	Abersham Road	Remove existing no loading restrictions on the eastern side of Downs Park Road junction.	The loading restrictions are no longer necessary.	Y	
	Abersham Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Abersham Road Estate to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and residents of Abersham Road Estate	Y	
	Alvington Crescent	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	There are entrances to off street parking between at various places along the street. By installing double yellow lines this will ensure that private access and junctions are kept clear at all times, improving traffic flow and increasing road safety in the street. Double yellow	Y	

			line is also being installed to preserve minimum running width along this road.		
	April Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	There are entrances to off street parking between at various places along the street. By installing double yellow lines this will ensure that private access and junctions are kept clear at all times, improving traffic flow and increasing road safety in the street. Double yellow line is also being installed to preserve minimum running width along this road.	Y	
1	Arcola Street	Replace 19.5m of existing single yellow line ('no waiting' restriction) east of Dunn Street junction with a shared use (2 hours) bay.	There is adequate room for the installation of a bay in this area to alleviate the high demand placed on existing parking bays.	Y	
	Arcola Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This road is too narrow to allow parking on both sides. The road is also a busy thoroughfare and passing spaces are required for vehicles entering and exiting from the various access points along the street.	Y	
2	Arcola Street	Replace 5.5m of the existing shared use bay west of Shacklewell Lane junction with double yellow lines ('no waiting at any time' restriction).	Shortening the bays will improve road safety by increasing visibility for vehicles at the junction.	Y	
	Ashwin Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	Vehicles constantly use this stretch of single yellow line as a free alternative to the shared use bays opposite. This causes heavy congestion due to the limited running width of Ashwin Street.	Y	

	Ashwin Street	Install a new pay and display machine opposite the boundary of nos.22/24.	The distance to the next machine is great and leading to poor servicing of the bays.	Y	
	Beechwood Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width.	Y	
3	Beechwood Road	Replace all western shared use bays north of Holy Trinity School with double yellow lines ('no waiting at any time' restriction).	Removal of these bays is required to maintain minimum running width in the road.	Y	
	Birkbeck Mews	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	Changing the single yellow line to double yellow line will ensure that access points are kept clear as well as the junction with Sandringham Road.	Y	
	Birkbeck Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	Changing the single yellow line to double yellow line will ensure that access points are kept clear as well as the junction with Sandringham Road.	Y	
	Boleyn Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction) in the Zone C section.	By changing the single to double yellow line this will ensure that emergency vehicles as well as general traffic can safely access this junction	Y	
4	Bradbury Street	Replace 8.2m of existing single yellow line ('no waiting' restriction) outside no.12 with a shared use (4 hours) bay.	There is sufficient room for an additional bay to be installed.	Y	
	Bradbury Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Norfolk House to double yellow lines ('no waiting at any time'	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and residents of Norfolk House	Y	

		restriction).			
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry north of no.92 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this entry is kept clear at all times to ensure access to the rear of the buildings on Cecilia Road	Y	
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Abersham Road Estate to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and residents of Abersham Road Estate	Y	
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) at the junction of Colvestone Crescent and Montegue Road to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines at this junction this will ensure that this area is kept clear at all times for emergency vehicles and general traffic at this busy intersection	Y	
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry south of no.4 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this entry is kept clear at all times to ensure access to the rear of the buildings on Cecilia Road	Y	
	Cecilia Road	Upgrade the existing single yellow line ('no waiting' restriction) from the junction of Dalston Lane to the existing resident permit bay to double yellow lines ('no waiting at any time' restriction).	This is a very busy intersection, by installing double yellow lines this will ensure that this entry is kept clear at all times to ensure traffic can safely turn	Y	

5	Cecilia Road	Change the western shared use (10 hours) bay south of the Shacklewell Lane junction to permit type.	Data shows that the shared use bays are under-utilised. The resident bays will provide parking provision for the 81 resident permit holders on the street. They will also provide additional parking for the shortage of 54 resident permit holder bays in the nearby Shaklewell Lane.	N	The proposals have been rejected due to the new school development. The parking situation in this section of Cecilia Rd will be re-assessed once the school has been built. Current SU bays seem sufficient.
6	Cecilia Road	Change the western shared use (10 hours) bay north of the Downs Park Road junction to resident permit type.	Data shows that the shared use bays are under-utilised. Permit bays will provide parking provision for the large number of business permit holders on adjacent Shacklewell Lane. There is currently a shortage of 13 permits bays for business permit holders in Shaklewell lane.	N	The proposals have been rejected due to the new school development. The parking situation in this section of Cecilia Rd will be re-assessed once the school has been built. Current SU bays seem sufficient.
	Colvestone Crescent	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and increasing road safety in the street.	Y	
	Cumberland Close	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This is required to maintain access for emergency service vehicles to Keswick Lodge and Carlisle Walk	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) outside nos.4-12 to double yellow lines ('no waiting at any time' restriction).	This section of Dalston Lane is exceptionally busy and the bus stop opposite means that the legal running width of the road is not enough to allow a car to park here for any period of time.	Y	
	Dalston Lane	Upgrade all existing single yellow lines ('no waiting' restriction) at road junctions to double yellow lines ('no waiting at any time' restriction).	This is required to ensure good visibility at all junctions and to improve road safety	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) outside nos.124c-138	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and	Y	

		to double yellow lines ('no waiting at any time' restriction).	general traffic		
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) outside nos.53-55 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) across the dropped kerb between nos.103c-111 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) across the dropped kerb between nos.111-113 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) across the dropped kerb between nos.144-148 to double yellow lines ('no waiting at any time' restriction).	This will ensure access to Haven East at all times	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) across entry to Madinah Road to double yellow lines ('no waiting at any time' restriction).	This will ensure access to Madinah Road at all times	Y	
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) across entry to Greenacre Court to double yellow lines ('no waiting at any	This will ensure access to Greenacre Court at all times	Y	

		time' restriction).			
	Dalston Lane	Upgrade the existing single yellow line ('no waiting' restriction) outside nos.154-168 to double yellow lines ('no waiting at any time' restriction).	The double yellow line at this point will ensure access to bus stop and dropped kerbs	Y	
	Downs Park Road	Change the northern 40m of existing shared use bays outside nos.4-14 Downs Park Road to resident permit parking.	In response for request for more resident bays	Y	
	Downs Park Road	Upgrade all existing single yellow lines ('no waiting' restriction) at road junctions to double yellow lines ('no waiting at any time' restriction).	This is required to ensure good visibility at all junctions and to improve road safety	Y	
	Downs Park Road	Upgrade existing single yellow lines ('no waiting' restriction) at the St. Mark's Rise road island to double yellow lines ('no waiting at any time' restriction).	This will ensure that this area is kept clear at all times to maintain enough space for traffic to move freely and safely	Y	
	Downs Park Road	Upgrade 6m of existing single yellow line ('no waiting' restriction) opposite no.2 to double yellow lines ('no waiting at any time' restriction).	This will ensure that access to the old school site is maintained at all times for vehicles accessing this site	Y	
	Downs Park Road	Upgrade 16.5m of existing single yellow line ('no waiting' restriction) across the entry to Independant Place to double yellow lines ('no waiting at any time' restriction).	This will ensure that access to this driveway is maintained at all times	Y	
	Downs Park Road	Upgrade the existing single yellow line ('no waiting' restriction) opposite the Abersham Road junction to	This will ensure that access to the old school site is maintained at all times for vehicles accessing this site	Y	

		double yellow lines ('no waiting at any time' restriction).			
	Downs Park Road	Replace 17m of the existing resident permit bay opposite the junction of Abersham Road with a single yellow line ('no waiting' restriction).	This will ensure that access to the old school site is maintained at all times for vehicles accessing this site	Y	
	Downs Park Road	Remove the no loading restrictions on the eastern junction with Abersham Road.	The loading restrictions are no longer unnecessary.	Y	
	Downs Park Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Montford Estate to double yellow lines ('no waiting at any time' restriction).	This will ensure that access to Montford Estate is maintained at all times for emergency and residents vehicles	Y	
	Downs Park Road	Upgrade the existing single yellow line ('no waiting' restriction) at the Amhurst Road junction (opposite no.74) to double yellow lines ('no waiting at any time' restriction).	This will ensure that this area is kept clear at all times to maintain enough space for traffic to move freely and safely	Y	
	Downs Park Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Charterhouse Road to double yellow lines ('no waiting at any time' restriction).	This will ensure that access to Charterhouse Road for emergency and residents vehicles is maintained at all times	Y	
	Dunn Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This road is too narrow to allow parking on either side, installing double yellow line will ensure that emergency vehicles as well as general traffic are able to utilise this road	Y	
	Fassett Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and	Y	

		any time' restriction).	increasing road safety in the street.		
	Ferncliff Road	Remove the no loading restrictions on the junction with Sandringham Road.	The no loading at any time restrictions at the junction of Sandringham Road do not appear to be necessary	Y	
	Ferncliff Road	Remove the no loading restrictions on the junction with Foxley Close.	The no loading at any time restrictions at the junction of Foxley Close do not appear to be necessary	Y	
	Ferncliff Road	Upgrade the existing single yellow line ('no waiting' restriction) across the entry to Montford Estate to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that 24 hour access to Montford Estate is maintained for emergency and residents vehicles	Y	
	Ferncliff Road	Upgrade 6m of existing single yellow line ('no waiting' restriction) outside no.38 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that 24 hour access is maintained for this driveway	Y	
	Forest Grove	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Forest Road	Upgrade 31m of existing single yellow line ('no waiting' restriction) at the Kingsland High Street junction to double yellow lines ('no waiting at any time' restriction).	This will ensure that this area is kept clear at all times to maintain enough space for traffic to move freely and safely	Y	
	Forest Road	Upgrade 6.5m of existing single yellow lines ('no waiting' restriction) either side of the Roseberry Place junction to double yellow lines ('no waiting at any time' restriction).	This will ensure that this area is kept clear at all times to maintain enough space for traffic to move freely and safely	Y	

	Forest Road	Upgrade 2.9m of existing single yellow line ('no waiting' restriction) across the entry to Forest Place to double yellow lines ('no waiting at any time' restriction).	This portion of single yellow line covers access to off street parking which is used by multiple vehicles.	Y	
	Forest Road	Upgrade the existing single yellow line ('no waiting' restriction) at the Mayfield Close junction to double yellow lines ('no waiting at any time' restriction).	This will ensure that this area is kept clear at all times to maintain enough space for traffic to move freely and safely	Y	
	Forest Road	Upgrade 9.4m of existing single yellow line ('no waiting' restriction) across the build-out outside the Holy Trinity Primary School and 9.6 opposite to double yellow lines ('no waiting at any time' restriction).	This section of the road is too narrow for parking and passing.	Y	
	Forest Road	Upgrade 9.2m of existing single yellow line ('no waiting' restriction) across the entry to Rhodes Estate to double yellow lines ('no waiting at any time' restriction).	Due to the nature of this access point it is essential that it is suitably protected and kept clear at all times.	Y	
	Forest Road	Upgrade 8.9m of existing single yellow line ('no waiting' restriction) west of the Buttermere Walk junction and 8.6m on the east to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
	Forest Road	Upgrade 8.4m of existing single yellow line ('no waiting' restriction) across the entry to Collins Court to double yellow lines ('no waiting at any time'	This single yellow line covers access to off street parking which is used by multiple vehicles.	Y	

		restriction).			
	Forest Road	Upgrade 7.5m of existing single yellow line ('no waiting' restriction) across the back entry to The Glade to double yellow lines ('no waiting at any time' restriction).	This single yellow line covers access to off street parking which is used by multiple vehicles.	Y	
	Ghent Way	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	At 2.7m wide Ghent way is too narrow for parking in for any period of time.	Y	
	Graham Road	Upgrade the existing single yellow line ('no waiting' restriction) from the boundary of nos.13-15 to the western boundary of no.21 to double yellow lines ('no waiting at any time' restriction).	To protect the bus stop visibility as well as ensuring that traffic can safely negotiate this busy road.	Y	
	Graham Road	Upgrade the existing single yellow line ('no waiting' restriction) from opposite the boundary of no.2d to the boundary of nos.5-7 to double yellow lines ('no waiting at any time' restriction).	To ensure that clear passage is maintained for vehicles along this busy road as well as ensuring that the Red Cross ambulance can exit their driveway.	Y	
	Hartwell Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and increasing road safety in the street.	Y	
	Holly Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction) in the Zone C section.	This is required to ensure access for emergency vehicles at all times	Y	

	John Campbell Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction), except for a distance of 8.5m opposite no.25.	Changing the single yellow line to double yellow line will ensure that access points are kept clear as well as the junction with Crossway. The retention of a length of single yellow line will allow loading for businesses in this area	Y	
	John Campbell Road	Replace 8.5m of existing single yellow line ('no waiting' restriction) opposite no.25 to a permit bay.	Changing this area of single yellow line to permit bay will allow more parking for customers and businesses in this area, including business permit holders on Kingsland High Street.	Y	
	Kingsland Green	Upgrade 83.4m of existing single yellow line ('no waiting' restriction) down Kingsland Green to double yellow lines ('no waiting at any time' restriction).	The parking bays on the Islington side of the road make Kingsland Green too narrow to allow safe parking on the single yellow line.	Y	
	Kingsland Passage	Upgrade 25.6m of existing single yellow line ('no waiting' restriction) to the side of no.3 Kingsland High Street to double yellow lines ('no waiting at any time' restriction).	The running width of Kingsland Passage is too narrow to allow parking on the single yellow line.	Y	
	Kingsland Passage	Upgrade the existing single yellow line ('no waiting' restriction) at the Kingsland High Street junction to double yellow lines ('no waiting at any time' restriction).	The running width of Kingsland Passage is too narrow to allow parking on the single yellow line.	Y	
	Laurel Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and increasing road safety in the street.	Y	
	Massie Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	These sections of single yellow line protect off street parking which should be protected by a double yellow line.	Y	

	Mayfield Close	Remove all bays and line restrictions from Mayfield Close.	This road is private and should have no restrictions in place. Any restrictions and street parking street furniture will be removed.	Y	
	Montegue Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this junction is kept clear at all times, improving traffic flow and increasing road safety	Y	
	Parkholme Road	Upgrade 11.3m of existing single yellow line ('no waiting' restriction) at the Grace Jones Close junction to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for access	Y	
	Parkholme Road	Upgrade the existing single yellow line ('no waiting' restriction) outside no.4 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
	Queensbridge Road	Upgrade the existing single yellow line ('no waiting' restriction) outside nos.322-324 to double yellow lines ('no waiting at any time' restriction).	This access leads to multiple residences and should therefore be protected with a double yellow line for road safety and for the emergency vehicles to move freely.	Y	
	Queensbridge Road	Upgrade the existing single yellow line ('no waiting' restriction) across access to no.362 to double yellow lines ('no waiting at any time' restriction).	This access leads to multiple residences and should therefore be protected with a double yellow line for road safety and for the emergency vehicles to move freely.	Y	
	Queensbridge Road	Upgrade the existing single yellow line ('no waiting' restriction) outside no.62 Forest Road to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
7	Queensbridge Road	Change the pay and display (1 hour) bay outside no.411 to resident permit type.	The bays are currently underutilised. There is also insufficient residents bays in this street for the resident permit	Y	

			holders (43 resident permit holders and 36 resident spaces)		
	Ramsgate Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junction is protected and access for emergency vehicles is maintained.	Y	
	Ramsgate Street	Change existing shared use bay outside nos.12-20 to resident permit.	New proposal from P&D tariff meeting. Due to the upcoming development of a supermarket north of Ramsgate St, these bays will be changed to preserve parking for local residents. The machine will need to be removed.	Y	
	Richmond Road	Upgrade 12m of existing single yellow line ('no waiting' restriction) across off-street parking access between nos.104-110 to double yellow lines ('no waiting at any time' restriction).	This off-street parking is used by multiple residents and needs to be protected accordingly. This will allow the emergency vehicles to move freely at a time of crisis.	Y	
9	Richmond Road	Replace 3m of existing resident permit bay outside no.154 with double yellow lines ('no waiting at any time' restriction).	The bay is currently in front of a newly inserted drop-kerb and should be removed.	Y	
	Richmond Road	Upgrade 26m of existing single yellow line ('no waiting' restriction) at the northern Queensbridge Road junction to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
	Richmond Road	Upgrade 26m of existing single yellow line ('no waiting' restriction) at the southern Queensbridge Road junction to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	

	Richmond Road	Upgrade 7.8m of existing single yellow line ('no waiting' restriction) across the Methodist Church's off-street parking entry to double yellow lines ('no waiting at any time' restriction).	This off-street parking is used by multiple vehicles and should be kept clear 24 hours.	Y	
	Richmond Road	Upgrade 5m of existing single yellow line ('no waiting' restriction) outside access to no.124 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 5m of existing single yellow line ('no waiting' restriction) outside access to no.128 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 5m of existing single yellow line ('no waiting' restriction) outside access to no.134 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
8	Richmond Road	Replace 23.5m of existing resident permit bay outside nos.138-142 with double yellow lines ('no waiting at any time' restriction).	This section of bay currently blocks access to private drop kerbs and should be kept clear.	Y	
	Richmond Road	Upgrade 6m of existing single yellow line ('no waiting' restriction) outside no.69 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 12.7m of existing single yellow line ('no waiting' restriction) outside access to nos.160-162 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	

	Richmond Road	Upgrade 11.6m of existing single yellow line ('no waiting' restriction) outside access to nos.166-168 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 6.7m of existing single yellow line ('no waiting' restriction) outside access to no.170 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 4.6m of existing single yellow line ('no waiting' restriction) outside access to no.172 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 12.6m of existing single yellow line ('no waiting' restriction) outside access to nos.75-77 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 6.6m of existing single yellow line ('no waiting' restriction) outside access to no.81 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade 15m of existing single yellow line ('no waiting' restriction) outside access to nos.85-87 to double yellow lines ('no waiting at any time' restriction).	This will provide 24 hour access to private property. It is also part of CPZ design criteria to implement double yellow lines over private driveways.	Y	
	Richmond Road	Upgrade existing single yellow line ('no waiting' restriction) east of the northern Parkholme Road junction to double yellow lines	Current junction protection clearly insufficient.	Y	

		('no waiting at any time' restriction) to ensure full 10m junction protection.			
	Ridley Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that junctions are kept clear at all times, improving traffic flow and increasing road safety	Y	
	Ridley Road	Implement Road Closure Order at any time restricting the street to loading and unloading only.	By installing waiting restrictions as a road closure order no road marking will be necessary and this will ensure that the market area is kept clear at all times, increasing road safety	Y	
	Ritson Road	Upgrade existing single yellow line ('no waiting' restriction) at the Stannard Road junction to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic	Y	
	Ritson Road	Upgrade existing single yellow line ('no waiting' restriction) outside no.1 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that junctions are kept clear at all times, improving traffic flow and increasing road safety	Y	
	Ritson Road	Change existing shared use bays outside nos.1-15 to resident permit type.	Sufficient space to change some SU bays to resident, following public request.	Y	
11	Roseberry Place	Replace all existing shared use and resident permit bays on the eastern side and replace with double yellow lines ('no waiting at any time' restriction).	The road is too narrow to meet minimum running width criteria and have parking on both sides. Removing parking from one side of the road will increase accessibility for emergency services vehicles.	Y	
	Roseberry Place	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	

10	Roseberry Place	Change existing resident permit bays outside no.5 and nos.1-3 to shared use type.	There is only 1 resident permit holder on the street. Converting the resident bays will encourage visitors, while residents will still be able to park.	Y	
	Salcombe Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	Sandringham Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
15	Sandringham Road	Replace 5m of existing single yellow line ('no waiting' restriction) across obsolete driveway between nos.72-74 with a resident permit bay.	This will increase the amount of available resident parking as this stretch of single yellow line is no longer required as the driveway is no longer used	Y	
12	Sandringham Road	Change the shared use bay outside nos.104-142 to resident permit type.	There is a lack of residents bays on the street - 144 permits and 131 resident bays. Shops and businesses are covered by ample pay and display parking.	Y	
12	Sandringham Road	Extend new resident permit bay outside Nos.104-142 (see above) by 3m.	There is a lack of residents bays on the street - 144 permits and 131 resident bays. Shops and businesses are covered by ample pay and display parking.	N	Concerns about visibility at junction with Montague and Colveston Crescent.
	Sandringham Road	Replace western 1m of existing parking bay at Montague Road junction with double yellow lines ('no waiting at any time' restriction) and no loading at any time restrictions	Current junction protection is insufficient	Y	
13	Sandringham Road	Replace existing shared use (2 hours) bay at the Kingsland High Street junction with double yellow lines ('no waiting at any time'	This junction is very congested. Removing this bay will increase accessibility and safety.	Y	

		restriction).			
14	Sandringham Road	Change the existing shared use (2 hours) bay outside no.6 to pay and display only.	This will ensure that this bay is free for short term visitor parking. Other proposals to increase the allocation of resident permit bays on Sandringham Road will ensure that resident permit holders have sufficient space to park.	Y	
16	Sandringham Road	Replace existing single yellow line ('no waiting' restriction) to the west of no.86 with a resident permit bay.	There is sufficient room for parking bays. This will add two additional resident spaces.	Y	
	Seal Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	Shacklewell Lane	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction), except for 25m between Shacklewell Row junction and no.73.	By installing double yellow lines this will ensure that busy stretch of road is kept clear at all times for emergency vehicles and general traffic as well as maintaining 24 hour access to Shacklewell House	Y	
18	Shacklewell Lane	Change the existing pay and display bay outside nos.118-124 to a permit type.	There is a shortage of space for permit holders. The machine is performing poorly as well.	Y	
17	Shacklewell Lane	Replace 6m of the existing the resident permit bay outside nos.52-66 with double yellow lines ('no waiting at any time' restriction).	To increase safety on the bend of this road. Cars parked at the bend of the road pose a traffic hazard by impeding visibility.	Y	
	Shacklewell Row	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	St Marks Rise	Upgrade the existing single yellow lines ('no waiting'	Installing double yellow lines this will ensure that this area is kept clear at all	Y	

		restriction) opposite nos.17-23 to double yellow lines ('no waiting at any time' restriction).	times for emergency vehicles and general traffic		
	St Marks Rise	Upgrade the existing single yellow lines ('no waiting' restriction) opposite nos.16-17 to double yellow lines ('no waiting at any time' restriction).	Installing double yellow lines this will ensure that this area is kept clear at all times for emergency vehicles and general traffic as well as allowing access to Aston Autos	Y	
	St Marks Rise	Install 'no loading at any time' restrictions on the double yellow lines ('no waiting at any time' restriction) at all corners of the Colvestone Crescent junction.	By installing no loading at any time restrictions on the double yellow lines this will ensure that this busy junction will be kept clear at all times	Y	
	St Marks Rise	Install a new Pay and Display machine outside no.23.	The distance to the next machine is great and leading to poor servicing of the bays.	Y	
	St Marks Rise	Upgrade the existing single yellow lines ('no waiting' restriction) opposite no.4 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this access point is kept clear at all times	Y	
	St Marks Rise	Upgrade the existing single yellow lines ('no waiting' restriction) outside no.15 to double yellow lines ('no waiting at any time' restriction).	By installing double yellow lines this will ensure that this access point is kept clear at all times	Y	
	Stannard Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	Stannard Road	Install a new Pay & Display machine	This will provide additional pay and display facilities for the bays in the street and act as an alternative machine for Ritson Road.	Y	
	Trumans Road	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	

		any time' restriction).			
	Trumans Road	Replace 12.2m of existing double yellow lines ('no waiting at any time' restriction) at the Stoke Newington Road junction with a shared use (2 hours) bay.	New Proposal from the P&D tariff meeting. There is room to insert an additional bay. The area has already been site checked.	Y	
	Tyssen Street	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	As the road is very narrow it is essential to install double yellow lines in order to ensure that the traffic flows freely and access to emergency vehicle is kept clear at all times	Y	
19	Tyssen Street	Change the existing shared use bay outside no.10 to a resident permit type.	Data shows the machine is currently under-utilised. Occupancy analysis shows that there is also less need for short term parking in the area. There are 7 resident permits holders on this street but no resident bays provided.	Y	
	Wilton Way	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction) in the Zone C section.	This will ensure that the junctions are kept clear at all times and maintain a clear running width	Y	
	Winchester Place	Upgrade all existing single yellow lines ('no waiting' restriction) to double yellow lines ('no waiting at any time' restriction).	This road is very narrow and in order to maintain access for emergency vehicles and general traffic double yellow line is required	Y	
	Woodland Street	Upgrade 8.3m of existing single yellow lines ('no waiting' restriction) across access to nos.32-44 to double yellow lines ('no waiting at any time' restriction).	This stretch of single yellow line protects an entrance to off-street parking used by multiple vehicles which needs to be protected with a double yellow line.	Y	
	Woodland Street	Upgrade existing single yellow lines ('no waiting' restriction) outside Library to double yellow lines ('no waiting at any time'	This stretch of double yellow line will prevent parking opposite the existing bay and maintain access for emergency vehicles after operating hours	Y	

		restriction).			
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Appendix 5: Pay & Display Tariff Changes

Machine No.	Street Name	Current Tariff	Proposed Tariff	Reason
26	Abersham Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.
38	Beechwood Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.
39	Beechwood Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.
24	Boleyn Road (C)	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.
35	Cecilia Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.
29	Downs Park Road (C)	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are close to a red route and high street. The change will help to encourage short stay parking while discouraging commuter parking.

40	Ritson Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 2 hr max stay	The bays are close to busy Lane. The maximum stay should be reduced to encourage high turnover.
ROS_418C	Roseberry Place	20p = 10 min £1.20 p/h Max 10hrs	Change to 4 hr max stay	The bays are in close proximity to Dalston Lane. The change will also discourage commuter parking.
20	Sandringham Road (C)	20p = 10 min £1.20 p/h Max 10hrs	Change to 2 hr max stay	This stretch of bays is close to Kingsland Road and should be changed to reflect the proximity to the busy shopping area. Short stay parking is required at this location.
21	Sandringham Road (C)	20p = 10 min £1.20 p/h Max 10hrs	Change to 2 hr max stay	This stretch of bays are close to Kingsland Road and should be changed to reflect the proximity to the busy shopping area. Short stay parking is required at this location.
22	Sandringham Road (C)	20p = 10 min £1.20 p/h Max 10hrs	Change to 2 hr max stay	This stretch of bays are close to Kingsland Road and should be changed to reflect the proximity to the busy shopping area, for short stay shoppers.
23	Trumans Road	20p = 10 min £1.20 p/h Max 10hrs	Change to 2 hr max stay	The bays are close to Stoke Newington Road which is a busy shopping area and Red Route. The change will encourage short stay parking.
SHA_246C	Shacklewell Lane (C)	20p = 6 min £2.00 p/h Max 1hr	Change to 4 hr max stay	This change will keep this bay in line with other tariffs in Shacklewell Lane.
139C_SR	Shacklewell Row	20p = 6 min £2.00 p/h Max 1hr	Change to 4 hr max stay	This will provide extended visitor parking to the school, as well as making the tariffs in line with others in Arcola Street.

43	Arcola Street	20p = 6 min £2.00 p/h Max 4hrs	Change to 2 hr max stay	The bays are in close proximity to Stoke Newington Road, which is a busy shopping area and red route. The change will encourage short stay parking.
55	Arcola Street	20p = 6 min £2.00 p/h Max 4hrs	Change to 2 hr max stay	The bays are in close proximity to Stoke Newington Road, which is a busy shopping area and red route. The change will encourage short stay parking.
BRS_278C	Bradbury Street	20p = 6 min £2.00 p/h Max 4hrs	Change to 2 hr max stay	The bays are close to Kingsland High Street. The change will encourage short stay parking at this busy location.

August 2007

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2.0 Introduction

The aim of this benchmarking report is to make a comparison of parking controls within street markets in Hackney and other boroughs which will be used as an aid for future decisions on Hackney's parking strategies for markets. It cites data from a detailed analysis of parking restrictions within markets in six neighbouring boroughs.

3.0 Data collection strategy

The relevant data was compiled by benchmarking features of Hackney's current parking restrictions on Ridley Road Market against those in Camden, Newham, Islington, Waltham Forest, Lewisham and Tower Hamlets. This was carried out by contacting the relevant parking and markets officers in each council.

The benchmarking exercise focused on the following issues:

- Type of restrictions in place on market and non-market days
- Type of loading and unloading restrictions applicable to each market
- CCTV enforcement
- The availability of Traders Permits

4.0 Benchmarking criteria

The benchmarking data was drawn from a cross section of boroughs in an effort to collate a balanced analysis of various restrictions that are in place for markets. Of those benchmarked, Islington, Tower Hamlets and Newham share a border with Hackney. They therefore have similar demographical, logistical and environmental challenges. Camden, Lewisham and Waltham Forest are non neighbouring boroughs and were benchmarked to ascertain whether their parking provisions varied from Hackney and the neighbouring boroughs. They were also a good choice due to the vibrancy and popularity of their markets. Specific markets were selected from each borough ensuring that each one selected was located on a public road.

Table 1: Markets selected from each Borough

Lewisham	Lewisham Market
	Deptford Market
Camden	Queens Crescent
Islington	Chapel Market
	Exmouth Market
Waltham Forest	Walthamstow Market
Newham	Queens Market
Tower Hamlets	Roman Road Market

5.0 Findings

5.1 Type of Restrictions in place

5.1.1 London Borough of Hackney

Ridley Road Market is located within a section of Ridley Road that currently has no restrictions. The absence of restrictions is a major concern for market traders as trading is disrupted by non-traders using the market area to park their vehicles once the access gate is opened at 3.30pm.

A review of Zone C, which Ridley Road market falls within, is currently taking place, and following internal consultation with Markets it has been recommended to implement “No waiting at any time restrictions within the market section of Ridley Road.

Implementing these restrictions will prevent non-traders from parking within the market area and provide traders with provisions to load and unload in the area and then vacate and use alternative parking arrangements. This will also ensure that the area used as the market is safe for pedestrians. Although the no waiting and loading restrictions will restrict non-traders from parking within the market area, this will not prevent disabled drivers from parking their vehicles in this area. In the event that this happens, Parking Services will relocate these vehicles to a suitable location to allow market traders to carry out their loading and unloading.

5.1.2 Other Boroughs

As evident in the table below, each borough has some form of restrictions within their markets. Lewisham, Islington (Chapel Market) and Newham all have double yellow lines within their markets. Camden has pay and display bays within their market which is only used on non-market days. Tower Hamlets has a single yellow line implemented within Roman Road market preventing vehicles from parking within the market area during market days. Waltham Forest has implemented a 24/7 pedestrian zone within its market although vehicles are allowed to enter the market to load/unload (see section 5.2).

With regards to parking restrictions on non-market days, normal CPZ restrictions apply within Tower Hamlets and Camden, whilst Lewisham allows 30 minutes free parking on its Deptford Market. All other boroughs do not allow parking on non-market days due to the no loading and waiting at any time restrictions.

Table 2: Type of Restrictions within Markets

Borough	Name of Market	Types of Restrictions in place	Restrictions outside market days
Lewisham	Lewisham Market	DYL throughout the market	No parking at any time
	Deptford Market	DYL between traders bays. Special parking area provided for market traders to keep their vehicles within the market	non-traders allowed to park in the bays for a maximum of 30 mins for free
Camden	Queens Crescent	Road closed on normal market days. There are currently p&d bays which are only used outside market days	As CPZ. Mon-Sun. (P&D bays)

Islington	Chapel Market	DYL throughout the market area, while the part of Chapel Market where traders are not allowed to set up has restrictions 8.30am to 6.30pm Mon to Fri and 8.30am to 1.30pm Sat to allow reasonable use by local residents and businesses.	DYL at all times in the market stall area on all days.
	Exmouth Market	SYL, no waiting 8.30am to 6.30pm Mon to Fri and 8.30am to 1.30pm Sat, and no loading at the same times in the market stall area.	As stated. No parking bays here.
Waltham Forest	Walthamstow Market	Pedestrian zone 24/7 but vehicles permitted to un/load before 10am & after 4pm	As per market days
Newham	Queens Market	DYL -no waiting and no loading between 8am-4pm.	No parking at any time
Tower Hamlets	Roman Road Market	Yellow line runs through the traders pitches. No vehicles allowed on market days	Normal CPZ applies.

5.2 Loading and Unloading Provisions for Market Traders

5.2.1. London Borough of Hackney

As mentioned in Section 5.1, there are no restrictions on Ridley Road Market, although on market days loading and unloading within the market takes place at allocated times when the gates are opened by market inspectors. Currently access is limited from Mon-Thursday between 7.30-9.30am and 3.30-5.30pm and Friday and Saturday between 7.00am-9am and after 5pm to allow traders to load and unload their goods. The current concern with not having loading and unloading restrictions in place means that non-traders are able to enter the market freely once the gate has been opened, preventing market traders from loading and unloading their goods.

5.2.2 Loading and Unloading in other Boroughs

The table below indicates that all boroughs have similar loading and unloading provisions for market traders, which is to allow loading and unloading few hours prior to the market opening and a few hours after the market closes. For those boroughs who have gated markets, Lewisham, Camden, Islington (Exmouth Market) and Tower Hamlets, the gates are opened at set times to allow loading/unloading to take place. Islington Council is the only borough which provides traders with special permits to identify them as street traders when loading and unloading.

Table 3: Loading and unloading provisions

Borough	Name of Market	Loading and Unloading times for market traders
Lewisham	Lewisham Market	before 10am and after 4pm. Traders are not permitted within the market at any other time
	Deptford Market	Gates are open at specific times by market inspectors before 9am-

Camden	Queens Crescent	Only between 7-10am and 3-5pm. Gate manned during opening times
Islington	Chapel Market	Traders are allowed to load and unload until 10am (subject to attendants checking that they have stall permits where they feel appropriate), after this the DYL are strictly enforced until 6pm. Traders can then load and unload for an hour after, as long as clearly to do with stalls.
	Exmouth Market	Market trades can load and unload up until the starting time of the market and for an hour after as long as clearly working on stalls. Again subjects to check on stall permits where appropriate.
Waltham Forest	Walthamstow Market	Market trader are allowed to load and unload before 10am & after 4pm
Newham	Queens Market	before 8am and after 4pm
Tower Hamlets	Roman Road Market	Market Traders are allowed to load and unload between 7am-8am and after 5pm

5.3 CCTV Enforcement

5.3.2 London Borough of Hackney

There is currently no CCTV enforcement within Ridley Road Market.

5.3.3 Other Boroughs

CCTV enforcement exists only in two of the Boroughs benchmarked, these being Newham and Waltham Forest. Camden Council is currently looking at installing CCTV in order to stop non-traders entering the market on market days whilst the gates are open. The Council has stated that their Parking attendants are defenceless against irate drivers who enter the market consequently CCTV enforcement would be implemented to prevent confrontations with the public.

Table 4: CCTV Enforcement

Borough	Name of Market	Is there CCTV Enforcement within the market
Lewisham	Lewisham Market	No
	Deptford Market	No
Camden	Queens Crescent	No
Islington	Chapel Market	No
	Exmouth Market	No
Waltham Forest	Walthamstow Market	Yes
Newham	Queens Market	Yes
Tower Hamlets	Roman Road Market	No

5.4 Market Traders' Permits

5.4.1 London Borough of Hackney – Ridley Road Market

There are currently no Trader's Permits available within the borough.

5.4.2 Other Boroughs

Table 5 identifies those boroughs that currently provide traders permits. Camden, Waltham Forest and Newham all have Trader's Permits which work differently. Traders Permits supplied by Camden Council entitles traders to park in a designated traders parking bay. Each separate bay is individually marked with a plate Bay No.T. The number on the permit must be the same as the number of the bay allocated to the trader. The bay allocated to the trader can only be used for the periods stated on the permit. Waltham Forest Traders Permits also work in a similar way, in that they entitle the permit holder to parking within a market trader parking bay. Traders' permits issued by Lewisham Council are only issued to identify market traders whilst they are loading and unloading within the market area. The only borough which allows traders permits to be used in Business, Shared use and Permit bays is Tower Hamlets.

Table 5: Traders Permits

Borough	Name of Market	Are traders permits available
Lewisham	Lewisham Market	Yes - are used to identify market traders when loading and unloading.
	Deptford Market	Yes - as above
Camden	Queens Crescent	Yes.
Islington	Chapel Market	No - permits for traders stalls for their positions in the market.
	Exmouth Market	No - permits for traders stalls for their positions in the market.
Waltham Forest	Walthamstow Market	Yes - Market straddles 2 CPZs permits are valid in designated Market Trader Bays they cost £355 per annum or £180 for 3-months and are vehicle specific
Newham	Queens Market	No
Tower Hamlets	Roman Road Market	Yes. £420 per annum or in a book form of 5 daily permits at £25 allowing parking in the Business Bays, Market Traders Bays(few and far between and limited to the Columbia Road Market and Spitalfields), Permit Bays and Shared Use Bays.

6.0 Conclusion

Overall, restrictions implemented within different boroughs do not vary greatly. A majority of the boroughs benchmarked have double yellow lines within their markets, preventing non-traders from entering the market.

In terms of loading and unloading, similar methods are applied within each borough where a set time is given to traders to enter the market to load and unload.

In conclusion, the parking provisions for markets currently in place within the six boroughs seem to be working well. The recommendations that have been made for Ridley Road are similar to those in existence in some of the boroughs, which indicates that implementing these recommendations would greatly improve the current problems faced by market traders.