

## 1.0 Summary

- 1.1 Zone J was introduced in 2003 with the extension following two years later in 2005. This 3-year Operational Review (Stage 4) was 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) J (Queensbridge). 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:

### **Proposed amendments to Zone J**

- Approve proposal to maintain the current enforcement hours in Zone J.
- Approve proposed design amendments to Zone J (Appendix 4)
- Approve proposed pay and display restriction changes (Appendix 5)

### **Proposed amendments to London Fields uncontrolled area**

- Approve proposal to implement parking controls in the London Fields uncontrolled area by extending the current Zone J.

### **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 J.

## **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 There has been funding set aside of £87k to cover the cost of this project within the Parking Operations cost centre.

## **5.0 Comments of the Borough Solicitor**

- 5.1 Comments of the Interim Corporate Director of Legal and Democratic Services

Any challenge to the lawfulness of the proposals would be most likely to focus on the consultation process. The conduct of local authorities with regard to consultation methodology has been the subject of judicial review on many occasions. The leading statement of the courts on the content of the duty to consult, known as the 'Sedley test', requires that the following principles are observed:

- (1) that consultation is undertaken when the proposals are still at a formative stage;
- (2) that adequate information is given to enable those consulted to properly respond;
- (3) that adequate time is allowed in which to respond;
- (4) that the decision-maker give conscientious consideration to the response to the consultation.

It is noted that the present consultation was carried out in accordance with the Council's Public Consultation Charter/ Both the consultation itself and the proposals flowing from it appear to meet the Sedley requirements.

## 6.0 Consultation Process

- 6.1 In 2007/08, Zone J was among seven CPZ areas programmed for review; the others were A, C, E, N, the Rectory Road Zone E extension and the Match Day Scheme
- 6.2 The rolling Operational Review Programme is 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 A consultation pack with questionnaire, including a translation request, was delivered to all addresses within the area under review. This gives all stakeholders an equal opportunity to respond and so it can be assumed that those not responding have chosen to do so through lack of interest, time, etc.
- 7.2 It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate. Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is primarily through self-administered surveys, there is no control over those who choose to fill out the questionnaire.
- 7.3 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 feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been nor should they be extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.
- 7.4 Recommendations are therefore based on feedback received from the public consultation in conjunction with objective analysis of permit occupancy data, 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 existing scheme.
- 7.6 A door-to-door survey is carried out from week 5 of the public response period. The main aims are to raise awareness of the consultation, increase the questionnaire return rate, and also confirm distribution. Surveyors door knock 20% of addresses in the target area, providing consultation packs for members of the public who have not received or mislaid their copy. They then return after a short period of time to collect completed questionnaires.
- 7.7 A significant percentage of residential properties within the J CPZ (61%) are situated on private roads or local authority housing estates, which usually have their own parking schemes. These respondents represented 46% questionnaires returned; previous experience indicates that residents living on private roads or estates with off-street parking facilities have a lower level of interest in on-street parking issues and, as such, are less likely to respond to a public consultation regarding a review of on-street controlled parking. When these residents are excluded, the questionnaire response rates for J climb to 10% from 7%.
- 7.8 Almost all feedback came from responses to questions asked in the consultation leaflets - approximately 95% of all communication received (Table 1).

**Table 1: Communication received by type**

Communication Type	Zone J*	London Fields*
Calls	8	2
Counter Enquiry	0	0
Drop In Session Forms	8	1
E-mail	7	2
Letter	3	0
Questionnaires	450	85
<b>Total</b>	<b>476</b>	<b>90</b>

Packs Distributed	6,281	310
Questionnaire Response Rate	7%	27%
Overall Response Rate	8%	29%

\* Includes responses from outside the consultation area / where address left blank.

## 8.0 Consultation Analysis

- 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.

### **London Fields Uncontrolled Area**

- 8.1 The area of uncontrolled streets east of London Fields was also consulted during the Zone J operational Review the proposal of introducing parking controls through extending existing Zone J to these streets.
- 8.2 A similar exercise was undertaken in 2006 as part of the Zone J Extension first year review finding a 54% majority in favour of joining the CPZ (11% response). The recommendation at the time was to re-consult as part of the 2008 Zone J review, which has happened accordingly. [*Delegated Report on the first year Operational Review of Zone J (Extension), 2006*]
- 8.3 On this occasion local residents (including respondents from live/work addresses) made up 79% of all consultation's respondents and 66% of the respondents supported the introduction of the scheme (appendix 3). Support from businesses was measured at 21% or 5 properties.
- 8.4 The opposition for parking controls from residential estates (11% of the total response rate) with its own parking facilities are excluded. Analysis shows that the response is skewed by commercial enterprises and estates with off-street parking (All Nations House); excluding these occupier types, there is majority support (66%) for parking controls. Residents are given priority for parking provision in the Parking and Enforcement Plan and so it is felt that their needs must be considered ahead of those with their own parking facilities and businesses.
- 8.5 The combination of support from the 2006 and this consultation brings the overall levels of support to 60% in favour of controls.
- 8.6 The majority of responses and support came from the northern half of the uncontrolled area; Ellingfort Road, Gransden Avenue, London Lane, Mentmore Terrace, Silesia Buildings, and Warburton Road all had majority support for joining Zone J. In streets north

of, and excluding, Lamb Lane and Martello Terrace, supporters had a 56% majority. [Appendix 2: 12.13-12.14]

- 8.7 47% of respondents believe that traffic in their street has increased since the introduction of controls in nearby Zone J; this would be the displacement effect. Only 8% feel that traffic has reduced. Sixty-one percent (61%) of respondents report at least some difficulty parking during the controlled hours – ratings 1 or 2 – and this rises to 68% when asked about visitors' experiences. [Appendix 2: 12.6-12.10]
- 8.8 The majority (75%) of streets surveyed are exhibiting high levels of day time parking stress, being parked at or within 20% of capacity during the hours of survey. Additionally, 66% of these high occupancy streets are primarily commercial or mixed use (less than 50% residential properties).
- 8.9 The proportion of parked vehicles belonging to visitors ranges from between 0% to 85% with an average of 44% across the uncontrolled area. Fifty-eight percent (58%) of streets had visitor levels of a third or more of all the parked cars; only 1 of these had relatively low levels of parking stress (65% occupancy).
- 8.10 Five of the 6 (83%) commercial streets experiencing high occupancy levels were observed to have significant percentages of parked visitor vehicles during the survey; this suggests that the majority of incoming vehicles to these roads are business related. Residents are given higher priority in the PEP's Hierarchy of Needs and their ability to park close to their homes should not be compromised excessively by a large influx of business vehicles.
- 8.11 Overnight occupancy levels are fairly low in contrast, averaging out at 69% across the area; at only two-thirds full, residents should not be experiencing much difficulty in finding a convenient parking space outside the working day. The actual time range of the peak occupancy levels was outside the scope of the technical assessment, but the indication that most incoming vehicles are business-related suggests that parking stress starts rising from around 8:00am and tails off after about 6:00pm. Therefore the implementation of parking restrictions through a CPZ scheme, as proposed, will act on the main cause of parking stress in this area and significantly improve the parking experience.
- 8.12 Three of the 4 streets with high overnight occupancy levels are predominantly residential. They also have the fewest parking spaces per street of the whole area. Unfortunately the introduction of controls is unlikely to reduce the parking stress, but will create a safer road environment and increase the ability of these residents finding a convenient space on an adjacent street.
- 8.13 As the uncontrolled area is already bordered by CPZs, the displacement that will occur after the introduction of the proposed controls is unlikely to be significant. It is expected that any displacement will transfer east across Mare Street and Zone D boundary to the nearest uncontrolled area.
- 8.14 The document *Technical Assessment Report: London Fields Uncontrolled Area* written in September 2008 contains further details of the stress survey data and analysis.

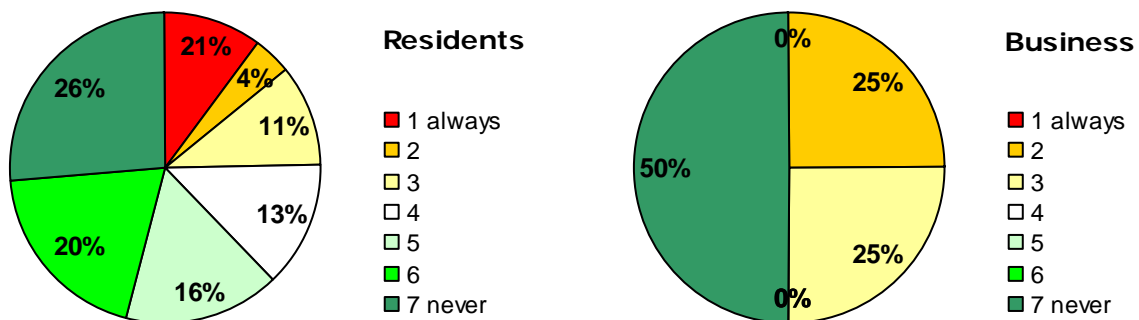
## Recommendations

- 8.15 Based on the level of public support and current parking conditions it is recommended to extend CPZ to include the uncontrolled streets surrounding London Fields Train Station.

## Zone J: Impact of Controlled Parking

- 8.16 Questions from Section 3 gathered impressions about effectiveness of the current parking controls and hours of operation.
- 8.17 Most permit holders report at least some difficulty in finding a parking space (ratings 1 – 6) although only a quarter of residents (25%) report regular problems (ratings 1 – 3). Businesses are evenly split between those experiencing regular difficulties (50%) finding a space and those who never have problems (50%). In general, this suggests that parking provision is meeting the needs of the local area. [Appendix 2: 11.24-11.27]
- 8.18 A higher proportion of respondents rated their visitors' difficulty as frequent (ratings 1 – 3); 36% of residents and 60% of businesses. [Appendix 2: 11.28-11.31]

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



Excludes question responses with missing data.

## Recommendations

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

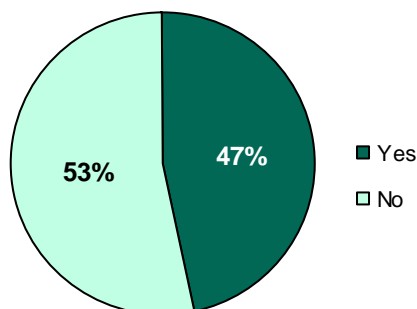
## Zone J: Controlled Parking Design & Proposals

- 8.21 Section 2 of the questionnaire asked the public specifically about hours of operation and Section 4 about proposed street-level changes.

### Hours of control

- 8.22 Current operating hours are Monday to Friday 8:30am – 6:30pm.
- 8.23 The majority of respondents are happy with the current operational hours with 54% requesting that they remain unchanged. Accordingly, nearly all wanted the operational days to stay Monday to Friday (86%) and the times to continue being 8:30am (72%) to 6:30pm (61%). [Appendix 2: 11.15-11.22]

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



Excludes question responses with missing data.

## Recommendations

8.24 Continue with the current hours of enforcement for Zone J.

### Zone J: General design feedback

8.25 Parking Services proposes to implement double yellow lines ('no waiting at any time' restrictions) across entry points to protect access to private property, as required by our standard design criteria. Overall, the majority (57%) of respondents were happy with this idea, although some expressed concern over the loss of on-street parking space this change would bring. Residents were happier with this plan (57%) and influenced the general trend with their numbers, while business respondents were split in their opinion (50% in support). [Appendix 2: 11.33-11.35]

8.26 The review is also an opportunity to bring the CPZ in line with current design criteria and safety recommendations. Part of this process is the upgrading of most existing single yellow lines to double -

- Around the corners at road junctions to maintain visibility for both motorists and pedestrians ('junction protection').
- Along one or both sides of a narrow road to ensure emergency vehicles can pass down the road at speed and also helps traffic flow for buses.
- To create 'passing spaces' where the road is too narrow for two vehicles to pass easily.

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

8.28 Weekend visitors to the popular Broadway Market, London Fields, and the many churches in the area are the other main theme in public feedback; residents are concerned that their ability to park is being compromised by these visitors and more protection for their spaces is requested, either through reduced Pay & Display provision or through extended restriction times.

8.29 The public were also asked about specific proposed changes to bay allocation on individual roads. These can be seen in detail in Appendix 2, but most received majority support from respondents. The only one with majority opposition was:

## Haggerston Road

- Remove the *resident permit* bay outside nos. 270-272 and replace with *double yellow line* (11) – 67% against. [Appendix 2: 11.44]

## Albion Square

- 8.30 Parking Services received correspondence from residents on Albion Square regarding the size and luminosity of 'no loading' marks on the kerb, which is felt to be inappropriately large and bright for a Conservation Area. The Traffic Signs Regulations and General Directions 2002 dictates that the minimum size for kerb markings is 100mm, as they are currently, unlike the yellow lines (double and single) which can be reduced to 50mm. The Directions do however allow for a reduction in brightness through the use of optional primrose yellow paint.
- 8.31 Residents also felt that parking-related signage is excessive and contributing to 'street clutter'; they would like unnecessary signs to be removed and others relocated to nearby lamp columns or railings. The Traffic Signs Regulations and General Directions 2002 requires the current number of signs for the street to be legally enforceable; signs are required at 30m intervals within parking bays. Engineers have carried out a site survey and have identified two signs that can be relocated to adjacent lamp columns and the sign posts removed. Parking Services does not currently use railings for positioning signage but is awaiting the outcome of a proposal to sanction this option from Senior Management.

## Glebe Road

- 8.32 Parking Services proposed to implement parking bays and yellow lines in this previously uncontrolled street. However, during consultation it became clear that large sections of the road are privately-owned and so this negates the requirement to introduce restrictions; Glebe Road will remain uncontrolled.

## Kingsland Waste Market

- 8.33 Following discussion with the Council's Markets Team it has been decided to consult the market traders on Kingsland Waste market separately to the operational review of the zone. This will allow the traders the opportunity to discuss proposals as part of a wider stretching markets strategy allowing them to contribute to the final design.
- 8.34 This is currently expected to take place in September 2008. The changes will therefore take place outside of the Zone J changes

## Holly Street Estate

- 8.35 Holly Street estate remains unadopted at present and as such is excluded from Zone J.
- 8.36 Once formally adopted, as scheduled for late 2008, Parking Services will consult the relevant addresses regarding assimilation into the surrounding controlled parking scheme.

## Middleton Road

- 8.37 Parking Services received a petition from Hackney Pentecostal Apostolic Church, at 27 Middleton Road, about the proposed double yellow line upgrades in the vicinity (particularly Mulberry and Mayfield Roads). Their congregation relies on the existing single yellow lines

for parking outside of restriction times and is concerned about the effect this loss of parking provision will have.

- 8.38 Parking Services arranged a specific “drop in” session on 4 April 2008 to address these concerns, which unfortunately had a very low turnout, and the Parking Operations Manager, Abdul Ali, also met with Brother Cameron to discuss the issue (17 March 2008). Additionally, the public consultation period was extended. As a result, the proposal to upgrade double yellow lines on Mulberry Road has been amended to include the western side and the eastern side between numbers 1 to 27; a section of yellow line will remain on the eastern side of the road between the junctions of Middleton Road and Freshfield Avenue to provide additional parking provision for all road users outside of restricted hours.

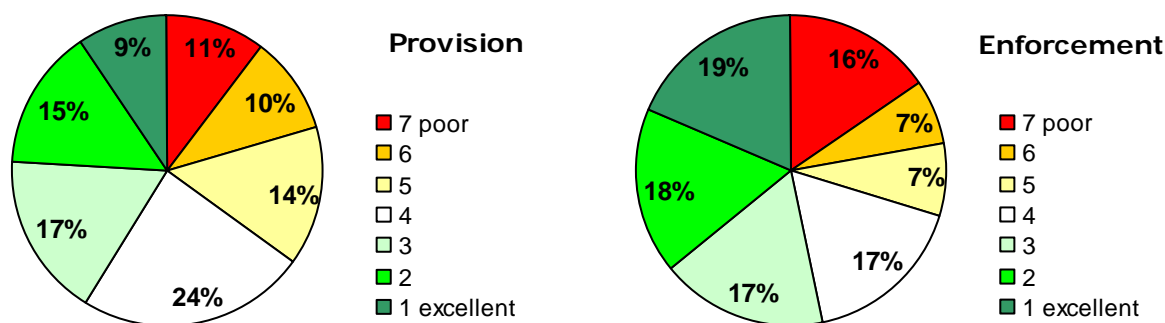
### Recommendations

- 8.39 To accept the proposal to implement double yellow lines at junctions and across access points throughout Zone J.
- 8.40 To approve the final proposals for Zone J with amendments made following customer feedback (Appendix 4).

## Zone J: Customer Satisfaction

- 8.41 Two-fifths (42%) of respondents gave parking provision on their street a positive rating of 3 or below, towards the “excellent” end of the scale, with a further 24% choosing the neutral middle score. Enforcement effectiveness received a similar rating with 53% opting for a positive score of 3 or lower and 17% more choosing neutral. *[Appendix 2: 11.166-11.167]*

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

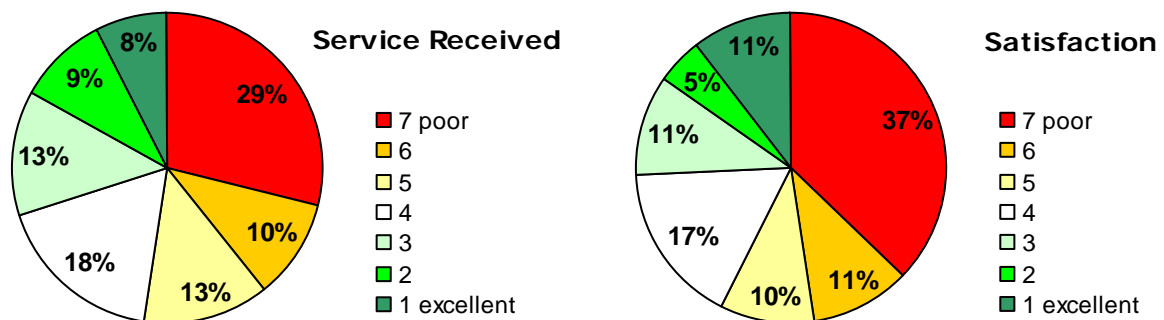


*Excludes question responses with missing data.*

- 8.42 Just under a third (29%) of respondents have contacted Parking Services about their CPZ; most people (48% of all contacts) preferred to get in touch via the telephone with the most popular reason (29% of all contacts) being to request general information. *[Appendix 2: 11.168-11.170]*

8.43 Unfortunately, half (52%) of those getting in touch rated the service received as 5 or above, towards “poor”, while an even larger proportion (57%) chose these ratings for outcome satisfaction. [Appendix 2: 11.171-11.172]

Figures 6 and 7: Please rate service received (Q18) and satisfaction with the outcome (Q19).



Excludes question responses with missing data.

8.44 Happily, the consultation pack, map, leaflet, and questionnaire were all judged positively by at least 77% of respondents. [Appendix 2: 11.174-11.177]

### Recommendations

8.45 Although the consultation pack received positive feedback, Parking Operations should continue to make improvements to ensure that communication with the public is clear that it reflects our aim for a transparent CPZ review process.

8.46 Parking Services is currently looking at revising the customer service section of the questionnaire to ensure that questions asked cover all areas of Parking.

## 9.0 Implementation timetable

- 9.1 Subject to approval of this report residents and businesses will be notified of any approved changes and general feedback in October 2008.
- 9.2 Implementation of approved changes as detailed in the consultation leaflet is scheduled to take place in December 2008 subject to weather conditions permitting road works. Warning signs will be placed on each road in advance of works.

Table 2: Project milestones and key dates

Milestone	Date
Submission of Delegated Report for approval	September 2008
Drafting of final letter to all stakeholders with results	September/October 2008
TMO publication	October/November 2008
Implementation of Changes	December 2008

### Report Originating Officers: Barry Francis and Augusta Arnold

**Financial Comments:** Wilson Rush

**Borough Solicitor comments:** Steve Lomas

**Date of report:** September 2008

**Enclosures:**

**Appendix 1: Detailed Consultation Process**

**Appendix 2: Detailed Analysis – Zone J**

**Appendix 3: Detailed Analysis – London Fields**

**Appendix 4: Proposals by Street**

**Appendix 5: Pay & Display Changes**

**Authorisation of Director:**

**Name:**

**Signature:**

**Date:**

Table 3: Background documents

Description of document	Location	Date
Cabinet Report FP2.07 (Capital Programme update 05/06)		23 <sup>rd</sup> May 2005
Technical Assessment Report: London Fields Uncontrolled Area		September 2008

## 10.0 Appendix 1: Detailed Consultation Process

10.1 Consultation takes place in two stages:

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

### **Preliminary Consultation**

10.2 Preliminary consultation involves engaging with all key internal and external stakeholders through a series of workshops, meetings and neighbourhood forums; this ensures that a holistic approach to the formulation and timing of the proposals that are put forward for full public consultation is taken.

10.3 Parking Services also carries out obligatory statutory consultation with Transport for London.

#### **Internal Stakeholders**

- Streetscene
- Waste
- Markets

#### **External Stakeholders**

- TFL
- Emergency Services

### **Preliminary Internal Stakeholders**

10.4 A series of meetings take place prior to commencement of public consultation to ensure that any requirements from internal stakeholders are incorporated into the design (Table 4). 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 4: Internal Stakeholder Consultation

Service	Date Consulted
Streetscene	24 April 2007
Waste	16 April 2007
Planning - Policy	25 April 2007
Markets Team	24 April 2007

10.5 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

- 10.6 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 5).

Table 5: External Stakeholder Consultation

Service	Date Consulted
Fire Service	10 April 2007
Ambulance Service	17 April 2007
Police	12 April 2007
Disability Hackney	12 April 2007

- 10.7 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

- 10.8 In line with the Council's Public Consultation Charter, a minimum 8 week public response period for each consultation exercise is undertaken; for Zone J this was extended and ran from 28<sup>th</sup> January to 28<sup>th</sup> April 2008.
- 10.9 The process is advertised using a wide range of methods. These include:
- Consultation packs with translation requests. These were delivered during the week commencing 28<sup>th</sup> January 2008.
  - Full page advertisement in Hackney Today, with follow ups during the public response period.
  - Public "drop in" sessions held at venues within or close to the affected CPZ. These were held on 18<sup>th</sup> and 19<sup>th</sup> February 2008 at Haggerston Community Centre, 179 Haggerston Road. The latter was also for residents and businesses within the London Fields uncontrolled area.
  - 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

- 10.10 A consultation pack is sent out to each address in the area under review. Each pack contains an information leaflet outlining the reason for the review and the objectives that it

is designed to achieve, along with further information based on the most frequently asked questions. They also contain:

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

## **Hackney Today Advertisements**

10.11 A series of advertisements are placed in Hackney today:

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

## **Drop-In Sessions**

10.12 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**

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

10.14 Once the review has finished, reports on the consultation results and intended changes are uploaded for public view.

## **Door to Door Survey**

10.15 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.

## 11.0 Appendix 2: Detailed Analysis – Zone J

### Demographics

- 11.1 Questionnaires were received from just under three-quarters of all streets delivered to (73%) with Mayfield Street (50%), Croston Street (31%), and Albion Square (29%) having the highest response rates; over a quarter of households or business premises on these streets sent questionnaires back. An additional 6 questionnaires were received with no street details; these have been excluded from the analysis as it cannot be confirmed that they are from residents or businesses within the Zone A area.
- 11.2 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.

**Table 6: Distribution and returns of consultation packs by street.**

Street Name	Sent	Returned	% Response
Mayfield Road (private)	2	1	50.0%
Croston Street	26	8	30.8%
Albion Square	31	9	29.0%
Ada Street	4	1	25.0%
Lenthall Road	48	12	25.0%
Malvern Road	111	25	22.5%
Lavender Grove	107	24	22.4%
Mulberry Road	18	4	22.2%
Gayhurst Road	48	9	18.8%
Buxted Road	35	6	17.1%
Middleton Road	295	45	15.3%
Glebe Road	33	5	15.2%
Stephan Close (estate)	20	3	15.0%
Albion Terrace	21	3	14.3%
Brownlow Road	86	12	14.0%
Scriven Street	55	7	12.7%
Byron Close	8	1	12.5%
Mapledene Road	189	23	12.2%
Mary Secole Close (estate)	17	2	11.8%
Dericote Street	28	3	10.7%
Appleby Road	19	2	10.5%
Shrubland Road	200	21	10.5%
Holly Street	136	14	10.3%
Osborn Close (estate)	10	1	10.0%
Albion Drive	189	17	9.0%

Street Name	Sent	Returned	% Response
Beehive Close	12	1	8.3%
Rochford Walk (estate)	74	6	8.1%
Brougham Road	139	11	7.9%
Evergreen Square (estate)	68	5	7.4%
Marlborough Avenue (estate)	96	7	7.3%
Celandine Drive (estate)	98	7	7.1%
Dublin Avenue (private)	42	3	7.1%
Lansdowne Drive	323	22	6.8%
Magnin Close (estate)	15	1	6.7%
Beck Road	61	4	6.6%
Queensbridge Road	456	29	6.4%
Samuel Close (estate)	35	2	5.7%
Pownall Road	454	25	5.5%
Duncan Road	75	4	5.3%
Richardson Close	19	1	5.3%
Rivington Walk (estate)	39	2	5.1%
Aitken Close	20	1	5.0%
Elmbridge Walk (estate)	42	2	4.8%
Freshfield Avenue	85	4	4.7%
Rochemont Walk (estate)	22	1	4.5%
Wilde Close (estate)	22	1	4.5%
Haggerston Road	241	10	4.1%
Jackman Street	75	3	4.0%
London Fields East	53	2	3.8%
Anna Close (estate)	29	1	3.4%
Bocking Street	32	1	3.1%
Thrasher Close (estate)	33	1	3.0%
Triangle Road	34	1	2.9%
Welshpool Street	70	2	2.9%
Warburton Street	72	2	2.8%
Westgate Street	37	1	2.7%
Arbutus Street	82	2	2.4%
Broke Walk (estate)	84	2	2.4%
Richmond Road	87	2	2.3%
Livermere Road	187	4	2.1%
Lee Street	52	1	1.9%
Grand Union Crescent	63	1	1.6%
Kingsland Road (RR)	345	5	1.4%
Clarissa Street	245	3	1.2%
Broadway Market	172	2	1.2%
Andrews Road	110	1	0.9%
Acton Mews	11	0	0.0%

Street Name	Sent	Returned	% Response
Ash Grove	2	0	0.0%
Benjamin Close	6	0	0.0%
Broadway Market Mews (private)	9	0	0.0%
Dunston Road	2	0	0.0%
Dunston Street	4	0	0.0%
Exmouth Place	17	0	0.0%
Frederick Terrace	25	0	0.0%
Garden Place (private)	17	0	0.0%
Harriet Close (estate)	12	0	0.0%
Harvington Walk (estate)	6	0	0.0%
Hopwood Walk (estate)	6	0	0.0%
Jacaranda Grove (estate)	25	0	0.0%
Johnson Close (estate)	12	0	0.0%
Lelitia Close (estate)	6	0	0.0%
Loanda Close (estate)	19	0	0.0%
Lomas Drive (private)	5	0	0.0%
Phoenix Close (estate)	11	0	0.0%
Regents Row	2	0	0.0%
Sheep Lane	2	0	0.0%
Sotheran Close (estate)	20	0	0.0%
Stean Street	10	0	0.0%
Trederwen Road	10	0	0.0%
Wilman Grove	5	0	0.0%
Unknown	-	6	n/a

- 11.3 With an average response rate of 12% for Stage 4 reviews, this is a particularly low turn out with some streets having 25 questionnaires sent out and none returned. However, as noted in Section 7 above, all addresses were sent a consultation pack and therefore all stakeholders were given the opportunity to provide input.
- 11.4 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.

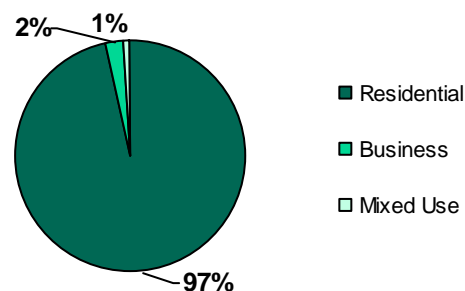
## Parking Permits

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

- 11.5 The vast majority (97%) of respondents self-described as residents, with business and live/work occupiers constituting a very small minority (3% and 1% respectively).

Table 7 and Figure 8: Is this address residential, business, or both (Q2)?

Occupier Type	Responses	
	Number	Percent
Residential*	429	96.6%
Business	11	2.5%
Mixed Use	4	0.9%
<b>Total</b>	<b>444</b>	<b>100.0%</b>



\* Includes 18 blank responses categorised according to NLPG records.

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

- 11.6 About one fifth (19%) of respondents said they had access to off-street parking. Given the high proportion of Council and privately-owned housing estates in the Zone J area, this is as expected; 28% of respondents from private roads or estates say they have off-street parking. This also partly explains the lower than average response rate to this consultation; people who are not affected by on-street parking changes, because they have sufficient off-street space or no vehicle, are less likely to provide feedback.

Table 8: Do you have off street parking (Q3)?

No. spaces	Responses	
	Number	Percent
Yes	85	19.1%
No response	359	80.9%
<b>Total</b>	<b>444</b>	<b>100%</b>

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

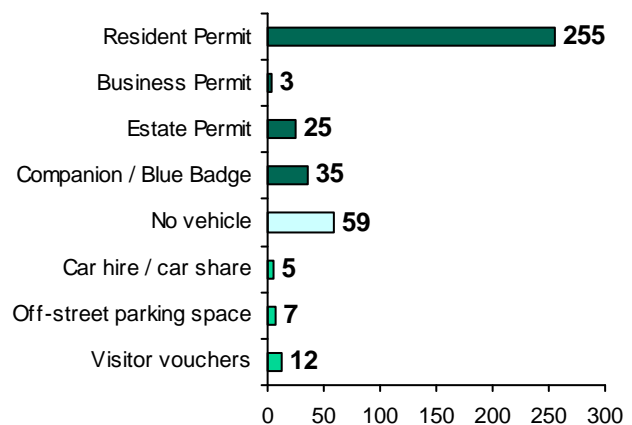
- 11.7 Over half of all returned questionnaires (58%) came from people holding an on-street parking permit. As all public highways in Zone J are controlled, a valid permit is required to park in the designated bays while restrictions are active. Respondents not purchasing a resident or business parking permit are likely to have access to their own off-street space or not own a vehicle.
- 11.8 Fifty-seven percent (57%) of respondents hold a resident parking permit and just 1% have a business one. Of the resident permit holders, 32% live in a private or Council-run housing estate.
- 11.9 Three-fifths of properties in Zone J (59%) are on Council housing estates, the largest of which have Council-run off-street controlled parking schemes (Blackstone, Broadway, Regents, Regents Court, Shrubland, Warburton, and Welshpool). Of the 45% of

respondents that live on a Council housing estate, only a tenth (11%) hold an estate parking permit.

- 11.10 Eight percent (8%) of respondents said that someone at their address held a Companion or Blue Badge for disabled parking; all of these were residents.
- 11.11 Thirteen (13%) of questionnaires came from households/businesses without a vehicle; this is comparative to previous consultations where this question was asked. Recent Census data indicates that vehicle-ownership in Hackney is approximately 56%. Parking Services is aiming to increase the proportion of non-vehicle owners that respond to consultations as their perspective on controlled parking is a valuable component of feedback; pedestrians, public transport users, and those with vehicle-driving visitors may all be affected by a Controlled Parking Zone in some way.
- 11.12 The most frequent 'other' parking solutions given were use of visitor vouchers (3%), use of an off-street space (2%), and use of a hire car or car-share scheme (1%).

**Table 9 and Figure 9: Does anyone at this address hold a parking permit (Q4)?**

Parking Type	Responses	
	Number	Percent*
Resident Permit	255	57.4%
Business Permit	3	0.7%
Estate Permit	25	5.6%
Companion Badge	35	7.9%
No vehicle	59	13.3%
Other: car hire	5	1.1%
Other: off street	7	1.6%
Other: visitor vch	12	2.7%
<b>Respondents</b>	<b>444</b>	



\* Respondents were able to choose multiple options

## **Controlled Parking Zone Design**

### **Operating Hours**

- 11.13 The current operational hours in Zone J are Monday to Friday 8:30am to 6:30pm.
- 11.14 Although the extension area was consulted in 2006, as part of the Council's commitment to review all new CPZs after their first year of operation, this is the first time those occupants have had a chance to give feedback on the hours of control.

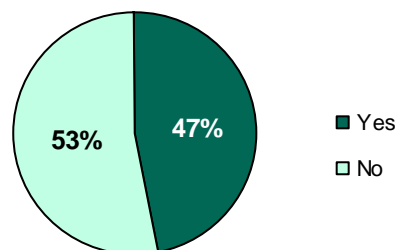
### **Question 5: Do you want the hours of parking control revised?**

- 11.15 The majority (54%) of respondents answering this question did not want the hours of control revised.
- 11.16 All respondents who said they did not want a change to the hours of operation were assumed to have the preferred days of Monday to Friday, and hours of 8:30am to 6:30pm, reflecting existing times.

**Table 10 and Figure 10: Do you want the hours of parking control revised (Q5)?**

Revise Hours	Responses	
	Number	Percent
Yes	200	46.7%
No	228	53.3%
<b>Total</b>	<b>428</b>	<b>100%</b>

*Excludes question responses with missing data.*



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

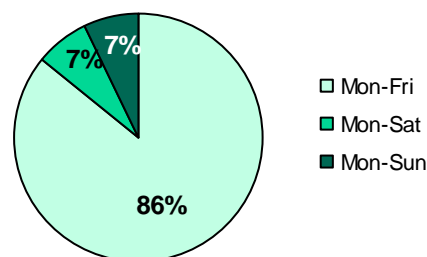
11.17 The favoured days for parking restrictions are Monday to Friday (current days) by a very large majority (86%). Business respondents were even keener on weekday only controls, with 90% choosing this option.

11.18 This clear preference was still present, although not as strong, among just those that wanted a revision to control times (68%).

**Table 11: What are your preferred days (Q6)?**

Preferred Days	Responses	
	Number	Percent
Mon-Fri	357	85.8%
Mon-Sat	29	7.0%
Mon-Sun	30	7.2%
<b>Total</b>	<b>416</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



**Question 7: What are your preferred operating hours?**

11.19 The most requested start and finish times for weekday parking controls correspond to current operating hours - 8:30am (72%) to 6:30pm (61%). This includes all respondents who said they were happy with the existing times. These favourites were ahead of the second choices by a large margin – 9:00am start (13%) and 6:00pm (11%) end.

11.20 Among those wanting a revision to the existing controls, 8:30am is still the most popular start (37%) but with the overall second favourite finish of 6:00pm (24%). Analysing by occupier type does not alter the favoured start and end times.

11.21 Reviews in other CPZs have shown that people often prefer a different, usually earlier, finish time for parking restrictions on weekends. Therefore, this consultation specifically asked about preferred operating hours on weekends in the event that respondent opinion leads to an increase in the operational days to include weekends.

11.22 The most requested start time for weekend parking controls corresponds to current weekday operating hours - 8:30am (48%). The favoured finish was slightly earlier at 6:00pm (18%) but with 6:30pm coming in second (13%).

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

Start Time	Responses	
	Number	Percent
06:00	1	0.2%
06:30	2	0.5%
07:00	6	1.5%
07:30	1	0.2%
08:00	17	4.2%
08:30	294	72.2%
09:00	52	12.8%
09:15	1	0.2%
09:30	9	2.2%
10:00	14	3.4%
10:30	1	0.2%
11:00	2	0.5%
12:00	4	1.0%
24-hour	3	0.7%
<b>Total</b>	<b>407</b>	<b>100%</b>

End Time	Responses	
	Number	Percent
06:00	1	0.2%
10:30	2	0.5%
11:00	1	0.2%
11:30	1	0.2%
11:55	1	0.2%
12:00	5	1.2%
13:30	1	0.2%
14:00	5	1.2%
15:00	1	0.2%
15:15	1	0.2%
15:30	2	0.5%
16:00	5	1.2%
17:00	32	7.8%
17:30	27	6.6%
17:50	1	0.2%
18:00	44	10.8%
18:30	248	60.8%
19:00	5	1.2%
19:30	4	1.0%
20:00	7	1.7%
20:30	4	1.0%
21:00	1	0.2%
22:00	1	0.2%
22:30	1	0.2%
23:00	1	0.2%
Midnight	3	0.7%
24-hour	3	0.7%
<b>Total</b>	<b>408</b>	<b>100%</b>

*Excludes question responses with missing data.*

Figure 11: Preferred weekday operating hours.

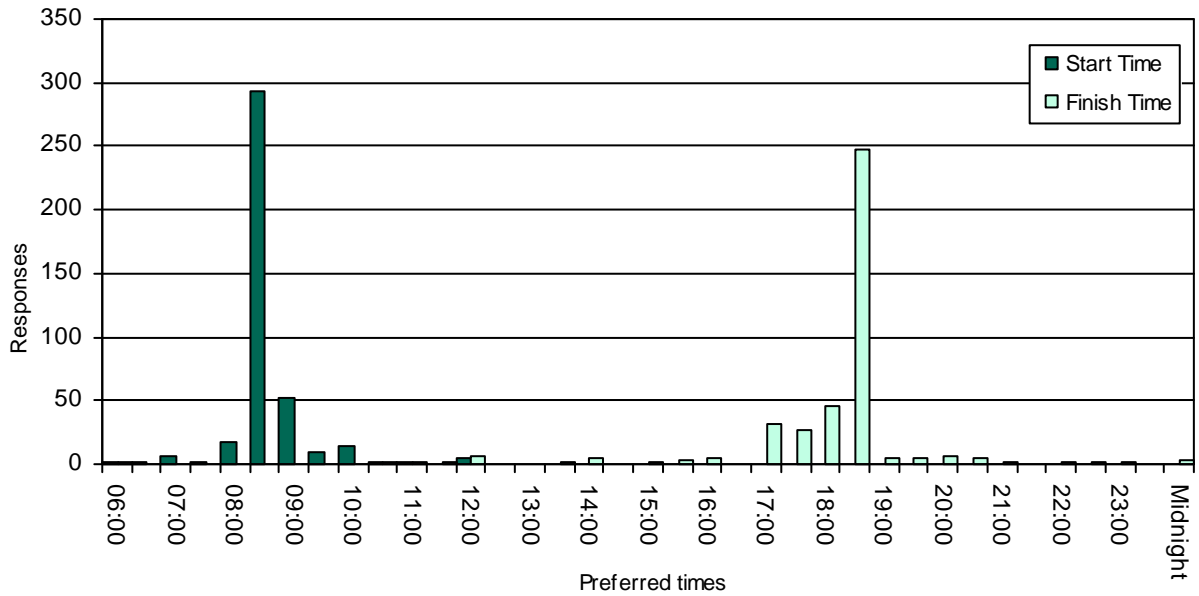


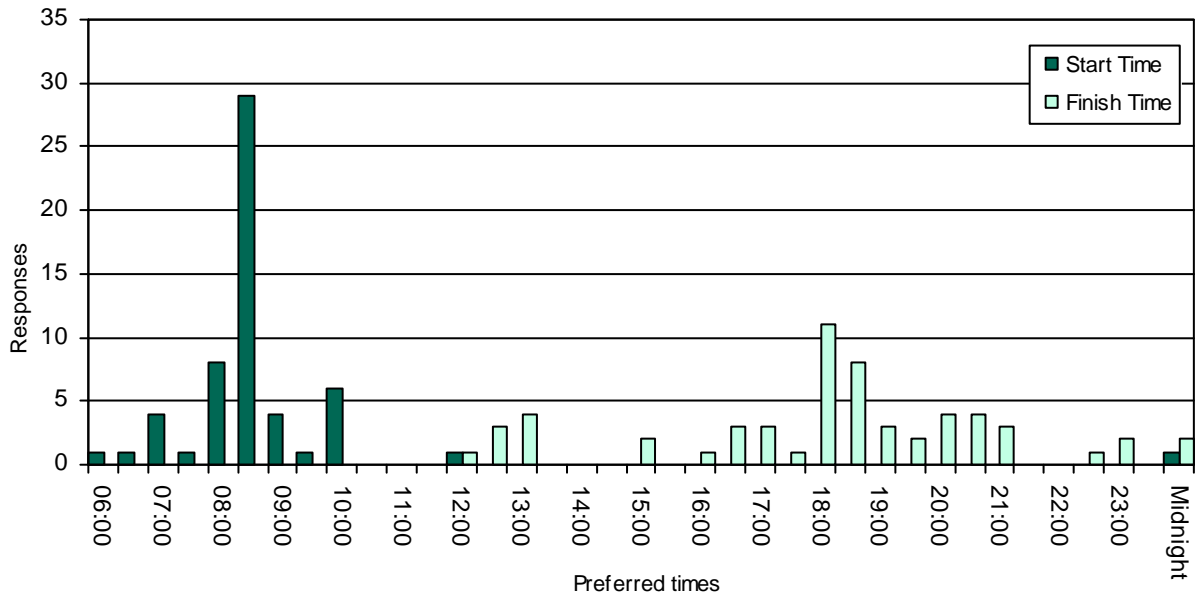
Table 13: What are your preferred weekend operating hours (Q7)?

Start Time	Responses	
	Number	Percent
06:00	1	1.6%
06:30	1	1.6%
07:00	4	6.6%
07:30	1	1.6%
08:00	8	13.1%
08:30	29	47.5%
09:00	4	6.6%
09:30	1	1.6%
10:00	6	9.8%
12:00	1	1.6%
Midnight	1	1.6%
24-hour	4	6.6%
<b>Total</b>	<b>61</b>	<b>100%</b>

End Time	Responses	
	Number	Percent
12:00	1	1.6%
13:00	3	4.8%
13:30	4	6.5%
15:00	2	3.2%
16:00	1	1.6%
16:30	3	4.8%
17:00	3	4.8%
17:30	1	1.6%
18:00	11	17.7%
18:30	8	12.9%
19:00	3	4.8%
19:30	2	3.2%
20:00	4	6.5%
20:30	4	6.5%
21:00	3	4.8%
22:30	1	1.6%
23:00	2	3.2%
Midnight	2	3.2%
24-hour	4	6.5%
<b>Total</b>	<b>62</b>	<b>100%</b>

Excludes question responses with missing data.

Figure 12: Preferred weekend operating hours.



## Impact of Parking Controls

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

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

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

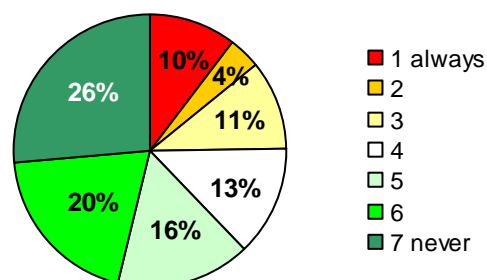
### Residents

11.25 On the whole, most residents (62%) report that they have little difficulty in finding a parking space; ratings 5-7.

11.26 Only a quarter (25%) of the respondents rated their parking difficulty on the lower end of the scale, reflecting a regular problem; ratings 1-3. The highest proportion of these live on Middleton and Pownall Roads (11% each).

**Table 14 and Figure 13: As a permit holder, do you ever have difficulty finding a parking space in your street – resident parking permit holders (Q8)?**

Parking Difficulty	Responses	
	Number	Percent
1 always	35	10.4%
2	13	3.8%
3	36	10.7%
4	44	13.0%
5	54	16.0%
6	67	19.8%
7 never	89	26.3%
<b>Total</b>	<b>338</b>	<b>100%</b>



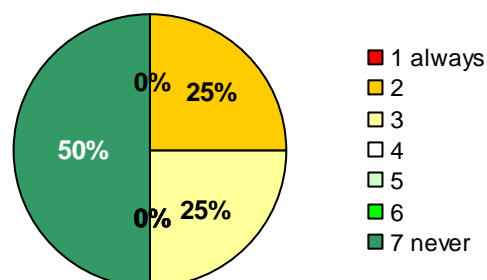
*Excludes question responses with missing data and respondents self-categorising as “business only”.*

## Business

11.27 Businesses are evenly split between those who experience regular problems in finding parking space (50%), choosing a score of between 1 and 3, and those that never do (50%).

**Table 15 and Figure 14: As a permit holder, do you ever have difficulty finding a parking space in your street – business parking permit holders (Q8)?**

Parking Difficulty	Responses	
	Number	Percent
1 always	0	0%
2	1	25.0%
3	1	25.0%
4	0	0%
5	0	0%
6	0	0%
7 never	2	50.0%
<b>Total</b>	<b>4</b>	<b>100%</b>



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

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

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

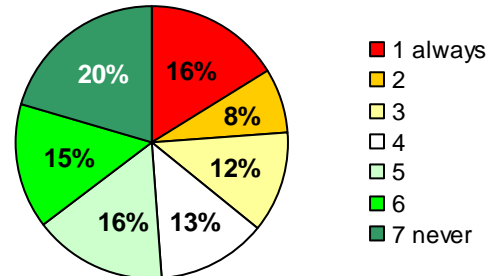
### Residential Visitors

11.29 On the whole, most residents (62%) report that their visitors have little difficulty in finding a parking space; ratings 5-7.

11.30 However, more respondents (36%) rated their visitors' parking difficulty on the lower end of the scale, ratings 1-3, than when asked about their own parking. Again, the highest proportion of these live on Middleton and Pownall Roads (9% and 11% respectively).

Table 16 and Figure 15: Do your visitors ever have difficulty finding a parking space in your street – residents (Q9)?

Parking Difficulty	Responses	
	Number	Percent
1 always	65	16.1%
2	32	7.9%
3	48	11.9%
4	52	12.9%
5	64	15.8%
6	60	14.9%
7 never	83	20.5%
<b>Total</b>	<b>404</b>	<b>100%</b>



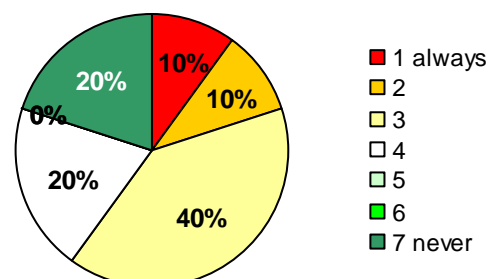
Excludes question responses with missing data and respondents self-categorising as "business only".

### Business Visitors

11.31 Again, the number of respondents choosing ratings at the lower end of the scale, reflecting more severe parking problems, was greater when assessing their visitors' experience than their own; 60% opted for ratings 1-3.

Table 17 and Figure 16: Do your visitors ever have difficulty finding a parking space in your street – business (Q9)?

Parking Difficulty	Responses	
	Number	Percent
1 always	1	10.0%
2	1	10.0%
3	4	40.0%
4	2	20.0%
5	0	0%
6	0	0%
7 never	2	20.0%
<b>Total</b>	<b>10</b>	<b>100%</b>



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

### Proposed Changes

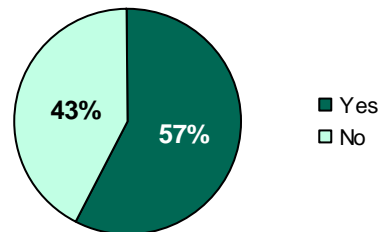
11.32 The following questions assess the public's opinion on the major changes proposed in Zone J. People were not asked about certain compulsory changes, such as *double yellow lines* at junctions, which are required for safety reasons or to bring the CPZ in line with Parking Services' set "design criteria"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

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

- 11.33 As part of our agreed “design criteria”, Parking Services proposes to implement *double yellow lines* across all private property drop kerbs; these will act as a visual deterrent to drivers looking to park and also enable Enforcement to remove obstructing vehicles without waiting for the property owner’s consent. Even without majority support, this proposal is likely to be introduced across multiple property access (such as housing estates) and their refuse collection points.
- 11.34 The majority (57%) of respondents answering this question were in favour of introducing double yellow lines to protect access. Although residents support this proposal on the whole (57%), business respondents are split (50% against).
- 11.35 Those against the proposal either tend to see the area in front of the access point as a valuable additional ‘personal’ parking space for their visitors, or believe the property owner has no right to take away an on-street, public parking space from neighbouring addresses just because they own the land adjacent. It is a widespread sentiment that the property owner should have the final decision.

**Table 18 and Figure 17: Do you agree with the proposal to implement double yellow lines to protect access to private property (Q10)?**

Revise Hours	Responses	
	Number	Percent
Yes	239	57.2%
No	179	42.8%
<b>Total</b>	<b>418</b>	<b>100%</b>



*Excludes question responses with missing data.*

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

- 11.36 Major proposals to alter bay allocation were listed individually in the questionnaire and the public asked to comment on each.
- 11.37 In addition to these, Parking Services proposes to replace all *single yellow lines* (restricted waiting) with *double yellow lines* (no waiting at any time) – as noted above in 11.32, this change was not consulted upon.

Albion Drive

- Change the two *resident permit* bays east of the Queensbridge Road junction to *shared use* (1).

- 11.38 The majority (71%) of respondents supported this proposed change. One supporter believes that the addition of Pay & Display facilities, through the conversion to *shared use*, would provide a welcome alternative option for visitors.
- 11.39 However, opponents are concerned that these spaces would be used by commuters; this could be prevented by judicious setting of the maximum stay and no return times. It is also

felt that fewer spaces would be available for residential visitors if these bays are opened up to other road users.

**Table 19: Proposals to change bay allocations in Albion Drive (Q11).**

Response	Proposal 1	
	Number	Percent
Yes	191	71.0%
No	78	29.0%
<b>Total</b>	<b>269</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Dunston Road

- Change the two *resident permit* bays outside and opposite the rear of nos. 19 – 24 Mary Seacole Close and nos. 25-45 Thrasher Close to *general permit* (2).

11.40 The majority (60%) of respondents supported this proposed change, although a request was received to change the bays to *shared use* instead.

**Table 20: Proposals to change bay allocations in Dunston Road (Q11).**

Response	Proposal 2	
	Number	Percent
Yes	115	59.6%
No	78	40.4%
<b>Total</b>	<b>193</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Dunston Street

- Change the *general permit* bay opposite no. 2 to *shared use* (3).
- Change the *general permit* bay outside no. 2 to *Pay & Display* (4).
- Change the short *general permit* bay outside no. 6-10 to *motorcycle* (5).

11.41 All three proposals had majority support – 75%, 57%, and 55% respectively. Only the proposed bay change to Pay & Display (4) received comments in opposition; respondents feel that shared use would be more appropriate as this would maintain business permit holder provision. One respondent suggested that these bays be better located on Arbutus Street.

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

Response	Proposal 3		Proposal 4		Proposal 5	
	Number	Percent	Number	Percent	Number	Percent
Yes	150	74.6%	114	57.0%	107	54.9%
No	51	25.4%	86	43.0%	88	45.1%
<b>Total</b>	<b>201</b>	<b>100%</b>	<b>200</b>	<b>100%</b>	<b>195</b>	<b>100%</b>

*Excludes question responses with missing data.*

## Glebe Road

- Add a new *general permit* bay opposite no. 3 (6).
- Add a new *general permit* bay outside nos. 1-2 (7).
- Add a new *general permit* bay opposite the rear of nos. 382-386 Kingsland Road (8).
- Add a new *general permit* bay outside nos. 15-17 (9).

11.42 All four proposals had majority support – 77%, 78%, 74%, and 73% respectively. This road is currently uncontrolled and feedback was positive; respondents feel that introducing restrictions will avert the abandoned and untaxed vehicles that currently reduce parking space. The only opposition came from a business that currently parks several vehicles in the street and would therefore need to buy permits to continue.

**Table 22: Proposals to change bay allocations in Glebe Road (Q11).**

	Proposal 6		Proposal 7		Proposal 8	
Response	Number	Percent	Number	Percent	Number	Percent
Yes	145	77.1%	148	78.3%	142	74.3%
No	43	22.9%	41	21.7%	49	25.7%
<b>Total</b>	<b>188</b>	<b>100%</b>	<b>189</b>	<b>100%</b>	<b>191</b>	<b>100%</b>

	Proposal 9	
Response	Number	Percent
Yes	138	73.4%
No	50	26.6%
<b>Total</b>	<b>188</b>	<b>100%</b>

*Excludes question responses with missing data.*

## Haggerston Road

- Change the *resident permit* bay opposite the Mayfield Road junction to *shared use* (10).
- Remove the *resident permit* bay outside nos. 270-272 and replace with *double yellow line* (11).

11.43 Proposal 10 received majority support (69%) although opponents are concerned about the increase in parking stress for resident permit holders that may come about through sharing parking with other road users.

11.44 Proposal 11 received majority opposition (67%), which is partly to be expected as it involves removing parking spaces. Opponents argue that there is a shortage of resident permit spaces in this area already, particularly as the estate car park is not large enough to accommodate all residents' vehicles, and removing this bay will make the situation worse.

**Table 23: Proposals to change bay allocations in Haggerston Road (Q11).**

	Proposal 10		Proposal 11	
Response	Number	Percent	Number	Percent
Yes	153	69.2%	72	32.6%
No	68	30.8%	149	67.4%
<b>Total</b>	<b>221</b>	<b>100%</b>	<b>221</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Lee Street

- Add a new *Pay & Display* bay outside no. 290a Kingsland Road, replacing the existing *single yellow line* (12).

11.45 The majority (74%) of respondents supported this proposed change. Supporters feel this will provide much-needed parking for visitors to the nearby Tesco supermarket. However, opponents believe that the new bay should be *resident permit* to provide additional parking space for residents, particularly with the potential influx of commuters when the underground rail station is complete. There is also concern about congestion at this junction.

**Table 24: Proposals to change bay allocations in Lee Street (Q11).**

	Proposal 12	
Response	Number	Percent
Yes	168	73.7%
No	60	26.3%
<b>Total</b>	<b>228</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Mapledene Road

- Change the existing *resident permit* bay west of the junction with Lansdowne Drive to *shared use* (13).

11.46 The majority (72%) of respondents supported this proposed change. The only comment in opposition was regarding increased congestion in the street; however, as there is currently a parking bay in this position, it is unlikely that changing the type will impact on traffic flow.

**Table 25: Proposals to change bay allocations in Mapledene Road (Q11).**

	Proposal 13	
Response	Number	Percent
Yes	168	71.5%
No	67	28.5%
<b>Total</b>	<b>235</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Middleton Road

- Add a new *resident permit* bay outside the gap between nos. 19-21, replacing the existing *single yellow line* (14).

11.47 The majority (79%) of respondents supported this proposed change. A request was also received to add an extra bay at the junction with Queensbridge Road.

**Table 26: Proposals to change bay allocations in Middleton Road (Q11).**

Proposal 14		
Response	Number	Percent
Yes	177	79.4%
No	46	20.6%
<b>Total</b>	<b>223</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Queensbridge Road

- Add a new *resident permit* bay outside nos. 208-210, replacing the existing *single yellow line* (15).

11.48 The majority (79%) of respondents supported this proposed change. No comments were received.

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

Proposal 15		
Response	Number	Percent
Yes	188	79.3%
No	49	20.7%
<b>Total</b>	<b>237</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Shrubland Road

- Change the two *resident permit* bays west of Lansdowne Drive junction to *shared use* (16).

11.49 The majority (68%) of respondents supported this proposed change. Opponents are concerned about the bays' proximity to the junction and the safety of pedestrians crossing the road at this point.

**Table 28: Proposals to change bay allocations in Shrubland Road (Q11).**

Proposal 16		
Response	Number	Percent
Yes	153	67.7%
No	73	32.3%
<b>Total</b>	<b>226</b>	<b>100%</b>

*Excludes question responses with missing data.*

### Welshpool Street

- Change the *resident permit* bay opposite the rear of nos. 49-61 Broadway Market to *shared use* (17).

11.50 The majority (72%) of respondents supported this proposed change. Opponents prefer to keep these for resident permit holder use only as they are concerned that visitors to Broadway Market will use all the spaces.

**Table 29: Proposals to change bay allocations in Welshpool Street (Q11).**

Response	Proposal 17	
	Number	Percent
Yes	166	71.6%
No	66	28.4%
<b>Total</b>	<b>232</b>	<b>100%</b>

*Excludes question responses with missing data.*

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

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

Albion Square

11.52 Opposition to 'no loading' restrictions.

11.53 Request to convert both *resident permit* bays in northern cul-de-sac section to *Pay & Display*.

11.54 Request to remove all restrictions – seen as unnecessary due to lack of commuter parking.

11.55 Complaint about “unsightly” signage as this is a conservation area.

Arbutus Street

11.56 Request for a *loading* bay near nos. 6-16.

Beck Road

11.57 Request to change all *Pay & Display* bays to *resident permit* – this road suffers parking stress at weekends due to Broadway Market visitors.

Bocking Street

11.58 Complaint that Hackney Council vehicles take up much of the *general permit* spaces.

Broadway Market

11.59 Request for 'no loading' restrictions to be lifted on Saturdays to aid businesses.

11.60 Request to remove all restrictions – seen as unnecessary due to lack of commuter parking.

Brownlow Road

11.61 Opposition to removal of *resident permit* bays outside nos. 18-70 and replacement with *double yellow lines* - not enough parking provision left in this street. Also concerns that removal of bays will lead to increased traffic flow and associated noise and safety problems as the section between Scriven Street and Marlborough Avenue is used as a 'rat run'.

11.62 Request for more *resident permit* spaces as the new development to the rear of no. 180 Queensbridge Road will add to demand.

#### Bush Road

- 11.63 Request to change all *resident permit* bays to *Pay & Display* – this road is underused and could take Broadway Market visitors instead of local residential streets.

#### Buxted Road

- 11.64 Request for some *Pay & Display* provision.
- 11.65 Request for more *disabled* bays.

#### Clarissa Street

- 11.66 Request for equal allocation of *resident permit* and *Pay & Display* bays.
- 11.67 Request for 25% of all bays to be *disabled*.

#### Croston Street

- 11.68 Request for more parking spaces – suggestion to add bays at the dead end between nos. 4-5.
- 11.69 Request for time plates to accompany *disabled* bays.
- 11.70 Request for *disabled* bay outside no. 5 to be removed – allegedly no longer in use.
- 11.71 Opposition to 'no loading' restrictions.

#### Dericote Street

- 11.72 Request for time plates to accompany *disabled* bays.

#### Duncan Road

- 11.73 Request for some *shared use* bays.

#### Freshfield Avenue

- 11.74 Request for *disabled* bay to be removed – allegedly no longer in use.

#### Gayhurst Road

- 11.75 Opposition to *double yellow line* 'passing space' east of no.24 as it is felt that traffic flow is minimal and congestion not a problem.
- 11.76 Request for *Pay & Display* provision to serve tradesmen and other business visitors.

#### Glebe Road

- 11.77 Opposition to any *Pay & Display* provision in this street as concerns over commuter parking; none proposed.
- 11.78 Request for double red lines at Middleton Road junction to prevent minicab vehicles blocking access.

### Haggerston Road

- 11.79 Community Centre causes parking stress on Saturdays.
- 11.80 Request for 'no loading' restrictions near the bridge and pub – parked vehicles make it dangerous for pedestrians to cross.
- 11.81 Request for *disabled* bays near the canal.

### Holly Street

- 11.82 Queensbridge Leisure Centre causes parking stress.

### Jackman Street

- 11.83 Opposition to *shared use* bays – this road suffers parking stress at weekends due to Broadway Market visitors.

### Kingsland Road

- 11.84 Request for more short-stay *loading* or parking bays.

### Lansdowne Drive

- 11.85 This road suffers parking stress at weekends due to Broadway Market visitors.
- 11.86 Request for *disabled* bays to be audited and removed if no longer in use.
- 11.87 Request for one of the *disabled* bays between Trederwen and Shrubland Road junctions to be converted to permit parking.

### Lavender Grove

- 11.88 This road suffers parking stress on Sundays due to the church as Lansdowne Road junction.
- 11.89 Opposition to *double yellow line* outside nos. 67-69.
- 11.90 Request for *motorcycle* bays near the post box.
- 11.91 Request for visitor provision at one end of the street.

### Lee Street

- 11.92 Request for *loading* bay opposite nos. 2-3 to be moved slightly as currently blocks the entrance of an underground car park.
- 11.93 Request for secure *motorcycle* bays.

### Lenthall Road

- 11.94 This road suffers from commuter parking and evening parking stress due to restaurant at the junction of Richmond and Queensbridge Roads.
- 11.95 Request for secure *motorcycle* bays.

- 11.96 Request for removal of *double yellow line* outside no. 81 – now a residential unit and no longer a light industrial site with a gate.
- 11.97 Request for the re-positioning of the sign at Queensbridge Road junction as it obstructs drivers' view when turning south from Lenthall Road.

#### Livermere Road

- 11.98 This road suffers from commuter parking.
- 11.99 Opposition to removal of *resident permit* bays outside Scriven Court.
- 11.100 Complaint about lack of visitor parking; residential visitors can use the *resident permit* bays in conjunction with visitor vouchers.

#### Malvern Road

- 11.101 Request for more *shared use* bays.
- 11.102 Opposition to *shared use* bays – resident permit holders are finding it hard to park when competing with visitors.
- 11.103 Request for *disabled* bay outside no. 57 to be removed – allegedly no longer in use.
- 11.104 Request for the *single yellow line* from the side entrance of The Albion pub to the dropped kerb to be replaced with a *resident permit* bay; already proposed.

#### Middleton Road

- 11.105 This road suffers parking stress on Sundays due to the churches – several request for extended restrictions were received.
- 11.106 Support for the *double yellow line* outside nos. 53-71 as parked vehicles frequently block the entrance to no. 67.
- 11.107 Request for more *shared use* bays.
- 11.108 Request for more *Pay & Display* provision near the shops.
- 11.109 Request for more *resident permit* bays.
- 11.110 Request for a *business permit* or *general permit* bay near the church.
- 11.111 Request for more *disabled* bays.
- 11.112 Request for secure *motorcycle* bays.
- 11.113 Request for *car club* bay at the Queensbridge Road junction to be replaced by *resident permit*.
- 11.114 Request for the parking bays outside the shops at the Queensbridge Road junction to be removed or cur back – dangerous for pedestrians crossing the road.
- 11.115 Request for *disabled* bays to be audited and removed if no longer in use.

11.116 Request for the two drop-kerbs between Malvern and Queensbridge Road junctions to be removed as no longer in use.

11.117 Request for *double yellow lines* to be removed.

#### Mulberry Road

11.118 Support for the *double yellow line* opposite nos. 1-25 as parked vehicles make exiting the *resident permit* bays opposite difficult.

11.119 Request for some *Pay & Display* provision.

#### Pownall Road

11.120 Complaints have been received about the *single yellow lines*, which are active on Saturdays unlike other restrictions and this causes confusion.

11.121 There is alleged widespread Blue Badge abuse in this street.

11.122 Request for more *resident permit* or *general permit* bays on the south side of the road.

11.123 Request for the *disabled* bays outside Debenham Court to be removed.

11.124 Request for more visitor parking.

#### Queensbridge Road

11.125 Opposed to the upgrade to *double yellow lines* between Shrubland and Brownlow Roads – belief that lack of parked cars will make traffic flow faster and loading impossible; however, there are no ‘no loading’ restrictions at this location.

11.126 Request for more *Pay & Display* provision - insufficient business visitor parking.

11.127 Request for more *business permit* provision for the permit holders near the Albion Drive and Middleton Road junctions.

11.128 Request for *disabled* bays to be audited and removed if no longer in use.

#### Regents Row

11.129 Request to reduce pavement width to allow more parking bays.

11.130 Request for a one-way system.

#### Richmond Road

11.131 Request to reduce the number of doctors bays.

#### Scriven Street

11.132 Request to turn park opposite Angrave Court into a car park.

#### Sheep Lane

11.133 This road is apparently under-used and respondents asked that Market visitors be encouraged to park here instead of in residential streets.

11.134 Request for all parking bays between Alden House entrance and the Duncan Road junction to be removed and replaced with *double yellow lines*.

Shrubland Road

11.135 Request for a *pedestrian crossing* and reduced bays at the Lansdowne Drive junction – dangerous for pedestrians to cross at this point.

11.136 Request for parking bays on one side of the road only at the Lansdowne Drive junction to ease congestion.

11.137 Request for dedicated *motorcycle* bays.

11.138 Request for all restrictions to be removed.

Trederwen Road

11.139 Request for all bays to be converted to *Pay & Display*.

Westgate Street

11.140 Request to change the *shared use* bay outside nos. 2-10 to *general permit* – business permit holders are finding it hard to park due to volume of visitors to Keltan House or the school.

General design and layout

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

11.142 Request for more widespread *Pay & Display* provision so that trades people and other visitors can pay for their own parking.

11.143 Request for more permit holder bays overall.

11.144 Request for more *Car Club* bays.

11.145 Request to convert all parking bays to *resident permit* to prevent car use by non-residents.

11.146 Request for *Pay & Display* provision around Broadway Market only to prevent commuters when the East London underground line opens.

11.147 Request for audit of drop-kerbs and *disabled* bays to remove those no longer in use.

11.148 Confusion over ability to load/unload on *double yellow lines* where ‘no loading’ restrictions are not present.

11.149 Request for the removal of restrictions from all residential streets where there are no businesses or schools.

11.150 Request for more local car parks to remove parked vehicles from streets.

11.151 Request for some free parking facilities.

11.152 Request for all main roads and bus routes to be converted to Red Routes.

- 11.153 Request for the CPZ to be extended to Dalston Lane, or to cover the whole Borough.
- 11.154 Request for smaller, overlapping CPZs to reduce the problems associated with being near a boundary.
- 11.155 Request for the better design of cycle lanes, so that they do not go the opposing way down one-way streets, confusing drivers, and do not allow vehicles to park in them.
- 11.156 Request for individual spaces to be marked in parking bays to encourage 'neater' parking.
- 11.157 Request for dropped kerbs next to disabled bays for wheelchair users.
- 11.158 Request for one dedicated parking space per household.
- 11.159 Request for signage "clutter" to be reduced.
- 11.160 Request for road re-surfacing and line repainting.
- 11.161 Request for safer parking with better lighting and CCTV coverage.
- 11.162 Request for all CPZ-related signage on unadopted streets to be removed.

#### Operational Hours

- 11.163 Request for short 2-3 hours operational hours to deter commuters and abandoned vehicles but encourage visitors.
- 11.164 Request for weekend restrictions on roads around Broadway Market to protect resident spaces.

## Customer Service

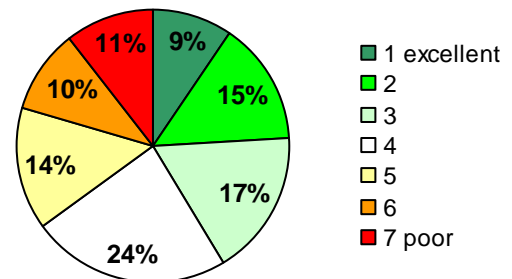
11.165 Section 5 of the questionnaire addressed the public's opinion of Parking Services' customer service.

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

11.166 Two-thirds (65%) of respondents rated parking provision on their street positively (42%, ratings 1-3) or neutral (24%, rating 4). This is linked to the high number of respondents who reported few difficulties in their parking ability.

**Table 30 and Figure 18: Please rate the parking provision in your street using the 7-point scale (Q13)?**

Provision	Responses	
	Number	Percent
1 excellent	37	9.4%
2	59	14.9%
3	68	17.2%
4	93	23.5%
5	57	14.4%
6	39	9.9%
7 poor	42	10.6%
<b>Total</b>	<b>395</b>	<b>100%</b>



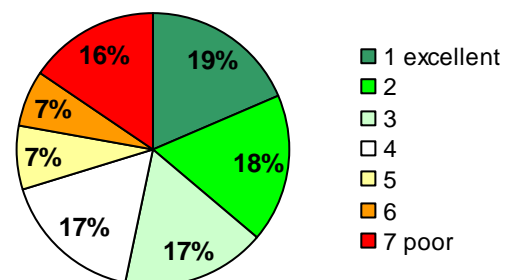
*Excludes question responses with missing data.*

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

11.167 A similar trend was shown in parking enforcement ratings, with over two-thirds (70%) of respondents rating it positively (53%, ratings 1-3) or neutral (17%, rating 4). This suggests that most people are either satisfied that enforcement is effective or ambivalent.

**Table 31 and Figure 19: Please rate parking enforcement effectiveness in your street using the 7-point scale (Q14)?**

Enforcement	Responses	
	Number	Percent
1 excellent	70	18.5%
2	67	17.7%
3	65	17.2%
4	64	16.9%
5	28	7.4%
6	25	6.6%
7 poor	59	15.6%
<b>Total</b>	<b>378</b>	<b>100%</b>



*Excludes question responses with missing data.*

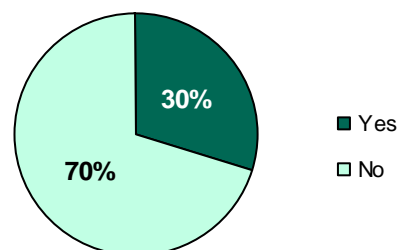
### Question 15: Have you ever contacted us about the design or operation of your CPZ?

11.168 Just under a third (29%) of respondents said they had contacted Parking Services about the design or operation of their CPZ. Previous consultations had asked more simply if respondents had contacted Parking Services at all and the majority of replies had concerned the paying or appealing of PCNs, or service at the Parking Shop, both outside the remit of the CPZ Team.

Table 32 and Figure 20: Have you ever contacted us about the design or operation of your CPZ (Q15)?

Contact	Responses	
	Number	Percent
Yes	123	29.7%
No	291	70.3%
<b>Total</b>	<b>414</b>	<b>100%</b>

*Excludes question responses with missing data.*



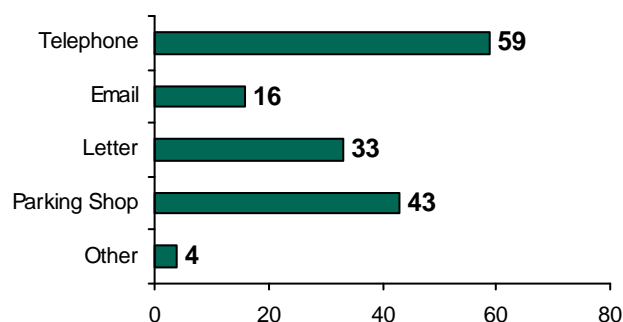
### Question 16: How did you make contact?

11.169 Telephone remains the most popular way of contacting Parking Services, with half (48%) of all those getting in touch choosing this method.

Table 33 and Figure 21: How did you make contact (Q16)?

Method	Responses	
	Number	Percent*
Telephone	59	48.0%
Email	16	13.0%
Letter	33	26.8%
Parking Shop	43	35.0%
Other	4	3.3%
<b>Total Contacted</b>	<b>123</b>	

*\* Respondents were able to choose multiple options*

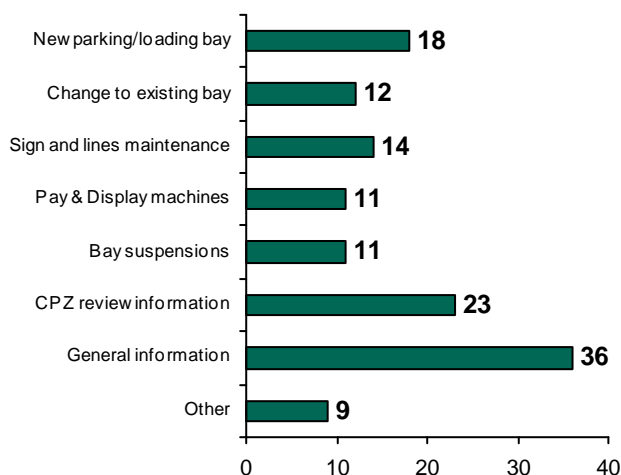


### Question 17: What was your reason for getting in touch?

11.170 The most frequent reason (29%) for contacting the CPZ Team was for general information about CPZs, followed by information relating to a CPZ review (19%).

**Table 34 and Figure 22: What was your reason for getting in touch (Q17)?**

Reason	Responses	
	Number	Percent*
New parking / loading bay	18	14.6%
Change to existing bay	12	9.8%
Sign and lines maintenance	14	11.4%
Pay & Display machines	11	8.9%
Bay suspensions	11	8.9%
CPZ review information	23	18.7%
General information	36	29.3%
Other	9	7.3%
<b>Total Contacted</b>	<b>123</b>	



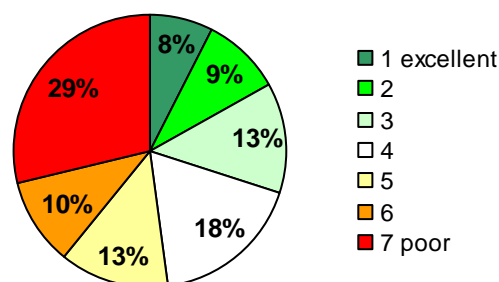
\* Respondents were able to choose multiple options

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

11.171 Of those who said they had contacted Parking Services about their CPZ, over half (52%) rated the service negatively choosing a score from 5 to 7; nearly a third (29%) chose the worst rating of 7. This indicates that the service provided is in need of urgent improvement.

**Table 35 and Figure 23: Please rate the service you received using the 7-point scale (Q18)?**

Service Rating	Responses	
	Number	Percent
1 excellent	8	7.5%
2	10	9.3%
3	14	13.1%
4	19	17.8%
5	14	13.1%
6	11	10.3%
7 poor	31	29.0%
<b>Total</b>	<b>107</b>	<b>100%</b>



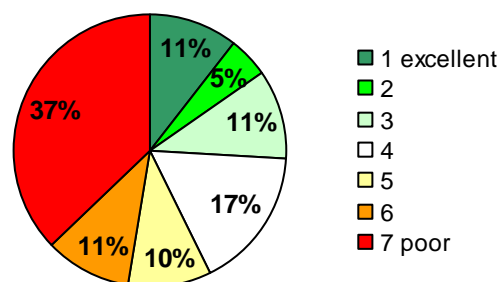
Excludes question responses with missing data.

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

11.172 Rating were even poorer for satisfaction with outcome as 57% chose a negative score of 5 to 7; two-fifths (37%) chose the worst rating of 7.

**Table 36 and Figure 24: Please rate your level of satisfaction with the outcome using the 7-point scale (Q19)?**

Outcome Rating	Responses	
	Number	Percent
1 excellent	11	10.5%
2	5	4.8%
3	11	10.5%
4	18	17.1%
5	10	9.5%
6	11	10.5%
7 poor	39	37.1%
<b>Total</b>	<b>105</b>	<b>100%</b>



*Excludes question responses with missing data.*

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

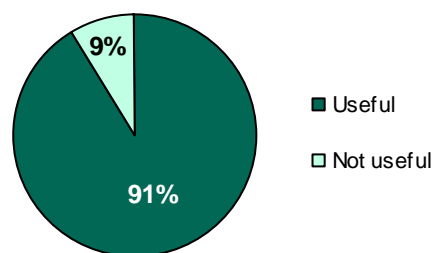
11.173 This question is designed to provide constructive criticism for future consultation documentation.

The consultation pack

11.174 Most (91%) respondents felt that the consultation pack had been useful to them.

**Table 37 and Figure 25: The consultation pack was... (Q20)?**

Pack	Responses	
	Number	Percent
Useful	306	91.3%
Not useful	29	8.7%
<b>Total</b>	<b>335</b>	<b>100%</b>



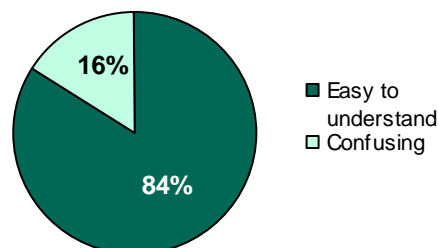
*Excludes question responses with missing data.*

Enclosed Map

11.175 The majority (84%) of respondents felt that the consultation pack had been useful. However, there were a few that described it as “confusing” and also some picked up on the erroneous conflict between one questionnaire proposal and the proposals illustrated on the map.

**Table 38 and Figure 26: The enclosed map was... (Q20)?**

Map	Responses	
	Number	Percent
Easy to understand	256	83.9%
Confusing	49	16.1%
<b>Total</b>	<b>305</b>	<b>100%</b>



*Excludes question responses with missing data.*

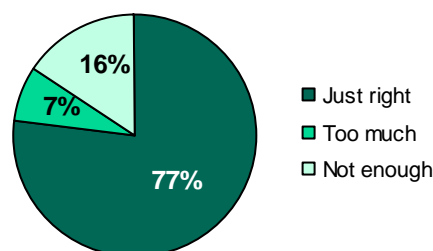
## Leaflet Information

11.176 The majority of respondents (77%) felt the amount of information provided in the leaflet was just right.

**Table 39 and Figure 27: The information in the leaflet was... (Q20)?**

Information	Responses	
	Number	Percent
Just right	225	77.1%
Too much	21	7.2%
Not enough	46	15.8%
<b>Total</b>	<b>292</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



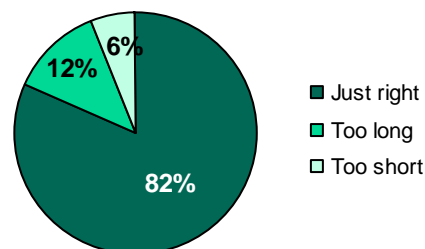
## Questionnaire Length

11.177 The majority of respondents (82%) were happy with the length of the questionnaire.

**Table 40 and Figure 28: The questionnaire length was... (Q20)?**

Questionnaire	Responses	
	Number	Percent
Just right	237	81.7%
Too long	35	12.1%
Too short	18	6.2%
<b>Total</b>	<b>290</b>	<b>100.0%</b>

*Excludes question responses with missing data.*



## Comments

11.178 Specific comments regarding the consultation pack mainly concerned the lack of proposal questions about and explanation for the widespread upgrade of single yellow lines to double and also the omission of some proposals from Question 11, particularly the removal of resident permit bays on Brownlow Road. As usual, a handful of respondents queried the omission of questions relating to the removal of the CPZ.

11.179 Some respondents claimed that the terminology used in the leaflet and questionnaire was “misleading”, but most complaints on this theme related to lack of clarity and straightforward explanations (particularly on who can park in “shared use” bays and the difference between “resident permit” and general permit” spaces). It was also felt that more information should have been included, in particular about the new East London Line underground stations and their effect on parking.

11.180 There were complaints about the perceived high cost of the whole consultation process, particularly in relation to the few changes proposed. However, there is a balance between including too much information and “wasting paper” and excluding points that respondents find helpful.

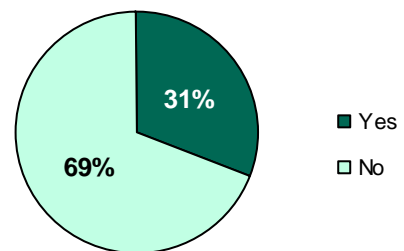
11.181 A few members of the public felt the consultation pack was irrelevant, either because they do not drive or because they feel their views will be ignored. However, several praises were received for the quality of the pack and the detail of opinion sought.

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

11.182 Only a third (31%) of respondents had visited Parking Services’ website. Given the amount of information available online, this resource should be improved and promoted further.

**Table 41 and Figure 29: Have you ever visited our website (Q21)?**

Website	Responses	
	Number	Percent
Yes	124	30.8%
No	278	69.2%
<b>Total</b>	<b>402</b>	<b>100.0%</b>



*Excludes question responses with missing data.*

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

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

Enforcement

11.184 Many respondents had concerns over the insufficient level of enforcement service provided, particularly for disabled bays, abandoned / untaxed vehicles, and obstructions. Blue Badge holders parking across access points appears to be a problem in this area. Others requested that enforcement patrols concentrate on main roads and not residential streets.

11.185 There is allegedly an issue with certain businesses carrying out their garage work on street without enforcement.

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

11.187 Requests were received for Civil Enforcement Officers to be better trained to provide better interaction with the public and to avoid PCNs being issued incorrectly. There appears to be some inconsistency over the ability to display two visitor vouchers to cover a full day; some CEOs are unaware that this is possible.

11.188 Some respondents want an increase in the removal of vehicles causing obstruction or with multiple PCNs.

11.189 One respondent asked for more publicly-available information on loading discretion times.

11.190 A request was made for CCTV at traffic lights to enforce on those running red lights.

Permit Policy

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

- 11.192 Respondents would like a larger variety of permits and visitor vouchers available; in particular, they would like vouchers for both shorter (e.g. 1 hour) and longer periods (e.g. daily, weekly). Carer permits were also requested. Visitor vouchers for businesses were suggested; these are now available under the recent permit review so perhaps promotion needs to be increased.
- 11.193 Several people asked for visitor vouchers and permits to be reduced in price or free to the elderly or disabled. There were also suggestions for a set allocation of free vouchers to each household per year. As well as differential charging according to engine size, some would also like to see permit costs increased for second, third, etc. vehicles while others would like charges to vary according to pollution output, taking into account vehicle age, condition, etc. A request for free parking for electric vehicles was also received; residents with these vehicles can already obtain a free resident permit.
- 11.194 Requests were received for the permit expiry reminders to be reinstated, sent by post, email, or text, and the period for renewing prior to expiry to be extended.
- 11.195 One respondent asked that large commercial vehicles are restricted in their parking options as they take up more space in parking bays.
- 11.196 Some respondents asked that resident permits allow limited parking outside the 'home' zone and eligibility to park on estates.
- 11.197 Many believe that parking costs should be included in the Council Tax; this system would be unfair to those who do not use a vehicle - permit and visitor voucher costs ensure that only those that use parking facilities pay for them.
- 11.198 A complaint was received about the perceived lack of publicity over change to motorcycle parking policy.

#### Parking Shop

- 11.199 Respondents complained about queue length and the amount of paperwork required for permit application. One requested separate counters for PCN payment and permit application.
- 11.200 An easier application process is also demanded, from requiring less paperwork to offering a variety of purchase points including the internet. This is particularly an issue for disabled residents with restricted mobility requiring visitor vouchers.
- 11.201 The public would like to see better staff training for a consistent service, better treatment of customers, and more telephone coverage. They would also like longer opening hours on Saturdays, particularly as the Parking Shop frequently opens later than advertised.
- 11.202 There were also several respondents who felt service was "excellent".

#### Consultation

- 11.203 Many respondents believe that decisions regarding the parking review have already been made and therefore the consultation process is irrelevant.

- 11.204 They request better balancing of the needs of residents, businesses, and visitors; however, Parking Services works to a publicly-available 'hierarchy of parking needs', which places residents above businesses and long-stay visitors.
- 11.205 The consultation process could be improved by increasing the accurate delivery of consultation packs, the provision of an online questionnaire, and a dedicated consultation telephone number.
- 11.206 One respondent complained that viewing the full details of proposed changes requires visiting the website or calling in and are not included in the consultation pack; however, many respondents believe that there is already too much information in the packs.
- 11.207 Several requested local meetings with residents to discuss the parking provision; these already happen during the public consultation period in the form of 'drop in' sessions. They would also like Parking Attendants to be able to answer consultation and parking review queries.
- 11.208 Despite complaints, many respondents praised Parking Services for holding regular parking reviews involving the public and listening to feedback.

#### Other

- 11.209 Pay and Display tariffs are too expensive and not good value for money.

## 12.0 Appendix 3: Detailed Analysis – London Fields

### Demographics

- 12.1 Questionnaires were received from three-quarters of streets delivered to (73%); most of the roads with no respondents have 5 or less addresses. Helmsley Place (64%), Mare Street (50%), and Warburton Road (50%) had the highest response rates with half or more of properties sending back a questionnaire. An additional questionnaire was received with no street details; this has been excluded from the analysis as it cannot be confirmed that it was from a resident or business within the consultation area.
- 12.2 With an average consultation response rate of 12%, this is a very good response rate representing over a quarter (27%) of addresses in the consultation area. However, as noted in Section 7 above, all addresses were sent a consultation pack and therefore all stakeholders were given the opportunity to provide input.

**Table 42: Distribution and returns of consultation packs by street.**

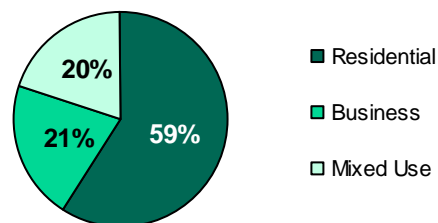
Street Name	Sent	Returned	% Response
Helmsley Place	11	7	64%
Mare Street	2	1	50%
Warburton Road	2	1	50%
Silesia Buildings	20	1	5%
Gransden Avenue	18	7	39%
Martello Street	84	31	37%
Ellingfort Road	62	19	31%
Mentmore Terrace	45	12	27%
Bayford Street	11	2	18%
Lamb Lane	24	3	13%
London Lane	10	1	10%
Fortescue Avenue	4	0	0%
Martello Terrace	11	0	0%
Richmond Road	1	0	0%
Sidworth Street	5	0	0%
Unknown	-	1	n/a

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

- 12.3 Unusually for CPZ consultations, the response included a considerable proportion of business and mixed-use occupiers with each representing a fifth of questionnaires received (21% and 20% respectively).
- 12.4 Residents made up 59% of the response. A third of streets in the consultation area (Helmsley Place, Mare Street, Richmond Road, Sidworth Street, and Warburton Road) do not contain any residential-only properties.

**Table 43 and Figure 30: Is this address residential, business, or both (Q2)?**

Occupier Type	Responses	
	Number	Percent
Residential	50	59%
Business	18	21%
Mixed Use*	17	20%
<b>Total</b>	<b>85</b>	<b>100%</b>



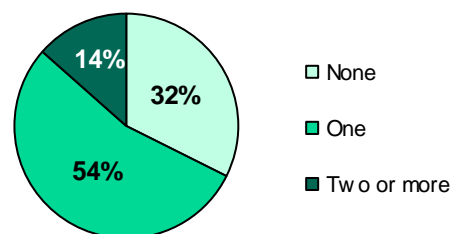
\* Includes 8 blank responses categorised according to NLPG records.

### Question 3: How many vehicles do you park on the road?

12.5 Three-quarters (75%) of respondents answering this question said they usually parked 1 vehicle on the road. Only 16% claimed to not park any vehicles on-street, either because they did not drive or because they had a private off-street space. Given the Technical Assessment’s summation that the majority of parking stress is caused by high car-ownership in this area, this finding is as expected.

**Table 44: How many vehicles do you park on the road (Q3)?**

No. vehicles	Responses	
	Number	Percent
None	26	32%
One	44	54%
Two or more	11	14%
<b>Total</b>	<b>81</b>	<b>100%</b>



Excludes question responses with missing data.

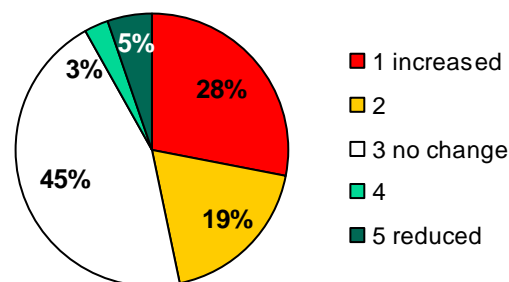
## Parking Experience

### Question 4: Do you think the level of traffic in your street has changed since the extension was introduced?

12.6 Just under half (47%) of respondents feel that traffic levels have increased somewhat since the introduction of parking controls in nearby Zone J. Only 8% believe traffic has reduced. Rating 3, representing no perceived change, was the most popular rating amongst all occupier types, except among residents where it was matched with rating 1.

**Table 45 and Figure 31: Do you think the level of traffic in your street has changed since the extension was introduced (Q4)?**

Traffic Level	Responses	
	Number	Percent
1 increased	21	28%
2	14	19%
3 no change	34	45%
4	2	3%
5 reduced	4	5%
<b>Total</b>	<b>75</b>	<b>100%</b>



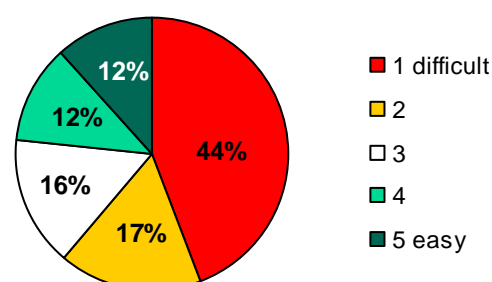
Excludes question responses with missing data.

### Question 5: Please rate your ability to park during the controlled hours?

- 12.7 Over three-fifths (61%) of respondents report at least some difficulty parking during the controlled hours – ratings 1 or 2. All occupier types have a majority choosing rating 1, representing the greatest difficulty; 42%, 33%, and 64% for residents, businesses, and mixed use respectively.
- 12.8 Analysis by street reveals that most have a majority reporting at least some difficulty during the controlled hours – ratings 1 or 2. Most (57%) respondents on the commercial Helmsley Place opted for the neutral 3 rating, while all those (100%) on the uncontrolled section on Mare Street felt parking was never difficult. Lamb Lane respondents were equally split between the two ends of the scale.

Table 46 and Figure 32: Please rate your ability to park during the controlled hours (Q5)?

Occupiers	Responses		
	Parking Ability	Number	Percent
	1 difficult	34	44%
	2	13	17%
	3 neutral	12	16%
	4	9	12%
	5 easy	9	12%
	<b>Total</b>	<b>77</b>	<b>100%</b>



Excludes question responses with missing data.

Table 47: Please rate your ability to park during the controlled hours – by street (Q5)?

Occupiers	Parking Ability Rating			
	Street Name	1 - 2	3	4 - 5
	Bayford Street	100%	0%	0%
	Ellingfort Road	88%	12%	0%
	Gransden Avenue	71%	0%	29%
	Helmsley Place	29%	57%	14%
	Lamb Lane	50%	0%	50%
	London Lane	100%	0%	0%
	Mare Street	0%	0%	100%
	Martello Street	52%	10%	38%
	Mentmore Terrace	44%	33%	22%
	Silesia Buildings	100%	0%	0%
	Warburton Road	100%	0%	0%
	<b>Total</b>	<b>61%</b>	<b>16%</b>	<b>23%</b>

Excludes question responses with missing data.

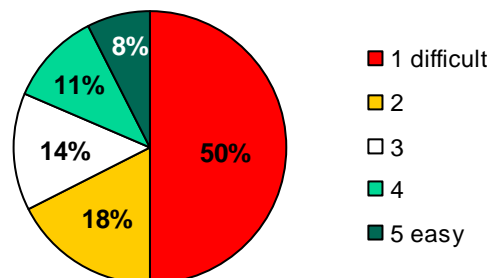
### Question 6: Please rate your visitors' ability to park during the controlled hours?

- 12.9 The pattern for visitors' parking was very similar, with 68% of respondents reporting that their visitors usually experienced some difficulty in finding a space.

12.10 Again, most roads had a majority of respondents reporting at least some difficulty for their visitors during the controlled hours. Lamb Lane respondents were again split between those who thought their visitors' ability to find a space was usually difficult and those who thought it was mainly easy. All respondents on the uncontrolled section of Mare Street opted for the neutral 3 rating.

**Table 48 and Figure 33: Please rate your visitors' ability to park during the controlled hours (Q5)?**

Visitors Parking Ability	Responses	
	Number	Percent
1 difficult	40	50%
2	14	18%
3 neutral	11	14%
4	9	11%
5 easy	6	8%
<b>Total</b>	<b>80</b>	<b>100%</b>



*Excludes question responses with missing data.*

**Table 49: Please rate your visitors' ability to park during the controlled hours – by street (Q5)?**

Visitors Street Name	Parking Ability Rating		
	1 - 2	3	4 - 5
Bayford Street	100%	0%	0%
Ellingfort Road	84%	16%	0%
Gransden Avenue	71%	0%	29%
Helmsley Place	50%	33%	17%
Lamb Lane	50%	0%	50%
London Lane	100%	0%	0%
Mare Street	0%	100%	0%
Martello Street	57%	10%	33%
Mentmore Terrace	70%	20%	10%
Silesia Buildings	100%	0%	0%
Warburton Road	100%	0%	0%
<b>Total</b>	<b>68%</b>	<b>14%</b>	<b>19%</b>

*Excludes question responses with missing data.*

## **Proposed Parking Controls**

12.11 The consultation area is currently unrestricted but is bordered to the south by Zone J and to the east by Zone D, so is likely to be suffering some displacement as suggested by responses to Questions 4 to 6 above.

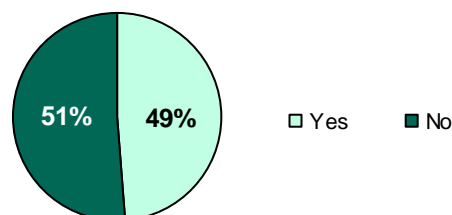
12.12 The proposal is to introduce parking controls in the consultation area by extending the existing Zone J rather than introduce a new CPZ. Hours of control in this CPZ are currently Monday to Friday, 8:30am to 6:30pm.

**Question 7: Do you want controlled parking to be introduced in your uncontrolled area?**

- 12.13 Despite most respondents reported some difficulty parking, support for implementing parking controls in this area was split with a very slight majority (51%) in opposition.
- 12.14 Analysis at street level reveals that most support for the introduction of parking controls is in the north of the area, apart from most residents of All Nations House which tips the response for Martello Street into majority opposition – excluding this ex-Council housing estate still leaves 60% against. The predominantly commercial Bayford Street, Helmsley Place, Lamb Lane, and uncontrolled section of Mare Street unequivocally voted against a CPZ.

**Table 50: Do you want controlled parking to be introduced in your uncontrolled area? (Q7)?**

Support for CPZ	Responses	
	Number	Percent
Yes	41	49%
No	43	51%
<b>Total</b>	<b>84</b>	<b>100%</b>



*Excludes question responses with missing data.*

**Table 51: Do you want controlled parking to be introduced in your uncontrolled area – by street (Q7)?**

Street Name	Support for CPZ	
	Yes	No
Bayford Street	0%	100%
Ellingfort Road	84%	16%
Gransden Avenue	57%	43%
Helmsley Place	0%	100%
Lamb Lane	0%	100%
London Lane	100%	0%
Mare Street	0%	100%
Martello Street	32%	68%
Mentmore Terrace	67%	33%
Silesia Buildings	100%	0%
Warburton Road	100%	0%
<b>Total</b>	<b>49%</b>	<b>51%</b>

*Excludes question responses with missing data.*

**Question 8: Please let us know any other comments you have about this proposal or the consultation.**

- 12.15 Feedback from drop-in session attendees and provided by telephone, email, and letter are also included in this section.
- 12.16 Many respondents used this section to reinforce their opposition to or support for the proposed parking controls.

## Support

- 12.17 Most comments are in favour of controls as many people in this area are experiencing very high levels of parking stress – families with young children and those with disabilities are the most affected by the difficulty in finding a space close to home. Apart from the new developments that are bringing more residents to the area, visiting vehicles are coming in for the London Fields rail station, London Fields Lido, Hackney Town Hall, and the park itself. As such, many respondents feel that residents need to be given priority in parking over businesses and visitors and are concerned about possible Pay & Display facilities outside homes. Despite the overall negative feedback from business respondents, some are in support of controls as they feel that lack of dedicated visitor parking is deterring customers and so having an effect on income.
- 12.18 Some streets are also partially controlled, such as London Lane and Ellingfort Road, which leads to the additional problem of all occupants competing for the uncontrolled space in order to bypass purchasing a permit. Several respondents allege that some businesses are dominating the parking spaces in particular roads (London Lane) or are using the street to carry out their vehicle repair trade (Gransden Avenue).
- 12.19 Apart from parking, feedback concerns the effect of lack of controls on moving traffic. The lack of passing spaces in some streets causes access problems for refuse and emergency vehicles (Ellingfort Road, Martello Street) and forces delivery vans to temporarily double park blocking all traffic (Silesia Buildings in particular). Several respondents complain about vehicles blocking their access gates and driveways, requesting double yellow line protection regardless of the introduction of controls. Vehicles parking very close to access points can also cause problems for large delivery lorries entering or leaving business premises.
- 12.20 Finally, comments were made regarding reduced road safety due to lack of controls. Dangerously parked vehicles reduce visibility at junctions, making driving or cycling unsafe, and pedestrians complain of being forced into traffic by cars blocking the pavements. It is felt that enforcement patrols would be a deterrent to the high level of car crime in the area and would act on abandoned / untaxed vehicles.

## Opposition

- 12.21 Opponents to the CPZ extension scheme argue that parking is currently not a problem. As it is clear that these roads do suffer parking stress, there must be other underlying reasons for their opposition. Many businesses feel that parking controls are unnecessary in commercial areas and will be detrimental to businesses with customers being driven away; as noted above, some businesses believe a CPZ will encourage them instead. If allegations of businesses using the street as an extension to their work space are true, the removal of it would seriously inconvenience some businesses.
- 12.22 The potential cost of permits and Pay & Display is of some concern, especially as this information was not included in the consultation booklet. A few respondents feel that they are being forced to accept a CPZ with repeated consultations being carried out until they agree. One respondent is worried about the effect on rail services from London Fields station if passenger numbers drop through commuters being unable to park. Another

believes the parking controls will not help as they will not be active at the weekend when visitors arrive for Broadway Market.

## 13.0 Appendix 4: Proposals by Street

Street	Design Change	Reason
Acton Mews	Change all single yellow lines in Acton mews to double yellow lines, with loading restrictions (at all times).	The road is below minimum running width - 3m in width. There are also entrances to garages and yards which need to be kept clear.
Albion Drive	Reduce the width of all the bays east of Queensbridge road to 1.8 metres.	This is due to the road width being 7.3 metres, this enables the road to have bays on both sides and meet the required running width, only if they are less than 1.9 metres in width.
Albion Drive	Change the single yellow line opposite 132 to 130 with a double yellow line.	This is an entrance way for Windrush Close.
Albion Drive	Change the single yellow line which starts inline with the western most point of number 130 and goes to 128 Albion Road.	There is a dropped kerb here allowing access for off road parking.
Albion Drive	Change the single yellow line outside 69a with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Albion Drive	Change the single yellow line outside 88 to 90 with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Albion Drive	Change the single yellow line outside 76 to 82 with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Albion Drive	Change the single yellow line outside No 5 to double yellow line	There is a dropped kerb here allowing access for off road parking.
Albion Drive	Change the single yellow line west of No 5 and the single yellow line directly opposite to double yellow line	Both are accesses to private parking so should remain clear at all times
Albion Drive	Change the two resident bays at the junction with Queensbridge Road to Shared Use.	To provide additional visitor parking in the area.
Albion Drive	Change the single yellow lines west of 38a, outside 54 to 60 and outside 64 to 66a with double yellow lines	Access to off road parking
Albion Drive	Change the two sections of single yellow line outside of Shoreditch Court to double yellow line	There is an access here and dropped kerb. Also the traffic island on Albion Drive near to the junction with Queensbridge road reduces manoeuvrability here
Albion Drive	Change the single yellow line west of number 1 Albion drive	This is access to a garage.
Albion Drive	Extend the double yellow line at the junction with Queensbridge, outside Queensbridge Infants school on the northern kerb line by a distance of 2m west	There is a traffic island at the junction with Queensbridge Road. The double yellow line will prevent parking close to the traffic island and will increase access at the junction.
Albion Drive	Change the resident bay outside Shoreditch Court to a Disabled bay	This is being proposed as part of the redevelopment of the Queensbridge Infants School

Albion Drive	Replace disabled bay outside number 72 with a resident bay.	Disabled bay no longer required by the resident.
Albion Drive	Replace disabled bay outside number 60 with a resident bay.	Disabled bay no longer required by the resident.
Albion Square	Change the single yellow lines on both sides of the road outside No 5 and 6 to double yellow line	These are kerb build outs and the road narrows here
Albion Square	Change the single yellow line between No 12 and 16 to double yellow line	There is a drive way and garage here
Albion Square	Remove all loading restrictions from Albion Square, apart from those on the corner with Albion Terrace	Public feedback from the consultation.
Appleby Road	Change single yellow line on western kerb-line to double yellow	Road is too narrow to permit parking on both sides and maintain a minimum running width
Appleby Road	Change single yellow outside 10a/b to double yellow line	This will preserve access to off-street parking
Arbutus Street	Change all of the single yellow line on the northern side of the street to double yellow line	This road is too narrow and too busy
Arbutus Street	Change the 3 sections of single yellow line on the southern side of the street to double yellow line	one of the sections is at a narrow part of the street and the other 2 are over entrances
Arbutus Street	Change the 7 metres of shared use bay outside number 6 to 16 with a loading bay (CPZ times).	This will provide loading provision for the warehouse.
Arbutus Street	Remove the 6 metre shared use bay closest to the junction with Kingsland Road and replace with double yellow line.	The road is too narrow at this location to allow for the safe access of emergency services vehicles.
Arbutus Street	Change the Shared Use bay outside number 6 -16 to a Permit bay.	The bay is currently used predominately by permit holders. Changing the bay to a Permit bay will provide dedicated permit parking. Also reduce to 20m in length.
Beehive Close	Change all single yellow lines with double yellow lines on the bends around the close	maintain clear road width around bends and maintain access to parking areas
Beehive Close	Install a resident bay outside number 4c replacing the current single yellow line	There is sufficient space at this location to install a parking bay
Benjamin Close	Change the 1 hour Pay and Display bay on the northern kerb line to a Doctors bay.	This will provide parking space for the Doctor permit holders and will replace the doctor's bays being relocated from Broadway Market.
Benjamin Close	Change the 1 hour Pay and Display bay on the southern kerb-line with a Permit bay.	This change will increase the amount of available space for business permit holders on Broadway Market.

Benjamin Close	Change all single yellow line to a double yellow line on southern side of the road.	There are dropped kerb for access to private parking and also to prevent cars that park in the resident bays at the end of the road getting blocked in.
Benjamin Close	Change the single yellow line by extending the proposed Doctors bay on the north side of the road by 5.5 metres west.	It is a very idle road, and relating to another proposal the rest of the single yellow line needs to be Changed to a double yellow line.
Benjamin Close	Change the single yellow line to a double yellow line on the north side of the road. Start 5.5 metres west from the current 1 hour pay and display bay and ending at the resident bay.	To prevent residents who have parked in the bay at the end of the road getting blocked in.
Broadway Market	Remove the shared use bay outside No. 66 to 76 and replace with single yellow line.	A new cycle route will be introduced at this location and this section of road needs to be kept clear.
Broadway Market	Change the doctor's bay outside number 38 to 44 to shared use, in line with the adjacent bay.	This proposed change will free up parking space for visitors and permit holders.
Broadway Market	Change doctors bay outside number 25 to 31 to shared use, in line with the adjacent parking bay.	This change will free up available space for visitors and other permit holders. Doctors' bays will be relocated into nearby Benjamin Close.
Broadway Market	Change the 1 hour pay and display bay outside numbers 3 to 7 to shared use, in line with the adjacent bay.	This change will make bays more consistent and provide further spaces for permit holders.
Broadway Market	Change the loading restrictions from no waiting at any time to Monday - Friday 8:30am to 6:30pm at junctions with Westgate Street and Dericote Street	As a result of public feedback from the consultation. The change will provide loading opportunities for market stall holders during the weekends.
Broadway Market	Change the single yellow line to a double yellow line outside 37 to 59.	The running width of the road at this point is too narrow; from Kerb to Kerb the width is 6.2 metres.
Broadway Market	Remove 1 hour pay and display bay outside 24 to 30 and replace with a double yellow line.	The running width of the road at this point is too narrow; from bay to bay the width is currently 2.84 metres.
Brougham Road	Change the single yellow line to double yellow from on the eastern kerb line (from No. 32 to Regents Estate Community Centre).	The change will improve access for buses on this bend.
Brougham Road	Cut back the resident bays outside No 9 by 5 meters and replace with double yellow line.	This is a very tight corner for buses to manoeuvre. The change will increase access and turning ability for buses at this location.
Brougham Road	Double yellow line to replace the single yellow line outside the entrance for Rivington Walk.	Allow access to Rivington Walk, private parking.
Brougham Road	Change the single yellow line with a double yellow line outside 33 to 35 Brougham Road.	There is an entrance way to council housing estate parking.
Brougham Road	Change the single yellow line with a double yellow line outside 57 to 59 Brougham Road.	This is in front of an entrance way for private parking for St Paul's with St Michael's Primary School staff.

Brougham Road	Change the single yellow line with a double yellow line outside 73 to 75 Brougham Road.	There is a dropped kerb here allowing access for off road parking.
Brougham Road	Change the single yellow line with a double yellow line outside 108 to 110 Brougham Road.	There is a dropped kerb here allowing access for off road parking.
Brougham Road	Change the single yellow line with a double yellow line outside 97 to 99 Brougham Road.	There is a dropped kerb here allowing access for off road parking.
Brownlow Road	Change the single yellow line outside 21 to 27 with a double yellow line.	This is due to a dropped kerb allowing access to off road parking.
Brownlow Road	Change single yellow line to double yellow line outside No. 3 -13	Protect access to drop kerb at this location
Brownlow Road	Change section of single yellow line to double yellow line opposite Anna Close.	Protect access to a driveway at this location.
Brownlow Road	Change all single yellow line on the southern kerb line to double yellow line	The sections of line are over private driveways. Double yellow lines will also improve access at the junctions.
Brownlow Road	Install three resident bay spaces at the far eastern end of Brownlow Road replacing the existing double yellow line	There is sufficient road width at this location to safely install these parking bays
Brownlow Road	Remove some of the loading restrictions from the eastern end of Brownlow Road	The restrictions are no longer necessary
Buxted Road	Change the sections of single yellow line outside of and opposite No 39 plus all sections on the eastern kerb line to double yellow line	this section of road is too narrow and also has a garage at No 39
Buxted Road	Change the single yellow line outside 18 to 26 to double yellow line	Parking on opposite side of road is at 90 degrees to kerb-line this is required to protect access to/from these bays
Clarissa Street	Change the single yellow lines over the kerb build outs outside the following house nos: 1-11, 21, adjacent 23-33, outside 23-33, 39, 49-59, 1-5 Bangla house, 1-33 Lowther house and Harlowe house	All kerb build outs so not suitable for parking
Clarissa Street	Change the following single yellow lines to double yellow lines: outside Nos. 13-21, 23-33, 35-39, in between 41-47 and 49-59, from 61-67	these are all private parking in gardens and dropped kerbs
Clarissa Street	Change all the following single yellow lines to double yellow lines: outside Mary Seacole close, Richardson close, Loanda close, outside No 64, opposite 23-33	The lines are all over entrances to flats or closes
Croston Street	Reduce the width of the bay outside 1 to 4 to 1.8 metres.	The width of the road is 5.3 metres, leaving the minimum running width of 3.5 metres.
Croston Street	Change the single yellow line to double yellow line from number 4 to 5.	This is a dropped kerb allocated for off road parking.
Croston Street	Change the single yellow line to double yellow line outside nos. 7/8.	This is a dropped kerb allocated for access for a disabled person.

Croston Street	Remove loading restrictions from this road	The restrictions are no longer necessary
Denne Terrace	Change the single yellow line on the northern kerb line to double yellow line	This road does not meet the minimum width requirement therefore it is too narrow to facilitate parking at this section.
Dericote Street	Replace single yellow line with a double yellow line opposite 5 Dericote Street.	This is due to a dropped kerb allowing access to off road parking.
Dunston Road	Change all the single yellow line on the north side of the road to double yellow line	This road does not meet the minimum width requirement therefore it is too narrow to facilitate parked vehicles.
Dunston Road	Change both the single yellow lines on the southern road side opposite Clarissa Street and Stean Street to double yellow line	This will improve the junction protection with these roads and improve traffic flow at these narrow points
Dunston Road	Extend the resident bay outside 3 to 5 by 3 metres east	Increase the available parking space at this location
Dunston Road	Change the single yellow line to the side of 242 to 248 Kingsland Road to double yellow line	This will preserve access at this location.
Dunston Road	Change the resident bays opposite and outside No. 21 - 35 to permit bays	This will offset the loss of bays at the pedestrianised section of the Road at junction with Kingsland Road.
Dunston Street	Change the permit bay opposite No. 2 to Shared Use	To provide additional parking for visitors to Kingsland Road
Dunston Street	Change the permit bay outside No. 2 to Pay and Display Only	This will provide designated visitor parking for visitors to Kingsland Road
Dunston Street	Change all single yellow line to double yellow line.	This change will preserve running width along the street as well as access to private property.
Dunston Street	Change the short permit bay outside 6 to 10 to motorcycle bay, and move 2m east.	Bay has insufficient length for most vehicles to park legally.
Frederick Terrace	Change all single yellow line to double yellow line	To preserve the minimum running width down this narrow road
Frederick Terrace	Change the two Shared Use bays on the Terrace to Permit bays.	The bays will provide dedicated parking for permit holders on this street.
Freshfield Avenue	Change all single yellow lines on this road to double yellow line	This road is not wide enough at any point to have parking here.
Gayhurst Road	Change the single yellow lines located directly east of the bays closest to the junction with Lenthall Road to double yellow lines. This should be done on the north and south sides of the road.	There are dropped kerbs on both sides of the road leading to access for off road private residential parking.
Gayhurst Road	Change the single yellow line to a double yellow line outside the Marion Arms.	There is a dropped kerb here allowing access for off road parking.
Gayhurst Road	Remark bays East of Lansdowne drive so that their widths are of 1.8 metres.	This will allow the running width to meet the requirements.

Gayhurst Road	The single yellow line outside 45 Lansdowne Drive needs to be replaced with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Gayhurst Road	Move the passing gap outside No. 24 further East and extend the size of the passing gap, replacing a section of the resident bay.	This will remove the gap from outside the houses and create a longer passing space.
Gayhurst Road	Install single yellow line underneath school keep clear markings outside Gayhurst Primary School	Will prevent day time parking.
Haggerston Road	extend the existing double yellow line on the south western kerb line up to the junction with Middleton Road, replacing the existing single yellow line	This is a busy cut through and the road narrows under the bridge so single yellow line is not suitable.
Haggerston Road	Change the single yellow line outside 268 to double yellow line	To prevent parking on the bend
Haggerston Road	Change the 40 metres of single yellow line on the south western kerb line, opposite Livermere Road to double yellow line	This is a busy cut through with a small park here so upgrading will improve visibility at this point
Haggerston Road	Change the single yellow line outside 185-215 Lovelace house to double yellow line	This is a kerb build out and pedestrian crossing.
Haggerston Road	Change the single yellow line over the entrance to Lovelace house to double yellow line	To provide access to the flats at all times
Haggerston Road	Change the single yellow line opposite Lovelace house to resident bay by joining up the existing resident bays	The single yellow line here does not appear necessary as there is ample room for running width
Haggerston Road	Change the single yellow line between Orme House and Benfleet Court to double yellow line	This is the entrance to the flats so needs to remain clear at all times
Haggerston Road	Change all the existing single yellow line to double yellow line on the western kerb line from Pamela House up to the junction with Dunston road	The road is too narrow to remain single yellow line and there is an entrance way to Garden place along here.
Haggerston Road	Change the single yellow line to double yellow line opposite the pub No 151	This is an entrance way to private parking.
Haggerston Road	Remove the resident bay on the east kerb that runs from opposite the community centre down to opposite No 163-175 and replace with double yellow line	The running width is currently below the minimum required
Haggerston Road	Change the resident bay opposite junction with Mayfield Road to Shared Use	This change will provide additional parking for visitors without reducing residents' ability to park.
Hilborough Road	Reduce the junction protection by 5 metres and extend the northern ends of both residents' bays.	There is sufficient space to extend the length of the two resident bays without affecting visibility and access on this street.
Lansdowne Drive	Change the single yellow line outside and opposite number 174 to 85 Broadway Market with a double yellow line.	This is a busy road which is also used by buses.

Lansdowne Drive	Change the single yellow line outside and opposite number 162 to 126 with a double yellow line.	The change will improve traffic flow on this busy bus route.
Lansdowne Drive	Change the single yellow line outside number 148 with a double yellow line.	There is a kerb build out that makes the width too narrow for someone to park here.
Lansdowne Drive	Change the resident bay outside 1 to 46 with a double yellow line.	The running width of the road is too narrow for there to be bays on either side.
Lansdowne Drive	Change the single yellow line outside Fields Estate with a double yellow line.	The running width of the road is too narrow for there to be bays on either side.
Lansdowne Drive	Change the single yellow line outside Bayton Court with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Lansdowne Drive	Change the single yellow lines on either side of the road outside number 57 with a double yellow line.	There is a kerb build out that makes the width too narrow for someone to park here.
Lansdowne Drive	Change the single yellow lines on either side of the road outside number 34 with a double yellow line.	There is a kerb build out that makes the width too narrow for someone to park here.
Lansdowne Drive	Change the single yellow line to a double yellow line outside number 38.	There is a dropped kerb here allowing access for refuge collection.
Lansdowne Drive	Remove the resident bay opposite 34 and replace with double yellow line.	The priority give way to south bound traffic causes northbound traffic to stop in middle of road, removal of bay will allow south bound traffic room to pass.
Lansdowne Drive	Change the single yellow line outside and opposite number 34 to double yellow line	Improve access and visibility at the junction and close to pedestrian crossing
Lansdowne Drive	Change the section of single yellow line to double yellow line at the junction with Richmond Rd (north of the resident bays)	People are parking on the corner at night and are causing an obstruction, especially for turning buses
Lansdowne Drive	Cutback a section (5 m) of the resident bay opp. 86 (the northern section of the bay). Replace with double yellow line.	This will give the buses a better approach over the road cushion.
Lansdowne Drive	Cutback a section (5m) of the resident bay opp. 85 (the southern section of the bay). Replace with double yellow line.	This will increase access for buses approaching the bus stop just south of the resident bay.
Lavender Grove	Replace the single yellow line outside Parish Church of St. Michaels & All Angels London Fields and St Paul's Haggerston, with a double yellow line	There is a dropped kerb here allowing access for off road parking.
Lavender Grove	Reduce the width of all the bays to 1.8 metres.	This needs to be implemented in order to meet running width requirements.
Lavender Grove	Change the single yellow line outside number 36 going west to a double yellow line.	There are garages here for off road parking.

Lavender Grove	Change the single yellow line on the eastern boundary of No 34 to double yellow line	This is a garage and a drive way so needs to remain clear
Lavender Grove	Change the single yellow lines on both sides of the rd, Adjacent No 1 on the northern side of the road and No 2 on the southern side of the road to double yellow line	these locations are access to a garage and private parking
Lee Street	Change single yellow line to double yellow line from the current resident bay outside No 1 Lee street in a westward direction for a distance of 7.6m	this will give a sufficient clearance to the entrance way situated here
Lee Street	Change the single yellow line from the boundary of 290 and 290a to a point 7.6m west of the resident's bay outside No 1 to a pay and display bay.	This new pay and display bay will provide additional visitor parking for Kingsland Road
Lee Street	Change the single yellow line outside the entrance to Acton mews to double yellow line	There is a garage here as well as the entrance to Acton mews so this needs to remain clear for access
Lee Street	Change the stretch of single yellow line outside 5 and 6 Lee street to double yellow line	There is a garage located here which requires entrance to be kept clear.
Lee Street	Change the single yellow line east of the bridge to double yellow line	This is an entrance point and there is a dropped kerb which needs to be kept clear.
Lee Street	Change the 3 sections of single yellow line on the southern kerb outside Acton House to double yellow line	They are all entrances to the flats
Lee Street	Remove the single yellow line running through the Loading bay outside Tesco and put a new sign stating no loading in compliance with CPZ hrs plus 8-30am-12-30pm sat-sun	The current layout with yellow line running through the loading bay is confusing and unclear.
Lenthall Road	Change the two sections of single yellow line to double yellow line on this road outside number 92 and east of number 70	To preserve access to entrances and off street parking.
Lenthall Road	Join residents bays outside of number 81	Drop kerb outside of number 81 is not used. This will create additional parking space at this location.
Livermere Road	Change the single yellow line running along the whole northern kerb line to double yellow line	The road is below minimum running width. The change will increase visibility and traffic flow.
Livermere Road	reduce the bays width from 2m to 1.8m opposite No 1-32 and also the bay west of here running outside the hall	These bays can be kept if the reduction in width is made so that the minimum running width is maintained
Livermere Road	Change the single yellow line outside the church to double yellow line	This will maintain access to the Church
Livermere Road	Change all single yellow lines on the southern kerb line to double yellow line	these are all access points and entrances so need to remain clear at all times
London Fields Westside	The single yellow line opposite Gayhurst Primary School needs to be Changed to a double yellow line.	This is an entrance way for London Fields Park.

London Fields Westside	Outside 1 to 46 Morland Estate the single yellow line needs to be replaced with a double yellow line starting from the resident bay and going north 6 metres past the dropped kerb.	This is to allow access for off road parking for Morland Estate.
London Fields Westside	Opposite Morland Estate the single yellow line needs to be Changed to a double yellow line.	This needs to be kept clear to provide access to off road parking.
London Fields Westside	Change the single yellow line at junction with Richmond Road to double yellow line	There are drop kerbs along this stretch of single yellow line
London Fields Westside	Join existing resident bays outside of Gayhurst Primary School replacing section of single yellow line.	The stretch of single yellow line is not required.
Malvern Road	Change the single yellow line outside the north of 75 Malvern Road to a double yellow line.	There is a dropped kerb here allocated for off road parking.
Malvern Road	Change the single yellow line outside 8 Malvern Road to a double yellow line.	There is a dropped kerb here allocated for off road private parking.
Malvern Road	Increase the bay length opposite 35 Albion Drive by 7 metres so that the new bay length is now 18 metres.	There is space here for additional residential parking.
Malvern Road	Change the single yellow to double yellow line outside 1a.	This is to preserve access to a driveway.
Malvern Road	Extend the resident bays outside No. 38 and 33 on both sides of the road by 2 metres south	This change will gain additional parking spaces.
Malvern Road	Extend the shared use bay outside Welfare Centre north by 0.5 meters.	This change will incorporate the post within the bay
Mapledene Road	Change the single yellow line to a double yellow line outside 104 going west.	There is a dropped kerb here allowing access for off road parking.
Mapledene Road	Change the single yellow line outside 122 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Mapledene Road	Change the single yellow line outside Mapledene Estate to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Mapledene Road	Change the single yellow line outside 160 to 158 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Mapledene Road	Change the single yellow lines outside 132 to 138 to double yellow line.	This would ensure that residents parking in the resident bays are not blocked in.
Mapledene Road	Change the single yellow lines outside 130 to 126 to double yellow line.	This would ensure that residents parking in the resident bays are not blocked in.
Mapledene Road	Change the single yellow lines outside 152 to 158 to double yellow line.	This would ensure that residents parking in the resident bays are not blocked in.
Mapledene Road	Change the single yellow lines outside 144 to 146 to double yellow line.	This would ensure that residents parking in the resident bays are not

		blocked in.
Mapledene Road	Change the 3 sections of single yellow line running fro No 75- east of No 83 to double yellow line	These are all entrances to gardens with dropped kerbs
Mapledene Road	Change the single yellow line on the eastern boundary of No 100 to double yellow line	This is an entrance to a garage.
Mapledene Road	Change the resident bay at junction with Lansdowne Drive to Shared Use.	To provide additional visitor parking to London Fields.
Marlborough Avenue	Reduce the bay widths outside and opposite 21 Marlborough Avenue to 99 Brougham Road to 1.8 metres.	The width of the road is 7.4 metres and at the moment the minimum running width is less than 3.5 metres.
Marlborough Avenue	Install new resident bay outside south of the junction with Brownlow Road replacing the single yellow line	There is sufficient space at this location to insert new parking bays
Marlborough Avenue	Replace single yellow lines to double yellow lines on southern most point of the road on both sides, east and west.	This is to enable junction protection.
Marlborough Avenue	Remove the resident bay on west side of Marlborough Avenue outside 110 - 112 Regents Court and extend the existing disabled bay 3 meters north. Change the remaining section of resident's bay to a motorcycle bay.	To comply with current legal requirements the disabled needs to be extended north to 6.6 metres. The remaining resident's bay is too short to accommodate a 5 meter vehicle and will therefore be changed to motorcycle bay.
Marlborough Avenue	Replace single yellow line to a double yellow line outside 103 to 110.	There is dropped kerb here for refuge collection.
Marlborough Avenue	Replace single yellow line to a double yellow line outside the northern most point of 1 to 43 Debenham court.	There is a dropped kerb here allowing access for disabled users.
Mayfield Road	Change the single yellow line on the eastern kerb line to double yellow line	There are entrances to garages here and the road is also to narrow at this point to sustain parking
Mayfield Road	Change all single yellow line on the western kerb line to double yellow line except for a small section south of No. 260	There is access and entrance to private parking
Middleton Road	Change the single yellow line outside 160 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Middleton Road	Change the single yellow line outside 146 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Middleton Road	Change the single yellow line outside 134 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Middleton Road	Replace the single yellow line outside 118 with a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Middleton Road	Replace the single yellow line outside 175with a double yellow line.	There is a dropped kerb here allowing access for refuge collection.
Middleton Road	Replace the single yellow line outside Paget Arms with a double yellow line.	There is a dropped kerb here allowing access for refuge collection.

Middleton Road	Change the 2 sections of single yellow line to double yellow line on the northern kerb line running from the boundary of Astoria court west to No 41	These sections are all dropped kerbs and entrances to private drive way parking
Middleton Road	Change the single yellow line outside No 24 Middleton road to double yellow line	this is an entrance to a drive way
Middleton Road	Change all of the remaining single yellow line on the southern kerb line running from outside No12 westwards towards Kingsland Road	The road dips down underneath the bridge and there is no safe access to the pavement
Middleton Road	remove the resident bay on the northern kerb line that runs from No 19 to No 13 and replace with double yellow line	The road dips down here underneath the bridge and there is no safe access to the pavement
Middleton Road	Change the single yellow line on the eastern boundary of No 19 to a resident bay from the boundary of the building in an eastward direction for a distance of 6m. The single yellow line outside number 21 will remain single yellow line.	This will provide an extra parking space.
Middleton Road	Change the single yellow line outside No 119 and No 91 to double yellow line.	These are kerb build outs here which need to be kept clear.
Middleton Road	Change the single yellow line outside No 88-90 to double yellow line	This is a kerb build out which need to be kept clear.
Middleton Road	Change the single yellow line outside No 108 to double yellow line	This is access to private parking which requires to be kept clear.
Middleton Road	Change the single yellow line in between No 84 Middleton road and 12-19 Middleton house to double yellow line	This is access to off street parking which needs to be kept clear.
Middleton Road	extend disabled bay by 1 metre and reduce resident bay by 1 metre	To bring disabled bay in line with the required length.
Middleton Road	Change all single yellow lines on kerb build outs with double yellow lines.	This would ease the flow of traffic on this road.
Middleton Road	change the two sections of single yellow line between 76 and Middleton Arms to double yellow line	This will protect access to off street parking
Middleton Road	Extend the resident bay outside Astoria Court east by 5 metres	It is safe to increase parking space at this location
Middleton Road	Extend the resident bays close to Queensbridge Road junction, on the north and southern kerb line, west by 5 metres	This will increase available parking space at this location
Middleton Road	Reduce the length of the disabled bay outside No.158 and replace with double yellow line and insert a new disabled bay opposite No. 173	To comply with safety standards the disabled bay will be extended to 6.6 meters. One of the disabled bays will be relocated as there is a dropped kerb at this location.
Middleton Road	Replace disabled bay outside numbers 107-126 and two disabled bays opposite 107-126 with resident bays.	Disabled bay no longer required by the residents.

Mulberry Road	Change all single yellow lines on the western side of the road to double yellow lines, excluding a section of single yellow line outside number 27 extending north to the junction with Freshfield Avenue.	This road is too narrow for parking on both sides. There are also drop kerbs located between 1 to 25
Mulberry Road	Change section of single yellow line opposite numbers 1 to 25 to double yellow line	This will improve access for the residential parking spaces on the opposite side of the road
Pownall Road	Change the existing single yellow line to double yellow line from Samuel close in an eastward direction to the existing bus stop	This rd is too narrow and the single yellow line is over driveway parking
Pownall Road	replace the single yellow line from the boundary of 13 -14 to the boundary of 18-19 with double yellow line	To maintain running width with proposed bay on opposite kerb
Pownall Road	Add new resident bay opposite 15 to 21	Road width will allow parking one side.
Pownall Road	Cut back the resident bays outside No.91 (by 5m) and replace with double yellow line	This is a very tight corner for buses to manoeuvre. The change will increase access and turning ability for buses at this location.
Pownall Road	Change the single yellow line to a double yellow line outside 19 to 22.	This is due to a dropped kerb allowing access to off road parking.
Pownall Road	Change the single yellow line to a double yellow line outside 13 to 14.	This is due to a dropped kerb allowing access to off road parking.
Pownall Road	Change the single yellow line to a double yellow line outside the entrance to Lelitia Close.	Allow access to Lelitia Close.
Pownall Road	Change the single yellow line to a double yellow line outside the entrance to Marlborough Avenue.	Allow access to Marlborough Avenue.
Pownall Road	Double yellow line to replace the single yellow line outside the entrance for Osborn Close.	Allow access to Osborn Close.
Pownall Road	Change the single yellow line to a double yellow line outside the entrance to Wilde Close.	Allow access to Wilde Close.
Pownall Road	Change the single yellow line to a double yellow line outside the entrance to Sotheran Close.	Allow access to Sotheran Close.
Pownall Road	Replace single yellow line to a double yellow line blocking the entrance to Stephan Close.	Allow access to Stephan Close.
Pownall Road	extend Disabled Bay west by 0.5 metres opposite entry to Osborn Close	To bring disabled bay in line with the required length.
Queensbridge Road	Change Single yellow line outside Queensbridge infants school to double yellow line	The railings along here prevent motorists from accessing the pavement once their vehicles are parked
Queensbridge Road	Change the single yellow line to a permit bay from the boundary of 212 and 210 to the boundary of 208 and 206	the road is easily wide enough and this will provide parking for these houses that do not have drive way parking

Queensbridge Road	Change single yellow line to double yellow line from the boundary of 208 and 206 to the junction with Shrubland road	there is driveway parking in these houses
Queensbridge Road	Change the current single yellow line running from No 192 to the junction of Brownlow rd to double yellow line	there is garden and drive way parking in this stretch of houses
Queensbridge Road	Change the single yellow line to double yellow line at rear of 20 to 24 Anna Close	The bus stop is too near to the junction of Brownlow road and this existing yellow line so upgrading will provide more clearance for buses pulling out
Regents Row	Change the resident bay on the northern kerb line at the junction with Broadway Market to shared use	This will provide additional visitor parking for Broadway Market
Regents Row	Extend residents bay at the junction with Broadway Market on the southern kerb line west to 10 metres.	There is sufficient road width to extend this residents bay
Regents Row	Change all the single yellow lines to double yellow lines on Northern side of the road.	The running width of the road at this point is too narrow.
Regents Row	Change the single yellow line to a double yellow line on southern side of the road, starting 10 metres west from the Resident bay on the Eastern side of the road.	The running width of the road at this point is too narrow.
Scriven Street	Change all the single yellow line on the southern kerb line to double yellow line	this is a busy cut through and the road is not wide enough to have parking on this side at any time
Shrubland Road	Change the single yellow line to a double yellow line blocking outside the entrance to Grand union crescent, from 114 Shrubland road to 48 Grand union crescent..	The entrance to Grand Union Crescent is here and can not be blocked off.
Shrubland Road	Reduce bay width outside and opposite 114 to a width of 1.8m	This is to meet the requirements of the clear running width of the road which is currently 3.1 metres.
Shrubland Road	Change the single yellow line to a double yellow line opposite numbers 92/94.	There is dropped kerb here for refuge collection.
Shrubland Road	Change the single yellow line to a double yellow line opposite numbers 84/86.	This is due to a dropped kerb allowing access to off road parking.
Shrubland Road	Change the single yellow line to a double yellow line blocking the entrance to Grand union crescent, from 82 to 80 Shrubland Road.	The entrance to Grand Union Crescent is here and can not be blocked off.
Shrubland Road	Change the single yellow line with a double yellow line outside 67 to 69 Shrubland Road.	This is due to a dropped kerb allowing access to off road parking.
Shrubland Road	Change the 6 metres of the single yellow line with a double yellow line from the eastern end of the bay outside number 50 heading eastwards	There is a dropped kerb here allowing access for refuge collection.

Shrubland Road	Change the single yellow line to a double yellow line outside 50 to 48 Shrubland Road.	There is dropped kerb here for refuge collection.
Shrubland Road	Replace existing disabled bay outside 35 with a resident bay	Disabled bay no longer required.
Shrubland Road	Change the single yellow line from 45 to 49 to a double yellow line.	There is a gate here leading to an entrance to off road parking.
Shrubland Road	Change the single yellow line outside 35/37 to 43/45 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Shrubland Road	Change single yellow line to double yellow line between No13 and 15	single yellow line is over disabled access
Shrubland Road	Change 6.2m of single yellow line to double yellow line from the western end of the bay outside 11 heading west	To provide access to the flats.
Shrubland Road	Change single yellow line to double yellow line between No. 24 and 26	This is a dropped kerb which leads to off street parking.
Shrubland Road	Change single yellow line to double yellow line outside No 32	To provide 24hr access to flats
Shrubland Road	Change the two resident's bays (opposite No. 114 and outside No. 114) at the junction with Lansdowne Drive to shared use.	To provide additional visitor parking for London Fields and nearby Broadway Market
Shrubland Road	Remove a section of the residents' bay outside 1-42 Lovell House and replace with double yellow line.	This will preserve access to the wheelie bins stored at this location.
Shrubland Road	Change the single yellow line outside 59 - 61 to double yellow line	This will protect access to off street parking
Shrubland Road	Change the single yellow line at the junction with Albion Drive to double yellow line on the northern kerb line	This will improve access and visibility at the junction
Shrubland Road	Extend resident bay outside 45 east by 0.5 metres	To provide sufficient parking space for one vehicle.
Shrubland Road	Replace disabled bay outside number 78 with a resident bay.	Disabled bay no longer required by resident.
Shrubland Road	Replace disabled bay outside number 93 with a resident bay.	Disabled bay no longer required by resident.
Stean Street	Change the 3 sections of single yellow line on the east side of the road from No 23- 1 Thrasher close and then from 1 thrasher close to 14 Stean street	They are all over gardens that have dropped kerbs and private parking
Stean Street	Change the 3 sections of single yellow line to double yellow line that runs No 20 Stean Street to 16-19 phoenix close	These are dropped kerbs and entrance ways
Stean Street	Change the single yellow on line opposite no 15 thrasher close to 3-11 Stean Street to double yellow line	There are entrances to the factories and warehouses here
Stean Street	Change the 4 sections of single on the western kerb line running from No13 Stean street to outside No 326-327 Kingsland railway arches	These are all entrance and access ways to garages

Trederwen Road	Change the single yellow lines to double yellow lines opposite 1C to 3.	The running width of the road is too narrow; its width is 4 metres which is the minimum as this road has a bus passing through.
Trederwen Road	Change the single yellow line outside number 8/9 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Trederwen Road	Change the single yellow line outside number 10/11 to a double yellow line.	There is a dropped kerb here allowing access for off road parking.
Trederwen Road	Change the single yellow line outside number 12/13 to a double yellow line.	This is due to a dropped kerb allowing access to off road parking.
Trederwen Road	Change the single yellow line to a double yellow line from outside and opposite number 14 to the Regents Estate Community Centre.	There is a Traffic island in the middle of the road which reduces the width on either side.
Welshpool Street	Change the resident bay closest to Broadway Market to Shared Use.	To provide additional visitor parking for Broadway Market.
Welshpool Street	Change the single yellow line to double yellow line opposite 35 to 41 Welshpool Street.	There is a dropped kerb here allowing access for off road parking.
Welshpool Street	Change the single yellow line to a double yellow line outside 35 to 45 Welshpool Street.	The running width at this point is below the minimum required width.
Welshpool Street	Change the single yellow line to a double yellow line outside Welshpool house.	There is a dropped kerb here for an entrance to the Welshpool House parking.
Westgate Street	Reduce the loading restrictions outside 59 Westgate Street to 76 Broadway Market from any time to the CPZ hours.	This will allow loading on weekends and evenings.
Westgate Street	Change the resident parking bay opposite London Fields Primary School to permit bays	As a result of feedback from the public consultation
Wilman Grove	Change all single yellow line on southern kerb-line to double yellow line	road width is too narrow to permit parking on both sides
Wilman Grove	Change the single yellow line at side of 77 Lansdowne Drive and outside 2 Wilman Grove to double yellow	This will preserve access to off-street parking

Freshfield Ave, Buxted Rd, Mulberry Rd, Middleton Rd, Albion Square, Albion Terrace, Albion Drive, Mayfield Rd, Haggerston Rd, Lee Street, Levermere Rd, Acton Mews, Dunston St, Dunston Rd, Stean St, Clarissa St, Queensbridge Rd, Denne	Loading Restrictions to be removed from sections of all these roads.	This is to reduce street clutter and road markings.
--	--	---

Terrace, Pownell Rd, Brougham Rd, Brownlow Rd, Scriven St, Shrubland Rd, Malvern Rd, Middleton Rd, Lavender Grove, Mapeldene Rd, Lenthall Rd, Appleby Rd, London Fields West Side, Wilman Grove, Lansdowne Drive, Malborough Ave, Frederick Terrace, Trederwen Road, Croston St, Gayhurst Rd.		
---	--	--

## 14.0 Appendix 5: Pay & Display Changes

### 14.1 Proposed Maximum Stay changes

Machine No.	Street Name	Current Max Stay	Proposed Max Stay	Reason
JEX_708	Andrews Road	£2.00 p/h Max 2hrs	£2.00p/h Max 4hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
ARB_349J	Arbutus Street	£2.00 p/h Max 4hrs	£2.00p/h Max 2hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
BRO_330F	Broadway Market	£2.00 p/h Max 4hrs	£2.00p/h Max 2hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
BRO_331F	Broadway Market	£2.00 p/h Max 4hrs	£2.00p/h Max 2hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
BRO_333F	Broadway Market	£2.00 p/h Max 4hrs	£2.00p/h Max 2hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
HAG_346J	Haggerston Road	£2.00p/h Max 1hrs	£2.00p/h Max 4hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.
HAG_370J	Haggerston Road	£2.00p/h Max 1hrs	£2.00p/h Max 4hrs	To bring maximum stay in line with other machines in the area and to provide an alternative machine for other machines in the area.

### 14.2 Proposed Machine Movements

Machine No.	Street Name	Current Location	New Location	Reason
BEN_334J	Benjamin Close	Os Welshpool House	Remove	Machine no longer required due to bay change
ARB_349J	Arbutus Street	Opposite numbers 6-16	25m east	Parking bays at this location are being changed to permit bays.
BRO_331F	Broadway Market	Outside number 28	Outside number 54/56	In line with bay changes on this road.
BRO_333F	Broadway Market	Outside number 74	Outside number 71	In line with bay changes on this road.

### 14.3 Proposed New Machines

Street Name	Location	Tariff	Reason
Albion Drive	Side of 214 Queensbridge Road	£2.00p/h Max 4hrs	To service proposed shared use bays at this location
Welshpool Street	Back of 53-61 Broadway Market	£2.00p/h Max 2hrs	To service proposed shared use bay at this location
Dunston Street	Side of Meridian Centre (no 258)	£2.00p/h Max 2hrs	To service proposed shared use and pay & display bays at this location
Haggerston Road	15m South East from junction of Mayfield Road	£2.00p/h max 2hrs	To service proposed shared use bays at this location
Lee Street	Side of 290A Kingsland Rd	£2.00p/h max 2hrs	To service proposed pay and display bay at this location
Shrubland Road	Opposite number 114	£2.00p/h max 4hrs	To service proposed shared use bays at this location
Regents Row	Side of no 1 Broadway Market	£2.00p/h max 2hrs	To service proposed shared use bay at this location

# 15.0 Appendix 6: Map of Final Design

## CONTROLLED PARKING - ZONES J & J (ext)



Note: For guidance only, bay lengths/locations shown are approximate

This product is based on mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2008. All rights reserved. License number: 100019635\_2008.

