



**NOTICE UNDER REGULATION 10
OF THE LOCAL AUTHORITIES (EXECUTIVE ARRANGEMENTS (MEETINGS AND ACCESS
TO INFORMATION) ENGLAND REGULATIONS 2012 RULES**

**The following item was not on the Executive Meetings and Key Decisions
Notice**

Displacement Consultation in Upper Clapton Area (Lea Bridge Ward and Springfield Ward) and updated authorisation request on the proposed Zone T displacement consultation'.

This item was not shown on the Executive Meetings and Key Decisions Notice and pursuant to Regulation 10 of the Local Authorities (Executive Arrangements (Meetings and Access to Information) England Regulations 2012 this report is submitted as a General Exception. The reason why compliance with Regulation 10 is impracticable is set out below.

This report is being submitted under general exception as it is urgent

Parking Services have made commitments to the residents in the area to consult them in November 2017 on the introduction of parking controls.

The area currently suffers from unsafe parking conditions and we have received numerous requests for controls

CABINET

**Monday, 23rd October, 2017
at 6.00 pm
Council Chamber
Hackney Town Hall Mare Street E8 1EA**

All members of the public are welcome to attend

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TITLE OF REPORT: Displacement Consultation in Upper Clapton Area (Lea Bridge Ward and Springfield Ward) and updated authorisation request on the proposed Zone T displacement consultation [NHO49]

KEY DECISION NO: NHO49.

CABINET MEETING DATE 2017/2018

24th October 2017

CLASSIFICATION:

Open

If exempt, the reason will be listed in the main body of this report.

WARD(S) AFFECTED

Lea Bridge Ward, Springfield Ward

CABINET MEMBER

Cllr Demirci

Neighbourhoods Transport and Parks

KEY DECISION

Yes

REASON

Affects two wards or more

GROUP DIRECTOR

Kim Wright Neighbourhoods and Housing

1. CABINET MEMBER'S INTRODUCTION

- 1.1 Despite falling car ownership in Hackney there continues to be more demand for parking than there is space available. The most effective tool available to the Council to manage and prioritise road users according to need and encouraging a shift towards more sustainable forms of transport, is controlled parking zones.
- 1.2 The recent introduction of parking zones N, R and S displacement areas have caused considerable parking displacement in the unrestricted streets nearby, resulting in complaints and petitions being received from residents in these areas.
- 1.3 The policies for the introduction of parking controls are set out within the Parking Enforcement Plan (PEP 2015 - 2020). They require the Council to consult residents and businesses within the affected areas and seek their feedback on the implementation of parking controls.
- 1.4 The recommendations set out in this report seek to resolve the ongoing parking pressure in the neighbourhoods set out below.
- 1.5 I commend this report to Cabinet.

2. DIRECTOR'S INTRODUCTION

- 2.1 More than half of the Borough's road network is covered by parking zones. Parking restrictions are designed to ease traffic congestion, improve safety, access and the local environment and to prioritise parking for the benefit of the local community.
- 2.2 The recent introduction of new parking zones in the Hackney Downs ward (zone R and S) and the introduction of zone N in the Lea Bridge ward, has resulted in requests for parking controls from the upper Clapton area.
- 2.3 The displacement has caused considerable parking stress in the unrestricted streets surrounding these zones specifically from commuters and displaced vehicles.

2.4 The Council is committed to consulting residents and businesses in displacement roads as part of the review process of existing zones. However, due to the severity of the parking problems being reported, it is recommended that these streets are consulted in as soon as possible in order to help alleviate parking pressures on these roads.

2.5 A plan showing the full extent of the consultation areas can be found in Appendix 1.

3. RECOMMENDATION(S)

Cabinet is recommended to agree:-

3.1 To give the Group Director of Neighbourhood and Housing delegated authority to make the decision on parking controls in the zone T displacement area.

3.2 To the parking department undertaking a Stage 1 and 2 'combined' consultation in the following areas:

- Lea Bridge Ward (part) – Unrestricted network of streets between Lea Bridge Road and Mount Pleasant Hill and Upper Clapton Road and River Lea Navigation.
- Springfield Ward (part) – Mount Pleasant Lane.

3.3 To give the Group Director of Neighbourhoods and Housing delegated authority to make the decision on parking controls in the displacement roads outside zones N, R and S based on the results of the public consultation.

4. REASONS FOR DECISION

4.1 Parking Services aims to meet the requirements of all road users, whilst discouraging long-term commuter parking. As the amount of available kerb space is finite, the Parking and Enforcement Plan 2015 - 2020 ("PEP") has determined a hierarchy of parking need, prioritising residents over business users over non-resident commuters within parking zones.

- 4.2 The Council is committed to ensuring that the local community have the opportunity to have their say on parking provision. With a significant number of residents throughout the areas asking for the opportunity to have a say, it is appropriate that the area is consulted at this time.
- 4.3 Local residents in some of the unrestricted roads in the Lea Bridge Ward have also petitioned Ward Councillors and the Council for the opportunity to be consulted on the introduction of parking controls.
- 4.4 This is as a result of displacement parking increasing in their roads due to implementation of parking controls in nearby roads (zones R and S – east of Upper Clapton as well as zone N – south of Lea Bridge Road).
- 4.5 Stress surveys completed in the area in 2017 also show that sections of the area are suffering from significantly high levels of parking stress at all times of the day. See technical assessment report in Appendix 1 for more information.

Zone T displacement

- 4.6 Authorisation to consult the displacement roads outside parking zone T was granted in the July 2017 cabinet meeting.
- 4.7 Unfortunately, authorisation to enable the Neighbourhood and Housing Group Director to make the decision on whether to proceed or not with the implementation of parking controls in the area was omitted from the cabinet report considered in July 2017.
- 4.8 It is for this reason permission is now being sought from Cabinet for the decision to proceed or not with the implementation of parking controls in the zone T displacement area be taken under delegated authority by the Neighbourhood and Housing Group Director.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 5.1 Parking zones are the most effective solution in managing supply and demand for on street parking as they not only improve parking provision for the local people but also help improve road safety, reduce congestion, improve the local environment and improve local air quality.

- 5.2 An alternative option is to do nothing. However, this is not considered viable as it is likely to increase the number of complaints by residents and businesses in the area who are suffering from parking stress.
- 5.3 This can also have a significant impact on the Council's reputation as the Council would be seen as not taking into consideration the needs of the local community and addressing their concerns.

6. BACKGROUND

- 6.1 Parking Services recently extended Parking zone N in the southern section of the Lea Bridge Ward and implemented Zones R and S displacement in Hackney Downs ward in May 2017.
- 6.2 Since the introduction of parking controls in these areas, Parking Services have received a number of requests from displacement streets close to the newly controlled areas asking for parking controls to be introduced as soon as possible. (See table 1a). In addition, a number of petitions have also been received from residents requesting controls.
- 6.3 Stress surveys carried out in the area in January 2017 also identified that roads in this area suffered from high parking stress at certain times of the day.
- 6.4 Based on the above, the Council is recommending that a 'combined' Stage one and two consultation be undertaken in the uncontrolled displacement roads within the Lea Bridge ward and a section of the Springfield Ward.

Table 1a: Total number of requests received from zone N displacement Area.

Road Name	Requests via Petition	Requests via Email or Letters
Prout Road	0	1
Alcester Crescent	0	1
Mount Pleasant Hill	0	1
Casimir Road	62	8

Cleveleys Road	70	6
Gunton Road	84	6
Southwold Road	0	7
	216	30

6.5 Policy Context

6.5.1 The measures proposed in this report are in line with the PEP and are intended to protect parking for residents and businesses. In addition, the measures will discourage unnecessary car use thereby reducing congestion which will improve road safety, emergency vehicle access, bus journey times, and local air quality by reducing CO₂ emissions. These aims are aligned with the objectives of the PEP, and the policies and strategies in the Sustainable Community Strategy 2008-2018, the Local Development Framework, the emerging Hackney Transport Strategy, emerging Hackney Air Quality Strategy and Corporate Plan 2011/12 - 2013/14. The recommendations are also consistent with the Mayor of London's Transport Strategy, the Traffic Management Act 2004 and related Government guidance.

6.6 Equality Impact Assessment

- 6.6.1 The public consultation provides an open forum for all local users to have their say on whether parking controls are required. The consultation will have a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment through the introduction of parking controls.
- 6.6.2 Residents, businesses and disabled drivers would all benefit from controls as the level of commuter parking and displacement parking would decrease and make it easier for them to park near their home or place of work.
- 6.6.3 Consultation would include monitoring of equalities information, which would be used to generate a profile of the service users and their opinions on parking controls.

6.6.4 Consultation would also identify the needs of residents/businesses including those with mobility needs and enable the Council to adequately provide for their needs. For example implementing disabled parking bays for residents who require them.

6.7 Sustainability

6.7.1 The measures proposed in this report would reduce unnecessary car use, thereby improving local air quality and reducing CO2 emissions.

6.7.2 The introduction of parking controls can provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit. Parking provision can encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives. Parking through restriction of spaces and/or pricing can complement a variety of measures designed to promote the use of non-car alternatives.

6.7.3 The introduction of parking controls also deters parking by commuters which in turn reduces the traffic volumes that would otherwise arise in the morning and evening peak periods within the displacement roads.

6.8 Consultations

6.8.1 The policies and recommendations contained within the PEP in relation to parking zone proposals, consultation and implementation will be applied in this instance.

6.8.2 The Council will carry out a stage 1 and 2 'combined' six week consultation with all residents and businesses within the affected areas to identify if there is support for parking controls in these areas. The consultation period will be extended to eight weeks where it falls within a holiday period.

6.8.3 Consultation packs will be sent to all properties which will provide them with information on how they can take part in the consultation. The pack will include a letter, a questionnaire and a user friendly map which identifies the area being consulted as well as the proposed parking design. The consultation documents will provide detailed information in terms of what a

parking zone is and the costs associated with having controls so that residents and businesses can make an informed decision.

- 6.8.4 The consultation documents will also be available on the website and includes the option of completing the questionnaire online. In addition to this, the Council will also place a notice in the Hackney Today newspaper and street notices on the roads being consulted to advise residents and businesses in the area of the on-going consultation.
- 6.8.5 Consultation is often undertaken on a wider area than where there is known parking difficulties. This takes into account the potential effect of displacement parking by commuters and other motorists from the affected areas. When analysing the results, feedback is analysed on a street-by-street or part-street basis.
- 6.8.6 If the decision is subsequently taken to implement parking controls in any areas consulted, then a statutory consultation will need to be undertaken in accordance with the requirements of the Road Traffic Regulation Act 1984 (the “1984”) and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “Procedure Regulations”).

6.9 Risk Assessment

- 6.9.1 The proposals in this report are primarily concerned with mitigating risks to the Council in terms of reputation, complaints, legal challenge and the environment. No new risks have been identified as resulting from the proposals in this report.

6.10 Costings

- 6.10.1 The Stage 1 and 2 “combined” displacement consultation in Upper Clapton Area (Lea Bridge Ward and Springfield Ward) will be met from the existing operational budget. The cost associated with the consultation is a sum in the region of approximately £6,000.

6.11 Timeline for Consultation and Implementation

- 6.11.1 Assuming the decision to consult is approved, the following timeline will apply:-

Timescale for Implementation

Item	Duration	Date
Cabinet approval	n/a	24th October 2017
Survey and design parking controls	4 weeks	November to December 2017
Consultation documents printed and dispatched	2 weeks	December 2017
Stage 1 and 2 consultation	6 weeks	Jan to March 2018
Analysis	2 weeks	Apr-18
Delegated Report	2 weeks	Apr to May 2018
Summary of results delivered to residents and businesses	2 weeks	June 2018
Implement parking controls	4 weeks	Aug 2018

7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 7.1 The recent introduction of parking zones N, R and S displacement areas has resulted in a number of complaints and petitions being received from residents within the areas.
- 7.2 The Stage 1 and 2 consultation on possible parking controls in parts of the Lea Bridge and Springfield wards is expected to last for 6 weeks and be completed in March 2018
- 7.3 There will be a cost of £6,000 which will be met from within existing Parking budgets.

8. COMMENTS OF THE DIRECTOR OF LEGAL

- 8.1 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act") designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders

(Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").

- 8.2 In determining what parking places are to be designated under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 8.3 Guidance issued by the Department of Transport on parking policy and enforcement (March 2015), which the Council should have regard to when exercising its power to introduce designated parking places, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.
- 8.4 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.
- 8.5 If the stage 1 and 2 combined displacement consultation in the Upper Clapton Area (Lea Bridge Ward and Springfield Ward) is approved, this will enable the Council to determine if a controlled parking zone (CPZ) is wanted along with the design layout, lines and hours of operation/restriction. This combined consultation will need to be followed by a statutory consultation on the changes required, if any, to the traffic management order, to give effect to these changes, if any.
- 8.6 The proposed consultation should be carried out in accordance to the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
 - Consultation should occur when proposals are at a formative stage;

- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
- Consultations should allow adequate time for consideration and response;

8.7 Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.

8.8 The exercise of powers contained in the 1984 Act relating to parking is an executive function.

8.9 Consulting on new parking controls to facilitate the discharge of the Council’s parking functions under the 1984 Act and introducing controlled parking zones is a decision to be taken by the Mayor and Cabinet in accordance with the PEP and the Mayor’s Scheme of delegation.

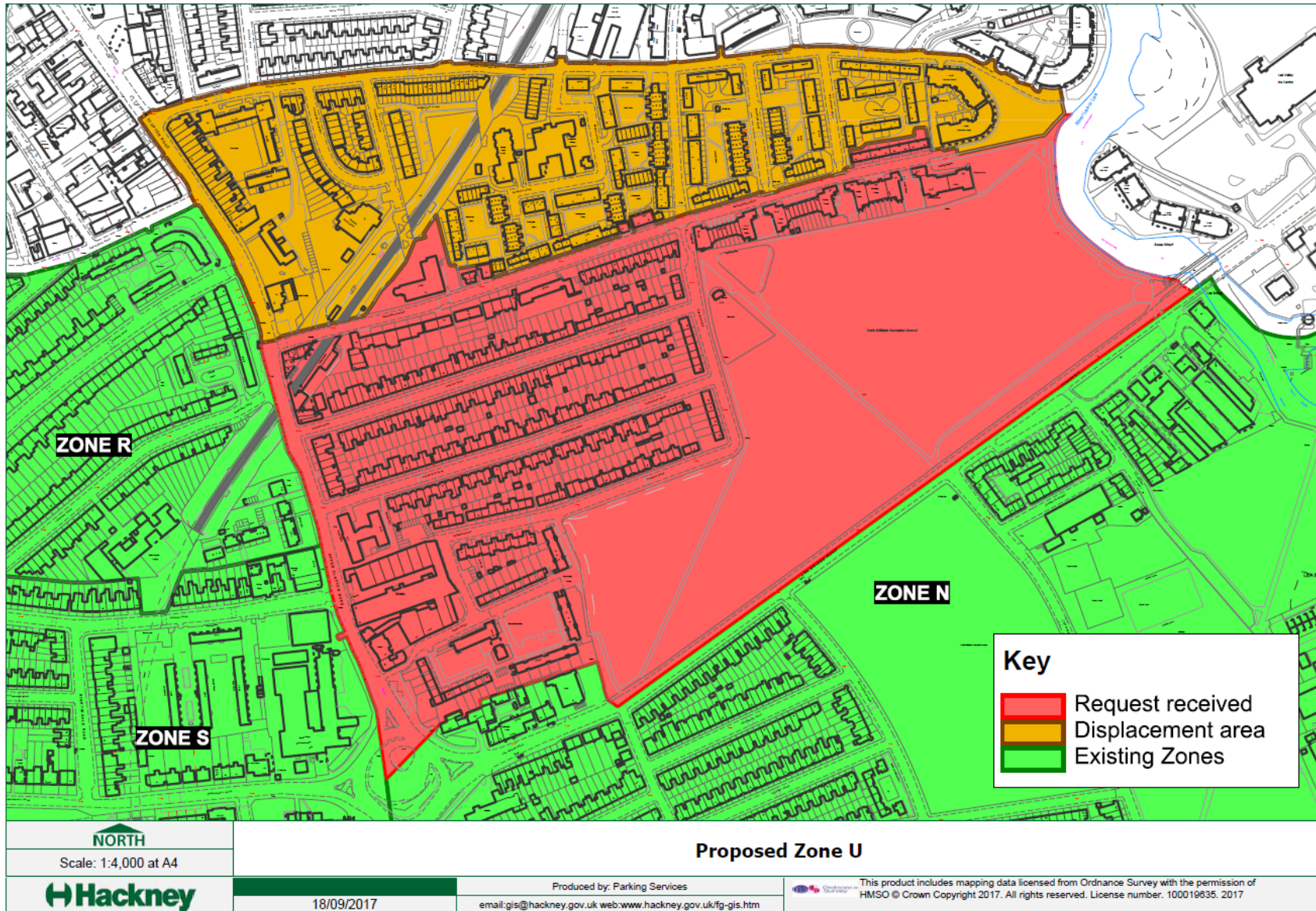
APPENDICES

Appendix 1 – Technical Assessment Report

BACKGROUND PAPERS

No background documents

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Technical Assessment Report: Displacement Roads in Upper Clapton Area.

September 2017

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1. Introduction

Scope

- 1.1 The purpose of this report is to assess parking stress experienced in the area described as Lea Bridge, which lies north of Parking Zone (PZ) N (Clapton Park and Lower Clapton) and east of Parking Zones R and S. The southern and eastern boundaries are Lea Bridge Road and River Lee Navigation respectively whilst the western boundary is Upper Clapton Road.
- 1.2 The assessment also identifies boundaries for a potential controlled parking consultation in the event that a significant level of parking stress is found and it is determined that Stage 1 consultation should take place.

Parking Issues

- 1.3 This area is likely to suffer from three main sources of parking stress; high levels of residential vehicle ownership, incoming commuters and displaced local residents and business vehicles from the nearby controlled areas (Zones N, R and S).
- 1.4 This area is predominantly residential (92% addresses) and contains a few large housing estates including; Beecholme Estate, Jack Watts Estate and Radley Square Estate. None of these estates currently have a parking scheme in operation and some have limited parking spaces available on them.
- 1.5 There is a small commercial presence concentrated on or close to Upper Clapton Road (some businesses located at the top section of Southwold Road and Mount Pleasant Lane close to Upper Clapton Road).
- 1.6 There is a major over ground rail station located in the area on Upper Clapton Road (Clapton Station) which has direct links to London Liverpool Street. There is also a large public park (North Millfields Recreational Park) in the area.
- 1.7 There is one primary schools in the area (Southwold Primary School). The vast majority of roads are public highway, with low proportion of roads in the area being private roads. These are mainly situated within the estates in the area.
- 1.8 The roads in the area (north of Lea Bridge road) have not previously been consulted before as only a low number of requests for parking controls have been received from the area before now.
- 1.9 However, since the introduction of controls in some of the roads located in nearby Zone N, R and S displacement area in May 2017, the Council has received a high number of requests and petitions for parking controls to be introduced.

Related Policies

- 1.10 Parking Services aims to meet the requirements of all road users, while discouraging long-term commuter parking. As the amount of available kerb space is finite, the Parking Enforcement Plan (PEP) has determined a hierarchy of parking need, prioritising residents over business users within Controlled Parking Zones.

1.11 However, the Service is also keen to ensure support of the local economy by creating a balance of residential and business permit parking, along with residents' visitor provision and short-stay spaces for shoppers or other commercial customers.

2. Survey Methodology & Terminology

Survey Schedules

- 2.1 Several survey sessions are carried out on each survey day, depending on the issues of a particular area:
- **Overnight** – this provides information about vehicles parked late in the night from the previous day before the working day begins and therefore assumed to be local, belonging to nearby residents or businesses. In an uncontrolled area, local vehicles cannot be identified through permit records.
 - **Midday** – this provides a snapshot of the commuters, shoppers, and residential and commercial visitors using the area for parking; these are identified as new vehicles that were not previously observed parked during the early morning session.
 - **Evening** – this later session captures evening visitors in areas where a night-time economy is active.
- 2.2 Each road is surveyed on three separate occasions, at least a day apart, so that any unusual parking demand on a particular day would not skew the results. Average data across the three days is presented. Two weekdays and a Saturday were included in the survey days and analysed separately to ensure that a complete picture of stress suffered during a whole week is captured by the surveys.
- 2.3 For further details of the methodology see Appendix 2.

Available Kerb-side Space & Potential Parking Capacity

- 2.4 'Available kerb-side space' is the amount of on-street space per road that can be used for safe parking. It is established by taking the length along each kerb, excluding 5m each side of a junction (to allow for double yellow line 'junction protection'), 1m either side of an access cross-over and any existing double yellow lines, bus stops, pedestrian crossings, and school restrictions. Existing single yellow lines are excluded only when the session took place during its operational hours.
- 2.5 The 'potential parking capacity' of a road (number of parking spaces) is calculated by dividing the 'available kerb-side space' by 5m – the average length required by a parked vehicle; for example, 20m of available kerb-side space would provide parking space for 4 average-sized vehicles. This is an estimate as Parking Services does not, in general, mark out individual spaces for guidance where parking restrictions exist. In practice, vehicles may park more closely than this and larger types would take up more space.

Occupancy Levels & Parking Stress

- 2.6 Occupancy levels are determined by comparing the number of vehicles observed parked on-street against the road's potential parking capacity. Occupancy can occasionally be higher than 100% as vehicles may be observed in areas not deemed safe for parking and so excluded from the 'available kerbside space' calculation - parking in such spaces creates an obstruction, limits driver visibility or inhibits safe pedestrian access.
- 2.7 Parking stress is defined as occupancy of or exceeding 80% of a road's potential parking capacity.

3. Survey Results

- 3.1 Nationwide Data Collection carried out parking stress surveys on behalf of Parking Services between the 26th and 31st January 2017.
- 3.2 Although vehicles observed between Evening and Overnight are assumed to be 'local' under standard stress survey methodology, anecdotal evidence from residents suggests that some vehicles displaced from nearby PZs are being parked long-term basis in this uncontrolled area and so would have been included in the early morning parked vehicle and occupancy level figures.

Occupancy Levels & Parking Stress

Area wide

- 3.3 There are approximately 6432.8m of available kerb-side space in the Upper Clapton displacement area (excluding existing yellow lines, dropped kerbs and disabled bays) which, taking into account small lengths that are not long enough to accommodate a vehicle, equates to an overall potential parking capacity of 1096 spaces.
- 3.4 Table 1 indicates that the average early morning parking occupancy is 67% i.e. just over half all parking spaces are occupied. This suggests that overnight parking stress is a problem in this area and residents returning home late at night or early in the morning are experiencing some difficulty in finding parking space in some areas.
- 3.5 At midday on weekdays, occupancy slightly dips to 62%. The occupancy however increases to 64% on weekday evenings. This is concurrent with the residential nature of the roads in this area – any visitors are likely to be non-commercial and using spaces vacated by those residents that use their vehicles to commute. This also suggests that the parking stress in the area is mainly caused by residents or displacement from nearby parking zones.
- 3.6 On weekends, occupancy is slightly lower in the early morning (63%) and remains roughly at the same levels at midday and in the evening (from 59% to 62% respectively). This is also concurrent with the residential nature of the roads in this area – as the fall is from less commuter parking in the area over the weekend.

Street Level

- 3.7 However, there are some clusters where parking stress appears to be an issue. Of the 17 public roads surveyed, 5 roads (Gunton Road, Cleveley Road, Theydon Road, Mundford Road and Dudlington Road) were observed to have significant levels of parking stress (80% occupancy or above) at certain times of the day on weekdays. These can be identified in red on Table 1 below.
- 3.8 Some of these roads are close to Clapton train station as well as the estates in the area. The source of parking stress on the roads is likely to be parking from commuters using the train station due to the significant increase in parking stress between the early morning surveys and midday surveys as well as displacement parking from nearby parking zones.
- 3.9 The stress experienced in these roads are highest overnight or early in the morning.

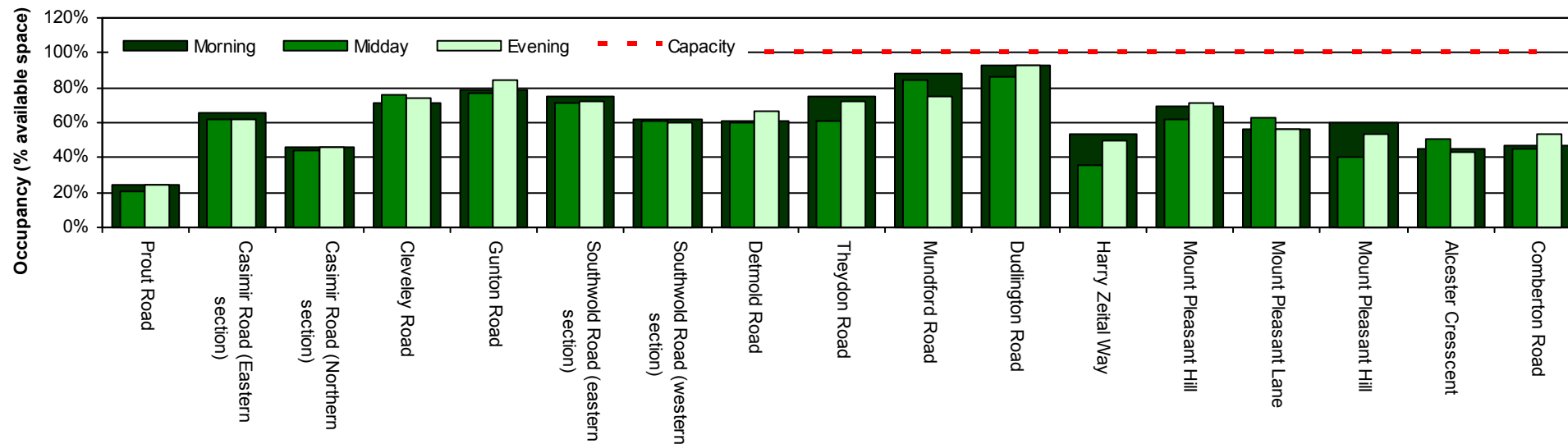
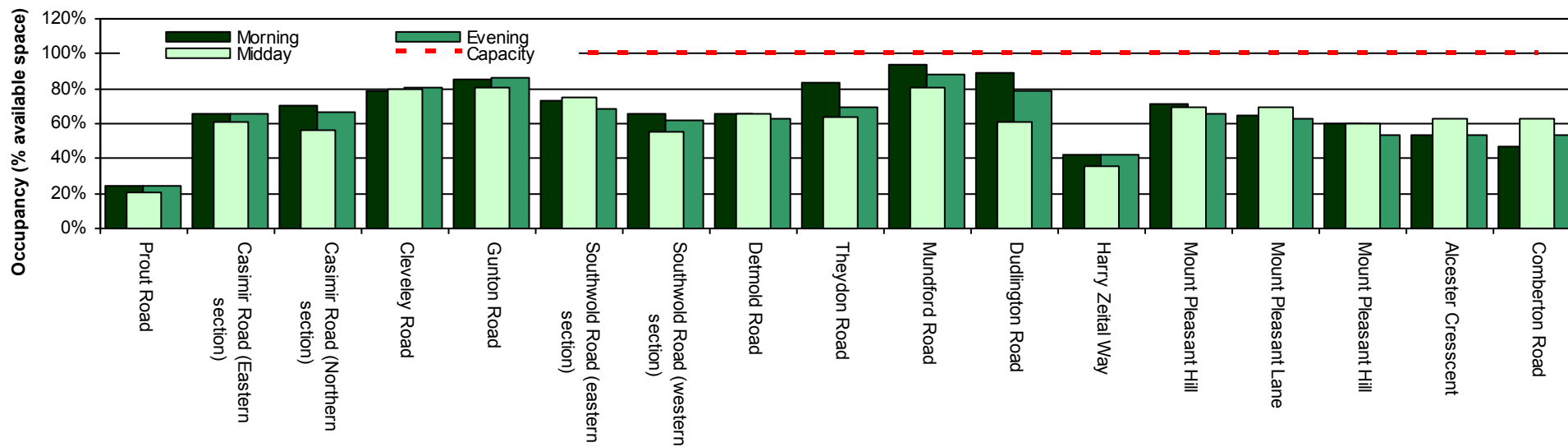
3.10 In addition to the above Gunton Road may also suffer additional parking stress due to their close proximity to the businesses on Upper Clapton Road.

3.11 Gunton Road, Mundford Road and Dudlington Road also suffer from very high parking stress at weekends. The level of parking stress was highest at overnight and evenings periods.

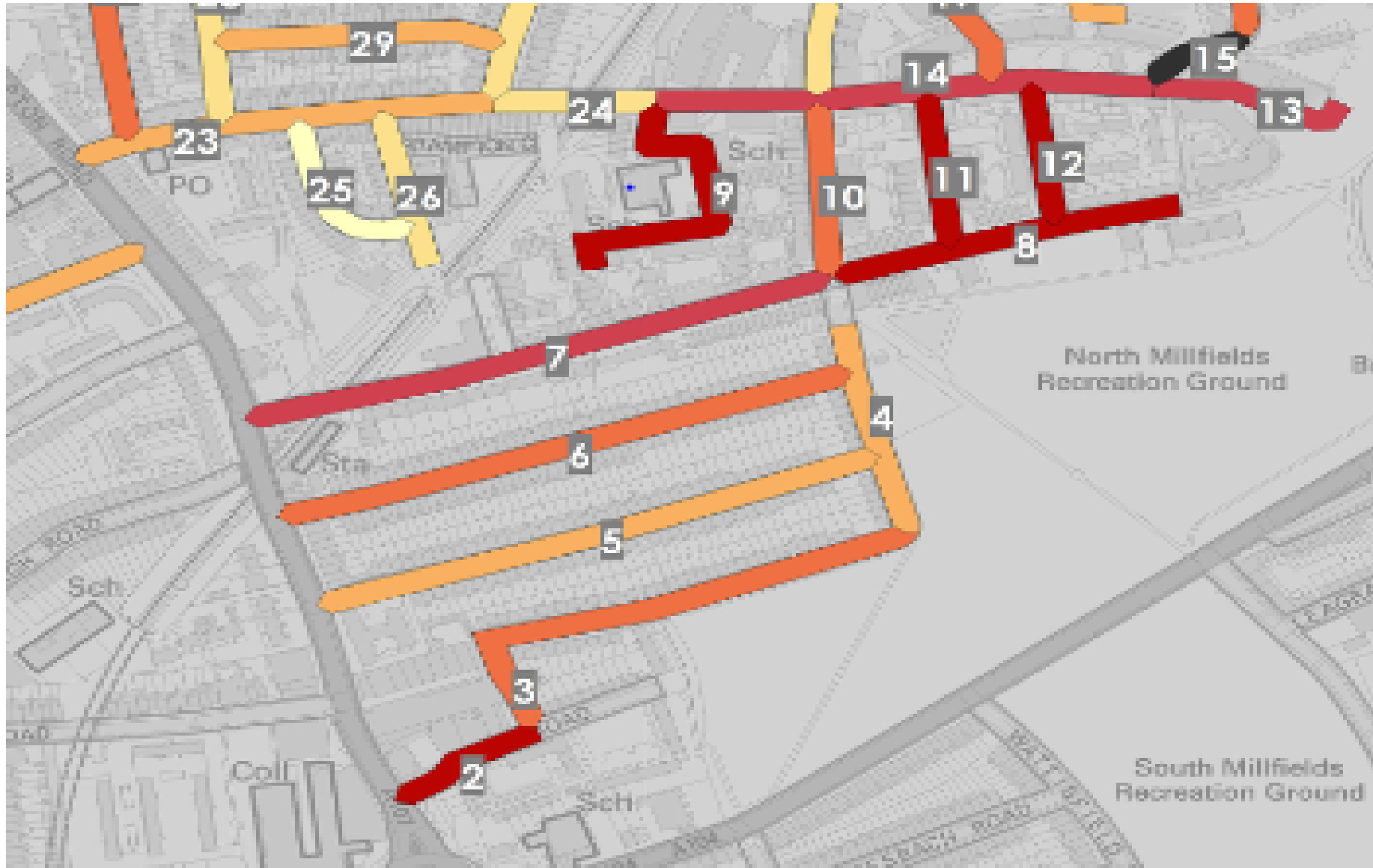
3.12 Table 1: Road occupancy as a percentage of its potential parking capacity (parking stress indicated by red type).

Road Name	Spaces	Weekdays			Saturday		
		Overnight	Midday	Evening	Overnight	Midday	Evening
Prout Road	33	24%	21%	24%	24%	21%	24%
Casimir Road (Eastern section)	125	66%	61%	66%	66%	62%	62%
Casimir Road (Northern section)	54	70%	56%	67%	46%	44%	46%
Cleveley Road	127	79%	80%	81%	71%	76%	74%
Gunton Road	129	85%	81%	86%	79%	77%	84%
Southwold Road (eastern section)	92	73%	75%	68%	75%	71%	72%
Southwold Road (western section)	77	66%	55%	62%	62%	61%	60%
Detmold Road	67	66%	66%	63%	61%	60%	67%
Theydon Road	36	83%	64%	69%	75%	61%	72%
Mundford Road	32	94%	81%	88%	88%	84%	75%
Dudlington Road	28	89%	61%	79%	93%	86%	93%
Harry Zeital Way	36	42%	36%	42%	53%	36%	50%
Mount Pleasant Hill	90	71%	69%	66%	69%	62%	71%
Mount Pleasant Lane	68	65%	69%	63%	56%	63%	56%
Mount Pleasant Hill	15	60%	60%	53%	60%	40%	53%
Alcester Crescent	49	53%	63%	53%	45%	51%	43%
Comberton Road	38	47%	63%	53%	47%	45%	53%

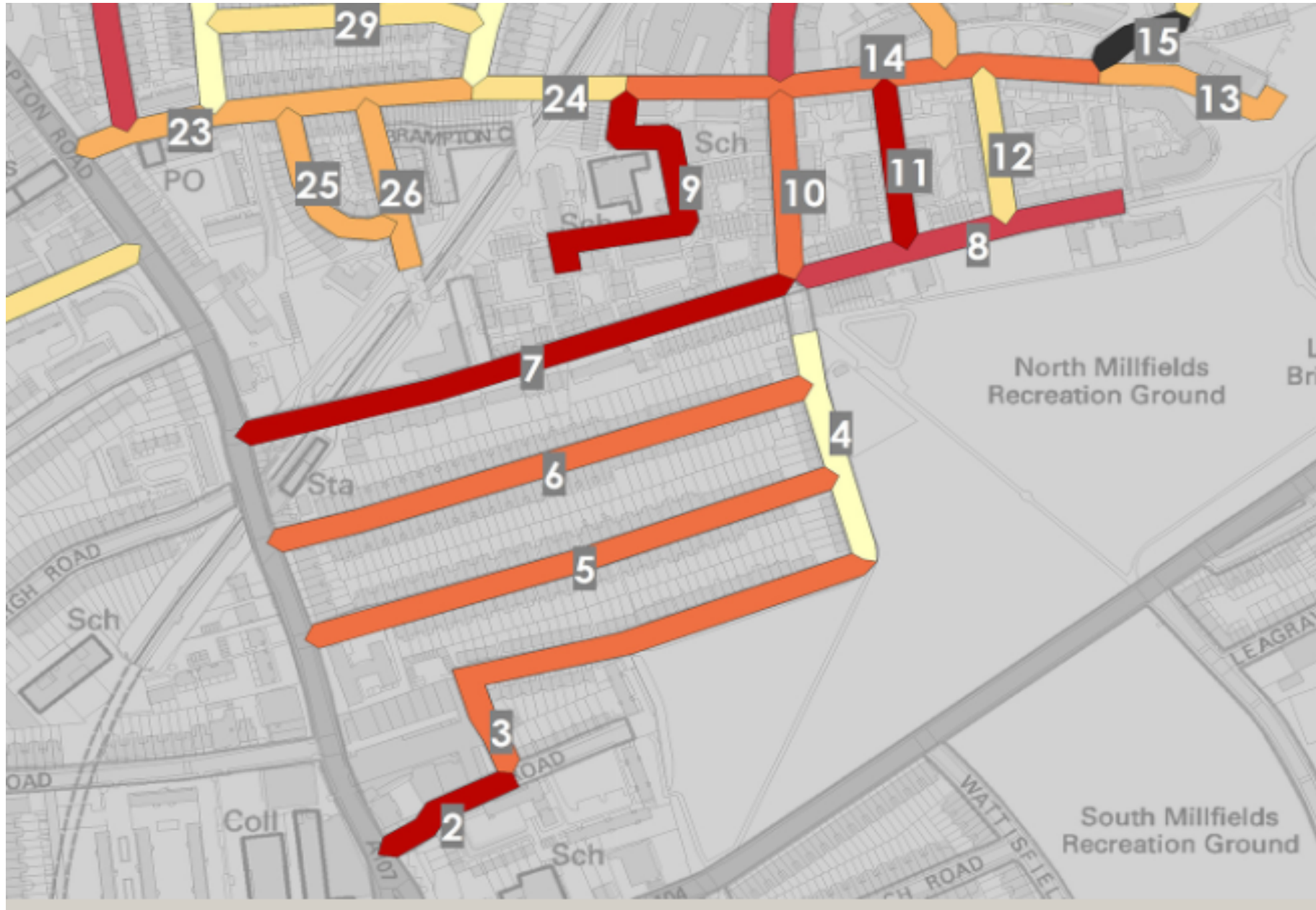
Figures 1 and 2: Occupancy levels by time of day – weekdays (above) and weekends (below)



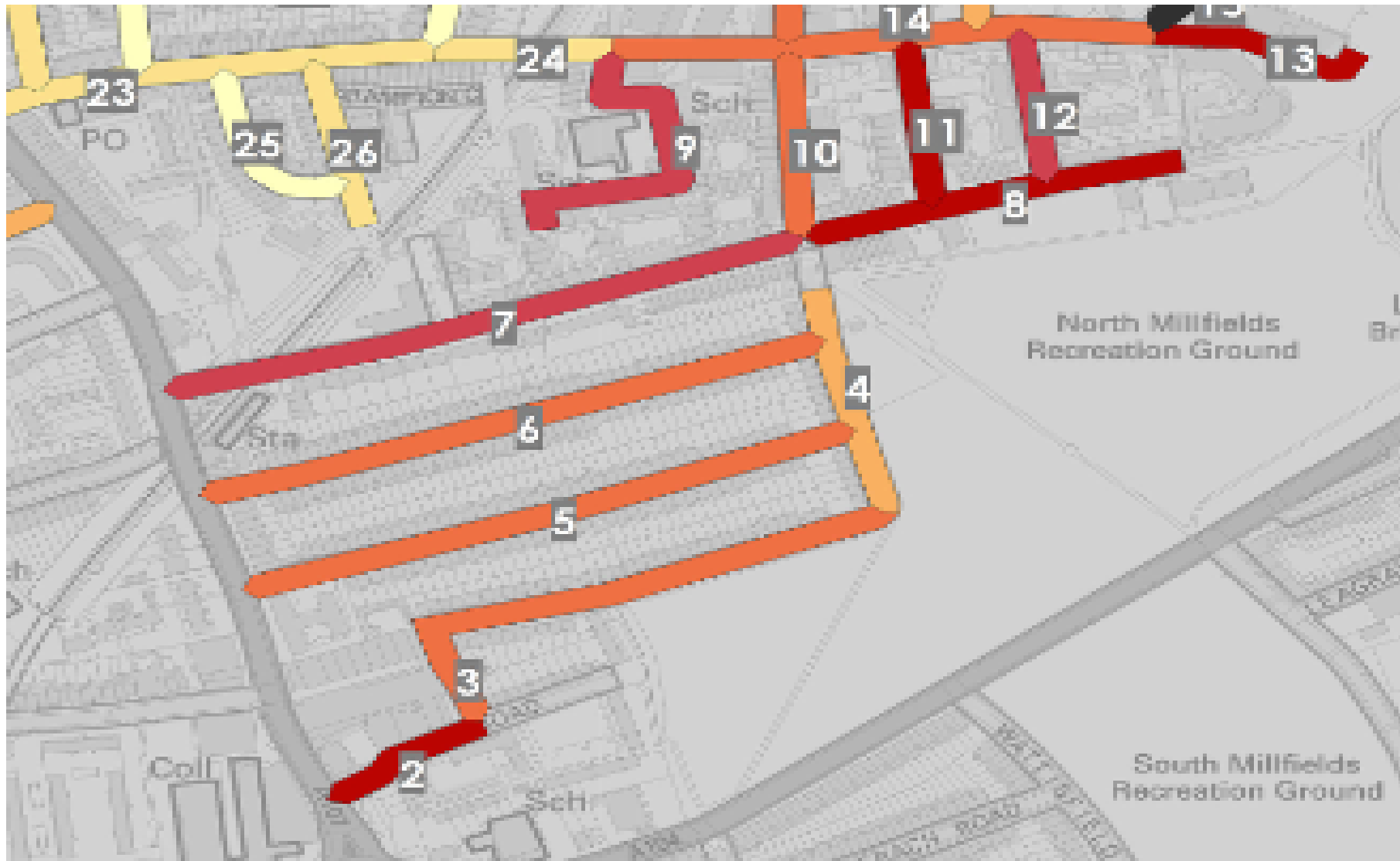
Map 1: Occupancy levels on weekday mornings (Overnight)



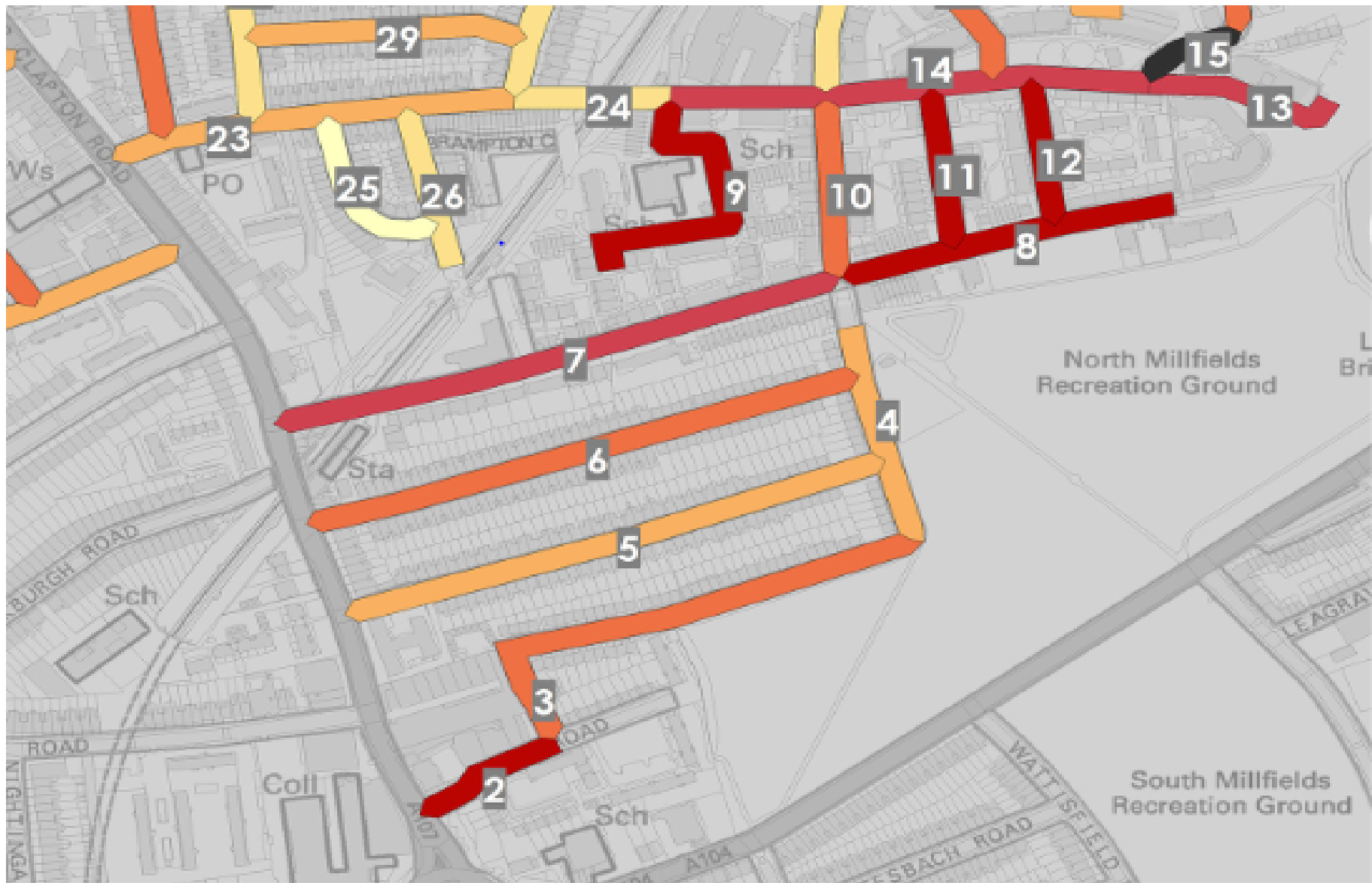
Map 2: Occupancy levels at weekday midday (12:30pm - 2:00pm)



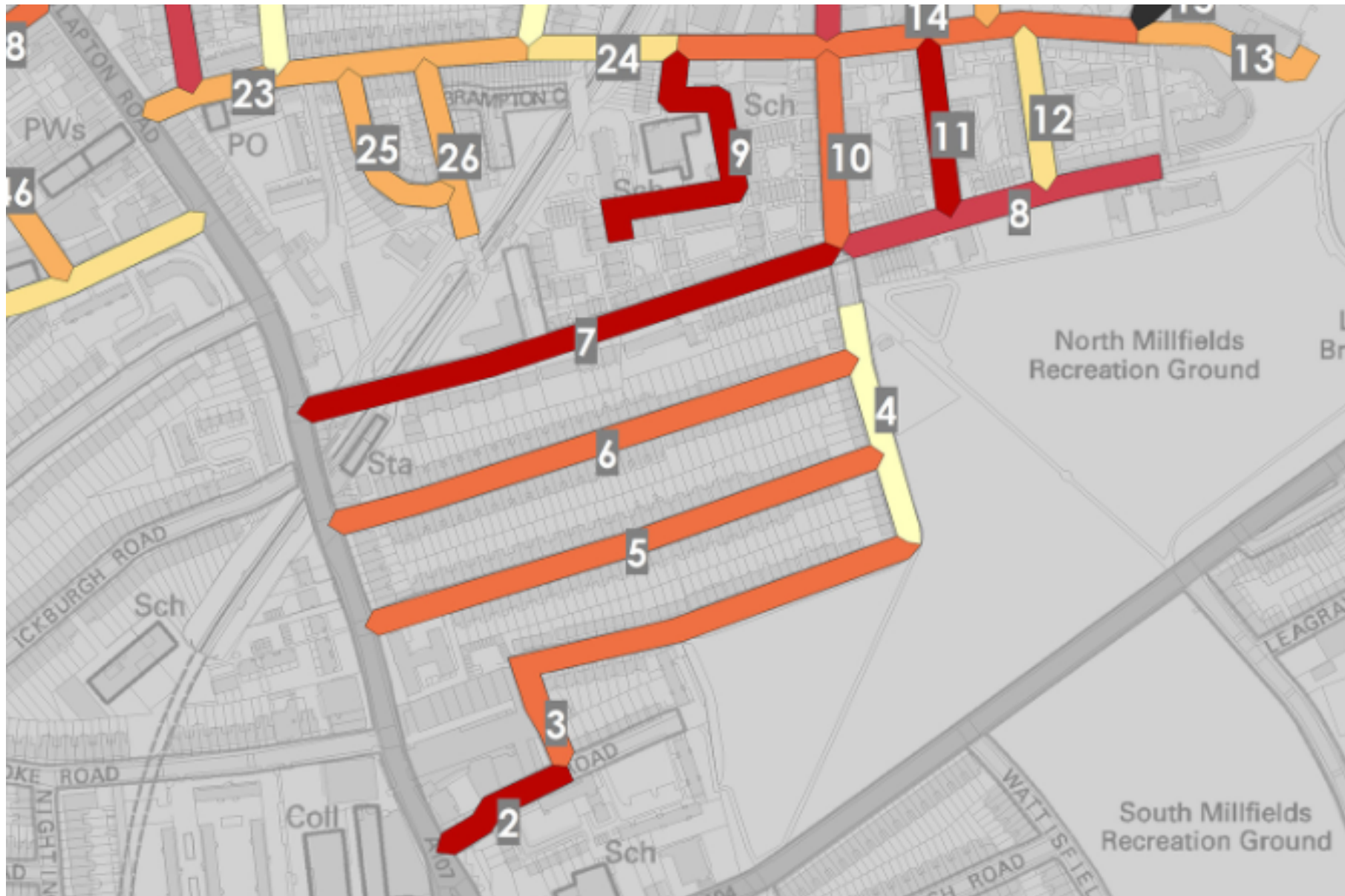
Map 3: Occupancy levels on weekday evenings (8:00pm – 10:00pm)



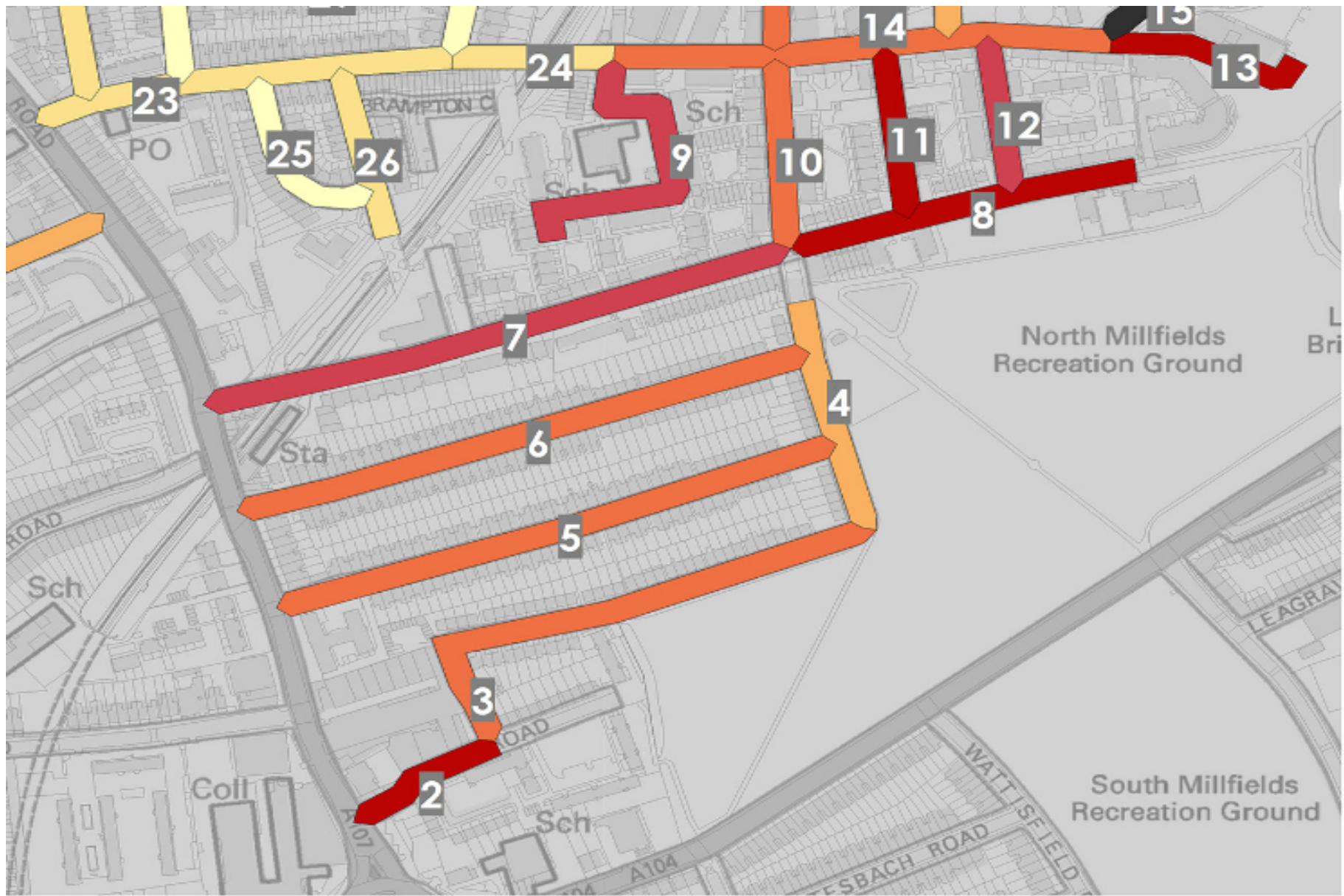
Map 4: Occupancy levels on Weekday (Overnight)



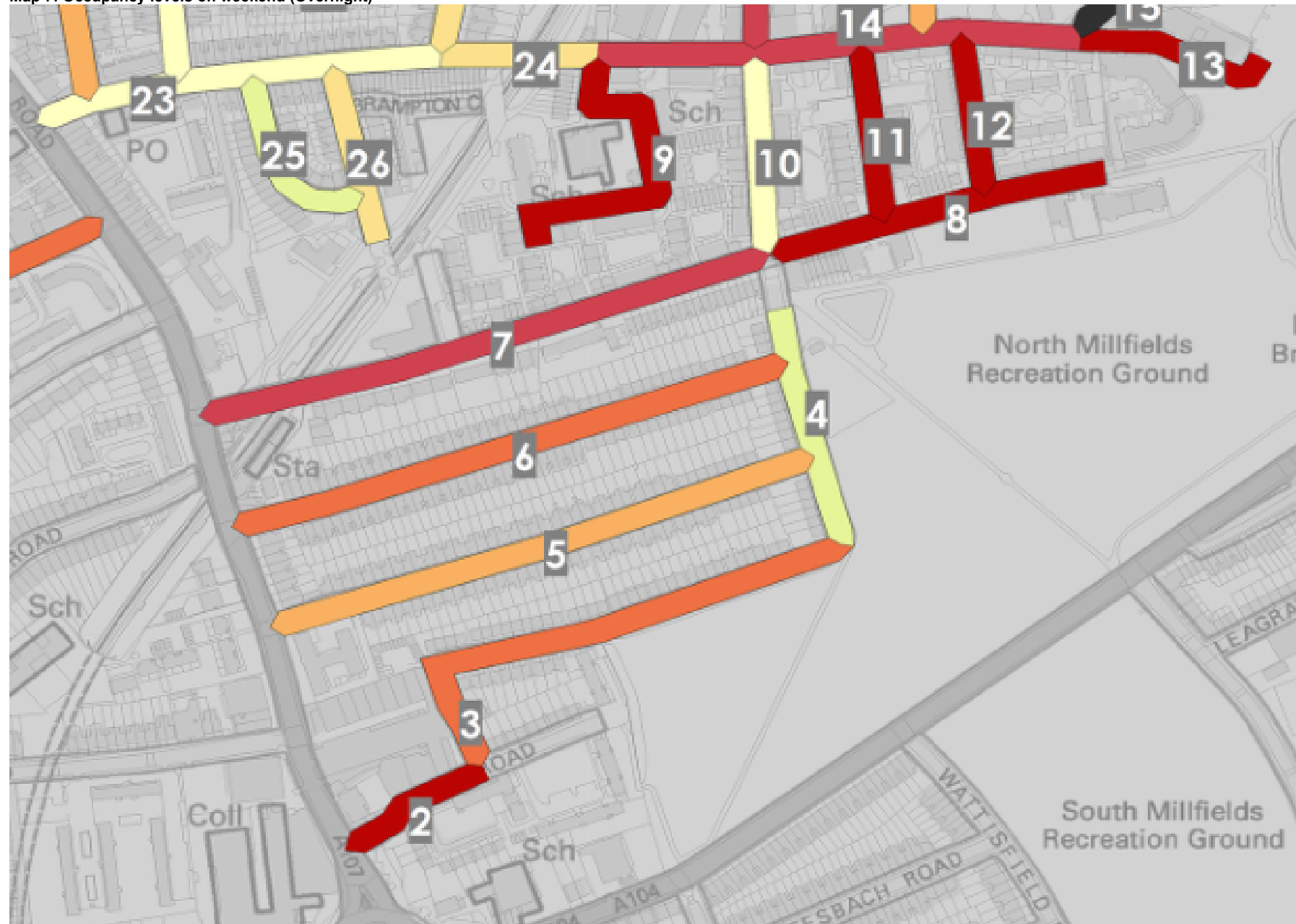
Map 5: Occupancy levels at weekday midday (12:30pm - 2:00pm)



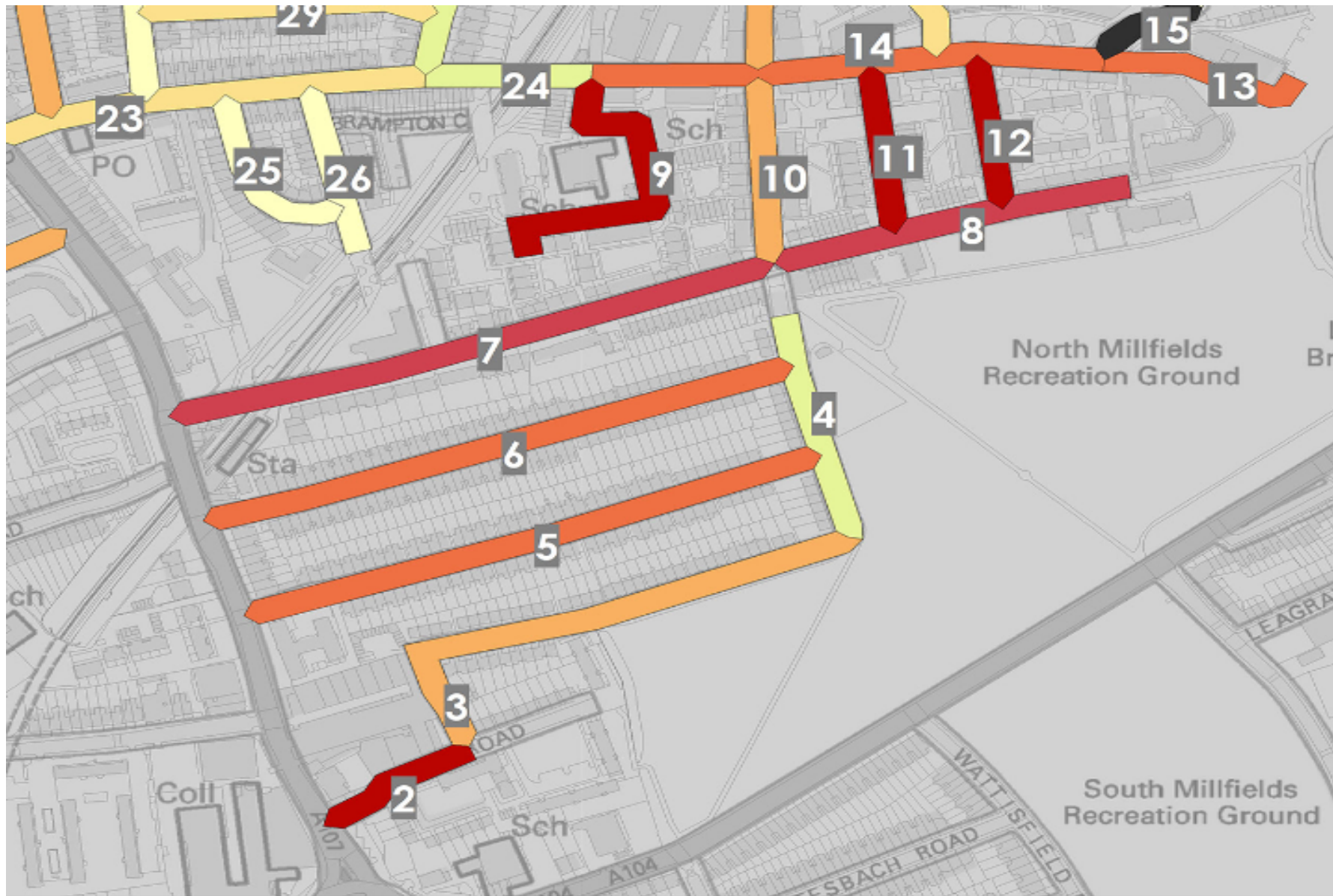
Map 6: Occupancy levels on weekday evenings (8:00pm – 10:00pm)



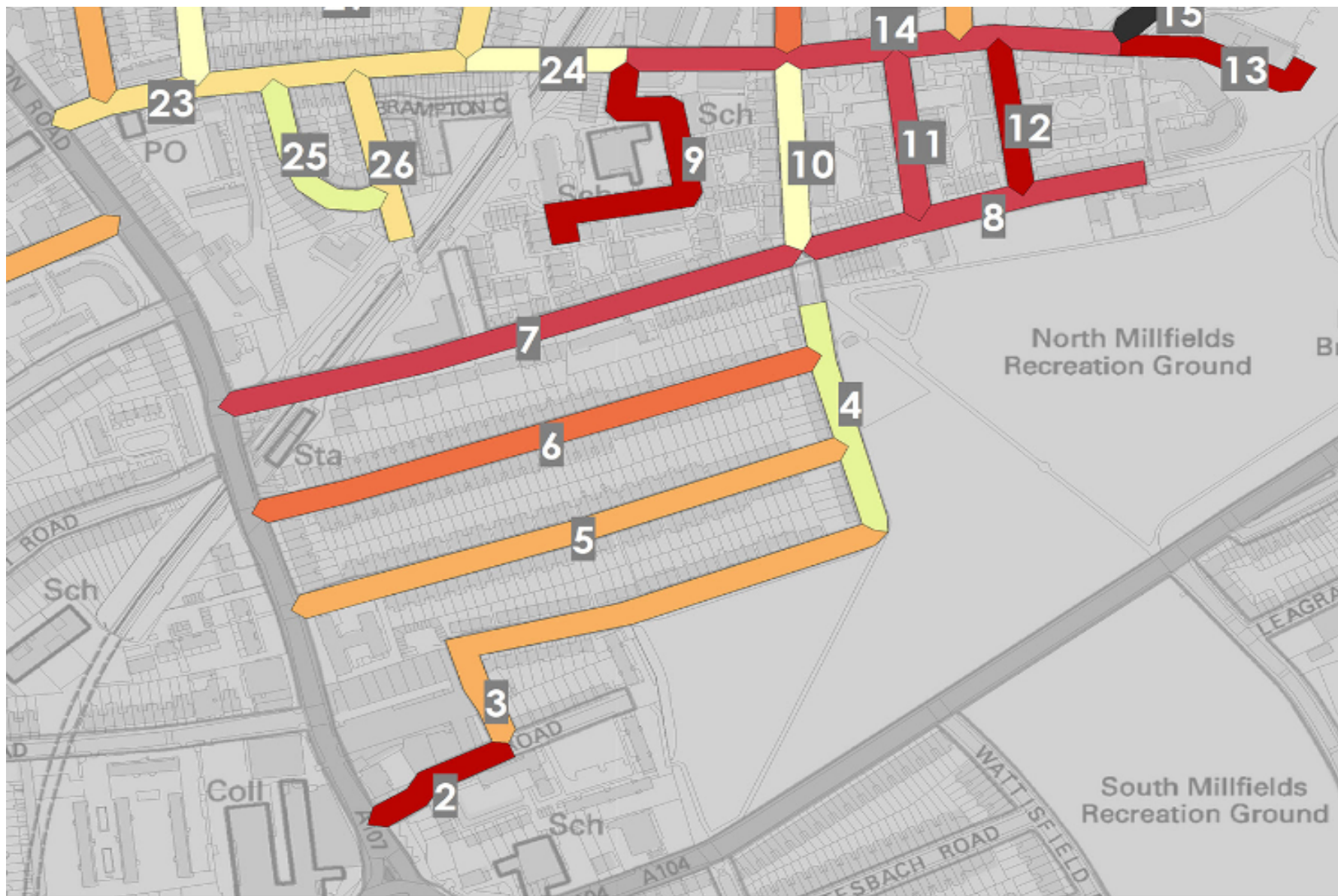
Map 7: Occupancy levels on weekend (Overnight)



Map 8: Occupancy levels on weekend midday (12:30pm - 2:00pm)



Map 9: Occupancy levels on weekend evening (8:00pm - 10:00pm)



Type of parking demand: locals v visitors

Area wide

- 3.13 Examining the proportion of visitors parked in a street gives an idea of the causes of parking stress and how it can be managed. In the event that parking controls are introduced, this type of analysis can also highlight the potential numbers of vehicles that may transfer to other nearby uncontrolled areas i.e. displacement parking.
- 3.14 Table 2 shows that visitor parking is moderate to high in the area on weekdays when compared to the overall parking stress suffered in the area. Visitor parking is at its greatest at lunchtime during the week.
- 3.15 Some roads within were recorded from suffering from very high parking stress (33% or more of the vehicles parked in the road). These include; Detmold Road, Mount Pleasant Hill, Mount Pleasant Lane, Alcester Crescent and Comberton Road. These roads are closest to the businesses on Upper Clapton Road and may suffer from visitors to the businesses.
- 3.16 Majority (8 out of 17 roads) of the remaining roads were recorded to suffer from moderate parking stress (over 20%) at midday on week days.
- 3.17 Visitor parking in the area equates to 27% of all parked vehicles belonging to non-residents. This is significantly reduced on weekday evenings and weekends (17% and 15% respectively).
- 3.18 Incoming visitors represent around a quarter of vehicles parked in the area on weekdays. The number of visitors in the area is however reduced significantly on weekday evenings and weekends as the stress caused is less than 10%.

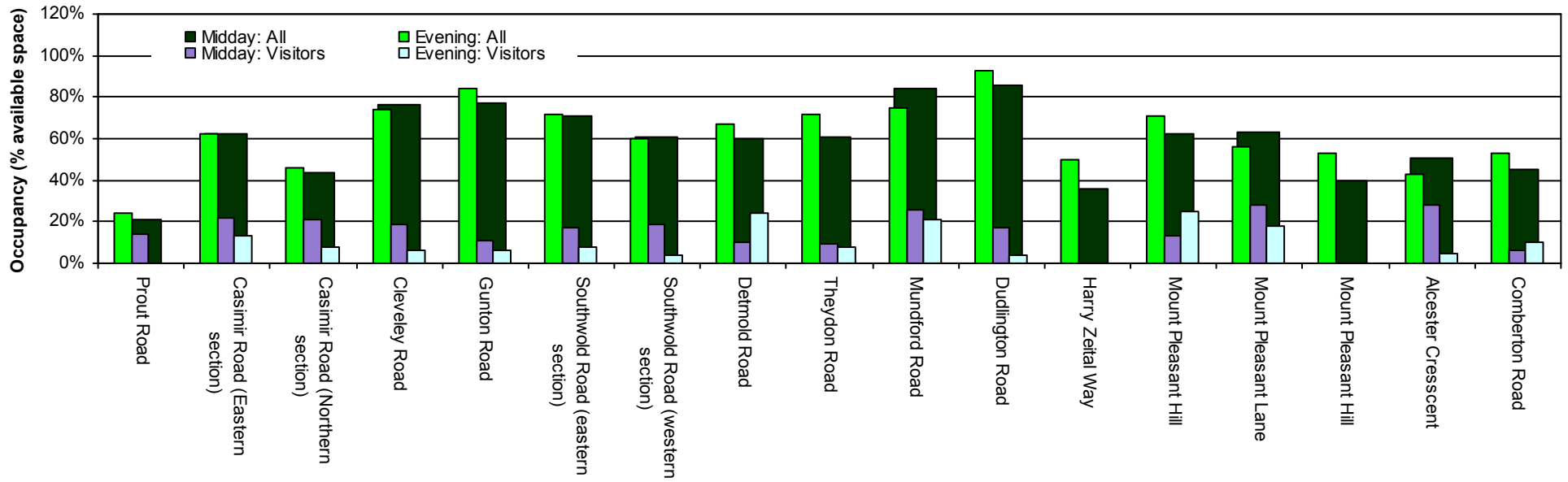
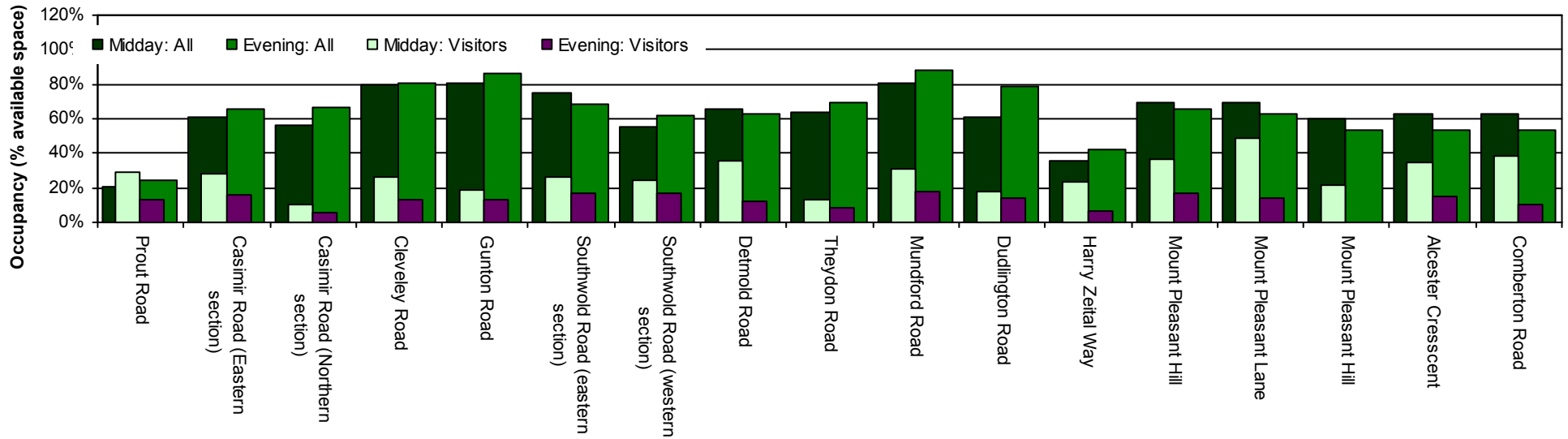
Street level

- 3.19 During the working week, 5 public highway roads surveyed were observed to have significant levels of visitor parking at midday – 33% or more of all parked vehicles. Majority of the roads did however suffer from moderate visitor stress (between 20% and 29%). The road recorded with the highest visitor parking stress were Comberton Road and Mount Pleasant Lane (section closest to Upper Clapton Road). These can be identified on Table 2 below.

Table 2: Visitor parking demand – visitor vehicles as a percentage of all vehicles parked (proportions 30%+ in red).

Road Name	Weekdays		Saturday	
	Midday	Evening	Midday	Evening
Prout Road	29%	13%	14%	0%
Casimir Road (Eastern section)	28%	16%	22%	13%
Casimir Road (Northern section)	10%	6%	21%	8%
Cleveley Road	26%	13%	19%	6%
Gunton Road	19%	13%	11%	6%
Southwold Road (eastern section)	26%	17%	17%	8%
Southwold Road (western section)	24%	17%	19%	4%
Detmold Road	36%	12%	10%	24%
Theydon Road	13%	8%	9%	8%
Mundford Road	31%	18%	26%	21%
Dudlington Road	18%	14%	17%	4%
Harry Zeital Way	23%	7%	0%	0%
Mount Pleasant Hill	37%	17%	13%	25%
Mount Pleasant Lane	49%	14%	28%	18%
Mount Pleasant Hill	22%	0%	0%	0%
Alcester Crescent	35%	15%	28%	5%
Comberton Road	38%	10%	6%	10%

Figure 3: Parking demand by vehicle type – weekdays (above) and weekends (below)



4. Potential Consultation Boundaries

Defining a main consultation area

- 4.1 Where a cluster of streets display parking stress of 80% or greater occupancy, as demonstrated by the stress survey, a boundary for consultation on the possible implementation of parking controls can be determined with reference to logic and natural geographical boundary points such as:
- Red routes
 - Railway lines
 - Existing or proposed CPZ either intra or inter borough.
 - Open spaces – Parks, industrial estates, waste lands.
- 4.2 Where any of the above exists the proposed boundary must be drawn with reference to them irrespective of whether or not initial parking stress results appear to necessitate their inclusion.
- 4.3 This 'hotspot' area is the minimum for where a Stage 1 'in principle' consultation should be undertaken. Should the residents and businesses there show majority support for the introduction of controls, a substantial proportion of visitors that currently park within the hotspot area are very likely to displace to the nearest uncontrolled streets.
- 4.4 For the displacement area, the hotspots in this area are mainly to the north of the current Zone N and east of Zone R; Casimir Road, Gunton Road and Cleveleys Road. These are also the roads closest to Clapton Park station. Parking stress in these streets remains high at most times of day and is likely to be causing residents frequent parking difficulties.

Defining a displacement area

- 4.5 As the influx of displaced visitors to nearby roads is likely to raise their parking occupancy in some instances to 80% or greater of its full capacity, creating a 'displacement area' around the hotspot, the additional requirement of consulting these residents and businesses also becomes a necessity. Therefore opinion on parking controls in the displacement area is only taken into account in defining a PZ boundary once a majority endorsement is reached in the hotspot.
- 4.6 To define the extent of this displacement in streets immediately outside the hotspot area, the remaining capacity after taking into account the number of vehicles already observed parked is calculated. Assuming limited visitor parking provision in the controlled area, the visitor numbers observed from these roads during the stress survey are distributed among the left-over space in the displacement area, working outwards from the controlled area as streets reach capacity. Factors such as additional distance to walk, geographical layout, and ease of access are also taken into account in deciding which streets the displaced visitors might choose.
- 4.7 As the displacement area is consulted with reference to the consultation results in the main proposed PZ, as noted above, support in this area is assessed on a street by street or cluster/grid basis. The proposed PZ may be made larger due to the inclusion of streets from

the displacement area, included into neighbouring PZ (if applicable), or rezoned into a new distinct PZ. Furthermore, the consultation findings from the displacement area will not affect the results of the proposed PZ in the hotspot area.

- 4.8 It is important to note that in the event that parking controls are implemented in the streets nearest the PZ boundary, visitors that currently park there will seek the nearest uncontrolled roads instead – the ‘secondary displacement area’.
- 4.9 Implementation of parking controls in the hotspot is likely to cause displacement parking in the roads directly north. However, due to the low daytime occupancy in most other roads, displaced vehicles should be able to find new spaces nearby and it is doubtful that the displacement area would become extensive.

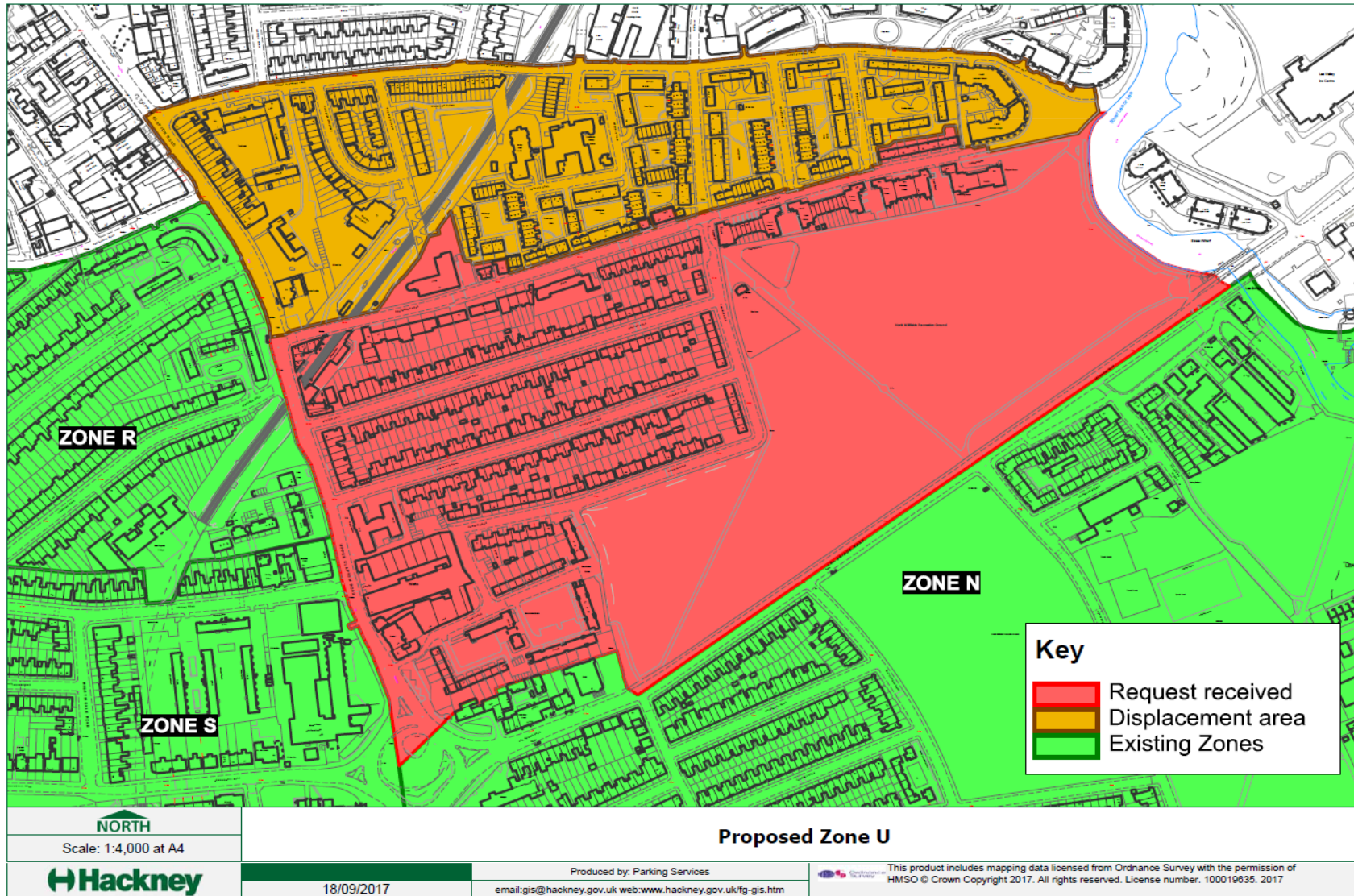
5. Summary

- 5.1 The area directly north of Parking Zone N and east of Parking Zones R and S is exhibiting a degree of parking stress mainly in the evenings and overnight. However, this hotspot experiences its highest occupancy levels overnight and in the early morning, suggesting that it is the number of vehicles owned by local residents as well as displacement parking from the nearby controlled areas that are causing parking difficulties rather than high levels of commuters and shoppers.
- 5.2 Parking stress in the area as a whole has not reached significant levels – 80% or greater occupancy.
- 5.3 Parts of the area (Comberton Road, Alcester Crescent and Mount Pleasant Lane) also appear to attract a substantial number of daytime visitors. Some will be parking in order to use the public services (such as nearby Clapton Station) as well as visiting the local businesses on Upper Clapton Road.
- 5.4 In the event that parking controls are introduced these roads, displaced vehicles are likely to be displaced further north and east to uncontrolled roads beyond the boundary.

Recommendations

- 5.5 Conduct a 'combined' Stage 1 and 2 consultation on roads in the area from Leabridge Road in the south to Mount Pleasant Hill and Mount Pleasant Lane in the north and Upper Clapton Road in the west to River Lea Navigation in the east. (Map 9).
- 5.6 Continue to monitor parking stress levels in this area, particularly in respect to new housing and educational developments.

Map 5: Recommended consultation boundary and addition survey area



6. Appendix: Parking Stress Survey - Methodology

- 6.1 Several survey sessions are carried out on each survey day, depending on the issues of a particular area:
- **Overnight** – this provides information about vehicles parked before the working day begins and therefore assumed to be local, belonging to nearby residents or businesses. In an uncontrolled area, local vehicles cannot be identified through permit records.
 - **Midday** – this provides a snapshot of the commuters, shoppers, and residential and commercial visitors using the area for parking; these are identified as new vehicles that were not previously observed parked during the early morning session.
 - **Evening** – this later session captures evening visitors in areas where a night-time economy is active.
- 6.2 Each road is surveyed on three separate occasions, at least a day apart, so that any unusual parking demand on a particular day would not skew the results. Average data across these three days is presented. To ensure that all the stress at all points of the week is captured and due to the area's close proximity to Upper Clapton Road, both weekdays and Saturdays were included in the survey days and analysed separately.
- 6.3 Full Vehicle Registration Numbers (registration plates) are recorded, along with type of vehicle (e.g. private car, HGV, taxi), any displayed disabled or borough parking permits, and existing parking restrictions (e.g. disabled person bay, single yellow line).
- 6.4 A comparison of the vehicle registration plates obtained during the early morning and from midday was then conducted; firstly, to obtain the overall number of vehicles parked on-street at each time of day, and secondly, to discover the proportion of local and non-local visitor parking.
- 6.5 All vehicle registration plates noted during the early morning were assumed to belong to local residents. These same plates were then looked for again amongst the vehicles parked at midday and were categorised as 'local' where they matched, while those vehicles that were not seen during the day's earlier survey were labelled as 'visitor'.

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