

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.

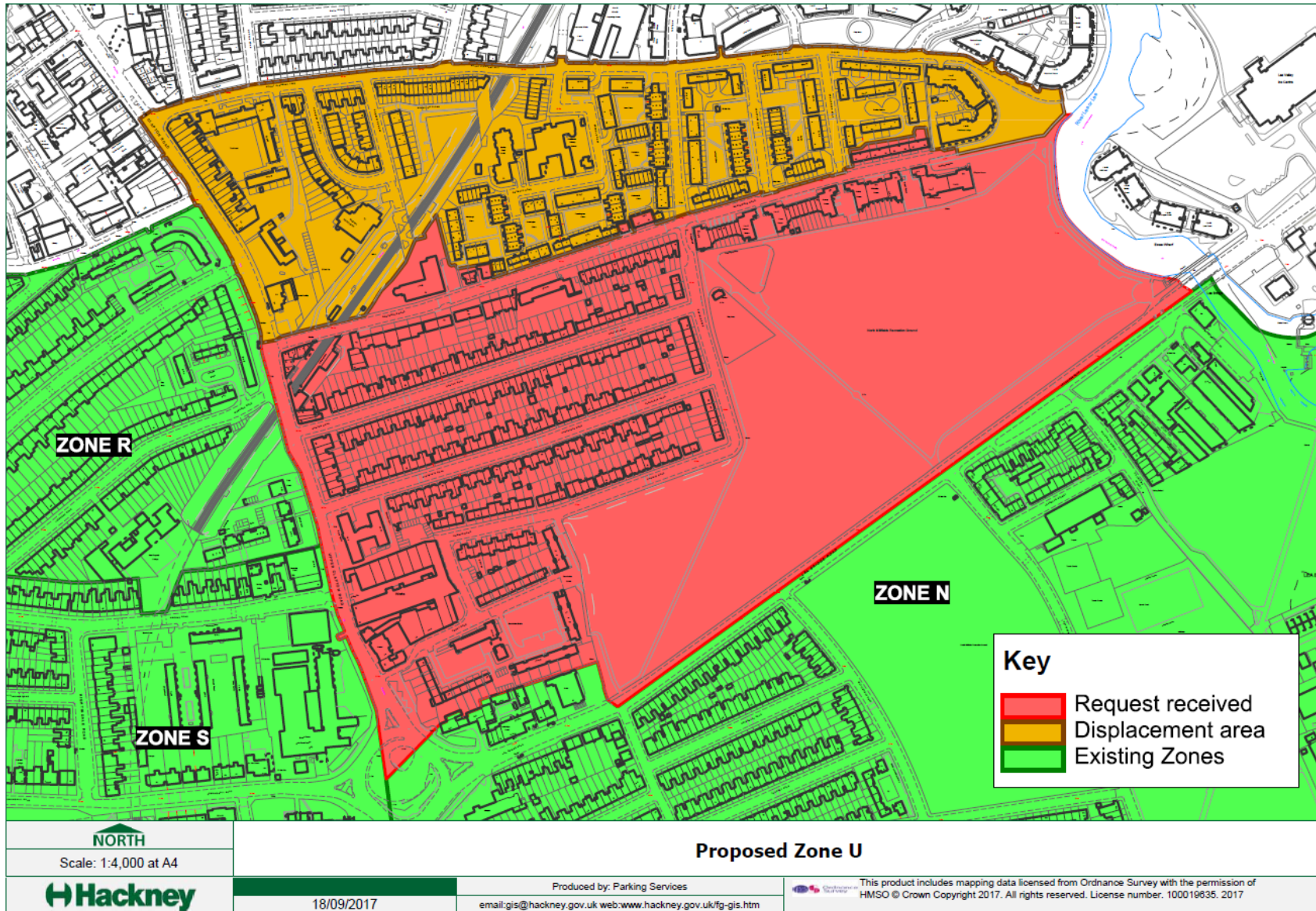
APPENDICES

Appendix 1 – Technical Assessment Report

BACKGROUND PAPERS

No background documents

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