

TITLE OF REPORT - Proposed Parking and Enforcement Plan 2021-26 - summary report	
Key Decision No - NHS010	
CABINET MEETING DATE (2020/21) 19 July 2021	CLASSIFICATION: Open If exempt, the reason will be listed in the main body of this report.
WARD(S) AFFECTED All wards	
CABINET MEMBER Councillor Mete Coban, Cabinet Member for Energy, Waste, Transport and Public Realm	
KEY DECISION Yes	
REASON Affects two or more wards	
GROUP DIRECTOR Ajman Ali, Group Director for Neighbourhood and Housing	

1. CABINET MEMBER'S INTRODUCTION

- 1.1 I am delighted to recommend the proposed Parking and Enforcement Plan (PEP) for 2021-26 for public consultation, which sets out the Council's parking objectives through a number of policies and recommendations on how parking will be managed in the borough over the next five years.
- 1.2 The proposed PEP 2021-26 has been developed by the Council's Parking, Markets and Street Trading Service to improve parking conditions in the borough. It will provide a strong policy framework to guide the Council's parking management activities. The proposed PEP 2021-26, following consultation, will replace the current PEP 2015-20 and will be the fourth iteration.
- 1.3 As we continue to move through the pandemic, it is important to note that in the beginning of the lockdown there were fewer motor vehicles travelling on our roads polluting the air. This behavioural change benefitted us all as more people opted for more sustainable modes of transportation or stayed home.
- 1.4 The Council is working to extend this change by Rebuilding a Greener Hackney, to avoid a car-led recovery that would impact the lives and health of Hackney people in a negative way. Our vision, direction and policies as set out public consultation for a period of 13 weeks. Our intention is to reach a within this PEP will help make the goal of cleaner, breathable air achievable, and is built around five key themes:
- Supporting the creation of sustainable streets for everyone, by re-prioritising more of our kerbside space to support greening in the borough, and sustainable transport.
 - Providing high quality, customer focused services that respond to the needs of our residents, businesses and visitors.
 - Encouraging fewer private vehicles on our roads and a switch to cleaner vehicles.
 - Consolidating a fair, proportionate and transparent enforcement service to deliver high levels of compliance, and robustly tackle fraud.
 - Delivering a consistent approach to parking products and services on all council-managed estates.
- 1.5 Through controlled parking zones and other policies to manage car use, Hackney can make a contribution to reducing the impact on climate change

and improving local air quality. According to the GLA in 2008, pollutants and exposure to small particles in the air over prolonged periods of time were linked to an estimated 96 premature deaths in Hackney.

- 1.6 Prioritising road users according to need, with Blue Badge holders at the top of that hierarchy, followed by ultra low emission vehicles and car club schemes, will support a shift towards more sustainable forms of transport. This will help the Council to reclaim kerbside space to greener alternatives and also support the Government's plans to phase out the sale of diesel and petrol cars or vans by 2030.
- 1.7 Our parking enforcement remains focused on the quality, not quantity of parking tickets, as we strive to improve compliance amongst motorists. Following a review of the current parking enforcement contract last November 2020, the Council has decided to insource and return enforcement back to Council control in line with the organisation's Sustainable Procurement Strategy. By doing so this will:
- 1.8 Create a well-run service that delivers high-quality services and financial stability.
 - Provide new opportunities in the future for more streamlined services and the Council will have greater control over the way the service is delivered.
 - Enable the move towards an electric fleet of vehicles used for enforcement in line with the Council's ambition to become carbon neutral.
 - Help to tackle inequality by providing better job opportunities.
- 1.9 Parking enforcement is essential in keeping our streets safer for cyclists and pedestrians, tackling air pollution, and protecting open green spaces. The Council is consistently one of the highest performing boroughs at the Environment and Traffic Adjudicators – in 2020/21 we won 81% of all cases. This shows that we consider representations fairly and will cancel penalty charge notices (PCNs) at the early stage of the process if there are genuine grounds for appeal.
- 1.10 In this PEP we aim to work towards promoting sustainable modes of transport, through the introduction (if approved) of the following policies:

- Free electric parking permit for residents, businesses and organisations to encourage a shift to cleaner vehicles and improved air quality.
- Free e-roamer parking permit to move and park freely in permit bays across the borough, during the prescribed hours of 10:00 - 15:00 for residents and businesses with electric vehicles.
- Increasing the parking permit pricing bands from five to 13 to reward those who choose greener vehicles, and to further incentivise those driving the most polluting vehicles to make greener choices.
- Changing the diesel surcharge each year, making it progressively more expensive to purchase a permit for high polluting vehicles.
- Proposing a parking permit surcharge for two or more permits held in one household.
- Introducing variable visitor voucher parking zone (PZ) limits and to create zonal rules, allowances and eligibility to buy different voucher types.
- 100% cashless emissions-based charging payment option for short stay parking.
- Introducing a set fee of 50p per hour across the borough for electric vehicles.

1.11 Alongside this, the Council's Parking, Markets and Street Trading Service will also:

- Review, align and embed all aspects of estate parking into Parking Services,
- Open up parking in permit holder bays to all Blue Badge holders,
- Adopt a demand-led approach to our enforcement service; and
- Set up and operate a Council-run car pound and vehicle removal service within the borough.

1.12 I would like to make it clear that the Council does not use parking as a means for generating revenue, as this is strictly prohibited by law. How parking income is used is tightly controlled under the Road Traffic Regulation Act 1984 (as amended) and cannot be used to subsidise general expenditure. The Council uses any surplus from its Parking account to contribute towards the London-wide Freedom Pass scheme, highways maintenance costs and schools transport. Policies contained in this PEP help us to manage parking efficiently, economically and effectively.

- 1.13 The Parking, Markets and Street Trading Service has successfully consulted with internal and external stakeholders and there were no major objections to the recommendations in this paper. Pending Cabinet approval to consult the general public, the proposed PEP 2021-26 will be subject to a borough-wide public consultation for a period of 13 weeks. Our intention is to reach a cross-section of the community using a myriad of consultation tools.
- 1.14 This paper summarises the recommendations put forward in the proposed PEP 2021-26 and requests for approval to consult with the general public.
- 1.15 I commend this report to Cabinet for public consultation.

2. GROUP DIRECTOR'S INTRODUCTION

- 2.1 I am pleased to introduce the proposed Parking and Enforcement Plan (PEP) 2021-26 for public consultation, which includes some groundbreaking policies to be taken forward over the next five years (if approved), paving the way towards sustainable modes of transport and the government's plans to ban the sale of new petrol and diesel vehicles by 2030.
- 2.2 The PEP supports the delivery of the Council's wider objectives on vehicle use and improving air quality. For residents and businesses the proposed PEP also presents an opportunity to be an early adopter and benefit from free electric parking permits (also open to organisations) and a free e-roamer parking permit to ease the switch investment over time.
- 2.3 Other recommendations detailed in this Plan will encourage sustainability across the board, from 50p per hour short stay parking for electric vehicles, to improved cycle storage for disabled and cargo bicycles.
- 2.4 With the insourcing of parking enforcement, the Council will offer a well-run and high-quality service that puts quality over quantity when issuing parking fines.
- 2.5 The proposed PEP has been benchmarked against all 32 London boroughs and researched in detail. All Parking Services led recommendations will form part of a 13 week public consultation, designed to inform and engage with local communities and those living, working and visiting the borough.

2.6 I recommend this report to Cabinet for public consultation.

3. RECOMMENDATION(S)

3.1 That Cabinet:

3.1.1 Approves the undertaking of a consultation with the general public and other stakeholders for a period of 13 weeks on the proposed Parking and Enforcement Plan (PEP) 2021-26, as set out within appendix 1. This extended period of time is to account for a bank holiday and religious festivals from 16 August to 15 November 2021.

4. REASONS FOR DECISION

4.1 The Parking and Enforcement Plan (PEP) provides the policy framework for effective parking management within Hackney. The scope of the PEP is necessarily broad, in part reflecting the complex and challenging linkages between parking and transport, environmental, economic and planning issues. It presents a series of policy recommendations that are developed and implemented over its lifespan.

4.2 Hackney's original PEP was agreed by Cabinet in January 2005, with subsequent editions approved in November 2009, and April 2016.

4.3 The Council's Parking, Markets and Street Trading Service, referred to as Parking Services throughout this document, has developed the latest edition of the PEP to address the challenges and opportunities around parking over the next five years, including the need to improve air quality, tackle the climate change emergency, and support the transition to electric vehicles by residents who drive.

4.4 Each chapter within the PEP explains the parking policy or initiative with a description and some background information. It also presents a series of recommendations to be developed during the lifespan of the PEP. This report concentrates on the recommendations in the proposed PEP 2021-26.

Parking vision and objectives

- 4.5 The Parking and Enforcement Plan (PEP) 2021-26 is designed to support the delivery of the Council’s existing commitments under existing policy or law, with a clear emphasis on reducing poor air quality and CO₂, as well as fulfilling our duties set out in the Department for Transport’s (DfT’s) guidance to local authorities on parking, and Hackney Council’s traffic management duties under the Road Traffic Regulation Act 1984. This PEP is guided by the principles of the Traffic Management Act 2004, as set out by the Department for Transport’s Statutory and Operational Guidance documents.
- 4.6 It is built around five key visions, with objectives setting out what we want to achieve, and recommendations detailing how the proposed changes to deliver these.

Vision 1: Supporting the creation of sustainable streets for everyone, by re-prioritising more of our kerbside space to supporting greening the borough, and sustainable transport.	
Objective	How this will be achieved
Objective 1: We will prioritise the reallocation of kerbside space for sustainable transport and greening schemes where there is demand for them, and funding available during the lifespan of the PEP.	We will work to reallocate kerbside space across the borough to make space for a range of other uses, including micromobility schemes (such as cycling and electric bikes), electric vehicle charging point infrastructure, electric car club schemes to increase connectivity and offer an alternative to private vehicle ownership. Other uses of street kerbside space will also be considered such as sustainable urban drainage, Parklets and tree planting to increase green space and mitigate impacts of the changing climate.
Objective 2: We will support convenient access to electric charging points over the lifespan of the PEP.	We will work with our Streetscene Service to ensure that dedicated electric charging bays are installed across the borough with parking policy in place to meet the growing demand for charging.
Objective 3: We will investigate the	We will investigate the appetite from customers for a range of new services to be added to our car parks, including

feasibility to re-prioritise the use of council owned car parks by sharing the space with sustainable community transport hubs by 2026.	electric charging points, secure cycle parking and car clubs, with the aim of sharing and repurposing the space by 2026.
Objective 4: We will offer car sharing opportunities for Hackney residents by 2022.	We will create a Hackney resident peer-to-peer car sharing parking permit, to promote sustainability and reduce vehicles off our roads.

Vision 2: Providing high quality, customer focused services that respond to the needs of our residents, businesses and visitors.

Objective	How this will be achieved
Objective 5: We will continuously engage with and listen to our customers, in order to evolve our services to ensure that they continue to meet our customers' needs.	We will introduce our customer service promise that puts the customer first, by: <ul style="list-style-type: none"> • Delivering fair customer outcomes. • Getting things right first time. • Simplifying and continually improving our processes.
Objective 6: We will continue to put people with disabilities at the top of our hierarchy of parking needs, by opening up parking in permit holder parking bays to all Blue Badge holders.	We will open up parking in permit holder bays across the borough to all Blue Badge holders. In addition, we will look at ways of improving the ease in which CEOs can carry out checks on Blue Badges to ensure that parking spaces are used and available for those most in need of them.

Vision 3: Encouraging fewer private vehicles on our roads and a switch to cleaner vehicles.

Objective	How this will be achieved
Objective 7: We will incentivise going	We will reward residents, businesses and organisations who go electric over the next five years with:

<p>greener with either a free or a reduced price parking permit guaranteed during the lifespan of this PEP.</p>	<ul style="list-style-type: none"> • A free electric parking permit, except all zone and car club permit holders. • A reduction in parking permit price for lower CO₂ emissions output vehicles. <p>We will also incentivise a greener Council fleet with a free internal all zone parking permits for electric vehicles.</p>
<p>Objective 8: We will introduce a free e-roamer scheme for residents and businesses with electric vehicles for the lifespan of the PEP.</p>	<p>We will introduce a free e-roamer scheme for Hackney residents and businesses to encourage the shift to go electric.</p>
<p>Objective 9: We will reduce the number of short stay visitor parking sessions by 30% by 2026.</p>	<p>We will support active travel and improve air quality by making it significantly more expensive for the most polluting vehicles to pay for short stay parking in Hackney and ensure the price of the average session is not less than using public transport.</p>
<p>Objective 10: We will continue to incentivise the use of electric vehicles with a reduced rate for short stay visitor parking over the lifespan of the PEP.</p>	<p>We will also introduce a short stay visitor parking session flat fee of 50p per hour for electric vehicles to encourage the shift to go electric.</p>
<p>Objective 11: We will reduce the use of visitor vouchers by 15% by 2026.</p>	<p>We will support more people to use sustainable transport by making it more expensive for those who purchase high numbers of vouchers, and introducing tighter annual allowances in areas where parking availability is most under pressure, or air quality is poorest.</p> <p>At the same time we will also protect the discounts for Blue Badge holders and the over 60s, who often rely on the support of family and friends to maintain their independence.</p>

Objective 12: We will reduce ownership of polluting vehicles in Hackney by 10% by 2026.	We will make it cheaper for residents with electric and low emission vehicles to park in Hackney, while making the most polluting vehicles, and households owning more than one vehicle, pay significantly more.
Objective 13: We will deliver a 15% reduction in diesel vehicles parking in Hackney by 2026.	We will make it progressively more expensive for drivers of the most polluting vehicles to purchase a permit, or park using pay and display, in Hackney. We will do this by: <ul style="list-style-type: none"> • Increasing diesel surcharge for parking permits annually by: <ol style="list-style-type: none"> a. £50 for resident, motorcycle (pending statutory consultation) business, doctors and the proposed community support (which replaces the health and social care) parking permit types b. £100 for all-zone and car club parking permit types. • Introducing a diesel surcharge for paid short stay parking sessions.
Objective 14: We aim to deliver a 10% reduction in CO ₂ emitted by the average permitted vehicle in Hackney.	We will expand the number of charging bands to match those used by the DVLA for road tax, which will enable more vehicle owners driving low polluting vehicles to save money, while creating a stronger incentive to those with higher polluting vehicles to switch to a greener vehicle.
Objective 15: We will support community workers providing essential services within the borough.	We will review parking provisions for workers in the borough that need to drive to provide essential services in the community, and meet a set of criteria can obtain a community support permit.

Vision 4: Consolidating a fair, proportionate and transparent enforcement service to deliver high levels of compliance, and robustly tackle fraud.

Objective	How this will be achieved
Objective 16: We will	We will carry out controlled parking zone consultations in

review all uncontrolled parking roads by 2022.	uncontrolled areas to improve parking stress, traffic flow and uphold road safety through effective enforcement.
Objective 17: We will adopt a demand-led approach to our enforcement service by 2023.	We will focus more resources on areas with poor compliance, so that the negative impacts of parking problems on local communities are addressed as swiftly as possible.
Objective 18: We will procure a car pound within the borough by 2026.	We will continue carrying out the Council's statutory removal duties and provide better accessibility to customers wishing to collect their vehicles.
Objective 19: We will remove unsafe, unroadworthy and dangerous vehicles off our roads within five working days of it being reported to us.	We will remove abandoned, untaxed and dangerously parked vehicles off our roads within five working days, enforce and/or prosecute offenders.
Objective 20: We will reduce the number of persistent parking evaders in Hackney.	We will actively pursue persistent evaders of parking and traffic restrictions to recover charges.

Vision 5: Delivering a consistent approach to parking products and services on all Hackney Housing estates.

Objective	How this will be achieved
Objective 21: We will align all parking products and services to Hackney Housing estates.	<p>Where possible and appropriate we will harmonise all aspects of parking policy on Hackney Housing estates to match the range of services and products available to residents across the rest of the borough. This includes:</p> <ul style="list-style-type: none"> ● electric vehicle charging infrastructure ● permits and vouchers – products, services, policies and pricing ● short stay parking provisions ● compliance and enforcement ● parking zone consultations.

Rationale for proposed changes

4.7 Parking Services is supporting a number of council-wide recommendations that will not be led by the service, but have been included in this report for clarity and a complete overview of the work the service intends to carry out during the lifespan of the PEP. The following recommendations included below, that will not be consulted on are as follows: 2.1, 2.2, 2.3, 2.7, 2.8, 2.9, and 2.12. Cabinet should note that all other proposed recommendations will be included in the consultation.

Hierarchies of parking needs and kerbside space

4.8 **Recommendation 1.1** - To adopt the hierarchies of parking needs and kerbside space, as shown in tables 4.8.1 and 4.8.4.

4.8.1 Proposed hierarchy of parking needs

Priority	Road user
1.	● Blue Badge holders' parking
2.	● ultra-low emissions vehicle parking
3.	● car clubs
4.	● resident's parking*
5.	● public sector organisations
6.	● local business/service operational parking/ servicing
7.	● short stay shopper/visitor parking
Other factors affecting priority include	<ul style="list-style-type: none"> ● impact on traffic flow/road safety ● impact on air quality/climate change ● size of vehicle/effect on the local environment

*Includes Hackney Housing estates.

4.8.2 The hierarchy of parking needs is designed to show how the Council prioritises parking space across the borough. The Council does not support commuter parking and aims to discourage it at all times, (excluding Blue Badge holders).

4.8.3 The Council proposes to replace the current hierarchy of parking needs with table 4.8.1, which prioritises sustainable modes of

transport by encouraging residents and business owners who need to drive to choose Ultra Low Emissions Vehicles (ULEV) over petrol and diesel vehicles. It also introduces and supports public sector organisations, and promotes car clubs to a higher position than previously held.

4.8.4 Proposed hierarchy of kerbside space

Priority one	Essential kerbside space
1.	● personalised bay*
2.	● registered disabled bay
3.	● general use disabled bay
4.	● electric parking bay
5.	● floating car clubs
6.	● dedicated car club bays
7.	● doctors bay.
Priority two	Sustainable kerbside space
8.	● cycle hangars
9.	● cycle racks
10.	● cycle hire only bays
11.	● cycle hubs
12.	● cycle containers**
13.	● parklets
14.	● greening alternatives.
Priority three	Desirable kerbside space
15.	● resident's bay
16.	● permit bays
17.	● business bays
18.	● motorcycle bays
19.	● loading bays
20.	● shared-use bays
21.	● pay and display bays.

*For people with disabilities.

**Hackney Housing estates only.

4.8.5 The hierarchy of kerbside space helps to guide the Council in the way it uses the limited kerbside space using three areas of priority, wherever possible, as sustainable options must benefit everyone, which includes those who do not own a motorcycle, car or van - see table 4.84.

- Essential kerbside space - reflecting road users with the highest needs or supporting sustainable infrastructure or services.
- Sustainable kerbside space - supporting sustainable infrastructure.
- Desirable kerbside space - for all other kerbside space usage.

4.8.6 The Council is proposing to prioritise valuable kerbside space with these essential and sustainable initiatives. This is not an exhaustive list, as other factors affecting priority as stated in the hierarchy of parking needs may take precedence – see table 4.8.1.

Supporting sustainable transport

4.9 **Recommendation 2.1** - To investigate how we can use scrappage schemes, to discourage the ownership and use of polluting vehicles.

4.9.1 Scrappage schemes are programmes that allow drivers to replace their old vehicles with newer or more fuel efficient ones by providing financial incentives. Parking Services will investigate how we can use scrappage schemes to reduce the ownership and use of polluting vehicles.

4.10 **Recommendation 2.2** - To work alongside the Streetscene Service to deliver dedicated streets equipped with Electric Vehicle Charging Points (EVCP's), electric car clubs, cycle parking and other sustainable modes of transport to offer an alternative to private vehicle ownership.

4.10.1 Parking Services will work with the Council's Streetscene Service to equip our streets with sustainable solutions listed in table 4.8.4.

4.11 **Recommendation 2.3** - To support EVCP's pilot schemes aimed at expanding our charging network.

4.11.1 Parking Services supports innovative pilot schemes that can assist with the expansion of the EVCP network and is proposing to evaluate their feasibility within the borough to ensure that they add choice, benefit and value to the existing electric charging

infrastructure. This can further assist the changes needed to implement full-scale EVCP coverage.

4.12 **Recommendation 2.4** - To support convenient access to EVCP's over the lifespan of the PEP.

4.12.1 The Council's Streetscene Service aims to facilitate an increase of electric charging infrastructure provisions, including the installation of electric vehicle only bays, an expansion of high and low voltage Electric Vehicle Charging Points (EVCPs), and increasing the provisions of electric infrastructure for car clubs. Parking Services supports this initiative as part of a wider council objective.

4.13 **Recommendation 2.5** - To support the development of an EVCP parking policy for residents, businesses and visitors to the borough.

4.13.1 Parking is proposing to develop an EVCP parking policy that will help determine the type of bays to use, the charging mechanisms to install and the fees to access parking whilst charging. This recommendation is an important tool in providing EVCP access to all electric vehicle road users.

4.14 **Recommendation 2.6** - To explore and support the implementation of dedicated EVCP parking bays for car club providers from which they can operate their services.

4.14.1 Parking Services has increased car clubs' priority in the hierarchy of parking needs, as car sharing is a viable alternative to owning a private vehicle for people who need to drive.

4.14.2 The Council wants to support car clubs towards 100% ULEV fleet and is proposing to pilot dedicated electric car club bays. The Council will install these bays and license them to a car club provider to run its services from. Supporting car club providers in this way, will hopefully remove the logistical burden of charging an ULEV with a dedicated bay and power supply. It's also in line with the PEP's overall sustainability objective.

4.15 **Recommendation 2.7** - To investigate options for the safe parking storage of cargo and accessible bikes for people with disabilities.

- 4.15.1 The Council currently offers cycle hangars for residents across the borough which has been hugely successful, as the waiting list for hangars outweighs the number of hangars available to rent. Cargo bikes are specifically made to carry multiple passengers, large items or bulky loads.
- 4.15.2 Accessible bikes are designed for people with disabilities and offer children and adults with different needs the possibility to cycle. There are different types of bikes tailored to the specific needs the rider may have. The Council's hierarchy of parking needs places people with disabilities at the top. Availability of safe parking storage for accessible bikes is a priority to support people with disabilities.
- 4.15.3 Parking Services is proposing cycle storage solutions to people who use cargo and accessible bikes.
- 4.16 **Recommendation 2.8** - To support micromobility trials and if successful the integration of these schemes into parking policy.
 - 4.16.1 Parking Services will continue to support the pilot and introduction of micromobility trials across the borough, such as dockless bikes.
- 4.17 **Recommendations 2.9** - To provide ongoing support to the residential Parklet scheme assessment at the end of the pilot in 2022.
 - 4.17.1 Parking Services will work in partnership with our Streetscene Service to review the residential Parklet pilot scheme to ensure that it provides the benefits of reduced parking in favour of alternative greening solutions. Residential Parklets also promote community spirit as the residents take the lead in designing the Parklet and its upkeep over time.
- 4.18 **Recommendations 2.10** - To provide ongoing support to the investigation of the benefits of commercial and mobile Parklet schemes.
 - 4.18.1 Following on from the pandemic, commercial Parklets present a real opportunity to extend outdoor space for businesses that do not offer this facility. It also removes parking space in built up areas

allowing for the space to be shared.

- 4.19 **Recommendation 2.11** - To increase the number of pricing bands from five to 13 in line with DVLA vehicle tax rates. This is to differentiate between the different levels of vehicle pollution to further encourage vehicle owners to switch to lower polluting vehicles - see table 4.19.1 for the emissions-based charging bands proposal.

4.19.1 Proposed emissions or engine size charging structure

Bands	Proposed emissions or engine size
1	0g/km
2	1-50g/km
3	51-75g/km, or under 125cc*
4	76-90g/km
5	91-100g/km, or 126 - 400cc*
6	101-110g/km
7	111-130g/km, or 401 - 800cc*
8	131-150g/km
9	151-170g/km, or 801 - 1200cc*
10	171-190g/km
11	191-225g/km, or 1201cc- 2000cc*
12	226-255g/km
13	Over 256g/km or 2001cc*
<p>The current diesel surcharge is £150 per year, 3 and 6 month permits will be prorated and prices are subject to annual price increases. *Where no information is held on a vehicle's CO₂ emissions, price will be calculated on engine size.</p>	

- 4.19.2 The Council supports sustainable modes of transportation above the use of a private vehicle. For the minority who need to drive, the good news for permit holders that continue to move towards lower harmful or zero emission vehicles is that the proposed 13 bands CO₂ emissions-based charging structure will provide more layers at a discounted permit price. This is designed to match how polluting their vehicle is, and to benefit from the continuous improvements to vehicle manufacturing technologies over time.

4.19.3 It is proposed that the 13 band charging structure be introduced from spring 2022 across resident, estate resident, business, all zone permits (please see tables 4.19.4 to 4.19.6), with it rolling out to doctors, community support permit (formally health and social care), internal and external all zone parking permit and car clubs over the lifespan of this PEP. See appendix 1a - Parking and Enforcement Plan (PEP) 2021-26 tables 2.1, 2.2 and 5.6 to 5.9 for more details.

4.19.4 Proposed resident permit emissions-based charging structure

Table									
Band	Proposed CO ₂ emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Change vs current price	
1	0g/km	£10	£0	£0	£0	£0	£0	£0	£0
2	1-50g/km	£63	£53	£44	£35	£26	£17	£17	£45
	1-50g/km + diesel surcharge	£213	£253	£294	£335	£376	£417	£417	£205
3	51-75g/km, or under 125cc*	£63	£56	£49	£42	£36	£29	£29	£34
	51-75g/km, or under 125cc* + diesel surcharge	£213	£256	£299	£342	£386	£429	£429	£216
4	76-90g/km	£63	£58	£54	£49	£45	£40	£40	£22
	76-90g/km + diesel surcharge	£213	£258	£304	£349	£395	£440	£440	£228
5	91-100g/km, or 126 - 400cc*	£63	£62	£61	£60	£59	£58	£58	£5
	91-100g/km, or 126 - 400cc* + diesel surcharge	£213	£262	£311	£360	£409	£458	£458	£245
6	101-110g/km	£63	£67	£72	£77	£82	£86	£86	£24
	101-110g/km + diesel surcharge	£213	£267	£322	£377	£432	£486	£486	£274
7	111-130g/km, or 401 - 800cc*	£115	£115	£115	£115	£115	£115	£115	£0
	111-130g/km, or 401 - 800cc* + diesel surcharge	£265	£315	£365	£415	£465	£515	£515	£250
8	131-150g/km	£115	£126	£136	£147	£157	£168	£168	£53
	131-150g/km + diesel surcharge	£265	£326	£386	£447	£507	£568	£568	£303
	151-170g/km, or 801 - 1200cc*	£115	£136	£156	£177	£198	£219	£219	£104

	151-170g/km, or 801 - 1200cc* + diesel surcharge	£265	£336	£406	£477	£548	£619	£354
	171-190g/km	£115	£157	£198	£240	£282	£323	£208
10	171-190g/km + diesel surcharge	£265	£357	£448	£540	£632	£723	£458
	191-225g/km, or 1201cc-2000cc*	£167	£219	£271	£323	£375	£427	£260
11	191-225g/km, or 1201cc-2000cc* + diesel surcharge	£317	£419	£521	£623	£725	£827	£510
	226-255g/km	£219	£293	£367	£441	£515	£589	£370
12	226-255g/km + diesel surcharge	£369	£493	£617	£741	£865	£989	£620
	Over 256g/km or 2001cc*	£219	£344	£469	£593	£718	£843	£624
13	Over 256g/km or 2001cc* + diesel surcharge	£369	£544	£719	£893	£1,068	£1,243	£874
Diesel surcharge		£150	£200	£250	£300	£350	£400	

4.19.5 Proposed estate resident permit emissions based charging structure

Table								Change vs current price
Band	Proposed CO ₂ emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	
1	0g/km	£39	£0	£0	£0	£0	£0	£-39
	1-50g/km	£39	£35	£30	£26	£22	£17	£-22
2	1-50g/km + diesel surcharge	£39	£115	£190	£266	£342	£417	£378
	51-75g/km, or under 125cc*	£39	£37	£35	£33	£31	£29	£-11
3	51-75g/km, or under 125cc* + diesel surcharge	£39	£117	£195	£273	£351	£429	£390
	76-90g/km	£39	£39	£40	£40	£40	£40	£1
4	76-90g/km + diesel surcharge	£39	£119	£200	£280	£360	£440	£401
	91-100g/km, or 126 - 400cc*	£39	£43	£47	£50	£54	£58	£18
5	91-100g/km, or 126 - 400cc* + diesel surcharge	£39	£123	£207	£290	£374	£458	£418
	101-110g/km	£39	£49	£58	£67	£77	£86	£47
6	101-110g/km + diesel surcharge	£39	£129	£218	£307	£397	£486	£447
7	111-130g/km, or 401 - 800cc*	£39	£54	£70	£85	£100	£115	£76

	111-130g/km, or 401 - 800cc* + diesel surcharge	£39	£134	£230	£325	£420	£515	£476
	131-150g/km	£39	£65	£91	£117	£142	£168	£129
8	131-150g/km + diesel surcharge	£39	£145	£251	£357	£462	£568	£529
	151-170g/km, or 801 - 1200cc*	£39	£75	£111	£147	£183	£219	£179
9	151-170g/km, or 801 - 1200cc* + diesel surcharge	£39	£155	£271	£387	£503	£619	£579
	171-190g/km	£39	£96	£153	£210	£266	£323	£284
10	171-190g/km + diesel surcharge	£39	£176	£313	£450	£586	£723	£684
	191-225g/km, or 1201cc-2000cc*	£39	£117	£194	£272	£349	£427	£387
11	191-225g/km, or 1201cc-2000cc* + diesel surcharge	£39	£197	£354	£512	£669	£827	£787
	226-255g/km	£39	£149	£259	£369	£479	£589	£550
12	226-255g/km + diesel surcharge	£39	£229	£419	£609	£799	£989	£950
	Over 256g/km or 2001cc*	£39	£200	£361	£521	£682	£843	£804
13	Over 256g/km or 2001cc* + diesel surcharge	£39	£280	£521	£761	£1,002	£1,243	£1,204
Diesel surcharge							£400	

4.19.6 Proposed business permit emissions-based charging structure

Table								Change vs current price
Band	Proposed CO ₂ emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	
1	0g/km	£21	£0	£0	£0	£0	£0	£-21
	1-50g/km	£287	£260	£232	£205	£177	£150	£-137
2	1-50g/km + diesel surcharge	£437	£460	£482	£505	£527	£550	£113
	51-75g/km, or under 125cc*	£287	£271	£255	£239	£222	£206	£-81
3	51-75g/km, or under 125cc* + diesel surcharge	£437	£471	£505	£539	£572	£606	£169
	76-90g/km	£287	£275	£264	£252	£240	£229	£-58
4	76-90g/km + diesel	£437	£475	£514	£552	£590	£629	£192

	surcharge							
	91-100g/km, or 126 - 400cc*	£287	£282	£277	£272	£267	£263	-£24
5	+ diesel surcharge	£437	£482	£527	£572	£617	£663	£226
	101-110g/km	£287	£293	£300	£306	£312	£319	£32
6	+ diesel surcharge	£437	£493	£550	£606	£662	£719	£282
	111-130g/km, or 401 - 800cc*	£553	£517	£482	£446	£411	£375	-£178
7	+ diesel surcharge	£703	£717	£732	£746	£761	£775	£72
	131-150g/km	£553	£538	£523	£508	£494	£479	-£74
8	+ diesel surcharge	£703	£738	£773	£808	£844	£879	£176
	151-170g/km, or 801 - 1200cc*	£553	£558	£563	£568	£573	£578	£25
9	+ diesel surcharge	£703	£758	£813	£868	£923	£978	£275
	171-190g/km	£553	£599	£645	£691	£737	£783	£230
10	+ diesel surcharge	£703	£799	£895	£991	£1,087	£1,183	£480
	191-225g/km, or 1201cc-2000cc*	£819	£852	£885	£919	£952	£985	£166
11	+ diesel surcharge	£969	£1,052	£1,135	£1,219	£1,302	£1,385	£416
	226-255g/km	£1,086	£1,129	£1,172	£1,216	£1,259	£1,302	£217
12	+ diesel surcharge	£1,236	£1,329	£1,422	£1,516	£1,609	£1,702	£467
	Over 256g/km or 2001cc*	£1,086	£1,228	£1,371	£1,514	£1,657	£1,800	£715
13	+ diesel surcharge	£1,236	£1,428	£1,621	£1,814	£2,007	£2,200	£965
	Diesel surcharge	£150	£200	£250	£300	£350	£400	

4.20 **Recommendation 2.12** - To review the diesel surcharge each year, making it progressively more expensive to purchase a parking permit for a diesel vehicle, or to park using pay and display.

4.20.1 Proposed diesel surcharge for resident, estate*, motorcycle, community support and doctors permits.

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2021-22	2022-23	2023-24	2024-25	2025-26
Price	£150	£200	£250	£300	£350

*Estates will see a phased introduction of the diesel surcharge.

4.20.2 Proposed diesel surcharge for car clubs and all zones.

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2021-22	2022-23	2023-24	2024-25	2025-26
Price	£200	£300	£400	£500	£600

4.20.3 The diesel surcharge was first introduced in 2015 at an introductory price of £50 per annum or 14p per day. For over four years the price stayed the same as Parking Services observed that the diesel surcharge was not a big enough deterrent and did not make a demonstrable difference to customer buying behaviour and the sustainable choices they made during that time.

4.20.4 In 2020, the surcharge increased to £100 annually or 28p per day and then increased in 2021 to £150 per annum or 41p per day. At the current prices, permit holders will continue to pay the price, opposed to making the necessary changes to lower emission vehicles.

4.20.5 As a result, Parking Services has set out a five year plan that will see the diesel surcharge increase annually by £50 for resident, estate, motorcycle, doctors and the proposed community support (which replaces the health and social care) permits, and £100 for all zone and car club permits - see tables 4.20.1 and 4.20.2. Setting out the diesel surcharge proposals in this way will give current permit holders ample opportunity to consider whether they need to drive or switch to a less polluting vehicle.

4.21 **Recommendation 2.13** - To support the Streetscene Service with the identification of opportunities to install new sustainable transport facilities where appropriate on Hackney Housing estates. This will include the introduction of floating car clubs onto estates, electric vehicle bays with charging points and other sustainable transport infrastructure.

4.21.1 Parking Services, alongside the Council's Streetscene Service, will work to more effectively investigate and install, where appropriate, facilities to help estate residents adopt sustainable modes of transport, and deliver greater equality of access to sustainable transport schemes for estate residents.

Customer service

4.22 **Recommendation 3.1** - To deliver customer service excellence by reviewing customer feedback, complaints and suggestions monthly to inform our policies and processes.

4.22.1 Parking Services are working to introduce customer service monitoring, such as satisfaction surveys, across all our customer contact channels (web, email, telephone) to help us understand what aspects of our services our customers find most difficult to use, to improve the customer journey, and to ensure customers get the right answers to their questions with minimum fuss.

4.23 **Recommendation 3.2** - To investigate new proactive ways of informing customers of the latest parking updates and information that may affect them.

4.23.1 Parking Services makes every effort to reach a broad range of stakeholders and to engage with specific groups or individuals who would be most affected by the outcome of the proposals. In line with the consultation process, the Council will be proactive and continually improve the service we offer.

4.24 **Recommendation 3.3** - As part of bringing parking enforcement in-house, to further develop a customer service code of conduct that Civil Enforcement Officers will follow whilst carrying out their duties.

4.24.1 The Council is in the process of insourcing the current parking enforcement contract. Parking Services is recommending updating the customer service code of contact in line with practices the service already adheres to.

Parking zones (PZs)

4.25 **Recommendation 4.1** - To carry out parking zone consultations in all uncontrolled areas to improve parking stress, traffic flow and uphold road safety through effective enforcement.

4.25.1 As part of our commitment to road safety, improving traffic flow and parking stress, it is recommended that the Council carries out PZ consultations in all uncontrolled areas. This will enable the Council to identify any problem areas and tailor the parking controls, if they are implemented, to the needs of the local community whilst maintaining public health and safety.

4.26 **Recommendation 4.2** - If a stage one consultation does not show support for parking controls, and there are no compelling grounds on which to introduce controls due to the other factors, consideration will be given by Parking Services to implementing them where there are road safety risks that have been identified and mitigation measures are required (such as junction protections), regardless of the outcome of the consultation.

4.26.1 The safety of all Hackney citizens is a priority for the Council, which is why it is important with this proposal to protect uncontrolled areas where there are safety concerns, regardless of whether there is support for parking controls or not.

4.27 **Recommendation 4.3** - To change the criteria that would trigger PZ reviews so it mirrors the criteria for the identification of a PZ. This would allow the following criteria to trigger a PZ review in addition to the existing criteria:

- Support from the public - if residents and businesses have submitted a significant number of requests and/or complaints requesting a review
- Supply and demand for parking - where parking stress is over 85% and/or there are visitor parking levels of 30% or more.
- Air quality - where air pollution exceeds legally binding London air quality objectives set under the Local Air Quality Management (LAQM). This includes: roads where the annual mean concentration of nitrogen dioxide (NO₂) or particulates (PM₁₀) exceed 40 ug/m³. This is also includes roads which exceed short term (LAQM) including the NO₂ 15 minute mean of 200 ug/m³, (which is not to be exceeded more than 18 times a year), and PM₁₀ 24-hour mean of 50 ug/m³ (which is not to be exceeded more than 35 times year).
- Road safety - Parking controls may be introduced if more than one person has either been killed or injured on a road in the PZ over the course of two years.

4.27.1 The Council is proposing that the PZ review process is adapted to bring it in line with the process for identifying and determining new PZs. This will ensure that residents and businesses continue to be able to give their views, but will also expand the criteria assessed during a PZ review, which collectively will be used to inform the decision on any changes made.

4.27.2 Any changes would be influenced by support from the public as well as the following additional factors. The Council may, in some circumstances, amend the operation of a PZ without a clear

majority, for reasons of supply and demand for parking, air quality and/or road safety where there are compelling grounds on which to do so.

4.28 **Recommendation 4.4** - To assess the impact of new development of parking within the area.

4.28.1 Parking Services is proposing to assess and mitigate the effects of new residential and commercial developments on the local environment.

4.29 **Recommendation 4.5** - To build into the creation of new PZs and PZ reviews, a process to determine where in these areas new sustainable transport facilities can be installed. This will make use of mapping tools and require working collaboratively with other council services, including our Streetscene Service.

4.29.1 Proposals are in place to identify ways that PZs, (through reviews and the creation of new zones) can be used to aid in the provision and installation of new sustainable transport facilities. This aims to promote the use of electric vehicles and ensure that the infrastructure in the borough is tailored to the needs of the future.

4.30 **Recommendation 4.6** - To assess the parking stress and safety of all uncontrolled estates and consult on estates where there is high parking stress or potential safety issues caused by dangerous parking.

4.30.1 Parking Services plans to assess the parking stress of uncontrolled estates, and consult those with high parking stress on whether they would like to see controls introduced. As part of this assessment the service will also include a survey of the safety risks residents experience with dangerous parking within an estate, in a similar way to junction protection assessments carried out on Hackney's roads.

4.31 **Recommendation 4.7** - To ensure that all Hackney Housing estates with parking that fall within the boundary of a potential new zone or zone extension, will be consulted with at the same time as on-street residents on whether they wish to have a parking zone implemented, to reduce the risk of displacement parking affecting estate residents after a zone's implementation

on surrounding roads.

4.31.1 This proposal will cover the introduction of parking controls and the creation of estate PZs to protect estate residents parking spaces from displacement parking of a surrounding PZ.

4.32 **Recommendation 4.8** - To follow the same consultation and assessment approach of whether or not to introduce parking controls on estates as applied to on-street during the lifespan of this PEP.

4.32.1 As part of the transfer of parking policy on estates from Hackney Housing to Parking Services, it is proposed that consultations and assessment of potential new estate PZs will follow the same approach as on-street. This will move to harmonise estate and on-street parking policy and management and also provide a consistent approach to PZ consultations across both areas.

Permits and vouchers

4.33 **Recommendation 5.1** - To incentivise residents, businesses and organisations to go electric, with a commitment that electric permits available to Hackney residents, businesses and organisations will be free for at least the next five years.

4.33.1 Hackney Council will, over the next five years, work hard to encourage residents, businesses and organisations to switch to electric vehicles, by proposing that all electric vehicle permits, with the exception of the all zone permit and car clubs, will be made free for the lifespan of this PEP. The cost of providing free electric parking permits will be offset against the cost of our most polluting vehicles. This incentive complements our plans to expand and create convenient access to electric vehicle charging points across the borough.

4.34 **Recommendation 5.2** - To create a free e-roamer scheme for Hackney residents and businesses with electric vehicles to move and park freely in permit bays across the borough, during the prescribed hours of 10:00 to 15:00. This proposal excludes CPZ event day controls.

4.34.1 The Council is recommending the introduction of an e-roamer scheme that will give Hackney resident and business permit holders who drive electric vehicles the freedom to park in permit bays within any Controlled Parking Zone (CPZ) in the borough between 10:00 to 15:00. At all other times parking will be reserved for permit holders in the PZ. The e-roamer scheme has been introduced in the short term to encourage the switch and initial investment to electric vehicles, for those who need to drive.

4.35 **Recommendation 5.3** - To introduce an additional vehicle permit surcharge for two or more permits held in one household.

4.35.1 Additional vehicle parking permit surcharge

Year	Annual price increase	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27
Additional vehicle parking permit surcharge	£100+	£0	£50	£100	£200	£300
<p>*Applies to estate residents with more than one estate parking permit per household or a mixture of estate and on-street permits. **Excludes Blue Badge holders with a valid companion e-badge with vehicles registered in their name.</p>						

4.35.2 The Council is recommending the introduction of an additional vehicle parking permit surcharge to encourage residents within a home to consider sharing a private vehicle or to rethink whether they need to drive. Parking Services is proposing to introduce the changes gradually over a three year period, taking place from spring 2022. This means that there will be no change in the first year, 50% of the full price in the second year, and full price will be payable in the third year - see table 4.35.1.

4.35.3 The additional vehicle parking permit surcharge will also apply to estate residents with more than one estate parking permit per household and estate residents with a mixture of both estate and on-street parking permits.

4.36 **Recommendation 5.4** - To enable Hackney residents who share a car to park their vehicle outside the homes of both residents, to promote sustainability and remove vehicles off our roads.

4.36.1 Hackney Council is planning to introduce on a discretionary basis resident permits that are valid in the home parking zone of each resident. Residents will need to demonstrate that they have either given up ownership of a vehicle in their household, and / or they are able to provide proof of both people being insured on the same vehicle for personal use.

4.37 **Recommendation 5.5** - To introduce emissions-based charging on estates with permit prices rising to match the on-street price after a transition period. This will take place over five years starting in 2022/23 and will include incremental price increases.

4.37.1 With the proposed transfer of estate parking policy from Housing Services to Parking Services already underway, the PEP is proposing to introduce emissions-based charging on estates, which will incentivise residents to think about the environmental impact of the choices they make on the forecourt. We hope this will mean that in future years many of the new vehicles that arrive on our estates will be greener and cleaner than they are today - see table 4.19.5 of this document for more information on the proposed prices over the five year implementation period.

4.38 **Recommendation 5.6** - To introduce three and six month permits for estate residents alongside the introduction of the emissions-based charging system on a pro-rata basis. This will make sure that both estate residents and on-street residents are offered the same permit duration options.

4.38.1 Presently estate resident permits are issued for 12 months only. The opportunity to create three and six month permits will make payment easier for those of limited means and align the product with the on-street offer. This is designed to take place alongside the introduction of the emissions-based charging system and work on a pro-rata basis.

4.39 **Recommendation 5.7** - To offer private estates an off-the-shelf package of permits and enforcement, aligned to the package provided to Hackney Council residents.

4.39.1 Hackney Council is recommending that for any private estates that come forward wishing for parking controls to be implemented, that the same package of permits, together with parking rules and enforcement will be offered as is currently valid on Hackney Housing estates, with the rules and pricing moving in sync.

4.39.2 Any existing private estates where parking is managed by the Council will be offered the opportunity to move onto the same pricing and enforcement structure as Hackney Housing estates, or to arrange enforcement through another provider, when the service level agreement ends, or by the end of this PEP, whichever is sooner.

4.40 **Recommendation 5.8** - To update the current parking permits emissions-based structure by adding under 500cc and revising 501-1200cc for smaller engine sizes, making fees and charges fairer for motorcyclists without recorded emissions. This change will be superseded by the later introduction of the 13 band charging structure outlined earlier in this plan.

4.40.1 Current emissions-based charging structure update

Bands	
1	No local emissions
2	Up to 120 g/km under 500cc
	Price including diesel supplement
3	121 - 185 g/km, or 501-1200cc*
	Price including diesel supplement
4	186 - 225 g/km, or 1200-2000cc*
	Price including diesel supplement
5	226 g/km +, or 2001cc*+
	Price including diesel supplement
The diesel supplement will be £150 per year, and will be pro-rated for 3 and 6-month permits.	
*Where no information is held on a vehicle's CO ₂ emissions, price will be calculated on engine size.	

4.40.2 The current banding structure does not take into consideration smaller engine sizes for motorcycles that do not have recorded CO₂ emissions. To address this the categories have been revised to include under 500cc and 501-1200cc, this way based on the size of

the engine, smaller motorcycles will pay a fairer price for how much they pollute - see table 4.40.1 for more details.

4.41 **Recommendation 5.9** - To enable business permit holders, whose premises are based on estates with controlled parking, to request that they can park on the same estate as their business is based on, as well as the surrounding zone. Approval will be discretionary, and provided on a case by case basis.

4.41.1 Parking Services review of the parking permit charging structure to a 13 point structure has been proposed, with the elimination of the surcharge for businesses based in zones A and B.

4.41.2 Under these proposals, businesses operating petrol, hybrid or electric vehicles emitting 130g/km or less will save money - see 4.19.6 of this document for more information on the proposed prices over the five year implementation period.

4.42 **Recommendation 5.10** - To change the existing health and social care permit into a community support permit. To expand the eligibility to employees of organisations, charities, not for profits, healthcare professionals, and third sector organisations on a case by case basis, where the employee provides an essential care-based service to Hackney residents in their homes and spend at least 30% of their time in the community.

4.42.1 Parking Services has put forward a suggestion to rename the health and social care permit to the community support permit. This will hopefully better explain how it is used, alongside and expanding its eligibility to include a wider scope of workers that provide essential work in the community.

4.43 **Recommendation 5.11** - To extend the eligibility of the proposed community support permits to include parking on estates. This will allow workers providing key essential community support work to more easily access their patients who live on estates.

4.43.1 Hackney Council proposes to extend the community support permit to cover estates. Doing so will facilitate the delivery of key services across on-street and estate areas so that community-based staff are able to undertake their work unhindered.

4.44 **Recommendation 5.12** - To introduce a market trader permit for Hackney markets to support our market traders. The permit validity will depend on the market's trading hours.

4.44.1 The Council is considering introducing a market trader permit for Hackney market traders. This will allow traders to park on market days in the vicinity of their trading location.

4.45 **Recommendation 5.13** - To create an internal all zone permit for Hackney Council staff and contractors using emissions-based charging to incentivise greening of the Council fleet. This will replace the essential services, and all zone permits for council staff.

4.45.1 To support the Council's objective to deliver net zero by 2040, it is proposed that the essential services permit and all zone permit for council services be combined into a single internal all zone permit. The pricing structure for this permit will support the Council's move to greener vehicles by making it free to operate electric vehicles, and much cheaper to operate low emission vehicles. While conversely making it more expensive to continue to run older, high polluting or diesel vehicles. See appendix 1a - Parking and Enforcement Plan (PEP) 2021-26, table 5.9 for more details.

4.45.2 This approach will provide all council services with the ability to park both on-street and on estates, removing invisible barriers to service provision that will aid service delivery.

4.46 **Recommendation 5.14** - To reduce the use of visitor vouchers by 15%, by increasing the price of visitor vouchers to a rate which will support public transport as a viable transport alternative.

4.46.1 Proposed one day visitor voucher allocation

Number of days parking bought per year	Price per voucher	Per book price
1 - 50 days	£5.00	£25.00
51 - 100 days	£7.00	£35.00
101 - 150 days	£10.00	£50.00
150 - 200 days	£14.00	£70.00

4.46.2 Proposed two hour visitor voucher allocation

Number of hours parking bought per year	Price per voucher	per Per book price
1 - 200 hours	£2.00	£40.00
201 - 400 hours	£3.00	£60.00
401 - 600 hours	£4.00	£80.00
601 - 800 hours	£5.00	£70.00

4.46.3 The Council intends to increase the price of visitor vouchers, primarily by reducing sales to those households that buy high volumes, for purposes such as resale, or property redevelopment. The rationale behind this decision is that the price increase would discourage the use of vehicles for non-essential motorist journeys, as fewer car journeys will mean less pollution is contributed by motor vehicles - see tables 4.46.1 and 4.46.2 for more details.

4.47 **Recommendation 5.15** - To introduce variable visitor voucher parking zone limits and to create zonal rules, allowances and eligibility to buy different voucher types. This would protect residents in areas where parking stress is high and protect spaces for residents and Blue Badge holders who rely on support from family and friends to maintain their independence.

4.47.1 Criteria to implement variable visitor voucher pricing

Criteria	Description	Visitor voucher options
Parking stress	Equal to or greater than 85% and/or peak visitor parking levels of 30% outside of controlled hours.	<ul style="list-style-type: none"> • Suspend the sale of vouchers, or reduce the annual household allowance (e.g. to 30 / 20 / 10 / 5 books) by PZ. • Depending on the severity of the local challenges, this may be reviewed on a case by case basis with bespoke outcomes.
Air pollution	Roads where the annual mean concentration of nitrogen dioxide (NO ₂) or particulates (PM ₁₀) exceed 40 ug/m ³ , roads which exceed short term NAQOs including the NO ₂ 15 minute mean of 200ug/m ³ . (which is not to be exceeded more than 18 times a year), and PM ₁₀ 24-hour.	

4.47.2 The Council wants to encourage more sustainable transport such as walking, cycling and public transport. Therefore, Parking Services is proposing that the price of visitor vouchers be set at a rate which will better support public transport as a viable transport alternative. Sales will be monitored, and further price changes will be considered to deliver on the overall objective - see 4.47.1 for more details.

4.48 **Recommendation 5.16** - To align estate visitor voucher prices and the number of vouchers per book of estate visitor vouchers with on-street visitor vouchers following a five year transition period starting in 2022/23.

4.48.1 Proposed estate resident visitor voucher price and allocations

Price*	Voucher type	Voucher price	Price per book	Discounted price per book**	Number of vouchers per book
Existing price	One day	£0.35	£3.50	£1.75	10 vouchers
Year 1	One day	£1.00	£10.00	£5.00	10 vouchers
Year 2	One day	£2.00	£20.00	£10.00	10 vouchers
Year 3	One day	£3.00	£30.00	£15.00	10 vouchers
Year 4	One day	£4.00	£40.00	£20.00	10 vouchers
Year 5	One day	£5.00	£50.00	£25.00	10 vouchers
Year 5 (new)	Two day	£2.00	£40.00	£20.00	20 vouchers
Please note - pricing harmonisation over a five year transitional period. * The prices in this table will be subject to annual fees and charges increases. ** Discounts of 50% will be applied to the first 24 books for Blue Badge holders and the over 60s.					

4.48.2 It is proposed that estate visitor voucher prices will be harmonised with on-street visitor vouchers after a five year transition period. Alongside this process, within the lifespan of the PEP, estate residents buying allocation of two books a month will change to annual limits per calendar year (January to December). See table 4.48.1 for more information on the proposed price changes.

4.49 **Recommendation 5.17** - To extend the eligibility of film vouchers to include parking on estates.

4.49.1 As part of aligning estate parking with on-street parking regulations, film vouchers being valid on estates is being considered for film productions that do not use many vehicles. This is to ensure that residents who park on the estates still have adequate access to parking on their estates

Parking provision and services

4.50 **Recommendation 6.1** - To introduce a short stay parking differential pricing structure based on vehicle emissions and locations, including a petrol and diesel surcharge, to discourage unnecessary vehicle journeys and encourage the use of more sustainable methods of transport.

4.50.1 The Council is recommending different pricing rates for short stay parking which will be set by how polluting the vehicles are, wherever possible. Less polluting vehicles such as electric vehicles, will be encouraged within the pricing structure.

4.51 **Recommendation 6.2** - To transition gradually toward a 100% cashless payment option for short stay parking, expanding on the option of having pay points to allow customers to access different payment methods, and removing pay and display machines where there is no longer demand for them from customers.

4.51.1 Parking Services is proposing to transition to 100% cashless. To ensure that drivers who can't pay with a mobile can still benefit from emissions-based charging rates, we will provide them with the same options to pay a rate, based on their vehicle's emissions via local shops via PayPoint.

4.51.2 We will also aim to retain a reduced fleet of pay and display machines which will provide a convenient way to pay, with prices set at the same rate as the highest charging band.

4.52 **Recommendation 6.3** - To introduce a set fee of 50p per hour across the borough, paying by mobile for electric vehicles short stay visitor parking sessions. This is to further encourage all motorists to go greener.

4.52.1 Short stay parking 50p per hour for electric vehicles.

Area	Zero emissions vehicles	Petrol vehicles registered from 2005	Diesel vehicles registered from 2015 (£1 per hour surcharge)	All other vehicles and payments at pay and display machines (£2 per hour surcharge)
High demand	50p	£5.00	£6.00	£7.00
Medium demand	50p	£4.00	£5.00	£6.00
Low demand	50p	£3.20	£4.20	£5.20
Around Homerton University Hospital	50p	£2.20	£3.20	£4.20

4.52.2 Hackney Council plans to make it much cheaper for electric vehicles to park in Hackney, with the introduction of a set fee of 50p per hour for short stay parking anywhere in the borough. Depending on the location maximum stay limits will apply - see table 4.52.1.

4.53 **Recommendation 6.4** - To consider the introduction of shared use (for pay and display and permit holders) or pay and display bays where there is local demand within an estate and sufficient available parking spaces.

4.53.1 Hackney Council will consider introducing short stay parking on estates where there is local demand and subject to the level of parking stress already on the estate.

4.54 **Recommendation 6.5** - To introduce maximum stay restrictions for car parks, in order to discourage all day parking by commuters, while still supporting those using local shops and community facilities.

4.54.1 Parking Services proposed that a maximum stay restriction be introduced into all car parks, to discourage all day parking by

commuters, while still supporting those looking to use local shops and community facilities.

4.55 **Recommendation 6.6** - To repurpose car parks in order to incorporate different uses and to become community transportation hubs. This repurposing would enable the use of sustainable modes of transport such as an expansion of ECVP's, car clubs, bicycle and motorcycle parking, and micro mobility sharing hubs.

4.55.1 The Council is proposing to investigate the feasibility of transforming our council-run car parks into community transportation hubs providing a range of services, including EVCPs, cycle parking and micro-mobility services which include dockless bikes and scooter for hire schemes.

4.56 **Recommendation 6.7**- To explore the use of maximum stay hours for all electric charging points. Maximum stay hours would vary depending on the EVCP type.

4.56.1 To ensure that there is availability in bays to charge electric vehicles, the Council is proposing to introduce maximum stays at all electric vehicle charging points. This will be in accordance with the type of electric charging vehicle point installed.

4.57 **Recommendation 6.8** - To extend the eligibility of dispensation waivers to include parking on estates.

4.57.1 The Council currently does not offer dispensations on estates. Consulting on this will grant estate residents two and ten free waivers for weddings and funerals respectively, and charge for other circumstances as shown in the dispensation terms and conditions on the Council's website. Dispensation waivers on estates will follow similar terms and conditions to on-street dispensations.

Compliance and enforcement

4.58 **Recommendation 7.1** - To review and update the PEP and any other related policies following the insourcing of parking enforcement, to ensure that the

PEP reflects the changes and provisions of the enforcement service once it is run directly by Hackney Council.

4.58.1 Parking Services is recommending to update the Parking and Enforcement Plan (PEP) to reflect any changes or additions to policies as a result of bringing the enforcement contract services in-house.

4.59 **Recommendation 7.2** - To review parking enforcement IT services with the aim of increasing automation, streamlining operational processes and increasing customer satisfaction.

4.59.1 Proposals to review parking enforcement IT, will help to provide a high quality service to customers.

4.60 **Recommendation 7.3** - To adopt a demand-led enforcement service to enable the service to focus more resources on areas with poor compliance, so that the negative impacts of parking problems on local communities are addressed as swiftly as possible.

4.60.1 The Council's plans to introduce a demand-led approach will ensure that streets that have high compliance with minimal parking problems will be visited less often, and streets that have very low compliance, which creates significant problems for local residents and businesses, will be visited multiple times a day.

4.60.2 This approach will be dynamic, with regular reviews of compliance levels and emerging issues, so that Civil Enforcement Officer (CEO) visits are more concentrated in the areas where they are most needed at the time

4.61 **Recommendation 7.4** - To review the CEO's role and explore options of additional duties that can be carried out whilst patrolling streets that could benefit both residents and the Council.

4.61.1 With the in-sourcing of the Council's parking enforcement contract already underway, there is an opportunity to increase the scope for reporting a range of issues such as anti-social behaviour, potentially abandoned vehicles, and enviro-crime, to communicating with motorists about the damaging effects of idling.

4.62 **Recommendation 7.5** - To have an awareness campaign before the implementation of the motorcycle permit parking to make motorists aware of the new motorcycle parking permit and remind them about the footway parking ban.

4.62.1 Alongside the approved implementation of the introduction motorcycles parking policy, the Council will aim to inform and engage with motorcyclists on parking on the footway through the communications campaign.

4.63 **Recommendation 7.6** - To remove abandoned, untaxed and dangerously parked vehicles off our roads, enforce and or prosecute offenders.

4.63.1 The Council aims to remove abandoned and untaxed vehicles within the borough, making our streets tidier and less likely to attract anti-social behaviour. Abandoning a vehicle is a criminal offence which may result in a Fixed Penalty Notice (FPN) and subsequent prosecution.

4.64 **Recommendation 7.7** - To review the removal operations with the aim of bringing them in line with the Council's commitment for carbon neutrality. This will include exploring the available options for environmentally friendly removal trucks and streamlining the process for the sale and disposal of vehicles in such a way that will minimise damage to the environment.

4.64.1 Hackney Council aims to remove vehicles, to further support its traffic management objectives, to prioritise local needs, improve road safety and relieve congestion. It therefore intends to remove vehicles parked in prohibited areas as defined in the Removals Policy.

4.65 **Recommendation 7.8** - To procure a car pound within the borough in order to continue carrying out the Council's statutory removal duties, tackle Blue Badge fraud, catch persistent evaders, apply the Abandoned and Untaxed vehicle policies and provide better accessibility to customers wishing to collect their vehicles.

4.65.1 The car pound arranged by Council's current parking enforcement contractor is located in Edmonton. This results in a removal truck journey time of approx. 45 minutes each way.

4.65.2 This creates a great logistical challenge when there are multiple vehicles required to be removed at the same time, as removal trucks are not available for prolonged periods of time due to the travel time. This also provides further travel distance for any driver whose vehicle is removed. The Council is proposing to procure a car pound within the borough.

4.66 **Recommendation 7.9** - To conduct a review of current observation periods for parking contraventions with the aim to develop a variable observation policy that reflects a variety of circumstances.

4.66.1 An observation period is primarily designed to ensure that the vehicle is not engaged in an exempt activity, such as loading or unloading. The Council is consulting on the introduction of variable observation periods.

4.66.2 This will benefit the public as it will enable swift enforcement action to be taken against problem vehicles parked in contravention, whilst allowing longer observation periods for vehicles that may be entitled to an exemption (for example vehicles parked displaying a Blue Badge).

4.67 **Recommendation 7.10** - In areas where we are unable to improve parking compliance through standard tools, Hackney Council will look at implementing more stringent measures to address problem parking. This may include the installation of red lines and CCTV enforcement to improve the situation for the benefit of local residents and business.

4.67.1 In isolated hotspot areas, where motorists occasionally try to 'beat the system' by parking in contravention and either driving off when a CEO appears or threatening the CEO to prevent the issue of a PCN, the Council is proposing to use its fullest powers available to enforce. This includes targeted operations in partnership with the police and the use of CCTV cameras. The Council's Blue Badge fraud investigators will also prosecute in cases of fraud and misuse.

Crime, fraud and misuse

4.68 **Recommendation 8.1** - To actively pursue persistent evaders of parking and traffic restrictions to recover charges.

4.68.1 Plans to pursue persistent evaders, who are drivers with three or more unpaid penalty charge notices (PCN/PCNs) past the point of appeal, by cancelling active parking permits will help to deter further instances until outstanding PCNs have been paid.

4.69 **Recommendation 8.2** - To investigate IT options that can facilitate the speed and ease of which CEOs can carry out checks on Blue Badges.

4.69.1 To enhance the inspections already being carried out and to further protect Blue Badge holders from theft, it is proposed that Parking Services develop the IT systems and the CEOs handheld devices to facilitate these necessary checks which help to protect the Blue Badge and parking spaces for those that are most in need.

4.70 **Recommendation 8.3** - To review the impact of the changes in Blue Badge parking permissions and address any potential misuse to ensure that parking spaces are available for those most in need.

4.70.1 The Council plans to monitor the companion e-badge and will continually review this during the course of this PEP, to ensure that the changes made deliver the required benefits for Blue Badge holders, and also to make sure that any problems, such as potential misuse, are addressed quickly. This is to ensure that there is more space for genuine badge holders, and that public confidence is maintained. This will include monitoring the continuing necessity and demand for companion e-badges.

Equality and diversity

4.71 **Recommendation 10.1** - To allow Blue Badge holders to park in permit bays, which will make it easier for them to travel and park across the borough.

4.71.1 Proposed Blue Badge holder parking places

Bay type	Can Blue Badge holders park?
Permit holder only bays	Yes, if you have a valid Blue Badge for any length of time.
Shared use bays (combined pay and display and permit holder bays)	Yes, if you have a valid Blue Badge for any length of time
On-street pay and display bays	Yes, if you have a valid Blue Badge
General-use disabled bays	Yes, if you have and display a valid Blue Badge (clock is required only the sign shows a time limit)
Personalised bays (allocated to a single disabled driver that has passed a set criteria)	No - (only if it is allocated to you, using your companion e-badge linked to the bay)
Single and double yellow lines (where no further restrictions apply)	For up to three hours displaying a valid Blue Badge and time clock
Resident permit holder only bays	No
Business bays	No
Doctors bays	No
Car club bays, suspended bays, red routes	No

4.71.2 The Council is proposing to open up its parking permit bays to all Blue Badge holders who are at the top of the hierarchy of parking needs. The Council hopes that this move will support those in the most need of parking provision close to either intended destination - see table 4.71.1.

4.71.3 This move will be in addition to the existing places to park for all Blue Badge holders and the companion e-badge open to Hackney residents only. The companion e-badge allows parking provision for residents to park in their home parking zone so that their Blue Badge does not need to be left in the vehicle overnight and open to the possibility of theft.

4.71.4 Parking Services will monitor the effect of these changes to the availability of parking spaces for residents and businesses in areas around the borough and may use this information to increase the amount of resident or business permit holder only bays where necessary during Parking Zone reviews.

4.71.5 This will ensure that there is a balance in the distribution of parking spaces available for all users and also give Parking Services the flexibility to adapt to local demands as required. Resident Blue Badge holders also have the option of applying for a personalised bay to park close to their home and any exceptional circumstances will be considered as part of the application.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.1 Do nothing, was rejected as it goes against the Mayor's priorities to prioritise quality of life and the environment by tackling air pollution.

5.2 Alternative PEP recommendations were considered and either modified or rejected through the Parking and Enforcement Plan project group, consisting of senior managers and officers.

5.3 BACKGROUND

5.4 Parking Services considered past feedback and used detailed benchmarking against other local authorities to understand and review how parking issues are managed. The proposed PEP 2021-26 is subject to Cabinet approval to consult with the general public for a period of 13 weeks from Monday 16 August 2021.

5.5 Policy context

5.5.1 The proposed PEP 2021-26 is aligned with the Mayor's priorities and other Council's policies including:

- Corporate Plan 2018-22, (including the 2020-22 refresh in light of the coronavirus pandemic and 'Rebuilding a better Hackney' document, which includes 'Rebuilding Greener').

- Sustainable Community Strategy 2008-2018.
- Hackney Transport Strategy 2015-25
- Emergency Transport Plan, (initiated as a result of the coronavirus pandemic).
- Liveable Neighbourhoods Plan
- Air Quality Action Plan 2021 (currently under review)
- The London Mayor's Transport Strategy (2018)

5.5.2 It is strongly influenced by the Traffic Management Act 2004 and the related Government guidance and is consistent with the Mayor of London's Transport Strategy. More detail can be found in chapter one of the proposed PEP 2021-26.

5.6 Equality Impact Assessment

5.6.1 An Equalities Impact Assessment (EIA) has been completed, please refer to appendix 2 - Proposed PEP 2021-26 - equalities impact assessment.

5.7 Sustainability

5.7.1 An ongoing key objective of the Parking and Enforcement Plan (PEP) 2021-26 is to continue tackling climate change by reducing emissions to improve air quality. Improving the local environment is also a key consideration when designing parking policies.

5.7.2 The Council aims to encourage commuters and other users to consider how they travel and support the use of more sustainable types of transport, such as walking, cycling, using public transportation, and car sharing initiatives. This is in order to reduce the impact of transport on climate change and lower congestion levels and parking stress across Hackney.

5.8 Consultation approach

5.8.1 If approved, Parking Services will carry out a borough-wide consultation in order to receive the views of key internal and

external stakeholders which includes residents, businesses, local communities, visitors and workers in the borough.

5.8.2 The consultation process will start on 16 August 2021 for a period of 13 weeks. The aim is to reach as many individuals and organisations as possible during the consultation, with the quality of responses taking precedence over the number of responses received. Please see appendix 4 - Proposed PEP 2021-26, consultation engagement plan - details of the forthcoming borough-wide consultation.

5.9 Stakeholder consultation

5.9.1 Stakeholders and key partners will be offered an online meeting to discuss the proposals and provide feedback during the consultation. These include but are not limited to:

- Hackney borough police
- Hackney Housing
- London Councils
- Members
- NHS Primary Trust
- Streetscene
- The Department for Transport
- Transport for London

5.9.2 Key internal and external stakeholders will be sent an email or letter detailing the proposed recommendations. They will be asked for their feedback and offered a chance to discuss the draft proposals in person in a one to one meeting or focus group (for hard to reach groups). All the findings from consulting with stakeholders will be used to shape the final proposal.

5.10 Public consultation

5.10.1 The consultation will be available through the Council's online feedback tool (citizen space). All permit holders in the borough will be sent a consultation pack by email or one will be sent by post if

that's how they previously applied for products and services. Additional consultation packs will be available on request.

5.10.2 There will be a range of engagement tools used to maximise both stakeholder and community engagement. This includes:

- **Communications campaign** – this includes advertising on the Hackney website homepage, intranet and internal communications platforms such as staff headlines. Please see appendix 5 - Proposed PEP 2021-26 communications plan.
- **Consultation pack consisting of a booklet and questionnaire** – this will explain why we are consulting and the options available. A questionnaire will also be produced posing questions on the proposals and inviting consultees to make general comments on the proposed PEP 2021-26. The booklet and questionnaire will be sent to all parking permit holders and a link to the consultation will also be available on our website and in Hackney Today or local newspaper. The consultation pack will also be available in receptions and all Hackney libraries.
- **Drop-in-sessions** – to inform and raise awareness of the consultation and explain the proposals in full, in person either face to face or online. The sessions will be advertised in the consultation materials, citizen's space, on our website and in Hackney Today. The drop in sessions will be held at different dates and times.
- **Member's consultation packs** – to ensure all councillors are informed of the proposals and can advise their constituents accordingly.
- **Hackney website** – the parking page on the Hackney website www.hackney.gov.uk/parking will be used from the start of the consultation to advertise the consultation. It will state where copies of the consultation booklet and questionnaire can be obtained, announce public events and encourage the reader to respond online.

- **Customer contact** – There will be frequently asked questions and a fact sheet for front line staff with further information, their details will be passed to the parking policy team to respond to.

5.10.3 Once the public consultation has concluded and the responses have been analysed, the PEP paper will return to Cabinet in spring 2022, where the final decision on the PEP will be made.

5.11 Risk assessment

5.11.1 The key risks relating to the proposed PEP 2021-26 have been identified, considered and factored into this report. Please see appendix 3 - Proposed PEP 2021-26, risk plan for more information.

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

- 6.1 The PEP sets out Hackney's current parking policies, describes the issues facing the Council and explains the recommendations for the next five years. Each recommendation in the Parking and Enforcement Plan (PEP) 2021-26 is accompanied by a description of the background and the reasons behind the decision.
- 6.2 The recommendations set out in Section 3 of this report is seeking Cabinet approval to undertake consultation with the general public and other stakeholders for a period of 13 weeks on the proposed Parking and Enforcement Plan (PEP) 2021-26. The current PEP for 2021-26, focuses on how Hackney could balance the various needs for parking and achieve its traffic management objectives.
- 6.3 The recommendations in the PEP relate to powers under a range of different pieces of regulation, chiefly the Traffic Management Act 2004. Changes to parking enforcement or permits would be introduced through the traffic management order process set out by the Road Traffic Regulation Act 1984 (as amended).

6.5 There are no direct financial implications emanating from the recommendations outlined in this report. Any implementation of the recommendations outlined in this report will be subject to separate reporting and evaluation.

6.6 Under the Road Traffic Regulations Act 1984 (RTRA), Council cannot use parking as a means to generate revenue. The use of any surplus on the Parking Account is prescribed by legislation and is restricted largely to reinvestment within the service, highways and transportation initiatives.

7. VAT Implications on Land & Property Transactions

None.

8. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

8.1 The recommendation set out in paragraph 3 of this report is for Cabinet to approve the undertaking of a consultation with the general public and other stakeholders for a period of 13 weeks on the proposed Parking and Enforcement Plan (PEP) 2021-26. This is a key decision affecting all wards.

8.2 The proposed PEP is a document that sets out the Council's policy for managing parking in the borough for the period 2021-26.

8.3 Guidance

8.3.1 The Department for Transport issues operational and statutory guidance to local authorities on good practice on parking policy and enforcement, including the main regulatory provisions.

8.3.2 Guidance prepared by the Department for Transport¹ for local authorities on civil enforcement of parking contraventions by such authorities provides that each local authority should have a clear idea of what its parking policy is and what it intends to achieve by it.

8.3.3 Authorities should design their parking policies with particular regard to:

¹ <https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/118/118we02.htm>

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 (TMA) Network Management Duty;
- improving road safety;
- improving the local environment;
- improving the quality and accessibility of public transport;
- meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car; and

8.3.4 Managing and reconciling the competing demands for kerb space of:

- residents; shops; businesses; visitors, especially where there are many tourist attractions and hotels; pedestrians; delivery vehicles; buses, taxis, private hire vehicles and coaches; cars; bicycles; and motorcycles.

8.3.5 The Government recommends that authorities should regularly appraise their parking policies, enforcement regimes and associated regulatory framework (including penalty charge levels), to ensure they continue to meet the needs of stakeholders in a fair and balanced way.

8.4 Consultation

8.4.1 The Secretary of State for Transport recommends that local authorities consult on their parking policies when they appraise them. The views of residents, and businesses with a range of different parking needs should be sought as well as taking into account the views of external stakeholders, such as the police.

8.4.2 In addition, case law provides that:

- a consultation must be at a time when proposals are still at a formative stage;
- sufficient reasons must be given for any proposal to enable intelligent consideration and response;

- adequate time must be given for such consideration and response; and
- the product of the consultation must be conscientiously taken into account in finalising any proposals.

8.4.3 It is stated within this report and the EIA that internal stakeholders were consulted regarding the PEP and that comments will be sought from residents, businesses and external stakeholders such as the police and NHS, regarding the recommendations in sections 4.8 to 4.70 to allow the community to be involved in the decision making process.

8.5 Traffic orders

8.5.1 Where recommendations in the PEP require new or variations to existing traffic designation orders, it will be necessary to consult and publish notification of the order/proposed amendments to the same in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

APPENDICES

Appendix 1a – [Proposed Parking and Enforcement Plan \(PEP\) 2021-26.](#)

Appendix 1b – [Proposed PEP 2021-26, appendix A permit and voucher policy and permissions and appendix B permits and voucher allowance matrix.](#)

Appendix 2 – [Proposed PEP 2021-26, equalities impact assessment \(EIA\)](#) - an assessment of the impact on equalities the proposed PEP recommendations may have on specified groups.

Appendix 3 – [Proposed PEP 2021-26, consultation risk plan](#) - details of the potential risks related to the PEP consultation and how the Council will alleviate these issues.

Appendix 4 – [Proposed PEP 2021-26, consultation engagement plan](#) - details of the forthcoming borough-wide consultation.

Appendix 5 – [Proposed PEP 2021-26 communications plan.](#)

Appendix 6 – [Current PEP 2015-20, recommendation log and updated actions.](#)

9. EXEMPT

N/A

10. CONFIDENTIAL

N/A

11. BACKGROUND PAPERS

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

Description of document (or None)

None

Report Author	Gossica Anichebe Interim Policy and Programme Manager gossica.anichebe@hackney.gov.uk 020 8356 3213
Comments for and on behalf of the Group Director of Finance and Resources (on behalf of)	Nurur Rahman Group Accountant nurur.rahman@hackney.gov.uk 020 8356 2018
Comments for and on behalf of the Director of Legal & Governance	Josephine Sterakides Senior lawyer, General Litigation and Public Realm josephine.sterakides@hackney.gov.uk 020 8356 2775