

Have your say on the future of parking in Hackney

Consultation Report

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Overview

We invited views on Hackney Council's proposed Parking and Enforcement Plan (referred to from here as the PEP). The PEP is the Council's primary parking policy and strategy document governing parking related decisions. We have developed a new draft covering the period 2021-26, and we wanted to hear from local residents, businesses, and visitors about the proposals set out in the PEP.

Background

The PEP is broken down into a number of sections that relate to our key policy areas. Within these sections the Council's proposed approach to each policy area is outlined along with some of the key procedures and processes that influenced our drafting of the proposals. The sections are:

- Sustainable transport
- Customer service
- Parking zones
- Permit and vouchers
- Parking provision and services
- Compliance and enforcement
- Crime, fraud and misuse
- Consultations
- Equality and diversity

Within these sections there are a number of related policy recommendations. These are key aspects of the PEP in ensuring that parking policy balances competing parking needs and is ready for the demands and challenges of the future. Many of the consultation questions in the questionnaire were related to these policy recommendations.

What is Hackney Council's vision for parking?

The PEP 2021-26's vision is to:

- Support the creation of sustainable streets for everyone, by reprioritising more of our kerb space to support greening the borough, and sustainable transport
- Provide high quality, customer focused services that respond to the needs of our residents, businesses and visitors
- Encourage motorists to choose active travel and sustainable travel options, a switch to cleaner vehicles with a reduction in private vehicle ownership
- Consolidate a fair, proportionate and transparent enforcement service to deliver high levels of compliance, and to robustly tackle fraud
- Deliver a consistent approach to parking products and services on all Hackney Housing estates.

In this version of the PEP there is a strong focus on issues relating to sustainability. We have been consistent in our approach to tackling issues that affect our environment, including the climate emergency and poor air quality, which we have a public health duty to address. This plan and the policies contained within it seek to significantly reduce CO₂ emissions and particulate matter originating from vehicles in Hackney.

Consultation Approach

The consultation was carried out online using Citizen Space. Residents who applied for a permit by post were sent a postal consultation pack consisting of an information booklet and questionnaire. All other parking permit holders were invited to take part by email. Consultation packs were also available upon request.

The consultation opened on 16 August 2021 and ran for 13 weeks until 15 November 2021.

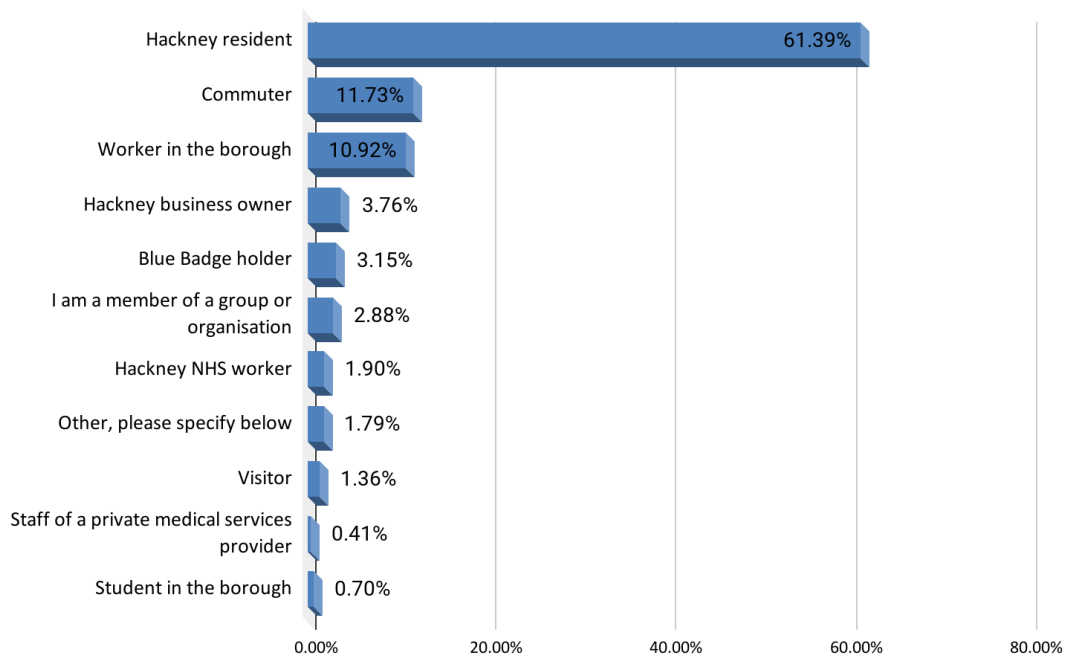
Response Rate

A total of 4889 responses were received. 4844 were completed online, and 45 were completed on paper surveys.

Summary of results

Profile of respondents

I am a: (Tick all that apply) (Base 7579)



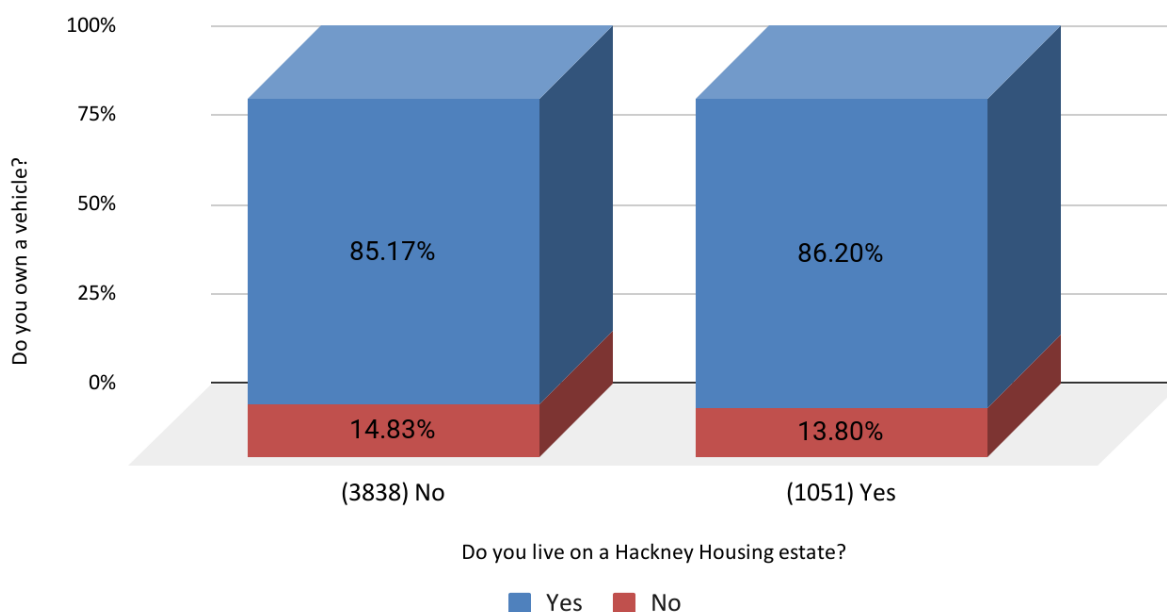
Respondents were able to choose all that applied to them from the available list.

Of the total responses submitted, the majority of responses (61%) came from Hackney residents, followed by commuters (12%) and workers in the borough (11%).

Do you live on a Hackney Housing estate (Hackney Council-managed estate)?
(Base 4889)

The vast majority of respondents (79%) indicated that they do not live on a Hackney Housing estate, whilst 22% indicated that they do.

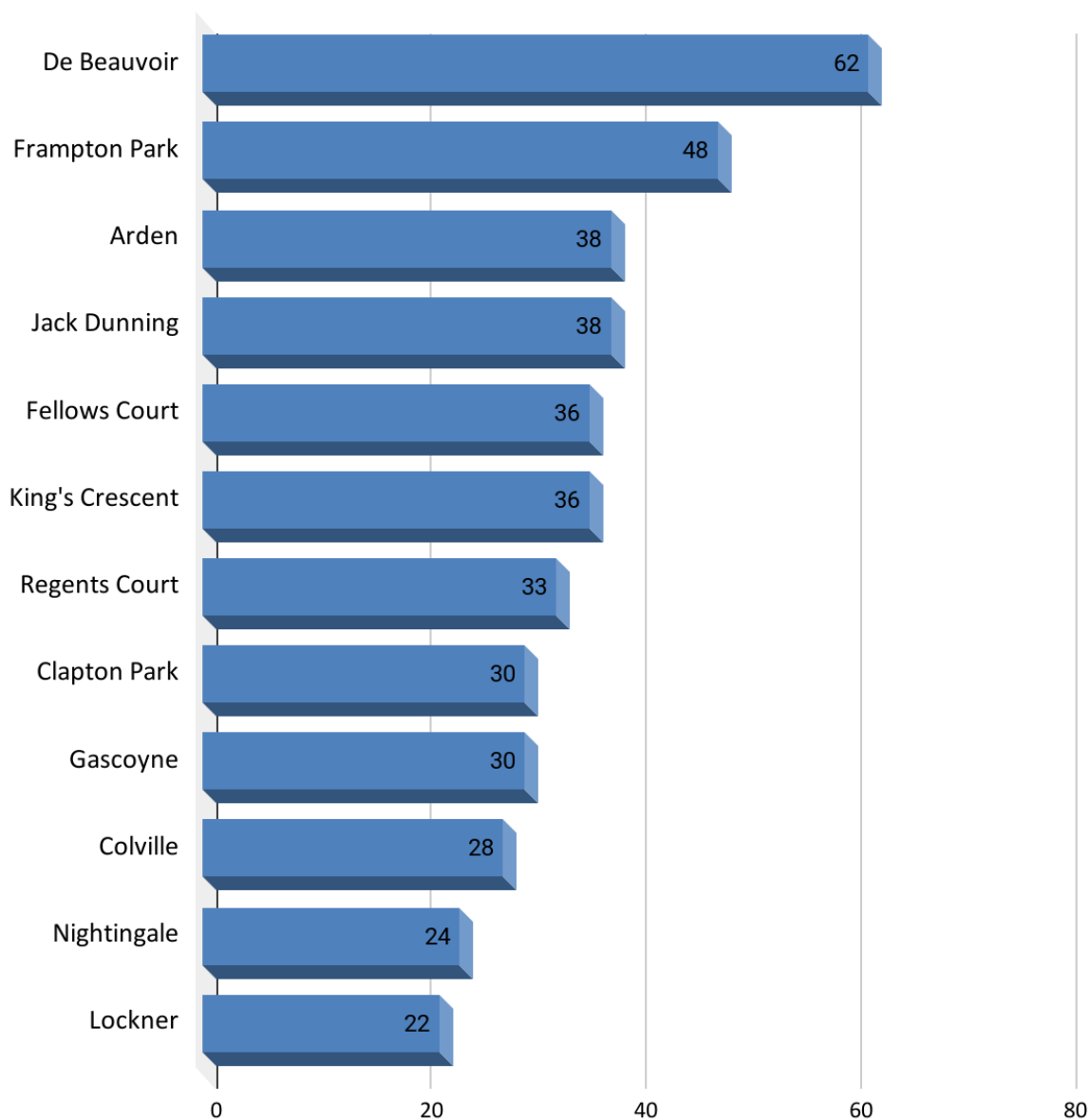
"Do you live on a Hackney Housing estate (Hackney Council-managed estate)" vs "Do you own a vehicle?" (Base 4889)



More than 4 out of 5 of respondents who live on a Hackney Housing estate and those respondents who do not, own a vehicle. Vehicle ownership among respondents who live on a Hackney Housing estate is 86%, compared to 85% of respondents who do not live on a Hackney Housing estate.

Additional questions for Hackney Council estate residents

What is the Hackney Housing estate you live on called? (Top 12 estates of 290)

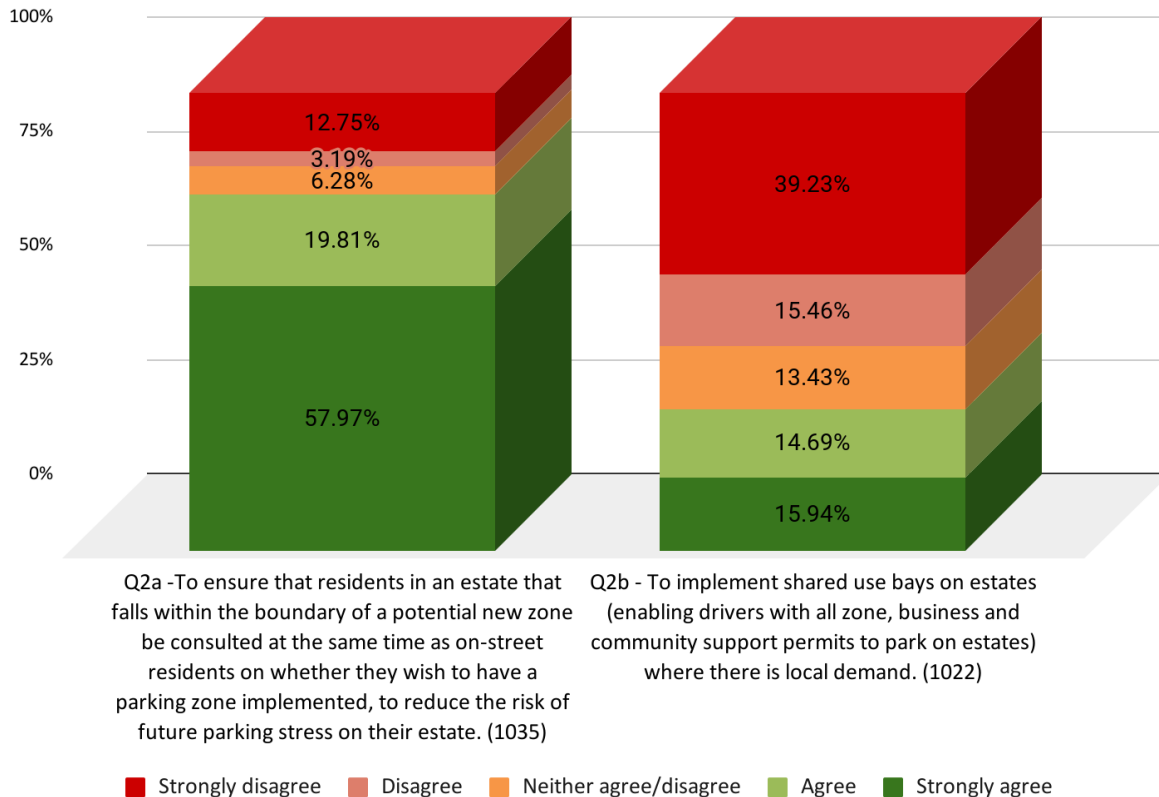


Only respondents who indicated that they live on a Hackney Housing estate could answer this question.

Residents from De Beauvoir and Frampton Park estates responded to the consultation the most (62 and 48 responses respectively), followed by Arden and Jack Dunning with 38 responses each. 36 responses each were received from residents from Fellows Court and King's Crescent.

To what extent do you agree or disagree with the following proposals? - Estate parking zone consultation charges / Shared use bays on estates

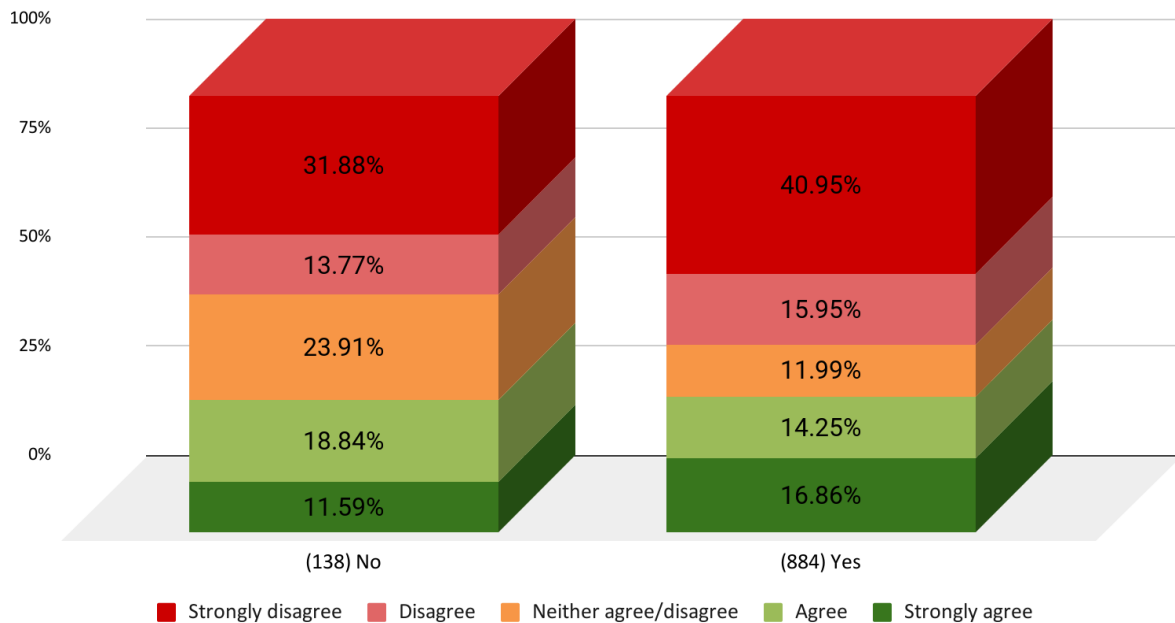
- Q2a - Estate parking zone consultation charges - Recommendation 4.7 (page 71/72 of the PEP)
- Q2b - Shared use bays on estates



Only respondents who indicated that they live on a Hackney Housing estate could answer this question.

The vast majority (78%) of estate residents agreed with the proposal that residents in an estate that falls within the boundary of a potential new zone should be consulted at the same time as on-street residents on whether they wish to have a parking zone implemented or not. However, estate residents were much less in favour (31% agree) of the proposal to implement shared use bays on estates where there is local demand. A bigger proportion of residents said that they neither agree nor disagree with the proposal (13%), than with the proposal in the previous question, where 6% indicated that they neither agree nor disagree. This means that the number of residents who are against the proposal to implement shared use bays on estates where there is local demand, is just over half at 55%.

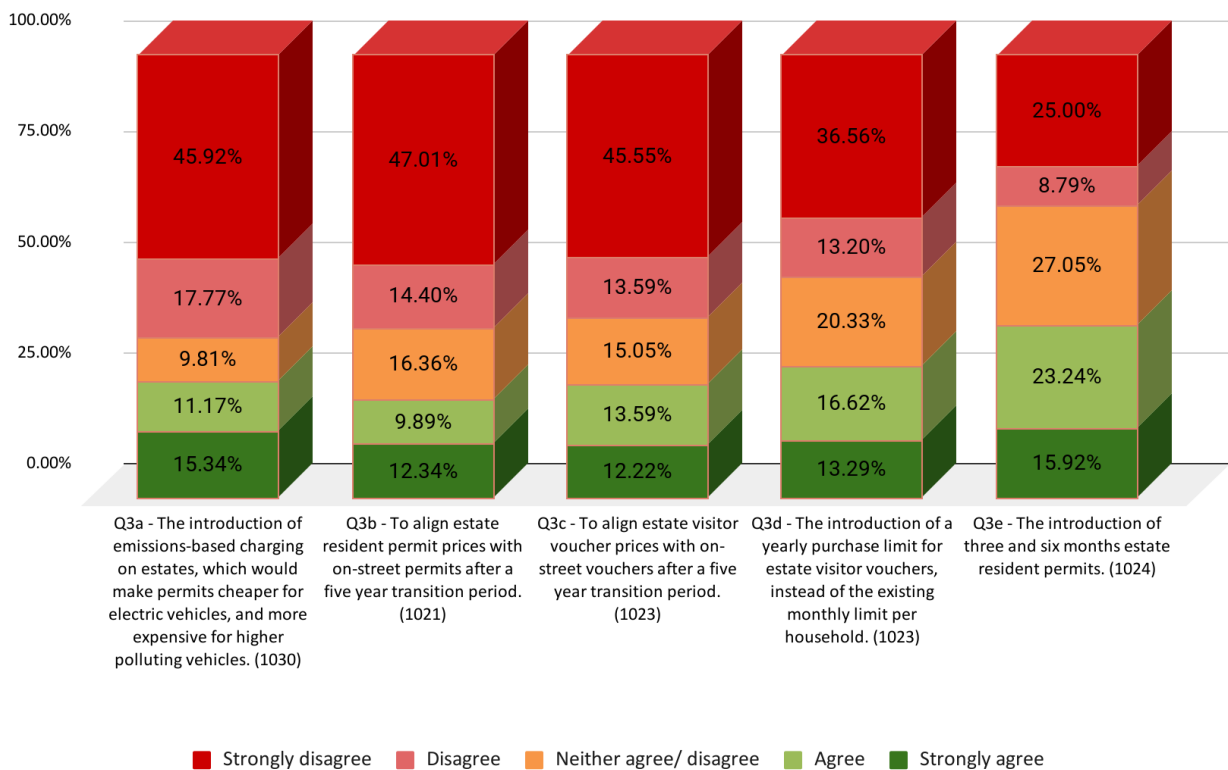
"b) To implement shared use bays on estates (enabling drivers with all zone, business and community support permits to park on estates) where there is local demand." vs "Do you own a vehicle?" (Base 1022)



More vehicle and non-vehicle owners disagree with the proposal to implement shared use bays on estates where there is local demand, than agree. However, disagreement is higher among vehicle owners (57%) compared to non-vehicle owners (46%). A larger percentage of non-vehicle owners (24%) neither agree nor disagree with the proposal, compared to vehicle owners (12%). More vehicle owners either strongly agree or strongly disagree with the proposals, compared to non-vehicle owners.

To what extent do you agree or disagree with the following proposals? - Emissions based charging on estates / Estate visitor voucher changes / Introduction of three and six month permits

- Q3a and Q3b - Emissions based charging on estates - Recommendation 5.5 (page 81/82 of the PEP)
- Q3c and Q3d - Estate visitor voucher changes - Recommendation 5.16 (page 100/101 of the PEP)
- Q3e - Introduction of three and six month permits - Recommendation 5.6 (page 83 of the PEP)

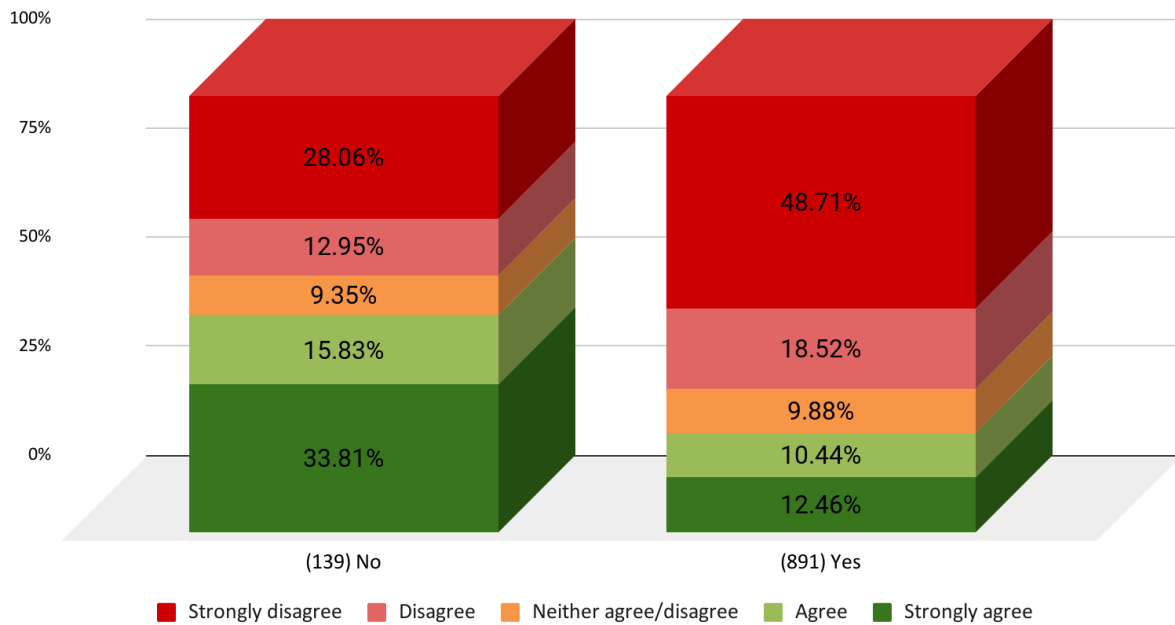


Only respondents who indicated that they live on a Hackney Housing estate could answer this question.

There was little support for the proposals as part of this question, although with two of the proposals there were a relatively large number of estate residents who neither agree nor disagree with the proposals. These two questions (Q3d and Q3e) had 20% and 27% of respondents respectively who said that they neither agree nor disagree with the proposals. 30% of estate residents are in favour of the proposal to introduce a yearly purchase limit for estate visitor vouchers (Q3d) and 39% of residents are in favour of the proposal to introduce three and six months estate resident permits (Q3e). The percentage of disagreement towards the two proposals is 50% (Q3d) and 34% (Q3e) respectively.

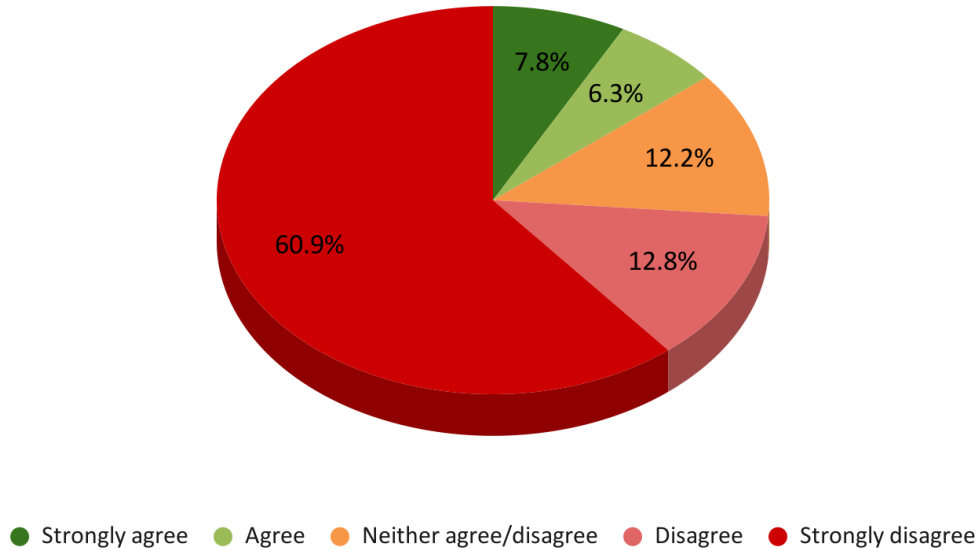
Contrary to the results for Q3d and Q3e, a clear majority of estate residents (64%) were against the proposal to introduce emissions-based charging on estates (Q3a), whilst 61% against the proposal to align estate resident permit prices with on-street permits after a five year transition period (Q3b). Just under 3 in 5 estate residents (59%) are against the proposal to align estate visitor voucher prices with on-street vouchers after a five year transition period (Q3c).

"a) The introduction of emissions-based charging on estates, which would make permits cheaper for electric vehicles, and more expensive for higher polluting vehicles." vs "Do you own a vehicle?" (Base 1030)



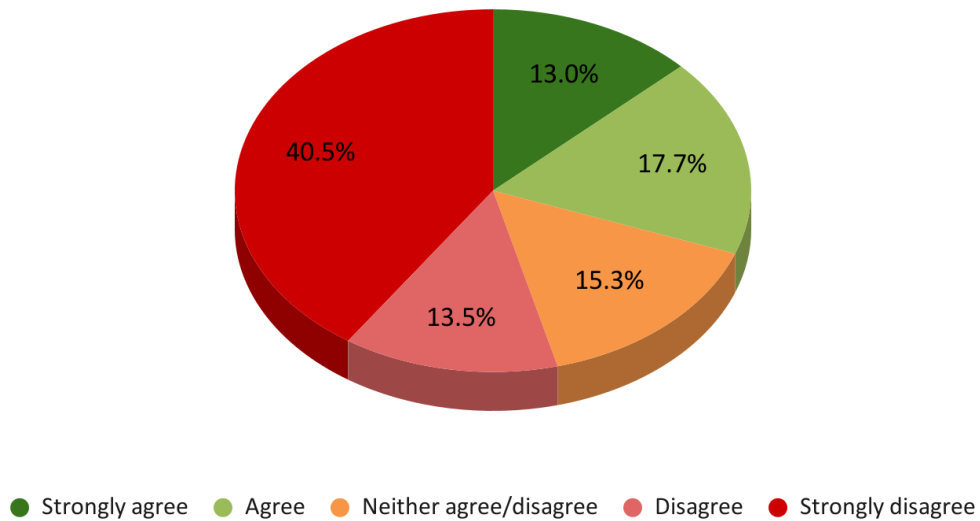
Vehicle owners (67%) are more likely to disagree with the proposal to introduce emissions-based charging on estates than non-vehicle owners (41%). Half (50%) of non-vehicle owners agree with the proposal, compared to 23% of vehicle owners.

"b) To align estate resident permit prices with on-street permits after a five year transition period." vs
Estate Permit holder (Base 384)



Compared to the overall results for the proposal to align resident permit prices with on-street permits after a five year transition period, estate permit holders are more likely to disagree with the proposal. 74% of estate permit holders disagree with the proposal, compared to the overall result for disagreement of 61%.

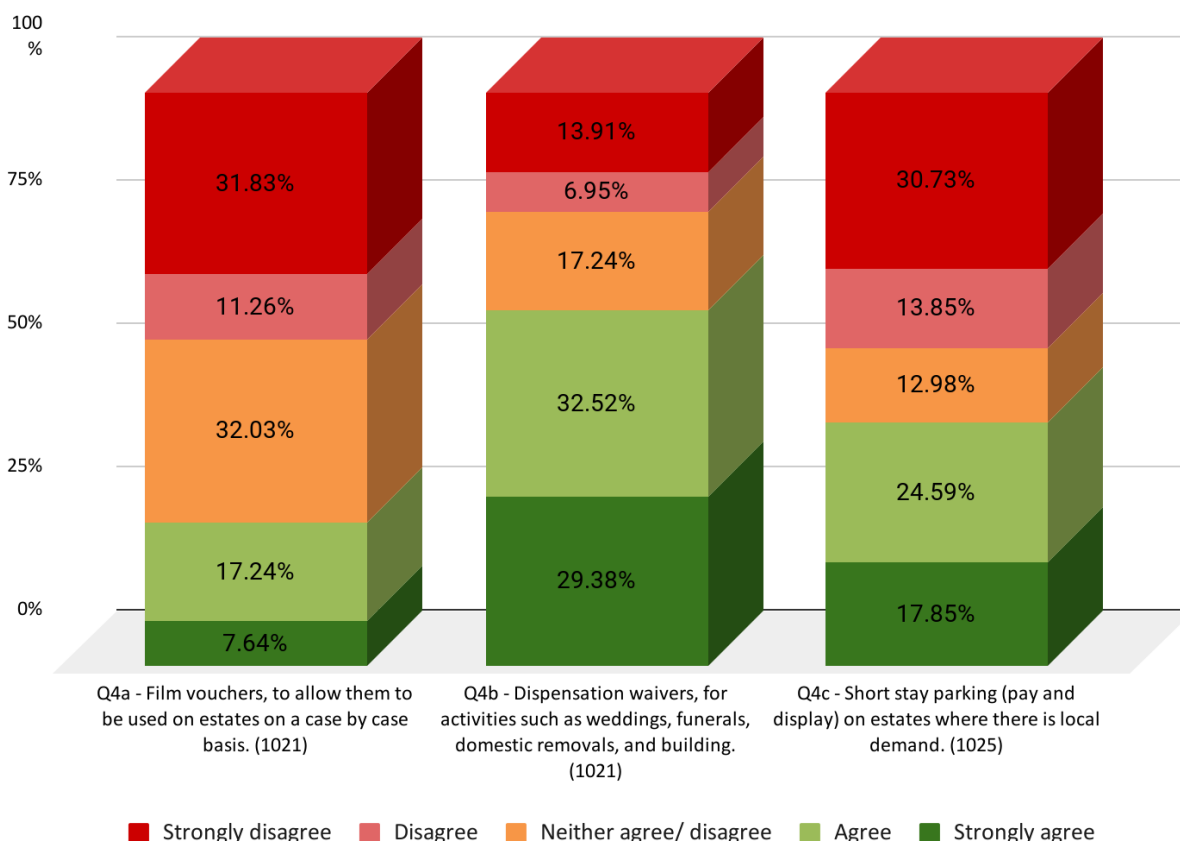
"d) The introduction of a yearly purchase limit for estate visitor vouchers, instead of the existing monthly limit per household." vs "Do you own a vehicle?" (YES ONLY) and Estate Permit holder (Base 385)



Compared to the overall results for the proposal to introduce a yearly purchase limit for estate visitor vouchers, estate residents who own a vehicle and who are an estate permit holder, are 4% more likely to disagree with the proposal (54%), compared to the overall result for disagreement (50%).

To what extent do you agree or disagree with the following provisions and services being used on estates. - Film vouchers on estates / Dispensation waivers on estates / Short stay parking on estates

- Q4a - Film vouchers on estates - Recommendation 5.17 (page 101 of the PEP)
- Q4b - Dispensation waivers on estates - Recommendation 6.8 (page 112 of the PEP)
- Q4c - Short stay parking on estates - Recommendation 6.4 (page 106 of the PEP)

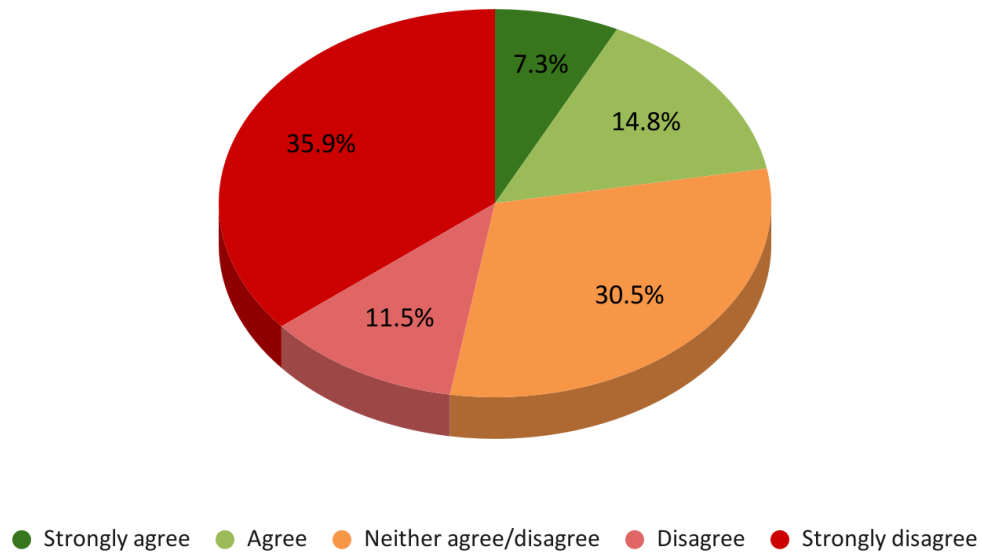


Only respondents who indicated that they live on a Hackney Housing estate could answer this question.

Proposals as part of this question had various levels of support. The highest level of support was for dispensation waivers (62%), followed by support for short stay parking (pay and display) on estates where there is local demand (42%) and film vouchers (25%). However, a large percentage (32%) of estate residents neither agree nor disagree with the film vouchers proposal, which puts the percentage who disagree with the proposal to less than half at 43%. In terms of support for short stay parking on estates where there is local demand, slightly more estate residents are not in favour of the proposal (45%), than those who are (42%). Roughly the same proportion of estate residents neither agree nor disagree (17%) or are not supportive

(21%) of dispensation waivers, compared to the overwhelming majority (64%) who are in support.

"a) Film vouchers, to allow them to be used on estates on a case by case basis" vs Estate Permit holder (Base 384)



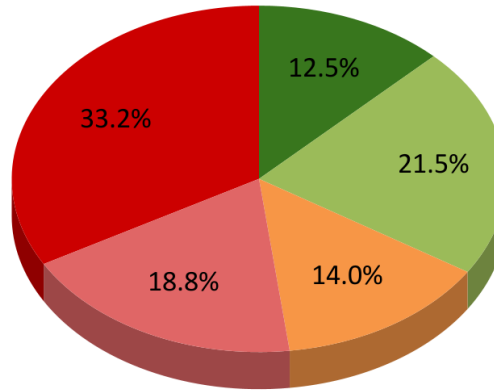
Compared to the overall results for the film vouchers proposal, estate permit holders are slightly more likely to disagree with the proposal (47%), compared to the overall result for disagreement (43%).

The need to prioritise

To what extent do you agree or disagree with the proposed hierarchy of parking needs?

(Base 4846)

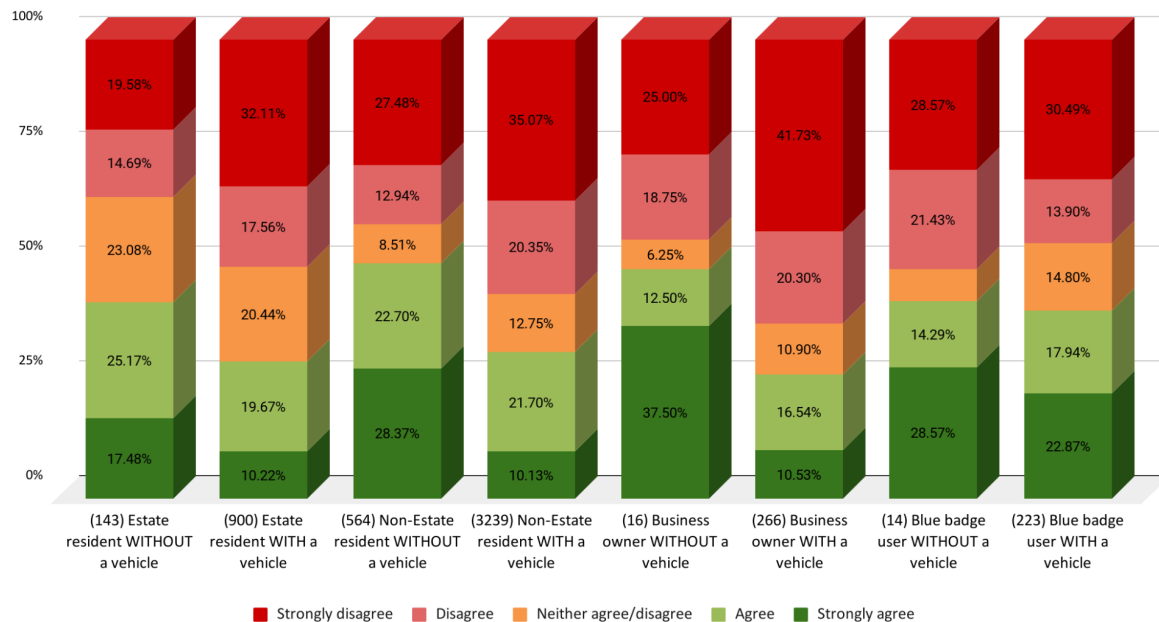
- *Proposed hierarchies of parking needs and kerbside space - Recommendation 1.1 (page 30/31 of the PEP)*



● Strongly agree ● Agree ● Neither agree/disagree ● Disagree ● Strongly disagree

34% of respondents agree with the proposed hierarchy of parking needs, whilst just above half (52%) disagree. 14% of respondents neither agree nor disagree.

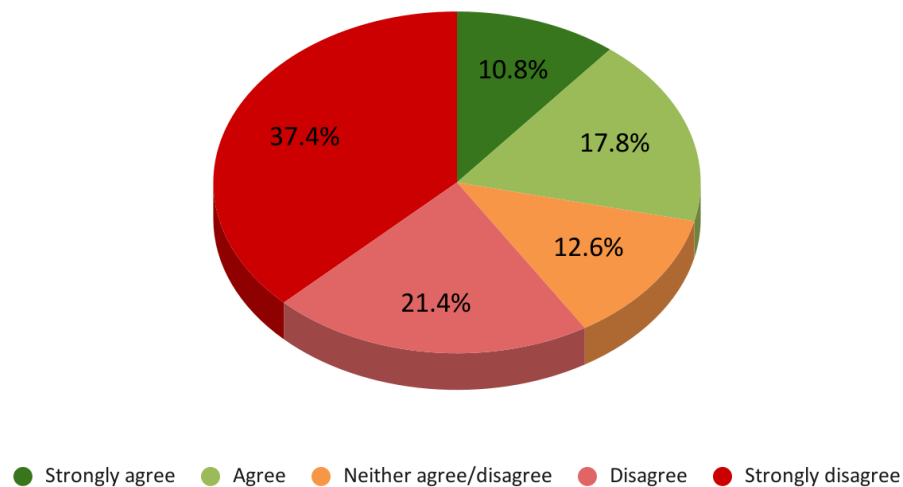
"To what extent do you agree or disagree with the proposed hierarchy of parking needs?" vs "I am a - Estate resident/Non-Estate resident/Business owner/Blue badge user" and "Do you own a vehicle?" (Base 5356 responses)



Across all categories, respondents who do not own a vehicle were more likely to support the proposed hierarchy of parking needs than vehicle owners. The level of support for the hierarchy was about the same for estate residents with a vehicle (30%), compared to non-estate residents with a vehicle (32%). However, since a higher proportion of estate residents with a vehicle (20%) neither agree nor disagree with the hierarchy of parking needs, compared to non-estate residents with a vehicle (13%), disagreement is lower for estate residents with a vehicle (50%) compared to non-estate residents with a vehicle (55%). 27% of business owners with a vehicle agree with the hierarchy of parking needs, which is lower than the overall level of agreement (34%) as seen in the previous graph. Furthermore, the level of disagreement for this group (62%) is 10% higher than the overall level of disagreement (52%). 41% of blue badge users with a vehicle and 43% without a vehicle agree with the hierarchy of parking needs. However, a larger percentage of blue badge users without a vehicle (29%) strongly agree with the hierarchy, compared to those users who own a vehicle (23%). Please note that the base size of the blue badge user without a vehicle category is low and the percentages should therefore be viewed with caution.

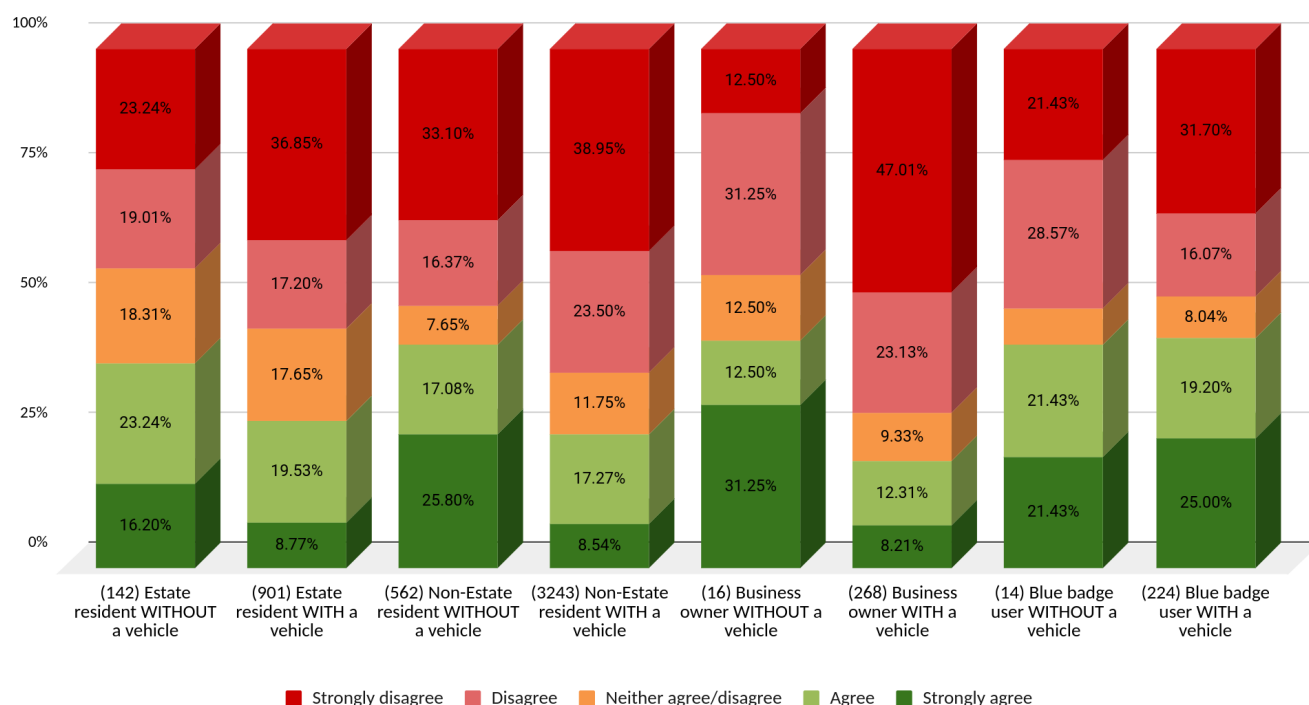
To what extent do you agree or disagree with the proposed hierarchy of kerbside space? This includes types of bays such as personalised disabled bays and sustainable uses of kerbside space such as cycle hangers and parklets. (Base 4848)

- *Proposed hierarchies of parking needs and kerbside space - Recommendation 1.1 (page 30/31 of the PEP)*



Nearly 3 in 5 (59%) respondents disagree with the proposed hierarchy of kerbside space. There is less support (29%) for the proposed hierarchy of kerbside space, than for the proposed hierarchy of parking needs (34%).

"To what extent do you agree or disagree with the proposed hierarchy of kerbside space?" vs "I am a - Estate resident/Non-Estate resident/Business owner/Blue badge user" and "Do you own a vehicle?" (Base 5370 responses)

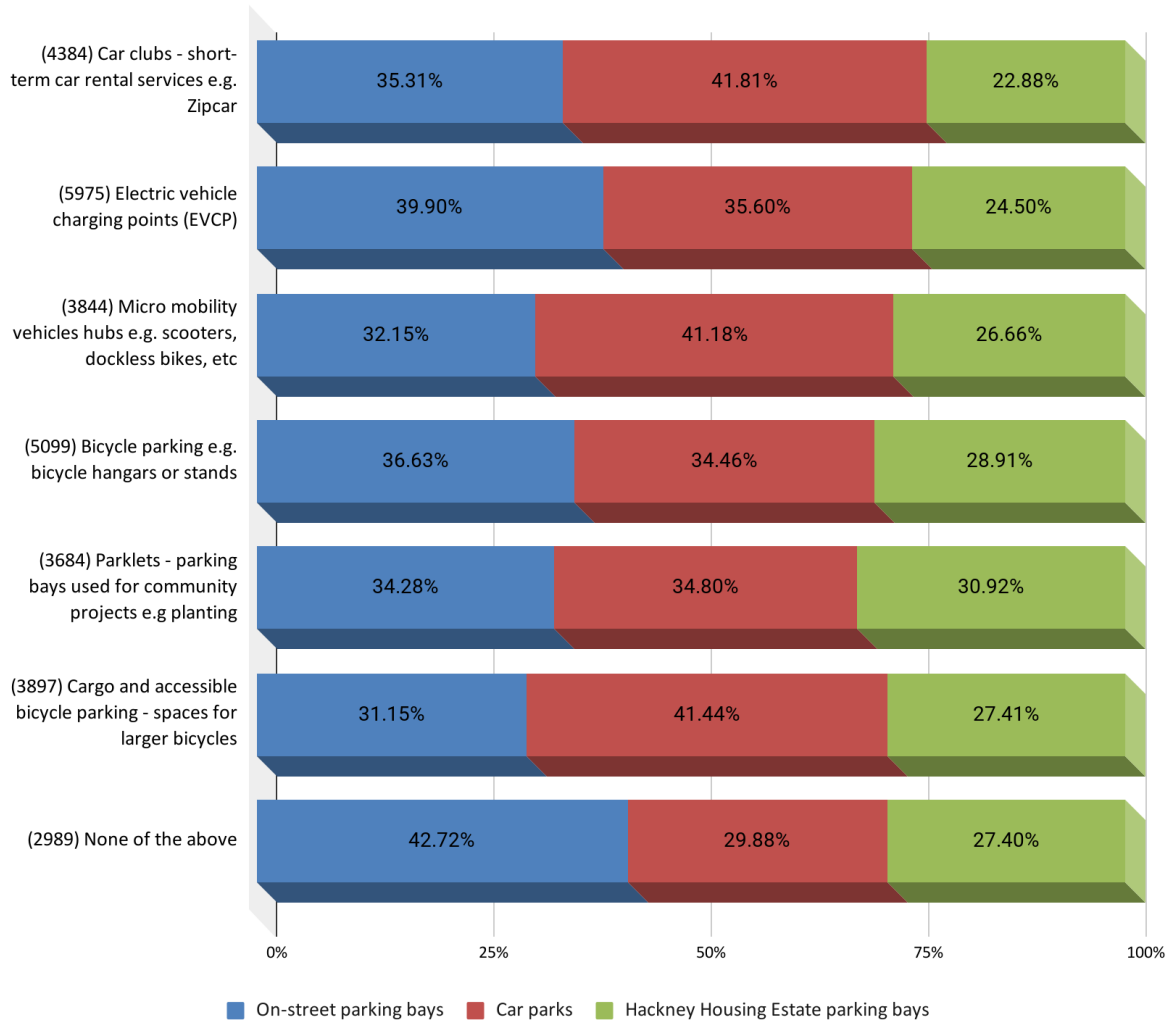


Across all categories, except for the blue badge user category, respondents who do not own a vehicle were more likely to support the proposed hierarchy of kerbside space than vehicle owners. The level of support for the hierarchy was about the same for estate residents with a vehicle (28%), compared to non-estate residents with a vehicle (26%). However, since a higher proportion of estates residents with a vehicle (18%) neither agree nor disagree with the hierarchy of kerbside space, compared to non-estate residents with a vehicle (12%), disagreement is lower for estate residents with a vehicle (54%) compared to non-estate residents with a vehicle (62%). 21% of business owners with a vehicle agree with the hierarchy of kerbside space, which is lower than the overall level of agreement (29%) as seen in the previous graph. Furthermore, the level of disagreement for this group (70%) is 11% higher than the overall level of disagreement (59%). 44% of blue badge users with a vehicle and 43% without a vehicle agree with the hierarchy of kerbside space. However, a larger percentage of blue badge users with a vehicle (25%) strongly agree with the hierarchy, compared to those users who do not own a vehicle (21%). It has to be noted though that the percentage of blue badge users with a vehicle has a higher percentage of respondents who strongly disagree as well (32%), compared to those users in this group who do not own a vehicle (21%). Please note that the base size of the blue badge user without a vehicle category is low and the percentages should therefore be viewed with caution.

Supporting sustainable transport

If some parking spaces were to be used for other purposes, what types of uses would you like to see in on-street parking spaces, car park spaces and parking spaces in Hackney Housing estates?

- *Repurposing the kerbside space - Recommendation 2.2 (page 37 of the PEP)*



Respondents were able to choose all that applied to them from the available list.

The most popular alternative use cases identified for parking spaces across all categories are electric vehicle charging points (5975 responses), followed by bicycle parking (5099) and car clubs (4384). For each alternative use case category, there is greater support for on-street and car parks installations, compared to installations on estates.

Other for on-street parking bays

551 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
Resident parking should be prioritised / expanded	152	28%
All car parking spaces should be maintained/maintain status quo/expanded	78	14%
Prioritise parking for those who need it (e.g. disabled people, tradespeople, emergency services, key workers)	70	13%
More priority should be given to non-vehicular use of kerbside space (such as greening, extending footways, and commercial/non commercial parklets).	47	9%
More business parking and loading needed in Hackney/More parking and needed for customers of local businesses	29	5%
Increase the amount of visitor parking/Prioritise visitor parking	26	5%
Prioritise cars over cycling and micromobility in use of kerbside space	25	5%
Less priority should be given to non-vehicular use of kerbside space (such as greening, extending footways, and commercial/non commercial parklets).	22	4%
Prioritise cycling and micromobility in use of kerbside space	21	4%
Better infrastructure needed for EVs such as more charging points and better provision of bays	17	3%
Prioritise motorcycle parking	14	3%
Make parking free	13	2%
More dedicated EV bays/Dedicated EV bays for particular groups	11	2%
Reduce available parking for private cars	10	2%
Better parking infrastructure for all vehicles	9	2%

Other for car park parking bays

292 respondents answered this question. The following themes were prevalent in 2% or more of responses.

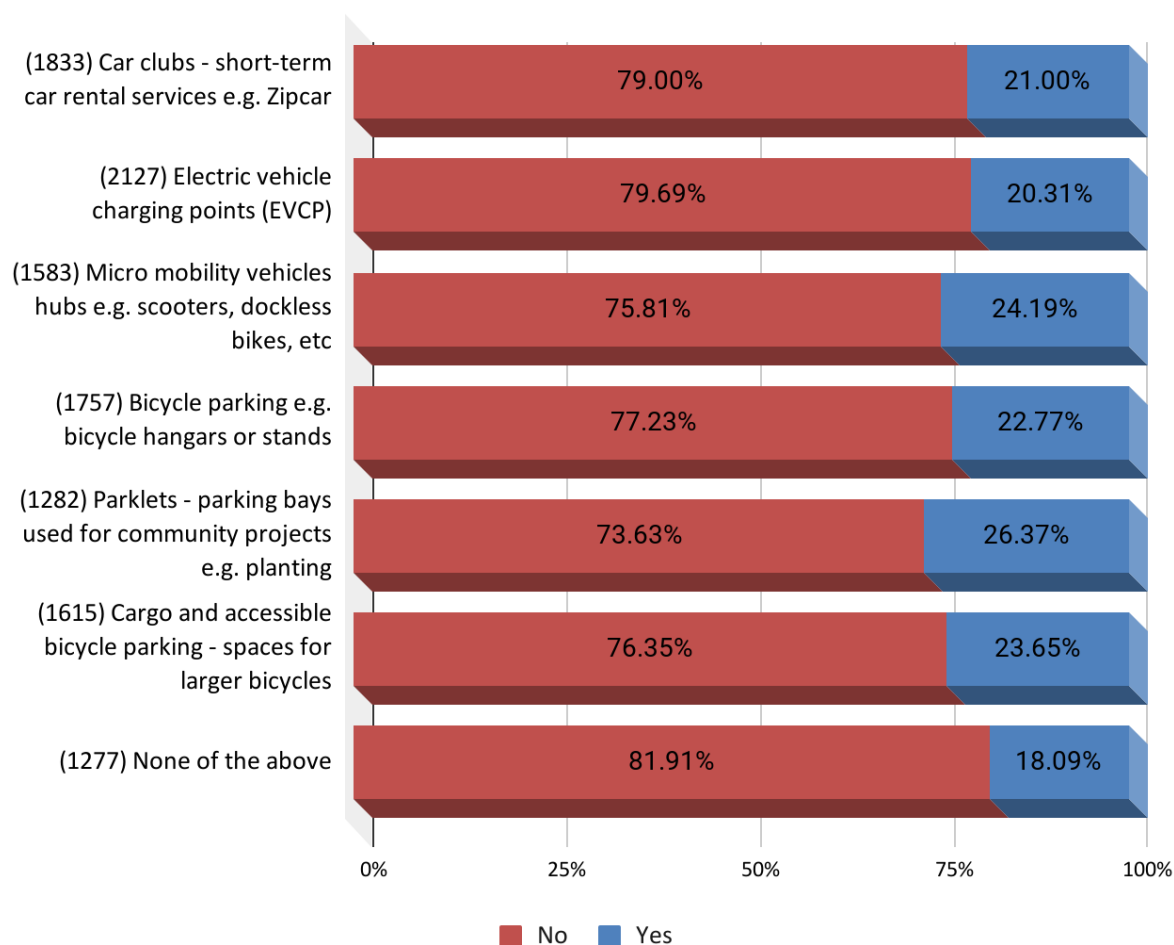
Theme	Count	Percentage
More resident parking spaces / priority for residents and their visitors	57	20%
More car spaces / loading & unloading / businesses to use / Pay and display	52	18%
More spaces for disabled / elderly people to use	26	9%
General approval of car parks / spaces for parking vehicles / leave as it is	26	9%
Electric Vehicle Charging Points (EVCPs)	22	8%
General against LTNs / parking proposals or schemes	20	7%
Green space / trees / equipment for community use / pop up markets	18	6%
Bicycles/ micromobility	13	4%
Emergency services / NHS workers / key workers / carers	10	3%
Motorcycle bays / secure motorcycle parking	9	3%
Parking prices too high / car parks / Pay and display / permits	8	3%
Spaces for everyone to use / inclusive for community use	6	2%
No more spaces for car parking / car parks	6	2%

Other for Hackney Housing estate parking bays

263 respondents answered this question. The following themes were prevalent in 2% or more of responses.

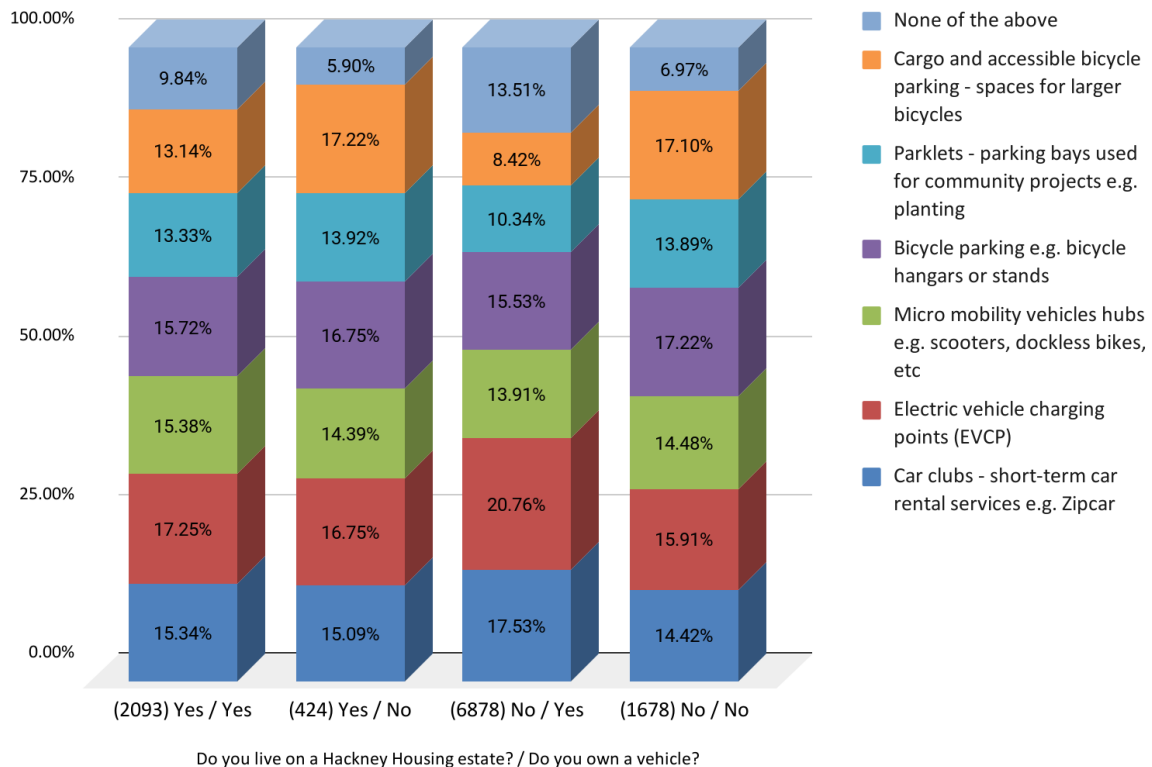
Theme	Count	Percentage
Leave things as it is / keep as car parking	55	21%
Residents parking	42	16%
Greening/ community use	23	9%
Disabled parking	20	8%
electric vehicles/ e-scooters/ e-bikes/ electric charging points for multiple vehicles / electric mobility scooters	13	5%
Agree with as above / Any	11	4%
More parking spaces on estates / available to people on estates	8	3%
Free parking	8	3%
Business / loading bays / tradespeople	8	3%
Cycle parking	6	2%
Health workers parking	6	2%
Motorcycle parking	5	2%
Pay and display	4	2%
Older people parking	4	2%

"If some parking spaces were to be used for other purposes, what types of uses would you like to see in on-street parking spaces, car park spaces and parking spaces in Hackney Housing estates?" (Hackney Housing Estate parking bays ONLY) vs "Do you live on a Hackney Housing estate (Hackney Council-managed estate)?"



From this question it is clear that both estate and non-estate residents are in favour of installing alternative parking provisions on estates. The graph should be read with the understanding that 22% of all respondents to the consultation are estate residents.

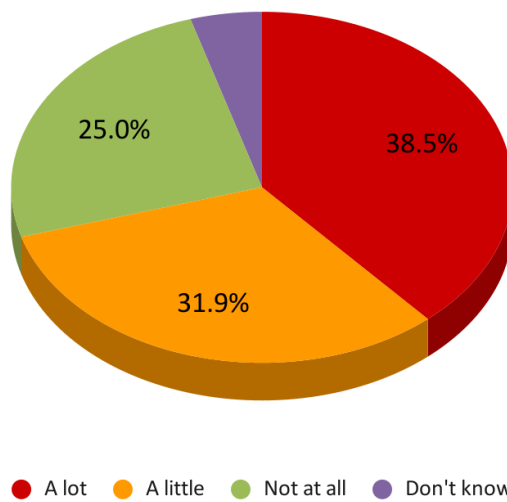
"Do you live on a Hackney Housing estate (Hackney Council-managed estate)" vs "Do you own a vehicle?" by "If some parking spaces were to be used for other purposes, what types of uses would you like to see in on-street parking spaces, car park spaces and parking spaces in Hackney Housing estates?" (Hackney Housing Estate parking bays ONLY)



Across all categories of alternative use cases, Hackney estate residents with a vehicle favour a particular use case in about the same manner as Hackney estate residents without a vehicle. However estate residents without a vehicle are relatively much more likely to agree with the installation of cargo and accessible bicycle parking.

Hackney residents who do not live on estates and who own a vehicle are more likely to agree with car clubs and electric vehicle charging points than the non-vehicle owners in this group. Non-vehicle owners who are Hackney residents are more likely to agree with micro-mobility vehicles hubs, bicycle parking, parklets and cargo and accessible bicycle parking.

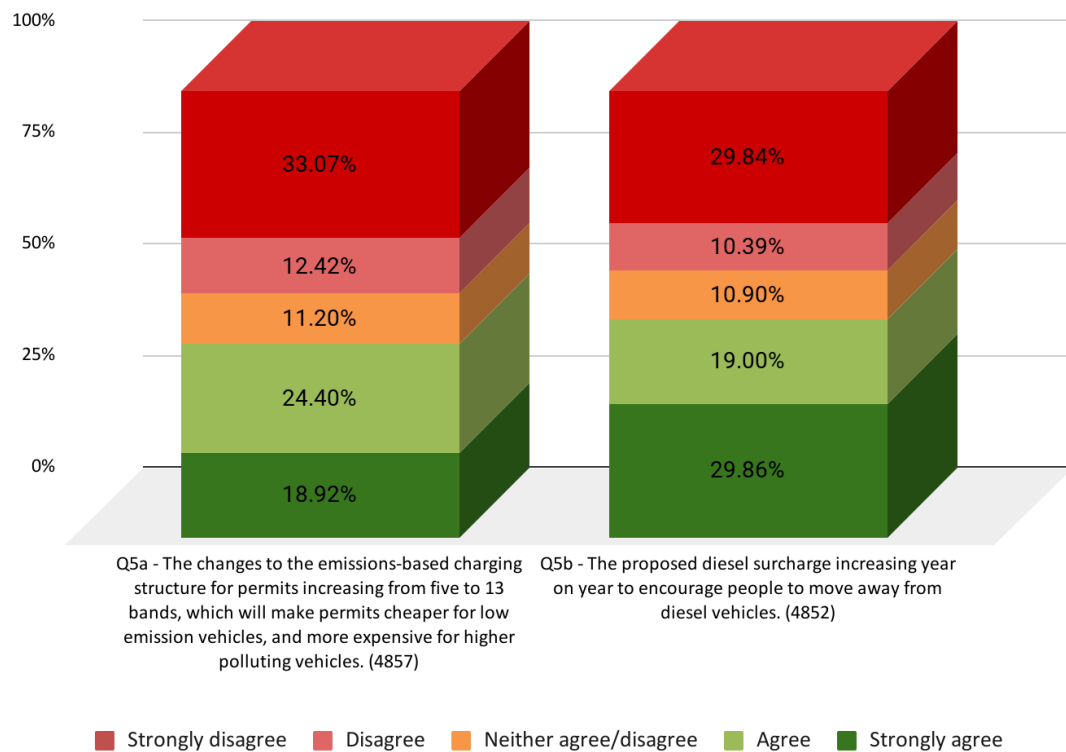
How concerned are you about local air quality in Hackney? (Base 4820)



The vast majority of respondents (70%) are concerned about local air quality in Hackney either a lot or a little. A quarter (25%) of respondents are not concerned at all about local air quality in Hackney.

To what extent do you agree or disagree with the following proposals? - Proposed changes to emissions-based charging schemes / Proposed changes to diesel surcharge

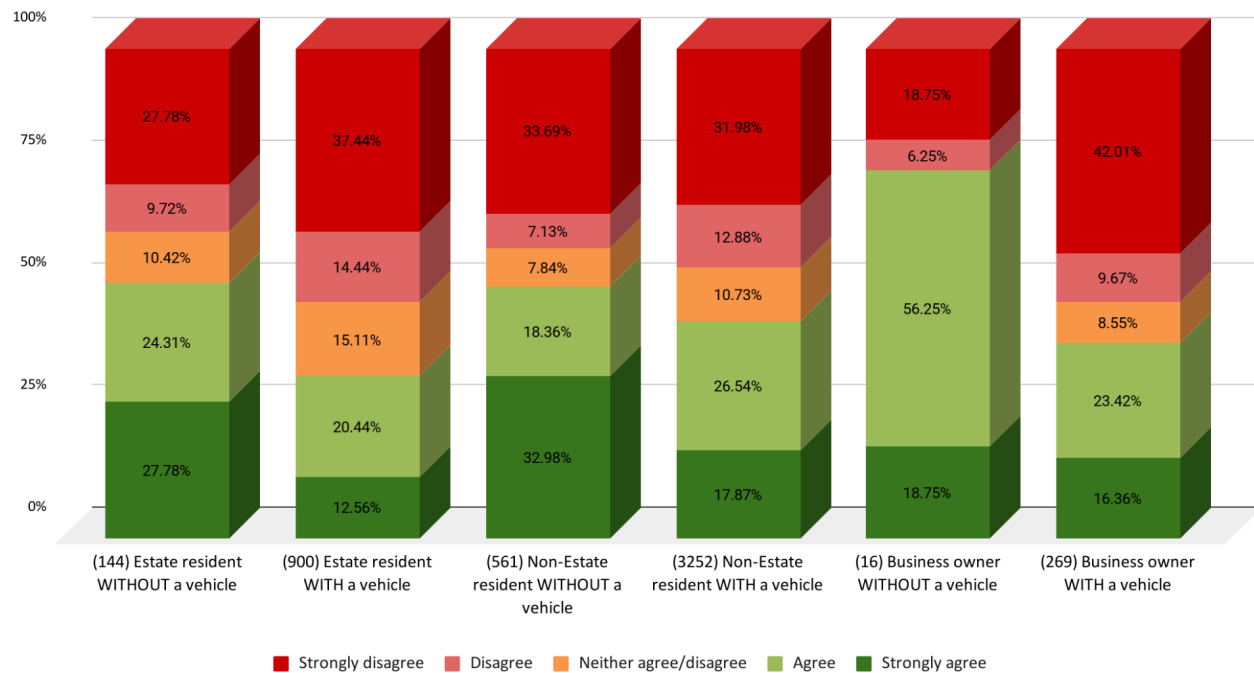
- Q5a - Proposed changes to emissions-based charging schemes - Recommendation 2.11 (page 52 of the PEP)
- Q5b - Proposed changes to diesel surcharge - Recommendation 2.12 (page 53/54 of the PEP)



43% of respondents agree with the proposal to increase the emissions-based charging bands for permits from five to 13, which will make permits cheaper for low emission vehicles, and more expensive for higher polluting vehicles. 45% of respondents disagree with the proposal, with 11% neither agree nor disagree.

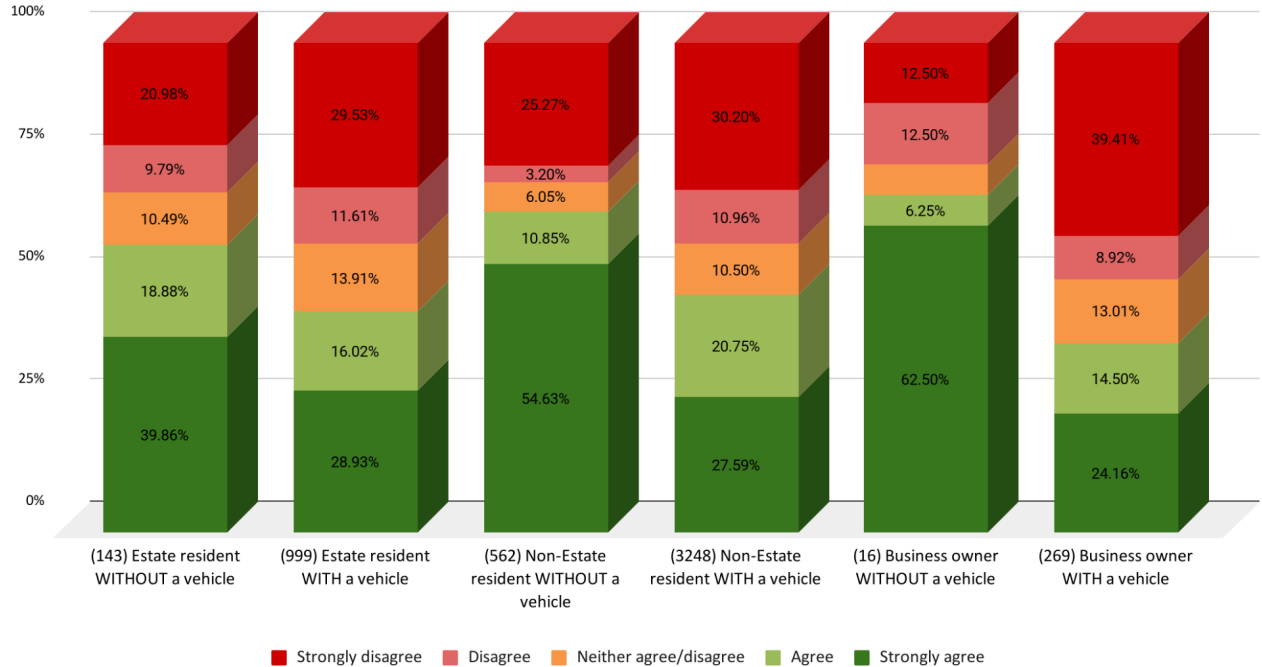
Almost half (49%) of respondents agree with the proposal to increase the diesel surcharge, compared to 40% who agree, with 11% who neither agree nor disagree.

"a) The changes to the emissions-based charging structure for permits increasing from five to 13 bands, which will make permits cheaper for low emission vehicles, and more expensive for higher polluting vehicles." vs "I am a - Estate resident/Non-Estate resident/Business owner" and "Do you own a vehicle?" (Base 5142 responses)



Across all categories, respondents who do not own a vehicle are more likely than vehicle owners to support the proposal to change the emissions-based charging structure for permits. The level of support for the proposal was 11% lower for estate residents with a vehicle (33%), compared to non-estate residents with a vehicle (44%). However, since a higher proportion of estate residents with a vehicle (15%) neither agree nor disagree with the proposal, compared to non-estate residents with a vehicle (11%), the difference in disagreement between estate residents and non-estate residents in terms of disagreement is not as significant as the difference in the level of support. 52% of estate residents with a vehicle disagree with the proposal, compared to 45% of non-estate residents with a vehicle, a difference of 7%. 40% of business owners with a vehicle agree with the proposal, which is lower than the overall level of agreement (43%) as seen in the previous graph. Furthermore, the level of disagreement for this group (52%) is 6% higher than the overall level of disagreement (45%). Please note that non-rounded figures were used to calculate the 6%. The small base size of 16 for business owners without a vehicle also needs to be viewed with caution.

"b) The proposed diesel surcharge increasing year on year to encourage people to move away from diesel vehicles." vs "I am a - Estate resident/Non-Estate resident/Business owner" and "Do you own a vehicle?" (Base 5237 responses)

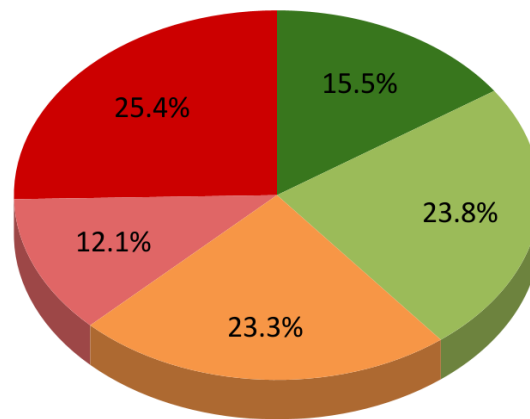


Across all categories, respondents who do not own a vehicle are more likely than vehicle owners to support the proposal to increase the diesel surcharge year on year. The level of support for the proposal was 3% lower for estate residents with a vehicle (45%), compared to non-estate residents with a vehicle (48%), with the disagreement percentage equal at 41%. 39% of business owners with a vehicle agree with the proposal, which is lower than the overall level of agreement (49%) as seen in the previous graph. Furthermore, the level of disagreement for this group (48%) is 8% higher than the overall level of disagreement (40%). Please note that the small base size of 16 for business owners without a vehicle needs to be viewed with caution.

Parking zones

To what extent do you agree or disagree with the proposal to expand the criteria used to trigger a parking zone review, and to assess a parking zone's effectiveness, to include public support, high levels of parking stress (lack of available parking spaces), poor air quality, and/or road safety concerns? (Base 4773)

- *Changes to the PZ review process - Recommendation 4.3 (page 66/67 of the PEP)*



● Strongly agree ● Agree ● Neither agree/disagree ● Disagree ● Strongly disagree

More respondents agree (43%) than disagree (31%) with the proposal to expand the criteria used to trigger a parking zone review.

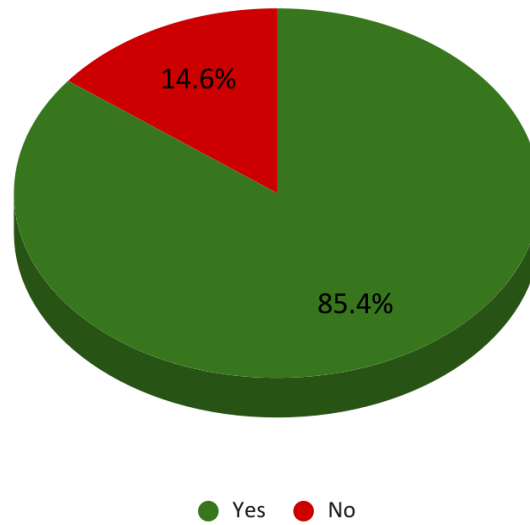
Do you have any other comments about the parking zone consultation process?

1979 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
Comment against LTNs e.g. contribute to increase in traffic on main roads, pollution, emergency services delays, longer journeys	322	16%
Resident parking should be prioritised / expanded	205	10%
People who need to use their cars need to be prioritised e.g. disabled people, tradespeople, emergency services, key workers	163	8%
Consultation process need to be inclusive	129	7%
Parking zones are a money-making scheme	128	6%
The Council do no listen to resident views / already decided what to do	126	6%
Parking zone hours should be changed	107	5%
EV policy not fair on less well off people / favours people who can afford to buy EVs	99	5%
Consultation process is undemocratic / majority view not taken into account	97	5%
More EV infrastructure required e.g. charging points, especially on estates; some charging points unavailable/not working	76	4%
Parking zone is working as it should be	61	3%
Consultation is designed in a way to find answers the Council is looking for	43	2%
Pre-engagement is needed / before a decision has been made	42	2%

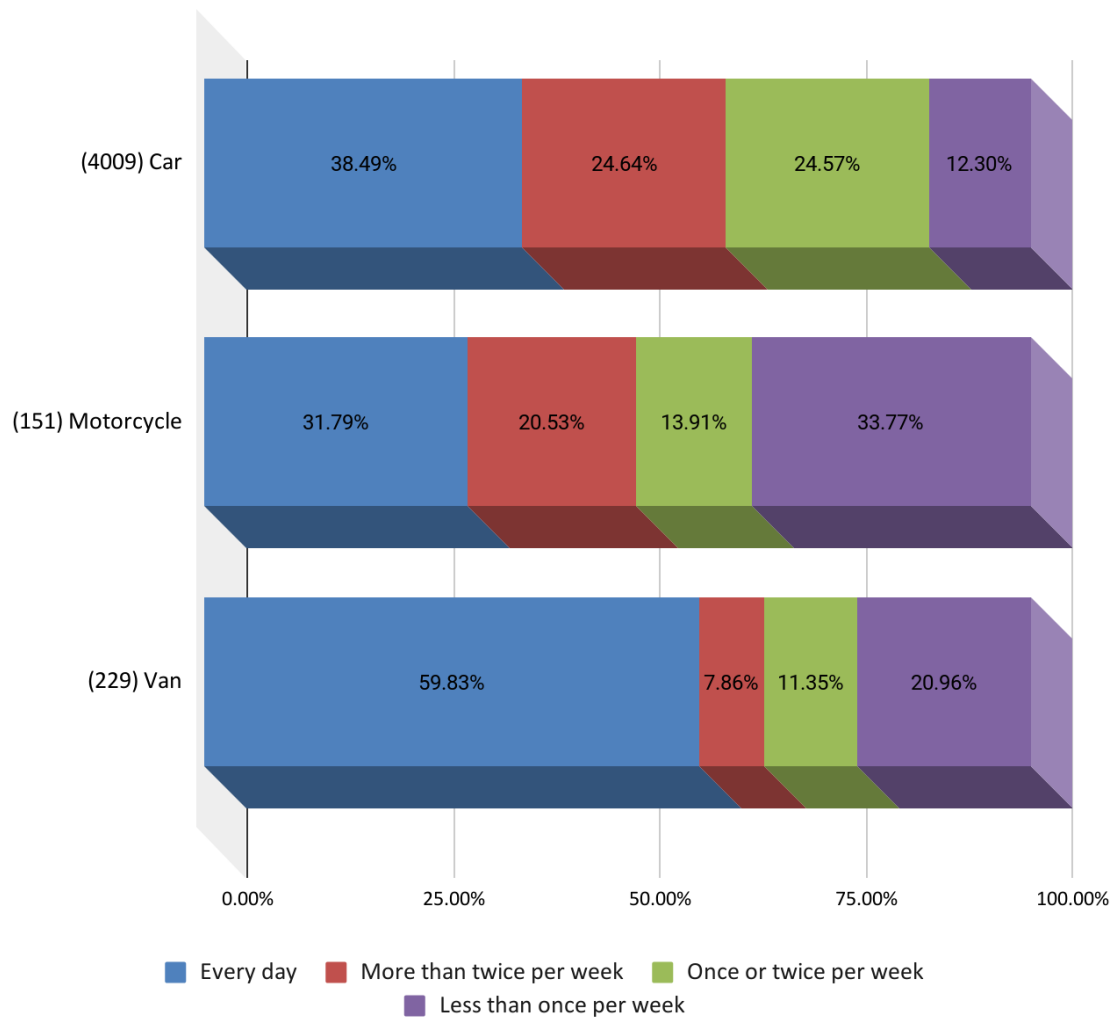
Permits

Do you own a vehicle? (Base 4889)



The vast majority (85%) of respondents own a vehicle.

What type of vehicle do you own and how do you use your vehicle? (Base 4389)



Only vehicle owners could answer this question.

The vast majority of respondents (4009) own a car, whilst 229 own a van and 115 a motorcycle.

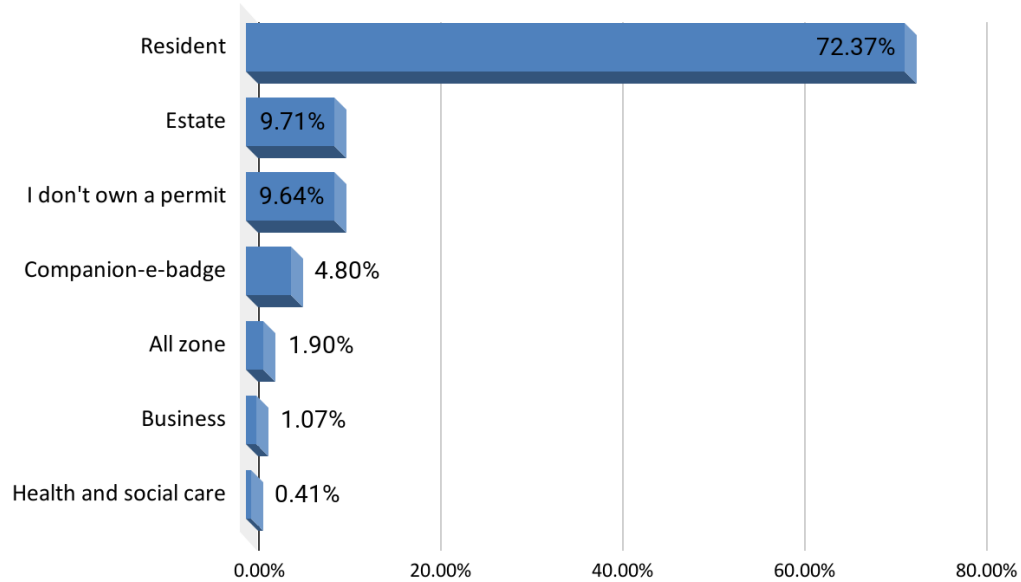
In terms of use, the majority of car owners (38%) use their car every day, 25% use it more than twice per week, 25% once per week and 12% less than once per week. Motorcyclists generally use their vehicle less frequently, with 32% using it every day and 21% using it more than twice per week. Of the three vehicle types, van owners use their vehicle the most with 60% using it every day.

Other for vehicle type and use

325 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
Vehicle type		
Car	175	54%
Bicycle	65	20%
Campervan / motorhome	21	6%
Van	9	3%
Frequency of use		
Every day	61	19%
More than once a week	37	11%
Less than once a week	11	3%
Reason for use		
Use vehicle for work/ commuting	46	14%
Vulnerable to Covid / disabled	22	7%
Holidays / leisure/days out / travelling out of London	9	3%
Shopping	11	3%
Visiting family	8	2%

Which permit (if any) do you own? (Base 4376)

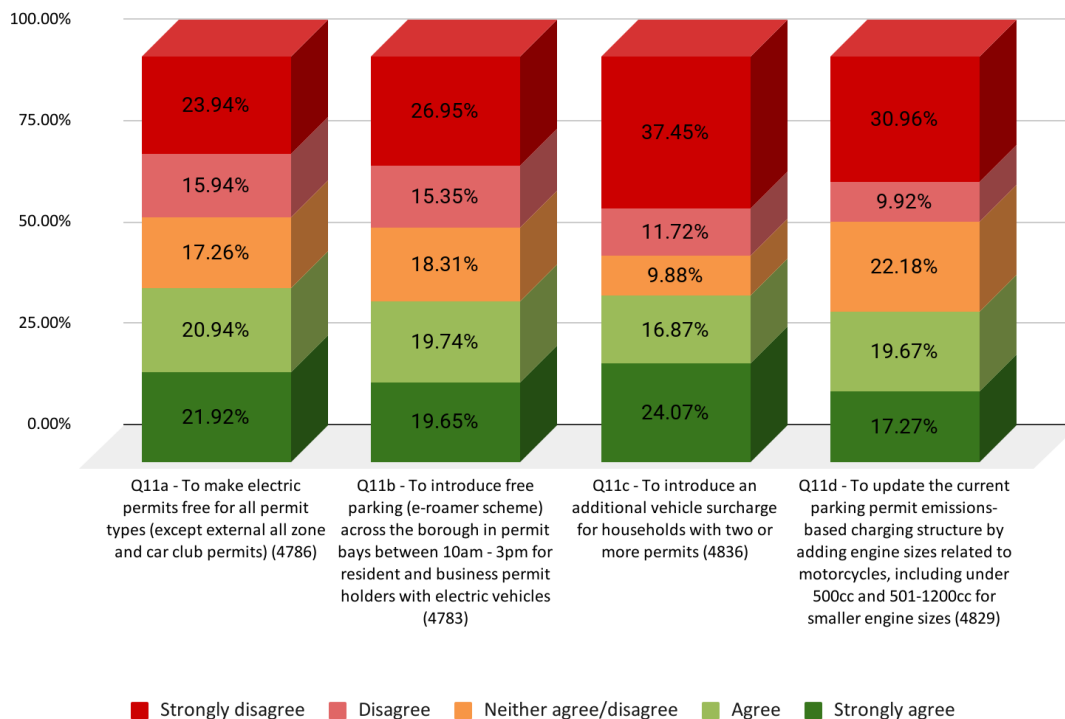


Respondents were able to choose all that applied to them from the available list. Only vehicle owners could answer this question.

Of the total responses submitted, the majority of responses (72%) came from resident permit holders, followed by estate permit holders (12%). Of the total responses, 10% came from respondents who do not own a permit and 5% from companion e-badge holders.

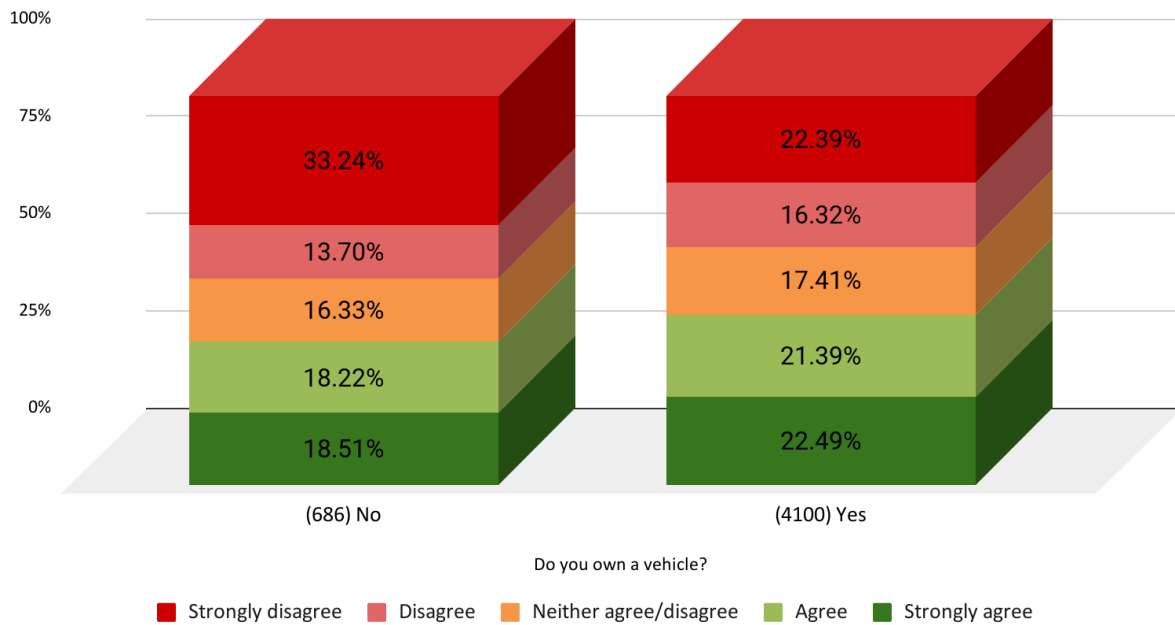
To what extent do you agree or disagree with the following proposals? - Free permits for electric vehicles / Free e-roamer scheme / Additional vehicle surcharge / Motorcycle vehicle engine size review

- Q11a - Free permits for electric vehicles - Recommendation 5.1 (page 75 of the PEP)
- Q11b - Free e-roamer scheme - Recommendation 5.2 (page 76 of the PEP)
- Q11c - Additional vehicle surcharge - Recommendation 5.3 (page 79 of the PEP)
- Q11d - Motorcycle vehicle engine size review - Recommendation 5.8 (page 84/85 of the PEP)



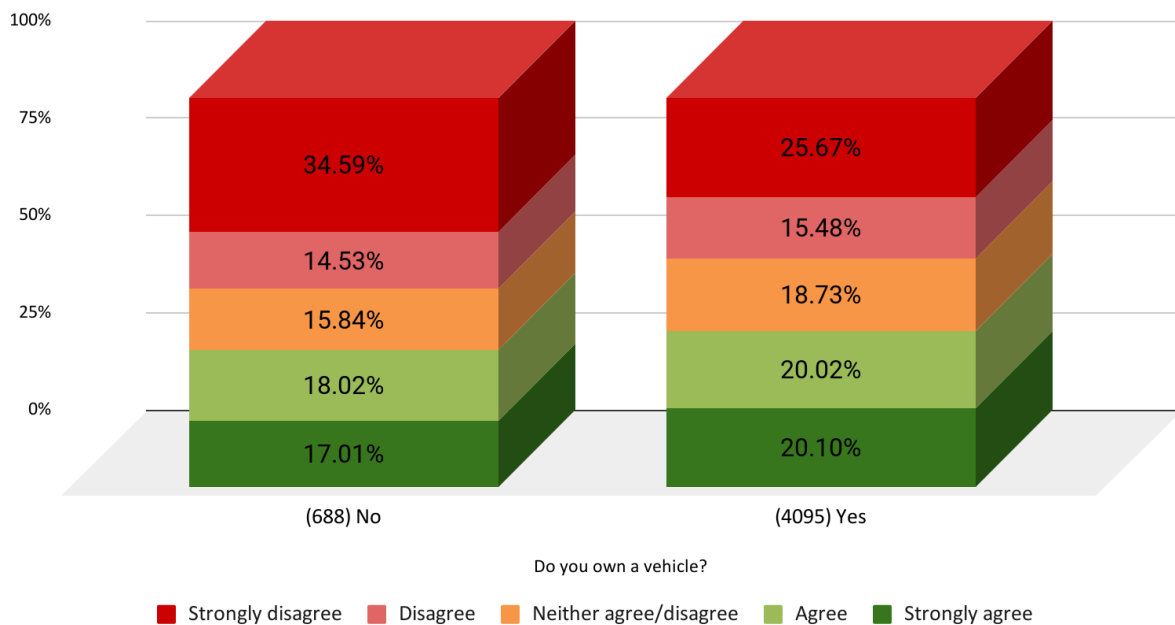
Across all four proposals agreement and disagreement are evenly distributed. However, in terms of responding on the extreme ends of the scale, respondents were more likely to strongly disagree with the proposals than strongly agree. Regarding the proposal to make electric permits free for all permit types (except external all zone and car club permits) 43% of respondents agree and 40% disagree. Compared to this proposal, slightly less respondents agree (39%) and slightly more respondents disagree (42%) with the proposal to introduce free parking (via an e-roamer scheme) across the borough in permit bays between 10am - 3pm for resident and business permit holders with electric vehicles. Of all four proposals the proposal to introduce an additional vehicle surcharge for households with two or more permits received saw the highest level of disagreement at 49%, with 41% agreeing. 37% of respondents agree with the proposal to update the current emissions-based charging structure by adding engine sizes related to motorcycles, with 4% more respondents (41%) disagreeing.

" a) To make electric permits free for all permit types (except external all zone and car club permits)" vs "Do you own a vehicle?" (Base 4786)



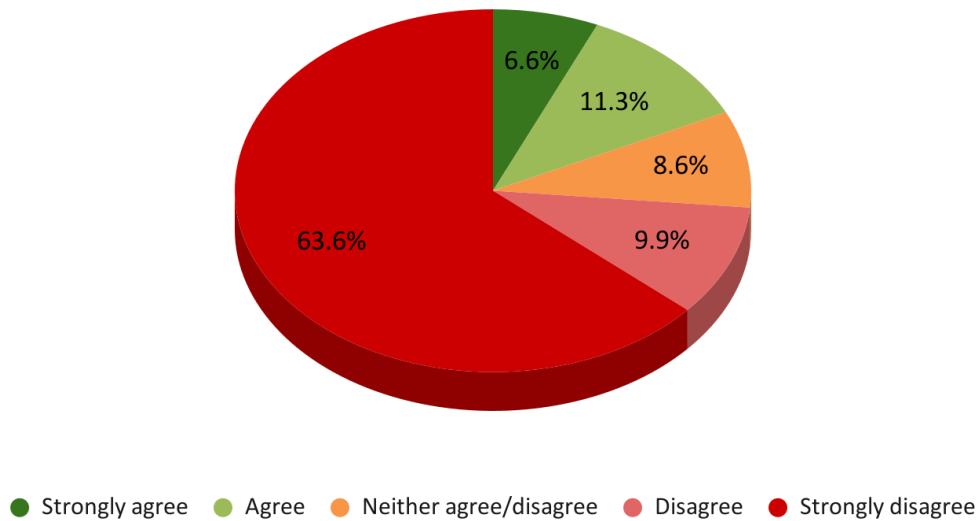
Vehicle owners (44%) are more likely than non-vehicle owners (37%) to agree with the proposal to make electric permits free for all permit types (except external all zone and car club permits). 47% of non-vehicle owners disagree with the proposal compared to 39% of vehicle owners. However, most notable is the much greater percentage (11%) of non-vehicle owners who strongly disagree with the proposal (33%) compared to vehicle owners (22%).

" b) To introduce free parking (e-roamer scheme) across the borough in permit bays between 10am - 3pm for resident and business permit holders with electric vehicles." vs "Do you own a vehicle?" (Base 4783)



The results of this graph follow a similar pattern to the previous graph. Vehicle owners (40%) are more likely than non-vehicle owners (35%) to agree with the proposal to introduce free parking (e-roamer scheme) across the borough in permit bays between 10am - 3pm for resident and business permit holders with electric vehicles. The percentage of non-vehicle owners who disagree with the proposal is just under half at 49%, with 41% of vehicle owners disagreeing. Similarly to the previous graph, most notable is the much greater percentage (9%) of non-vehicle owners who strongly disagree with the proposals (35%) compared to vehicle owners (26%).

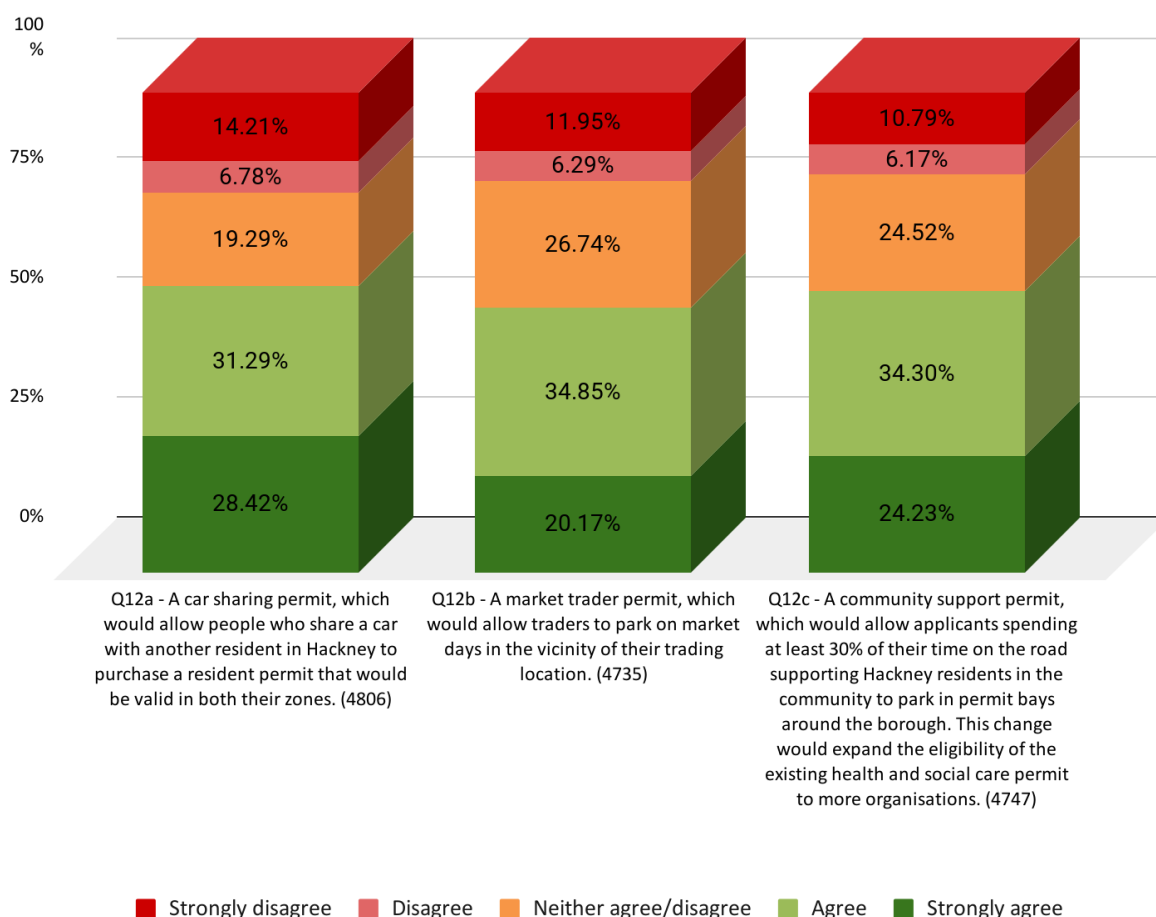
"d) To update the current parking permit emissions-based charging structure by adding engine sizes related to motorcycles, including under 500cc and 501-1200cc for smaller engine sizes." vs Motorcycle owners ONLY (Base 151)



74% of motorcycle owners disagree with the proposal to update the current parking permit emissions-based charging structure by adding engine sizes related to motorcycles. Most notable is the percentage who strongly disagree (64%). 18% of motorcycle users agree with the proposal. This is less than half of the percentage of all respondents to this question who agree (37%).

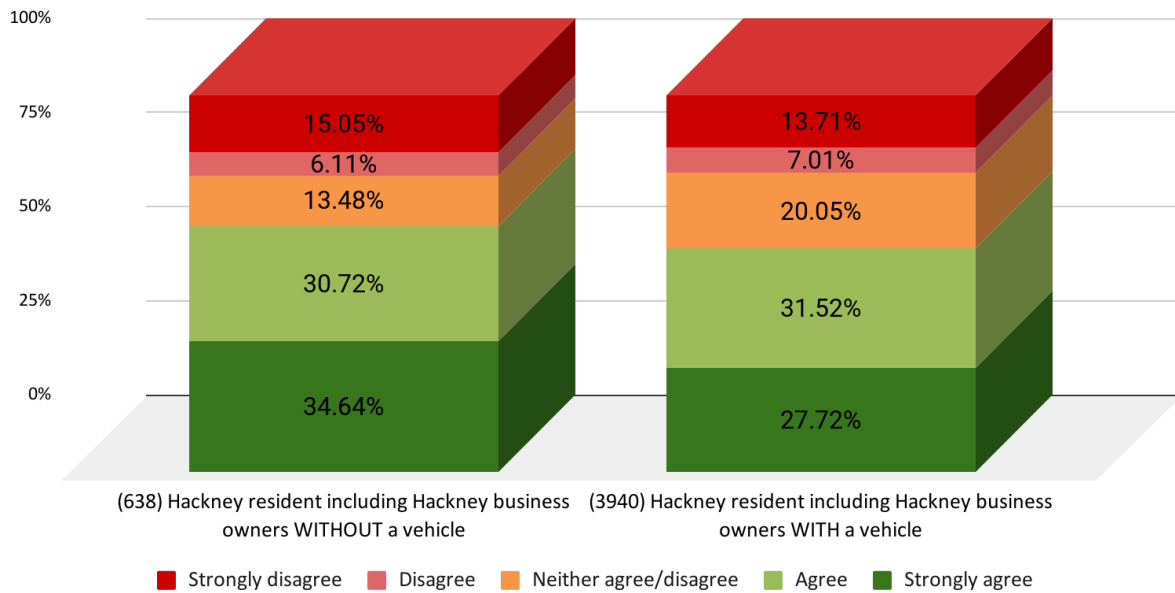
To what extent do you agree or disagree with the proposed introduction of the following?
- Car sharing permit / Market trader permit / Community support permits

- Q12a - Car sharing permit - Recommendation 5.4 (page 79/80 of the PEP)
- Q12b - Market trader permit - Recommendation 5.12 (page 93 of the PEP)
- Q12c - Community support permits - Recommendation 5.10 (page 89 of the PEP)



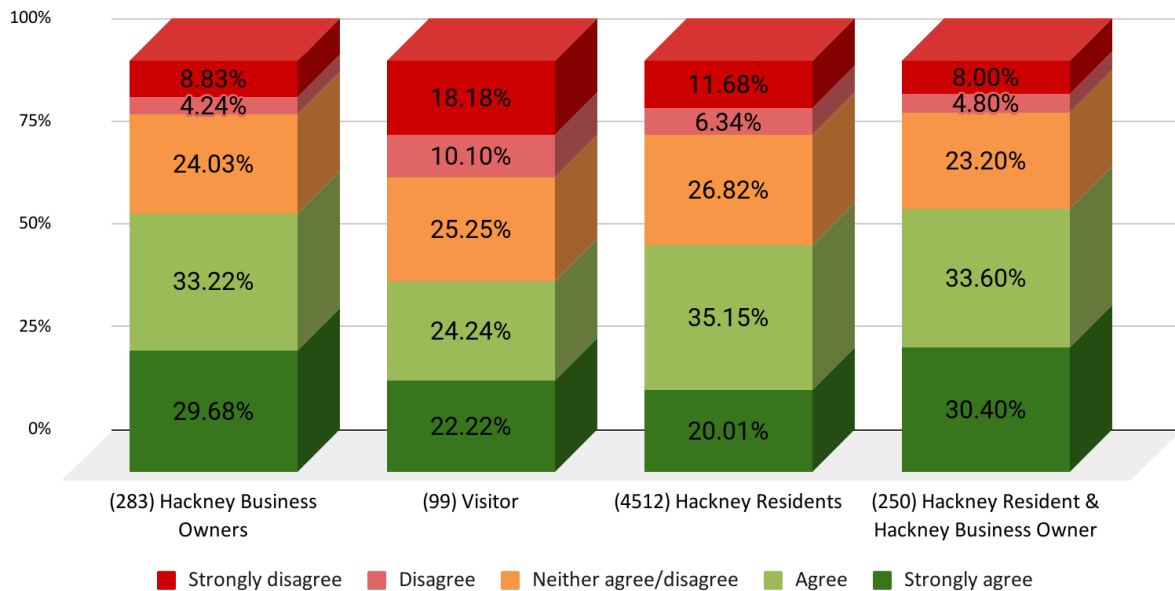
Across all three proposals a clear majority of respondents agree with the proposals. 60% of respondents agree with the car sharing permit proposal, 55% with the market trader permit proposal and 59% with the community support permit proposal. Furthermore, as a relatively large percentage of respondents neither agree nor disagree with the proposals, ranging between 19% for the car sharing permit proposal and 27% for the market trader permit proposal, the percentage of respondents who disagree with these three proposals are relatively low compared to the percentage who agree. 21% of respondents disagree with the car sharing permit proposal, 18% with the market trader permit proposal and 17% with the community support permit proposal.

"a) A car sharing permit, which would allow people who share a car with another resident in Hackney to purchase a resident permit that would be valid in both their zones." vs "I am a Hackney resident including Hackney business owners" and "Do you own a vehicle?" (Base 4578)



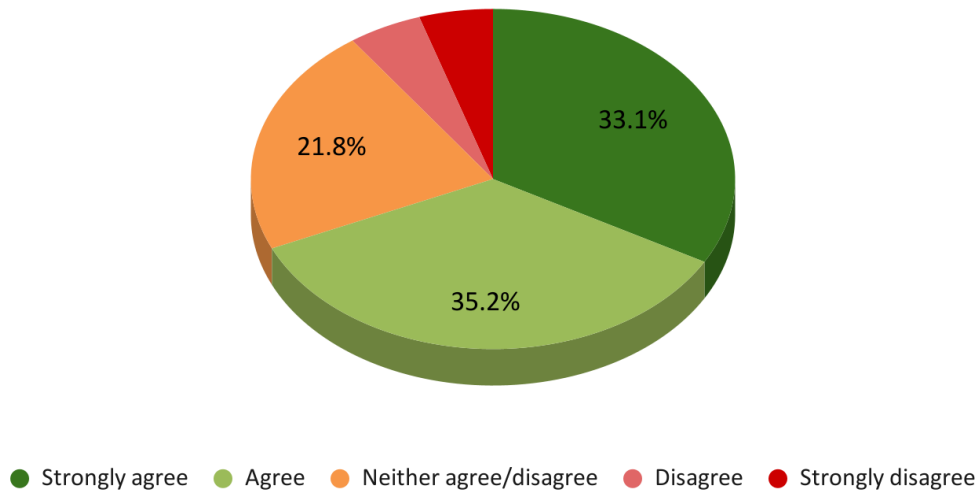
Hackney residents including Hackney business owners without a vehicle are 6% more likely to agree (65%) with the car sharing permit proposal than Hackney residents including Hackney business owners with a vehicle (59%). Respondents with a vehicle are just 1% less likely to agree with the proposal than the average agreement percentage for this proposal (60%).

"b) A market trader permit, which would allow traders to park on market days in the vicinity of their trading location." vs "I am a Hackney resident including Hackney business owners" and "Do you own a vehicle?" (Base 5144 responses)



Hackney business owners (63%) and Hackney business owners who are also Hackney residents (64%), were more likely to agree with the market trader permit proposal than all Hackney residents (55%) and visitors (46%). However, it should be noted that levels of agreement relative to disagreement are high across all categories, especially due to the large percentage of respondents who neither agree nor disagree with the proposal. For example, although less than half of visitors agree with the proposal (46%), due to the large percentage of respondents who neither agree nor disagree (25%), a relatively small percentage of respondents disagree (28%) with the proposal.

"c) A community support permit, which would allow applicants spending at least 30% of their time on the road supporting Hackney residents in the community to park in permit bays around the borough. This change would expand the eligibility of the existing health and social care permit to more organisations." vs Hackney NHS worker/Worker in the borough/Member of a group or organisation/Staff of a private medical services provider (Base 142)

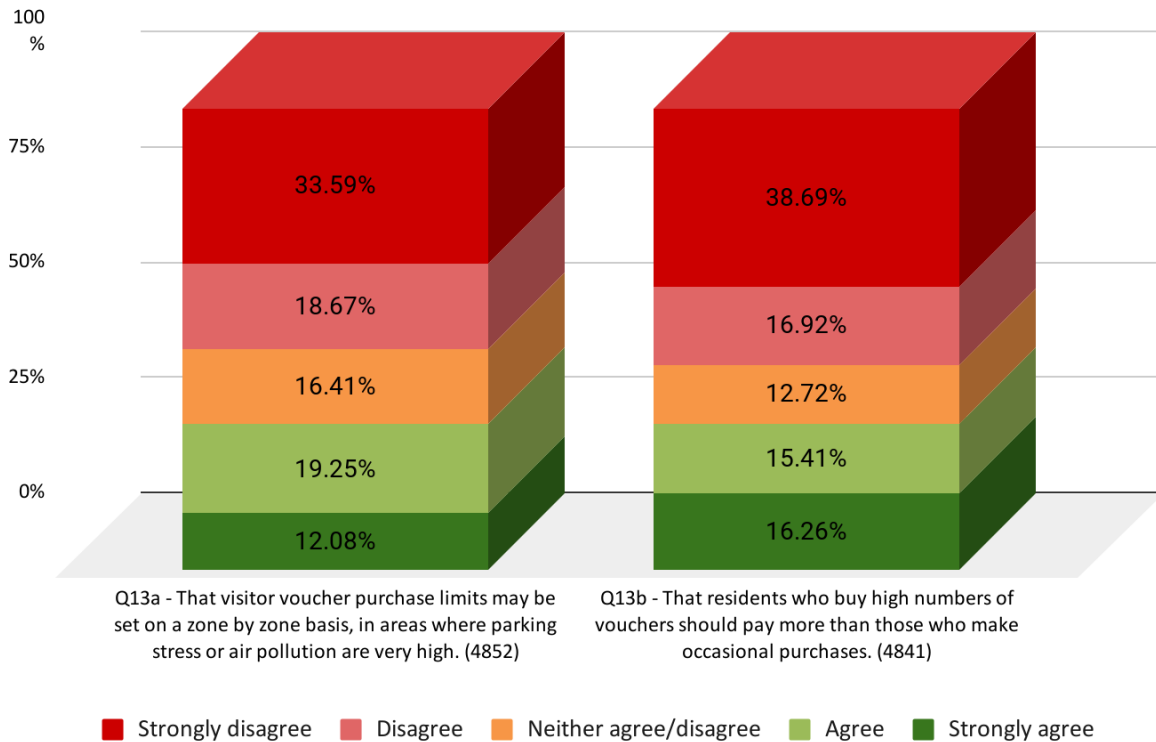


There is strong agreement (68%) for the community support permit among respondents who are most likely to use a community support permit. Support levels are higher than the overall level of support (59%) for this type of permit.

Visitor vouchers

To what extent do you agree or disagree with the following proposals? - Variable visitor voucher parking zone limits / Visitor voucher purchase limits

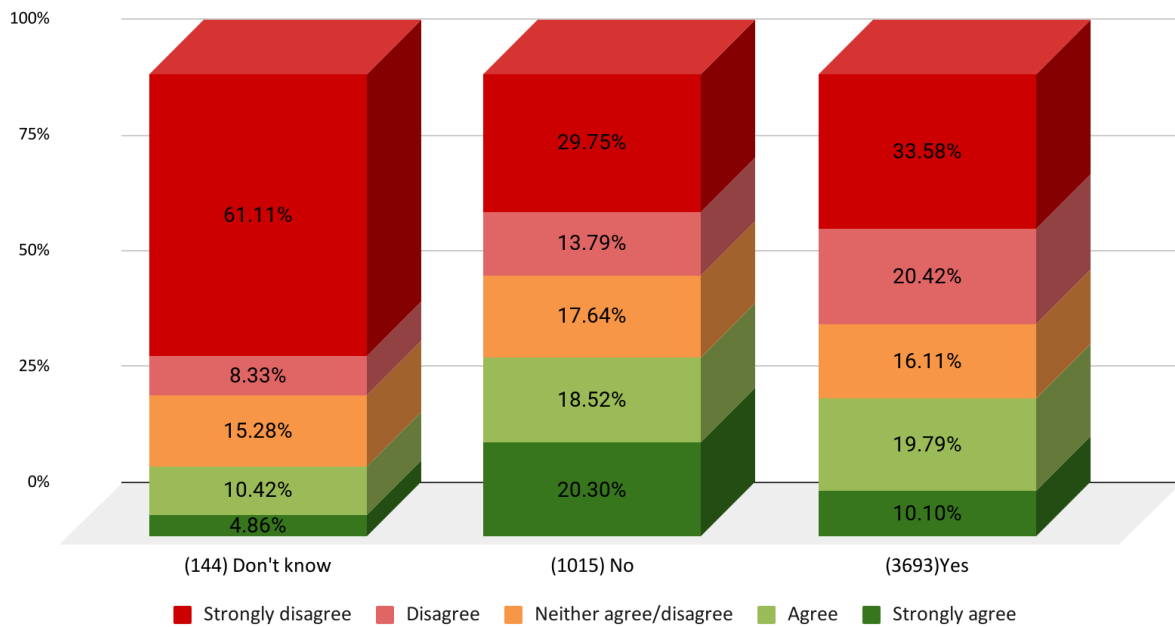
- Q13a - Variable visitor voucher parking zone limits - Recommendation 5.15 (page 99 of the PEP)
- Q13b - Visitor voucher purchase limits - Recommendation 5.14 (page 98 of the PEP)



31% of respondents agree with the variable visitor voucher parking zone limits proposal. More than half (52%) of respondents disagree with the proposal, with 16% neither agree nor disagree.

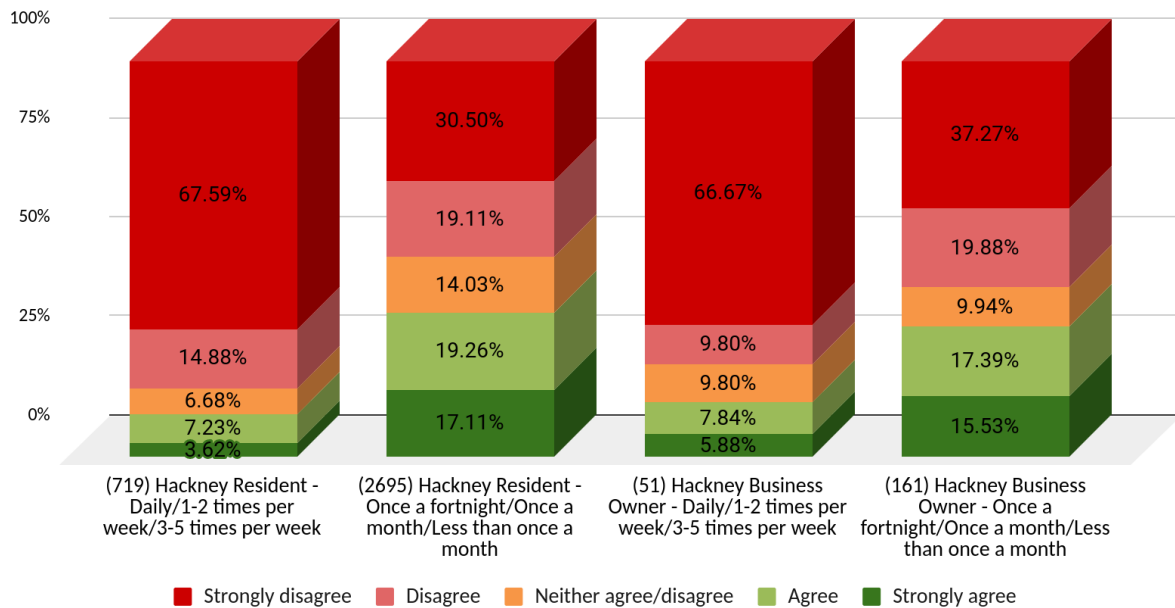
Support for the proposal that residents who buy high numbers of vouchers should pay more than those who make occasional purchases is at 32%. 56% of residents disagree with the proposal, with 13% neither agree nor disagree.

"a) That visitor voucher purchase limits may be set on a zone by zone basis, in areas where parking stress or air pollution are very high." vs "Do you use visitor vouchers?" (Base 4852)



Respondents who use visitor vouchers are more likely to disagree with the visitor voucher purchase limits proposal (54%) than respondents who do not use visitor vouchers (44%). Among respondents who use visitor vouchers, three in ten (30%) agree with the proposal, compared to just under four in ten (39%) of non-visitor voucher users.

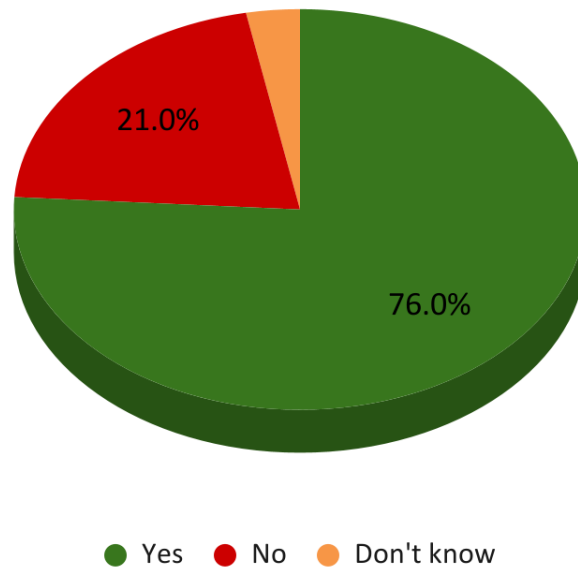
"b) That residents who buy high numbers of vouchers should pay more than those who make occasional purchases." vs
 "Do you use visitor vouchers?" (YES ONLY) & Frequency by "I am a...." (Hackney resident and/or Hackney Business
 Owner) (Base 3626)



Among Hackney residents who often use visitor vouchers (1 to 5 times per week) there are very high levels of disagreement (82%) for the proposal that residents who buy high numbers of vouchers should pay more than those who make occasional purchases. Hackney residents who do not often use visitor vouchers (once a fortnight to less than once a month) are in much less disagreement with half (50%) disagreeing.

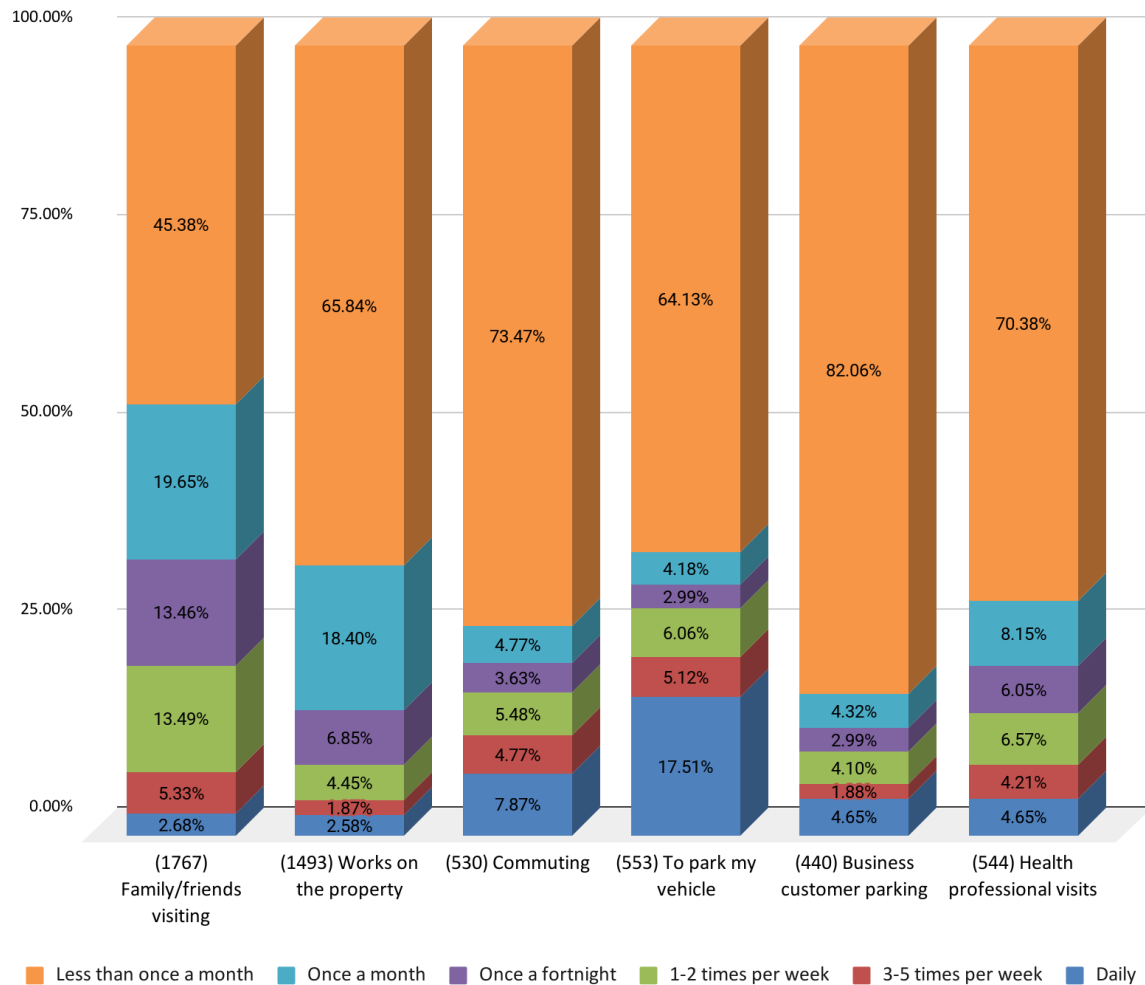
Hackney business owners who regularly buy visitor vouchers are similarly to Hackney residents strongly opposed to the proposal, with 76% disagreeing. Hackney business owners who buy visitor vouchers less frequently are in much less disagreement at 57%.

Do you use visitor vouchers? (Base 4889)



The vast majority of respondents (76%) use visitor vouchers, with just above five in ten (21%) who do not.

How do you use your visitor vouchers and how often do you use them?



Only visitor voucher users could answer this question. Respondents were able to select more than one answer.

The majority of visitor voucher users use visitor vouchers for family or friends visiting (1767 responses), followed by works on their property (1493) and health professional visits (544).

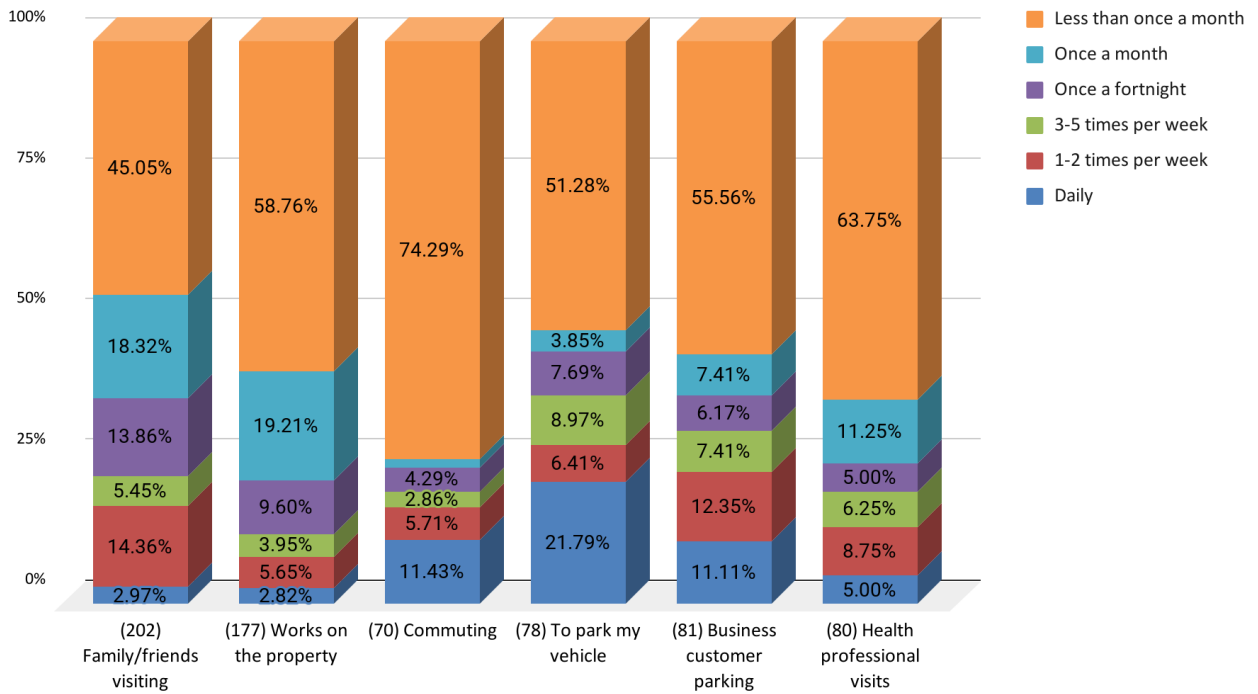
The buying frequency across all categories is on the low end. Although many respondents buy visitor vouchers for works on their property, frequency is low with 84% of respondents indicating that they buy a visit voucher for that purpose either once a month or less than once a month. Frequency is highest for family or friends visiting, with 35% indicating that they buy visitor vouchers for this purpose between daily and once a fortnight.

Other for how do you use visitor vouchers and how often

261 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
How vouchers used		
For tradespeople	86	33%
Family and friends	80	31%
Carers / visitors for people with disabilities / childcare	39	15%
To park vehicle / rented / work	36	14%
How often used		
Rarely / twice a year or less	33	13%
Occasionally / less than once a month	32	12%
Once a week or more (include every day)	16	6%
No specific usage	9	3%
Once a month	5	2%
Miscellaneous		
Tradespeople / parking solution for tradespeople needed / discount visitor vouchers	9	3%
Too expensive / concern about price rises	4	2%
Fraud/misuse an issue	4	2%

"How do you use your visitor vouchers and how often do you use them?" vs Hackney resident and business owner ONLY (Base 688)

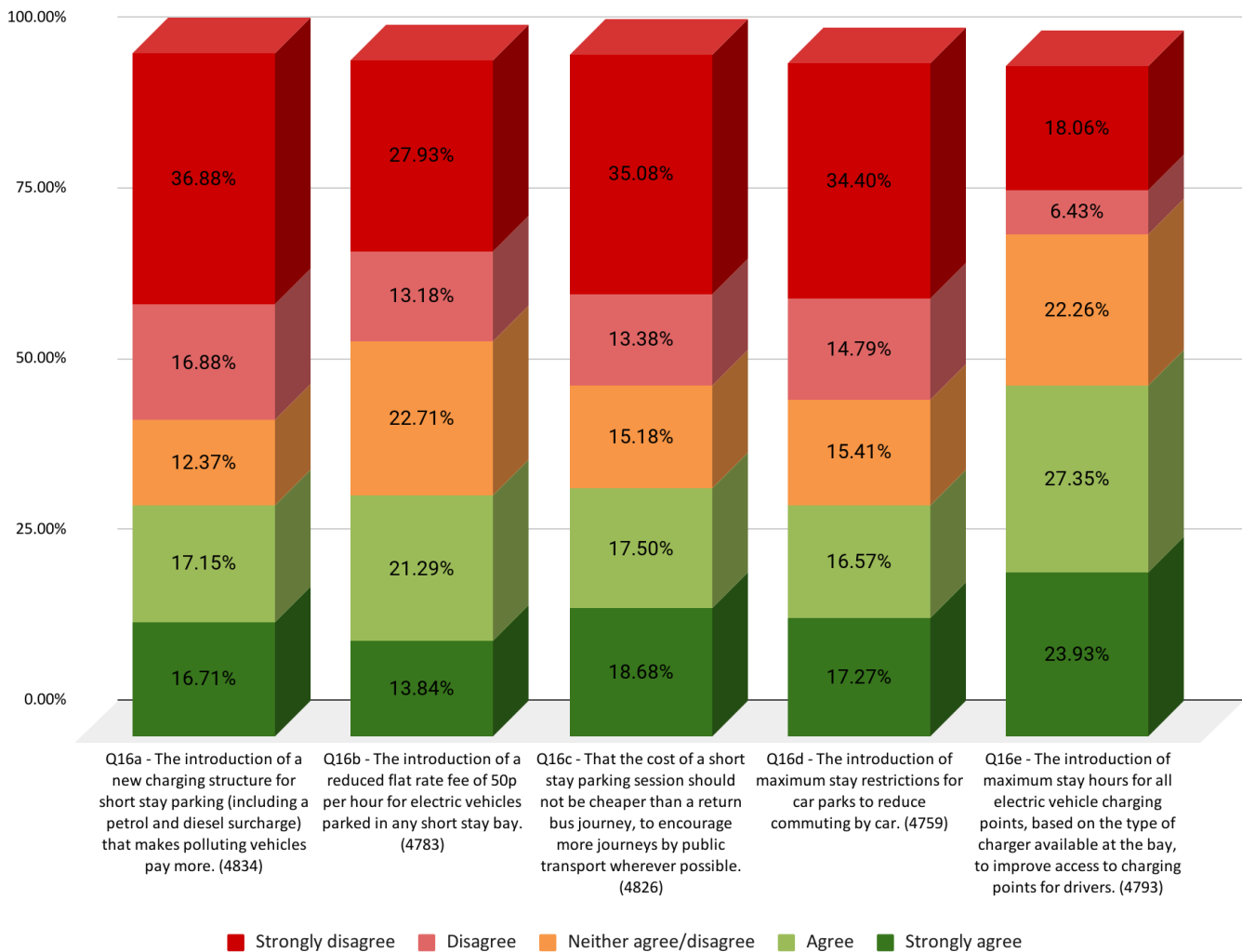


The data of respondents who are Hackney residents *and* business owners are shown in the graph above. Similarly to the overall result, visitor vouchers are most used for family/friends visiting, followed by works on their property. However, there are key differences in terms of frequency of visitor voucher use. Compared to the overall result, business owners who are also Hackney residents are much more likely to buy visitor vouchers to park their vehicle and for business customer parking. 45% of respondents use visitor vouchers to park their vehicle between daily and once a fortnight and 37% for business customer parking for the same frequency.

Parking provisions and services

To what extent do you agree or disagree with the following proposals or statements? - Emissions-based charging for short stay / Short stay parking pricing / Short stay parking pricing / Maximum stay for car parks / Maximum stay for electric vehicle charging points

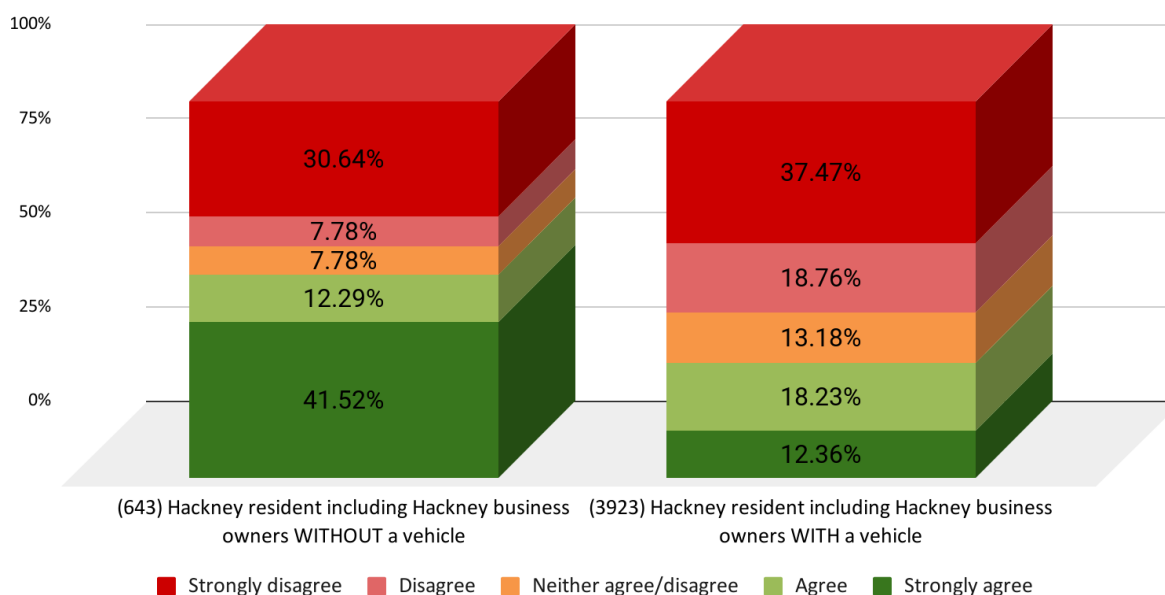
- Q16a - Emissions-based charging for short stay - Recommendation 6.1 (page 104 of the PEP)
- Q16b - Short stay parking pricing
- Q16c - Short stay parking pricing - Recommendation 6.3 (page 105 of the PEP)
- Q16d - Maximum stay for car parks - Recommendation 6.5 (page 106 of the PEP)
- Q16e - Maximum stay for electric vehicle charging points - Recommendation 6.7 (page 109 of the PEP)



Across all proposals, there is most support for the maximum stay for electric vehicle charging points proposal, with 51% of respondents agreeing with the proposal. 24% of respondents disagree with the proposal, with 22% neither agree nor disagree.

The remaining proposals have similar levels of agreement and disagreement. All of the remaining proposals received levels of support between 34% and 36%. Levels of disagreement range from 41% for the introduction of a reduced flat rate fee of 50p per hour for electric vehicles parked in any short stay bay to 54% for the emissions-based charging for short stay proposal. The proposal that the cost of a short stay parking session should not be cheaper than a return bus journey and the maximum stay for car parks proposal received similar levels of disagreement at 48% and 49% respectively.

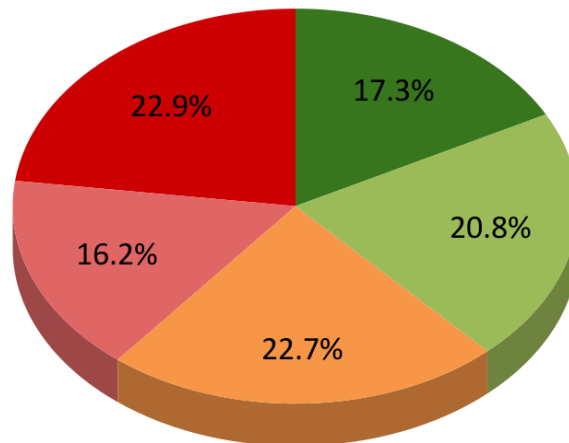
"a) The introduction of a new charging structure for short stay parking (including a petrol and diesel surcharge) that makes polluting vehicles pay more." vs "I am a Hackney resident including Hackney business owners" and "Do you own a vehicle?" (Base 4566)



Hackney residents, including Hackney business owners with a vehicle are more likely to disagree (56%) with the emissions-based charging for short stay proposal than the non-vehicle owners in this group (38%). A large percentage of non-vehicle owners in this group (42%) strongly agree with the proposal, compared to 12% of vehicle owners in this group. However, when looking at the overall agreement percentages, the gap is smaller with 54% of non-vehicle owners agreeing compared to 31% of vehicle owners who agree.

To what extent do you agree or disagree with the proposal to remove pay and display machines in areas where there is no longer demand for them because customers are now mostly using cashless parking or PayPoint? (Base 4829)

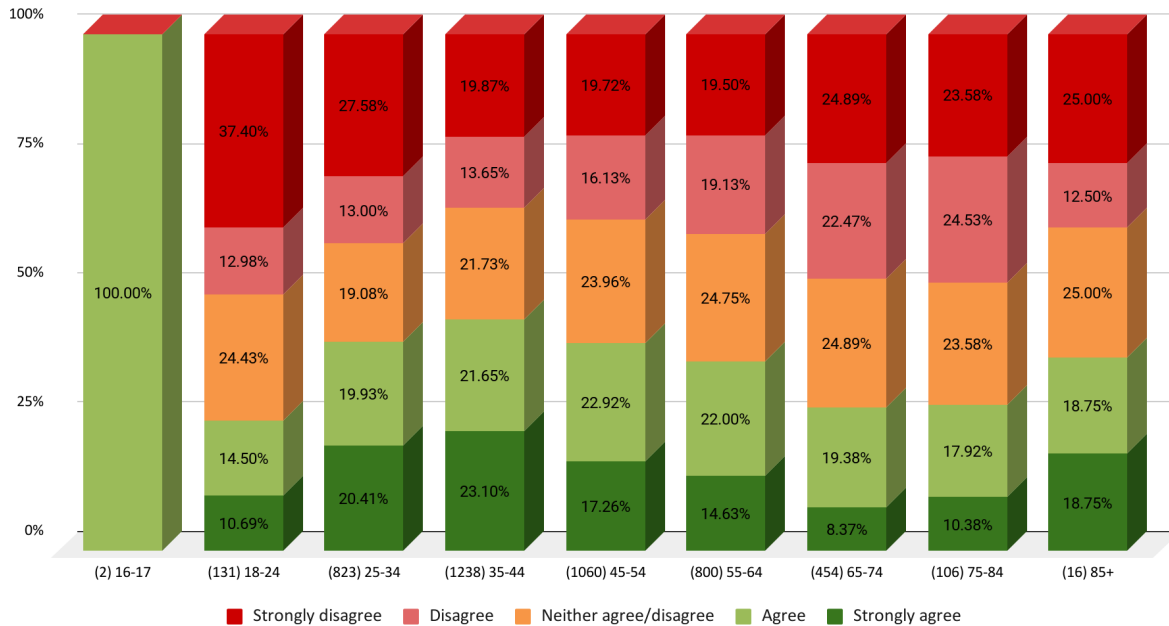
- *Transition toward cashless parking - Recommendation 6.2 (page 105 of the PEP)*



● Strongly agree ● Agree ● Neither agree/disagree ● Disagree ● Strongly disagree

Support for the transition towards cashless parking proposal is evenly split with 38% agreeing and 39% disagreeing. 23% of respondents indicated that they neither agree nor disagree.

"To what extent do you agree or disagree with the proposal to remove pay and display machines in areas where there is no longer demand for them because customers are now mostly using cashless parking or PayPoint?" vs Age Group (Base 4630)

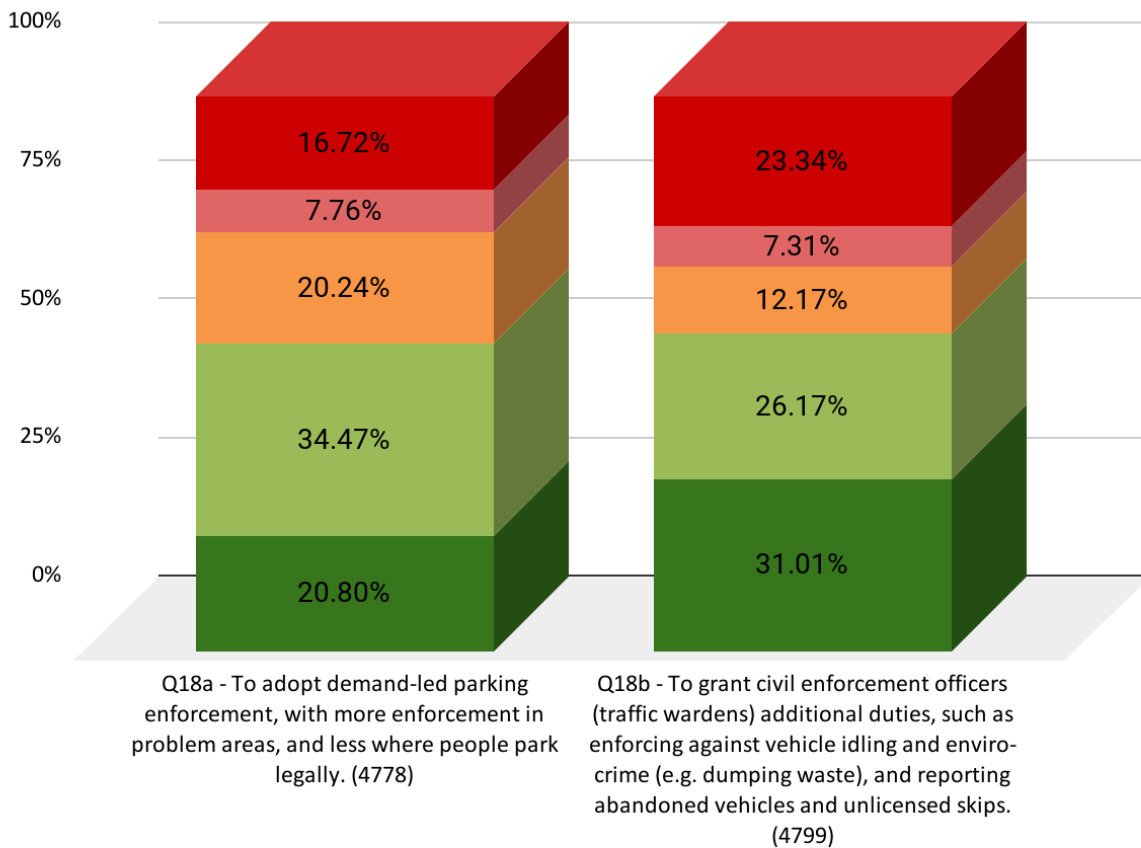


When the support levels of the above proposal is broken down by age groups, it is clear that agreement starts at a low base for 18-24 year olds (25%), rising to 45% among 35-44 year olds, whereafter it drops again to 28% among 65-74 and 75-84 year olds respectively. Support levels then rise again, to 38% among 85+ year olds, although the low base size of 16 must be noted and viewed with caution. The low base size for 16-17 year olds must be noted as well.

Compliance and enforcement

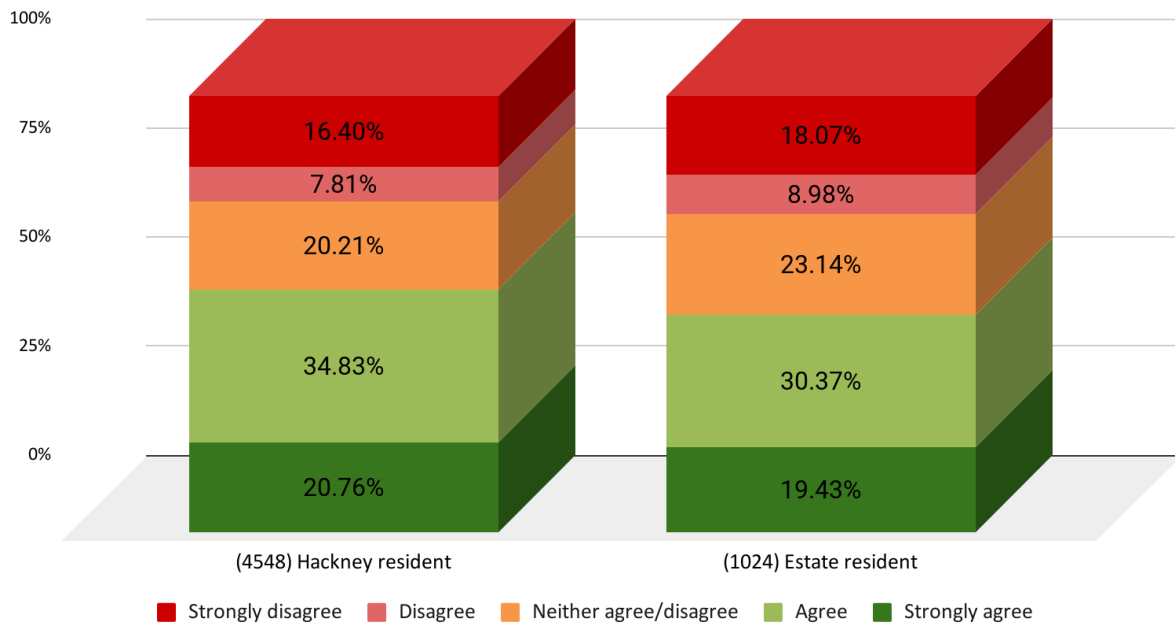
To what extent do you agree or disagree with the following proposals? - Demand-led enforcement / Reviewing the role of civil enforcement officers (CEO)

- Q18a - Demand-led enforcement - Recommendation 7.3 (page 116 of the PEP)
- Q18b - Reviewing the role of civil enforcement officers (CEO) - Recommendation 7.4 (page 117 of the PEP)



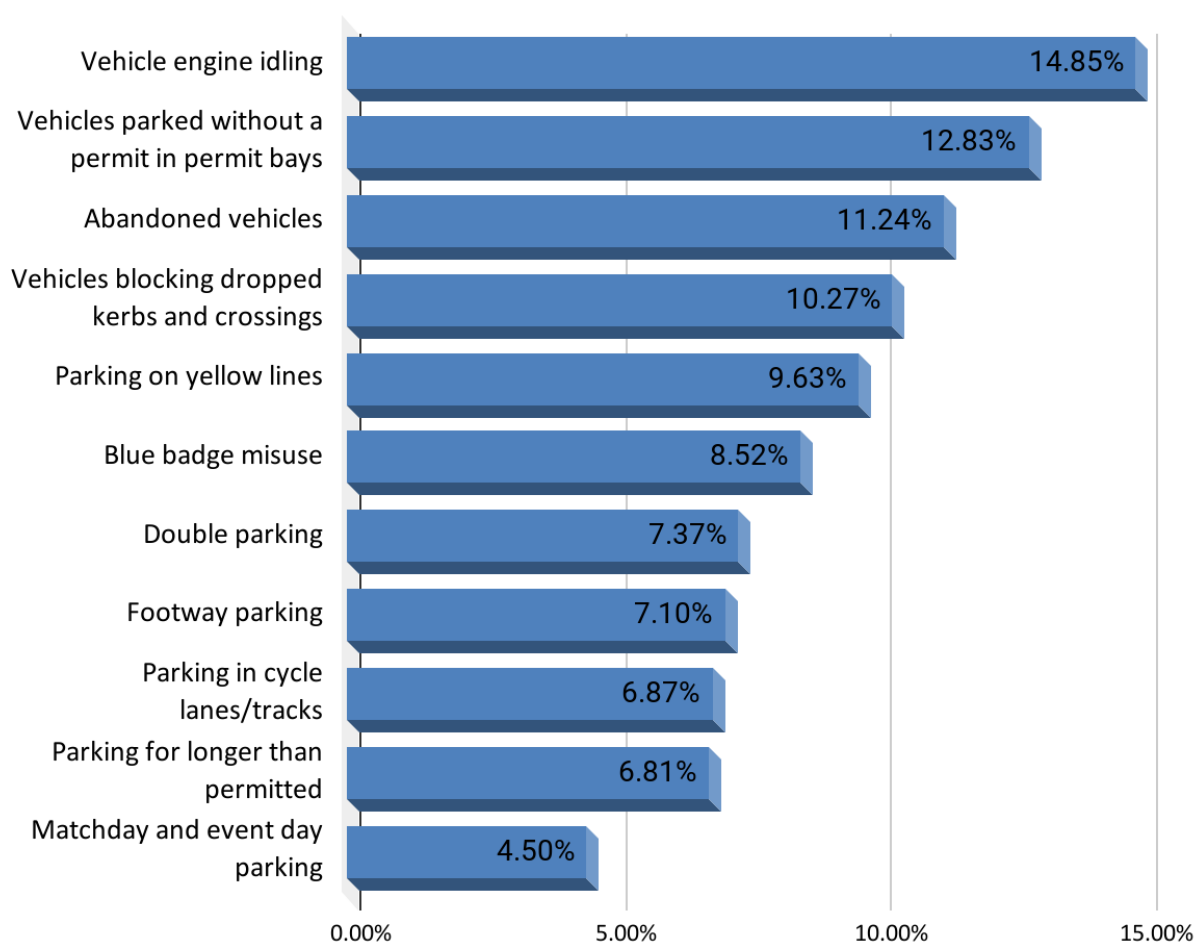
There is support of above 50% for both proposals. For the demand-led enforcement proposal, support is at 55%, with 57% agreeing that the civil enforcement officers should be granted additional duties. However, it should be noted that among those who disagree with the civil enforcement officers proposal (31%), a large percentage strongly disagree (23%). 24% of respondents disagree with the demand-led enforcement proposal.

"a) To adopt demand-led parking enforcement, with more enforcement in problem areas, and less where people park legally." by Hackney resident vs Estate resident (Base 5572 responses)



Hackney estate residents were only slightly less likely than all Hackney residents to agree with the demand-led parking enforcement proposal, with 56% of Hackney residents agreeing compared to 50% of estate residents.

Which are the biggest concerns for you in regards to parking in your area? (Tick all that apply) (Base 9925)



Respondents were able to choose all that applied to them from the available list.

Of the total responses submitted, the majority of concerns submitted related to vehicle engine idling (15%), vehicles parked without a permit in permit bays (13%) and abandoned vehicles (11%).

Other for biggest concerns

960 respondents answered this question. The following themes were prevalent in 2% or more of responses.

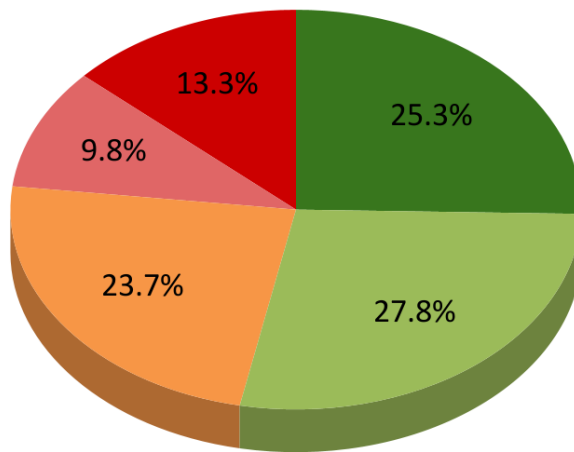
Theme	Count	Percentage
Parking Stress - lack of spaces	226	24%
Parking Stress - deliveries / businesses / places of worship causing parking issues	75	8%
Enforcement - parking in contravention	52	5%
Other - CPZ hours / borders	52	5%
Sustainability - pollution / noise / littering / air quality	41	4%
Other - Council money making / against drivers	41	4%
Enforcement - Lack of enforcement	40	4%
Enforcement - Illegal activity / vehicle security	34	4%
Other - LTNs / road blocks	34	4%
Sustainability - Issues with lack of electric vehicle charging points	27	3%
Parking Stress - congestion	27	3%
Enforcement - vehicles that do not park / fit within designated bays	26	3%
Parking Stress - Yellow line parking	20	2%
Other - Bikes / hangars taking parking space	20	2%
Enforcement - permit / voucher misuse	19	2%

Equality and diversity

To what extent do you agree or disagree with the proposal to allow Blue Badge holders to park in any permit holder only bay across the borough? This would not allow Blue Badge holders to park in resident, business, pay and display, and doctors bays.

(Base 4767)

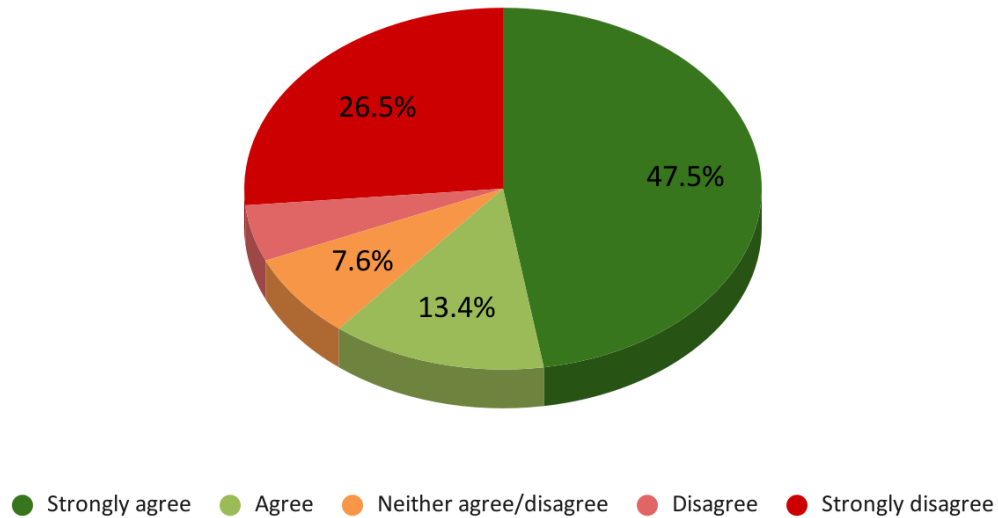
- *Blue Badge parking in permit bays - Recommendation 10.1 (page 149/150 of the PEP)*



● Strongly agree ● Agree ● Neither agree/disagree ● Disagree ● Strongly disagree

The majority of respondents agree with the blue badge parking in permit bays proposal (53%), compared to 23% who disagree.

"To what extent do you agree or disagree with the proposal to allow Blue Badge holders to park in any permit holder only bay across the borough? This would not allow Blue Badge holders to park in resident, business, pay and display, and doctors bays" vs Blue Badge Holders (Base 238)



Blue badge holders were more likely to agree with the blue badge parking in permit bays proposal (61%), than the overall result (53%). It is important to note that of those who agree, a relatively much higher percentage of blue badge holders strongly agree with the proposal (47%), compared to the overall result (25%).

Do you have any other comments about Blue Badge parking provisions in the borough?

946 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
Blue Badge fraud/misuse is happening / should be prevented	279	29%
Allow Blue Badge holders to park in any bay / anywhere in the borough	168	18%
There are not enough Blue Badge bays	67	7%
Allow Blue Badge holders to park in resident bays	51	5%
Allow Blue Badge holders to drive through LTNs/bus gates	27	3%
Blue Badge scheme currently excludes many disabled people / people with hidden disabilities / should be prioritised	18	2%
Blue Badge parking should not be prioritised above doctors parking	17	2%

Any other comments

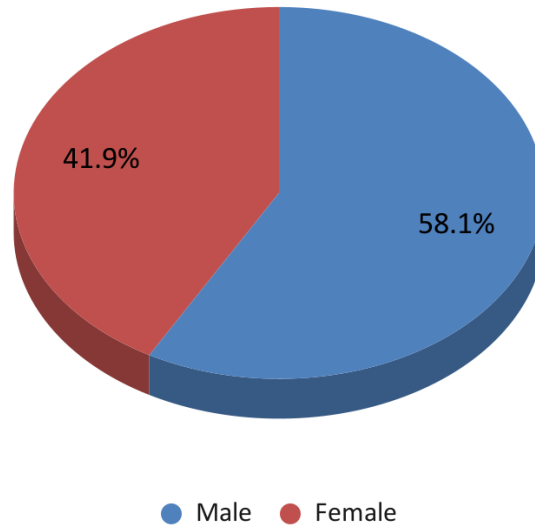
Do you have any other comments on the Parking and Enforcement Plan?

2016 respondents answered this question. The following themes were prevalent in 2% or more of responses.

Theme	Count	Percentage
Comment against LTNs e.g. contribute to increase in traffic on main roads, pollution, emergency services delays, longer journeys	268	13%
Proposals add financial pressures on residents / costs are too high / Council money-making scheme	246	12%
EV policy not fair on less well off people / favours people who can afford to buy EVs	167	8%
More EV infrastructure required e.g. charging points, especially on estates; some charging points unavailable/not working	118	6%
General disagreement regarding prioritising electric vehicles	96	5%
Council will not take residents' views into account / listen to residents / has already made a decision	96	5%
People who need to use their cars need to be prioritised e.g. disabled people, tradespeople, emergency services, key workers	92	5%
Resident parking should be prioritised / expanded	76	4%
EVs still take up space and produce congestion	63	3%
More provision for cyclists required e.g. cycle hangars	53	3%
Agree with Council's broad approach	46	2%
More needs to be done to make Hackney's neighbourhoods more pleasant and walking/cycling friendly	41	2%

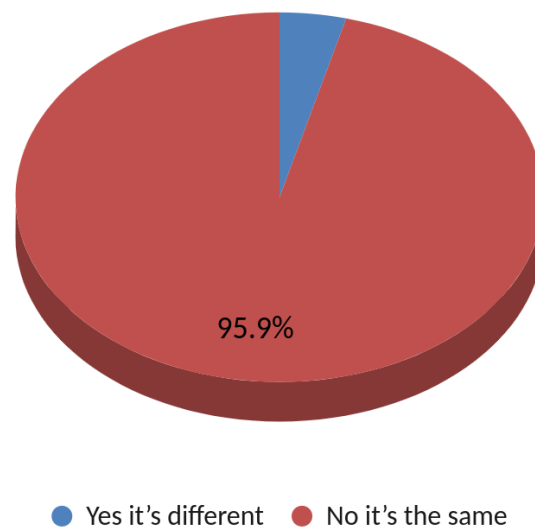
About You

Gender: Are you... (Base 4447)



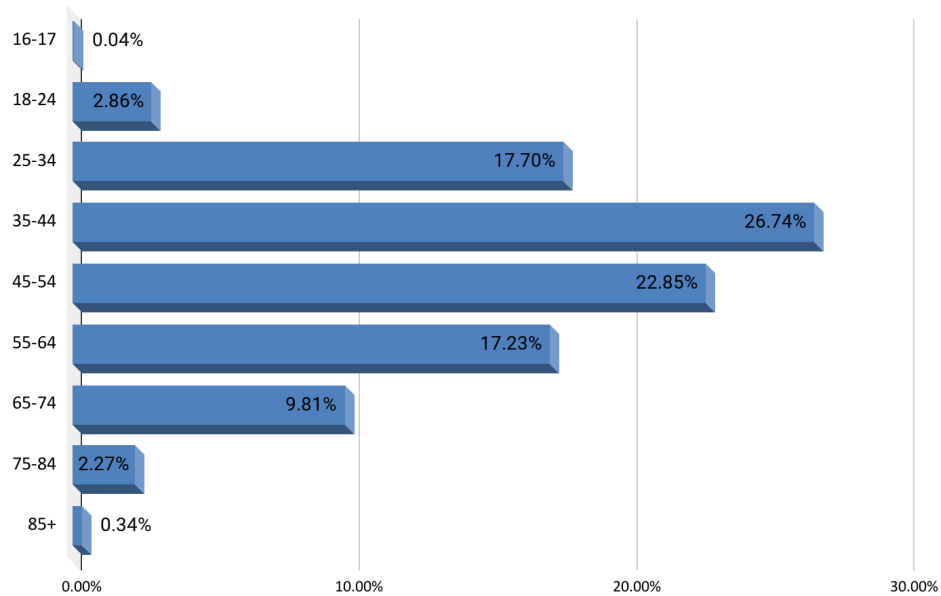
The majority of respondents are male (58%), with the remaining 42% female.

Gender: Is your gender identity different to the sex you were assumed to be at birth? (Base 4255)



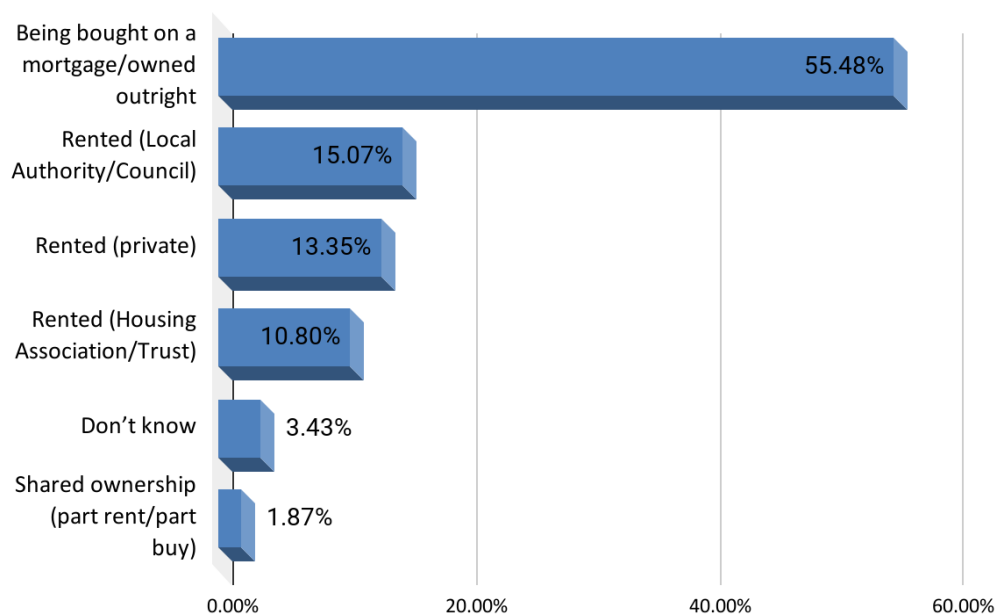
The majority of respondents' sex is the same which was assumed to be at birth (96%), compared to 4% which is different.

Age: what is your age group? (Base 4679)



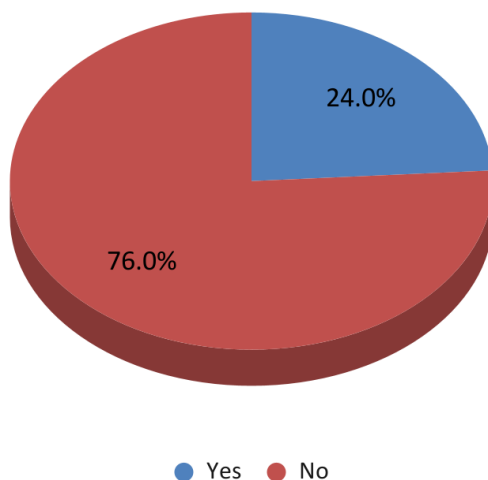
The majority of respondents (27%) are in the 35-44 age group, followed by the 45-54 age group (23%). 21% of respondents are 34 years old or younger. 17% of respondents are within the 55-64 age group, with 12% of respondents 65 years old or older.

Housing Tenure: Which of the following best describes the ownership of your home?
(Base 4600)



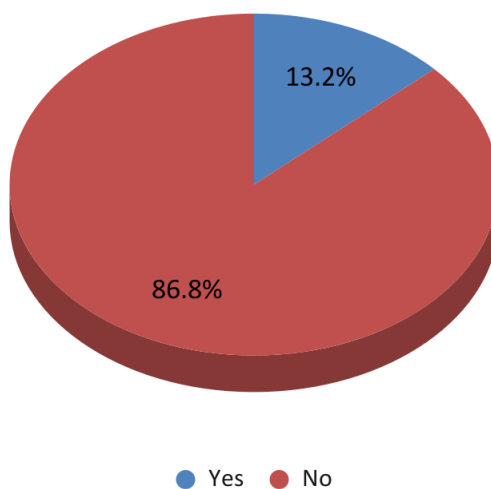
The majority of respondents stated that they bought their home on a mortgage or own it outright (55%). 26% of respondents rent their property through the Council or Housing Association/Trust. 13% of respondents are private renters.

Caring responsibilities: A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail disabled or has mental health or substance misuse problems. Do you regularly provide unpaid support caring for someone? (Base 4551)



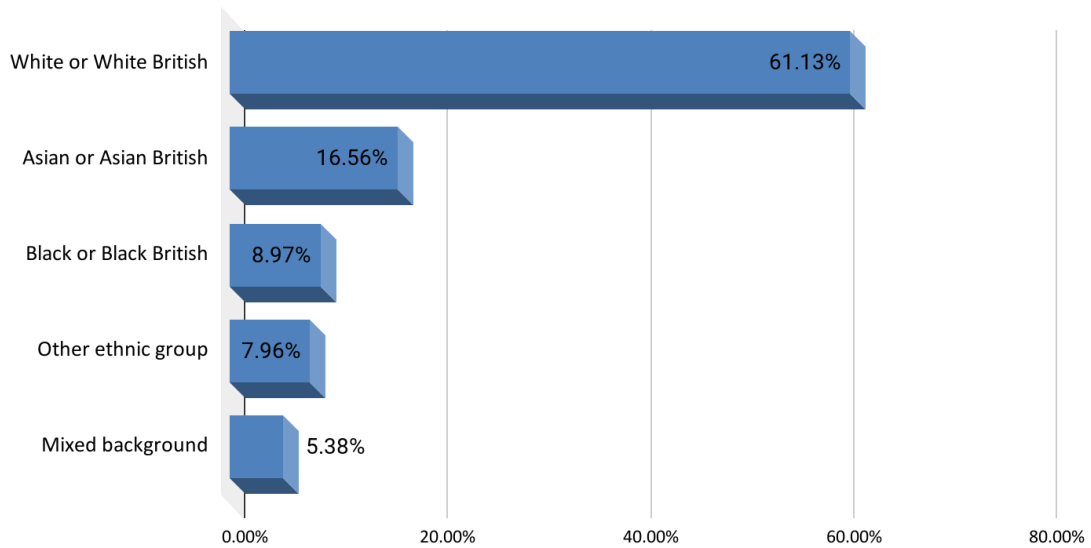
Just under a quarter (24%) of respondents regularly provide unpaid support caring for someone, compared to just over three quarters (76%) who do not.

Disability: Under the Equality Act you are disabled if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities. Do you consider yourself to have a disability? (Base 4531)



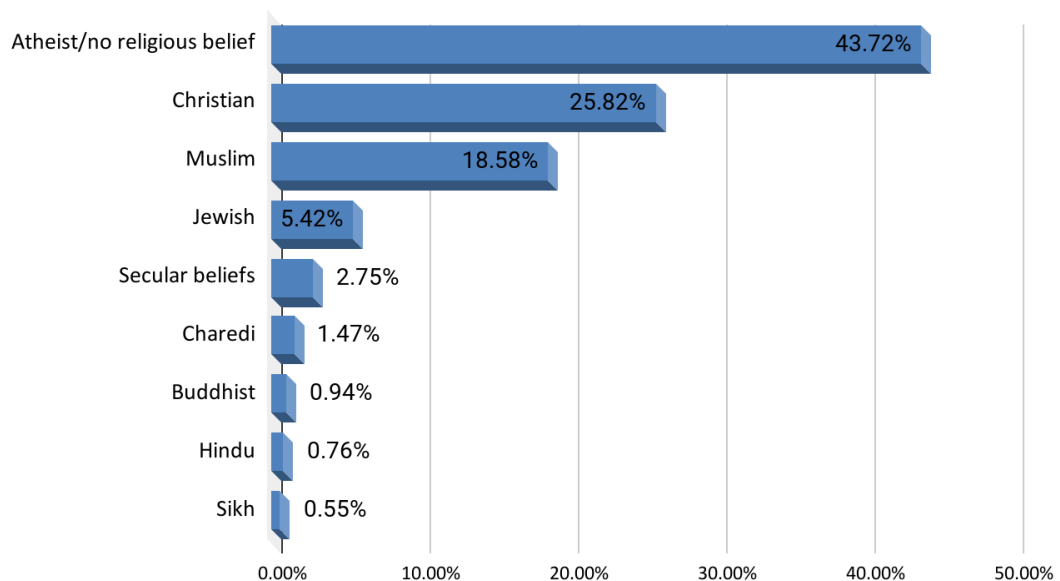
13% of respondents consider themselves to have a disability, whilst 87% do not.

Ethnicity: Are you...(Base 4258)



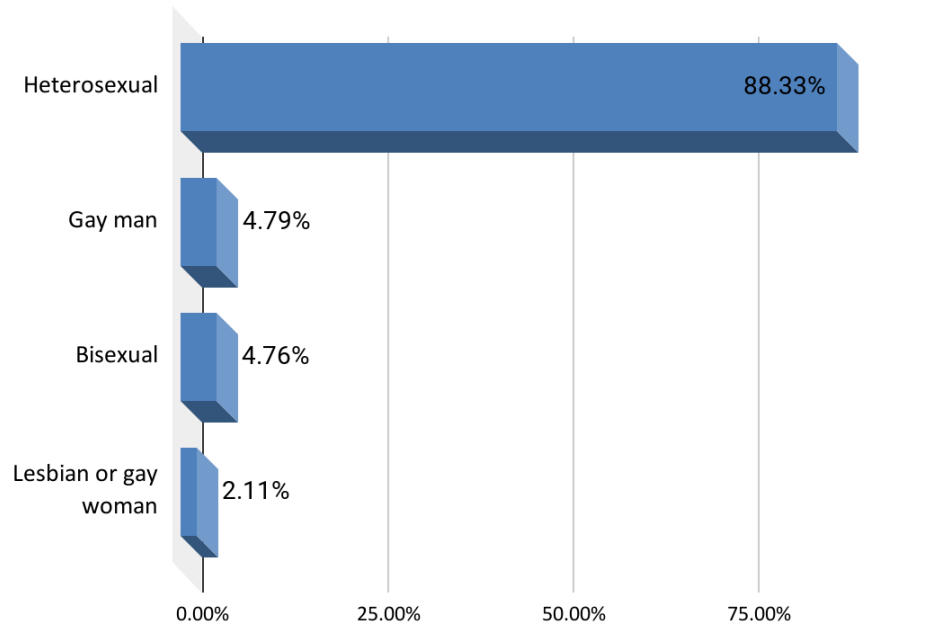
The majority of respondents (61%) indicated that their ethnicity is White or White British. The remaining ethnicities account for a much smaller percentage.

Religion or belief: Are you or do you have...(Base 3822)



The majority of respondents (44%) indicated that they are Atheist or have no religious belief. The remaining religion or beliefs account for a smaller percentage.

Sexual orientation: Are you... (Base 3463)



The majority of respondents (88%) indicated that they are Heterosexual. All other sexualities accounted for a much smaller percentage.