

Appendix 3 - Proposed PEP 2022-27

Recommendations and tables log

October 2022

Key	
	Not consulted recommendation
	Consulted or amended recommendation
	Discontinued recommendation
	New recommendation or wording
	Further review to be approved by Parking Services
	No changes to consulted PEP
	Updates on recommendations

1. PEP Introduction

Consulted recommendation 1.1a - Hierarchies of parking needs and kerbside space

To adopt the hierarchies of parking needs and kerbside space, as shown in tables 1.1a and 1.2a.

Table 1.1a: Proposed hierarchy of parking needs

Priority	Road user
1.	<ul style="list-style-type: none"> blue badge holders' parking
2.	<ul style="list-style-type: none"> ultra-low emissions vehicle parking
3.	<ul style="list-style-type: none"> car clubs
4.	<ul style="list-style-type: none"> resident's parking*
5.	<ul style="list-style-type: none"> public sector organisations
6.	<ul style="list-style-type: none"> local business/service operational parking/servicing
7.	<ul style="list-style-type: none"> 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.

Table 1.2a: Proposed hierarchy of kerbside space

Priority one	Essential kerbside space
1.	<ul style="list-style-type: none"> personalised bay*
2.	<ul style="list-style-type: none"> registered disabled bay
3.	<ul style="list-style-type: none"> general use disabled bay
4.	<ul style="list-style-type: none"> electric parking bay
5.	<ul style="list-style-type: none"> floating car clubs
6.	<ul style="list-style-type: none"> dedicated car club bays

7.	<ul style="list-style-type: none"> doctors bay
Priority two	Sustainable kerbside space
8.	<ul style="list-style-type: none"> cycle hangars
9.	<ul style="list-style-type: none"> cycle racks
10.	<ul style="list-style-type: none"> cycle hire only bays
11.	<ul style="list-style-type: none"> cycle hubs
12.	<ul style="list-style-type: none"> cycle containers**
13.	<ul style="list-style-type: none"> parklets
14.	<ul style="list-style-type: none"> greening alternatives
Priority three	Desirable kerbside space
15.	<ul style="list-style-type: none"> resident's bay
16.	<ul style="list-style-type: none"> permit bays
17.	<ul style="list-style-type: none"> business bays
18.	<ul style="list-style-type: none"> motorcycle bays
19.	<ul style="list-style-type: none"> loading bays
20.	<ul style="list-style-type: none"> shared-use bays
21.	<ul style="list-style-type: none"> pay and display bays

*For people with disabilities.

**Hackney Housing estates only.

Amended recommendation 1.1b - Hierarchy of parking needs and parking kerbside space management.

To adopt the hierarchy of parking needs and parking kerbside space management, as shown in tables 1.1b, 1.2b, and 1.3b.

Table 1.1b: Proposed hierarchy of parking needs

Priority	Road user
1.	<ul style="list-style-type: none"> blue badge holders' /accessible parking
2.	<ul style="list-style-type: none"> car clubs/car sharing
3.	<ul style="list-style-type: none"> ultra-low emissions vehicles (see the breakdown in table 1.1b)
4.	<ul style="list-style-type: none"> resident's parking*
5.	<ul style="list-style-type: none"> public third sector organisations
6.	<ul style="list-style-type: none"> local business/service operational parking/ servicing
7.	<ul style="list-style-type: none"> 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.

Table 1.2b: Proposed ultra-low emissions vehicles or transport

Priority	Road user
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1.	• resident ultra-low emissions vehicle
2.	• public third sector organisations ultra-low emissions vehicles
3.	• local business/service vehicles and operational/servicing vehicles
4.	• short-stay shopper/visitor vehicles

Table 1.3b: Proposed parking kerbside space management

Priority one	Essential kerbside space
1.	• personalised permit bay*
2.	• registered disabled bay
3.	• general use disabled bay
4.	• floating car clubs
5.	• dedicated car club bays
6.	• electric parking bays
7.	• doctors bay
Priority two	Sustainable kerbside space
1.	• cycle hangars
2.	• cycle racks
3.	• cycle hire only bays
4.	• cycle hubs
5.	• cycle containers**
6.	• parklets
7.	• greening alternatives
Priority three	Standard kerbside space
1.	• resident's bay
2.	• permit bays
3.	• business bays
4.	• motorcycle bays
5.	• loading bays
6.	• shared-use bays
7.	• pay and display bays

*For people with disabilities.

**Hackney Housing estates only.

Updated October 2022

The amended recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

2. Supporting sustainable transport

Consulted recommendation 2.1 - Scrappage schemes

To investigate how we can use scrappage schemes, to discourage the ownership

and use of polluting vehicles.

Updated wording, recommendation 2.1 - Scrappage schemes

To signpost residents and businesses towards scrappage schemes where available, to reduce the financial burden on those who want to trade in older or polluting vehicles for cleaner and more sustainable alternatives.

Updated October 2022

The wording has been updated, this recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 2.2 - Reallocation of kerbside space - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

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.

Recommendation 2.3 - Supporting EVCP infrastructure pilot schemes - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To support EVCP pilot schemes aimed at expanding our charging network.

Recommendation 2.4 - Expanding EVCP infrastructure - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To support convenient access to EVCP's over the lifespan of the PEP.

Recommendation 2.5 - Creating an EVCP parking policy - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To support the development of an EVCP parking policy for residents, businesses and visitors to the borough.

Recommendation 2.6 - Car clubs dedicated EVCP bays - This recommendation

was not consulted on as it will be led by the Council's Streetscene Service.

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

Recommendation 2.7 - Parking security for accessible and cargo bicycles -
This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To investigate options for the safe parking storage of cargo and accessible bicycles for people with disabilities.

Recommendation 2.8 - Integrating micromobility schemes - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To support micromobility trials and if successful the integration of these schemes into parking policy.

Recommendations 2.9 - Residential Parklet scheme review - This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

To provide ongoing support to the residential Parklet scheme assessment at the end of the pilot in 2022.

Recommendations 2.10 - Investigate commercial and mobile Parklet schemes - This recommendation was not consulted on as it will be led by the Council's Streetscene and Market Services.

To provide ongoing support to the investigation of the benefits of commercial and mobile Parklet schemes.

Amended recommendation 2.11 - Reviewing emissions-based charging bands

To increase the number of pricing bands from 5 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 2.1 for the emissions-based charging bands proposal.

Table 2.1: Proposed emissions-based charging bands

Bands	Proposed emissions or engine size
1	0g/km
2	1-50g/km, 50cc* or under
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*

*Where no information is held on a vehicle's CO₂ emissions price will be calculated on engine size.
The current diesel surcharge is £150 per year, 3 and 6-month permits will be prorated and prices are subject to annual price increases.
Vehicles that also meet the DVLA's Real Driving Emission 2 threshold will be exempt from the diesel surcharge.

Updated October 2022

This recommendation has been updated to include an additional layer for vehicles 50cc and under. This recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 2.12 - Increasing the diesel surcharge each year

To increase 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 - see tables 2.2 to 2.4.

New recommendation 2.13 - Introducing DVLA's Real Driving Emissions 2 (RDE2)

To introduce the DVLA's Real Driving Emission 2 (RDE2) test exemption to compliant diesel vehicles, see tables 2.2 to 2.4.

Table 2.2: Proposed diesel surcharge for resident, motorcycle, community support, and doctors permits.

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2022-23	2023-24	2024-25	2025-26	2026-27
Diesel vehicles	£150	£200	£250	£300	£350
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0

Table 2.3: Proposed diesel surcharge for Hackney Housing estates.

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP						
Year	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Diesel vehicles	£0	£57	£114	£171	£229	£286	£343	£400
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0	£0	£0	£0

Table 2.4: Proposed diesel surcharge for car clubs and all zones.

Diesel surcharge	Current year	Proposed annual increases during the lifespan of the PEP			
Year	2022-23	2023-24	2024-25	2025-26	2026-27
Diesel vehicles	£200	£300	£400	£500	£600
Real Driving Emissions 2 (RDE2)	£0	£0	£0	£0	£0

Updated October 2022

Estates diesel surcharge implementation timeline has now been extended from five to seven years.

The amended and new recommendations will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 2.14 - Sustainable transport on Hackney Housing estates -
This recommendation was not consulted on as it will be led by the Council's Streetscene Service.

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.

3. Customer service

Recommendation 3.1 - Delivering customer service excellence - not consulted on.

To deliver customer service excellence by reviewing customer feedback, complaints and suggestions monthly to inform our policies and processes.

Recommendation 3.2 - Improve how we contact customers - not consulted on.

To investigate new proactive ways of informing customers of the latest parking updates and information that may affect them.

Recommendation 3.3 - Development of CEO customer service - not consulted on.

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. Parking zones

Recommendation 4.1 - Parking zones in uncontrolled areas

To carry out parking zone consultations in all uncontrolled Hackney Housing estates to improve parking stress, traffic flow and uphold road safety through effective enforcement.

Updated October 2022

Wording amended, as all on-street areas are now controlled, this objective has been refocused to uncontrolled Hackney Housing estates. Adopted from the start of the Parking and Enforcement Plan if approved by Cabinet in October 2022.

Recommendation 4.2 - Consultation with estates that fall within areas being consulted on for on-street parking controls

Where feasible, to ensure that all uncontrolled Hackney Housing estates with parking are consulted at the same time as on-street residents during a review consultation 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.

Updated October 2022

The wording has been updated, this recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 4.3 - Stage one consultation on uncontrolled estates

To carry out a stage one consultation on all uncontrolled estates and to determine the level of support for parking controls. Carry out parking stress surveys to determine the parking stress and assess safety of all uncontrolled estates to identify any potential safety issues caused by dangerous parking.

Updated October 2022

The wording has been updated, this recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 4.4 - New criteria for introducing estate PZs

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.

Updated October 2022

The wording has been updated, this recommendation will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Amended recommendation 4.5 - Implementing road safety measures

If the stage one consultation does not show support for parking controls on a Hackney Housing estate and there are no compelling grounds on which to introduce controls due to the other factors, consideration will be given by Parking Services to implement them where there are road safety concerns that have been identified and

mitigation measures are required (such as junction or access protection), regardless of the outcome of the consultation.

Similarly, when existing parking zones are reviewed in accordance with the parking zone review process, Parking Services will implement road safety measures, regardless of popular support, where concerns have been identified and mitigation measures are required.

Updated October 2022

As all on-street areas are now controlled, this objective has been refocused to uncontrolled Hackney Housing estates. Adopted from the start of the PEP if approved by Cabinet in October 2022.

Recommendation 4.6 - Parking zone review process

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 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 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 reviewed if there is a risk to the health and safety of road users, including but not limited to pedestrians and cyclists.

Updated October 2022

Wording amended to reflect suggestions following the PEP consultation. This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 4.7 - Process for developments triggering PZ reviews

To assess the impact of new development of parking within the area.

Updated October 2022

This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 4.8 New recommendation - Standardisation of hours of operation offered during zone reviews, alongside existing hours.

During zone reviews, residents consulted will be offered the choice of sticking with their zone's existing hours of operation, or selecting from the most suitable standardised hours of operation, as set out in table 4.1 below.

Table 4.1: Proposed standardised hours of operation

Hours of operation	Times	Duration
24-hour controls	All day and night	24 hours
Longest (non 24 hours)	08:30 to midnight	15.5 hours
Standard controls	08:30 to 18.30	10 hours
Full-day weekend controls	08:30 to 18:30	10 hours
Half-day weekend controls	08:30 to 13:30	5 hours
Some areas may have additional restrictions due to event days.		

Updated October 2022

To be reviewed during the Parking Zones consultation review process. Adopted from the start of the PEP if approved by Cabinet in October 2022.

Amended recommendation 4.9 - Including sustainable transport facilities in PZ reviews

To build into the creation of new PZs on estates and existing 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.

Updated October 2022

As all on-street areas are now controlled, this objective has been refocused to uncontrolled Hackney Housing estates. Adopted from the start of the PEP if approved by Cabinet in October 2022.

5. Permits and vouchers

Consulted recommendation 5.1a to be discontinued - Free electric resident, business and organisation parking permits

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.

New recommendation 5.1b - Electric parking permit fee

To introduce a fee for all electric parking permits that is not cheaper than the price of renting a cycle hangar.

Updated October 2022

Consulted recommendation 5.1a is to be discontinued and replaced by the new recommendation 5.1b to become 5.1. This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Consulted recommendation 5.2 to be discontinued - Free electric e-roamer scheme

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.

Updated October 2022

Recommendation 5.2 is to be discontinued.

Amended recommendation 5.2 - Additional vehicle household surcharge

To introduce an additional vehicle permit surcharge for two or more permits held in one household - see table 5.1.

Table 5.1: Additional vehicle parking permit surcharge

Year	Annual price increase	Year 1*	Year 2*	Year 3*	Year 4	Year 5	Year 6	Year 7
Additional vehicle parking permit surcharge	50+	0	£25	£50	£100	£150	£200	£250

*Year one no increase, year two, 50% increase and year three full price.

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. Only one vehicle will be exempt per person.

Updated October 2022

Extended to a seven-year implementation plan. This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 5.3 - Hackney Council's car sharing permit

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Amended recommendation 5.4 - Emissions-based charging on estates

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 seven years starting in 2023/24 and will include incremental price increases - see table 5.2.

Table 5.2 Revised emissions-based charging structure for estate resident parking permits

Band	Proposed CO2 emissions g/km	Current price	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Change vs current price
1	0g/km	£40.50	£42	£44	£46	£48	£50	£52	£54	£13.50
2	1-50g/km, 50cc or under	£40.50	£46	£51	£56	£61	£66	£71	£76	£35.50
	1-50g/km, 50cc or under + diesel surcharge	£40.50	£103	£165	£227	£289	£352	£414	£476	£435.50
3	51-75g/km, or 51 - 125cc*	£40.50	£48	£55	£62	£69	£77	£84	£91	£50.50
	51-75g/km, or 51 - 125cc* + diesel surcharge	£40.50	£105	£169	£234	£298	£362	£427	£491	£450.50
4	76-90g/km	£40.50	£50	£59	£69	£78	£87	£97	£106	£65.50
	76-90g/km + diesel surcharge	£40.50	£107	£174	£240	£307	£373	£440	£506	£465.50
5	91-100g/km, or 126 - 400cc*	£40.50	£52	£64	£75	£87	£98	£110	£121	£80.50
	91-100g/km, or 126 - 400cc* + diesel surcharge	£40.50	£109	£178	£246	£315	£384	£452	£521	£480.50
6	101-110g/km	£40.50	£54	£68	£81	£95	£109	£122	£136	£95.50

	101-110g/km + diesel surcharge	£40.50	£111	£182	£253	£324	£394	£465	£536	£495.50
	111-130g/km, or 401 - 800cc*	£40.50	£56	£71	£86	£101	£117	£132	£147	£106.50
7	111-130g/km, or 401 - 800cc* + diesel surcharge	£40.50	£113	£185	£258	£330	£402	£475	£547	£506.50
	131-150g/km	£40.50	£59	£78	£97	£116	£135	£154	£173	£132.50
8	131-150g/km + diesel surcharge	£40.50	£117	£193	£269	£345	£421	£497	£573	£532.50
	151-170g/km, or 801 - 1200cc*	£40.50	£67	£93	£120	£146	£172	£199	£225	£184.50
9	151-170g/km, or 801 - 1200cc* + diesel surcharge	£40.50	£124	£208	£291	£375	£458	£542	£625	£584.50
	171-190g/km	£40.50	£82	£123	£164	£205	£247	£288	£329	£288.50
10	171-190g/km + diesel surcharge	£40.50	£139	£237	£336	£434	£532	£631	£729	£688.50
	191-225g/km, or 1201cc-2000cc*	£40.50	£97	£153	£209	£265	£321	£377	£433	£392.50
11	191-225g/km, or 1201cc-2000cc* + diesel surcharge	£40.50	£154	£267	£380	£493	£607	£720	£833	£792.50
	226-255g/km	£40.50	£119	£197	£276	£354	£432	£511	£589	£548.50
12	226-255g/km + diesel surcharge	£40.50	£176	£312	£447	£583	£718	£854	£989	£948.50
	Over 256g/km or 2001cc*	£40.50	£156	£272	£387	£503	£618	£734	£849	£808.50
13	Over 256g/km or 2001cc* + diesel surcharge	£40.50	£213	£386	£558	£731	£904	£1,076	£1,249	£1,208.50
Diesel surcharge - except RDES2*		£0	£57	£114	£171	£229	£286	£343	£400	

*Proposed that diesel vehicles that meet the DVLA's Real Driving Emissions 2 (RDE2) test be charged the same as petrol vehicles.

Recommendation 5.5 - Introduction of three and six month estate resident permits

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.6 - Parking permits and enforcement of private estates

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

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.7 - Motorcycles vehicle engine size review

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 - see table 5.3.

Table 5.3: 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

*Where no information is held on a vehicle's CO2 emissions, the price will be calculated on engine size.

The diesel surcharge will be £150 per year, and will be pro-rated for 3 and 6-month permits.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.8 - Estate business permit

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.9 - Community support permit

To replace the existing health and social care permit with a community support permit. To expand the eligibility to employees of organisations, charities, not-for-profit, healthcare professionals, and third-sector organisations on a case-by-case basis, where the employee provides an essential service to Hackney residents and spend at least 30% of their time in the community.

Updated October 2022

Wording updated. The eligibility criteria will be set out in the permit's terms and conditions, and the limits and organisations or groups eligible for this permit will be determined by Parking Services, with a finalised list will be found on the Council's website, but will broadly facilitate staff working for organisations who deliver valuable services to our residents in the borough, and where the worker spends at least 30% of their time on the road, in the community.

Recommendation 5.10 - Extending community support permits to estates

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.

Updated October 2022

Adopted from the start of the PEP, if approved by Cabinet, implementation is subject to new eligibility criteria.

Recommendation 5.11 - Introduce market trader permit

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.12 - Internal all zone permit

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.13 - Reducing visitor voucher usage

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 - see tables 5.4 and 5.5.

Table 5.4: Proposed one-day visitor voucher allocation

Number of voucher books parking bought per year	Price per voucher
1-10 books	£5.00
11-20 books	£7.00
21-30 books	£10.00
31-40 books	£14.00

Table 5.5: Proposed two-hour visitor voucher allocation

Number of voucher books parking bought per year	Price per voucher
1-10 books	£2.00
11-20 books	£3.00
21-30 books	£4.00
31-40 books	£5.00

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 5.14 - Variable visitor voucher limits

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 - see table 5.6.

Table 5.6: 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 (for example, 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 LAQMs 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.	

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Amended recommendation 5.15 - Estate resident visitor voucher prices and allocations

To align estate visitor voucher prices and the number of vouchers per book of estate visitor vouchers with on-street visitor vouchers following a seven-year transition period starting in 2022/23 - see table 5.7.

Table 5.7: Proposed estate resident visitor voucher price and allocations

Price*	Voucher type	Voucher price	Discounted voucher price**
Existing price	One day	£0.40	£0.20
Year 1	One day	£0.80	£0.40
Year 2	One day	£1.20	£0.60
Year 3	One day	£1.80	£0.90
Year 4	One day	£2.60	£1.30
Year 5	One day	£3.40	£1.70

Year 6	One day	£4.20	£2.10
Year 7	One day	£5.00	£2.50
Year 7***	Two hours	£2.00	£1.00
Please note - pricing harmonisation over a seven 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. ***New estate voucher type.			
Updated October 2022			
Extended to a seven-year implementation plan. This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.			

Recommendation 5.17 - Extending film vouchers to estates
To extend the eligibility of film vouchers to include parking on estates.
Updated October 2022
Adopted from the start of the PEP if approved by Cabinet.

6. Parking provision and services

Recommendation discontinued - Short stay parking 50p per hour, for electric vehicles
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.
New recommendation 6.1 - Variable visitor parking charges for electric vehicles
To introduce variable visitor parking charges for electric vehicles depending on the location.
Updated October 2022
The new will replace the discontinued recommendation. This will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 6.2 - Short stay parking differential parking structure

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 - see table 6.1.

Table 6.1: Short-stay parking differential parking structure.

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	£4.00	£5.00	£6.00	£7.00
Medium demand	£3.00	£4.00	£5.00	£6.00
Low demand	£2.30	£3.30	£4.30	£5.30
Around Homerton University Hospital	£1.70	£2.20	£3.20	£4.20

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Amended recommendation 6.3 - Gradual transition towards cashless short stay parking

To gradually remove pay and display machines in areas where there is little or no demand for pay and display machines from customers (less than 5% of transactions), we will remove pay and display machines, while still catering for those who may need to pay with coins via a boroughwide network of Paypoint terminals in local businesses.

Updated October 2022

Wording amended, this will be adopted from the start of the Parking and Enforcement Plan 2022-27 if approved by Cabinet in October 2022.

Recommendation 6.4 - Short stay parking on estates

To consider the introduction of shared-use (for pay and display and permit holders) or pay and display bays in estates on a case-by-case basis with clear priority given to

residents.

Updated October 2022

Wording amended. Adopted from the start of the PEP if approved by Cabinet.

Recommendation 6.5 - Car park maximum stays

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 6.6 - Community transportation hubs

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 EVCP's, car clubs, bicycle and motorcycle parking, and micro mobility sharing hubs.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 6.7- EVCP's maximum stays

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

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 6.8 - Extending dispensation waivers to estates

To extend the eligibility of dispensation waivers to include parking on estates.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

7. Compliance and enforcement

Recommendation 7.1 - Aligning PEP to the insourcing of parking enforcement

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.

Updated October 2022

If approved by Cabinet, the review will take place during the lifespan of the PEP and the outcome will be determined by Parking Services. The results of the review will be published when the PEP is periodically reviewed.

Recommendation 7.2 - Review of parking enforcement IT services

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

Updated October 2022

If approved by Cabinet, the review will take place during the lifespan of the PEP and the outcome will be determined by Parking Services. The results of the review will be published when the PEP is periodically reviewed.

Recommendation 7.3 - Adoption of demand-led enforcement service

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 7.4 - Review of CEO's role

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.

Updated October 2022

If approved by Cabinet, the review will take place during the lifespan of the PEP and the outcome will be determined by Parking Services. The results of the review will be

published when the PEP is periodically reviewed.

Recommendation 7.5 - Awareness of footway parking and motorcycle permit parking campaign

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet and delivered as part of the motorcycle parking permits campaign.

Recommendation 7.6 - Abandoned, untaxed and dangerously parked vehicles

To remove abandoned, untaxed, and dangerously parked vehicles off our roads, enforce and or prosecute offenders.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 7.7 - Review of removal operations

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.

Updated October 2022

If approved by Cabinet, the review will take place during the lifespan of the PEP and the outcome will be determined by Parking Services. The results of the review will be published when the PEP is periodically reviewed.

Recommendation 7.8 - Car pound procurement

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 7.9 - Review of observation periods

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.

Updated October 2022

If approved by Cabinet, the review will take place during the lifespan of the PEP and the outcome will be determined by Parking Services. The results of the review will be published when the PEP is periodically reviewed.

Recommendation 7.10 - Implementation of red lines and CCTV enforcement

In areas where we are unable to improve parking compliance through standard tools, Hackney Council proposes to 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 businesses.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

8. Crime, fraud and misuse

Recommendation 8.1 - Crime, fraud and misuse

To actively pursue persistent evaders of parking and traffic restrictions to recover charges.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 8.2 - IT developments to facilitate Blue Badge checks

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

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

Recommendation 8.3 - Review companion e-badge use throughout the lifespan of this PEP

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.

Updated October 2022

Adopted from the start of the PEP if approved by Cabinet.

9. Consultation - no recommendations

10. Equality and diversity

Recommendation 10.1 - Blue Badge parking in permit bays

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

Table 10.1: 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
Updated October 2022	
Adopted from the start of the PEP if approved by Cabinet.	