



DELEGATED REPORT OF

THE DIRECTOR OF ENVIRONMENT & CLIMATE CHANGE.

**BENTHAL COURT, DUBLIN AVENUE AND HAWKSLEY ESTATE
STAGE 1 & 2 PARKING DESIGN CONSULTATION**

DATE

May 2026

CLASSIFICATION:

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

WARD(S) AFFECTED

**Hackney South and Shoreditch
Hackney North and Stock Newington**

1. SUMMARY

- 1.1. This report details the results of the stage one and two consultations carried out on the Benthall Court Estate, Dublin Avenue and Hawksley Court Estate. The three estates were consulted individually with the consultations running concurrently.
- 1.2. This is not a key decision report as the recommendations made within it will have no effect on other addresses within the Hackney South and Shoreditch ward and the Hackney North and Stoke Newington ward.
- 1.3. Parking Services received authorisation to consult all uncontrolled estates, as set out within the approved Parking and Enforcement Plan 2022-2027 (PEP) and confirmed by the Cabinet paper proposed Parking and Enforcement Plan 2022-27. The PEP was approved by the Cabinet in October 2022.
- 1.4. The three estates, which are the subject of this report, were identified for consultation on the introduction of a permit parking scheme by Hackney Housing, as they were experiencing issues with inconsiderate parking and parking on the estates being abused by non-residents.
- 1.5. The recommendations set out in this report are based on several factors including consultation feedback, the Council's parking policies (PEP 2022-2027), and the requirement to balance the needs of the local community and improve road safety.
- 1.6. This report also recommends that the appropriate authority be delegated to the Interim Head of Parking Services to implement the order to restrict parking in these areas after full consideration of any objections received following publication of the proposals, and conducted in compliance with statutory regulations.
- 1.7. An indicative timetable for the implementation of controls has been provided below. These dates are subject to consideration of any objections received:

Task	Date
The outcome of consultation communicated to residents	June 2026
Statutory consultation on proposed traffic orders	August 2026
Implementation of parking restrictions	October 2026
Enforcement of parking restrictions	November 2026

2. RECOMMENDATION(S)

It is recommended that the Director of Environment & Climate Change approve the traffic management order proposals for statutory consultation as follows:

- 2.1. Approve the recommendation to implement parking controls on Benthall Court, Dublin Avenue and Hawksley Court estate to apply 24 hours, 7 days a week as per the parking design illustrated by the final design map in Appendix 3.
- 2.2. Authorise the Interim Head of Parking Services to consult on, and take the final decision on, the making of necessary amendments to the Traffic Management Orders for Parking, to give effect to the recommended changes in 2.1 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and the responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Interim Head of Parking Services.

3. REASONS FOR DECISION

- 3.1. Parking Services completed a stage 1 & 2 combined consultation of all three housing estates between January 2026 and March 2026.
- 3.2. The consultations were conducted following approval from Cabinet to consult on all uncontrolled estates roads as part of the Parking and Enforcement Plan 2022-27 (PEP).
- 3.3. The recommendations above are based on several factors including effective traffic management objectives, the consultation feedback received from the area and the Council's parking policies detailed within the PEP.
- 3.4. The PEP sets out commitments made by the Council to review all uncontrolled parking on roads within Hackney Housing Estates by 2027 in order to alleviate parking stress, improve traffic flow and uphold road safety through effective enforcement.

Other Considerations

- 3.5. The Council carries out its responsibilities for parking management as set-out in the Road Traffic Regulation Act 1984 (the "1984 Act"), and in accordance with its PEP. In summary, the key objectives of the Council are to:
 - Prioritise parking according to need.
 - Facilitate smooth traffic flow, emergency vehicle access.
 - Uphold road safety.
 - Reduce vehicle exhaust & particulate matter emissions from motor vehicles to help fight against climate change and Improve the local environment.
- 3.6. These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these, along with other relevant factors into account, when making changes to parking restrictions.
- 3.7. Parking consultations are undertaken to help the Council understand the views of local people so that parking controls can be designed to meet their needs as well as local businesses and their visitors where practicable.

Feedback from the Public Consultation

- 3.8. A consultation pack containing a questionnaire and booklet was sent to all residents, providing them with the opportunity to have their say on whether

they supported the introduction of parking controls and the proposed design changes for the estate.

- 3.9. In line with the Council's Public Consultation Charter, a six week public consultation was undertaken in each estate between 19 January 2026 and 02 March 2026. A consultation pack was delivered to every household within the consultation area, including a freepost envelope to make it easy for residents to give their feedback.
- 3.10. In addition to the packs, drop in sessions were also held for Dublin Avenue and Hawksley Court Estate estate. Information about the drop in sessions was communicated to residents within the consultation document giving details about how to attend and take part.
- 3.11. This approach provided all residents with an equal opportunity to engage in the consultation and provide their feedback.
- 3.12. In line with information provided in the consultation documents (see pages 8-9 of the consultation leaflet), only completed questionnaires received during the stated consultation period were accepted and included in the consultation feedback for the area. Any feedback received after the closing date, duplicate responses and feedback with incomplete addresses or addresses not in the consultation area were not included in the consultation analysis.
- 3.13. In addition to the freepost envelope, residents were given the opportunity to complete the questionnaire online by using a Unique Reference Number.
- 3.14. The Unique Reference Number was printed on the front of the questionnaire and was available to residents who requested it, providing proof of address.
- 3.15. A detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response rate from Benthall Court Estate

- 3.16. Consultation packs were delivered to 30 households in the area. A total of 2 responses were received from the consultation area which equates to a response rate of 7%.
- 3.17. From the consultation feedback that was included in the analysis, all (100%) were received via post whilst none (0%) were received via the online consultation portal. See appendix 1, table 2 for more information.

Response rate from Dublin Avenue

- 3.18. Consultation packs were delivered to 42 households on Dublin Avenue. A total of 16 responses were received from the consultation area which equates to a response rate of 38%.
- 3.19. 56% of the feedback was received via post whilst the remaining 44% were received via the online consultation portal. See appendix 1, table 2 for more information.

Response rate from Hawksley Court Estate

- 3.20. Consultation packs were delivered to 215 households on the estate. A total of 38 responses were received from the consultation area which equates to a response rate of 18%.
- 3.21. 68% were received via post whilst the remaining 32% were received via the online consultation portal. See appendix 1, table 2 for more information.

Support for controls from Benthall Court Estate

- 3.22. Of the 2 responses received, both answered this question. Overall, the majority of feedback received from Benthall Court Estate was not in favour of parking controls 100% (2).
- 3.23. A breakdown of responses can be found in appendix 1, table 3.

Support for controls from Dublin Avenue

- 3.24. From the 16 responses received, every resident answered this question. Overall, the majority of feedback received from Dublin Avenue 56% (9) were in favour of parking controls while the remaining 44% (7) were not in support of the introduction of controls.
- 3.25. A breakdown of responses can be found in appendix 1, table 3.

Support for controls from Hawksley Court Estate

- 3.26. From the 38 responses received, every resident answered this question. Overall, the majority of feedback received from Hawksley Court Estate 61% (23) were not in favour of parking controls while the remaining 39% (15) were in support of the introduction of controls.

- 3.27. A breakdown of responses can be found in appendix 1, table 3 .

Support for proposed parking design from Benthall Court Estate

- 3.28. Benthall Court Estate is a small gated estate that is not subject to any formal parking controls. The gate is continually being left open or vandalised and cannot be locked.
- 3.29. Overall, both respondents provided feedback to the question regarding the proposed parking design.
- 3.30. One of the respondents (50%) was in support of the proposed parking design, whilst the other (50%) was not in favour of the design for the area as indicated in Appendix 1 table 4.
- 3.31. The proposed parking controls for Benthall Court Estate are specifically tailored to the requirements of the estate's residents. The design incorporates permit bays primarily in locations that best serve the needs of those living on the estate, aiming to ensure organised and orderly parking. The layout of the new parking design has been significantly influenced by the existing, informal parking practices on the estate.
- 3.32. Parking Services have sought to maximise parking in the estate whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park, and double yellow lines where it is unsafe to park, so that both the safety of motorists and pedestrians are protected. Double yellow lines also aid unobstructed access for emergency vehicles.
- 3.33. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Support for proposed parking design from Dublin Avenue

- 3.34. Dublin Avenue is located within Parking Zone J. Despite there being parking controls within the wider Zone J road network, the estate itself is not subject to any formal parking controls.
- 3.35. All 16 respondents provided feedback to the question regarding the proposed parking design.

- 3.36. The majority of respondents 9 (56%) were not in support of the proposed parking design and 44% (7) were in favour of the design for the area as indicated in Appendix 1 table 4.
- 3.37. The proposed parking controls for Dublin Avenue are designed primarily to meet the needs of the estate's residents. Permit bays have been strategically located to allow residents to park conveniently close to their homes. The design of these new parking arrangements was informed by the existing unofficial parking practices on the estate.
- 3.38. Parking Services have sought to maximise parking in the estate whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park, and double yellow lines where it is unsafe to park, so that both the safety of motorists and pedestrians are protected. Double yellow lines have also been proposed to aid in improving traffic flow and access for emergency vehicles and waste collection.
- 3.39. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Support for proposed parking design from Hawksley Court Estate

- 3.40. Hawksley Court Estate is a gated estate that is not subject to any formal parking controls. The gate is continually being left open or vandalised and cannot be locked.
- 3.41. All respondents provided feedback to the question regarding the proposed parking design for the area as indicated in Appendix 1 table 4.
- 3.42. The majority of respondents 20 (53%) were in support of the proposed parking design and 18 (47%) were not in favour of the design for the area as indicated in Appendix 1 table 4.
- 3.43. The proposed parking controls for Hawksley Estate are designed primarily to meet the needs of the estate's residents. Permit bays have been strategically located to allow residents to park conveniently close to their homes. The

design of these new parking arrangements was informed by the existing unofficial parking practices on the estate.

- 3.44. Parking Services have sought to maximise parking in the estate whilst also taking into consideration the safety of all road users. Parking bays have been implemented in locations where it is safe to park, and double yellow lines where it is unsafe to park, so that both the safety of motorists and pedestrians are protected. Double yellow lines have also been proposed to aid in improving traffic flow and access for emergency vehicles and waste collection.
- 3.45. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Sustainable Transport

- 3.46. As part of this consultation, respondents were also asked to give feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Benthal Court

- 3.47. Both of the respondents answered the question. One (50%) was in favour of secure bicycle parking facilities whilst the other was not in favour of any of the sustainable transport schemes to be implemented on their estate. See Appendix 1 table 5 for responses received.
- 3.48. The sustainable transportation team has received and collated the requests from the respondents and will be contacting them in due course to discuss their specific requirements.

Dublin Avenue

- 3.49. The majority of people who answered this question (75%) were not in favour of any sustainable transport initiatives. From the remaining responses, there was support from 2 respondents for parklets, whilst support of electric vehicle charging points, car club, micro mobility hubs and secure bicycle parking

facilities were all supported by one of the respondents. See Appendix 1 table 6 for responses received.

- 3.50. The sustainable transportation team has received and collated the requests from the respondents and will be contacting them in due course to discuss their specific requirements.

Hawksley Court Estate

- 3.51. Overall, the majority (63%) of respondents were not in favour of sustainable transport schemes to be implemented on the estate whilst 37% were in favour. See Appendix 1 table 7 for responses received.
- 3.52. The sustainable transportation team has received and collated the requests from the respondents and will be contacting them in due course to discuss their specific requirements.

Additional Comments (All estates)

- 3.53. In total, 79% of respondents provided additional comments to the consultation questionnaires.

Of the comments received:

- Support for preventing non-residents parking and residents from multi-parking was received by 27% of respondents.
- 14% of responses opposed parking controls because of additional costs or a lack of requirement.
- 11% of residents commented on the gate, ranging from insurance costs to maintenance. They also spoke of gates being welded open (Benthal Court and Hawksley Court Estate).
- 7% of residents stated they were concerned about speeding and safety.
- 9% commented on the yellow lines. Of those, half were in favour of the yellow lines and the remaining half commented that these were being used as parking spaces and not being enforced.

- 3.54. All additional comments provided by respondents have been individually assessed and have been shared with housing. See appendix 1 Table 8 for a breakdown of comments.

Other Considerations

- 3.55. Key factors considered in making the decision to introduce controls also include but are not limited to the following:

Road Safety And Parking Demand

- 3.56. Safety: this plays a key feature in the introduction and review of all estates parking and the recommendations thereof. The key recommendations for estates are made to ensure that the parking restrictions put in place make the roads safer for both motorists and pedestrians. Parking bays are only proposed where it is considered safe to do so with the remaining kerb space marked with yellow lines to maintain access, visibility and traffic flow. Impaired visibility due to parked/stationary vehicles has been identified as a contributory factor in approximately 6% of all accidents in the UK (based on 2024 data) and therefore improving sight lines may help reduce the number of these types of accidents.
- 3.57. Improved parking provision - as with all controlled parking areas, parking demand needs to be managed effectively to ensure that sufficient parking space is available to meet the needs of residents, visitors and business. The allocation of parking spaces is based on demand for parking in the general area and is in line with the Council's PEP hierarchy of needs.
- 3.58. Balance - some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area being consulted.

Air Quality

- 3.59. In accordance with the Council's PEP, 'Environmental factors are also considered a significant influence in addition to the demands caused by parking stress when expanding current, or introducing new Parking Zones (PZ). This reason alone can be a determining factor when considering the Council's responsibility to promote a cleaner environment for the health of the borough's residents and visitors.'
- 3.60. 'One of the main purposes of a PZ is to effectively manage the supply and demand for on-street and estate parking in an area, and this can in part, be achieved by discouraging car use in favour of more sustainable forms of

transport. In taking this approach, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce vehicle exhaust & particulate matter emissions and improve local air quality.'

- 3.61. London local authorities have a key role to play in reducing emissions locally. They have responsibility for a number of key levers such as parking, planning and local traffic management. Travel awareness, 'walk to school' and cycling promotion are all widely supported throughout the borough in conjunction with wider public awareness campaigns linking transport, air quality and health. The Council is also expanding its electric vehicle charging infrastructure and car clubs to promote a healthier environment for its residents.
- 3.62. A key scheme the Council has introduced to improve air quality is School Streets, a scheme that closes roads that access school entrances in a number of locations to address air quality, congestion and safety issues associated with the school-run. The first school street was introduced in April 2017.
- 3.63. The Council has also expanded their diffusion tube monitoring network used to monitor local air quality, to be able to monitor air quality across the borough.

Traffic Management:

- 3.64. The Road Traffic Regulation Act 1984 section 45 authorises the Council to implement Parking Zones. In exercising this power, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the "expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway".
- 3.65. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 3.66. The design of parking controls will provide safe and efficient on-street conditions, catering for servicing & loading, and utilising the available public space to maximum benefit. Parking provision can encourage less car use in order to improve traffic and environmental conditions in an area and to contribute to broader transport and sustainable development objectives. Applying parking controls through the restriction of parking spaces available

and setting appropriately levelled parking fees can complement a variety of measures designed to promote the use of non-car alternatives.

Conclusion

- 3.67. Feedback from the Benthall Court consultation indicated total opposition (100%) to the introduction of parking restrictions. Residents primarily expressed a desire for the estate gate to be repaired and favoured maintaining an environment without parking controls to facilitate easy access for guests and visitors. These findings were based on a response rate of two residents from the 30 households surveyed.
- 3.68. Feedback from the Dublin Avenue consultation indicated that 56% of respondents supported the introduction of parking controls, while 44% were opposed to their implementation.
- 3.69. Consultation feedback from Hawksley Court Estate showed that the overall majority did not support parking controls (61%) whilst the remaining 39% of responses were in favour of parking controls. The general feedback from Hawksley Estate indicated that residents saw insufficient justification for Council intervention, apart from repairing the security gates which had suffered repeated damage. Furthermore, residents expressed concerns regarding the financial pressure on those with low incomes. While the issue of inadequate council enforcement was highlighted, this would be resolved through the introduction of parking controls, as noted in additional feedback received.
- 3.70. Despite the outcome of the public consultation indicating limited support for parking controls on Hawksley Court and Benthall Court, there remains a clear and evidenced need to introduce parking restrictions on safety grounds. Uncontrolled parking, particularly on double yellow lines, obstructs critical sightlines narrowing the estate road, and impeding access for not only waste vehicles but emergency vehicles. This creates an unacceptable risk for pedestrians, cyclists and motorists especially within the constrained sections of the estate roads.
- 3.71. Detailed evidence provided by Housing Services confirms that the Benthall Court parking area is frequently exploited for various unauthorised activities. These activities include extensive car and bike repairs as well as illegal fly-

tipping, which degrade the local environment. It has further been confirmed through housing reports that non-residents continually bypass existing access measures to use the site for free parking. Previous attempts by the Council to mitigate these persistent issues using physical barriers, such as the installation of bollards and large planters, have proved entirely unsuccessful. In one documented instance, a newly installed bollard was removed just one day after installation, and a planter was stolen shortly thereafter. These acts of vandalism and theft have placed a significant financial burden on the Council, which is already operating within strictly limited budgets. The failure of these physical measures necessitates the introduction of formal parking controls to ensure the safety and security of the estate.

- 3.72. The Tenant & Residents Association has reported a significant increase in vehicles on the Hawksley estate, partly due to residents allowing non-residents to park for extended periods and, in one instance, a resident subletting a parking space. These issues are leading to hazardous obstructions, specifically refuse collection where vehicles are unable to safely navigate the corner of Carlyle House due to cars parked on double yellow lines. Furthermore, access for emergency services, including ambulances and fire engines, is frequently blocked at the corner outside 8 and 11 Barrie House, where unauthorised parking on double yellow lines prevents necessary manoeuvres.
- 3.73. In addition to the above, these two estates experience significant parking stress, with demand exceeding capacity leading to inappropriate and hazardous parking behaviour. Within Hawksley Court estate, the issues are also compounded by repeated incidents of damage to the estate gate which the Council is unable to continually fund repairs for, thereby further compromising safe and secure access.
- 3.74. The Council has a duty to prioritise road safety, maintaining access for emergency and waste vehicles as well as to maintain traffic flow and reduce risk of obstruction. For this reason it is recommended that controls are introduced in both Hawksley Close and Benthall Court.
- 3.75. As a result of the above, it is recommended that parking controls are introduced in all three estates.

Details Of Alternative Options Considered And Rejected

- 3.76. The alternative option would be to not introduce parking controls in the areas consulted.
- 3.77. Not introducing controls on the estate would be contrary to the objectives of the Parking Enforcement Plan (PEP), which requires the Council to introduce parking controls based on the needs and requirements of the residents alongside other factors that the Council must take into account when exercising its duty under the relevant legislation.
- 3.78. In addition, consulting the residents on the proposed parking restrictions and design of the estates ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

Background

- 3.79. Parking Services carried out a Stage 1 & 2 consultation in Benthall Court, Dublin Avenue and Hawksley Court Estate in January 2026 on the introduction of parking controls.

Approval to consult the area was granted by Cabinet in October 2022.

- 3.80. The stage 1 & 2 consultation for these estates closed on 2nd March 2026. The consultation process consisted of:-
- Consultation packs posted to every resident within each estate;
 - A freepost response envelope;
 - Consultation documentations were also available on the Council's website;
 - Online questionnaire response;
 - Drop in sessions were held for Dublin Avenue and Hawksley Court estates.
- 3.81. The consultation exercise requested feedback on whether controls were supported as well as the design of controls. Respondents were also given the opportunity to provide general comments using the 'free-text' comments section.

- 3.82. The overall consultation response rate was 7% from Benthall Court, 38% for Dublin Avenue and 18% for Hawksley Court Estate. In total, this is higher than previous consultations that Parking Services have carried out on estates; the average response rate for estate consultations is 8%.
- 3.83. Recommendations for the implementation of parking controls on all three estates have been put forward in light of all data collected.

Policy Context

- 3.84. The policies and recommendations contained within the Parking and Enforcement Plan (PEP) 2022 - 2027 in relation estate parking zones consultation and implementation have been applied in this instance.
- 3.85. The decision to implement a Parking Zone can be made according to the following factors:
- support from the public responding to a consultation (petitions are not factored into the percentage support).
 - Road safety.
 - Traffic flow.
 - Supply and demand for parking, and
 - The environmental and air quality impacts of parking and traffic.
- 3.86. Parking zones are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or exceeds the supply of safe kerbside space.

Equality Impact Assessment

- 3.87. The Council has a legal obligation under section 149 of the Equality Act 2010 to give due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups.
- 3.88. This will ensure a consistent approach is adopted. Under the terms of the PEP, every permit application will be considered on its own merits in accordance with the relevant policy that has been adopted.
- 3.89. The Council has carried out an Equality Impact Assessment to identify if any of the recommendations made have an adverse effect on the parking needs

of specific groups including disabled drivers. Please see Appendix 4 for further information.

4. Sustainability

- 4.1. The current parking controls in the area provide safe and efficient on-street conditions, catering for servicing, loading and utilising the available public space to maximum benefit.
- 4.2. They also encourage less car use in order to improve traffic and environmental conditions in the area and contribute to broader transport and sustainable development objectives.

5. Maintenance and Administrative Costs

- 5.1. The breakdown of costs involved in the consultation and implementation of the recommendations is as follows:

One off costs	£
Consultation costs (Summary Booklets)	£805
Implementation of signs and lines	£6,000
Traffic Order changes	£700
Total Expenditure	£7,505

- 5.2. The consultation cost of £805 and the implementation cost (including traffic order costs) of £6,700 will be met from existing revenue expenditure budgets.
- 5.3. Enforcement costs for all enforcement will be met from existing budgets.

Consultation

- 5.4. Residents were consulted about the introduction of controls as well as the parking design over a six week period between January 2026 and March 2026.

- 5.5. Consultation packs were sent via second class post to all addresses in each estate and were also made available online. In addition, drop in sessions were held on each estate to provide residents with the opportunity to have their say.
- 5.6. Residents of Hawksley Court Estate raised concerns with regards to the gates not being repaired after it was reported on several occasions. They also raised concerns about the deposit of the key being returned should the gates be removed.
- 5.7. Residents of Dublin Avenue expressed their views around the school streets and LTNs that were in place as it has increased journey times.

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

- 6.1. This report seeks approval to consult on the introduction of car parking controls within Bethnal Court, Dublin Avenue and Hawksley Estate as per the parking design illustrated by the final design map in Appendix 3.
- 6.2. Parking Services have ensured that all aspects of its consultation strategy have been undertaken in accordance with the Parking Enforcement Plan (PEP) 2022-2027 and the Council's Consultation Strategy.
- 6.3. Section 5.1 of this report details an estimated one-off revenue cost relating to the recommendations, a total of £7,505 to introduce these controls which will be met from 26/27 revenue budgets.
- 6.4. The service has the capacity to contain the staffing element needed to enforce these controls within existing enforcement staffing budgets.
- 6.5. All parking revenue income and surplus are utilised within conditions specified in Section 55 of the Road Traffic Regulation Act (1984).
- 6.6. Financial Impact on Residents: 14% of the general comments received during the consultation opposed parking controls specifically due to "additional costs or a lack of requirement".
- 6.7. The report also highlights an existing financial issue for the Council overall (not Parking Services), which the proposed controls may help address:
- 6.8. Gate Repairs: On Hawksley Court Estate, repeated incidents of damage to the estate gate are a compounding issue, and the Council is noted as being "unable to continually fund repairs for," thereby compromising safe and

secure access. The recommendation to introduce formal parking controls (and potentially remove the gates) addresses this ongoing unfunded maintenance liability.

7. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL AND GOVERNANCE SERVICES

- 7.1. Before a traffic order designating a parking place is made or varied, the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").
- 7.2. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.
- 7.3. Following the consultation coming to an end the Local Authority should conscientiously consider the consultation responses, or a summary of them, before determining what, if any, action to take.
- 7.4. Three separate consultations have been carried out in regards to three uncontrolled estates in order to determine whether parking controls should be introduced.
- 7.5. Following the outcome of that consultation, it is recommended that the Director, Environment and Climate Change : Approve the implementation of parking controls in Benthall Court, Hawksley Estate and Dublin Avenue with the Operational Hours of 24 hrs and 7 days a week. Approve the implementation of parking controls on each estate as per the parking design illustrated by the final design map in Appendix 3. Authorise the Interim Head of Parking Services to consult on, and take the final decision on, making the necessary amendments to the Traffic Management Orders for Parking, to give

effect to the recommended changes in section 2.1 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and the responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking Services.

- 7.6. The Council's Constitution provides that, in all cases where the exercise of an executive function is not specifically reserved to the Mayor, the wider Executive or a Committee of the Executive, these functions are deemed to be delegated to and exercisable it is the responsibility of the Chief Executive or appropriate Director. The Director Environment & Climate Change is therefore authorised to approve the recommendations in part 2 of this report.
- 7.7. In order for the Interim Head of Parking Services to be able to take the final decision as to whether to make the necessary amendments to the Traffic Management Orders for Parking, in order to give effect to the recommended changes in paragraph 2.1 of this report, the recommendation in paragraph 2.2 requires approval.

APPENDICES

Appendix 1 – Stage 1 & 2 combined Estate Feedback

Appendix 2 – Stage 1 & 2 combined consultation documents (Public)

Appendix 3 – Final Design Maps(Public)

Appendix 4 – Equality Impact Assessment (pre consultation).

4.1 Benthall Court

4.2 Dublin Avenue

4.3 Hawkley Court Estate

Appendix 5 – Equality Impact Assessment (post consultation).

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

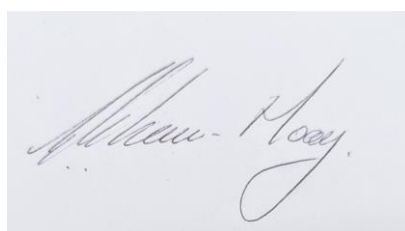
None

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Authorisation of the Director Environment & Climate Change

Name: Geeta Subramaniam-Mooney

Signature:



Date: 23/06/26

APPENDIX 1: Estate Consultation

Feedback Analysis

1. Response

The consultation included 287 households across the three estates, resulting in 56 valid responses and an overall response rate of 18%. Dublin Avenue's response rate was higher than the average Stage 1 & 2 consultation rate of 12%. Hawksley Estate's response rate aligned with the 12% average, while Benthall Court's was slightly below average.

Table 1: Response rate

	Response Rate		
Estate	Sent	Received	%
Benthal Court	30	2	7%
Dublin Avenue	42	16	38%
Hawksley Estate	215	38	18%
Total	287	56	18%

A breakdown of responses on an estate by estate basis can be found in [Table 1]. The majority (56%) of the responses were received via post whilst the remainder (44%) were received online. [Table 2].

Table 2: Methods of response

Estate	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Benthal Court	2	0	100%	0%
Dublin Avenue	9	7	56%	44%
Hawksley Estate	26	12	65%	32%

2. Support for Controls

Only residents of Dublin Avenue and the Hawksley Court Estate supported the proposal to remove the existing gates and implement permit parking. Residents of Benthal Court, however, did not support this proposal.

A breakdown of the level of support can be found in Table 3 below.

Table 3: Support for Controls

Estate	Support for controls		Percentage	
	Yes	No	Yes	No
Benthal Court	0	2	0%	100%
Dublin Avenue	9	7	56%	44%
Hawksley Estate	15	23	39%	61%

3. Parking Design

As part of the consultation, Parking Services consulted residents on the proposed design for their estate.

A breakdown of the responses can be found in Table 4 below.

Table 4: Parking Design

Estate	Are you happy with the proposed parking design		Percentage	
	Yes	No	Yes	No
Benthal Court	1	1	50%	50%
Dublin Avenue	7	9	44%	56%
Hawksley Court Estate	20	18	53%	47%

4. General Comments and Suggestions

Residents were also asked to provide any general comments or suggestions about the introduction of parking controls and the parking design within their estate. Several respondents provided more than one type of comment in their feedback.

Comments were received from 32 respondents, with 2 originating from Benthal Court and 7 from the Hawksley Court Estate; no responses were received from Dublin Avenue. A detailed breakdown of these responses is provided in Table 8 below.

5. Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their estate.

5.1. Benthal Court

One respondent was in favour of one sustainable transport scheme to be implemented within their estate. See table 5 below for a breakdown of responses received that supported sustainable transport.

Table 5: Support for sustainable transport initiative (Benthal Court)

Total Responses	
Yes	%

Parklets	0	
Electric vehicle charging points	0	
Car clubs	0	
Micro mobility hubs (electric scooters, shared use bikes)	0	
Secure bicycle parking facilities	1	50%
Grand Total	1	

5.2. Dublin Avenue

Of the 16 respondents, 4 (25%) were in favour of one or more sustainable transport schemes to be implemented on their estate. See table 6 below for a breakdown of responses received that supported sustainable transport.

Table 6: Support for sustainable transport initiative (Dublin Avenue)

	Total Responses	
	Yes	%
Parklets	2	50%
Electric vehicle charging points	1	25%
Car clubs	1	25%
Micro mobility hubs (electric scooters, shared use bikes)	1	25%
Secure bicycle parking facilities	1	25%
Grand Total	6	

5.3. Hawksley Estate

Of the 38 respondents, 14 (37%) were in favour of one or more sustainable transport schemes to be implemented on their estate. See table 7 below for a breakdown of responses received that supported sustainable transport.

Table 7: Support for sustainable transport initiative (Hawksley Court Estate)

	Total Responses	
	Yes	%

Parklets	3	8%
Electric vehicle charging points	10	25%
Car clubs	4	11%
Micro mobility hubs (electric scooters, shared use bikes)	3	8%
Secure bicycle parking facilities	12	32%
Grand Total	32	

Table 8: Breakdown of general comments.

The estate residents were asked to provide any general comments or suggestions about the parking layout and proposals. These include comments received via email, letter, telephone call and completed questionnaires. Many respondents provided comments on more than one topic in their feedback.

We received comments from 27 respondents with 27% of the comments saying that controls would prevent non-resident or multiple vehicles. 14% of the feedback opposed parking controls. 11% of respondents raised queries and concerns regarding the current gates. A breakdown of the top 5 general comments received is provided in Table 8.

Additional comments	Total	Percentage
Prevent non-residents & multi parking	11	27%
Opposed parking controls	6	14%
Comments on gates (insurance, maintenance, welded open)	4	11%
Speeding and safety concerns	3	7%
Yellow lines (enforcement issues)	4	9%

APPENDIX 2: Stage 1 & 2 Combined Consultation

Consultation Documents/ Leaflets

Benthal Court - Leaflet, Questionnaire, Map



Benthal Court Estate Parking Consultation

Complete your questionnaire online now!
Visit: bit.ly/benthal-court-parking

have **your** say

Hackney

Introduction of Parking Controls

Why am I being consulted?

Benthal Court estate is situated within parking Zone R, but the estate itself is not subject to any formal parking controls. As residents of the estate frequently experience parking issues, we are now considering implementing parking controls, with the aim of improving parking for residents.

Parking controls on the estate would aim to:

- Prevent non-estate residents in nearby areas seeking free parking, causing stress for estate residents
- Provide parking spaces specifically for estate residents
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality
- Improve road safety

Before introducing parking controls, the Council must consult residents to understand their views. This consultation is being delivered by the Council's Parking Services Team.

What are we consulting on?

We are asking for your feedback on the introduction of parking controls and the proposed parking design for the estate.

Operational hours

In line with the approach taken on other estates, we are proposing to introduce 24-hour parking controls. This ensures parking spaces within the estate are reserved at all times for the use of estate residents and their visitors. It is essential to set operational hours that deter non-estate residents and commuters who are attempting to bypass Zone R parking restrictions, thereby safeguarding future parking capacity.

Benthal Court Estate - Parking Consultation

3

Proposed Parking Restrictions

We are proposing the following parking design for the estate:



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All kerbside space within an estate is controlled either by yellow lines or by parking bays. This helps to balance the needs of users and to meet road safety requirements.

Parking bays have been located where the road or parking area is safe and wide enough to do so.

In areas where parking spaces cannot be provided and where there are access roads leading to the estate parking area, double yellow lines (no waiting restrictions) would be installed to improve safety for pedestrians and motorists and to keep access points clear.

How would estate parking controls affect me?

Estate parking controls would mean your vehicle would need an estate parking permit in order to park within the estate. These would be 12 month permits, with the cost based on vehicle CO2 emissions, ranging from £46 for lowest emissions vehicles to £558 for the highest emitters. Motorcycles would be required to have a valid resident permit to park in estate bays.

Please see the table below for existing resident estate parking permit prices. **These prices are correct at the time of consulting. However permit prices are due to change from 1st April 2026.**

Estate parking permit (blue badge holders only)

12 months only	Blue badge holders
All vehicles	Free

Estate parking permit - based on CO2 emissions with a diesel surcharge

Band		12 months
1	No local CO2 emissions	£46.00
2	1-50g/km, 50cc or under*	
	All other vehicles	£56.00
	Diesel powered vehicles	£227.00
3	51-75g/km, or 51 - 125cc*	
	All other vehicles	£62.00
	Diesel powered vehicles	£233.00
4	76-90g/km	
	All other vehicles	£69.00
	Diesel powered vehicles	£240.00
5	91-100g/km, or 126 - 400cc*	
	All other vehicles	£75.00
	Diesel powered vehicles	£246.00
6	101-110g/km	
	All other vehicles	£81.00
	Diesel powered vehicles	£252.00
7	111-130g/km, or 401 - 800cc*	
	All other vehicles	£86.00
	Diesel powered vehicles	£257.00
8	131-150g/km	
	All other vehicles	£97.00
	Diesel powered vehicles	£268.00
9	151-170g/km, or 801 - 1200cc*	
	All other vehicles	£120.00
	Diesel powered vehicles	£291.00
10	171-190g/km	
	All other vehicles	£164.00
	Diesel powered vehicles	£335.00
11	191-225g/km, or 1201cc-2000cc*	
	All other vehicles	£209.00
	Diesel powered vehicles	£380.00

Benthal Court Estate - Parking Consultation

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12	226-255g/km	
	All other vehicles	£276.00
	Diesel powered vehicles	£647.00
13	Over 256g/km or 2001cc*	
	All other vehicles	£387.00
	Diesel powered vehicles	£558.00

*Where no information is held on a vehicle's CO2 emissions, the price will be calculated on engine size.
 **Diesel surcharge - except RDE2 compliant vehicles will be £171 per year

Visitors

Due to the limited number of parking spaces on this estate, visitor vouchers will not be available. However, estate residents are entitled to purchase on-street Zone R visitor vouchers. Vouchers can be bought by estate residents who live in the parking zone. You do not need to own a car to buy vouchers. You can choose either e-vouchers (use immediately) or scratchcard vouchers, which will normally be delivered within seven working days. A £3.70 postage and packaging fee is applicable for scratch card vouchers. The fee may vary depending on the type of delivery.

We offer:

- Books of 20 x 2 hour vouchers
- Books of 5 x one day vouchers

You only need to use a voucher during the operational hours of the parking zone. The operational hours of Zone R are Monday to Friday 7am to 11am.

For information about the cost of visitor vouchers, please refer to our website hackney.gov.uk/visitor-vouchers or call Parking Services on 020 8356 8877.

Estate Resident Blue Badge Holders

Estate residents who hold a Blue Badge can apply for a free permit to park within a permit bay within the estate. They are also able to park on double yellow lines for up to 3 hours.

Blue Badge holders are also entitled to a free Companion Badge which will allow them to park in permit, resident and shared use (permit and visitor parking bay) in Zone R.

Sustainable transport

The Council is committed to supporting sustainable transport initiatives to improve air quality and public health, reduce the need to travel by private car increase social inclusion and economic activity in the borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives.

We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. These might include electric vehicle charging points, cycle storage, car clubs, bicycle sharing schemes, parklets, School Street schemes or ultra low emission vehicle streets.

Please use the consultation questionnaire to provide comments and requests about sustainable transport. Alternatively, you can email the consultation team at consultparking@hackney.gov.uk or contact them on 020 8356 5250 to discuss this further.

Benthol Court Estate - Parking Consultation

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How can I have my say?



We welcome views from all residents on our proposal and design.

The consultation will run for a period of six weeks, from **Monday 19 January to Monday 2 March**, and will follow the policies and procedures set out in Section 9 of our Parking and Enforcement Plan 2022-27.

Please visit hackney.gov.uk/pep for more information.

The deadline for this consultation is **Monday 2 March**. All consultation responses both online and via post must be received by the council by 23:59 on **Monday 2 March**. Unfortunately, we will be unable to consider any responses received after this date.

How to respond



The easiest way to have your say is by visiting the website bit.ly/benthol-court-parking and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost envelope enclosed**.

Please ensure you familiarise yourself with our policy on consultation feedback acceptance. Our process has been thoroughly reviewed to ensure all residents within a consultation area can express authentic views on parking related matters. Our policy ensures consultation feedback is reflective of the parking needs of the consultation area and allows the Council to make recommendations based on genuine feedback. The policy is as follows:

- One questionnaire per household may be submitted, either by returning the paper form, or by submitting an online response. If more than one response is received from the same household, only the first response will be considered.
- Properties registered as a House in Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number
- Photocopies or bulk/multiple submissions will not be accepted
- Submissions without a full name, full address and signed declaration will not be accepted
- Email addresses are compulsory for online submissions
- Submissions received after the closing date will not be considered
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response

If you have not received a questionnaire, please contact us on 020 8356 5250 and a consultation pack will be sent out to you. Consultation packs will only be provided upon provision of proof of residency. The Council will only accept the following proofs:

- Driving licence
- Council tax statement
- Utility bill dated in last three months
- Signed tenancy agreement
- Bank statement (current or savings account) dated in last 3 months
- Solicitor's letter confirming completion (new residents only)
- Rent book from council or housing trust.

Benthol Court Estate - Parking Consultation

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For further information on the consultation please contact Parking Services on 020 8356 8877 or consultparking@hackney.gov.uk. Alternatively you can visit hackney.gov.uk/parking.

What happens next?

How do we make a decision?

Along with consultation feedback, the Council will take into consideration other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking before confirming a final design. The Council can however in certain circumstances make recommendations without a clear majority.

The Council by law has a duty to ensure its traffic management duties are adhered to and considered before public opinion.

The feedback we receive from residents in Benthol Court will be analysed and considered. We may make design changes based on the feedback received if it is feasible to do so.

All decisions will be detailed in a delegated powers decision report and will be available to the public.

Consultation results

Date: May 2026

Consultation results will be made available to residents and businesses. A summary consultation pack detailing the results will be sent to all residents and businesses in the area by post and will also be available on the Hackney council website.

If you have any questions regarding the consultation please contact the Parking Services on 020 8356 8877 or email consultparking@hackney.gov.uk

Frequently asked questions

What are parking controls within an estate?

Parking controls within an estate are where parking provisions are controlled. Parking bays are painted in locations to show where it is safe to park and all other kerbsides are marked with yellow lines. This helps keep the estate safe for both road users and pedestrians, and allows priority for parking to be given to disabled people, residents and visitors according to the council's hierarchy of parking needs.

During the parking operational hours, vehicles need to have a valid e-permit or visitor vouchers in order to park within the estate. They also need to be mindful of the type of bay they are parked in e.g. a personalised parking bay. The council has the powers to issue a penalty charge notice to people who park in bays without the appropriate e-permit/voucher or on yellow lines.

What benefits would parking controls within my estate have?

Parking controls provide many benefits for the residents, including:

- ease for residents and their visitors to find parking spaces close to their home
- the reduction of traffic congestion and improved air quality due to less commuters and visitors seeking out free parking spaces
- a safer environment particularly for children, cyclists and pedestrians due to the introduction of yellow lines at junctions and access points, as well as other areas where it is not safe to park

Benthol Court Estate - Parking Consultation

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- improved access for emergency vehicles, able to maintain a safe 'running width' on narrow parts of the estate and powers to act on vehicles blocking access to properties
- reduced crime levels; the presence and visibility of Road and Traffic Enforcement Officers patrolling the estate helps discourage car crime, vandalism and anti-social behaviour as well as dealing with untaxed and abandoned vehicles

What would estate parking controls look like for me?

If parking controls are implemented on your estate, this would mean your vehicle will require a valid permit to park within the estate. Your visitors will also need Zone R visitor vouchers and park on street.

How will the estate be enforced?

Parking Services will visit your estate daily to ensure vehicles are complying with parking regulations and non-estate residents are not parking within the estate without an estate parking permit.

If you need to report illegal parking you will be able to do so as Parking Enforcement deal solely with requests for illegally parked vehicles and enforcement requests.

When enforcement is required outside of this period, please utilise the 'out of hours line'.

Please see below for more contact details:

Monday to Friday, 8am to 5pm: 020 8356 8877, 5pm to 8:30pm: 020 8356 7555
 Saturday, 08:30am to 8:30pm: 020 8356 7555
 Sunday, 8:15am to 4:30PM 020 8356 7555

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place in all parking bays and on double yellow lines as long as vehicles are not causing an obstruction.

Could I reserve a parking bay for building works or removals?

You would be able to reserve a bay for a specific use for a specific time frame by applying for a bay suspension. Please visit our website for more information: hackney.gov.uk/parking

What if I have a Blue Badge?

Blue Badge holders would be able to apply for a free estate permit to park within a permit bay. They can also park on double yellow lines for up to 3 hours with their Blue Badge as long as they display their clock.

Blue Badge holders are also entitled to apply for a companion badge to park within Zone R. A companion badge works in the same way as a Blue Badge but has the added advantage of being able to park in resident and permit parking bays within their home parking zone. For more information on Companion Badges please visit hackney.gov.uk/companion-badge

How can I apply for a personalised permit bay?

If you are a Blue Badge holder, and your mobility impairment makes it difficult for you to walk short distances, but you do not have access to off-street parking, you may be able to get a personalised permit bay on your estate.

If you have a valid Blue Badge and want to apply for a personalised permit bay, you would need to apply for an estate permit, which would be linked to the one vehicle entitled to park in the personalised permit bay.

Benthol Court Estate - Parking Consultation

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For advice about disabled bays, please email disabledparking@hackney.gov.uk or call 020 8356 8328.

What if I own a motorcycle?

Motorcycles are required to have a valid resident permit to park in estate bays.

Are parking restrictions just a money making scheme for the council?

Accessibility statement

If you require this document in a different format, please email

 consultparking@hackney.gov.uk

We will consider your request and get back to you in the next five working days.



Declaration

I declare that the information provided in Section 1 is accurate. Please note that failure to tick this section will result in your response being voided.

☐ Yes

☐ No

Section 2: Support for controls

Q2. Do you support the introduction of parking controls on your estate?

☐ Yes

☐ No

Benthal Court



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 **Hackney**

Dublin Avenue Consultation - Leaflet, Questionnaire, Map



Dublin Avenue Estate Parking Consultation

Complete your questionnaire online now!

Visit: bit.ly/dublin-avenue-parking

have say

Hackney

Introduction of Parking Controls

Why am I being consulted?

The Council's Parking Services Team was approached by the Housing Team with a request to implement parking controls on Dublin Avenue. Historically, parking on the estate was managed by Clarion Housing, however the Council have established that this is no longer the case and we are proceeding with this consultation with the full knowledge and support of Clarion Housing.

Dublin Avenue estate is situated within parking Zone 1 and despite there being parking controls within the wider Zone 1 road network, the estate itself is not subject to any formal parking controls. As residents of the estate frequently experience parking issues, we are now considering implementing parking controls, with the aim of improving parking for residents.

Parking controls on the estate would aim to:

- Prevent non-estate residents in nearby areas seeking free parking, causing stress for estate residents
- Provide parking spaces specifically for estate residents
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality
- Improve road safety

Before introducing parking controls, the Council must consult residents to understand their views. This consultation is being delivered by the Council's Parking Services Team.

What are we consulting on?

We are asking for your feedback on the introduction of parking controls and the proposed parking design for the estate.

Operational hours

In line with the approach taken on other estates, we are proposing to introduce 24-hour parking controls. This ensures parking spaces within the estate are reserved at all times for the use of estate residents and their visitors. It is essential to set operational hours that deter non-estate residents and commuters who are attempting to bypass Zone 1 parking restrictions, thereby safeguarding future parking capacity.

Dublin Avenue Estate - Parking Consultation

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Proposed Parking Restrictions

We are proposing the following parking design for the estate:



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All kerbside space within an estate is controlled either by yellow lines or by parking bays. This helps to balance the needs of users and to meet road safety requirements.

Parking bays have been located where the road or parking area is safe and wide enough to do so.

In areas where parking spaces cannot be provided and where there are roads leading to the estate parking area, double yellow lines (no waiting restrictions) would be installed to improve safety for pedestrians and motorists and to keep access points clear.

How would estate parking controls affect me?

Estate parking controls would mean your vehicle would need an estate parking permit in order to park within the estate. These would be 12 month permits, with the cost based on vehicle CO2 emissions, ranging from £46 for lowest emissions vehicles to £558 for the highest emitters. Motorcycles would be required to have a valid resident permit to park in estate bays. For more information on motorcycle charges please visit

hackney.gov.uk/parking-permit-charges

Dublin Avenue Estate - Parking Consultation

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Please see the table below for existing estate parking permit prices: **These prices are correct at the time of consulting. However permit prices are due to change from 1st April 2026.**

Estate parking permit (blue badge holders only)

12 months only	Blue badge holders
All vehicles	Free

Estate parking permit - based on CO2 emissions with a diesel surcharge

Band		12 months
1	No local CO2 emissions	£46.00
2	1-50g/km, 50cc or under*	
	All other vehicles	£56.00
	Diesel powered vehicles	£227.00
3	51-75g/km, or 51 - 125cc*	
	All other vehicles	£62.00
	Diesel powered vehicles	£233.00
4	76-90g/km	
	All other vehicles	£69.00
	Diesel powered vehicles	£240.00
5	91-100g/km, or 126 - 400cc*	
	All other vehicles	£75.00
	Diesel powered vehicles	£246.00
6	101-110g/km	
	All other vehicles	£81.00
	Diesel powered vehicles	£252.00
7	111-130g/km, or 401 - 800cc*	
	All other vehicles	£86.00
	Diesel powered vehicles	£257.00
8	131-150g/km	
	All other vehicles	£97.00
	Diesel powered vehicles	£268.00
9	151-170g/km, or 801 - 1200cc*	
	All other vehicles	£120.00
	Diesel powered vehicles	£291.00
10	171-190g/km	
	All other vehicles	£164.00
	Diesel powered vehicles	£335.00

Dublin Avenue Estate - Parking Consultation

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11	191-225g/km, or 1201cc- 2000cc*	
	All other vehicles	£209.00
	Diesel powered vehicles	£380.00
12	226-255g/km	
	All other vehicles	£276.00
	Diesel powered vehicles	£447.00
13	Over 256g/km or 2001cc*	
	All other vehicles	£387.00

will normally be delivered within 7 working days. A £3.70 postage and packaging fee is applicable for scratch card vouchers. The fee may vary depending on the type of delivery.

We offer:

- Books of 20 x 2 hour vouchers
- Books of 5 x one day vouchers

Book limits run by calendar year (January-December) Price per book
One day visitor vouchers

Within the wider borough, the Council has implemented various sustainable transport initiatives.

We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. These might include electric vehicle charging points, cycle storage, car clubs, bicycle sharing schemes, parklets, School Street schemes or ultra low emission vehicle streets.

Please use the consultation questionnaire to provide comments and requests about sustainable transport. Alternatively, you can email the consultation team at consultparking@hackney.gov.uk or contact them on 020 8356 5250 to discuss this further.

How can I have my say?

We welcome views from all residents on our proposal and design.

The consultation will run for a period of six weeks, from **Monday 19 January to Monday 2 March**, and will follow the policies and procedures set out in Section 9 of our Parking and Enforcement Plan 2022-27.

Please visit hackney.gov.uk/pep for more information.

The deadline for this consultation is **Monday 2 March**. All consultation responses both online and via post must be received by the council by 23:59 on **Monday 2 March**. Unfortunately, we will be unable to consider any responses received after this date.

How to respond

The easiest way to have your say is by visiting the website bit.ly/dublin-avenue-parking and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost envelope enclosed**.

Please ensure you familiarise yourself with our policy on consultation feedback acceptance. Our process has been thoroughly reviewed to ensure all residents within a consultation area can express authentic views on parking related matters. Our policy ensures consultation feedback is reflective of the parking needs of the consultation area and allows the Council to make recommendations based on genuine feedback. The policy is as follows:

- One questionnaire per household may be submitted, either by returning the paper form, or by submitting an online response. If more than one response is received from the same household, only the first response will be considered.
- Properties registered as a House in Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number
- Photocopies or bulk/multiple submissions will not be accepted
- Submissions without a full name, full address and signed declaration will not be accepted
- Email addresses are compulsory for online submissions
- Submissions received after the closing date will not be considered
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response.

Dublin Avenue Estate - Parking Consultation

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If you have not received a questionnaire, please contact us on 020 8356 5250 and a consultation pack will be sent out to you. Consultation packs will only be provided upon provision of proof of residency. The council will only accept the following proofs:

- Driving licence
- Council tax statement
- Utility bill dated in last three months
- Signed tenancy agreement
- Bank statement (current or savings account) dated in last 3 months
- Solicitor's letter confirming completion (new residents only)
- Rent book from council or housing trust.

For further information on the consultation please contact Parking Services on 020 8356 8877 or consultparking@hackney.gov.uk. Alternatively you can visit hackney.gov.uk/parking

Drop in sessions

The council will be holding a drop-in session for all Dublin Avenue residents on:

Date: Friday 6th February
Time: 5pm to 7pm
Venue: Morland Estate Community Hall

The drop in session is only for residents who live on the estate. Further information relating to the session will be available on our website at hackney.gov.uk/parking

Residents who would like to discuss the consultation proposals and are not able to take part in the drop-in session, can contact the parking consultation team at consultparking@hackney.gov.uk

What happens next?

How do we make a decision?

Along with consultation feedback, the Council will take into consideration other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking before confirming a final design. The council can however in certain circumstances make recommendations without a clear majority.

The council by law has a duty to ensure its traffic management duties are adhered to and considered before public opinion.

The feedback we receive from residents in Dublin Avenue will be analysed and considered. We may make design changes based on the feedback received if it is feasible to do so.

All decisions will be detailed in a delegated powers decision report and will be available to the public.

Dublin Avenue Estate - Parking Consultation

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Consultation results

Consultation results will be available from:

Date: May 2026

A summary consultation pack detailing the results will be sent to all residents and businesses in the area by post and will also be available on the Hackney council website.

If you have any questions regarding the consultation please contact the Parking Services on 020 8356 8877 or email consultparking@hackney.gov.uk

Frequently asked questions

What are parking controls within an estate?

How will the estate be enforced?

Parking Services will visit your estate daily to ensure vehicles are complying with parking regulations and non-estate residents are not parking within the estate without an estate parking permit.

If you need to report illegal parking you will be able to do so as Parking Enforcement deal solely with requests for illegally parked vehicles and enforcement requests.

When enforcement is required outside of this period, please utilise our 'out of hours line'.

Please see below for more contact details:
Monday to Friday, 8am to 5pm: 020 8356 8877, 5pm to 8:30pm: 020 8356 7555
Saturday, 08:30am to 8:30pm: 020 8356 7555
Sunday, 8.15am to 4.30PM 020 8356 7555

For advice about disabled bays, please email disabledparking@hackney.gov.uk or call 020 8356 8328.

What if I own a motorcycle?

Motorcycles are required to have a valid resident permit to park in estate bays.

Are parking restrictions just a money making scheme for the council?

No. By law revenue generated from parking restrictions must be invested back into transport related improvements such as concessionary concessionary fares or meeting costs to the provision or operation of, or of facilities for, public passenger transport services. The London Borough of Hackney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme and improvements to transport infrastructure.

Can I submit more than one consultation response?

Only one consultation response will be accepted per household. The Council can also only accept original copies of the consultation questionnaire. We will not accept any photocopied responses.

Please ensure you read the changes outlined above regarding consultation feedback acceptance.

How will you use my personal information?

Hackney Council is a Data Controller under the General Data Protection Regulation (GDPR). We hold the information given to us for the specific purpose of processing and managing parking consultations only. Under the GDPR any information you provide may be disclosed to other organisations in order for this local authority to perform its duty to protect public funds it administers, and to this end we may use the information you have provided for prevention and detection of fraud. We may also share this information with other bodies responsible for auditing or administering public funds for these purposes.

You can read more information about this, and also about your Data Protection rights in line with the provisions of the General Data Protection Regulation and Data Protection Act 2018 by going to hackney.gov.uk/privacy. This includes how to contact the Data Protection Officer, how long your information is held, and how we process your personal information. Printed copies of the council's Privacy Notices can be provided on request.

More information

For more information about the cost of permits and visitor vouchers please refer to our website hackney.gov.uk/parking or call Parking Services on 020 8356 8877.

Dublin Avenue Estate - Parking Consultation



Unique Reference Number:

Have your say on Dublin Avenue parking controls.

Please use BLOCK capitals when completing the questionnaire and tick the boxes ☐ that apply to you. Please return this questionnaire by Friday 20 February 2026 using the Freepost envelope provided.

If you are submitting an online response, please ensure you enter the unique reference

Accessibility statement

If you require this document in a different format, please email

consultparking@hackney.gov.uk

We will consider your request and get back to you in the next five working days.

Declaration

I declare that the information provided in Section 1 is accurate. Please note that failure to tick this section will result in your response being voided.

☐ Yes ☐ No

Section 2: Support for controls

Q2. Do you support the introduction of parking controls on your estate?

☐ Yes ☐ No

Section 3: Proposed Design

Q3. Are you happy with the proposed parking design (the layout and positioning of parking bays etc.) for your estate?

☐ Yes ☐ No

Please see map within the consultation booklet which shows the layout of all parking restrictions we proposed to implement. You can also view the map on our website at hackney.gov.uk/parking-hys

Q4. If you answered NO to the above question, please let us know what design changes you would like to see?

☐ Estate permit bays
☐ Personalised permit bay for disabled residents.

Dublin Avenue - Final Design



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 Hackney

Hawksley Court Estate - Leaflet, Questionnaire, Map



Hawksley Court Estate Parking Consultation

Complete your questionnaire online now!

Visit: bit.ly/hawksley-court-parking



Introduction of Parking Controls

Why am I being consulted?

Hawksley Estate is situated within parking Zone M, but the estate itself is not subject to any formal parking controls. As residents of the estate frequently experience parking issues, we are now considering implementing parking controls, with the aim of improving parking for residents.

Parking controls on the estate would aim to:

- Prevent non-estate residents in nearby areas seeking free parking, causing stress for estate residents
- Provide parking spaces specifically for estate residents
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality
- Improve road safety

Before introducing parking controls, the Council must consult residents to understand their views. This consultation is being delivered by the Council's Parking Services Team.

What are we consulting on?

We are asking for your feedback on the introduction of parking controls and the proposed parking design for the estate.

Operational hours

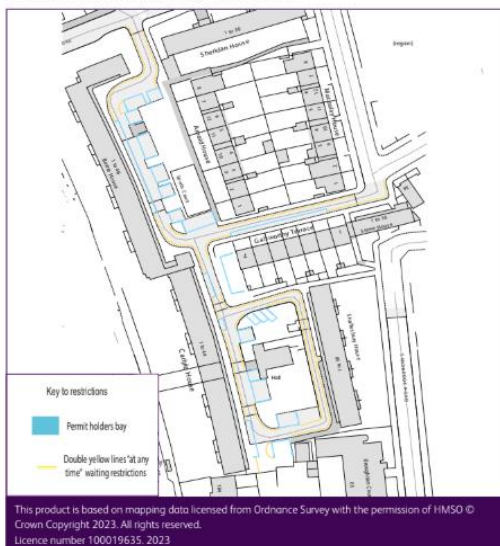
In line with the approach taken on other estates, we are proposing to introduce 24-hour parking controls. This ensures parking spaces within the estate are reserved at all times for the use of estate residents and their visitors. It is essential to set operational hours that deter non-estate residents and commuters who are attempting to bypass Zone M parking restrictions, thereby safeguarding future parking capacity.

Hawksley Court Estate - Parking Consultation

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Proposed Parking Restrictions

We are proposing the following parking design for the estate:



All kerbside space within an estate is controlled either by yellow lines or by parking bays. This helps to balance the needs of users and to meet road safety requirements.

Parking bays have been located where the road or parking area is safe and wide enough to do so.

In areas where parking spaces cannot be provided and where there are access roads leading to the estate parking area, double yellow lines (no waiting restrictions) would be installed to improve safety for pedestrians and motorists and to keep access points clear.

Hawksley Court Estate - Parking Consultation

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How would estate parking controls affect me?

Estate parking controls would mean your vehicle would need an estate parking permit in order to park within the estate. These would be 12 month permits, with the cost based on vehicle CO2 emissions, ranging from £46 for lowest emissions vehicles to £558 for the highest emitters. Motorcycles would be required to have a valid resident permit to park in estate bays. For more information on motorcycle charges please visit

hackney.gov.uk/parking-permit-charges

Please see the table below for existing resident estate parking permit prices: **These prices are correct at the time of consulting. However permit prices are due to change from 1st April 2026.**

Estate parking permit (blue badge holders only)

12 months only	Blue badge holders
All vehicles	Free

Estate parking permit - based on CO2 emissions with a diesel surcharge

Band		12 months
1	No local CO2 emissions	£46.00
2	1-50g/km, 50cc or under*	
	All other vehicles	£56.00
	Diesel powered vehicles	£227.00
3	51-75g/km, or 51 - 125cc*	
	All other vehicles	£62.00
	Diesel powered vehicles	£233.00
4	76-90g/km	
	All other vehicles	£69.00
	Diesel powered vehicles	£240.00
5	91-100g/km, or 126 - 400cc*	
	All other vehicles	£75.00
	Diesel powered vehicles	£246.00
6	101-110g/km	
	All other vehicles	£81.00
	Diesel powered vehicles	£252.00
7	111-130g/km, or 401 - 800cc*	
	All other vehicles	£86.00
	Diesel powered vehicles	£257.00
8	131-150g/km	
	All other vehicles	£97.00
	Diesel powered vehicles	£268.00

Hawksley Court Estate - Parking Consultation

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9	151-170g/km, or 801 - 1200cc*	
	All other vehicles	£120.00
	Diesel powered vehicles	£291.00
10	171-190g/km	
	All other vehicles	£164.00
	Diesel powered vehicles	£335.00
11	191-225g/km, or 1201cc- 2000cc*	
	All other vehicles	£209.00

See estate visitor voucher prices below.

Book limits run by calendar month, as per estate	Price per book
One day estate parking visitor vouchers	
Standard rate – including blue badge holders (one day, ten cards in a book, valid for six months from date of issue)	£18.00
Discounted rate for people 60 and over (one day, ten cards in a book, valid for six months from date of issue)	£9.00

Please note that all fees and charges are reviewed annually and generally in line with the consumer price index.

For information about the cost of visitor vouchers, please refer to our website hackney.gov.uk/visitor-vouchers or call Parking Services on **020 8356 8877**.

Estate Resident Blue Badge Holders

Estate residents who hold a Blue Badge can apply for a free permit to park within a permit bay within the estate. They are also able to park on double yellow lines for up to 3 hours.

Blue Badge holders are also entitled to a free Companion Badge which will allow them to park in permit, resident and shared use (permit and visitor parking bay) in Zone M.

Sustainable transport

The Council is committed to supporting sustainable transport initiatives to improve air quality and public health, reduce the need to travel by private car and increase social inclusion and economic activity in the borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives.

We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. These might include electric vehicle charging points, cycle storage, car clubs, bicycle sharing schemes, parklets, School Street schemes or ultra low emission vehicle streets.

Please use the consultation questionnaire to provide comments and requests about sustainable transport. Alternatively, you can email the consultation team at consultparking@hackney.gov.uk or contact them on **020 8356 5250** to discuss this further.

How can I have my say?



We welcome views from all residents on our proposal and design.

The consultation will run for a period of six weeks, from **Monday 19 January to Monday 2 March**, and will follow the policies and procedures set out in Section 9 of our Parking and Enforcement Plan 2022-27.

Please visit hackney.gov.uk/pep for more information.

The deadline for this consultation is **Monday 2 March**. All consultation responses both online and via post must be received by the council by **23:59 on Monday 2 March**. Anything received after this date will not be considered.

How to respond

The easiest way to have your say is by visiting the website bit.ly/hawksley-court-parking and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost envelope enclosed**.

Please ensure you familiarise yourself with our policy on consultation feedback acceptance. Our process has been thoroughly reviewed to ensure all residents within a consultation area can express authentic views on parking related matters. Our policy ensures consultation feedback is reflective of the parking needs of the consultation area and allows the Council to make recommendations based on genuine feedback. The policy is as follows:

- One questionnaire per household may be submitted, either by returning the paper form, or by submitting an online response. If more than one response is received from the same household, only the first response will be considered
- Properties registered as a House in Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number
- Photocopies or bulk/multiple submissions will not be accepted
- Submissions without a full name, full address and signed declaration will not be accepted
- Email addresses are compulsory for online submissions
- Submissions received after the closing date will not be considered
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response

If you have not received a questionnaire, please contact us on 020 8356 5250 and a consultation pack will be sent out to you. Consultation packs will only be provided upon provision of proof of residency. The Council will only accept the following proofs:

- Driving licence
- Council tax statement
- Utility bill dated in last three months
- Signed tenancy agreement
- Bank statement (current or savings account) dated in last 3 months
- Solicitor's letter confirming completion (new residents only)
- Rent book from council or housing trust.

For further information on the consultation please contact Parking Services on **020 8356 8877** or consultparking@hackney.gov.uk. Alternatively you can visit hackney.gov.uk/parking.

Drop in sessions

The Council will be holding a drop-in session for all Hawksley Estate residents on:

Date: Thursday 5th February

Time: 5pm to 7pm

Venue: Hawksley Court Community Hall, Albion Road N16 0UA

The drop in session is only for residents who live on the estate. Further information relating to the session will be available on our website at

hackney.gov.uk/parking.

Residents who would like to discuss the consultation proposals and are not able to take part in the drop-in session, can contact the parking consultation team at consultparking@hackney.gov.uk.

What happens next?

How do we make a decision?

Along with consultation feedback, the Council will take into consideration other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking before confirming a final design. The Council can however in certain circumstances make recommendations without a clear majority.

The council by law has a duty to ensure its traffic management duties are adhered to and considered before public opinion.

The feedback we receive from residents in Hawksley Estate will be analysed and considered. We may make design changes based on the feedback received if it is feasible to do so.

All decisions will be detailed in a delegated powers decision report and will be available to the public.

Consultation results

Consultation results will be available from:

Date: May 2026

A summary consultation pack detailing the results will be sent to all residents and businesses in the area by post and will also be available on the Hackney council website.

If you have any questions regarding the consultation please contact the Parking Services on **020 8356 8877** or email consultparking@hackney.gov.uk.

Hawksley Court Estate - Parking Consultation

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Please look at the website for more information

hackney.gov.uk/menu#enforcement-and-removal-of-vehicles

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place in all parking bays and on double yellow lines as long as vehicles are not causing an obstruction.

Could I reserve a parking bay for building works or removals?

If you would like to reserve a bay for a specific use for a specific time frame, you can do so by applying for a bay suspension. Please visit our website for more information:

hackney.gov.uk/parking

What if I have a Blue Badge?

Blue Badge holders can apply for a free estate permit to park within a permit bay. They can also park on double yellow lines for up to 3 hours with their Blue Badge as long as they display their clock.

Blue Badge holders are also entitled to apply for a companion badge to park within Zone M. A companion badge works in the same way as a Blue Badge but has the added advantage of being able to park in resident and permit parking bays within their home parking zone. For more information on Companion Badges please visit hackney.gov.uk/companion-badge

How can I apply for a personalised permit bay?

If you are a Blue Badge holder, and your mobility impairment makes it difficult for you to walk short distances, but you do not have access to off-street parking, you may be able to get a personalised permit bay on your estate.

If you have a valid Blue Badge and want to apply for a personalised permit bay, you will need to apply for an estate permit, which will be linked to the one vehicle entitled to park in the personalised permit bay.

A personalised permit bay can only be used by the vehicle that has been registered to the bay. Only one vehicle can be registered to each bay. No other Blue Badge holders are permitted to park within the bay. No other vehicles displaying the Blue Badge belonging to the registered owner of the disabled bay, are permitted to park within the personalised disabled bay as the bay is associated with a vehicle and not the Blue Badge.

For advice about disabled bays, please email disabledparking@hackney.gov.uk or call **020 8356 8328**.

What if I own a motorcycle?

Motorcycles are required to have a valid resident permit to park in estate bays.

Hawksley Court Estate - Parking Consultation

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Frequently asked questions

What are parking controls within an estate?

Parking controls within an estate are where parking provisions are controlled. Parking bays are painted in locations to show where it is safe to park and all other kerbsides are marked with yellow lines. This helps keep the estate safe for both road users and pedestrians, and allows priority for parking to be given to disabled people, residents and visitors according to the Council's hierarchy of parking needs.

During the parking operational hours, vehicles need to have a valid e-permit or visitor vouchers in order to park within the estate. They also need to be mindful of the type of bay they are parked in e.g. a personalised parking bay. The Council has the powers to issue a penalty charge notice to people who park in bays without the appropriate e-permit/voucher or on yellow lines.

What benefits would parking controls within my estate have?

Parking controls provide many benefits for the residents, including:

- ease for residents and their visitors to find parking spaces close to their home
- the reduction of traffic congestion and improved air quality due to less commuters and visitors seeking out free parking spaces
- a safer environment particularly for children, cyclists and pedestrians due to the introduction of yellow lines at junctions and access points, as well as other areas where it is not safe to park
- improved access for emergency vehicles, able to maintain a safe 'running width' on narrow parts of the estate and powers to act on vehicles blocking access to properties
- reduced crime levels; the presence and visibility of Road and Traffic Enforcement Officers patrolling the estate helps discourage car crime, vandalism and anti-social behaviour as well as dealing with untaxed and abandoned vehicles

What would estate parking controls look like for me?

If parking controls are implemented on your estate, this would mean your vehicle will require a valid permit to park within the estate. Your visitors will also need estate visitor vouchers to park on the estate.

How will the estate be enforced?

Parking Services will visit your estate daily to ensure vehicles are complying with parking regulations and non-estate residents are not parking within the estate without an estate parking permit.

If you need to report illegal parking you will be able to do so as Parking Enforcement deal solely with requests for illegally parked vehicles and enforcement requests.

When enforcement is required outside of this period, please use our 'out of hours line'.

Please see below for more contact details:

Monday to Friday, 8am to 5pm: 020 8356 8877, 5pm to 8:30pm: 020 8356 7555

Saturday, 08:30am to 8:30pm: 020 8356 7555

Sunday, 8.15am to 4.30PM 020 8356 7555

Hawksley Court Estate - Parking Consultation

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Are parking restrictions just a money making scheme for the council?

No. By law revenue generated from parking restrictions must be invested back into transport related improvements such as concessionary fares or meeting costs relating to the provision or operation of, or of facilities for, public passenger transport services. The London Borough of Hackney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme and improvements to transport infrastructure.

Can I submit more than one consultation response?

Only one consultation response will be accepted per household. The Council can also only accept original copies of the consultation questionnaire. We will not accept any photocopied responses.

Please ensure you read the changes outlined above regarding consultation feedback acceptance.

How will you use my personal information?

Hackney Council is a Data Controller under the General Data Protection Regulation (GDPR). We hold the information given to us for the specific purpose of processing and managing parking consultations only. Under the GDPR any information you provide may be disclosed to other organisations in order for this local authority to perform its duty to protect public funds it administers, and to this end we may use the information you have provided for prevention and detection of fraud. We may also share this information with other bodies responsible for auditing or administering public funds for these purposes.

You can read more information about this, and also about your Data Protection rights in line with the provisions of the General Data Protection Regulation and Data Protection Act 2018 by going to hackney.gov.uk/privacy. This includes how to contact the Data Protection Officer, how long your information is held, and how we process your personal information. Printed copies of the council's Privacy Notices can be provided on request.

More information

For more information about the cost of permits and visitor vouchers please refer to our website hackney.gov.uk/parking or call Parking Services on **020 8356 8877**.

Hawksley Court Estate - Parking Consultation

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Declaration

I declare that the information provided in Section 1 is accurate. Please note that failure to tick this section will result in your response being **voided**.

☐ Yes

☐ No

Section 2: Support for controls

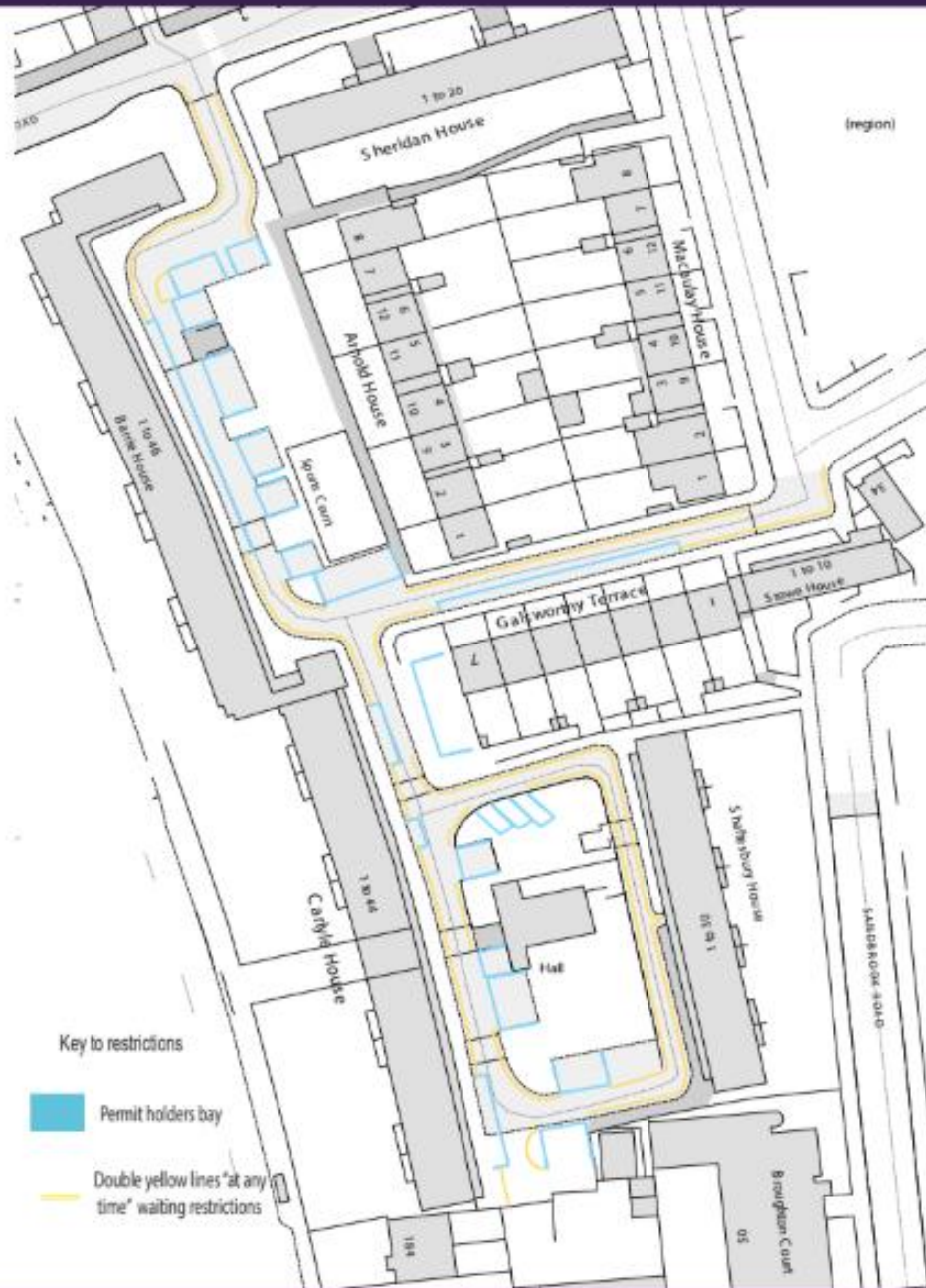
Q2 Do you support the introduction of parking controls on your estate?

☐ Yes

☐ No



Hawksley Estate

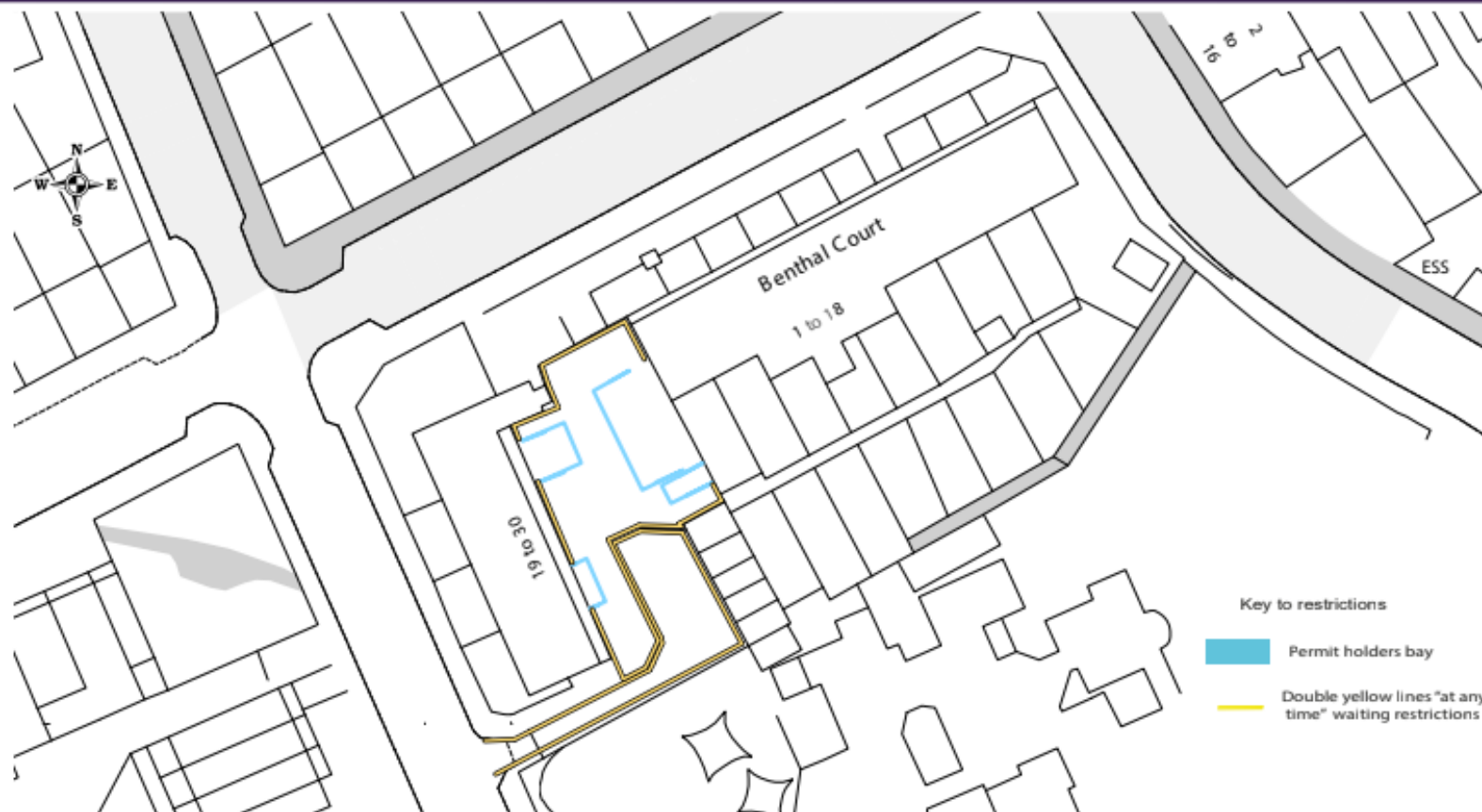


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Hackney

APPENDIX 3: Final Design Map

Benthal Court



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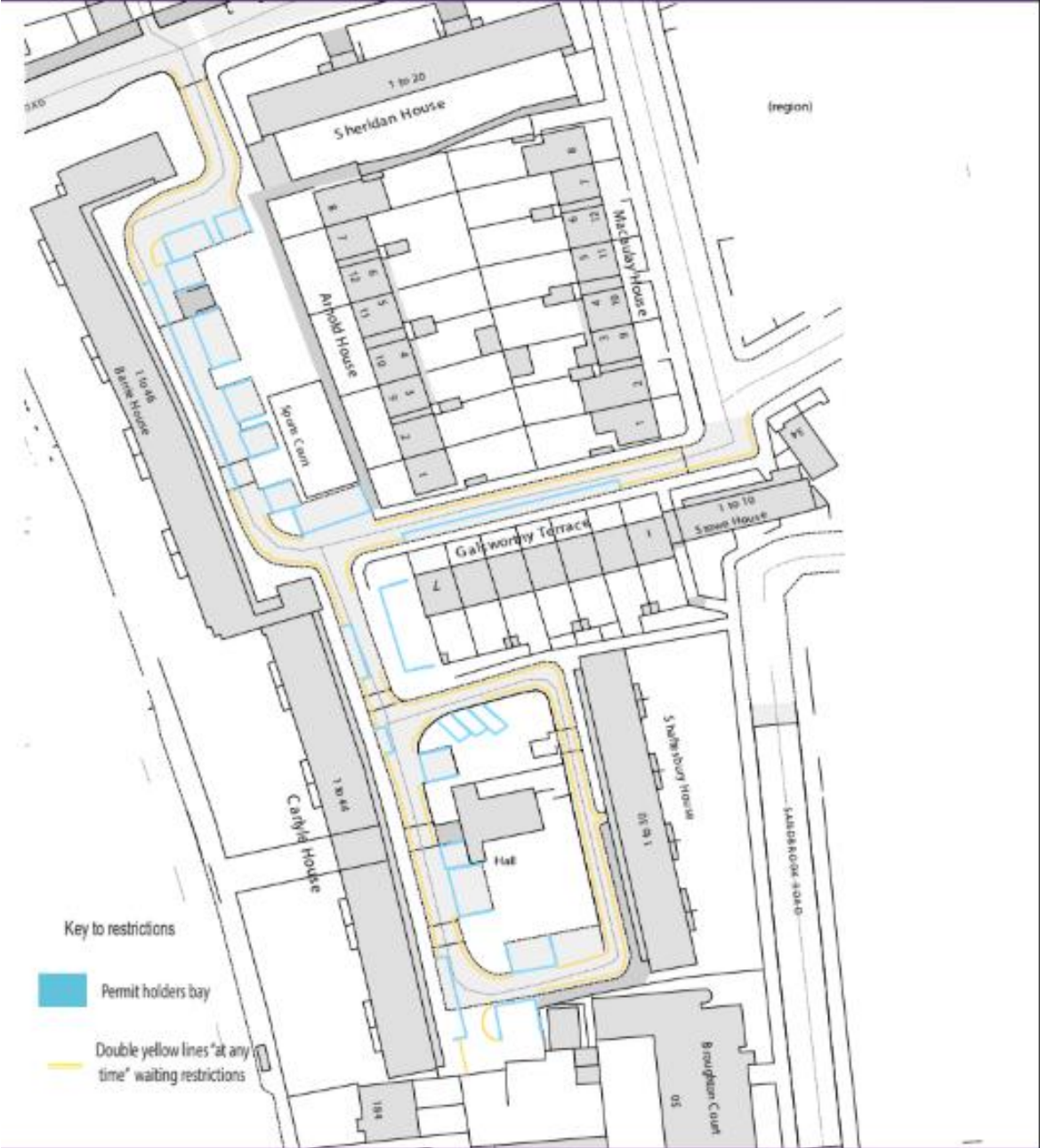
Dublin Avenue



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 Hackney

Hawksley Estate



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Appendix 4: Equalities Impact Assessment (pre consultation)

4.1 Equality Impact Assessment

[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Benthal Court Review - Pre-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer
Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney
Director Signature and Date	
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Post consultation and any subsequent reviews of the estate

1.1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Benthal Court. The stage 1 part of the consultation is to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation is looking for feedback on the design of parking controls. • The estate does not currently have any formal parking controls, with gates being in place to restrict access to the available parking spaces to those residents with the relevant key. However, due to gate failures and/or non-residents obtaining gate keys, estate residents have experienced issues with parking pressure due to non-residential vehicles gaining access to the estate and parking free of charge. As a result of this Parking Services have been asked to consult the residents on this estate to ascertain whether controls are supported.

Question	Response
	● Parking Services intend on starting the review consultation in January 2026 for a period of 6 weeks. ● The key objective of the parking consultation is to identify whether parking controls are supported by residents. ● Internal teams such as streetscene, waste services and planning, will be informed of the stage 1 & 2 combined consultation in Benthall Court. External stakeholders such as the emergency services, including fire brigade, police and London ambulance will also be informed. All external & internal stakeholders have the opportunity to provide their feedback, which will allow the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Benthall Court will be sent a consultation leaflet, a questionnaire and a user-friendly map of the consultation zone. The consultation leaflet and map will also be available online (dedicated council webpage for parking consultations), questionnaire responses can also be submitted online. ● The Council will proactively engage directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries. A drop-in session will be planned, details of which will be outlined on the consultation leaflet, council website and on street posters. Hackney housing officers will also communicate details of the drop-in session with estate residents. ● The contact details for the Council's parking services are available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication is available at all times. Due to the diverse demographic of Hackney, all consultation documents can be made available in different languages on request, to ensure residents are not disadvantaged due to language barriers. ● The Council is proposing to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. ● Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments will help parking services to understand the needs of the community. ● The Council will review all consultation feedback. Any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

1.2 Stakeholders

Outline Stakeholder engagement - Who are the key stakeholders whom this decision will impact - What previous engagement has been carried out with stakeholder groups which might have relevant learning?	Hackney Housing - These proposals have been made at the request of the Housing team in response to non-residents parking on the estate and reports of anti-social behaviour. Estate residents - The introduction of parking controls will impact residents in a number of ways. Firstly there would be a financial impact on residents as they would need to buy a permit. Secondly, the sale of permits will be strictly limited to the number of available spaces, this could mean that some residents that are currently parking on the estate may no longer be able to. Thirdly, there may be some households with more than one vehicle which would be required to buy an on-street permit for additional vehicles. The advantage to the estate permit holders is that there should always be a parking space available to them.
--	---

2: Impact Analysis

Protected Characteristics	Explain impacts and provide evidence. Consider potential evidence gaps and how these could be filled.
All	Consultation documents will be sent to every eligible household within the estate. Each resident is entitled to submit a consultation response as long as their full names are provided. All respondents have an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed. Should parking services have overlooked an issue relating to this protected characteristic, there are opportunities during the consultation process to bring these issues to the attention of parking services - through the questionnaire, email, any drop-in session or face-to-face meeting requests.
Age	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Disability	Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents. The Stage 1&2 review consultation will allow all disabled motorists in the consultation zones to provide their feedback and express their views on the parking design of the zone. Feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.

	As there are currently no disabled bays within the estates, information relating to disabled parking provisions will be available to residents in consultation literature. This may result in residents having to go through an assessment process. Blue badge holders are entitled to park for free and can obtain an estate parking permit. All feedback received regarding disabled parking provision will allow the Council to understand the needs of this group and make changes to the design of controls where necessary.
Gender Reassignment	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Marriage or Civil Partnership (only applies in respect of the requirement to have due regard to the need to eliminate discrimination)	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Pregnancy & Maternity	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Race / Ethnicity	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Religion and Belief-any religious or philosophical belief including no religion/belief	The demographics of this area include a mixed community from various backgrounds, including Christian, Muslim and those with no religion. Although the needs of these communities and the potential impacts on persons with these protected characteristics will be assessed, any changes made will need to balance the needs of the whole community within the estate. Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response is not impacted and all residents in the area have adequate time to provide their response. Prior to the consultation, documents will be sent to ward members who may raise any specific concerns regarding the content of the consultation or the consultation itself.
Sex	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected
Sexual Orientation	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected

2.1: Protected Characteristics

2.2: Socio-economic Inequalities, Care Experience & other groups

Group or characteristic(s)	Is there a potential positive and/or negative impact?
Socio-economic Inequalities include prompt	The stage 1 & 2 consultation from consultation stage to any possible implementation may have an impact on this protected characteristic. The average age of Hackney is 32, with the majority of residents in the Hackney Downs ward being between 25 and 64. The addition of controlled parking will affect disposable income of those in certain income brackets. There are no concessions to permit prices to assist with this, but visitor vouchers purchased by residents aged 60 and over are subject to a discount.
Care Experienced people, looked after children and care leavers	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Consider other groups as outlined in the Equality Plan:	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.

3: Action Plan, Evaluation and Monitoring Impact

How will you bring together the actions needed in the identified timeframe, working with stakeholders identified from the learning above, and how will the plan embed the Council's [Equality Objectives](#).

Evaluation	Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews. Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design will be communicated to the emergency services to ensure that they are happy with any proposed design changes.
Action Plan	Should parking design engineers propose specific design changes in Benthall Court, residents will have the opportunity to provide feedback on these design proposals during the consultation.

	Parking will maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process. Parking Services are to communicate the permit pricing system via consultation documents and the council permit webpage. This transparent and open approach will allow permit holders to view correct information. The overall feedback will be taken into consideration at the recommendation stage. Residents also have the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there is a possibility for amendments to be made based on requests from the consultation. Parking will ensure the consultation leaflet clearly states any proposal, and allow residents to communicate any concerns directly with the consultation team. If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.
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4.2 Equality Impact Assessment.

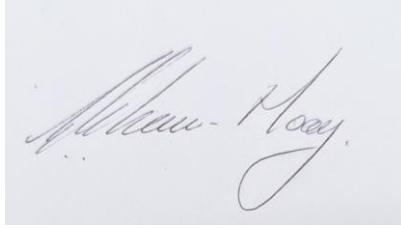
[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Dublin Avenue Review - Pre-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer

Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney
Director Signature and date	
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Post consultation and any subsequent reviews of the estate

1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Dublin Avenue. The stage 1 part of the consultation is to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation is looking for feedback on the design of parking controls. • The estate parking was previously controlled and managed by Clarion Housing. However, there are currently no controls in place and residents have experienced issues with parking pressure due to vehicles being able to park on the estate free of charge. The London Borough of Hackney is the land owner of the carriageway on Dublin Avenue and the housing teams have asked parking to consult the residents on this estate to ascertain whether controls are supported. • Parking Services intend on starting the review consultation in January 2026 for a period of 6 weeks. • The key objective of the parking consultation is to identify whether parking controls are supported by residents. • Internal teams such as streetscene, waste services and planning, will be informed of the stage 1 & 2 combined consultation in Dublin Avenue. External stakeholders such as the emergency services, including fire brigade, police and London ambulance will also be informed. All external and internal stakeholders have the opportunity to provide their feedback which will allow the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Dublin Avenue will be sent a consultation leaflet, a questionnaire and a user friendly map of the consultation zone. The consultation leaflet and map will also be

Question	Response
	available online (dedicated council webpage for parking consultations), questionnaire responses can also be submitted online. • The Council will proactively engage directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries. A drop in session will be carried out, details of which will be outlined on the consultation leaflet, council website and on street posters. Hackney housing officers will also communicate details of the drop in session with estate residents. • The contact details for the Council's parking services are available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication is available at all times. Due to the diverse demographic of Hackney, all consultation documents can be made available in different languages on request, to ensure residents are not disadvantaged due to language barriers. • The Council is keen to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. • Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments will help parking services to understand the needs of the community. • The Council will review all consultation feedback. Any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

1.2 Stakeholders

Outline Stakeholder engagement • Who are the key stakeholders whom this decision will impact • What previous engagement has been carried out with stakeholder groups which might have relevant learning?	Hackney Housing - These proposals have been made at the request of the Housing team in response to non-residents parking on the estate and reports of anti-social behaviour. Estate residents - The introduction of parking controls will impact residents in a number of ways. Firstly there would be a financial impact on residents as they would need to buy a permit. Secondly, the sale of permits will be strictly limited to the number of available spaces, this could mean that some residents that are currently parking on the estate may no longer be able to. Thirdly, there may be some households with more than one vehicle which would be required to buy an on-street permit for additional vehicles. The advantage to the estate permit holders is that there should always be a parking space available to them.
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2: Impact Analysis

2.1: Protected Characteristics

Protected Characteristics	Explain impacts and provide evidence. Consider potential evidence gaps and how these could be filled.
All	Consultation documents will be sent to every household within the estate. Each resident is entitled to submit a consultation response as long as their full names are provided. All respondents have an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed. Should parking services have overlooked an issue relating to this protected characteristic, there are opportunities during the consultation process to bring these issues to the attention of parking services - through the questionnaire, email, any drop-in session or face-to-face meeting requests.
Age	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Disability	Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents. The Stage 1&2 review consultation will allow all disabled motorists in the consultation area to provide their feedback and express their views on the parking design of the estate. Feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary. As there are currently disabled bays within the estates, a disabled parking bay audit will take place. For this reason information relating to disabled parking provisions available to residents will be included in consultation literature. This may result in residents having to go through an assessment process. Blue badge holders are entitled to park for free and can obtain an estate parking permit. All feedback received regarding disabled parking provision will allow the Council to understand the needs of this group and make changes to the design of controls where necessary.
Gender Reassignment	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Marriage or Civil Partnership	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Pregnancy & Maternity	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected

	characteristic.
Race / Ethnicity	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic. The consultation packs sent to residents in the estate have been printed in English, however, should any resident require a copy in a different language, they are welcome to submit a request. The parking consultation team will ensure copies are translated and sent back to the resident within sufficient time in order for their feedback to be included. Instructions to request a consultation pack in a different language is included at the end of every leaflet sent out.
Religion and Belief-any religious or philosophical belief including no religion/belief	The demographics of this area include a mixed community from various backgrounds, including Christian, Muslim and those with no religion. Although the needs of these communities and the potential impacts on persons with these protected characteristics will be assessed, any changes made will need to balance the needs of the whole community within the estate. Prior to starting the consultation, all major public holidays and religious holidays will be considered to ensure the consultation response is not impacted and all residents in the area have adequate time to provide their response. Prior to the consultation, documents will be sent to ward members who may raise any specific concerns regarding the content of the consultation or the consultation itself.
Sex	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected
Sexual Orientation	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected

2.2: Socio-economic Inequalities, Care Experience & other groups

Group or characteristic(s)	Is there a potential positive and/or negative impact?
Socio-economic Inequalities	The stage 1 & 2 consultation from consultation stage to any possible implementation may have an impact on this protected characteristic. The average age of Hackney is 32, with the majority of residents in the London Fields ward being between 25 and 64. The addition of controlled parking will affect disposable income of those in certain income brackets. There are no concessions to permit prices to assist with this, but visitor vouchers purchased by residents aged 60 and over are subject to a discount.
Care Experienced people, looked after children and care leavers	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Consider other groups as outlined in the Equality Plan:	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.

3: Action Plan, Evaluation and Monitoring Impact

How will you bring together the actions needed in the identified timeframe, working with stakeholders identified from the learning above, and how will the plan embed the Council's [Equality Objectives](#).

Evaluation	Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of the consultation process. Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design will be communicated to the emergency services to ensure that they are happy with any proposed design changes.
Action Plan	Should parking design engineers propose specific design changes in Dublin Avenue, residents will have the opportunity to provide feedback on these design proposals during the consultation. Parking will maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process.

	Parking is to communicate the permit pricing system via consultation documents and the council permit webpage. This transparent and open approach will allow permit holders to view correct information. The overall feedback will be taken into consideration at the recommendation stage. Residents also have the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there is a possibility for amendments to be made based on requests from the consultation. Parking will ensure the consultation leaflet clearly states any proposal, and allow residents to communicate any concerns directly with the consultation team. If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.
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4.3 Equality Impact Assessment.

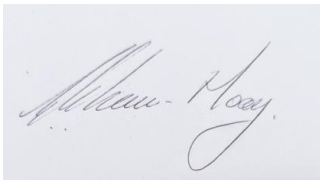
Equality Impact Assessment

[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Hawksley Court Estate Review - Pre-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer
Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney
Director Signature and Date	
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Post consultation and any subsequent reviews of the estate

1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Hawksley Estate. The stage 1 part of the consultation is to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation is looking for feedback on the design of parking controls. • Apart from the Lilian Close section of the estate where parking controls were added in July 2021, the wider estate does not currently have any formal parking controls, with gates being in place to restrict access to the available parking spaces to those residents with the relevant key. However, due to gate failures and/or non-residents obtaining gate keys, estate residents have experienced issues with parking pressure due to non-residential vehicles gaining access to the estate and parking free of charge. As a result of this Parking Services have been asked to consult the residents on this estate to ascertain whether controls are supported. • Parking Services intend on starting the review consultation in January 2026 for a period of 6 weeks. • The key objective of the parking consultation is to identify whether parking controls are supported by residents. • Internal teams such as streetscene, waste services and planning, will be informed of the stage 1 & 2 combined consultation in Hawksley Estate. External stakeholders such as the emergency services, including fire brigade, police and London ambulance will also be informed. All external & internal stakeholders have the opportunity to provide their feedback, this will allow the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Hawksley Estate will be sent a consultation leaflet, a questionnaire and a user-friendly map of the consultation zone. The consultation leaflet and map will also be available online (dedicated council webpage for parking consultations), questionnaire responses can also be submitted online. • The Council will proactively engage directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries. A drop in session will be planned, details of which will be outlined on the consultation leaflet, council website and on street posters. Hackney housing officers will also communicate details of the drop in session with estate residents. • The contact details for the Council's parking services are available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication is available at all times. Due to the diverse demographic of Hackney, all consultation

Question	Response
	documents can be made available in different languages on request, to ensure residents are not disadvantaged due to language barriers. • The Council is keen to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. • Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments will help parking services to understand the needs of the community. • The Council will review all consultation feedback. Any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

1.2 Stakeholders

Outline Stakeholder engagement • Who are the key stakeholders whom this decision will impact • What previous engagement has been carried out with stakeholder groups which might have relevant learning?	Hackney Housing - These proposals have been made at the request of the Housing team in response to non-residents parking on the estate and reports of anti-social behaviour. Estate residents - The introduction of parking controls will impact residents in a number of ways. Firstly there would be a financial impact on residents as they would need to buy a permit. Secondly, the sale of permits will be strictly limited to the number of available spaces, this could mean that some residents that are currently parking on the estate may no longer be able to. Thirdly, there may be some households with more than one vehicle which would be required to buy an on-street permit for additional vehicles. The advantage to the estate permit holders is that there should always be a parking space available to them.
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2: Impact Analysis

Protected Characteristics	Explain impacts and provide evidence. Consider potential evidence gaps and how these could be filled.
	Consultation documents will be sent to every household within the estate. Each resident is entitled to submit a consultation response as long as their full names are provided. All respondents have an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed. Should parking services have overlooked an issue relating to this protected characteristic, there are opportunities during the consultation process to bring these issues to the attention of parking services - through the questionnaire, email, any drop-in session or face-to-face meeting requests.
Age	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Disability	Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents. The Stage 1&2 review consultation will allow all disabled motorists in the consultation zones to provide their feedback and express their views on the parking design of the zone. Feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary. As there are currently disabled bays within the estates, a disabled parking bay audit has taken place. For this reason information relating to disabled parking provisions available to residents will be included in consultation literature. This may result in residents having to go through an assessment process. Blue badge holders are entitled to park for free and can obtain an estate parking permit. All feedback received regarding disabled parking provision will allow the Council to understand the needs of this group and make changes to the design of controls where necessary.
Gender Reassignment	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Marriage or Civil Partnership (only applies in respect of the requirement to have due regard to the need to eliminate discrimination)	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Pregnancy & Maternity	The stage 1 & 2 consultation from consultation stage to any possible

	implementation will not have any particular impact on this protected characteristic.
Race / Ethnicity	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic. The consultation packs sent to residents in the estate have been printed in English, however, should any resident require a copy in a different language, they are welcome to submit a request. The parking consultation team will ensure copies are translated and sent back to the resident within sufficient time in order for their feedback to be included. Instructions to request a consultation pack in a different language is included at the end of every leaflet sent out.
Religion and Belief-any religious or philosophical belief including no religion/belief	The demographics of this area include a mixed community from various backgrounds, including Christian and those with no religious beliefs. Although the needs of these communities and the potential impacts on persons with these protected characteristics will be assessed, any changes made will need to balance the needs of the whole community within the estate. Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response is not impacted and all residents in the area have adequate time to provide their response. Prior to the consultation, documents will be sent to ward members who may raise any specific concerns regarding the content of the consultation or the consultation itself.
Sex	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Sexual Orientation	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.

2.1: Additional Groups

Group or characteristic(s)	Is there a potential positive and/or negative impact?
Socio-economic Inequalities include prompt	The stage 1 & 2 consultation from consultation stage to any possible implementation may have an impact on this protected characteristic. The average age of Hackney is 32, with the majority of residents in the Clissold ward being between 25 and 64. The addition of controlled parking will affect disposable income of those in certain income brackets. There are no concessions to permit prices to assist with this, but visitor vouchers purchased by residents aged 60 and over are subject to a discount.
Care Experienced people, looked after children and care leavers	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Consider other groups as outlined in the Equality Plan:	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.

3: Action Plan, Evaluation and Monitoring Impact

How will you bring together the actions needed in the identified timeframe, working with stakeholders identified from the learning above, and how will the plan embed the Council's [Equality Objectives](#).

Evaluation	Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews. Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design will be communicated to the emergency services to ensure that they are happy with any proposed design changes.
Action Plan	Should parking design engineers propose specific design changes in Hawksley Estate, residents will have the opportunity to provide feedback on these design proposals during the consultation. Parking will maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process.

	Parking is to communicate the permit pricing system via consultation documents and the council permit webpage. This transparent and open approach will allow permit holders to view correct information. The overall feedback will be taken into consideration at the recommendation stage. Residents also have the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there is a possibility for amendments to be made based on requests from the consultation. Parking will ensure the consultation leaflet clearly states any proposal, and allow residents to communicate any concerns directly with the consultation team. If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.
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APPENDIX 5: Equalities Impact Assessment (post consultation)

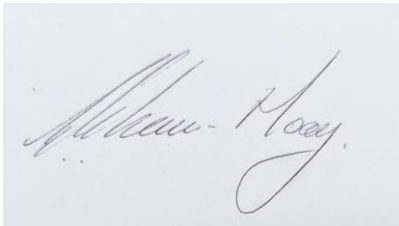
5.1 Equality Impact Assessment

[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Benthal Court Review - Post-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer
Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney
Director Signature and Date	 23/06/2026
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Any subsequent reviews of the estate

1.1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Benthal Court. The stage 1 part of the consultation was to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation was looking for feedback on the design of parking controls. • The estate does not currently have any formal parking controls, with gates being in place to restrict access to the available parking spaces to those residents with the relevant key. However, due to gate failures and/or non-residents obtaining gate keys, estate residents have experienced issues with parking pressure due to non-residential vehicles gaining access to the estate and parking free of charge. As a result of this Parking Services were asked to consult the residents on this estate to ascertain whether controls are supported. • Parking Services started the review consultation in January 2026 for a period of 6 weeks.

Question	Response
	• The key objective of the parking consultation was to identify whether parking controls were supported by residents. • Internal teams such as streetscene, waste services and planning, were informed of the stage 1 & 2 combined consultation in Benthall Court. External stakeholders such as the emergency services, including fire brigade, police and London ambulance were also informed. All external & internal stakeholders had the opportunity to provide their feedback, which allowed the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Benthall Court were sent a consultation leaflet, a questionnaire and a user-friendly map of the consultation zone. The consultation leaflet and map was also available online (dedicated council webpage for parking consultations), questionnaire responses could also be submitted online. • The Council proactively engaged directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries where required. • The contact details for the Council's parking services were available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication was available at all times. Due to the diverse demographic of Hackney, all consultation documents were made available in different languages on request, to ensure residents were not disadvantaged due to language barriers. • The Council is proposing to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. • Residents were welcomed to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments helped parking services to understand the needs of the community. • The Council reviewed all consultation feedback. Any decisions recommended were also being guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

1.2 Stakeholders

Outline Stakeholder engagement • Who are the key stakeholders whom this decision will impact	Hackney Housing - These proposals were made at the request of the Housing team in response to non-residents parking on the estate and reports of anti-social behaviour.
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What previous engagement has been carried out with stakeholder groups which might have relevant learning?	Estate residents - The introduction of parking controls would impact residents in a number of ways. Firstly there would be a financial impact on residents as they would need to buy a permit. Secondly, the sale of permits will be strictly limited to the number of available spaces, this could mean that some residents that are currently parking on the estate may no longer be able to. Thirdly, there may be some households with more than one vehicle which would be required to buy an on-street permit for additional vehicles. The advantage to the estate permit holders is that there should always be a parking space available to them.
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2: Impact Analysis

2.1: Protected Characteristics

Protected Characteristics	Explain impacts and provide evidence. Consider potential evidence gaps and how these could be filled.
All	Consultation documents were sent to every eligible household within the estate. Each resident was entitled to submit a consultation response as long as their full names were provided. All respondents had an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback was reviewed and if necessary was addressed after the consultation had closed. Should parking services have overlooked an issue relating to any protected characteristic, there were opportunities during the consultation process to bring these issues to the attention of parking services - through the questionnaire, email or face-to-face meeting requests.
Age	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Disability	Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents. This is dependent on the number of applications that would be received once the implementations are live. The Stage 1&2 review consultation allowed all disabled motorists in the consultation zones to provide their feedback and express their views on the parking design of the zone. Feedback from this group allowed the Council to understand the group's needs and accommodate them where necessary. As there are currently no disabled bays within the estates, information relating to disabled parking provisions was available to residents in consultation literature. This may have resulted in residents having to go through an assessment process. Blue badge holders are entitled to park for free and can obtain an estate parking permit. All feedback received regarding disabled parking provision allowed the Council to understand the needs of this group and make changes to the design of controls where necessary.
Gender Reassignment	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Marriage or Civil Partnership (only applies in respect of the requirement to have due regard to the need to eliminate discrimination)	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Pregnancy & Maternity	The stage 1 & 2 consultation from consultation stage to any possible

	implementation has not had any particular impact on this protected characteristic.
Race / Ethnicity	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Religion and Belief-any religious or philosophical belief including no religion/belief	The demographics of this area include a mixed community from various backgrounds, including Christian, Muslim and those with no religion. Although the needs of these communities and the potential impacts on persons with these protected characteristics was assessed, any changes made would need to balance the needs of the whole community within the estate. Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response was not impacted and all residents in the area had adequate time to provide their response. Prior to the consultation, documents were sent to ward members who may raise any specific concerns regarding the content of the consultation or the consultation itself.
Sex	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Sexual Orientation	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.

2.2: Socio-economic Inequalities, Care Experience & other groups

Group or characteristic(s)	Is there a potential positive and/or negative impact?
Socio-economic Inequalities include prompt	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic. The average age of Hackney is 32, with the majority of residents in the Hackney Downs ward being between 25 and 64. The addition of controlled parking would affect disposable income of those in certain income brackets. There are no concessions to permit prices to assist with this, but visitor vouchers purchased by residents aged 60 and over are subject to a discount.
Care Experienced people, looked after children and care leavers	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Consider other groups as outlined in the Equality Plan:	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.

3: Action Plan, Evaluation and Monitoring Impact

How will you bring together the actions needed in the identified timeframe, working with stakeholders identified from the learning above, and how will the plan embed the Council's [Equality Objectives](#).

Evaluation	Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) were the main people affected and consulted as part of operational reviews. Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design was communicated to the emergency services to ensure that they are happy with any proposed design changes.
Action Plan	Should parking design engineers have proposed specific design changes in Benthall Court, residents had the opportunity to provide feedback on these design proposals during the consultation. Parking maintained strong communication with Hackney housing and estate residents at all times, throughout the consultation process.

Parking Services communicated the permit pricing system via consultation documents and the council permit webpage. This transparent and open approach allowed permit holders to view correct information.

The overall feedback was taken into consideration at the recommendation stage. Residents also had the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there was a possibility for amendments to be made based on requests from the consultation.

Parking ensured the consultation leaflet clearly stated any proposal, and allowed residents to communicate any concerns directly with the consultation team.

If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

5.2 Equality Impact Assessment

[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Dublin Avenue Review - Post-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer
Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney

Director Signature and Date	
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Any subsequent reviews of the estate

1.1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Dublin Court. The stage 1 part of the consultation was to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation was looking for feedback on the design of parking controls. • The estate does not currently have any formal parking controls, and estate residents have experienced issues with parking pressure due to non-residential vehicles accessing the estate and parking free of charge. As a result of this Parking Services were asked to consult the residents on this estate to ascertain whether controls are supported. • Parking Services started the review consultation in January 2026 for a period of 6 weeks. • The key objective of the parking consultation was to identify whether parking controls were supported by residents. • Internal teams such as streetscene, waste services and planning, were informed of the stage 1 & 2 combined consultation in Dublin Court. External stakeholders such as the emergency services, including fire brigade, police and London ambulance were also informed. All external & internal stakeholders had the opportunity to provide their feedback, which allowed the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Dublin Court were sent a consultation leaflet, a questionnaire and a user-friendly map of the consultation zone. The consultation leaflet and map was also available online (dedicated council webpage for parking consultations), questionnaire responses could also be submitted online. • The Council proactively engaged directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries where required. A drop in session was carried out, details of which were outlined on the consultation leaflet, council website and on street posters. Hackney

Question	Response
	housing officers also communicated details of the drop in session with estate residents. • The contact details for the Council's parking services was available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication was available at all times. Due to the diverse demographic of Hackney, all consultation documents were made available in different languages on request, to ensure residents were not disadvantaged due to language barriers. • The Council is proposing to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. • Residents were welcomed to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments helped parking services to understand the needs of the community. • The Council reviewed all consultation feedback. Any decisions recommended were also being guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

1.2 Stakeholders

Outline Stakeholder engagement • Who are the key stakeholders whom this decision will impact • What previous engagement has been carried out with stakeholder groups which might have relevant learning?	Hackney Housing - These proposals were made at the request of the Housing team in response to non-residents parking on the estate and reports of anti-social behaviour. Estate residents - The introduction of parking controls would impact residents in a number of ways. Firstly there would be a financial impact on residents as they would need to buy a permit. Secondly, the sale of permits will be strictly limited to the number of available spaces, this could mean that some residents that are currently parking on the estate may no longer be able to. Thirdly, there may be some households with more than one vehicle which would be required to buy an on-street permit for additional vehicles. The advantage to the estate permit holders is that there should always be a parking space available to them.
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2: Impact Analysis

2.1: Protected Characteristics

Protected Characteristics	Explain impacts and provide evidence. Consider potential evidence gaps and how these could be filled.
All	Consultation documents were sent to every eligible household within the estate. Each resident was entitled to submit a consultation response as long as their full names were provided. All respondents had an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback was reviewed and if necessary was addressed after the consultation had closed. Should parking services have overlooked an issue relating to any protected characteristic, there were opportunities during the consultation process to bring these issues to the attention of parking services - through the questionnaire, email, drop-in session or face-to-face meeting requests. or face-to-face meeting requests.
Age	The stage 1 & 2 consultation from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Disability	Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents. This is dependent on the number of applications that would be received once the implementations are live. The Stage 1&2 review consultation allowed all disabled motorists in the consultation zones to provide their feedback and express their views on the parking design of the zone. Feedback from this group allowed the Council to understand the group's needs and accommodate them where necessary. As there are currently no disabled bays within the estates, information relating to disabled parking provisions was available to residents in consultation literature. This may have resulted in residents having to go through an assessment process. Blue badge holders are entitled to park for free and can obtain an estate parking permit. All feedback received regarding disabled parking provision allowed the Council to understand the needs of this group and make changes to the design of controls where necessary.
Gender Reassignment	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Marriage or Civil Partnership (only applies in respect of the requirement to have due regard to the need to eliminate discrimination)	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.

Pregnancy & Maternity	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Race / Ethnicity	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Religion and Belief-any religious or philosophical belief including no religion/belief	The demographics of this area include a mixed community from various backgrounds, including Christian, Muslim and those with no religion. Although the needs of these communities and the potential impacts on persons with these protected characteristics was assessed, any changes made would need to balance the needs of the whole community within the estate. Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response was not impacted and all residents in the area had adequate time to provide their response. Prior to the consultation, documents were sent to ward members who may raise any specific concerns regarding the content of the consultation or the consultation itself.
Sex	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Sexual Orientation	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.

2.2: Socio-economic Inequalities, Care Experience & other groups

Group or characteristic(s)	Is there a potential positive and/or negative impact?
Socio-economic Inequalities include prompt	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic. The average age of Hackney is 32, with the majority of residents in the Hackney Downs ward being between 25 and 64. The addition of controlled parking would affect disposable income of those in certain income brackets. There are no concessions to permit prices to assist with this, but visitor vouchers purchased by residents aged 60 and over are subject to a discount.
Care Experienced people, looked after children and care leavers	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.
Consider other groups as outlined in the Equality Plan:	The stage 1 & 2 consultation from consultation stage to any possible implementation has not had any particular impact on this protected characteristic.

3: Action Plan, Evaluation and Monitoring Impact

How will you bring together the actions needed in the identified timeframe, working with stakeholders identified from the learning above, and how will the plan embed the Council's [Equality Objectives](#).

Evaluation	Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) were the main people affected and consulted as part of operational reviews. Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design was communicated to the emergency services to ensure that they are happy with any proposed design changes.
Action Plan	Should parking design engineers have proposed specific design changes in Dublin Court, residents had the opportunity to provide feedback on these design proposals during the consultation. Parking maintained strong communication with Hackney housing and estate residents at all times, throughout the consultation process.

Parking Services communicated the permit pricing system via consultation documents and the council permit webpage. This transparent and open approach allowed permit holders to view correct information.

The overall feedback was taken into consideration at the recommendation stage. Residents also had the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there was a possibility for amendments to be made based on requests from the consultation.

Parking ensured the consultation leaflet clearly stated any proposal, and allowed residents to communicate any concerns directly with the consultation team.

If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

5.3 Equality Impact Assessment

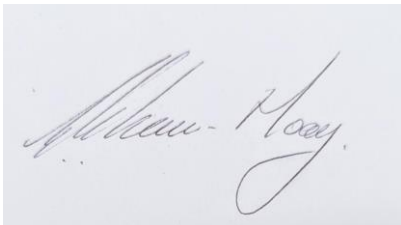
[1: Proposal](#)

[2: Impact Analysis](#)

[2.1: Additional Groups](#)

[3: Action Plan, Evaluation and Monitoring Impact](#)

Title of Equality Impact Assessment	Hawksley Court Estate Review - Post-consultation
Name of lead report author	Paul Dribbell
Job Title	Project Officer
Service Area	Parking, Markets and Shopfronts
Name of Director	Geeta Subramaniam-Mooney

Director Signature and Date	 23/06/2026
Date of initial assessment	November 2025
Dates of assessment reviews How often will this assessment be updated and reviewed?	Any subsequent reviews of the estate

1.1: Proposal

Question	Response
Describe the proposal	• The purpose of this exercise is to assess the potential impacts of the Stage 1 & 2 combined consultation exercise in terms of scope on residents and visitors with protected characteristics in Dublin Court. The stage 1 part of the consultation was to gauge feedback from residents within the estate as to whether or not they would support the introduction of parking controls. The stage 2 section of the consultation was looking for feedback on the design of parking controls. • The estate does not currently have any formal parking controls, with gates being in place to restrict access to the available parking spaces to those residents with the relevant key. However, due to gate failures and/or non-residents obtaining gate keys, estate residents have experienced issues with parking pressure due to non-residential vehicles gaining access to the estate and parking free of charge. As a result of this Parking Services were asked to consult the residents on this estate to ascertain whether controls are supported. • Parking Services started the review consultation in January 2026 for a period of 6 weeks. • The key objective of the parking consultation was to identify whether parking controls were supported by residents. • Internal teams such as streetscene, waste services and planning, were informed of the stage 1 & 2 combined consultation in Dublin Court. External stakeholders such as the emergency services, including fire brigade, police and London ambulance were also informed. All external & internal stakeholders had the opportunity to provide their feedback, which allowed the Council to take their views into account when finalising a design for the estate. As part of the public consultation all residents in Dublin Court were sent a consultation leaflet, a questionnaire and a user-friendly map of the consultation zone. The consultation leaflet and map was also available online (dedicated council webpage for parking

Question	Response
	consultations), questionnaire responses could also be submitted online. • The Council proactively engaged directly with estate residents, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries where required. A drop in session was carried out, details of which were outlined on the consultation leaflet, council website and on street posters. Hackney housing officers also communicated details of the drop in session with estate residents. • The contact details for the Council's parking services were available on all literature such as consultation leaflets, website content, and estate posters in an attempt to ensure direct communication was available at all times. Due to the diverse demographic of Hackney, all consultation documents were made available in different languages on request, to ensure residents were not disadvantaged due to language barriers. • The Council is proposing to implement 24-hour parking controls. This will provide a formal parking structure, where non-estate residents do not park on the estate in an attempt to avoid parking controls on-street. • Residents were welcomed to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments helped parking services to understand the needs of the community. • The Council reviewed all consultation feedback. Any decisions recommended were also being guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

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