



DELEGATED REPORT OF

THE GROUP DIRECTOR OF CLIMATE, HOMES AND ECONOMY.

**CHATSWORTH ESTATE, ROWLEY GARDENS AND YORKSHIRE GROVE ESTATE
STAGE 1 & 2 PARKING DESIGN CONSULTATION**

DATE (220523)

September 2023

CLASSIFICATION:

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

WARD(S) AFFECTED

Homerton, Stoke Newington & Woodberry Down

1. SUMMARY

- 1.1. This report details the results of the stage one and two consultations carried out on the Chatsworth Estate, Yorkshire Grove Estate and Rowley Gardens. 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 only affect a limited number of addresses in Woodberry Down and have no effect on addresses within the Homerton and Stoke Newington wards.
- 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 Assistant Director Parking & Markets 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 that relate specifically to Rowley Gardens has been provided below. These dates are subject to consideration of any objections received:

Task	Date
The outcome of consultation communicated to residents	November 2023
Statutory consultation on proposed traffic orders	December 2023
Implementation of parking restrictions	February 2024
Enforcement of parking restrictions	February 2024

2. RECOMMENDATION(S)

The Group Director of Climate, Homes and Economy is recommended to approve the traffic management order proposals for statutory consultation as follows:

- 2.1. Approve the implementation of parking controls in Rowley Gardens with the Operational Hours of 24 hrs and 7 days a week.
- 2.2. Approve the implementation of parking controls on Rowley Gardens as per the parking design illustrated by the final design map in Appendix 3.
- 2.3. Approve the recommendation to keep Chatsworth Estate and Yorkshire Grove uncontrolled.
- 2.4. Authorise the Assistant Director Parking & Markets 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 and 2.2 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 Assistant Director Parking & Markets Services.

3. REASONS FOR DECISION

- 3.1. Parking Services completed a stage 1 & 2 combined consultation of all three housing estates between March 2023 and May 2023.
- 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 and bus journey times.
 - 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 27 March 2023 and 08 May 2023. 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 on each estate. Information about the drop in sessions was communicated to residents via a separate letter 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 page 6-7 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. A detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response rate from Chatsworth Estate

- 3.14. Consultation packs were delivered to 63 households in the area. A total of 7 responses were received from the consultation area which equates to a response rate of 11%.
- 3.15. From the responses received directly by the Council, 1 response was excluded due to an incorrect reference number being used.
- 3.16. From the consultation feedback that was included in the analysis, the majority (57%) were received via post whilst the remaining 43% were received via the online consultation portal. See appendix 1, table 2 for more information.

Response rate from Yorkshire Grove Estate

- 3.17. Consultation packs were delivered to 266 households on the estate. A total of 31 responses were received from the consultation area which equates to a response rate of 12%.
- 3.18. 65% of the feedback were received via post whilst the remaining 35% were received via the online consultation portal. See appendix 1, table 2 for more information.

Response rate from Rowley Gardens Estate

- 3.19. Consultation packs were delivered to 122 households on the estate. A total of 3 responses were received from the consultation area which equates to a response rate of 2%.
- 3.20. 33% were received via post whilst the remaining 67% were received via the online consultation portal. See appendix 1, table 2 for more information.

Support for controls from Chatsworth Estate

- 3.21. From the 7 responses received, all answered this question. Overall, the majority of feedback received from Chatsworth Estate were not in favour of parking controls 57% (4) whilst 43% (3) supported the introduction of controls.
- 3.22. A breakdown of responses can be found in appendix 1, table 3.

Support for controls from Yorkshire Grove Estate

- 3.23. From the 31 responses received, 30 answered this question. Overall, the majority of feedback received from Yorkshire Grove Estate 60% (18) were not in favour of parking controls 40% (12) supporting the introduction of controls.
- 3.24. A breakdown of responses can be found in appendix 1, table 3.

Support for controls from Rowley Gardens Estate

- 3.25. From the 3 responses received, all were in favour of parking controls being introduced on the estate.
- 3.26. A breakdown of responses can be found in appendix 1, table 3 .

Support for proposed parking design from Chatsworth Estate

- 3.27. Chatsworth Estate is part of Parking Zone N. Despite there being parking controls within the wider Zone N road network, the estate itself is not subject to any formal parking controls.
- 3.28. Overall, 6 respondents provided feedback to the question regarding the proposed parking design.
- 3.29. The majority of respondents (67%) were in support of the proposed parking design, and 33% were not in favour of the design for the area as indicated in Appendix 1 table 4.
- 3.30. Parking controls within Chatsworth Estate have been designed to suit the needs of estate residents. Resident permit bays have been proposed mainly at locations to meet the needs of residents by ensuring they can park close to their homes. The existing unofficial parking arrangements on the estate have contributed to the proposed new parking design.
- 3.31. 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 in improving traffic flow and access for emergency vehicles.

3.32. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Support for proposed parking design from Yorkshire Grove Estate

3.33. Yorkshire Estate is part of Parking Zone E. Despite there being parking controls within the wider Zone E road network, the estate itself is not subject to any formal parking controls.

3.34. Overall, 30 respondents provided feedback to the question regarding the proposed parking design.

3.35. The majority of respondents (58%) were not in support of the proposed parking design and 42% were in favour of the design for the area as indicated in Appendix 1 table 4.

3.36. Parking controls within Yorkshire Grove Estate have been designed to suit the needs of the estate residents. Resident permit bays have been proposed mainly at locations to meet resident's needs by ensuring they can park close to their homes. The existing unofficial parking arrangements on the estate have contributed to the proposed new parking design of the estate.

3.37. 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 in improving traffic flow and access for emergency vehicles.

3.38. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Support for proposed parking design from Rowley Gardens Estate

3.39. Rowley Gardens Estate is part of Parking Zone G. Despite there being parking controls within the wider Zone G road network and in other parts of Rowley Garden Estate, a small gated section of the estate is not subject to any formal parking controls.

- 3.40. All 3 respondents provided feedback to the question regarding the proposed parking design for the area as indicated in Appendix 1 table 4.
- 3.41. Overall, there was 100% support for the parking design on this estate.
- 3.42. Parking controls within Rowley Gardens estate have been designed to suit the needs of the estate residents. Resident permit bays have been proposed mainly at locations to meet resident's needs by ensuring they can park close to their homes. The existing unofficial parking arrangements on the estate have contributed to the proposed new parking design of the estate.
- 3.43. Parking Services have tried 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 in improving traffic flow and access for emergency vehicles.
- 3.44. For more information regarding the feedback received on the proposed parking design see Appendix 1 table 4.

Sustainable Transport

- 3.45. 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.

Rowley Gardens

- 3.46. Overall, the majority (96%) of respondents were not in favour of sustainable transport schemes to be implemented on their estate whilst 4% were in favour. See Appendix 1 table 5 for responses received.
- 3.47. Requests from the respondents in favour have been collated and sent to the Council's sustainable transportation team, who will be contacting them to discuss their requirements.

Chatsworth Estate

- 3.48. Overall, the majority (90%) of respondents were not in favour of sustainable transport schemes to be implemented on their road, whilst 10% were in favour. See Appendix 1 table 6 for responses received.
- 3.49. Requests from the respondents in favour have been collated and sent to our sustainable transportation team, who will be contacting them to discuss their requirements.

Yorkshire Grove Estate

- 3.50. Overall, the majority (82%) of respondents were in favour of sustainable transport schemes to be implemented on their road whilst 18% were not in favour. See Appendix 1 table 7 for responses received.
- 3.51. Requests from the respondents in favour have been collated and sent to our sustainable transportation team, who will be contacting them to discuss their requirements.

Additional Comments (All estates)

- 3.52. In total, 8% of respondents provided their additional comments to the consultation questionnaires.

Of the comments received:

- 58% of residents opted to keep and close the gates (Chatsworth and Rowley Gardens)
 - 8% of residents stated that it is just a money making scheme
 - 6% support the introduction of controls
- 3.53. All additional comments provided by respondents have been individually assessed. See appendix 1 Table 8 for a breakdown of comments.

Other Considerations

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

Road Safety And Parking Demand

- 3.55. 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 3% of all accidents in the UK (based on 2011 data) and therefore improving sight lines may help reduce the number of these types of accidents.
- 3.56. 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.
- 3.57. 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

- 3.58. 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.
- 3.59. 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.

- 3.60. 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.
- 3.61. 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.
- 3.62. 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:

- 3.63. 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".
- 3.64. 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.
- 3.65. 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

- 3.66. Consultation feedback from Chatsworth Road showed that there was no overall majority support for parking controls (57%). The general feedback from this estate was that the residents preferred to keep the access gate to their estate closed and have no parking controls.
- 3.67. Consultation feedback from Rowley Gardens, showed that 100% of residents who responded to the consultation were in favour of controls and supported the parking design for their car park.
- 3.68. Consultation feedback from Yorkshire Grove showed that there was no overall majority support for parking controls (60%). The general feedback from this estate was that the residents preferred to keep the access gate to their estate closed and have no controls.
- 3.69. In considering other factors which may require the Council to put parking controls in place within Chatsworth Road Estate and Yorkshire Grove, there was no clear evidence that controls could be introduced. High levels of parking stress were not identified on the estate. Similarly there were no safety concerns or traffic flow issues identified.
- 3.70. In terms of Rowley Gardens, parking controls were supported and the Council is aware of a number of safety issues in relation to the way some drivers park at this location that need to be resolved. These include double parking which impacts access and traffic flow within the estate.
- 3.71. As a result of the above, it is recommended that parking controls are introduced in Rowley Gardens.
- 3.72. As there was no support for controls from both Chatsworth Estate and Yorkshire Grove Parking Services, and no evidence of other factors which

impact parking, Parking Services recommend that these estates remain uncontrolled.

- 3.73. It is also recommended that Parking Services continue to monitor the parking on the uncontrolled estates to ensure that in the event of changes such as increased parking stress, or the emergence of road safety and traffic issues, a further consultation may be carried out on these estates to allow the residents another opportunity to have their say on the introduction of parking controls.

Details Of Alternative Options Considered And Rejected

- 3.74. The alternative option would be to not introduce parking controls in the areas consulted.
- 3.75. 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.
- 3.76. In addition, consulting the residents on the proposed parking restriction and design of the estates ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

Background

- 3.77. Parking Services carried out a Stage 1 & 2 consultation in Chatsworth Road Estate, Rowley Gardens Estate and Yorkshire Grove Estate in March 2023 and May 2023 on the introduction of parking controls.

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

- 3.78. The stage 1 & 2 consultation for these estates closed on 8th May 2023. 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 each estate.
- 3.79. 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.
- 3.80. The overall consultation response rate was 2% from Rowley Gardens, 11% for Chatsworth Road and 12% for Yorkshire Grove. As this is the first consultation process Parking Services have carried out on estates the average response rate for consultations is not known. This is something that will be measured going forward.
- 3.81. Recommendations for the implementation of controls on Rowley Gardens have been put forward in light of all data collected.

Policy Context

- 3.82. 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.
- 3.83. 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.
- 3.84. 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

- 3.85. 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.
- 3.86. 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.
- 3.87. 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	£5,883.20
Implementation of new signs	£700
Traffic Order changes	£494.40
Total Expenditure	£7,077.60

- 5.2. The consultation cost of £5,833 and the implementation cost (including traffic order costs) of £1,194.40 will be met from existing revenue expenditure budgets.

Consultation

- 5.3. Residents were consulted about the introduction of controls as well as the parking design over a six week period between March 2023 and May 2023.
- 5.4. 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.
- 5.5. Residents of Yorkshire Grove raised concerns with regards to the gates not being repaired after it was reported on several occasions. They also raised concerns about the underground garages being rented to members of the public and whether this was the reason that the gates were not repaired.
- 5.6. Residents of Chatsworth Road also expressed their views around leaving the gate in place as it provides the necessary enforcement needed to reduce parking stress, road and traffic issues and any safety concerns.

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

- 6.1. As part of the Council's approach to respond to local parking needs and demands, Parking Services consulted on the uncontrolled Chatsworth Estate, Yorkshire Grove Estate and Rowley Gardens.
- 6.2. The report puts forward the recommendation in Section 2 which is to approve the implementation of parking controls in Rowley Gardens with the Operational Hours of 24 hrs and 7 days a week.
- 6.3. It is also recommended to keep Chatsworth Estate and Yorkshire Grove uncontrolled.

- 6.4. Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2020-2027 and the Council's Consultation Strategy.
- 6.5. Section 5 of the report details the cost relating to this consultation and implementation of the recommendations, a total of £7,077.60 which is business as well.

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 Group Director, Climate Homes and Economy:
- 7.6. Approve the implementation of parking controls in Rowley Gardens with the Operational Hours of 24 hrs and 7 days a week.
- 7.7. Approve the implementation of parking controls on Rowley Gardens as per the parking design illustrated by the final design map in Appendix 3.

- 7.8. Approve the recommendation to keep Chatsworth Estate and Yorkshire Grove uncontrolled.
- 7.9. Authorise the Assistant Director Parking & Markets 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 2.1 and 2.2 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.
- 7.10. The Councils 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 Group Director. The Group Director for Climate Homes and Economy is therefore authorised to approve the recommendations in part 2 of this report.
- 7.11. In order for the Assistant Director Parking & Markets 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 paragraphs 2.1 and 2.2 of this report, the recommendation in paragraph 2.4 requires approval.

APPENDICES

Appendix 1 – Stage 1 & 2 combined Chatsworth Estate Feedback

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

Appendix 3 – Final Design Rowley Gardens Estate (Public)

Appendix 4 – Equality Impact Assessment (pre consultation).

4.1 Yorkshire Grove

4.2 Rowley Gardens

4.3 Chatsworth Road

Appendix 5 – Equality Impact Assessment (post consultation).

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

None

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Authorisation of the Group Director of Climate, Homes and Economy

Name: Rickardo Hyatt

Signature:



Date: 13 October 2023

Feedback Analysis

1. Response

451 households across the three estates were included in the consultation. 41 completed valid responses making an overall response rate of 9%. The response rate received on both the Chatsworth and Yorkshire Grove Estates is in-line with the average response rate of 12% for a stage 1 & 2 consultations. The response rate for Rowley Gardens at only 2% is significantly below average.

One response from Chatsworth Estate was rejected for an incorrect reference number.

Table 1: Response rate

Estate	Response Rate		
	Sent	Received	%
Chatsworth Estate	63	7	11%
Rowley Gardens (Woodberry Down Estate)	122	3	2%
Yorkshire Grove Estate	266	31	12%
Total	451	41	9%

A breakdown of responses on an estate by estate basis can be found in [Table 1]. The majority (52%) of the responses were received via post whilst the remainder (48%) were received online. [Table 2].

Table 2: Methods of response

Estate	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Chatsworth Estate	4	3	57%	43%
Rowley Gardens (Woodberry Down Estate)	1	2	33%	67%
Yorkshire Grove Estate	20	11	65%	35%

2. Support for Controls

The proposal to remove the existing gates and introduce permit parking was only supported by residents of Rowley Gardens with all three respondents voting in favour of the proposal. Residents from the other estates consulted did not support the 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
Chatsworth Estate	3	4	43%	57%
Rowley Gardens (Woodberry Down Estate)	3	0	100%	0%
Yorkshire Grove Estate	12	18	40%	60%

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
Chatsworth Estate	4	2	67%	33%
Rowley Gardens (Woodberry Down Estate)	3	0	100%	0%
Yorkshire Grove Estate	13	18	42%	58%

4. General Comments and Suggestions

The public were also asked to provide any general comments or suggestions about the introduction of parking controls and the parking design. These include comments received by completed questionnaires. Several respondents provided more than one type of comment in their feedback.

We received comments from 32 respondents, 7 from Chatsworth Estate and 25 from Yorkshire Grove Estate (none were received from Rowley Gardens) with 58% of the comments relating to the retention, repair and closure of the existing gates. A breakdown of the general comments received is provided in

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. Rowley Gardens

All 3 respondents were in favour of one or more sustainable transport schemes to be implemented on their roads.

See table 5 below for a breakdown of responses received that supported sustainable transport.

Table 5: Support for sustainable transport initiative (Rowley Gardens)

	Total Responses	
	Yes	%
Parklets	0	
Electric vehicle charging points	2	67%
Car clubs	0	
Micro mobility hubs (electric scooters, shared use bikes)	0	
Secure bicycle parking facilities	3	100%
Grand Total	5	

5.2. Chatsworth Estate

Of the 7 respondents, 2 (29%) were in favour of one or more sustainable transport schemes to be implemented on their roads.

See table 6 below for a breakdown of responses received that supported sustainable transport.

Table 6: Support for sustainable transport initiative (Chatsworth Estate)

	Total Responses	
	Yes	%
Parklets	1	14%
Electric vehicle charging points	1	14%
Car clubs	1	14%
Micro mobility hubs (electric scooters, shared use bikes)	1	14%
Secure bicycle parking facilities	2	29%
Grand Total	6	

5.3. Yorkshire Grove

Of the 31 respondents, 19 (61%) were in favour of one or more sustainable transport schemes to be implemented on their roads.

See table 7 below for a breakdown of responses received that supported sustainable transport.

Table 7: Support for sustainable transport initiative (Yorkshire Grove)

	Total Responses	
	Yes	%
Parklets	8	26%
Electric vehicle charging points	12	39%
Car clubs	7	23%
Micro mobility hubs (electric scooters, shared use bikes)	7	23%
Secure bicycle parking facilities	14	45%
Grand Total	48	

Table 8: Breakdown of general comments.

Additional comments	Total	Percentage
Keep and close the gates	21	58%
Just a money making scheme	3	8%
Support introduction of controls	2	6%
Wants space to park work minibus (blue badge vehicle)	1	3%
Remove all parking and create communal garden	1	3%
Monday to Saturday 8.30 am to 6.30 pm controls	1	3%
Parklets	1	3%
Issues with consultation process	1	3%
Enforcement needed	1	3%
Provide elderly parking	1	3%
Design same as existing bays	1	3%
Dedicated spaces	1	3%
Clear method to get permit	1	3%

Consultation Documents/ Leaflets

Chatsworth Road - Leaflet, Questionnaire, Map



Stage 1 and 2 combined parking consultation

Chatsworth Estate

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.

have **your** say 

Operational hours

The Council's current approach to parking controls within estates is to implement 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. Should parking controls be recommended for Chatsworth Estate, the existing gate system will be removed. For this reason, if the consultation shows support for parking controls, then Parking Services will implement 24-hour parking controls on the estate. It is important to ensure the operational hours within the estate are future proof and address any possible parking stress issues caused by commuters and non-estate residents who want to avoid parking controls in wider zone N.

Parking design

The Stage 2 design consultation assists us in determining the parking design (the layout and position of parking bays) within your estate. The process involves allocating spaces according to demand and need. It takes into account the impact of parking controls on local residents and where relevant the business community.

In a parking zone (PZ) all kerbside space is controlled either by yellow lines or by parking places. PZs help the Council to prioritise parking spaces according to need. The most common example is providing resident only parking to protect local residents' parking needs from the non-local parking demands of commuters and visitors. This makes it easier for residents to park conveniently and as close as possible to their homes.

As part of the consultation, a user-friendly map showing a proposed design (the layout and position of parking bays) for Chatsworth Estate has been provided. Parking bays have been provisionally located where the road or parking area is safe and wide enough to do so. In all other areas we would install double yellow lines (no waiting loading restrictions) to improve road safety, traffic flow and provide protection for access within the estate. Double yellow lines would also be installed over driveways, access points and at junctions to improve visibility for both pedestrians and motorists.

We would like to hear your views on the proposed parking design for your estate. You can express your opinion on the enclosed consultation questionnaire.

Sustainable transport

Parking Services is committed to supporting the development and implementation of sustainable transport initiatives, which will improve air quality and public health, reduce the need to travel by private car, increase social inclusion and economic activity in the borough. The Parking and Enforcement Plan 2022-27 has placed a great importance on the need for a greener and cleaner borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives, ranging from electric vehicle charging points, car clubs, bicycle sharing schemes, parklets, School Street schemes and ultra low emission vehicle streets. To date, there have been a limited number of sustainable transport facilities introduced on estates. A number of estates contain cycle storage and hangers, one estate contains an electric vehicle charging point with two more that have the lower infrastructure to install them. For a list of the locations of the sustainable transport facilities on estates please visit: bit.ly/35Su1u2

Parking Services in collaboration with the Council's Streetscene service, is keen to investigate and install, where appropriate, facilities to help estate residents adopt sustainable modes of transport, and deliver greater equality of access to sustainable transport schemes for estate residents. We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. Please use the consultation questionnaire to provide comments and requests.

Alternatively you can contact the consultation team directly on **020 8356 8877** or consultparking@hackney.gov.uk to discuss this further.

Disabled bays

As part of the design process, Parking Services reviewed the existing parking structure and layout within the estate. As there are no disabled parking bays within the estate, no disabled bays have been proposed within the parking design of the estate. However, Parking Services is aware that this does not necessarily mean there are no disabled motorists within the estate. Should blue badge holders within the estate require a disabled parking bay they can let us know via the consultation questionnaire or email: disabledparking@hackney.gov.uk

Alternatively you can call **020 8356 8328** or visit the following webpage for more information: hackney.gov.uk/parking-bays-for-disabled-drivers

Our consultation process

Our consultation process is designed to ensure that residents are given the opportunity to have their say on proposals that are being made to their estate. The consultation will run for a period of six weeks and will follow the policies and procedures set out in our Parking and Enforcement Plan 2022-27. Please visit hackney.gov.uk/ppp for more information.

To ensure that the consultation is a fair and a meaningful exercise, we follow the following principles:

1. Consultation takes place at a time when proposals are still at a formative stage
2. Sufficient reasons are given for any proposals to permit intelligent consideration and response
3. Adequate time is given for consideration and response; and
4. The consultation is conscientiously taken into account when finalising the decision.

It is important to note that the Council's consultations about parking controls are not a referendum. Your feedback as part of the consultation is extremely important to informing the Council's decision, but it is one factor that is considered alongside other key considerations such as parking pressure, road safety, traffic flow and air quality, which are equally considered by the Council in reaching a decision.

How do we make a decision?

The stage 1 & 2 combined consultation will allow all estate residents to provide their feedback on parking controls and a proposed design for the estate.

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 appropriate 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 Chatsworth 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.

Who is included in this consultation?

Every resident within Chatsworth Estate has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

- The introduction of parking controls
- Proposed parking design for the estate

Stage 1 and 2 combined parking consultation - Chatsworth Estate

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How can I have my say?

The easiest way to have your say is by visiting the website:

hackney.gov.uk/parking-hye

and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 8 May 2023**.

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.

Stage 1 and 2 combined parking consultation - Chatsworth Estate

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If you have not received a questionnaire, please contact us on 020 8356 8877 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.

The deadline for this consultation is **Monday 8 May 2023**. All consultation responses both online and via post must be received by the Council by **Monday 8 May 2023**. Anything received after this date will not be considered.

Stage 1 and 2 combined parking consultation - Chatsworth Estate

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If you have any comments on the proposed changes, please let us know what these are in the comments section online or in the enclosed questionnaire.

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?

Drop in sessions

The Council will hold a drop-in session for all Chatsworth Estate residents. Details will be communicated via post within the next few weeks through Hackney Housing and Parking Services.

Attendance is only for residents and registered businesses within the estate. Further information relating to the session will be available on our website at:

hackney.gov.uk/parking-hye

Residents and businesses 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

Consultation closing date

Date: **Monday 8 May 2023**

Closing date of consultation and the deadline for responses to be received by the Council.

We will not accept any responses received after this date.

Consultation results

Date: **June 2023**

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 Parking Services on **020 8356 8877** or email: consultparking@hackney.gov.uk

Stage 1 and 2 combined parking consultation - Chatsworth Estate

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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 permit or visitor voucher/visitor voucher 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 disabled parking bay. The Council has the powers to issue a penalty charge notice to people who park in bays without the appropriate permit or on yellow lines. You do not need a permit or visitor voucher outside of the operational hours, however other restrictions such as no parking on double yellow lines (no waiting at any time) will still apply.

What benefits would parking controls within my estate have?

Parking controls provide many benefits for the surrounding community, including:

- It is easier for residents and their visitors to find parking spaces close to their home
- It is easier to park near shops, schools, and other amenities within the area with nearby 'pay & display' bays
- Reduced traffic congestion and improved air quality due to less commuters and visitors seeking out free parking spaces
- A safer road environment particularly for children, cyclists and pedestrians
- With less dangerous parking and yellow line parking at junctions, visibility will improve and pavements will be clear for pedestrians
- Improved access for emergency vehicles, able to maintain a safe 'turning width' on narrow or busy roads and powers to act on vehicles blocking access to private property
- Reduced crime levels, the presence and visibility of Civil Enforcement Officers patrolling the streets helps discourage car crime, vandalism and anti-social behaviour as well as dealing with untaxed and abandoned vehicles
- A safer, less cluttered street environment through the use of existing lamp posts for signs where possible and better maintenance of street furniture.

How would estate parking controls affect me?

Estate parking controls will mean your vehicle will require an estate parking permit in order to park within the estate. Your visitors will also need visitor vouchers when visiting your estate and utilizing estate parking spaces. Parking Services will regularly visit your estate to ensure vehicles are complying with parking regulations and non-estate residents are not parking within the estate without an estate parking permit.

What is displacement parking?

Areas that do not have parking controls that are surrounded by areas that do can often experience excessive pressure on the availability of parking spaces. This is typically caused by what is known as displacement parking as drivers from elsewhere seek out spaces that are free to park. This problem is exacerbated in built up city areas with high population density that attract a high number of visitors and commuters as well as residents and businesses from neighbouring areas looking for free parking.

The knock-on effect of displacement parking is that residents within uncontrolled areas have great difficulty in finding parking spaces near to their homes and businesses causing stress and inconvenience. In addition there are a high number of vehicles in the area looking for free parking which in turn creates traffic congestion, increases accident risks on residential streets and generates more air pollution.

Can I have my say on the design of parking controls on my estate?

Yes, as this is a stage 1 & 2 combined design consultation we are seeking your views on the introduction of parking controls and proposed parking design for the estate.

Can I have my say on the hours of operation on my estate?

The Council's approach to parking controls within estates is to implement 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 only. Should parking controls be recommended for Chatsworth Estate, the existing gate systems will be removed. For this reason, should the consultation show support for parking controls, then parking services will implement 24-hour parking controls on the estate. This also ensures the operational hours within estates are future proof and address any possible parking stress issues caused by commuters and non-estate residents who want to avoid parking controls in wider parking zones.

Do you consider road safety?

When reviewing parking restrictions, we take into account the safety of both pedestrians and motorists. We install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking and facilitate the smooth flow of traffic.

Any design changes are made in consultation with the Emergency Services (Ambulance, Fire Service and the Police) to ensure that there is sufficient road width to allow for the safe passage of emergency vehicles.

All design changes conform to the design standards recommended by the Department for Transport (DfT). The yellow lines in the existing design have been placed for safety or access reasons and would be unlikely to change.

Examples of these are:

- Junction protection – double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross.
- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles.
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles.

What if I live on a Car Free Property?

A Car Free Property will be designated under a car free restriction in a legal planning agreement, and should be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the introduction of parking controls but you are not entitled to purchase a parking permit. You are, however, allowed to purchase visitor vouchers for your visitors.

If you want to apply for visitor vouchers or you are not sure if you live in a Car Free Property please call us on **020 8356 8877**.

How would the parking controls affect me?

Would I have to buy a permit if parking controls are introduced on my estate?

Yes, if you are a resident whose address falls within the estate you would need to purchase a resident estate parking permit if controls are introduced. Estate parking permits are limited to one per household. Should you require an additional estate parking permit you will need to check your eligibility for an on-street parking permit.

How much will an estate permit cost?

The way we charge for parking within the estate will be changing. At present, estate parking permits are charged at a flat one-off fee. As part of a drive to reduce pollution in the borough, the Council will be introducing estate parking permits charges according to CO2 emissions. This will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles.

The cost of a permit is not dependent on the hours of operation in an individual area.

Please see the table below for existing resident estate parking permit prices:

Estate parking permit (12 months)		
12 months only	Residents	Blue Badge holders
All vehicles	£60.50	Free
Companion badge (for Blue Badge holders)		
Companion Badge		Free

The new prices for resident estate parking permit, as of April 2023:

Estate residents parking permit, 12 months – based on CO2 emissions with a diesel surcharge	2022/23	2023/24
No local CO2 emissions	£60.50	£62.00
1-50g/km, 50cc or under*		
All other vehicles	£60.50	£66.00
Diesel powered vehicles	£60.50	£93.00
51-75g/km, or 51-125cc*		
All other vehicles	£60.50	£68.00
Diesel powered vehicles	£60.50	£95.00
76-99g/km		
All other vehicles	£60.50	£69.00
Diesel powered vehicles	£60.50	£97.00
100-120g/km, or 126-160cc*		
All other vehicles	£60.50	£72.00
Diesel powered vehicles	£60.50	£99.00
121-150g/km		
All other vehicles	£60.50	£74.00
Diesel powered vehicles	£60.50	£111.00
151-170g/km, or 161-200cc*		
All other vehicles	£60.50	£76.00
Diesel powered vehicles	£60.50	£113.00
171-190g/km		
All other vehicles	£60.50	£78.00
Diesel powered vehicles	£60.50	£115.00
191-225g/km, or 201cc-260cc*		
All other vehicles	£60.50	£81.00
Diesel powered vehicles	£60.50	£117.00
226-255g/km		
All other vehicles	£60.50	£83.00
Diesel powered vehicles	£60.50	£119.00
Over 256g/km or 2601cc*		
All other vehicles	£60.50	£85.00
Diesel powered vehicles	£60.50	£121.00

*Where no information is held on a vehicle's CO2 emissions, the price will be calculated as engine cc.
*Diesel surcharge – average compliant BE2 vehicle will be £17 per year.

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

What about estate visitor permits?

Residents can apply to purchase estate visitor vouchers which allow visitors to park in any available estate parking bay during the operational hours within the estate.

There are two types of vouchers that can be purchased by estate residents:

Book limits run by calendar month, per estate	Price per book
One day estate parking visitor vouchers	
Discounted rate for people 60 and over (one-day, ten cards in a book, valid from six months from the date of issue)	£4.00
Standard rate – including Blue Badge holders (one-day, ten cards in a book, valid from six months from the date of issue)	£8.00

Can I purchase Zone N on-street permits and visitor vouchers?

Estate residents may be entitled to purchase on-street Zone N resident permits and visitor vouchers. On-street parking permits are charged according to CO2 emissions instead of engine size. The cost of a permit is not dependent on the hours of operation in an individual zone.

On-street 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 four working days. You only need to use a voucher during the operational hours of the parking zone.

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

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions as well as within parking bays. For any specific requests, such as removal, you can request a dispensation or a bay suspension. Please visit our website for more information: hackney.gov.uk/parking

Are parking zones just a money making scheme for the Council?

No. By law revenue generated from parking zones must be invested back into transport related improvements such as concessionary fares, 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, to administer, 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**.

What if I have a Blue Badge or a Companion eBadge?

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of three hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have 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 disabled 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 disabled parking bay installed outside your home or in a residential car park managed by the Council's parking services.

If you have a valid Blue Badge and want to apply for a personalised disabled bay, you will need to apply for a free companion badge or an estate parking permit, this will be linked to the one vehicle entitled to park in the personalised disabled bay.

A personalised disabled 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 can be parked free of charge in all bays within a parking zone where residents and businesses can park (this includes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays.

Motorcycles should be parked at a right angle to the kerb and if possible, at the end of the parking bay. You should use dedicated motorcycle bays, if available, rather than resident permit bays.

The Council is looking to introduce a new motorcycle policy in Spring/Summer 2023. Motorcyclists will be required to hold a valid permit and visitors to the borough will be required to pay for their parking session.

Please visit: hackney.gov.uk/motorcycleparking for further information.

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

<p>Bengali</p> <p>এই নথিতে কীভাবে আপনি এই নথিতে উল্লিখিত তথ্যের অনুলিপি চাইতে পারবেন তা জানতে চাই।</p> <p>আমি এই নথি পড়তে চাই, এবং এতে আমার নাম, ঠিকানা এবং মোবাইল নম্বর উল্লেখ করে এই নথি ফেরত পাঠাতে চাই।</p>	<p>Somali</p> <p>Haddii aad jedaan lahayd in aad ogaato waxa aan u baahnaa inaad noogaad laaban caalamada qadha ku haboon, ka soo magacaaba, cinwaanka iyo telefoon kimbahaaga loogaan ahanka hoose ka dibna ku celi cinwaanka hoose.</p>
<p>French</p> <p>Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.</p>	<p>Spanish</p> <p>Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.</p>
<p>Karlish</p> <p>Ger hun doxayn bixambin ku ay dokument qo dibajjo, i kaaraha nwa qadha minaab isant babin, nax, naxwajlan i hajmara telephona nwa i jidka nigaal bawisan i waji sawiriyana jidka nax dibajjo.</p>	<p>Turkish</p> <p>Bu dokümanda ne anlatılmıřını öğrenmek istiyorsanız, kizim uygun kutuyu işaretleyinise, adınız, adresinizi ve telefon numaranızı bu sayfadan istenilen yere, aşağıdaki adrese gönderin.</p>
<p>Polish</p> <p>Jakli chcesz dowiedziec o treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej czesci niniejszej strony i przekaż na podany adres.</p>	<p>Vietnamese</p> <p>Nếu bạn muốn biết tin tức về tài liệu này, vui lòng chọn ô có liên quan, điền tên, địa chỉ và số điện thoại của bạn vào ô có liên quan và gửi lại theo địa chỉ dưới đây.</p>
<p>Urdu</p> <p>اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا گیا ہے تو اس دستاویز میں مندرجہ ذیل خانوں میں نام، پتہ اور فون نمبر لکھ کر اس دستاویز کو واپس بھیج دیجئے۔</p>	<p>Chinese</p> <p>如果您想知道这份文件的详细内容，请在下方表格中勾选相应选项，并在表格下方填写您的姓名、地址和电话号码，然后将表格寄回以下地址。</p>

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form the address below.

In large print On disk In Braille On audio tape

In another language, please state:

Name:

Address:

Tel:

Return to: Please use the envelope provided



Unique Reference Number:

Have your say on Chatsworth Estate parking controls.

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 08 May 2023** using the Freepost envelope provided.

If you are submitting an online response, please ensure you enter the unique reference number at the top of this questionnaire along with your submission.

Section 1: About you.

Q1.

Your name: (required)

Your address (required):

Door Number: _____

Estate Name: _____

Street Name: _____

Postcode: _____

Email address: (optional)

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.

Section 2: Support for controls

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

Yes No

Section 3: Proposed Design

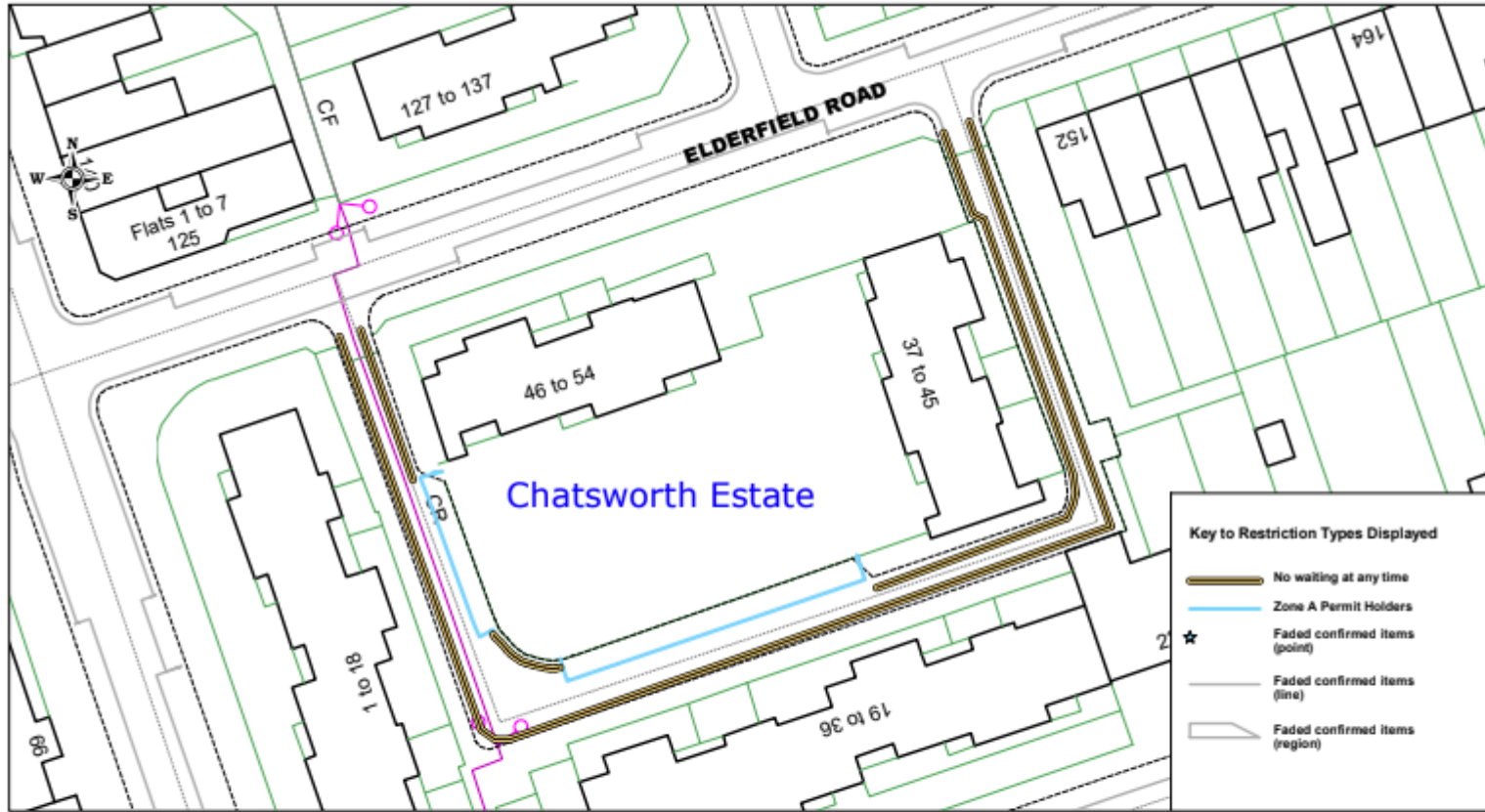
Q3. Are you happy with the proposed parking design (the layout and positioning of parking bays etc.) for your estate?

Yes No

Please see the enclosed map which shows the layout of all parking restrictions we proposed to implement. You can also view the map on our website at <https://www.hackney.gov.uk/parking-hvs>

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
- Double yellow lines
- Loading restrictions



Chatsworth Estate

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LB Hackney

Page
1 of 1

SCALE	1 : 500
DATE	11/01/2023
FIELD ENGINEER	
PARKMAP UPDATED	
CONFIRMED	

Rowley Gardens Consultation - Leaflet, Questionnaire, Map



Stage 1 and 2 combined parking consultation

Rowley Gardens

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.



Parking consultation

Why I am being consulted?

Due to frequent parking issues experienced by Rowley Gardens residents, the Council's Parking Services was approached by Hackney Housing with a request to implement parking controls on the estate. Prior to implementing parking controls, the Council is required to carry out a consultation with residents so that they can have their say and help the Council understand the level of support for parking controls.

Rowley Gardens estate is situated within parking Zone G and despite there being parking controls within the wider Zone G road network, the estate itself is not subject to any formal parking controls. Residents within the estate currently have a gate in place, which protects their estate parking spaces from non-estate residents. The gate is the only measure in place which prohibits commuters and other motorists from neighbouring areas taking advantage of free parking within the estate. Estate residents have approached Hackney Housing to request parking controls. In order to formalise parking controls on this estate so that residents can park with a permit and enforcement can be carried out on non-estate residents, Parking Services will conduct a stage 1 & 2 parking consultation. The decision to combine the consultation allows the council to utilise resources and time effectively, and introduce controls much quicker should they be supported ensuring that the parking needs of residents on the estate are protected.

The stage 1 consultation requests feedback on whether residents within the estate want parking controls or not, whilst the stage 2 part of the consultation allows residents to provide feedback on the proposed parking design for the estate. The decision whether or not to proceed with parking controls will be based on the results of the stage 1 consultation and other factors the Council takes into account.

Parking controls on the estate will:

- Reduce parking stress caused by displacement parking from non-estate residents in nearby areas seeking free parking
- Provide parking spaces specifically for estate residents
- Reduce traffic congestion
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality
- Improve road safety.

The Council has policies and guidance about how it manages parking in the borough which is set out in its Parking and Enforcement Plan (PEP) 2022-27. The PEP sets out a 'hierarchy of parking needs' expressed by different types of road users; for example priority is given to disabled drivers, residents and business, over visitors and commuters.

Please see the enclosed map which identifies the area being consulted on and the proposed parking design.

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Stage 1 and 2 combined parking consultation - Rowley Gardens

Our consultation process

Our consultation process is designed to ensure that residents are given the opportunity to have their say on proposals that are being made to their estate. The consultation will run for a period of six weeks and will follow the policies and procedures set out in our Parking and Enforcement Plan 2022-27. Please visit: hackney.gov.uk/peg for more information.

To ensure that the consultation is a fair and a meaningful exercise, we follow the following principles:

1. Consultation takes place at a time when proposals are still at a formative stage
2. Sufficient reasons are given for any proposals to permit intelligent consideration and response
3. Adequate time is given for consideration and response; and
4. The consultation is conscientiously taken into account when finalising the decision.

It is important to note that the Council's consultations about parking controls are not a referendum. Your feedback as part of the consultation is extremely important to informing the Council's decision, but is one factor that is considered alongside other key considerations such as parking pressure, road safety, traffic flow and air quality, which are equally considered by the Council in reaching a decision.

How do we make a decision?

The stage 1 & 2 combined consultation will allow all estate residents to provide their feedback on parking controls and a proposed design for the estate.

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 appropriate 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 Rowley Gardens 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.

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
- Photographs 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 8877 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 proof:

- Driving licence
- Council tax statement
- Utility bill dated in last three months
- Signed tenancy agreement
- Bank statement (savings or current account) dated in last 3 months
- Solicitor's letter confirming completion (new residents only)
- Bank bank from Council or Housing team

The deadline for this consultation is **Monday 8 May 2023**. All consultation responses both online and via post must be received by the Council by **Monday 8 May 2023**. Anything received after this date will not be considered.

If you have any comments on the proposed changes, please let us know what these are in the comments section online or in the enclosed questionnaire.

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

Stage 1 and 2 combined parking consultation - Rowley Gardens

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Who is included in this consultation?

Every resident within Rowley Gardens has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

- The introduction of parking controls
- Proposed parking design for the estate

How can I have my say?

The easiest way to have your say is by visiting the website:

hackney.gov.uk/parking-hy

and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the Freepost envelope enclosed by **Monday 8 May 2023**.

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.

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Stage 1 and 2 combined parking consultation - Rowley Gardens

Operational hours

The Council's current approach to parking controls within estates is to implement 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. Should parking controls be recommended for Chisworth Estate, the existing gate system will be removed. For this reason, if the consultation shows support for parking controls, then Parking Services will implement 24-hour parking controls on the estate. It is important to ensure the operational hours within the estate are future proof and address any possible parking stress issues caused by commuters and non-estate residents who want to avoid parking controls in wider zone G.

Parking design

The Stage 2 design consultation assists us in determining the parking design (the layout and position of parking bays) within your estate. The process involves allocating spaces according to demand and need. It takes into account the impact of parking controls on local residents and where relevant the business community.

In a parking zone (PZ) all kerbside space is controlled either by yellow lines or by parking places. PZs help the Council to prioritise parking spaces according to need. The most common example is providing resident only parking to protect local residents' parking needs from the non-local parking demands of commuters and visitors. This makes it easier for residents to park conveniently and as close as possible to their homes.

As part of the consultation, a user-friendly map showing a proposed design (the layout and position of parking bays) for Rowley Gardens has been provided. Parking bays have been provisionally located where the road or parking area is safe and wide enough to do so. In all other areas, we would install double yellow lines (no waiting/loading restrictions) to improve road safety, traffic flow, and provide protection for access within the estate. Double yellow lines would also be installed over driveways, access points and at junctions to improve visibility for both pedestrians and motorists. We would like to hear your views on the proposed parking design for your estate. You can express your opinion on the enclosed consultation questionnaire.

Sustainable transport

Parking Services is committed to supporting the development and implementation of sustainable transport initiatives, which will improve air quality and public health, reduce the need to travel by private car, increase social inclusion and economic activity in the borough. The Parking and Enforcement Plan 2022-27 has placed a great importance on the need for a greener and cleaner borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives ranging from electric vehicle charging points, car clubs, bicycle sharing schemes, parklets, School Street schemes and ultra low emission vehicle streets. To date, there have been a limited number of sustainable transport facilities introduced on estates. A number of estates contain cycle storage and hangers, one estate contains an electric vehicle charging point with two more that have the known infrastructure to install them. For a list of the locations of the sustainable transport facilities on estates please visit: bit.ly/35u6z02

Parking Services in collaboration with the Council's Streetscene service, is keen to investigate and install, where appropriate, facilities to help estate residents adopt sustainable modes of transport, and deliver greater equality of access to sustainable transport schemes for estate residents. We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. Please use the consultation questionnaire to provide comments and requests.

Alternatively, you can contact the consultation team directly on **020 8356 8877** or consultparking@hackney.gov.uk to discuss this further.

Disabled bays

As part of the design process, Parking Services reviewed the existing parking structure and layout within the estate. As there are no disabled parking bays within the estate, no disabled bays have been proposed within this parking design of the estate. However, Parking Services is aware that this does not necessarily mean there are no disabled motorists within the estate. Should Blue Badge holders within the estate require a disabled parking bay, they can let us know via the consultation questionnaire or email: disabledparking@hackney.gov.uk

Alternatively you can call **020 8356 8328** or visit the following webpage for more information: hackney.gov.uk/parking-bays-for-disabled-drivers

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Stage 1 and 2 combined parking consultation - Rowley Gardens

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Stage 1 and 2 combined parking consultation - Rowley Gardens

What happens next?

Drop in sessions

The Council will hold a drop-in session for all Rowley Gardens residents. Details will be communicated via post within the next few weeks through Hackney Housing and Parking Services.

Attendance is only for residents and registered businesses within the estate. Further information relating to the session will be available on our website at:

hackney.gov.uk/parking-hy

Residents and businesses 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

Consultation closing date

Date: **Monday 8 May 2023**

Closing date of consultation and the deadline for responses to be received by the Council.

We will not accept any responses received after this date.

Consultation results

Date: **June 2023**

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 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 permit or visitor voucher 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 disabled parking bay. The Council has the power to issue a penalty charge notice to people who park in bays without the appropriate permit or on yellow lines. You do not need a permit or visitor voucher outside of the operational hours, however other restrictions such as no parking on double yellow lines (no waiting at any time) will still apply.

What benefits would parking controls within my estate have?

Parking controls provide many benefits for the surrounding community, including:

- It is easier for residents and their visitors to find parking spaces close to their home
- It is easier to park near shops, schools, and other amenities within the area with nearby 'pay & display' bays
- Reduced traffic congestion and improved air quality due to less commuters and visitors seeking out free parking spaces
- A safer road environment particularly for children, cyclists and pedestrians
- With less dangerous parking and yellow line parking at junctions, visibility will improve and potholes will be clear for pedestrians
- Improved access for emergency vehicles, able to maintain a safe 'laning width' on narrow or busy roads and power to act on vehicles blocking access to private property
- Reduced crime levels, the presence and visibility of Civil Enforcement Officers patrolling the streets helps discourage car crime, vandalism and anti-social behaviour as well as dealing with untaxed and abandoned vehicles
- A tidier, less cluttered street environment through the use of existing lamp posts for signs where possible and better maintenance of street furniture

How would estate parking controls affect me?

Estate parking controls will mean your vehicle will require an estate parking permit in order to park within the estate. Your visitors will also need visitor vouchers when visiting your estate parking spaces. Parking Services will regularly visit your estate to ensure vehicles are complying with parking regulations and non-estate residents are not parking within the estate without an estate parking permit.

What is displacement parking?

Areas that do not have parking controls that are surrounded by areas that do can often experience excessive pressure on the availability of parking spaces. This is typically caused by what is known as displacement parking as drivers from elsewhere seek out spaces that are free to park. This problem is exacerbated in built-up city areas with high population density that attract a high number of visitors and commuters as well as residents and businesses from neighbouring areas looking for free parking.

The knock-on effect of displacement parking is that residents within uncontrolled areas have great difficulty in finding parking spaces near to their homes and businesses causing stress and inconvenience. In addition there are a high number of vehicles in the area looking for free parking which in turn creates traffic congestion, increases accident risks on residential streets and generates noise or pollution.

Can I have my say on the design of parking controls on my estate?

Yes, as this is a stage 1 & 2 combined design consultation we are seeking your views on the introduction of parking controls and proposed parking design for the estate.

Can I have my say on the hours of operation on my estate?

The Council's approach to parking controls within estates is to implement 24-hour parking controls; this ensures parking spaces within the estate are available at all times for the use of estate residents and their visitors only. Should parking controls be recommended for Rowley Gardens, the existing gate system will be removed. For this reason, should the consultation show support for parking controls, then parking services will implement 24-hour parking controls on the estate. This also ensures the operational hours within estates are future proof and address any possible parking issues caused by commuters and non-estate residents who want to avoid parking controls in wider parking zones.

Do you consider road safety?

When reviewing parking restrictions, we take into account the safety of both pedestrians and motorists. We install either single or double yellow lines (no waiting at any time) to help prevent unsafe parking and facilitate the smooth flow of traffic.

Any design changes are made in consultation with the Emergency Services (Ambulance, Fire Service and the Police) to ensure that there is sufficient road width to allow for the safe passage of emergency vehicles.

All design changes conform to the design standards recommended by the Department for Transport (DfT). The yellow lines in the existing design have been placed for safety or access reasons and would be unlikely to change.

Examples of these are:

- Junction protection - double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross.
- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles.
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles.

What if I live on a Car Free Property?

A Car Free Property will be designated under a car free restriction in a legal planning agreement, and should be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the introduction of parking controls but you are not entitled to purchase a parking permit. You are, however, allowed to purchase visitor vouchers for your visitors.

If you want to apply for visitor vouchers or you are not sure if you live in a Car Free Property please call us on **020 8356 8877**.

How would the parking controls affect me?

Would I have to buy a permit if parking controls are introduced on my estate?

Yes, if you are a resident whose address falls within the estate you would need to purchase a resident estate parking permit if controls are introduced. Estate parking permits are limited to one per household. Should you require an additional estate parking permit you will need to check your eligibility for an on-street parking permit.

How much will an estate permit cost?

The way we charge for parking within the estate will be changing. At present, estate parking permits are charged at a flat on-off fee. As part of a drive to reduce pollution in the borough, the Council will be introducing estate parking permits charges according to CO2 emissions. This will mean cheaper parking permits for low-emission vehicles and higher charges for the most polluting vehicles.

The cost of a permit is not dependent on the hours of operation in an individual area.

Please see the table below for existing resident estate parking permit prices:

Estate parking permit (12 months)		
12 months only	Residents	Blue Badge holders
All vehicles	£40.50	Free

Companion badge (for Blue Badge holders)	
Companion badge	Free

The new prices for resident estate parking permit, as of April 2023:

Estate residents parking permit, 12 months - based on CO2 emissions with a diesel surcharge	2022/23	2023/24
No local CO2 emissions	£40.50	£42.00
1-59g/km, 50cc or under*		
All other vehicles	£40.50	£46.00
Disabled powered vehicles	£40.50	£103.00
61-75g/km, or 51-125cc*		
All other vehicles	£40.50	£48.00
Disabled powered vehicles	£40.50	£105.00
76-90g/km		
All other vehicles	£40.50	£50.00
Disabled powered vehicles	£40.50	£107.00
91-105g/km, or 126-400cc*		
All other vehicles	£40.50	£52.00
Disabled powered vehicles	£40.50	£109.00
106-110g/km		
All other vehicles	£40.50	£54.00
Disabled powered vehicles	£40.50	£111.00
111-115g/km, or 401-400cc*		
All other vehicles	£40.50	£56.00
Disabled powered vehicles	£40.50	£113.00
116-150g/km		
All other vehicles	£40.50	£59.00
Disabled powered vehicles	£40.50	£117.00
151-170g/km, or 401-1200cc*		
All other vehicles	£40.50	£67.00
Disabled powered vehicles	£40.50	£124.00
171-190g/km		
All other vehicles	£40.50	£82.00
Disabled powered vehicles	£40.50	£129.00
191-225g/km, or 1200cc-2000cc*		
All other vehicles	£40.50	£97.00
Disabled powered vehicles	£40.50	£154.00
226-251g/km		
All other vehicles	£40.50	£119.00
Disabled powered vehicles	£40.50	£176.00
Over 252g/km or 2001cc*		
All other vehicles	£40.50	£146.00
Disabled powered vehicles	£40.50	£213.00

*Where no information is held on a vehicle's CO2 emissions, the price will be calculated on engine cc.
*Diesel surcharge - diesel powered 600g CO2 vehicles will add £57 per year.

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

What about estate visitor permits?

Residents are eligible to purchase estate visitor vouchers which allow visitors to park in any available estate parking bay during the operational hours of the estate.

There are two types of vouchers that can be purchased by estate residents:

Book limits run by calendar month, per estate	Price per book
One day estate parking visitors vouchers	
Discounted rate for people 60 and over (one-day, ten cards in a book, valid from six months from the date of issue)	£1.00
Standard rate - including Blue Badge holders (one-day, ten cards in a book, valid from six months from the date of issue)	£3.00

Can I purchase Zone G on-street permits and visitor vouchers?

Estate residents may be entitled to purchase on-street Zone G resident permits and visitor vouchers. On-street parking permits are charged according to CO2 emissions instead of engine size. The cost of a permit is not dependent on the hours of operation in an individual zone.

One day 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 four working days. You only need to use a voucher during the operational hours of the parking zone.

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

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions as well as within parking bays. For any specific requests, such as removals, you can request a dispensation or a bay suspension. Please visit our website for more information: hackney.gov.uk/parking

Are parking zones just a money making scheme for the Council?

No. By law revenue generated from parking zones must be invested back into transport related improvements such as concessionary fares meeting costs relating to the provision or operation of, or 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 documents. 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 Notice 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**.

What if I have a Blue Badge or a Companion eBadge?

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of three hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have 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 disabled 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 disabled parking bay installed outside your home or in a residential car park managed by the Council's parking services.

If you have a valid Blue Badge and want to apply for a personalised disabled bay, you will need to apply for a free companion badge or an estate parking permit; this will be linked to the one vehicle entitled to park in the personalised disabled bay.

A personalised disabled 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 in 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 can be parked free of charge in all bays within a parking zone where residents and businesses can park (this excludes Zone B where parking for motorcycles are restricted to motorcycle bays only), except for in pay and display bays.

Motorcycles should be parked at a right angle to the kerb and if possible, at the end of the parking bay. You should use dedicated motorcycle bays if available, rather than resident permit bays.

The Council is looking to introduce a new motorcycle policy in Spring/Summer 2023. Motorcyclists will be required to hold a valid permit and visitors to the borough will be required to pay for their parking session. Please visit: hackney.gov.uk/motorcycleparking for further information.

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

<input type="checkbox"/> Bengali আমি জানতে চাই যে এই নথিটি কিভাবে ব্যবহার করা হবে এবং এটি কিভাবে ব্যবহার করা হবে, এবং এটি কিভাবে ব্যবহার করা হবে।	<input type="checkbox"/> Somali Haddii aan ka dhacdo macluulka iyo dawladda, waxaan ka dhacdo macluulka iyo dawladda, waxaan ka dhacdo macluulka iyo dawladda.	<input type="checkbox"/> French Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.	<input type="checkbox"/> Spanish Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.	<input type="checkbox"/> Karish Dor halkan dawladu bayaanin ku way dawladda iyo dawladda, waxaan ka dhacdo macluulka iyo dawladda, waxaan ka dhacdo macluulka iyo dawladda.	<input type="checkbox"/> Turkish Bu belge hakkında bilgi edinmek için dokümanı, lütfen uygun kutuyu işaretleyiniz, adınızı, adresinizi ve telefon numaranızı belirtin ve lütfen aşağıdaki adrese belgeyi gönderiniz.	<input type="checkbox"/> Polish Jeśli chcesz dowiedzieć się, jak jest zorganizowane przetwarzanie i rozpraszanie informacji, proszę wybrać właściwą opcję, wpisać swoje nazwisko, adres i numer telefonu na ostatniej stronie i przesłać do poniższej adresy.	<input type="checkbox"/> Vietnamese Nếu bạn muốn biết nội dung tài liệu này như thế nào, vui lòng chọn ô phù hợp và điền họ tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.	<input type="checkbox"/> Chinese 如果您想瞭解這份文件的內容，請 在下方表格內，選擇合適的方格，並 將您的姓名、地址及電話號碼填到下方 的表格內。
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If you would like this document in any of the following formats or in another language not listed above, please complete and send the form the address below.

In large print On disk In Braille On audio tape

In another language, please state: _____

Name: _____



Unique reference number:

Have your say on Rowley Gardens parking controls

- Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 8 May 2023** using the freepost envelope provided.
- If you are submitting an online response, please ensure you **enter the unique reference number at the top** of this questionnaire along with your submission.



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.



Section 1: About you

Q1.

Your name (required):

Your address (required):

Door Number:

Estate Name:

Street Name:

Postcode:

Email address (optional):

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.

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 the enclosed map 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

Double yellow lines

Loading restrictions

Section 4: Sustainable transport

Q5. In addition to the parking design proposals above, do you support the implementation of any of the following sustainable transport initiatives on your estate?

Please tick all that apply:

Parklets

Electric vehicle charging points

Car clubs

Micro mobility hubs (electric scooters, shared use bikes)

Secure bicycle parking facilities

Section 5: Additional comments

Q6. Please provide any other comments or suggestions you may have about the proposals or the consultation.

Section 6: How was it for you?

Q7. Please tell us your opinion of the consultation pack. Choose one option in each line.

a) Consultation pack: Useful Not useful

b) Information in the leaflet: Just right Too much Not enough

c) Questionnaire length: Just right Too long Too short

Thank you for completing the questionnaire.

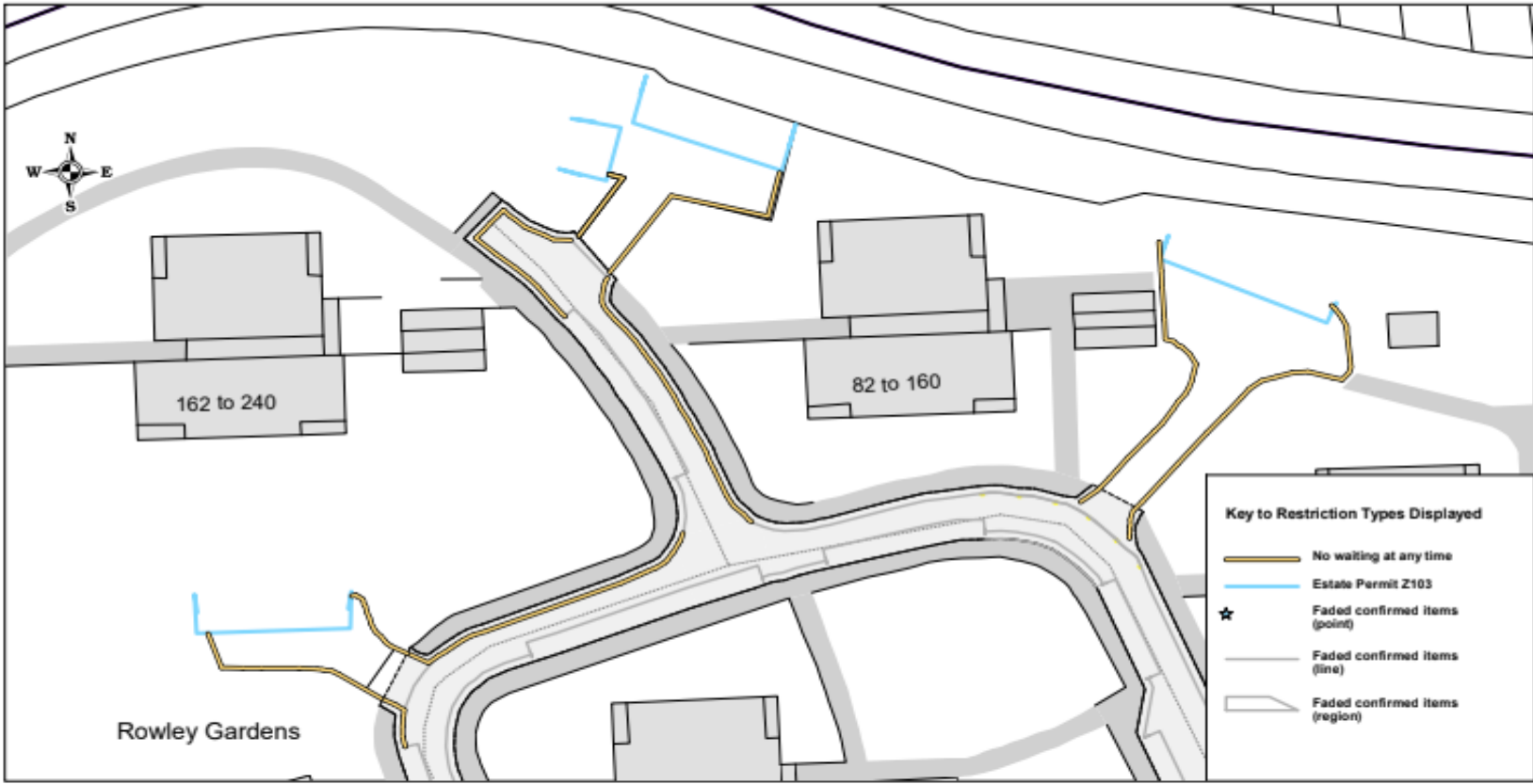
Data protection

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 may use the information you have provided for prevention and detection of fraud. It 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 <https://www.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.

GDPR declaration

Please tick here if your household or business premises consent to be contacted about future parking consultations that are relevant to me as a Hackney borough resident / business / customer.



Rowley Gardens Estate

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PARKMAP UPDATED	
CONFIRMED	

Yorkshire Grove Estate - Leaflet, Questionnaire, Map



Stage 1 and 2 combined parking consultation

Yorkshire Grove Estate

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.

have **your** say



Parking consultation

Why I am being consulted?

Due to frequent parking issues experienced by Yorkshire Grove residents, the Council's Parking Service was approached by Hackney Housing with a request to implement parking controls on the estate. Prior to implementing parking controls, the Council is required to carry out a consultation with residents so that they can have their say and help the Council understand the level of support for parking controls.

Yorkshire Grove is situated within parking Zone 4 and despite there being parking controls within the wider Zone 4 road network, the estate itself is not subject to any formal parking controls. Residents within the estate currently do not have a gate in place, protecting their estate parking spaces from non-estate residents such as commuters and other residents from neighbouring areas taking advantage of free parking within the estate.

Estate residents have approached Hackney Housing to request parking controls. In order to formalise parking controls on this estate so that residents can park with a permit and enforcement can be carried out on non-estate residents, Parking Services will conduct a stage 1 & 2 parking consultation. The decision to combine the consultation allows the council to gather opinions and views effectively, and introduce controls much quicker should they be supported ensuring that the parking needs of residents on the estate are protected.

The stage 1 consultation requests feedback on whether residents within the estate want parking controls or not, whilst the stage 2 part of the consultation allows residents to provide feedback on the proposed parking design for the estate. The decision whether or not to proceed with parking controls will be based on the results of the stage 1 consultation and other factors the Council takes into account.

Parking controls on the estate will:

- Reduce parking spaces caused by displacement parking from non-estate residents in nearby areas leaving free parking
- Provide parking spaces specifically for estate residents
- Reduce traffic congestion
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality
- Improve road safety

The Council has policies and guidance about how it manages parking in the borough which is set out in its Parking and Enforcement Plan (PEP) 2022-27. The PEP sets out a 'hierarchy of parking needs' supported by different types of road users. For example priority is given to disabled drivers, residents and business, over visitors and commuters.

Please see the enclosed map which identifies the area being consulted and the proposed parking design.

2

Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

Our consultation process

Our consultation process is designed to ensure that residents are given the opportunity to have their say on proposals that are being made to their estate. The consultation will run for a period of six weeks and will follow the policies and procedures set out in our Parking and Enforcement Plan 2022-27. Please visit: hackney.gov.uk/pep for more information.

To ensure that the consultation is fair and a meaningful exercise, we follow the following principles:

1. Consultation takes place at a time when proposals are still at a formative stage
2. Sufficient reasons are given for any proposals to permit intelligent consideration and response
3. Adequate time is given for consultation and response, and
4. The consultation is conscientiously taken into account when finalising the decision.

It is important to note that the Council's consultations about parking controls are not a referendum. Your feedback as part of the consultation is extremely important to informing the Council's decision, but is one factor that is considered alongside other key considerations such as parking pressure, road safety, traffic flow and air quality, which are equally considered by the Council in reaching a decision.

How do we make a decision?

The stage 1 & 2 combined consultation will allow all estate residents to provide their feedback on parking controls and a proposed design for the estate.

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 appropriate 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 Yorkshire Grove 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.

3

Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

Who is included in this consultation?

Every resident within Yorkshire Grove has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

- The introduction of parking controls
- Proposed parking design for the estate

How can I have my say?

The easiest way to have your say is by visiting the website:

hackney.gov.uk/parking-lyp and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 8 May 2023**.

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 on 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.

4

Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

Operational hours

The Council's current approach to parking controls within estates is to implement 24-hour parking controls. This means parking spaces within the estate are reserved at all times. For other estate residents and their visitors, if the consultation shows support for parking controls, then Parking Services will implement 24-hour parking controls on the estate. It is important to ensure the operational hours within the estate are future proof and address any possible parking issues raised by commuters and non-estate residents who want to avoid parking controls in wider zone 4.

Parking design

The Stage 2 design consultation assists us in determining the parking design (the layout and position of parking bays) within your estate. The process involves allocating spaces according to demand and need. It takes into account the impact of parking controls on local residents and where relevant the business community.

In a parking zone (PZ) all kerbside space is controlled either by yellow lines or by parking places. We help the Council to prioritise parking spaces according to need. The most common example is providing resident-only parking to protect local residents' parking needs from the non-local parking demands of commuters and visitors. This makes it easier for residents to park conveniently and as close as possible to their homes.

As part of the consultation, a user friendly map showing a proposed design (the layout and position of parking bays) for Yorkshire Grove has been provided. Parking bays have been provisionally located where the road or parking area is safe and wide enough to do so. Small estate areas we would install double yellow lines (no waiting loading restrictions) to improve road safety, traffic flow, and provide protection for areas within the estate. Double yellow lines would also be installed over driveways, access points and at junctions to improve visibility for both pedestrians and motorists.

We would like to hear your views on the proposed parking design for your estate. You can express your opinion on the enclosed consultation questionnaire.

Sustainable transport

Parking Services is committed to supporting the development and implementation of sustainable transport initiatives, which will improve air quality and public health, reduce the need to travel by private car, increase social inclusion and economic activity in the borough. The Parking and Enforcement Plan 2022-27 has placed a great importance on the need for a greener and clearer borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives ranging from electric vehicle charging points, car clubs, bicycle sharing schemes, parklets, School Street schemes and ultra low emission vehicle streets. To date, there have been a limited number of sustainable transport facilities introduced on estates. A number of estates contain cycle storage and hangars, one estate contains an electric vehicle charging point with two more that have the known infrastructure to install them. For a list of the locations of the sustainable transport facilities on estates please visit: bit.ly/35uLz2z

Parking Services in collaboration with the Council's Streetscene service, is keen to investigate and install, where appropriate, facilities to help estate residents adopt sustainable modes of transport, and deliver greater equality of access to sustainable transport schemes for estate residents. We are keen to hear your feedback on which sustainable transport initiatives you would like to see on your estate. Please use the consultation questionnaire to provide comments and requests.

Alternatively you can contact the consultation team directly on **020 8356 8877** or consultparking@hackney.gov.uk to discuss this further.

Disabled bays

As part of the design process, Parking Services reviewed the existing parking structure and layout within the estate. As there are no disabled parking bays within the estate, no disabled bays have been proposed within the parking design of the estate. However, Parking Services is aware that this does not necessarily mean there are no disabled motorists within the estate. Should Blue Badge holders within the estate require a disabled parking bay, they can let us know via the consultation questionnaire or email: disabledparking@hackney.gov.uk

Alternatively you can call **020 8356 8328** or visit the following webpage for more information: hackney.gov.uk/parking-bays-for-disabled-drivers

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Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

If you have not received a questionnaire, please contact us on **020 8356 8877** 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 proof:

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

If you have any comments on the proposed changes, please let us know what these are in the comments section online or in the enclosed questionnaire.

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

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Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

What happens next?

Drop in sessions

The Council will hold a drop in session for all Yorkshire Grove residents. Details will be communicated via post within the next few weeks through Hackney Housing and Parking Services.

Attendance is only for residents and registered businesses within the estate. Further information relating to the session will be available on our website at:

hackney.gov.uk/parking-lyp

Residents and businesses 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

Consultation closing date

Date: **Monday 8 May 2023**

Closing date of consultation and the deadline for responses to be received by the Council.

We will not accept any responses received after this date.

Consultation results

Date: **June 2023**

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 Parking Services on

020 8356 8877 or email consultparking@hackney.gov.uk

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Stage 1 and 2 combined parking consultation - Yorkshire Grove Estate

Frequently asked questions

What are parking controls within an estate?

Parking controls within an estate are where parking provisions are controlled. Parking bays are marked in locations to show where it is safe to park and all other kerbside area 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 permit or visitor voucher/vehicle in order to park within the estate. They also need to be mindful of the type of

What is displacement parking?

Areas that do not have parking controls that are surrounded by areas that do cause an experience excessive pressure on the availability of parking spaces. This is typically caused by what is known as displacement parking as drivers from elsewhere seek out spaces that are free to park. This problem is exacerbated in built up city areas with high population density that attract a high number of visitors and commuters as well as residents and businesses from neighbouring areas looking for free parking.

The knock on effect of displacement parking is that residents within uncontrolled areas have great difficulty in finding parking spaces near to their homes and businesses causing stress and inconvenience. In addition there are a high number of vehicles in the area looking for free parking which in turn creates traffic congestion, increases carbon dioxide on residential streets and

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

What about estate visitor permits?

Residents are eligible to purchase estate visitor vouchers which allow visitors to park in any available estate parking bay during the operational hours within the estate.

There are two types of vouchers that can be purchased by estate residents:

Book limits run by calendar month, per estate	Price per book
One day estate parking visitors vouchers	
Discounted rates for people 65 and over (one day only, non-peak on a book)	£1.50

What if I have a Blue Badge or a Companion eBadge?

Blue Badge holders are eligible to park in all three day bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and an single and double yellow lines for a maximum of three hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone. For more information on Companion Badge please visit:

hackney.gov.uk/companion-badge

How can I apply for a disabled bay?



Unique Reference Number:

Have your say on Yorkshire Grove parking controls.

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 08 May 2023** using the Freepost envelope provided.

If you are submitting an online response, please ensure you enter the unique reference number at the top of this questionnaire along with your submission.

Section 1: About you.

Q1.

Your name: (required)

Your address: (required)

Door Number:

Estate Name:

Street Name:

Postcode:

Email address: (optional)

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**.

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 the enclosed map which shows the layout of all parking restrictions we proposed to implement. You can also view the map on our website at hickinsy.gov.uk/parking.htm

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

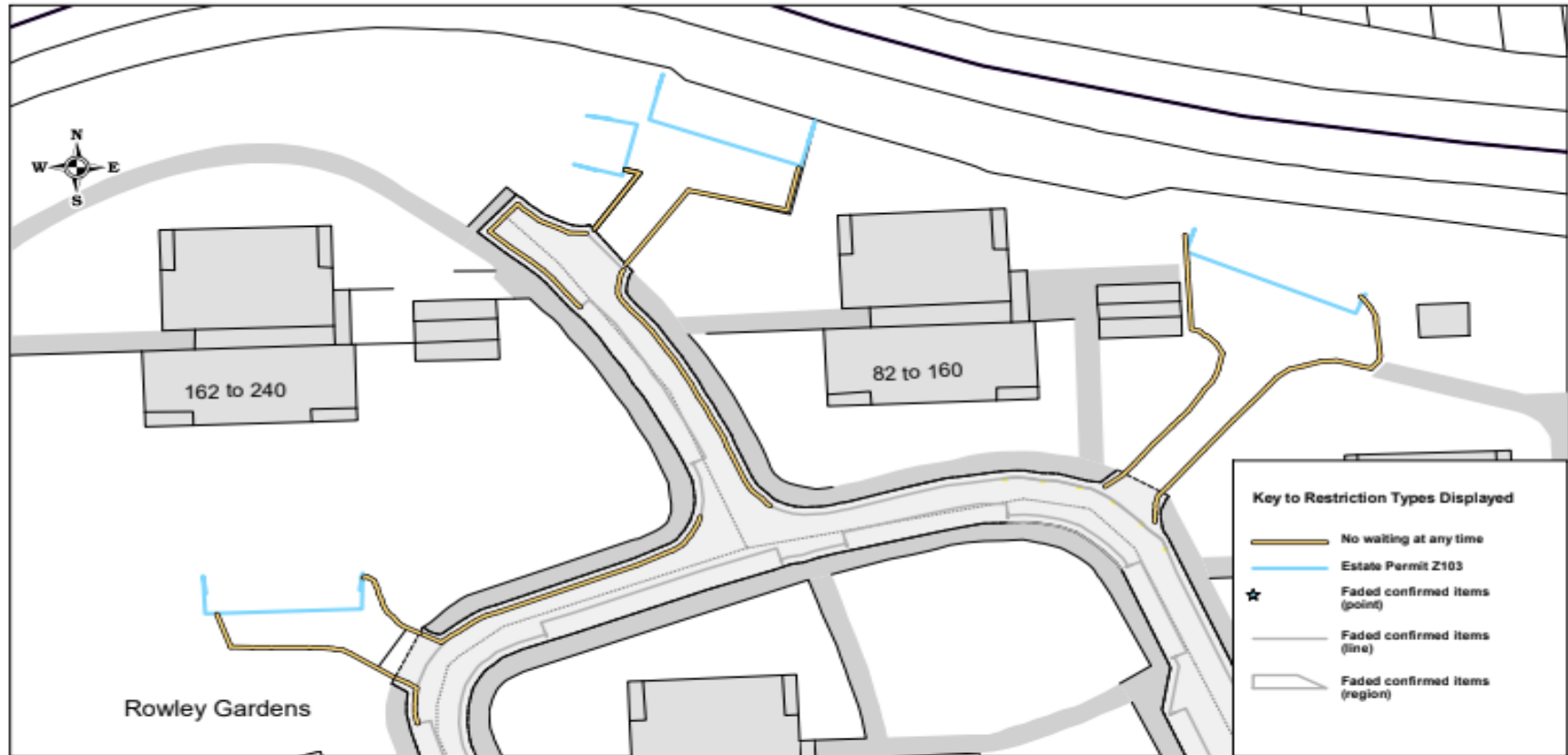
Double yellow lines

Loading restrictions

Proposed design



APPENDIX 3: Final Design Map Rowley Gardens



Rowley Gardens Estate

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DATE	16/10/2023
FIELD ENGINEER	
PARKMAP UPDATED	
CONFIRMED	

Appendix 4: Equalities Impact Assessment (pre consultation)

4.1 Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

Title and purpose of this Equality Impact Assessment:

Stage 1 & 2 combined consultation - Yorkshire Grove

Purpose of this Equality Impact Assessment:

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 Yorkshire Grove. 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.

Officer Responsible: (to be completed by the report author)

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking Services

Corporate Director: Aled Richards

Date: February 2023

Signed:

PLEASE ANSWER THE FOLLOWING QUESTIONS:

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of this exercise is to conduct a stage 1 & 2 combined consultation on the introduction of parking controls in Yorkshire Grove, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- Prior to August 2021 hackney housing were responsible for all parking consultations on estates and parking services were solely responsible for the implementation of controls. From August 2021, the decision was made for hackney housing estate consultations to fall under the remit of parking services, allowing parking services to manage the complete process from consultations, implementation, to enforcement of parking controls and permits.
- The decision to carry out a stage 1 & 2 combined consultation is as a result of feedback received from hackney housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls and a parking design for the estate as part of one consultation response.
- Parking services have approached the consultation in Yorkshire Grove as they would a consultation when identifying a parking zone on-street within the borough. Prior to the consultation, designer engineers will design an estate reflective of local needs. The consultation process will be conducted by the council's parking design team and final outcome will take into consideration feedback as well as other factors such as health and safety, traffic flow, supply and demand and environmental impact. This approach is in line with the visions and objectives of the Parking and Enforcement Plan 2022-27, of approaching Council services and parking management in a consistent manner.
- Yorkshire Grove falls within parking zone E in the borough, the operational hours of zone E are a combination of Monday to Friday : 8.30am to 6.30pm and Saturday: 8.30am to 1.30pm and Monday to Saturday 8.30am to 6.30pm. Yorkshire Grove, managed by hackney housing currently has a gate system which ensures only those with access to a gate key can park within the estate. There are no formal parking arrangements in place. This reserves the parking on the estate for estate residents only, protecting estate residents from displacement parking caused by non residents parking on the estate in an attempt to avoid on street parking controls.
- Parking services intend on starting the consultation in March 2023, the consultation will run for a duration of six weeks. This is the standard timeframe for a consultation and adequate time for all estate residents to familiarise themselves with the consultation proposals and provide feedback. The consultation size of Yorkshire Grove in comparison to a whole zone consultation is much smaller, this allows an opportunity for parking services to effectively engage with residents during the consultation process and provide support and guidance where required. Whilst some residents may have taken part in wider zone consultations, consultations within their estate in a new process.
- The key objective of the Stage 1 & 2 parking consultation is to formalise support for controls and gauge feedback on the parking design proposed.

- In line with existing practices should controls be supported, parking services will implement 24 hour parking controls on the estate. This will be the only operational hour provided and will ensure estate resident spaces are protected. The existing gate system is in place 24 hours a day, so the proposed operational hours match this. The operational hours of wider zone E are: Monday to Friday : 8.30am to 6.30pm and Saturday: 8.30am to 1.30pm and Monday to Saturday 8.30am to 6.30pm. Parking services have taken the decision not to offer additional hours, as outside of the operational hours the spaces within the estate could be utilised by non estate residents. The estate parking structure cannot accommodate non estate and estate resident parking.
- Residents in Yorkshire Grove will be able to provide their feedback on parking controls and the proposed parking design for their estate. The Council aims to balance the needs of the community along with other factors such as parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking therefore a final decision on controls and hours of operation may be based on all of these factors.
- The Stage 2 section of the consultation focuses on the proposed parking design and overall design of the estate. It looks to gauge feedback on the proposed parking design for the estate and also explore the implementation of sustainable transport facilities within the estate. The parking design section of the consultation will ensure that all feedback provided by residents is taken into consideration before a final estate design is confirmed. Residents within the estate also have the opportunity to provide comments and feedback relating to anything parking or consultation related as part of the consultation questionnaire.
- To encourage participation in the consultation, the Council will host one drop in session within the estate. The drop in session will be open to all estate residents, estate management and hackney housing officers to attend. The drop in session is an opportunity for parking services to provide information on the consultation process and how residents can take part. Details of the drop in session will be outlined on all consultation leaflets distributed to residents. Further information relating to the sessions will be available on our website at www.hackney.gov.uk/parking-zone-consultations. The drop in is a great opportunity for residents to discuss the consultation and raise any questions or queries directly with the parking design team.
- The Council has recently reviewed its approach on how it seeks public feedback regarding parking consultations and has made changes to its consultation policy to ensure the process is fair, less open to less abuse and can present a more accurate representation of residents and businesses' views to assist the Council in its decision making process, without the concern of duplicate submissions or mass submissions attempting to skew the feedback outcome. The changes will be outlined in the consultation leaflet and the delegated powers report which provides a detailed explanation of the changes. [DPR, Parking Services Consultation Policy, 2020](#).
- Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the consultation questionnaire. These comments will help parking services to understand the needs of the community.

2. Who are the main people that will be affected? Consider staff, residents, and other external stakeholders.

- Estate residents, disabled motorists, waste services and emergency services (Ambulance, Fire and Police) are the main people affected and consulted as part of Stage 1 & 2 combined consultation.

- Emergency Services are impacted due to the requirement that sufficient 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 approve of the proposed design for the estate.
- Waste services are impacted due to the requirement that sufficient width clearance is provided for waste vehicles to conduct their operational visits. The proposed parking design will be communicated with waste services for their approval and take into consideration any feedback they may have.
- The table below shows protected characteristics and how the stage 1 & 2 combined parking consultation may impact them.

Protected Characteristic	How stage 1 & 2 combined consultation will affect them.
<p>Age</p>	<p>Consultation documents will be sent to every household within Yorkshire Grove, all properties within the estate have been identified as residential households - there are no care homes or sheltered accommodations within the estate.</p> <p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process. Each resident has an equal opportunity to submit a consultation response and provide feedback - irrespective of their age, as long as their full name and address is provided and consultation criteria has been met.</p> <p>One of the aims of the consultation process is to ensure the design proposed for the estate is reflective of the requirements of the estate. Before formulating a proposed parking design for the area, parking services take into consideration existing ambulance and disabled parking bays - Yorkshire Grove has no existing ambulance or disabled parking bays for parking services to review.</p> <p>Health and safety of estate residents is a high priority, for this reason all health and safety measures have been reviewed within the estate and built into the final proposed design. These measures will be shared with emergency services and waste services, to ensure design takes into consideration their requirement and approval.</p> <p>Any requests for double yellow line design changes can be submitted as part of the consultation, Parking services will review all queries and requests and make recommendations accordingly.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>

<p>Disability</p>	<p>The stage 1 & 2 combined will allow all disabled motorists in Yorkshire Grove to provide their feedback and express their views on parking controls and the proposed parking design. Future parking arrangements within the estate have the ability to potentially impact all disabled motorists, feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.</p> <p>As part of the review of existing parking structures within the estate by a parking design engineer, disabled parking bays were not identified. For this reason, no disabled parking bays have been built into the final proposed parking design for the estate. This however does not necessarily mean there are no disabled residents within the estate, for this reason as part of the consultation leaflet, information on disabled parking bays and how to request one will be provided. Should any residents within the estate hold a blue badge, feel they require a disabled parking bay and meet the criteria for one - they will be provided information on how to apply for a disabled parking bay.</p> <p>The drop in session planned by the parking team will ensure a venue is selected which facilitates any possible disabled attendees, in addition a disabled parking bay officer will also be present to provide information on the disabled provisions parking services offers.</p> <p>The stage 1 & 2 combined consultation will allow this group to express their views on parking controls as well as the proposed parking design of their estate. 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.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
<p>Marriage and Civil Partnership</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
<p>Pregnancy and maternity</p>	<p>We do not expect individuals within this protected</p>

	<p>characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Race	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>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.</p> <p>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.</p>
Religion/belief (including non-belief)	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p> <p>Prior to starting the consultation, all major public and religious holidays were considered to ensure the consultation response is not impacted and residents in the estate have adequate time to provide their response. Whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation. This decision will be communicated with ward members prior to the consultation going live.</p>
Sex	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p>

	The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>

3. What research or consultation(s) have been carried out? Please provide more details, together with a summary of what you learned.

- This exercise will include a six week consultation with all stakeholders on the introduction of parking controls and proposed parking designs.
- The decision to consult on a stage 1 & 2 combined consultation is as a result of feedback received from Hackney Housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls, operational hours and a parking design for the estate as part of one consultation response.
- A parking design engineer has reviewed the existing estate parking structure, taking into consideration health and safety requirements as well as parking spaces. The proposed parking design for the estate ensures that health and safety is prioritised, existing double yellow lines will be refreshed and parking bays have been proposed only where it is safe to do so.
- The estate consultation area is within parking Zone E (Stoke Newington) which operates its own set of parking controls.
- The estate currently operates on a gate system, which is in place 24 hours a day. Only residents with access to a key can utilise parking spaces within the estate. For this reason, the Council is keen to ensure a similar structure is proposed - hence why 24 hour parking controls will be implemented should controls be supported. 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.
- The decision to proceed with a stage 1 & 2 combined consultation was made in October 2022. 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 decision was made for the consultation to start in March 2023, whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation.
- Internal teams such as streetscene, waste services and planning, will be informed of the stage 1 & 2 combined consultation in Yorkshire Grove. 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 there are no existing disabled bays within the estates, a disabled parking bay audit has not had to take place. Parking services are aware, this doesn't necessarily mean there are no disabled motorists living within the estate, for this reason information relating to disabled parking provisions available to residents will be included in consultation literature.
- As part of the public consultation all residents in Yorkshire Grove 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 and businesses are not disadvantaged due to language barriers.

4. Equality Impacts

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

- The Council took various measures when planning the stage 1 & 2 combined design consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. As the Council is responding to the request of Hackney Housing by conducting a consultation exercise, this will have a positive impact on different equality groups and may improve the good relations between the Council and the community residing in Yorkshire Grove. Hackney Housing manage all estate related issues for Yorkshire Grove and are viewed to have an insight into estate needs and demands.

- The decision to conduct a consultation is in line with parking services aims of creating a borough reflective of local needs.
- The public consultation provides an open forum for all estate residents to have their say on parking controls and proposed parking design of Yorkshire Grove. The Council is open to holding meetings with ward members, estate representatives and residents should it be required to discuss the consultation in detail.
- The Council will be running a drop in session for the estate, the details including location, date and time will be communicated on all consultation leaflets sent to residents. Information relating to the sessions will be available on our website at hackney.gov.uk/parking-zone-consultations. The drop in session will provide residents within the consultation area the opportunity to engage directly with the parking design team and raise any questions or queries they have relating to the consultation proposals.
- Parking services will work closely with Hackney housing, to identify a suitable location for the drop in session.
- Parking Services have implemented a policy change on the acceptance of consultation feedback. This change will ensure the process is fair and less open to abuse. It allows the Council to make decisions based on more accurate feedback which is representative of residents and their parking needs.
- Parking services engineers have reviewed the current layout of the estate and proposed a design they feel best reflects the estate needs. The proposed parking design is not a final design of the estate, all feedback provided will be taken into consideration when confirming a final design post consultation. The Council will work closely with estate stakeholders to determine a suitable final design should it be required.
- As part of the consultation approval process, consultation documents are sent to ward members to view before being made public and sent to the consultation area. This allows ward members as the formal representatives of the consultation zone to raise any concerns or questions before the consultation commences.
- The consultation has the potential to bring positive benefits to all road users (motorists, pedestrians and cyclists) by ensuring that the parking needs and requirements of the community are met. The consultation allows the Council to provide a safe environment for all users, once the feedback for the consultation has been received the Council will review all feedback provided before confirming the operational hours and a final design of the estate.
- The consultation will be crucial in identifying the individual needs of the consultation area.
- The table below shows the protected characteristics within the estate and how the stage 1 & 2 combined consultation will impact them.

Protected Characteristic	Analysis
Age	The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate. Once parking controls and a final design for the estate is confirmed, we do not expect any particular age group to be any more positively impacted in comparison to the occupants of the whole zone.

	<p>The health and safety measures at junctions of the estate and within the estate have been reviewed and built into the proposed parking design. Parking bays have been designed and located where they are deemed safe, the designs have factored in the road width and access for emergency vehicles such as ambulances and fire brigades.</p> <p>The parking designs submitted as part of the consultation have prioritised the health and safety of all estate residents, irrespective of age group. Once parking design has been confirmed, the estate environment will be less cluttered and safer for families, parents and young children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.</p> <p>The consultation allows residents to raise any parking concerns they have on the consultation questionnaire. Parking Services will review every comment submitted by respondents and ensure requests and issues raised are explored.</p> <p>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, drop in session and face to face meeting requests.</p>
<p>Disability</p>	<p>All disabled motorists living within the estate have the opportunity to comment on parking controls and proposed parking design of the estate. The outcome of the consultation will potentially have a positive impact on all disabled motorists as a confirmed final design addresses parking issues and also implements a parking structure where disabled motorists are a priority.</p> <p>Health and safety measures on the estate such as double yellow lines have been built into the proposed design where necessary. The existing parking policy around disabled motorists and residents within the consultation area will have a positive impact on all motorists who hold valid blue badges, e.g. companion badges are available free of charge, a discount is available on parking voucher purchases, as well as all the parking provisions which come with holding a blue badge. Information of where disabled motorists can park and how to option permits and vouchers for carers and visitors will be available on all consultation documents.</p> <p>There are no existing disabled parking bays within the estate, however as part of the consultation process information will be included on disabled parking bays and how to obtain one should residents request it.</p> <p>As part of the consultation questionnaire, all disabled motorists living in the consultation area and their carers can provide feedback to the Council. Prior to finalising the</p>

	<p>outcome for the consultation, the parking design team will review each comment and accommodate requests from disabled motorists where possible.</p>
Gender reassignment	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Pregnancy and maternity	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Race	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Religion/belief (including non-belief)	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those</p>

	in this group having an estate reflective of their parking needs.
Sex	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Sexual Orientation	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>

All points stated above could be seen as a positive impact on different equality groups and improve relations.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

- There are currently no parking controls in place in Yorkshire Grove, our Streetscene department have previously implemented double yellow lines due to health and safety concerns and at the request of residents Hackney housing management. However, permit parking and adhering to hours of controls hasn't been implemented. Whilst parking controls and consultations are a new concept for the estate to explore, some of the residents would've previously taken part in the wider Zone E consultation, where they provided their views on parking issues for on street roads. The last consultation in Zone E was a review consultation in 2018.
- Some residents who have taken part in wider Zone E consultations, may feel the same parking issues do not apply to their estate and for that reason not welcome a formal consultation on their estate. However, it is important to note that Hackney housing has requested parking controls on behalf of the resident as formal controls will provide greater protection for estate residents. In addition, the use of a gate within the estate suggests residents support the exclusive use of estate spaces
- In line with the Parking and Enforcement Plan 2022-27, parking services have made a commitment to approach estate parking issues in the same manner as they would on street parking issues, this includes a consultation process and also factors to consider during the decision making process.

- Should parking controls be recommended following the completion of the consultation, it is likely some residents may not welcome the concept of paying for parking in the estate. As part of the consultation leaflet, the Council will give an indication of the permit prices residents could be expected to pay, this information is provided in the Frequently Asked Questions section. The Council is not acting presumptively by including this information, rather its aims are to be completely transparent about the permit pricing system. The cost of a permit varies according to the CO2 emissions of a vehicle, residents driving a vehicle with a higher CO2 emission look to pay more for a parking permit than those driving a vehicle with a lower CO2 emission. Should controls be introduced, there are concessions available for disabled and elderly motorists.
- The Council will implement 24 hour parking controls on the estate, should controls be supported. This is in line with the Councils arrangements on estates it enforces parking controls on. Some residents may feel a range of operational hours are not being provided to estate residents as they would with wider zone consultations, however should controls be recommended the existing gates on the estate will be removed. For this reason, it is essential the Council protects the needs of estate parking from non estate residents at all times.
- There are currently no parking controls in the estate; the proposed parking design may surprise some residents as they may not be able to park in locations they have previously been parking in. This is because the parking design engineers have reviewed the estate and only proposed to install parking bays where it is safe to do so in accordance with guidance received from DfT. Health & Safety is prioritised and double yellow lines are implemented where it is not safe to park whilst parking bays are implemented in areas where it is safe to do so. These health and safety measures will not be compromised. Parking services want to create an estate which is safe for local residents.
- During the duration of the consultation, the Council will be hosting a drop in session for the estate. Residents who are unable to attend may feel disengaged, as the drop in session is an opportunity to speak directly with the parking design team and address any questions or queries they may have regarding the consultation proposals. With this in mind, the Council could host additional sessions should there be a need for it. Parking services contact details have been communicated on all consultation literature, residents are welcome to contact the team directly and either address any queries they have or request additional sessions.
- An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to express their view and make comments. The Council is committed to this concept and has provided the consultation team contact details on the consultation documents and consultation literature.
- The Stage 1 & 2 combined design consultation will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
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1	Impact on residents taking part in the consultation process for the first time.	<p>Maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process.</p> <p>Ensure consultation posters are implemented on estate with design team contact details.</p> <p>Ensure drop in session is used as an opportunity to provide information on the consultation process, decision making process and address all questions and queries directly.</p> <p>Communicate parking design teams contact details on all consultation literature.</p>	Through the consultation process.	During the consultation process	Muhibun Nessa & Fazal Kirwan
2	Potential monetary impact of parking controls and permit parking.	Communicate permit pricing system on all consultation documents and council permit webpage, this transparent and open approach will allow permit holders to view correct information.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Muhibun Nessa
3	Impact of not including a range of operational hours for residents to provide feedback on.	Explain through Council literature why only one operational hour has been considered by the Council - due to Council policy and the need to futureproof parking controls for estate residents.	Through the consultation process.	During the consultation process	Fazal Kirwan

4	Impact of proposed parking design and implementation of health and safety measures such as double yellow lines.	Consultation documents to clearly explain the Councils approach to designing a parking zone and prioritising health and safety of the zone and all road users.	Through the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa
5	Impact of consultation policy	<p>Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team.</p> <p>The delegated powers report which details the changes, will be available for the public to view.</p>	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa

4.2 Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

Title and purpose of this Equality Impact Assessment:

Stage 1 & 2 combined consultation - Rowley Gardens
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Purpose of this Equality Impact Assessment:

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 Rowley Gardens. 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.

Officer Responsible: (to be completed by the report author)

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking Services

Corporate Director: Aled Richards

Date: February 2023

Signed: 

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of this exercise is to conduct a stage 1 & 2 combined consultation on the introduction of parking controls in Rowley Gardens, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- Prior to August 2021 hackney housing were responsible for all parking consultations on estates and parking services were solely responsible for the implementation of controls. From August 2021, the decision was made for hackney housing estate consultations to fall under the remit of parking services, allowing parking services to manage the complete process from consultations, implementation, to enforcement of parking controls and permits.
- The decision to carry out a stage 1 & 2 combined consultation is as a result of feedback received from hackney housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls and a parking design for the estate as part of one consultation response.
- Parking services have approached the consultation in Yorkshire Grove as they would a consultation when identifying a parking zone on-street within the borough. Prior to the consultation, designer engineers will design an estate reflective of local needs. The consultation process will be conducted by the council's parking design team and final outcome will take into consideration feedback as well as other factors such as health and safety, traffic flow, supply and demand and environmental impact. This approach is in line with the visions and objectives of the Parking and Enforcement Plan 2022-27, of approaching Council services and parking management in a consistent manner.
- Rowley Gardens falls within parking zone G in the borough, the operational hours of zone G are a combination of Monday to Friday : 8.30am to 6.30pm and Rowley Gardens, managed by hackney housing currently has a gate system which ensures only those with access to a gate key can park within the estate. There are no formal parking arrangements in place. This reserves the parking on the estate for estate residents only, protecting estate residents from displacement parking caused by non residents parking on the estate in an attempt to avoid on street parking controls.
- Parking services intend on starting the consultation in March 2023, the consultation will run for a duration of six weeks. This is the standard timeframe for a consultation and adequate time for all estate residents to familiarise themselves with the consultation proposals and provide feedback. The consultation size of Yorkshire Grove in comparison to a whole zone consultation is much smaller, this allows an opportunity for parking services to effectively engage with residents during the consultation process and provide support and guidance where required. Whilst some residents may have taken part in wider zone consultations, consultations within their estate in a new process.

- The key objective of the Stage 1 & 2 parking consultation is to formalise support for controls and gauge feedback on the parking design proposed.
- In line with existing practices should controls be supported, parking services will implement 24 hour parking controls on the estate. This will be the only operational hour provided and will ensure estate resident spaces are protected. The existing gate system is in place 24 hours a day, so the proposed operational hours match this. The operational hours of wider zone G are: Monday to Friday : 8.30am to 6.30pm and Parking services have taken the decision not to offer additional hours, as outside of the operational hours the spaces within the estate could be utilised by non estate residents. The estate parking structure cannot accommodate non estate and estate resident parking.
- Residents in Rowley Gardens will be able to provide their feedback on parking controls and the proposed parking design for their estate. The Council aims to balance the needs of the community along with other factors such as parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking therefore a final decision on controls and hours of operation may be based on all of these factors.
- The Stage 2 section of the consultation focuses on the proposed parking design and overall design of the estate. It looks to gauge feedback on the proposed parking design for the estate and also explore the implementation of sustainable transport facilities within the estate. The parking design section of the consultation will ensure that all feedback provided by residents is taken into consideration before a final estate design is confirmed. Residents within the estate also have the opportunity to provide comments and feedback relating to anything parking or consultation related as part of the consultation questionnaire.
- To encourage participation in the consultation, the Council will host one drop in session within the estate. The drop in session will be open to all estate residents, estate management and hackney housing officers to attend. The drop in session is an opportunity for parking services to provide information on the consultation process and how residents can take part. Details of the drop in session will be outlined on all consultation leaflets distributed to residents. Further information relating to the sessions will be available on our website at www.hackney.gov.uk/parking-zone-consultations. The drop in is a great opportunity for residents to discuss the consultation and raise any questions or queries directly with the parking design team.
- The Council has recently reviewed its approach on how it seeks public feedback regarding parking consultations and has made changes to its consultation policy to ensure the process is fair, less open to less abuse and can present a more accurate representation of residents and businesses' views to assist the Council in its decision making process, without the concern of duplicate submissions or mass submissions attempting to skew the feedback outcome. The changes will be outlined in the consultation leaflet and the delegated powers report which provides a detailed explanation of the changes. [DPR, Parking Services Consultation Policy, 2020](#).
- Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the consultation questionnaire. These comments will help parking services to understand the needs of the community.

2. Who are the main people that will be affected? Consider staff, residents, and other external stakeholders.

- Estate residents, disabled motorists, waste services and emergency services (Ambulance, Fire and Police) are the main people affected and consulted as part of Stage 1 & 2 combined consultation.
- Emergency Services are impacted due to the requirement that sufficient 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 approve of the proposed design for the estate.
- Waste services are impacted due to the requirement that sufficient width clearance is provided for waste vehicles to conduct their operational visits. The proposed parking design will be communicated with waste services for their approval and take into consideration any feedback they may have.
- The table below shows protected characteristics and how the stage 1 & 2 combined parking consultation may impact them.

Protected Characteristic	How stage 1 & 2 combined consultation will affect them.
<p>Age</p>	<p>Consultation documents will be sent to every household within Rowley Gardens, all properties within the estate have been identified as residential households - there are no care homes or sheltered accommodations within the estate.</p> <p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process. Each resident has an equal opportunity to submit a consultation response and provide feedback - irrespective of their age, as long as their full name and address is provided and consultation criteria has been met.</p> <p>One of the aims of the consultation process is to ensure the design proposed for the estate is reflective of the requirements of the estate. Before formulating a proposed parking design for the area, parking services take into consideration existing ambulance and disabled parking bays - Rowley Gardens has no existing ambulance or disabled parking bays for parking services to review.</p> <p>Health and safety of estate residents is a high priority, for this reason all health and safety measures have been reviewed within the estate and built into the final proposed design. These measures will be shared with emergency services and waste services, to ensure design takes into consideration their requirement and approval.</p> <p>Any requests for double yellow line design changes can be submitted as part of the consultation, Parking services will review all queries and requests and make recommendations accordingly.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their</p>

	<p>feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Disability	<p>The stage 1 & 2 combined will allow all disabled motorists in Rowley Gardens to provide their feedback and express their views on parking controls and the proposed parking design. Future parking arrangements within the estate have the ability to potentially impact all disabled motorists, feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.</p> <p>As part of the review of existing parking structures within the estate by a parking design engineer, disabled parking bays were not identified. For this reason, no disabled parking bays have been built into the final proposed parking design for the estate. This however does not necessarily mean there are no disabled residents within the estate, for this reason as part of the consultation leaflet, information on disabled parking bays and how to request one will be provided. Should any residents within the estate hold a blue badge, feel they require a disabled parking bay and meet the criteria for one - they will be provided information on how to apply for a disabled parking bay.</p> <p>The drop in session planned by the parking team will ensure a venue is selected which facilitates any possible disabled attendees, in addition a disabled parking bay officer will also be present to provide information on the disabled provisions parking services offers.</p> <p>The stage 1 & 2 combined consultation will allow this group to express their views on parking controls as well as the proposed parking design of their estate. 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.</p>
Gender reassignment	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Marriage and Civil Partnership	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design.</p>

	<p>Benefits of the final design and parking controls will be experienced by all groups.</p>
Pregnancy and maternity	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Race	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>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.</p> <p>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.</p>
Religion/belief (including non-belief)	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p> <p>Prior to starting the consultation, all major public and religious holidays were considered to ensure the consultation response is not impacted and residents in the estate have adequate time to provide their response. Whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation. This decision will be communicated with ward members prior to the consultation going live.</p>

<p>Sex</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
<p>Sexual Orientation</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>

3. What research or consultation(s) have been carried out? Please provide more details, together with a summary of what you learned.

- This exercise will include a six week consultation with all stakeholders on the introduction of parking controls and proposed parking designs.
- The decision to consult on a stage 1 & 2 combined consultation is as a result of feedback received from Hackney Housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls, operational hours and a parking design for the estate as part of one consultation response.
- A parking design engineer has reviewed the existing estate parking structure, taking into consideration health and safety requirements as well as parking spaces. The proposed parking design for the estate ensures that health and safety is prioritised, existing double yellow lines will be refreshed and parking bays have been proposed only where it is safe to do so.
- The estate consultation area is within parking Zone G which operates its own set of parking controls.
- The estate currently operates on a gate system, which is in place 24 hours a day. Only residents with access to a key can utilise parking spaces within the estate. For this reason, the Council is keen to ensure a similar structure is proposed - hence why 24 hour parking controls will be implemented should controls be supported. 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.
- The decision to proceed with a stage 1 & 2 combined consultation was made in October 2022. 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 decision was made for the consultation to start in March 2023, whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation.
- Internal teams such as streetscene, waste services and planning, will be informed of the stage 1 & 2 combined consultation in Rowley Gardens. 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 there are no existing disabled bays within the estates, a disabled parking bay audit has not had to take place. Parking services are aware, this doesn't necessarily mean there are no disabled motorists living within the estate, for this reason information relating to disabled parking provisions available to residents will be included in consultation literature.
- As part of the public consultation all residents in Rowley Gardens 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 and businesses are not disadvantaged due to language barriers.

4. Equality Impacts

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

- The Council took various measures when planning the stage 1 & 2 combined design consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. As the Council is responding to the request of Hackney Housing by conducting a consultation exercise, this will have a positive impact on different equality groups and may improve the good relations between the Council and the community residing in Rowley Gardens. Hackney Housing

manage all estate related issues for Rowley Gardens and are viewed to have an insight into estate needs and demands.

- The decision to conduct a consultation is in line with parking services aims of creating a borough reflective of local needs.
- The public consultation provides an open forum for all estate residents to have their say on parking controls and proposed parking design of Rowley Gardens. The Council is open to holding meetings with ward members, estate representatives and residents should it be required to discuss the consultation in detail.
- The Council will be running a drop in session for the estate, the details including location, date and time will be communicated on all consultation leaflets sent to residents. Information relating to the sessions will be available on our website at hackney.gov.uk/parking-zone-consultations. The drop in session will provide residents within the consultation area the opportunity to engage directly with the parking design team and raise any questions or queries they have relating to the consultation proposals.
- Parking services will work closely with Hackney housing, to identify a suitable location for the drop in session.
- Parking Services have implemented a policy change on the acceptance of consultation feedback. This change will ensure the process is fair and less open to abuse. It allows the Council to make decisions based on more accurate feedback which is representative of residents and their parking needs.
- Parking services engineers have reviewed the current layout of the estate and proposed a design they feel best reflects the estate needs. The proposed parking design is not a final design of the estate, all feedback provided will be taken into consideration when confirming a final design post consultation. The Council will work closely with estate stakeholders to determine a suitable final design should it be required.
- As part of the consultation approval process, consultation documents are sent to ward members to view before being made public and sent to the consultation area. This allows ward members as the formal representatives of the consultation zone to raise any concerns or questions before the consultation commences.
- The consultation has the potential to bring positive benefits to all road users (motorists, pedestrians and cyclists) by ensuring that the parking needs and requirements of the community are met. The consultation allows the Council to provide a safe environment for all users, once the feedback for the consultation has been received the Council will review all feedback provided before confirming the operational hours and a final design of the estate.
- The consultation will be crucial in identifying the individual needs of the consultation area.
- The table below shows the protected characteristics within the estate and how the stage 1 & 2 combined consultation will impact them.

Protected Characteristic	Analysis
Age	The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving

	<p>feedback on the proposed parking design for the estate. Once parking controls and a final design for the estate is confirmed, we do not expect any particular age group to be any more positively impacted in comparison to the occupants of the whole zone.</p> <p>The health and safety measures at junctions of the estate and within the estate have been reviewed and built into the proposed parking design. Parking bays have been designed and located where they are deemed safe, the designs have factored in the road width and access for emergency vehicles such as ambulances and fire brigades.</p> <p>The parking designs submitted as part of the consultation have prioritised the health and safety of all estate residents, irrespective of age group. Once parking design has been confirmed, the estate environment will be less cluttered and safer for families, parents and young children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.</p> <p>The consultation allows residents to raise any parking concerns they have on the consultation questionnaire. Parking Services will review every comment submitted by respondents and ensure requests and issues raised are explored.</p> <p>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, drop in session and face to face meeting requests.</p>
<p>Disability</p>	<p>All disabled motorists living within the estate have the opportunity to comment on parking controls and proposed parking design of the estate. The outcome of the consultation will potentially have a positive impact on all disabled motorists as a confirmed final design addresses parking issues and also implements a parking structure where disabled motorists are a priority.</p> <p>Health and safety measures on the estate such as double yellow lines have been built into the proposed design where necessary. The existing parking policy around disabled motorists and residents within the consultation area will have a positive impact on all motorists who hold valid blue badges, e.g. companion badges are available free of charge, a discount is available on parking voucher purchases, as well as all the parking provisions which come with holding a blue badge. Information of where disabled motorists can park and how to option permits and vouchers for carers and visitors will be available on all consultation documents.</p> <p>There are no existing disabled parking bays within the estate, however as part of the consultation process</p>

	<p>information will be included on disabled parking bays and how to obtain one should residents request it.</p> <p>As part of the consultation questionnaire, all disabled motorists living in the consultation area and their carers can provide feedback to the Council. Prior to finalising the outcome for the consultation, the parking design team will review each comment and accommodate requests from disabled motorists where possible.</p>
Gender reassignment	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Pregnancy and maternity	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Race	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Religion/belief (including non-belief)	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving</p>

	<p>feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Sex	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Sexual Orientation	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
<p>All points stated above could be seen as a positive impact on different equality groups and improve relations.</p>	

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

- There are currently no parking controls in place in Rowley Gardens, our Streetscene department have previously implemented double yellow lines due to health and safety concerns and at the request of residents Hackney housing management. However, permit parking and adhering to hours of controls hasn't been implemented. Whilst parking controls and consultations are a new concept for the estate to explore, some of the residents would've previously taken part in the wider Zone G consultation, where they provided their views on parking issues for on street roads. The last consultation in Zone G was a review consultation in 2018.
- Some residents who have taken part in wider Zone G consultations, may feel the same parking issues do not apply to their estate and for that reason not welcome a formal consultation on their estate. However, it is important to note that Hackney housing has requested parking controls on behalf of the resident as formal controls will provide greater protection for estate residents. In addition, the use of a gate within the estate suggests residents support the exclusive use of estate spaces.

- In line with the Parking and Enforcement Plan 2022-27, parking services have made a commitment to approach estate parking issues in the same manner as they would on street parking issues, this includes a consultation process and also factors to consider during the decision making process.
- Should parking controls be recommended following the completion of the consultation, it is likely some residents may not welcome the concept of paying for parking in the estate. As part of the consultation leaflet, the Council will give an indication of the permit prices residents could be expected to pay, this information is provided in the Frequently Asked Questions section. The Council is not acting presumptively by including this information, rather its aims are to be completely transparent about the permit pricing system. The cost of a permit varies according to the CO2 emissions of a vehicle, residents driving a vehicle with a higher CO2 emission look to pay more for a parking permit than those driving a vehicle with a lower CO2 emission. Should controls be introduced, there are concessions available for disabled and elderly motorists.
- The Council will implement 24 hour parking controls on the estate, should controls be supported. This is in line with the Councils arrangements on estates it enforces parking controls on. Some residents may feel a range of operational hours are not being provided to estate residents as they would with wider zone consultations, however should controls be recommended the existing gates on the estate will be removed. For this reason, it is essential the Council protects the needs of estate parking from non estate residents at all times.
- There are currently no parking controls in the estate; the proposed parking design may surprise some residents as they may not be able to park in locations they have previously been parking in. This is because the parking design engineers have reviewed the estate and only proposed to install parking bays where it is safe to do so in accordance with guidance received from DfT. Health & Safety is prioritised and double yellow lines are implemented where it is not safe to park whilst parking bays are implemented in areas where it is safe to do so. These health and safety measures will not be compromised. Parking services want to create an estate which is safe for local residents.
- During the duration of the consultation, the Council will be hosting a drop in session for the estate. Residents who are unable to attend may feel disengaged, as the drop in session is an opportunity to speak directly with the parking design team and address any questions or queries they may have regarding the consultation proposals. With this in mind, the Council could host additional sessions should there be a need for it. Parking services contact details have been communicated on all consultation literature, residents are welcome to contact the team directly and either address any queries they have or request additional sessions.
- An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to express their view and make comments. The Council is committed to this concept and has provided the consultation team contact details on the consultation documents and consultation literature.
- The Stage 1 & 2 combined design consultation will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Impact on residents taking part in the consultation process for the first time.	<p>Maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process.</p> <p>Ensure consultation posters are implemented on estate with design team contact details.</p> <p>Ensure drop in session is used as an opportunity to provide information on the consultation process, decision making process and address all questions and queries directly.</p> <p>Communicate parking design teams contact details on all consultation literature.</p>	Through the consultation process.	During the consultation process	Muhibun Nessa & Fazal Kirwan
2	Potential monetary impact of parking controls and permit parking.	Communicate permit pricing system on all consultation documents and council permit webpage, this transparent and open approach will allow permit holders to view correct information.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Muhibun Nessa
3	Impact of not including a range of operational hours for residents to provide feedback on.	Explain through Council literature why only one operational hour has been considered by the Council - due to Council policy and the need to futureproof parking controls for estate residents.	Through the consultation process.	During the consultation process	Fazal Kirwan

4	Impact of proposed parking design and implementation of health and safety measures such as double yellow lines.	Consultation documents to clearly explain the Councils approach to designing a parking zone and prioritising health and safety of the zone and all road users.	Through the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa
5	Impact of consultation policy	Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team. The delegated powers report which details the changes, will be available for the public to view.	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa

4.3 Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

Title and purpose of this Equality Impact Assessment:

Purpose of this Equality Impact Assessment:

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 Chatsworth 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.

Officer Responsible: (to be completed by the report author)

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking Services

Corporate Director: Aled Richards

Date: February 2023

Signed: *Aled Richards*

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of this exercise is to conduct a stage 1 & 2 combined consultation on the introduction of parking controls in Chatsworth estate, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- Prior to August 2021 hackney housing were responsible for all parking consultations on estates and parking services were solely responsible for the implementation of controls. From August 2021, the decision was made for hackney housing estate consultations to fall under the remit of parking services, allowing parking services to manage the complete process from consultations, implementation, to enforcement of parking controls and permits.
- The decision to carry out a stage 1 & 2 combined consultation is as a result of feedback received from hackney housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls and a parking design for the estate as part of one consultation response.
- Parking services have approached the consultation in Chatsworth estate as they would a consultation when identifying a parking zone on-street within the borough. Prior to the consultation, designer engineers will design an estate reflective of local needs. The consultation process will be conducted by the council's parking design team and final outcome will take into consideration feedback as well as other factors such as health and safety, traffic flow, supply and demand and environmental impact. This approach is in line with the visions and objectives of the Parking and Enforcement Plan 2022-27, of approaching Council services and parking management in a consistent manner.
- Chatsworth estate falls within parking zone N in the borough, the operational hours of zone N are Monday to Friday: 7.30am to 6.30pm and Queen Elizabeth Olympic Park event days: Monday to Friday: 7.30am to 8.30pm and weekends and bank holidays 12

noon to 6.00pm. Chatsworth estate, managed by Hackney Housing currently has a gate system which ensures only those with access to a gate key can park within the estate. There are no formal parking arrangements in place. This reserves the parking on the estate for estate residents only, protecting estate residents from displacement parking caused by non residents parking on the estate in an attempt to avoid on street parking controls.

- Parking services intend on starting the consultation in March 2023, the consultation will run for a duration of six weeks. This is the standard timeframe for a consultation and adequate time for all estate residents to familiarise themselves with the consultation proposals and provide feedback. The consultation size of Chatsworth estate in comparison to a whole zone consultation is much smaller, this allows an opportunity for parking services to effectively engage with residents during the consultation process and provide support and guidance where required. Whilst some residents may have taken part in wider zone consultations, consultations within their estate in a new process.
- The key objective of the Stage 1 & 2 parking consultation is to formalise support for controls and gauge feedback on the parking design proposed.
- In line with existing practices should controls be supported, parking services will implement 24 hour parking controls on the estate. This will be the only operational hour provided and will ensure estate resident spaces are protected. The existing gate system is in place 24 hours a day, so the proposed operational hours match this. The operational hours of wider zone N are: Monday to Friday: 7.30am to 6.30pm and Queen Elizabeth Olympic Park event days: Monday to Friday: 7.30am to 8.30pm and weekends and bank holidays 12 noon to 6.00pm. Parking services have taken the decision not to offer additional hours, as outside of the operational hours the spaces within the estate could be utilised by non estate residents. The estate parking structure cannot accommodate non estate and estate resident parking.
- Residents in Chatsworth estate will be able to provide their feedback on parking controls and the proposed parking design for their estate. The Council aims to balance the needs of the community along with other factors such as parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking therefore a final decision on controls and hours of operation may be based on all of these factors.
- The Stage 2 section of the consultation focuses on the proposed parking design and overall design of the estate. It looks to gauge feedback on the proposed parking design for the estate and also explore the implementation of sustainable transport facilities within the estate. The parking design section of the consultation will ensure that all feedback provided by residents is taken into consideration before a final estate design is confirmed. Residents within the estate also have the opportunity to provide comments and feedback relating to anything parking or consultation related as part of the consultation questionnaire.
- To encourage participation in the consultation, the Council will host one drop in session within the estate. The drop in session will be open to all estate residents, estate management and Hackney Housing officers to attend. The drop in session is an opportunity for parking services to provide information on the consultation process and how residents can take part. Details of the drop in session will be outlined on all consultation leaflets distributed to residents. Further information relating to the sessions will be available on our website at www.hackney.gov.uk/parking-zone-consultations. The drop in is a great opportunity for residents to discuss the consultation and raise any questions or queries directly with the parking design team.
- The Council has recently reviewed its approach on how it seeks public feedback regarding parking consultations and has made changes to its consultation policy to ensure the

process is fair, less open to less abuse and can present a more accurate representation of residents and businesses' views to assist the Council in its decision making process, without the concern of duplicate submissions or mass submissions attempting to skew the feedback outcome. The changes will be outlined in the consultation leaflet and the delegated powers report which provides a detailed explanation of the changes. [DPR, Parking Services Consultation Policy, 2020](#).

- Residents are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the consultation questionnaire. These comments will help parking services to understand the needs of the community.

2. Who are the main people that will be affected? Consider staff, residents, and other external stakeholders.

- Estate residents, disabled motorists, waste services and emergency services (Ambulance, Fire and Police) are the main people affected and consulted as part of Stage 1 & 2 combined consultation.
- Emergency and Waste Services will be impacted by the implementation of parking controls when accessing this estate as parking restrictions will allow
- The table below shows protected characteristics and how the stage 1 & 2 combined parking consultation may impact them.

Protected Characteristic	How stage 1 & 2 combined consultation will affect them.
Age	<p>Consultation documents will be sent to every household within Chatsworth estate, all properties within the estate have been identified as residential households - there are no care homes or sheltered accommodations within the estate.</p> <p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process. Each resident has an equal opportunity to submit a consultation response and provide feedback - irrespective of their age, as long as their full name and address is provided and consultation criteria has been met.</p> <p>One of the aims of the consultation process is to ensure the design proposed for the estate is reflective of the requirements of the estate. Before formulating a proposed parking design for the area, parking services take into consideration existing ambulance and disabled parking bays - Chatsworth estate has no existing ambulance or disabled parking bays for parking services to review.</p> <p>Health and safety of estate residents is a high priority, for this reason all health and safety measures have been reviewed within the estate and built into the final proposed design. These measures will be shared with emergency services and waste services, to ensure design takes into</p>

	<p>consideration their requirement and approval.</p> <p>Any requests for double yellow line design changes can be submitted as part of the consultation, Parking services will review all queries and requests and make recommendations accordingly.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
<p>Disability</p>	<p>The stage 1 & 2 combined will allow all disabled motorists in chatsworth estate to provide their feedback and express their views on parking controls and the proposed parking design. Future parking arrangements within the estate have the ability to potentially impact all disabled motorists, feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.</p> <p>As part of the review of existing parking structures within the estate by a parking design engineer, disabled parking bays were not identified. For this reason, no disabled parking bays have been built into the final proposed parking design for the estate. This however does not necessarily mean there are no disabled residents within the estate, for this reason as part of the consultation leaflet, information on disabled parking bays and how to request one will be provided. Should any residents within the estate hold a blue badge, feel they require a disabled parking bay and meet the criteria for one - they will be provided information on how to apply for a disabled parking bay.</p> <p>The drop in session planned by the parking team will ensure a venue is selected which facilitates any possible disabled attendees, in addition a disabled parking bay officer will also be present to provide information on the disabled provisions parking services offers.</p> <p>The stage 1 & 2 combined consultation will allow this group to express their views on parking controls as well as the proposed parking design of their estate. 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.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be</p>

	<p>experienced by all groups.</p>
Marriage and Civil Partnership	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Pregnancy and maternity	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Race	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>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.</p> <p>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.</p>
Religion/belief (including non-belief)	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p> <p>Prior to starting the consultation, all major public and religious holidays were considered to ensure the consultation response is not impacted and residents in the</p>

	<p>estate have adequate time to provide their response. Whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation. This decision will be communicated with ward members prior to the consultation going live.</p>
Sex	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The stage 1 & 2 combined design consultation will allow everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>

3. What research or consultation(s) have been carried out? Please provide more details, together with a summary of what you learned.

- This exercise will include a six week consultation with all stakeholders on the introduction of parking controls and proposed parking designs.
- The decision to consult on a stage 1 & 2 combined consultation is as a result of feedback received from Hackney Housing, where housing management expressed the estates need for controls. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls, operational hours and a parking design for the estate as part of one consultation response.
- A parking design engineer has reviewed the existing estate parking structure, taking into consideration health and safety requirements as well as parking spaces. The proposed parking design for the estate ensures that health and safety is prioritised, existing double yellow lines will be refreshed and parking bays have been proposed only where it is safe to do so.
- The estate consultation area is within parking Zone N (Homerton & Lower Clapton) which operates its own set of parking controls.

- The estate currently operates on a gate system, which is in place 24 hours a day. Only residents with access to a key can utilise parking spaces within the estate. For this reason, the Council is keen to ensure a similar structure is proposed - hence why 24 hour parking controls will be implemented should controls be supported. 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.
- The decision to proceed with a stage 1 & 2 combined consultation was made in October 2022. 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 decision was made for the consultation to start in March 2023, whilst there are religious holidays being observed during the consultation period, the Council feels taking into consideration the length and the size of the consultation area - a six week consultation is an adequate time for all residents to observe the holidays and respond to the consultation.
- As there are no existing disabled bays within the estates, a disabled parking bay audit has not had to take place. Parking services are aware, this doesn't necessarily mean there are no disabled motorists living within the estate, for this reason information relating to disabled parking provisions available to residents will be included in consultation literature.
- As part of the public consultation all residents in Chatsworth 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 documents can be made available in different languages on request, to ensure residents and businesses are not disadvantaged due to language barriers.

4. Equality Impacts

This section requires you to set out the positive and negative impacts that this decision or initiative will have on equalities.

4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

- The Council took various measures when planning the stage 1 & 2 combined design consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. As the Council is responding to the request of Hackney housing by conducting a consultation exercise, this will have a positive impact

on different equality groups and may improve the good relations between the Council and the community residing in Chatsworth estate. Hackney Housing manage all estate related issues for Chatsworth estate and are viewed to have an insight into estate needs and demands.

- The decision to conduct a consultation is in line with parking services aims of creating a borough reflective of local needs.
- The public consultation provides an open forum for all estate residents to have their say on parking controls and proposed parking design of Chatsworth estate. The Council is open to holding meetings with ward members, estate representatives and residents should it be required to discuss the consultation in detail.
- The Council will be running a drop in session for the estate, the details including location, date and time will be communicated on all consultation leaflets sent to residents. Information relating to the sessions will be available on our website at hackney.gov.uk/parking-zone-consultations. The drop in session will provide residents within the consultation area the opportunity to engage directly with the parking design team and raise any questions or queries they have relating to the consultation proposals.
- Parking services will work closely with Hackney housing, to identify a suitable location for the drop in session.
- Parking Services have implemented a policy change on the acceptance of consultation feedback. This change will ensure the process is fair and less open to abuse. It allows the Council to make decisions based on more accurate feedback which is representative of residents and their parking needs.
- Parking services engineers have reviewed the current layout of the estate and proposed a design they feel best reflects the estate needs. The proposed parking design is not a final design of the estate, all feedback provided will be taken into consideration when confirming a final design post consultation. The Council will work closely with estate stakeholders to determine a suitable final design should it be required.
- As part of the consultation approval process, consultation documents are sent to ward members to view before being made public and sent to the consultation area. This allows ward members as the formal representatives of the consultation zone to raise any concerns or questions before the consultation commences.
- The consultation has the potential to bring positive benefits to all road users (motorists, pedestrians and cyclists) by ensuring that the parking needs and requirements of the community are met. The consultation allows the Council to provide a safe environment for all users, once the feedback for the consultation has been received the Council will review all feedback provided before confirming the operational hours and a final design of the estate.
- The consultation will be crucial in identifying the individual needs of the consultation area.
- The table below shows the protected characteristics within the estate and how the stage 1 & 2 combined consultation will impact them.

Protected Characteristic	Analysis
Age	The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.

	<p>Once parking controls and a final design for the estate is confirmed, we do not expect any particular age group to be any more positively impacted in comparison to the occupants of the whole zone.</p> <p>The health and safety measures at junctions of the estate and within the estate have been reviewed and built into the proposed parking design. Parking bays have been designed and located where they are deemed safe, the designs have factored in the road width and access for emergency vehicles such as ambulances and fire brigades.</p> <p>The parking designs submitted as part of the consultation have prioritised the health and safety of all estate residents, irrespective of age group. Once parking design has been confirmed, the estate environment will be less cluttered and safer for families, parents and young children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.</p> <p>The consultation allows residents to raise any parking concerns they have on the consultation questionnaire. Parking Services will review every comment submitted by respondents and ensure requests and issues raised are explored.</p> <p>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, drop in session and face to face meeting requests.</p>
<p>Disability</p>	<p>All disabled motorists living within the estate have the opportunity to comment on parking controls and proposed parking design of the estate. The outcome of the consultation will potentially have a positive impact on all disabled motorists as a confirmed final design addresses parking issues and also implements a parking structure where disabled motorists are a priority.</p> <p>Health and safety measures on the estate such as double yellow lines have been built into the proposed design where necessary. The existing parking policy around disabled motorists and residents within the consultation area will have a positive impact on all motorists who hold valid blue badges, e.g. companion badges are available free of charge, a discount is available on parking voucher purchases, as well as all the parking provisions which come with holding a blue badge. Information of where disabled motorists can park and how to option permits and vouchers for carers and visitors will be available on all consultation documents.</p> <p>There are no existing disabled parking bays within the estate, however as part of the consultation process information will be included on disabled parking bays and</p>

	<p>how to obtain one should residents request it.</p> <p>As part of the consultation questionnaire, all disabled motorists living in the consultation area and their carers can provide feedback to the Council. Prior to finalising the outcome for the consultation, the parking design team will review each comment and accommodate requests from disabled motorists where possible.</p>
Gender reassignment	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Pregnancy and maternity	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Race	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Religion/belief (including non-belief)	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p>

	<p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Sex	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>
Sexual Orientation	<p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>This consultation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours for the zones and a final design, this outcome could lead to those in this group having an estate reflective of their parking needs.</p>

All points stated above could be seen as a positive impact on different equality groups and improve relations.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

- There are currently no parking controls in place in Chatsworth estate, our Streetscene department have previously implemented double yellow lines due to health and safety concerns and at the request of residents Hackney housing management. However, permit parking and adhering to hours of controls hasn't been implemented. Whilst parking controls and consultations are a new concept for the estate to explore, some of the residents would've previously taken part in the wider Zone N consultation, where they provided their views on parking issues for on street roads. The last consultation in Zone N was a review consultation in 2017.
- Some residents who have taken part in wider Zone N consultations, may feel the same parking issues do not apply to their estate and for that reason not welcome a formal consultation on their estate. However, it is important to note that Hackney housing has requested parking controls on behalf of the resident as formal controls will provide greater protection for estate residents. In addition, the use of a gate within the estate suggests residents support the exclusive use of estate spaces for estate residents.

- In line with the Parking and Enforcement Plan 2022-27, parking services have made a commitment to approach estate parking issues in the same manner as they would on street parking issues, this includes a consultation process and also factors to consider during the decision making process.
- Should parking controls be recommended following the completion of the consultation, it is likely some residents may not welcome the concept of paying for parking in the estate. As part of the consultation leaflet, the Council will give an indication of the permit prices residents could be expected to pay, this information is provided in the Frequently Asked Questions section. The Council is not acting presumptively by including this information, rather its aims are to be completely transparent about the permit pricing system. The cost of a permit varies according to the CO2 emissions of a vehicle, residents driving a vehicle with a higher CO2 emission look to pay more for a parking permit than those driving a vehicle with a lower CO2 emission. Should controls be introduced, there are concessions available for disabled and elderly motorists.
- The Council will implement 24 hour parking controls on the estate, should controls be supported. This is in line with the Councils arrangements on estates it enforces parking controls on. Some residents may feel a range of operational hours are not being provided to estate residents as they would with wider zone consultations, however should controls be recommended the existing gates on the estate will be removed. For this reason, it is essential the Council protects the needs of estate parking from non estate residents at all times.
- There are currently no parking controls in the estate; the proposed parking design may surprise some residents as they may not be able to park in locations they have previously been parking in. This is because the parking design engineers have reviewed the estate and only proposed to install parking bays where it is safe to do so in accordance with guidance received from DfT. Health & Safety is prioritised and double yellow lines are implemented where it is not safe to park whilst parking bays are implemented in areas where it is safe to do so. These health and safety measures will not be compromised. Parking Services want to create an estate which is safe for local residents.
- During the duration of the consultation, the Council will be hosting a drop in session for the estate. Residents who are unable to attend may feel disengaged, as the drop in session is an opportunity to speak directly with the parking design team and address any questions or queries they may have regarding the consultation proposals. With this in mind, the Council could host additional sessions should there be a need for it. Parking Services contact details have been communicated on all consultation literature, residents are welcome to contact the team directly and either address any queries they have or request additional sessions.
- An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to express their view and make comments. The Council is committed to this concept and has provided the consultation team contact details on the consultation documents and consultation literature.
- The Stage 1 & 2 combined design consultation will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Impact on residents taking part in the consultation process for the first time.	<p>Maintain strong communication with Hackney housing and estate residents at all times, throughout the consultation process.</p> <p>Ensure consultation posters are implemented on estate with design team contact details.</p> <p>Ensure drop in session is used as an opportunity to provide information on the consultation process, decision making process and address all questions and queries directly.</p> <p>Communicate parking design teams contact details on all consultation literature.</p>	Through the consultation process.	During the consultation process	Muhibun Nessa & Fazal Kirwan
2	Potential monetary impact of parking controls and permit parking.	Communicate permit pricing system on all consultation documents and council permit webpage, this transparent and open approach will allow permit holders to view correct information.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Muhibun Nessa
3	Impact of not including a range of operational hours for residents to provide feedback on.	Explain through Council literature why only one operational hour has been considered by the Council - due to Council policy and the need to futureproof parking controls for estate residents.	Through the consultation process.	During the consultation process	Fazal Kirwan

4	Impact of proposed parking design and implementation of health and safety measures such as double yellow lines.	Consultation documents to clearly explain the Councils approach to designing a parking zone and prioritising health and safety of the zone and all road users.	Through the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa
5	Impact of consultation policy	<p>Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team.</p> <p>The delegated powers report which details the changes, will be available for the public to view.</p>	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa

APPENDIX 5: Equalities Impact Assessment (post consultation)



London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equalities Duty when making and implementing decisions which affect the way the Council works.

Title and purpose of this Equality Impact Assessment:

Stage 1&2 Parking Consultation Rowley Gardens, Post Consultation

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the implementation of controls on residents and visitors with protected characteristics in Rowley Gardens, where parking controls were supported as part of the Stage 1 and 2 Consultation process.

The stage 1 & 2 part of the consultation was carried out 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 requested feedback on the design of parking controls.

Officer Responsible: (to be completed by the report author)

Name: Fazal Kirwan	Ext: 8251
Directorate: Climate, Homes & Economy	Department/Division: Parking Services

Group Director Name: Rickardo Hyatt

Date: 14 August 2023

Signature:



PLEASE ANSWER THE FOLLOWING QUESTIONS:

- 1. Please summarise the service, function, policy, initiative or saving.** Describe the key objectives and outcomes you expect. Make sure you highlight any proposed changes.

- The aim of this exercise was to conduct a stage 1 & 2 combined consultation on the introduction of parking controls in three car parks off Rowley Gardens, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- Prior to August 2021 Hackney housing services were responsible for all parking consultations on estates and parking services were solely responsible for the implementation of controls. From August 2021, the decision was made for Hackney housing estate consultations to fall under the remit of parking services, allowing parking services to manage the complete process from consultations, implementation, to enforcement of parking controls and permits.
- The decision to carry out a stage 1 & 2 combined consultation is as a result of feedback received from the housing service, where a desire for parking controls to be implemented, was expressed. Combining the consultation is also an effective use of resources and time which allows residents the opportunity to provide feedback on parking controls and a parking design for the estate as part of one consultation response.
- Consultation packs containing leaflets, questionnaires, user friendly maps of the estate and a freepost envelope were delivered to all residents within the estate. In accordance with Parking Services' consultation policy, only one response was accepted per household which is monitored by the allocation of a unique reference number per address. Any resident who did not receive a consultation document were able to contact the consultation team via telephone and email to request a copy or their allocated unique reference number.
- The consultation process provided residents with the opportunity to have their say on the introduction of parking controls. The Stage 1 & 2 consultation consisted of two main questions, the first question asked residents if they would support the proposal to implement parking controls on the estate, the second question asked if they would support the proposed design for the estate.
- The Council has recommended introducing parking controls in the estate car parks on Rowley Gardens. The recommendations are in line with the consultation feedback, parking stress levels, road safety, traffic flow, supply and demand for parking, the environmental impact of parking and the need for a logical boundary.
- The introduction of controls within this estate will ensure that parking demand is managed effectively and spaces are only allocated to residents of this estate. In addition, parking controls will improve visibility, road safety and access into this estate. It will also remove commuter parking as well as displacement parking as motorists will require a permit or a voucher to park on this estate.

2. Who are the main people that will be affected?

Consider staff, residents, and other external stakeholders.

- Local residents, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) were the main people affected and consulted as part of the Stage 1 & 2 consultation. A published delegated report detailing the recommendations as well as summary documents will be communicated with all those affected.
- Emergency and Waste Services will be positively impacted by the implementation of parking controls when accessing this estate as parking restrictions will allow
- The recommendation to introduce parking controls will affect all residents as parking in this area is currently free. Once controls are introduced, they will need to park using a permit or visitor vouchers.
- The table below shows protected characteristics and how the Stage 1 & 2 consultation process and recommendations of changes could impact people who share these characteristics.

Protected Characteristic	How the Stage 1 & 2 Consultation & Potential Changes will affect them.
Age	<p>Consultation documents were sent to every even numbered household within 2 to 240 Rowley Gardens, all properties have been identified as residential households - there are no care homes or sheltered accommodations within the estate.</p> <p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The recommendation to introduce the operational hours of 24 hrs and 7 days a week will affect everyone living and visiting the estate.</p> <p>All respondents had the opportunity to provide any feedback or comments they wanted the Council to be aware of, individual feedback were reviewed and dealt with accordingly.</p> <p>For example, requests and queries regarding disabled bays were forwarded to the disabled parking team. There will be a financial impact with the introduction of parking permits, all permit prices and any discounts for elderly and disabled residents have been explained to those within the consultation zone during the Stage 1 & 2 consultation process. Permit prices are available on the Council's website, and will be outlined in the Stage 1 & 2 summary documents.</p> <p>One of the aims of the consultation process was to ensure the design proposed for the estate is reflective of the requirements of the estate. Before formulating a proposed</p>

	<p>parking design for the area, parking services took into consideration existing ambulance and disabled parking bays - the car park area does not have any existing ambulance or disabled parking bays for parking services to review.</p> <p>Health and safety of estate residents is a high priority, for this reason, all health and safety measures have been reviewed within the estate and built into the final proposed design. These measures were shared with emergency services and waste services, to ensure the design took into consideration their requirements.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
<p>Disability</p>	<p>The stage 1 & 2 combined allowed any disabled motorists in the consultation area to provide their feedback and express their views on parking controls and the proposed parking design. Future parking arrangements within the estate have the ability to potentially impact all disabled motorists, feedback from this group allowed the Council to understand the group's needs and accommodate them where necessary.</p> <p>As part of the consultation process parking restrictions within the estate were assessed by a parking design engineer, no disabled parking bays were identified. For this reason, no disabled parking bays have been included in the final parking design for the estate. This however does not necessarily mean there are no disabled residents within the estate, for this reason as part of the consultation leaflet, information on disabled parking bays and how to request one was provided. Should any residents within the estate holding a blue badge, feel they require a personalised permit bay and meet the criteria for one - they can apply for a personalised permit bay and these will be prioritised if they meet the criteria.</p> <p>The stage 1 & 2 combined consultation allowed this group to express their views on parking controls as well as the proposed parking design of their estate. All feedback received regarding disabled parking provision has allowed the Council to understand the needs of this group and make changes to the design of controls where necessary.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design.</p>

	<p>Benefits of the final design and parking controls will be experienced by all groups.</p>
Marriage and Civil Partnership	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p>
Pregnancy and maternity	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p>
Race	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>The consultation packs sent to residents in the estate were printed in English and included the information on how to request a copy in other languages, however, there were no requests for a copy in a different language.</p>
Religion/belief (including non-belief)	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p> <p>Prior to starting the consultation, all major public and religious holidays were considered to ensure the consultation response was not impacted and residents in the estate have adequate time to provide their response. Whilst there were religious holidays being observed during the consultation period, the Council took into consideration the length and the size of the consultation area, and deemed that a six week consultation was adequate time for</p>

	<p>all residents to observe the holidays and respond to the consultation. This decision was communicated with ward members prior to the consultation going live.</p> <p>As residents will have purchased a resident permit to park on the estate, this should not impact their religion or beliefs.</p>
Sex	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p>
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the implementation of controls.</p> <p>The stage 1 & 2 combined design consultation allowed everyone within the consultation area to provide their feedback on parking controls and proposed parking design. Benefits of the final design and parking controls will be experienced by all groups</p>

3. What research or consultation(s) have been carried out?

Please provide more details, together with a summary of what you learned.

<ul style="list-style-type: none"> • This exercise included a six week consultation with all stakeholders on the introduction of parking controls and proposed parking designs. • The decision to consult on a stage 1 & 2 combined consultation was as a result of feedback received from the housing service, where the need for controls was expressed. Combining the consultation is also an effective use of resources and time which allowed residents the opportunity to provide feedback on parking controls, operational hours and a parking design for the estate as part of one consultation response. • A parking design engineer reviewed the existing estate parking infrastructure, taking into consideration health and safety requirements as well as parking spaces. The final parking design for the estate ensures that health and safety is prioritised, existing double yellow lines will be refreshed and parking bays have been proposed only where it is safe to do so. • Access to the car park is currently controlled by locked gates to which a number of residents have a key. However the estate management team have reported that this is being abused with vehicles double parking or blocking access. In order to resolve these issues the Council will introduce a permit parking scheme which will operate on a 24/7 basis. This will allow the Council to control how many permits are available and who they

are available to. This scheme will also make it easier for the Council to issue Penalty Charge Notices (PCNs) to and remove any vehicle in the car park without a permit or blocking access.

- The decision to proceed with a stage 1 & 2 combined consultation was made in October 2022. 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 decision was made for the consultation to start in March 2023, whilst there were religious holidays being observed during the consultation period, the Council took into consideration the length and the size of the consultation area, and deemed that a six week consultation was adequate time for all residents to observe the holidays and respond to the consultation.
- Internal teams such as streetscene, waste services and planning, were informed of the stage 1 & 2 combined consultation in Rowley Gardens. External stakeholders such as the emergency services, including fire brigade, police and London ambulance were also consulted. All allowed the Council to take their views into account when finalising a design for the estate.
- There are no existing disabled bays within the estate car parks, therefore a disabled parking bay audit was not required. Parking services however, did provide information relating to disabled parking within its consultation literature.
- As part of the public consultation all residents in Rowley Gardens from 2 to 240 (even numbers only) 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 were also 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. A drop in session was undertaken, details of which were sent out via post. Officers from the housing service also communicated details of the drop in session to residents and copies of the letters were placed on notice boards on the estate.
- 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 availability of direct communication at all times. Due to the diverse demographic of Hackney, provisions were put in place for all consultation documents to be made available in different languages on request, to ensure residents and businesses were not disadvantaged due to language barriers.

4. Equality Impacts

4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

- The Council took various measures when planning the stage 1 & 2 combined consultation to ensure that the various equality groups were included, therefore maintaining cohesion and good relations with and among the residents of the estate.

- The overall feedback received from the consultation area supports the parking design proposed for the estate. This alone indicates the Stage 1 & 2 consultation had a positive impact on the estate car park by ensuring the Council designed parking controls are reflective of local needs.
- The Stage 1 & 2 consultation has now confirmed the operational hours and parking design for the estate, and a timeline for the implementation of controls will be finalised. This will allow the Council to actively work towards easing the parking stress currently being experienced by all residents. In addition, issues such as abandoned vehicles, dangerous parking and commuter parking will all be significantly eased with the implementation of parking controls.
- The table below shows the protected characteristics within the estate and how the Stage 1 & 2 consultation outcome will impact them.

Protected Characteristic	Analysis
Age	<p>The stage 1 & 2 combined consultation was focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate. We do not expect any particular age group to be any more positively impacted in comparison to the occupants of the whole zone.</p> <p>The health and safety measures at junctions of the estate and within the estate have been reviewed and built into the proposed parking design. Parking bays have been designed and located where they are deemed safe, the designs have factored in the road width and access for emergency vehicles such as ambulances and fire brigades.</p> <p>The parking designs submitted as part of the consultation have prioritised the health and safety of all estate residents, irrespective of age group. Once parking design has been confirmed, the estate environment will be less cluttered and safer for families, parents and young children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.</p> <p>The consultation allowed residents to raise any parking concerns they have on the consultation questionnaire. Parking Services will review every comment submitted by respondents and ensure requests and issues raised are explored.</p> <p>Should parking services have overlooked an issue relating to this 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 and face to face meeting requests.</p>
Disability	<p>All disabled motorists living within the estate had the opportunity to comment on parking controls and proposed parking design of the estate.</p>

	<p>The Council also has a “hierarchy” of needs which identifies the priority given to different types of motorists. When designing the final parking design, disabled drivers were given the highest priority when officers made any decisions relating to parking. Parking controls and parking policy relating to disabled motorists living within the zone, will be beneficial in many ways e.g. they are able to obtain a companion badge which allows residents with a valid blue badge to park in any permit and resident permit bay within the consultation zone. A discount is also available on parking voucher purchases, disabled residents with a valid blue badge can also make use of the parking provisions a blue badge enables.</p> <p>Health and safety measures on the estate such as double yellow lines have been built into the proposed design where necessary. The existing parking policy around disabled motorists and residents within the consultation area will have a positive impact on all motorists who hold valid blue badges, e.g. companion badges are available free of charge, a discount is available on parking voucher purchases, as well as all the parking provisions which come with holding a blue badge. Information of where disabled motorists can park and how to option permits and vouchers for carers and visitors were made available on all consultation documents.</p> <p>There are no existing disabled parking bays within the estate, however as part of the consultation process information was included on Personalised disabled bays and how to obtain one should residents request it.</p> <p>As part of the consultation questionnaire, all disabled motorists living in the consultation area were able to provide feedback to the Council.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 & 2 consultation recommendations.</p> <p>The recommendations will allow all occupants of the estate including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes during the operational hours with greater ease.</p> <p>The parking restrictions on the estate have been designed to reflect the needs of all its residents, no one protected characteristic group will be any more positively impacted in comparison to another.</p>
<p>Marriage and Civil Partnership</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively</p>

	<p>affected by the Stage 1 & 2 consultation recommendations.</p> <p>The stage 1 & 2 combined consultation is focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>The consultation did not have any particular impact on this protected characteristic. The introduction of controls could lead to those in this group having an estate reflective of their parking needs.</p>
Pregnancy and maternity	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 & 2 consultation recommendations.</p> <p>The recommendations will allow all occupants of the estate including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their estate with greater ease.</p> <p>The final design of the estate has been designed to reflect the needs of all its residents, no one protected characteristic group will be any more positively impacted in comparison to another.</p>
Race	<p>The stage 1 & 2 combined consultation focused on determining support for parking controls and receiving feedback on the proposed parking design for the estate.</p> <p>The consultation did not have any particular impact on this protected characteristic.</p> <p>The implementation of controls and the final design of the estate is reflective of local needs and demand and therefore will have a positive impact on all races.</p>
Religion/belief (including non-belief)	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 & 2 consultation recommendations.</p> <p>The final design of the estate is also reflective of local needs and demands. The Council has a duty to ensure parking provisions for residents within the estate are prioritised over commuters and visitors.</p>
Sex	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 2 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes during the operational hours of 24 hrs and 7 days a week, and move around their parking zone with greater</p>

	ease. The final design of the zone has been designed to reflect the needs of all its residents and businesses, no one protected characteristic group will be any more positively impacted in comparison to another.
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 & 2 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes during the operational hours of 24 hrs and 7 days a week, and move around their estate with greater ease. The final design of the estate has been designed to reflect the needs of all its residents, no one protected characteristic group will be any more positively impacted in comparison to another.</p>

All points stated above could be seen as a positive impact on different equality groups and improve relations.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

<ul style="list-style-type: none"> • Some residents who have taken part in wider Zone G consultations may feel the same parking issues do not apply to their section of the estate and for that reason may not welcome the introduction of controls. However, it is important to note that the housing service has requested parking controls on behalf of the residents as formal controls will provide greater protection for estate residents. • In line with the Parking and Enforcement Plan 2022-27, parking services have made a commitment to approach estate parking issues in the same manner as they would on street parking issues, this includes a consultation process and also factors to consider during the decision making process. • The Council will maintain its strong communication approach with residents of the estate. The delegated powers report outlining the Council's decision is a public document published on the website, it outlines the feedback guiding the Council's decision making outcomes. • One of the key aims of the Stage 1 & 2 consultation was to gauge a preference for the operational hours of the estate. Residents were given the opportunity to provide feedback on the operational hours of 24 hrs and 7 days a week. • The operational hours of 24 hrs and 7 days a week are standard across all estates within the borough. The feedback from the Stage 1 & 2 consultation for Rowley Gardens, showed that, of those who responded, 100% supported 24 hrs and 7 days a week.
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- There are currently no parking controls in the estate car parks; the proposed parking design may surprise some residents as they may not be able to park in locations they have become accustomed to using. This is because the parking design engineers have reviewed the estate and only proposed to install parking bays where it is safe to do so in accordance with guidance received from the Department for Transport (DfT). Health & Safety is prioritised and double yellow lines are implemented where it is not safe to park whilst parking bays are implemented in areas where it is safe to do so. These health and safety measures will not be compromised. Parking services want to create an estate which is safe for local residents.
- The introduction of parking permits and the requirement to purchase a permit in order to park on the estate has the potential to be negatively received. The cost of a permit varies according to the CO2 emissions of a vehicle, residents driving a vehicle with a higher CO2 emission pay more for a parking permit than those driving a vehicle with lower CO2 emissions. The Council has been transparent about the permit pricing system, details were provided on the consultation leaflet and also available to view on the Council's website. Parking concessions are available for elderly and disabled residents, also residents and businesses have the option to purchase permits for shorter durations to manage costs.
- The implementation of parking controls will affect visitors who currently visit the estate for family and friends. The introduction of parking controls will mean they will either need to pay to use a pay and display or shared use bay; or use a visitor voucher. Whilst concessions are available for elderly residents and disabled residents with a blue badge, paying for parking could mean some residents receive fewer visitors.
- The Stage 1 & 2 parking design consultation outcome will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team (equality.diversity@hackney.gov.uk)

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegated powers report, saving template or business case. You need to identify how they will be monitored. The Director is responsible for their implementation.

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
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1	Monetary impact of parking controls and permit parking.	Communicate permit pricing system on all consultation documents and council permit webpage, this transparent and open approach will allow permit holders to view correct information.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Fazal Kirwan
2	Impact of parking controls, requirement to adapt to new change.	<p>Stage 1 & 2 consultation summary document to clearly communicate that the introduction of parking controls is a gradual process.</p> <p>Effective communication throughout the post consultation stage via summary documents and website updates to ensure residents are kept updated at all times with the proposed project timeline.</p>	Through updates of consultation webpage, summary documents, communicated directly with residents and stakeholders via emails/phone - where necessary meetings can be arranged.	Post consultation	Fazal Kirwan

Remember

- Director is responsible for ensuring agreed Equality Impact Assessments are published and for ensuring the actions are implemented.
- Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.
- Make sure that no individuals (staff or residents) can be identified from the data used.