

**DELEGATED REPORT OF
THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING
STAGE 2 PARKING CONSULTATION ZONE W**

DATE

January 2022

CLASSIFICATION:

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

WARD(S) AFFECTED

Springfield, Stamford Hill & Woodberry Down Wards

1. SUMMARY

- 1.1 This report details the results of the stage two consultation carried out on the uncontrolled roads in Zone W (Stamfords Hill West).
- 1.2 Parking Services received authorisation to consult all uncontrolled roads by Cabinet in January 2018.
- 1.3 Following consideration of the responses received from the Stage 2 consultation, this report recommends that the Strategic Director Sustainability and Public Realm approves both the commencement of statutory consultation and the implementation of parking restrictions in Zone W.
- 1.4 The report also recommends that power be delegated to the Head of Parking to implement the order restricting parking in these areas after full consideration of any objections received following publication of the proposals in compliance with statutory regulations.
- 1.5 An indicative timetable for the implementation of controls in Parking Zone W has been provided below. These dates are subject to consideration of any objections received:

Task	Date
The outcome of consultation communicated to residents	March 2022
Statutory consultation on proposed traffic orders	April 2022
Implementation of parking restrictions	June 2022
Enforcement of parking restrictions	July 2022

- 1.6 The recommendations in this report are based on several factors including consultation feedback, the need to create a logical boundary, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community, improve road safety and maintain the free flow of traffic.

2. RECOMMENDATION(S)

- 2.1 The Strategic Director of Sustainability and Public Realm is recommended to approve the traffic management order proposals for statutory consultation as follows:
- 2.2 To approve the implementation of parking controls on the following streets: Amhurst Park, Bergholt Crescent, Bethune Road, Colberg Place, Cranwich Road, Denver Road, Dunsmure Road, Durley Road, East Bank, Fairholt Road, Glaserton Road, Grangecourt Road, Heathland Road, Hillside Road, Holmleigh Road, Hurstdene Gardens, Linthorpe Road, Manor Road, Northdene Gardens, Northfield Road, Paget Road, St Andrews Grove, St Kildas Road, West Bank and Wilderton Road.
- 2.3 To approve an order designating parking restrictions in Zone W as per the final design in Appendix 3.
- 2.4 To propose a pay and display tariff of £2.80 per hour for mobile phone parking.
- 2.5 To approve the implementation of shared use bays with a 1-hour maximum stay and no return within 1 hour in the locations stated above in Zone W.
- 2.6 To approve the operational hours of Monday to Friday 10.00 am to 12 (noon) in Zone W.
- 2.7 To authorise the Head of Parking to consult on the parking design and hours of operation through the Traffic Management Order consultation process in the roads listed above in sections 2.2, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all 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.

3. REASONS FOR DECISION

- 3.1 Parking Services completed a Stage two consultation in the Parking Zone W between September 2021 and November 2021.

- 3.2 This was following approval from Cabinet to consult all uncontrolled roads in January 2018.
- 3.3 The recommendations above are based on several factors including; traffic management, the consultation feedback received from the area and the Council's existing parking policies detailed in the Parking Enforcement Plan (PEP) 2015 – 2020.

Consultation Feedback

- 3.4 A consultation questionnaire, leaflet and map were sent to all residents and businesses in the area providing them with the opportunity to have their say on whether they supported parking controls, as well as the parking design for their area.
- 3.5 In addition to the consultation packs, consultation posters were erected on all roads throughout the consultation area. An advert was also placed in Hackney Citizens informing residents and businesses of the consultation taking place.
- 3.6 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.7 In line with the Council's Public Consultation Charter, an eight-week public consultation exercise was undertaken in zone W between 27th September 2021 and 22nd November 2021.
- 3.8 In line with information provided in the consultation documents (see page 8 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.
- 3.9 A detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response Rate

- 3.10 Consultation packs were sent to 5421 households and businesses in Zone W. In total, 779 valid responses were received from addresses in the area. This equates to a response rate of 14%.
- 3.11 From the responses received, 46 responses were excluded as they were either duplicate responses (5), were from incomplete or incorrect addresses (28) or quoted an invalid reference number (14). This is in line with our procedures specified on page 8 of the consultation leaflet.
- 3.12 Of the consultation feedback which was included in the analysis, the majority (85%) were received via post, whilst the remaining 15% were received via the online consultation portal. See appendix 1, table 2 for more information.
- 3.13 A total of 37 roads were consulted on the operational hours and the design of parking controls. Of the roads consulted, 1 road is a red route (Stamford Hill) which is managed by Transport for London (TfL), and 11 roads are private (Fairholt Close, Guinness Trust Buildings, Hindhead Close, Leatherhead Close, Lewis Gardens, Rav Pinter Close, Reizel Close, Royal Close, Shushan Close, St Andrews Mews and Stannard Close). Therefore parking controls cannot be introduced on these roads as part of Zone W. However, residents and businesses in those roads can still apply for a parking permit for the zone.
- 3.14 The remaining 25 roads are public highway roads and parking controls can be introduced on these roads.
- 3.15 A breakdown of responses can be found in Appendix 1.

Support for Proposed Parking Design

- 3.16 The majority of respondents (56%) were in support of the proposed parking design for the area as indicated in Appendix 1 table 6.
- 3.17 In total, 262 respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (66%) did not make any specific recommendations on what design they would like to see.

- 3.18 The remaining responses were mixed, 27% wanted more resident permit bays, 11% disabled bays, 24% of respondents wanted to see more shared use bays, 24% more permit bays and 9% wanted more loading bays respectively. See Appendix 1 table 7.
- 3.19 Parking controls within Zone W have been designed to suit the diverse needs of the area. Permit bays have been proposed mainly on residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to businesses, schools, places of worship and rail stations to accommodate visitors to the area.
- 3.20 Parking Services have tried to maximise parking in the area 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.
- 3.21 In line with parking policies all footway parking will be removed and, where feasible, will be relocated onto the carriageway to improve safety for pedestrians.
- 3.22 A request was made from ward members and residents to retain the footway parking on Hurstdene Gardens, as they stated that the removal of the footway parking would cause undue parking pressure on the residents of this road. As a result, a road safety audit was carried out to determine whether this was possible. The result of the safety audit confirmed that certain sections of the footway fell below the minimum requirement of 1.2m to as little as 0.9m in width. A decision was therefore made to remove footway parking from those sections of footway where this was the case and only keep parking on sections where the 1.2m clearance could be achieved.

Hours of Operation

- 3.23 Overall, 98% (762) of respondents provided feedback to the question regarding their preferred hours of operation.
- 3.24 Of those who responded, 68% (516) supported Monday to Friday 10 am to 12 (noon) whilst 4% (31) supported Monday to Friday 7am to 11am, 12% (89) supported Monday

to Friday 8.30 am to 6.30 pm and 17% (126) supported Monday to Saturday 8.30 am to 6.30 pm.

3.25 Overall, 29% of those who responded supported the longer hours, whilst 72% supported the shorter hours.

3.26 For more information regarding the feedback received on the hours of operation see Appendix 1 table 4.

Additional Comments

3.27 42% of respondents provided their additional comments to the consultation questionnaires.

3.28 Of the comments received

- 18% stated that they would prefer the Stamford Hill area to be a single zone
- 13% stated that Jewish Holidays should be treated as bank holidays and not enforced
- 9% said the costs were too high

3.29 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 8 for a breakdown of comments.

OTHER CONSIDERATIONS

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

ROAD SAFETY AND PARKING DEMAND

3.31 Safety – this plays a key feature in the introduction and review of all zones and the recommendations thereof. The key recommendations for a zone are made to ensure that the parking restrictions put in place are safe for both motorists and pedestrians. Parking bays are only proposed where it is considered safe to do so, with the remaining kerb space marked as a yellow line 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 could help reduce the number of these types of accidents.

- 3.32 Improved parking provision – as with all controlled parking areas, parking demand needs to be managed effectively to ensure they 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 PEP hierarchy of needs.
- 3.33 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

- 3.34 According to 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 PZs'. This reason alone can be a determining factor when considering the Council's responsibility to promote a cleaner environment for the health of residents in the borough.
- 3.35 One of the main purposes of a PZ is to effectively manage the supply and demand for on-street parking in an area. This purpose can, in part, be achieved by discouraging car use in favour of more sustainable forms of transport. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.
- 3.36 London boroughs 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.
- 3.37 Some of the schemes the Council has introduced to improve air quality also include School Streets, a scheme that closes school-related roads 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. The Council has also expanded their diffusion tube monitoring network to include focus areas, which is strongly supported.

TRAFFIC MANAGEMENT

- 3.38 The Road Traffic Regulation Act 1984 section 45 authorises the Council to implement Controlled 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”.
- 3.39 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.
- 3.40 The design of parking controls will provide safe and efficient on-street conditions, catering for servicing and 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 prices can complement a variety of measures designed to promote the use of non-car alternatives.

CONCLUSION

- 3.41 Following feedback received in the consultation from residents and businesses in the area and a walkabout with local Councillors, Parking Services are recommending that changes are made to the proposed design on the following roads:
- Amhurst Park - Introduce a permit bay opposite No. 9 Amhurst Park
 - Cranwich Road - Introduce shared use parking adjacent to the Doctors Surgery
 - Dunsmure - Drop the proposal for a bay on the northern kerb between East Bank and West Bank retaining the existing no-waiting and no-loading restrictions.

- East Bank - Change all proposed permit bays between Dunsmure Road and Holmleigh Road to shared use.
- St. Andrews Grove - Change proposed shared use parking bays outside Nos. 22 to 34 and 29 to 35 St Andrews Grove to permit bays

- 3.42 With 64% support from the received responses and the preferred option on 33 of the 37 roads consulted, Parking Services recommends the operational hours in Zone W should be Monday to Friday 10 am to 12 pm (noon).
- 3.43 Parking Services recommends the implementation of a 1 hour maximum (no return within 1 hour) stay applicable to all shared use bays in Parking Zone W to provide sufficient time for visitors to visit nearby businesses.
- 3.44 The pay and display charges in the area will be £2.80 per hour for mobile phone (cashless) parking. This will match the charges in nearby zones which have a similar makeup.
- 3.45 Parking Services recommends the introduction of mobile payment-only shared use bays on Bethune Road, Colberg Place, Cranwich Road, Dunsmure Road, East Bank, Fairholt Road, Heathland Road, Hillside Road, Holmdale Terrace, Holmleigh Road, Linthorpe Road, Northfield Road, Paget Road, St Andrews Grove and West Bank . As part of our drive to be more efficient and reduce costs, the Council will be introducing mobile phone only (cashless) visitor parking bays on a number of roads within the borough. Visitors wishing to pay and display at these locations will only be able to do so via our RingGo mobile parking system. In addition to this the Council will be exploring the introduction of pay points in the borough in the near future.

Support for Sustainable transport initiatives

- 3.46 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 road.

- 3.47 Overall, the majority (52%) of respondents were not in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 9 for responses received.
- 3.48 Requests from the roads in favour have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The alternative option would be to not introduce parking controls in the areas consulted.
- 4.2 Not introducing controls would go against the Parking Enforcement Plan (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents and businesses, alongside other factors that the Council must take into account when exercising its duty under the relevant legislation.
- 4.3 In addition, consulting the residents and businesses on the proposed design of new zones ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

5. BACKGROUND

- 5.1 Parking Services carried out a Stage 1 consultation in Stamford Hill east and west in December 2020 and February 2021 on the introduction of parking controls.
- 5.2 As a result, 63% of respondents were in favour of parking controls being introduced.
- 5.3 Approval to consult the area was granted by Cabinet in January 2018.
- 5.4 The stage 2 consultation for the zone W area commenced on the 27th September 2021 and closed on 22nd November 2021. The consultation process consisted of:-
- Consultation packs posted to every business and resident within the consultation area,
 - A freepost response envelope,

- Consultation documentation was also available on the Council's website,
- Online questionnaire response,
- Public notices placed on every street in the consultation area,
- Advert in the Hackney Citizen.

5.5 The consultation exercise requested feedback on the proposed parking design as well as the hours of operation. Respondents were also given the opportunity to provide general comment using the 'free-text' comments section.

5.6 The consultation response rate was 14%, which is lower than is usual for similar consultations in Hackney, the norm being in the range of 20-30%.

5.7 Recommendations for the implementation of controls have been put forward in light of all data collected.

Policy Context

5.8 The policies and recommendations contained within the Parking and Enforcement Plan (PEP) 2015 - 2020 in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.

5.9 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.

5.10 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.

- 5.11 At moderate levels, parking stress can inconvenience local residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double parking and parking at junctions, which are road safety hazards and block the flow of traffic.
- 5.12 The main purpose of a Parking Zone is to effectively manage the supply and demand for on street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emission and improve local air quality.

Equality Impact Assessment

- 5.13 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups, including disabled drivers. Please see Appendix 4 for further information.

Sustainability

- 5.14 Introducing parking controls in the area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.
- 5.15 It will also encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

Maintenance and Administrative Costs

- 5.16 There is a one-off installation cost of £111.5k which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine). These costs have been provided for in the parking account for the 2022/23 financial year.
- 5.17 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

Zone W Implementation	
Lining (including enforcement)	£45,340
Signs and posts	£65,000
Pay and display changes	n/a
TMO	£1,152
Total	£111,492

5.18 There are also ongoing maintenance costs of approximately £10,000 per annum. The enforcement costs for the area will be approximately £45,000 per annum.

5.19 The surplus received from the enforcement of parking controls will be used to fund the maintenance of the parking scheme as well as other transport-related initiatives.

Consultation

5.20 As part of the consultation process, consultation packs which included a consultation booklet, questionnaire, a map and a freepost envelope were sent via first class to all addresses in the area. In addition, an online questionnaire was made available on the Council website.

5.21 Notices were erected on each street and an advert was placed in the Hackney Citizen to inform the local residents and businesses of the consultation.

5.22 Residents were able to have their say on the introduction of parking controls and design for parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope. They were also able to complete the questionnaires online via the Council website by the same date

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

6.1 As part of the ongoing programme of parking control zone reviews, Parking Services Completed Stage two consultation in Parking Zone Y between Sep-21 and Nov-21. This report details the consultation process and results of the Stage two public consultation to determine the operational design of the extension and the response.

6.2 Parking Services has ensured that all aspects of its consultation strategy has been

undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy. The report puts forward recommendations in Section 2 which includes detailed layout of the parking bays, lines, hours of operation, pay and display traffic and shared use bays stay limits.

6.3 Paragraph 5.16 to 5.18 details the cost relating to these recommendations, a total of £167k, which includes one off installation of £112k as well as annual costs of £10k on maintenance and £45k enforcement; these costs will be funded from the parking revenue budget.

6.4 Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in s55 of the Road and Traffic Regulation Act (1984).

7. COMMENTS OF THE DIRECTOR OF LEGAL

7.1 The Council may, under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act"), designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. 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 In determining the new control parking zones under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must 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.

- 7.3 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, 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.
- 7.4 The non-statutory consultation has been carried out in accordance with the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;
- Consultation should occur when proposals are at a formative stage;
 - Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
 - Consultations should allow adequate time for consideration and response;
- 7.5 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.
- 7.6 In January 2018, Cabinet approved that officers undertaking a Stage 1 and 2 combined consultation in the all unrestricted roads in the wards below if requests are received from the area; Leabridge Ward Cazenove Ward Woodberry Down Ward Stamford Hill west Ward Springfield Ward Stoke Newington Ward.
- 7.7 Within the Scheme of Delegation for Neighbourhoods and Housing at what is currently numbered as NH263, the authority to make orders to designate on-street parking places and carrying out such designation and regulation under s.45 and s.46 of the Road Traffic Regulation Act 1984 can be carried out by the Director, Public

Realm. The Director, Public Realm, is therefore authorised to approve the recommendations in part 2 of this report.

7.8 In order for the Head of Parking 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 2.7 needs to be approved.

APPENDICES

Appendix 1 – Zone W feedback

Appendix 2 - Consultation Documents

Appendix 3 - Final Design Zone W

Appendix 4 – Equality Impact Assessment (pre Consultation)

Appendix 5 - Equality Impact Assessment (post Consultation)

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

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Signature:



Date: 08 March 2022

APPENDIX 1: Zone W Stage 2 Consultation

1 Feedback Analysis

1.1 RESPONSE

We consulted 5421 households and businesses and received 779 valid responses to the consultation, making an overall response rate of 14%.

This was below the average response rate of 24% for this type of consultation. A number of responses received were discounted as they were either duplicate responses (5), were from incomplete or incorrect addresses (28) or quoted an invalid reference number (14). This is in line with the procedures published on page 8 of the consultation leaflet sent out to all addresses which set out how we analyse consultation responses.

A breakdown of the valid responses on a street by street basis can be found in **Table 1 below**.

Table 1: Response rate

Road Name	Sent	Response	
		Received	%
AMHURST PARK	734	57	8%
BERGHOLT CRESCENT	63	13	21%
BETHUNE ROAD	668	80	12%
COLBERG PLACE	62	17	27%
CRANWICH ROAD	242	34	14%
DENVER ROAD	67	15	22%
DUNSMURE ROAD	217	41	19%
DURLEY ROAD	131	20	15%
EAST BANK	144	25	17%
FAIRHOLT CLOSE	12	4	33%
FAIRHOLT ROAD	146	58	40%
GLASERTON ROAD	52	10	19%
GRANGECOURT ROAD	17	4	24%
GUINNESS TRUST BUILDINGS	355	2	1%
HEATHLAND ROAD	105	34	32%
HILLSIDE ROAD	7	3	43%
HINDHEAD CLOSE	65		0%
HOLMLEIGH ROAD	157	47	30%
HURSTDENE GARDENS	22	14	64%
LEATHERHEAD CLOSE	68	6	9%

LEWIS GARDENS	155	16	10%
LINTHORPE ROAD	135	37	27%
MANOR ROAD	592	70	12%
NORTHDENE GARDENS	16	8	50%
NORTHFIELD ROAD	151	13	9%
PAGET ROAD	43	12	28%
RAV PINTER CLOSE	10	2	20%
REIZEL CLOSE	43	8	19%
ROYAL CLOSE	31	4	13%
SHUSHAN CLOSE	15	1	7%
ST ANDREWS GROVE	56	18	32%
ST ANDREWS MEWS	70	10	14%
ST KILDAS ROAD	144	39	27%
STAMFORD HILL	419	22	5%
STANARD CLOSE	14	1	7%
WEST BANK	140	20	14%
WILDERTON ROAD	53	14	26%
Grand Total	5421	779	14%

Excludes responses discounted as per para 1.1 above

Table 2: Method of response

Area	Feedback Method	
	Paper Q	Online Q
Zone W	661	118

Excludes responses discounted as per para 1.1 above

1.2 OCCUPANCY TYPE

The majority (96%) of respondents classified themselves as 'residents' whilst 2% of responses were from respondents who classified themselves as a business. 3% of responses were from those who identified themselves as both a resident and a business. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy Type

Occupier Status	Response	
	Number	%
Resident	743	96%
Business	13	2%
Both	22	3%
Grand Total	778	100%

Excludes blank or responses discounted as per para 1.1 above

1.3 OPERATIONAL TIMES

During the consultation, residents and businesses were asked for feedback on their preferred operational hours for the scheme. They were able to choose from four options provided in the consultation document (see below):

- Option 1: Monday to Friday 8.30 am to 6.30 pm
- Option 2: Monday to Saturday 8:30 am to 6:30 pm
- Option 3: Monday to Friday 7:00 am - 11:00 am
- Option 4: Monday to Friday 10:00 am - 12:00 pm (noon)

Out of the 779 responses received, 98% (762) of respondents answered the question regarding their preferred hours of operation.

The majority (68%) of responses were in favour of Monday to Friday 10 am to 12.00 pm, whilst 17% were in favour of Monday to Saturday 8.30 am to 6.30 pm, 12% supported Monday to Friday 8.30 am to 6.30 pm whilst 4% supported Monday to Friday 7 am to 11 am. Overall, 72% supported shorter hours whilst 29% supported the longer hours of control.

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

Table 4: Support for parking operational hours.

Hours of Operation	Response	Percentage
Monday to Friday 10.00 am - 12.00 (noon)	516	68%
Monday to Friday, 7:00 am - 11:00 am	31	4%
Monday to Friday, 8:30 am - 6:30 pm	89	12%
Monday to Saturday, 8:30 am - 6:30 pm	126	17%
Grand Total	762	100%

Excludes blank or responses discounted as per para 1.1 above

Table 5: Support for operational hours by road

Road	Monday - Friday, 10:00 am - 12:00 (noon)	Monday - Friday, 7:00 am - 11:00 am	Monday - Friday, 8:30 am - 6:30 pm	Monday - Saturday, 8:30 am - 6:30 pm	Grand Total
AMHURST PARK	40	5	3	8	56
BERGHOLT CRESCENT	7	2	3	1	13
BETHUNE ROAD	42	1	13	21	77
COLBERG PLACE	8	3	3	3	17
CRANWICH ROAD	27	3	2	2	34
DENVER ROAD	10	1	2	2	15
DUNSMURE ROAD	17		8	14	39
DURLEY ROAD	11		5	4	20
EAST BANK	11	2	6	6	25
FAIRHOLT CLOSE	3		1		4
FAIRHOLT ROAD	52	2	3	1	58
GLASERTON ROAD	5	2	2	1	10
GRANGECOURT ROAD	4				4
GUINNESS TRUST BUILDINGS				2	2
HEATHLAND ROAD	26	1	2	4	33
HILLSIDE ROAD	3				3
HOLMLEIGH ROAD	39	1	2	4	46
HURSTDENE GARDENS	12				12
LEATHERHEAD CLOSE	4	1			5
LEWIS GARDENS	10		3	3	16
LINTHORPE ROAD	24		4	9	37
MANOR ROAD	29	2	13	23	67

NORTHDENE GARDENS	4		2	2	8
NORTHFIELD ROAD	11			2	13
PAGET ROAD	12				12
RAV PINTER CLOSE	1	1			2
REIZEL CLOSE	6				6
ROYAL CLOSE		1	1	2	4
SHUSHAN CLOSE	1				1
ST ANDREWS GROVE	18				18
ST ANDREWS MEWS	8		1	1	10
ST KILDAS ROAD	32	3	1	3	39
STAMFORD HILL	21		1		22
STANDARD CLOSE			1		1
WEST BANK	7		6	6	19
WILDERTON ROAD	11		1	2	14
Grand Total	516	31	89	126	762

Excludes blank or responses discounted as per para 1.1 above

1.4 PROPOSED PARKING DESIGN

In total, (56%) of respondents were in favour of the proposed parking design for the area as indicated in Table 6 below whilst 44% did not support the design of parking controls. When analysed on a street by street basis, 21 roads were in favour of the proposed design for the area.

Table 6: Support for parking design from each street.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
AMHURST PARK	27	29	48%	52%
BERGHOLT CRESCENT	8	4	67%	33%
BETHUNE ROAD	36	42	46%	54%
COLBERG PLACE	5	12	29%	71%
CRANWICH ROAD	20	10	67%	33%
DENVER ROAD	10	5	67%	33%
DUNSMURE ROAD	23	16	59%	41%
DURLEY ROAD	11	9	55%	45%
EAST BANK	18	6	75%	25%
FAIRHOLT CLOSE	2	2	50%	50%
FAIRHOLT ROAD	30	18	63%	38%
GLASERTON ROAD	8	1	89%	11%
GRANGECOURT ROAD	1	3	25%	75%

GUINNESS TRUST BUILDINGS	2		100%	0%
HEATHLAND ROAD	21	10	68%	32%
HILLSIDE ROAD	1	2	33%	67%
HOLMLEIGH ROAD	20	21	49%	51%
HURSTDENE GARDENS		14	0%	100%
LEATHERHEAD CLOSE	2	4	33%	67%
LEWIS GARDENS	8	6	57%	43%
LINTHORPE ROAD	25	8	76%	24%
MANOR ROAD	34	34	50%	50%
NORTHDENE GARDENS	2	6	25%	75%
NORTHFIELD ROAD	6	7	46%	54%
PAGET ROAD	7	3	70%	30%
RAV PINTER CLOSE	1	1	50%	50%
REIZEL CLOSE	2	6	25%	75%
ROYAL CLOSE	2	1	67%	33%
SHUSHAN CLOSE		1	0%	100%
ST ANDREWS GROVE	8	7	53%	47%
ST ANDREWS MEWS	6	4	60%	40%
ST KILDAS ROAD	25	10	71%	29%
STAMFORD HILL	6	14	30%	70%
STANARD CLOSE	1		100%	0%
WEST BANK	16	3	84%	16%
WILDERTON ROAD	11	3	79%	21%
Grand Total	405	322	56%	44%

Excludes blank or responses discounted as per para 1.1 above

1.5 Alternative suggestions

262 of the respondents provided their views on alternative types of bays they would prefer (some made more than one suggestion), however, 517 respondents (66%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed 34% of respondents wanted to see more resident permit bays, 11% wanted more disabled bays, 24% wanted more shared use bays, 23% wanted to see more permit bays and 9% wanted more loading bays.

Table 7: Design changes

	No.	%
More permit bays	87	23%
More disabled bays	41	11%
More loading bays	36	9%
More shared use bays	93	24%
More resident bays	103	27%
More business bays	24	6%
Grand Total	384	100%

Excludes blank responses

1.6 General Comments about Proposed Design

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in Table 7 below.

327 respondents provided general comments on one or more issues. The majority (17.6%) stated that they wanted a single PZ to be introduced in the wider Stamford Hill area including some existing zones, 13.2% wanted Jewish holidays to be treated as other Bank Holidays, 8.8% of comments were in regard to the cost of permits and visitor vouchers. 6.5% stated they were not in favour of parking controls and 6% stated they supported parking controls. 5.3% of comments said that there were too many double yellow lines with not enough parking spaces, 5.1 % of comments were regarding schemes managed by the Streetscene Team (School Streets, LTN's, one-way or gated roads), 4.4% stating that there is a need for more visitor parking and 3.9% want to retain the existing footway parking on Hurstdene Gardens and 3.5% of comments were in support of PZ with shorter (1 or 2 hour) operational hours. Table 7 below shows the theme of the top 10 general comments.

Table 8: First 10 themes of comments

Comment	%
Stamford Hill Zone	18%
Jewish holidays	13%
Too expensive	9%
Do not support PZ	7%
Supports PZ	6%
Less DYL/more bays	5%
Streetscene scheme	5%
More visitor parking	4%
Retain footway parking on Hurstdene Gardens	4%
Shorter hours	4%

1.7 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 road.

Of the 779 respondents, 325 (42%) were in favour of one or more sustainable transport schemes to be implemented on their roads.

See table 9 below for a breakdown of responses received that supported sustainable transport.

Table 9: Support for sustainable transport initiatives.

	Total Responses	
	Yes	%
Parklets	81	12%
Electric vehicle charging points	197	29%
Car clubs	105	16%
Micro mobility hubs (electric scooters, shared use bikes)	93	14%
Secure bicycle parking facilities	194	29%
Grand Total	589	100%



Stage 2 Parking Design Consultation

Zone W (Stamford Hill West)



Operational hours

As your street will be joining a new parking zone (Zone W), we would like to hear your views on your preferred hours of operation for your parking zone. You can express a preference on the enclosed consultation questionnaire.

The Council's policy is to standardise the hours of operation throughout its parking zones. Having similar operational hours in parking zones helps motorists understand the times of control in each area, creates less confusion and helps increase service efficiency as signs can be maintained more easily.

The majority of the parking zones in Hackney share similar characteristics. In residential areas, the operational hours are typically either Monday to Friday 8.30am to 6.30pm or Monday to Saturday 8.30am to 6.30pm. In areas where we have a night time economy, these may be extended to midnight. The hours of control prioritise local parking needs and reflect the characteristics of the area to protect local parking needs.

In areas where commuter parking is the cause of parking stress, shorter hours have been implemented to prevent this. Shorter hours also assist with deterring displacement parking from nearby zones.

Parking Services have proposed four sets of standardised hours for residents and businesses in Zone W:

- Monday–Friday, 10.00am–12.00pm (noon)
- Monday–Friday, 7.00am–11.00am
- Monday–Friday, 8.30am–6.30pm
- Monday–Saturday, 8.30am–6.30pm

These standardised hours are in place in various parking zones within the borough. If residents and businesses would like to propose different operational hours to the ones already proposed, you must ensure that you state this within the additional comments section as part of your consultation response so that it can be taken into account during the analysis stage.

The decision on the operational hours will be based on a number of factors alongside the consultation feedback. This includes road safety, traffic flow, supply and demand for parking and the environmental impact parking has on the area. In the absence of a clear majority for the proposed hours from the consultation, the Council will also take into consideration the Stage 1 technical assessment of the parking stress in the area to determine the most appropriate hours of operations for the PZ.

Please note that parking permit prices are based on the CO2 emissions of vehicles as opposed to the operational hours of a zone. This means that regardless of how long or short the final operational hours for Zone W are, this will have no effect on the price of your parking permit.

The final operational hours recommended for Zone W will affect all road users, cyclists, pedestrians and motorists – it is therefore vital we get everyone's opinion even if you do not drive a car, van or motorcycle.

Parking consultation

Why I am being consulted?

Parking Services consulted you between December 2020 and February 2021 on the introduction of parking controls on your road and nearby roads in your area (Stage 1 consultation in Stamford Hill East & West). During the consultation all residents and businesses were sent a consultation pack and were given the opportunity to provide feedback on the introduction of parking controls.

As a result of the consultation and other factors such as parking stress, road safety, air quality, the need for a logical boundary and environmental impact of parking, the Council made the recommendation to introduce parking controls on the following public highway roads in Zone W:

Amhurst Park	Bergholt Crescent	Bethune Road	Colberg Place
Cranwich Road	Denver Road	Dunsmure Road	Durley Road
East Bank	Fairholt Road	Glaserton Road	Grangecourt Road
Heathland Road	Hillside Road	Holmdale Terrace	Holmleigh Road
Hurstdene Gardens	Linthorpe Road	Manor Road	Northdene Gardens
Northfield Road	Paget Road	St Andrews Grove	St Kilda's Road
West Bank	Wilderton Road	Windus Road	

The following non-public roads, a combination of red routes and private roads will also be included in the new proposed zone but will not have parking controls.

Fairholt Close	Guinness Trust Buildings	Hindhead Close	Leatherhead Close
Lewis Gardens	Rav Pinter Close	Reizel Close	Royal Close
Seven Sisters Road	Shushan Close	St Andrews Mews	Stamford Hill
Stanard Close			

Before the Council installs new parking restrictions, we want to ensure that the operational hours of the parking zone and the design of parking restrictions meet your needs. We are therefore conducting a Stage 2 design consultation to find out your views on the hours of operation and the proposed design including the type and location of different parking bays for your zone.

Parking design

The Stage 2 design consultation assists us in determining the parking design (the layout and position of parking bays) of a parking zone. The process involves allocating spaces according to demand and need. It takes into account the impact of parking controls on the local resident and business community and other regeneration factors which support the sustainability of the local area.

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.

Parking bays are also allocated for different users, including local residents, businesses and Pay and Display parking for visitors – see table below.

Where can I park with my permit?	Type of parking bay
Resident permit holders	Resident parking bays
	General permit bays
	Shared used bays (Pay and Display and permit holders)
Business permit holders	General permit bays
	Shared used bays (Pay and Display and permit holders)
	Business permit bays
Pay and Display ticket holders	Pay and Display bays
	Shared used bays (Pay and Display and permit holders)

As part of the Stage 2 design consultation, a user-friendly map showing a proposed design (the layout and position of parking bays) for Zone W has been provided. Parking bays have been provisionally located where the road is safe and wide enough to do so; the type of bays are reflective of the needs of the users of each road. In all other areas we would install double yellow lines (no waiting loading restrictions) to improve road safety, traffic flow, and provide protection for accesses such as to estates. Double yellow lines would also be installed over all private driveways in the area and as junction protection measures.

Disabled bays

As part of the design process, all disabled bays in Zone W are audited to ensure that they are still required by the registered user. All disabled bays already confirmed as being in use and required have been incorporated into the proposed design for Zone W. In addition as part of the design process, we also assess the level of general use disabled bays in the zone and propose additional bays close to shops and other amenities in the area where necessary.

Our consultation process

Our consultation process is designed to ensure that residents and businesses are given the opportunity to have their say on proposals that affect their area. Due to a combination of a religious festivity and the ongoing coronavirus pandemic, our consultation has been extended to run for an eight week period and will follow the policies and procedures set out in our Parking and Enforcement Plan. For more information, please visit:

hackney.gov.uk/pep

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 this consultation is not a referendum. Your feedback is extremely important in informing the Council's decision, however this is only one of the factors 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 feedback we receive regarding the design of parking controls from residents and businesses will be analysed and considered on a street by street basis. We may make design changes based on the feedback received if it is feasible to do so.

The Stage 2 consultation will also allow residents and businesses in Zone W to provide feedback on the operational hours they would prefer for their zone.

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 set of operational hours and a final design. In the past this has led to parking zones being divided into sections with differing operational hours.

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

All decisions will be detailed in a Delegated Report and will be available to the public.

Who is included in this consultation?

Every resident and business within Zone W has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

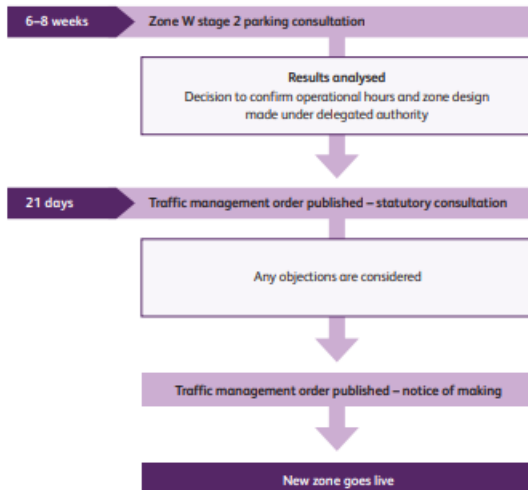
- Operational hours for Zone W
- Proposed parking design for Zone W

Stage 2 consultation process

Informal consultation

As stated above, Stage 2 parking design consultations allowed the Council to work with residents and businesses to determine the operational hours and parking design for the new parking zone. A consultation pack including a questionnaire is sent to all residents and businesses in the area.

We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or cyclist and the people who visit you.



Statutory consultation

Once the public consultation has been completed and recommendations approved, the Council is then obliged to carry out a statutory consultation. This process requires the Council to advertise a Traffic Management Order notice in the local press for a period of 21 days.

The statutory consultation process allows any member of the public to formally declare their representations on the changes proposed. All representations received will be considered by the Council which provides formal responses within a decision audit report, detailing the objections and recommendations on whether these objections will be upheld or not. The report is then approved by the Director of Public Realm prior to the recommendations being implemented.

How can I have my say?

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

hackney.gov.uk/parking-zone-consultations

and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 22 November 2021**.

Please note that our policy on consultation feedback acceptance has changed. We have reviewed our processes to ensure all residents and businesses within a consultation area can express their views on parking related matters that may impact them. The changes will ensure consultation feedback is reflective of the parking needs of the zone and allow the Council to make recommendations based on genuine feedback.

The changes in our policy are 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 of Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number.
- Photocopies or bulk/multiple submissions will not be accepted.
- Submissions without a full name, full address and signed declaration will not be accepted.
- Email addresses are compulsory for online submissions.
- Submissions received after the closing date will not be considered.
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response.

If you have not received a questionnaire with a unique reference number, 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 22 November 2021**. All consultation responses, both online and via post, must be received by the Council by **Monday 22 November 2021**. 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 at consultparking@hackney.gov.uk. Alternatively you can visit hackney.gov.uk/parking

What happens next?

Drop in sessions

The Council will hold virtual drop-in sessions on the dates below.

- **Tuesday 26 October 2021, 2–3pm**
- **Thursday 28 October 2021, 5–6pm**

Registration will be required for both drop-in sessions. Further information relating to the sessions and how to register are available on our website at:

hackney.gov.uk/parking-zone-consultations

Residents and businesses can also request further information on the drop-in sessions by emailing the parking consultation team at:

consultparking@hackney.gov.uk

If you would like to discuss the consultation proposals and you are not able to take part in the online drop-in sessions, call-in sessions will also be held for residents and businesses to discuss any questions in relation to the consultation.

These will take place on the following days:

- **Tuesday 26 October 2021, 4–5pm**
- **Thursday 28 October 2021, 6–7pm**

Details of the call-in session will be provided on our website. Therefore residents and businesses will need to ensure that they check our website nearer the time.

Consultation closing date

Date: **Monday 22 November 2021**.

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: **January 2022**

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 website.

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

Frequently asked questions

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.

What are the benefits of a parking zone?

A PZ provides many benefits for the surrounding community, including:

- It is easier for residents and their visitors to find parking spaces close to home.
- It is easier to park near shops, schools, and other amenities within the area with nearby 'Pay and 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 lining at junctions visibility will improve and pavements will be clear for pedestrians.
- Improved access for emergency vehicles, able to maintain a safe 'running 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 tidier, less cluttered street environment through the use of existing lamp posts for signs where possible and better maintenance of street furniture.

Will I have to buy a permit?

Yes, if you are a resident or business whose address falls within the PZ you would need to purchase either a resident or business permit to park in the PZ.

How much will a permit cost?

The way we charge for parking has been changing over the past three years as part of a drive to reduce pollution in the borough and will see parking permits charged according to CO2 emissions instead of engine size. 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 zone. Please see the table below for the new prices as of 6 April 2020.

Resident permit prices, using emission-based charging (CO2) 2020–21				
Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
	Up to 120 g/km	£27.00	£39.00	£62.00
2	Price including diesel supplement	£52.00	£89.50	£162.00
	121–185 g/km, or under 1200cc	£43.50	£68.00	£114.00
3	Price including diesel supplement	£68.50	£118.00	£214.00
	186–225 g/km, or 1200–2000cc	£60.50	£97.00	£166.00
4	Price including diesel supplement	£85.50	£147.00	£266.00
	226 g/km +, or 2001cc+	£77.50	£126.00	£217.50
5	Price including diesel supplement	£102.50	£176.00	£317.50

The diesel supplement will be £100 per year, and will be prorated for 3 and 6 month permits. Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size. Information on CO2 emissions for all UK vehicles can be accessed on the government website: gov.uk/co2-and-vehicle-tax-tools

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

What about visitor permits?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (Pay and Display or permit) bay in the PZ.

Vouchers can be bought by residents who live in parking zones. 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 PZ. There are two types of vouchers that can be purchased by residents:

- A book of 20, 2hr scratch cards at a cost of £23.50
- A book of 5, one day scratch cards at a cost of £20.50
- Each household can purchase a maximum of 40 books per calendar year (January to December), with a maximum of 10 books per calendar month. For more information on this please visit hackney.gov.uk/visitor-vouchers or call **020 8356 8877**.

Are PZs just a money making scheme for the Council?

No. By law revenue generated from PZs 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. Hackney Council uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme and improvements to transport infrastructure.

What if I live on an estate?

Any Council housing estates in the area which have their own parking regulations in place would not be impacted by the introduction of a parking zone as they are independent. Estate residents would, however, be entitled to purchase an on-street permit if their address is not designated as car free. As an estate resident you are still entitled to have your say on the operational hours of the zone and proposed parking design.

What if I live on a private road?

If you live on a private road which falls within the consultation area, your road will still be included in the consultation. Although your road will remain free of controls, you will still be entitled to have your say. If you would like your road to form part of the existing zone please let us know in the comments box of the enclosed questionnaire.

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 in 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**.

What if I own a motorcycle?

Motorcycles can be parked free of charge in all bays within a PZ 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.

From Spring 2022, the Council will be looking to change the current motorcycle policy. Motorcyclists will be required to hold a valid permit and visitors to the borough will be required to pay for their parking session, subject to a statutory consultation. For further information, please visit:

hackney.gov.uk/motorcycleparking

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. For more information, please visit:

hackney.gov.uk/parking

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

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 call **020 8356 8328** or visit the website for more information hackney.gov.uk/parking-bays-for-disabled-drivers

Do you consider road safety?

When reviewing parking restrictions, we take into account the safety of all road users including pedestrians, cyclists 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.

How will you use my personal information?

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

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

More information

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

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 কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান বা হতে পারে উল্লেখ আছে কিছু দিন, এই পাঠ্য নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকানাতে ফেরত পঠান।</p>	<p>Somali</p> <p>Haddii aad jeclaan lahayd in aad ogaato waxa dokumentigani sheegayo fadlan calaamadi go'ka ku haboon ku gor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa 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>Kurdish</p> <p>Ger hun dixwazin bazaribin ku ev dokumentê çî dibêje, jî karema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpelê binivîsîn û wê jî navnîşana jêrîn re bigînin.</p>	<p>Turkish</p> <p>Bu dokümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.</p>
<p>Polish</p> <p>Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przesyłaj na poniższy adres.</p>	<p>Vietnamese</p> <p>Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.</p>
<p>Urdu</p> <p>اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو آزاد کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھیں اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیتے۔</p>	<p>Chinese</p> <p>如果您想知悉這文件的詳細內容，請在方格內打鉤，在木頁下面寫下您的名字、地址和電話號碼並寄到下面的地址。</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 Parking Zone W (Stamford Hill East).

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 22 November 2021** 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)

Business name: (if business required)

Your address (required):

Street Number: _____

Street Name: _____

Postcode: _____

Email address: (optional)

Section 4: Sustainable Transport

Q6. In addition to the parking design proposals above, do you support the implementation of any of the following sustainable transport initiatives on your road?

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

Q7. Please provide any other comments or suggestions you may have about the proposals or the consultation.

Q2. Are you a...

- Resident Business Both

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: Operational hours

Q3. Please choose the operational days and hours you prefer for your zone.

- Monday – Saturday 8:30am - 6:30pm
- Monday – Friday 8:30am - 6:30pm
- Monday – Friday 7:00am - 11:00am
- Monday – Friday 10:00am - 12:00 (noon)

Section 3: Proposed Design

Q4. Are you happy with the proposed parking design (the layout and positioning of parking bays etc.) for your area?

- 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 www.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?

- More permit bays
- More shared use bays
- More disabled bays
- More resident bays
- More loading bays
- More business bays
- None of the above

Section 6: How was it for you?

Q8. 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 being contacted about future parking consultations that are relevant to you as a Hackney borough resident / business / customer.

Zone W Proposals



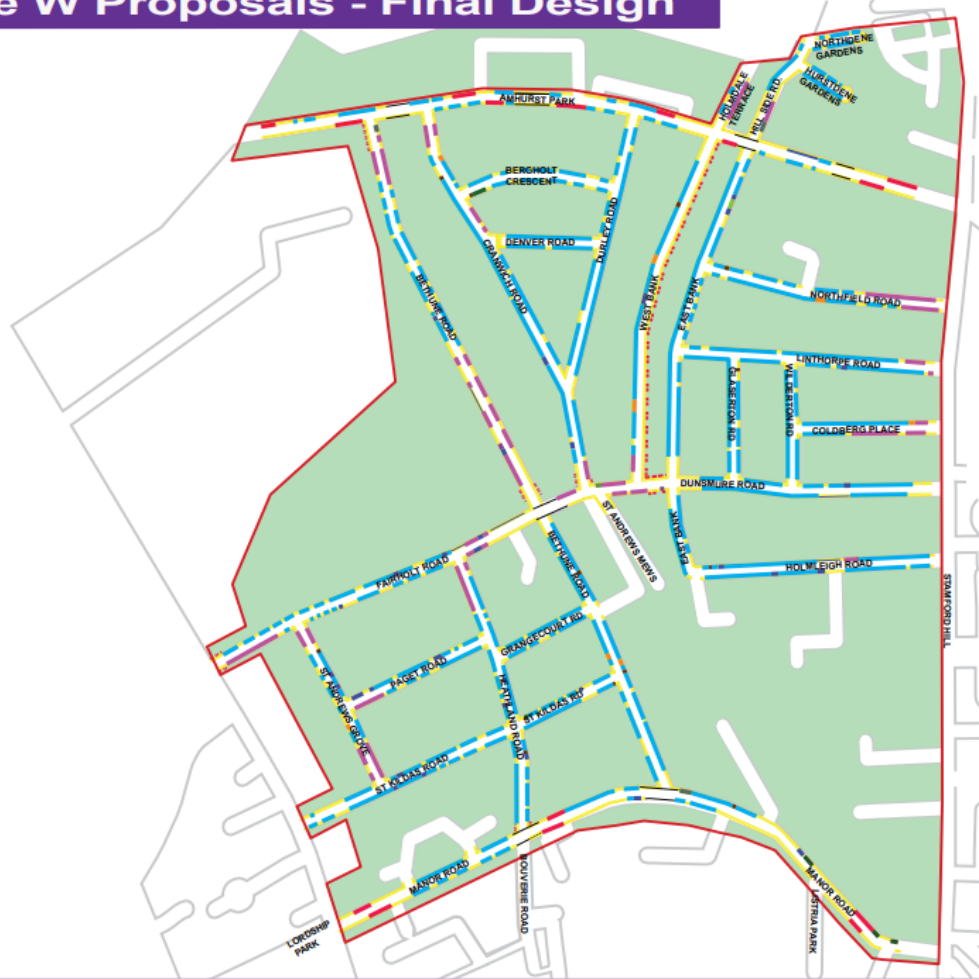
KEY TO RESTRICTIONS	
	Permit bays
	Cycle Stands
	Disabled bays
	Cashless Shared Use bays
	Electric Vehicle Charging bays
	Personalised Permit bays
	Car Club bays
	Loading bays
	Bus Stops
	No waiting "at any time" except for ambulances
	Double yellow line "at any time" waiting restrictions
	No loading "at any time"
	Pedestrian Crossing
	School Keep Clear markings

H12514025

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Zone W Proposals - Final Design



KEY TO RESTRICTIONS

- Permit bays
- Cycle Stands
- Disabled bays
- Cashless Shared Use bays
- Electric Vehicle Charging bays
- Personalised Permit bays
- Car Club bays
- Loading bays
- Bus Stops
- No waiting "at any time" except for ambulances
- Double yellow line "at any time" waiting restrictions
- No loading "at any time"
- Pedestrian Crossing
- School Keep Clear markings

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Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

Title and purpose of this Equality Impact Assessment:

Stage 2 Parking Consultation, Zone W & Y

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the Stage 2 consultation exercise in terms of scope on residents, businesses and visitors with protected characteristics. The Stage 2 consultation is looking for feedback from residents and businesses within the consultation zone on both the operational hours and 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: 23rd September 2020

A handwritten signature in cursive script that reads 'Aled Richards'.

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

1. Please summarise the service, function, policy, initiative or saving.

- The aim of this exercise is to conduct a Stage 2 consultation on the introduction of parking controls in proposed parking zones W & Y, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- The decision to carry out a Stage 2 consultation was as a result of the findings from the Stage 1 consultation in Stamford Hill East & West.
- The findings from the Stage 1 consultation showed 63% of respondents were in favour of parking controls being introduced on their road and 64% of respondents supported the introduction of parking controls should they be implemented on nearby roads. The Stage 1 consultation concluded there is support for parking controls within the current uncontrolled area. The Stage 1 consultation recommended introducing parking controls and establishing two separate parking zones within the area.
- Parking Services intend on starting the review consultation in September 2021, the consultation will run for a duration of 8 weeks. The decision to run the consultation longer than the standard 6 week timeframe is due to a combination of the current covid19 pandemic as well as the religious festivity of Sukkot. Parking Services feel the decision to run the consultation for an additional 2 weeks to a total of 8 weeks will allow residents and businesses within the area adequate time to consider and respond to the proposal.
- The key objective of the Stage 2 parking consultation is to identify the parking operational hours residents and businesses in Zone W & Y would prefer for their zone; as well as gauge feedback on the parking design proposed.
- Parking Services have provided four sets of standardised operational hours as part of the Stage 2 consultation, Monday – Friday 10.00am - 12:00pm (noon), Monday – Friday 7:00am - 11:00am, Monday – Friday 8:30am – 6:30pm and Monday – Saturday 8:30am – 6:30pm.
- Residents and businesses in Zone W & Y will provide their feedback on the operational hours they prefer for their zone. 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 the hours of operation may be based on all of these factors.
- The proposed zones W & Y are close to various parking zones in the borough. They lie north of Parking Zones E (Stoke Newington), T (Stamford Hill), and U (Upper Clapton) and east of Parking Zone G (Brownswood). To the north of the area is the boundary with Haringey who also operate their own controlled parking zones. The location of parking Zone W & Y has resulted in the consultation zone experiencing increased visitor traffic, displacement parking from neighbouring controlled zones and as such increasingly high levels of parking stress. The introduction of parking controls will address the parking stress and issues residents and businesses are experiencing.

- The Stage 2 consultation consists of two main strands, the first asks residents and businesses to provide feedback on the operational hours they would prefer for their individual zone, the second looks to gauge feedback on the proposed parking design for the zone. The parking design section of the consultation will ensure that all feedback provided by residents and businesses is taken into consideration before a final zone design is confirmed.
- Through localised consultations, residents and businesses are given the opportunity to have their say on the operational hours and parking design. The feedback received from residents and businesses within Zones W & Y will be considered alongside other factors such as road safety, traffic flow, supply & demand for parking, the environmental impact of parking and the need for the Council to make a logical boundary.
- To encourage participation in the consultation, the Council will host two virtual drop in sessions and two call in sessions for each zone. Details of the engagement sessions have been outlined on all consultation leaflets distributed to residents and businesses. Registration will be required for both drop-in sessions. Further information relating to the sessions and how to register are available on our website at www.hackney.gov.uk/parking-zone-consultations. The drop in and call in sessions are a great opportunity for residents and businesses to discuss the consultation and raise any questions or queries directly with the parking technical services team.
- The Stage 2 consultation for Zone W & Y will run separately but will commence at the same time. This will allow the Council to focus on the individual needs of each zone.
- 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 are outlined in the consultation leaflet and the delegated powers report which provides a detailed explanation of the changes. [DPR, Parking Services Consultation Policy, 2020](#).
- Since the Stage 1 consultation in Stamford Hill East & West, parking services have received calls and emails from residents in the area requesting an update on the status of the consultation and expressing the parking issues they are experiencing. These sentiments are outside the scope of the Stage 2 consultation and are therefore not factored into the results.
- Residents and businesses are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments will help parking services to understand the needs of the community.

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

- Local residents, business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) were the main people affected and consulted as part of the Stage 2 Consultation.
- Emergency and Waste Services have been informed of the decision to carry out a Stage 2 consultation in Zone W & Y. A copy of the proposed parking design for the zones has been shared with internal teams.
- The current ongoing covid 19 pandemic has affected and continues to affect all residents and businesses in the consultation zone. With this in mind and in addition to the religious festivity of Sukkot, the Council has decided to extend the consultation for a period of 8 weeks as opposed to the standard 6 weeks. This extension will allow all residents and businesses more time to participate and provide their feedback.
- The table below shows protected characteristics and how the Stage 2 parking design consultation may impact them.

Protected Characteristic	How Stage 2 consultation will affect them.
Age	<p>Consultation documents will be sent to every household within zones W & Y, including care homes and sheltered accommodation. Each resident is entitled to submit a consultation response as long as their full name and address is provided. Consultation documents will also be sent to nurseries, registered youth groups and schools within the zones.</p> <p>All respondents have an equal opportunity to provide their feedback on the operational hours and the design of parking controls as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed.</p> <p>The proposed parking design has taken into account the layout and makeup of individual roads, e.g. health and safety measures outside of schools, general use disabled bays outside of doctors surgeries and visitor parking outside of places of worship.</p> <p>The aim is to ensure that the design proposed for each zone is reflective of the requirements of individual roads. Before formulating a proposed parking design for the area, Parking services carried out an audit of all ambulance bays and disabled parking bays in the consultation area.</p>

	<p>Ambulance bays are currently used by medical staff or establishments assisting elderly residents with travelling around the borough. Any bays confirmed as no longer in use were proposed for removal. Should any establishments or individuals require the use of an ambulance bay or general use disabled parking bays, new requests can be submitted to: consultparking@hackney.gov.uk, or feedback can be provided as part of the consultation.</p> <p>Parking services have looked at all safety measures implemented around public amenities such as parks, libraries and community centres as they are used by members of the community of all age groups. As the consultation zones are currently uncontrolled, all safety measures such as double yellow lines and kerb blips fell under the remit of the Council's Streetscene department. However these will now be addressed directly by Parking Services.</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>Disability</p>	<p>The Stage 2 consultation will allow all disabled motorists in the consultation zones to provide their feedback and express their views on the operational hours and the proposed parking design. Future parking arrangements within the zones 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>The Council has recently introduced personalised disabled bays and have started implementing these across the borough regardless of whether a road is within or outside of a controlled area. Therefore the introduction of controls will not impact those with personalised disabled bays or those wanting to apply for one in the future. The needs of disabled residents are always prioritised over everyone.</p> <p>During the implementation of personalised disabled parking bays, a high number of disabled bay requests were received from residents in the current uncontrolled roads. This suggests there are disabled motorists and carers in the consultation zones who welcome improvements to their parking and driving experience in the borough.</p> <p>The Stage 2 consultation will allow this group to express their views on the operational hours as well as the parking</p>

	<p>design of their zone. 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 2 design consultation will allow everyone within the consultation area to provide their feedback on the operational hours 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 2 design consultation will allow everyone within the consultation zone to provide their feedback on the operational hours and proposed parking design of the zones. 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 2 design consultation will allow everyone within the consultation zone to provide their feedback on the operational hours and proposed parking design of the zones. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>The proposed parking design has reviewed provisions around doctors surgeries and medical facilities to ensure that parking accommodates access to these establishments. For example, the proposal of shared use and pay and display parking bays for short stay visitors. All respondents have the opportunity to provide feedback on the design and general parking queries. The Council will review all feedback before confirming a final design for the proposed zones.</p>
Race	<p>We do not expect individuals within groups that have protected characteristics to be any more or less affected by the consultation process.</p> <p>The Stage 2 design consultation will allow everyone within the consultation zone to provide their feedback on the operational hours and proposed parking design of the</p>

	<p>zones. Benefits of the final design and parking controls will be experienced by all groups.</p> <p>The consultation packs sent to residents and businesses in the consultation zones have been printed in English, however, should any resident or business 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>
<p>Religion/belief (including non-belief)</p>	<p>The demographics of this area include a large Orthodox Jewish community. The stage 2 consultation aims to gain an understanding of the operational hours residents and businesses would prefer and their views on the proposed parking design for the zone. The operational hours proposed vary in terms of hours and days, and the proposed parking design has taken into consideration religious establishments and schools. All feedback provided as part of the questionnaire will allow the Council to understand, give due regard to the needs of the community and give consideration to the feedback before decisions are made.</p> <p>Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response is not impacted and all residents and businesses in the area have adequate time to consider and provide their response. Due to the religious festivity of Sukkot and the ongoing COVID19 pandemic, the Council has decided to extend the consultation period from its usual stage 2 consultation period of 6 weeks to 8 weeks. The extended period will allow all residents and businesses in the consultation zone to observe the religious holiday and allow adequate time to provide their feedback on the stage 2 consultation.</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 2 design consultation will allow everyone within the consultation zone to provide their feedback on the operational hours and proposed parking design of the zones. 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</p>

characteristic group to be any more or less affected by the consultation process.

The Stage 2 design consultation will allow everyone within the consultation area to provide their feedback on the operational hours and proposed parking design of the zones. Benefits of the final design and parking controls will be experienced by all groups.

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

- This exercise will include an eight week consultation with all stakeholders on the introduction of parking controls.
- The decision to consult on a Stage 2 design consultation is partly due to the feedback received from the Stage 1 introduction of parking controls consultation. 63% of respondents were in favour of parking controls being introduced on their road and 64% of respondents supported the introduction of parking controls should they be implemented on nearby roads.
- Following the closure of the Stage 1 parking consultation, a second independent parking stress survey was carried out for the uncontrolled roads in the consultation zones. The survey identified high levels of parking stress and congestion being experienced on uncontrolled roads [Hackney Uncontrolled - Parking Survey 2021](#). This allowed the Council to view parking stress data alongside the consultation feedback when making recommendations and proposing a design for the consultation zones.
- The consultation Zones W & Y are surrounded by parking zones E (Stoke Newington), Zone T (Stamford Hill), Zone U (Upper Clapton) and Zone G (Brownswood). The northern side of the consultation zone is on the boundary with Haringey who also operate their own parking controls.
- As a result of nearby parking zones and parking controls, residents and businesses in consultation zones W & Y have experienced greater commuter and visitor traffic and displacement parking all resulted in increased parking stress. The Council has received petitions and requests from residents within these zones requesting the introduction of parking controls in an attempt to alleviate the parking stress and congestion they are experiencing.
- The decision to proceed with a Stage 2 consultation was made in August 2021. The stage 2 consultation allows the Council to focus on the individual design of each zone and the needs of residents and businesses in the zones. Feedback is being requested on the operational hours and the proposed design of the consultation areas.
- The decision was made for the consultation to start in September 2021, whilst the consultation will overlap with a religious festivity and the ongoing Covid19 pandemic, the Council did not want to delay the consultation until later on in the year due to the high levels of parking stress currently being experienced in some roads. In addition, the current pandemic has seen increased parking stress across the borough due to an increase in

vehicle use. Whilst some groups and individuals may feel the festivities and the ongoing covid19 pandemic are grounds for the consultation to be delayed, the Council has taken the decision to extend the consultation period to 8 weeks to account for this. An extension in the consultation period will allow all residents and businesses in the consultation zone adequate time to consider the design proposals and provide a response without feeling any pressure due to the current climate. In addition, a further delay of the consultation will mean the consultation overlaps with other religious festivities.

- Internal teams such as Streetscene, Waste Services and Planning, have been informed of the Stage 2 consultation in proposed zones W & Y. External stakeholders such as the Emergency Services, including Fire Brigade, Police and London Ambulance have also been 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 parking zones.
- The Council's disabled parking team have carried out an audit of all existing disabled bays in the consultation zones, this has allowed the Council to ensure bays which are required by disabled residents remain and those not in use are removed, allowing for unused parking space to be utilised by other residents. The disabled parking team have recently implemented personalised disabled bays across the borough, a high number of disabled requests were received from residents in uncontrolled roads. Information on confirmed disabled bays and personalised bays have been shared with parking services design engineers, who reviewed the data and built in the confirmed disabled bays into the parking design of each zone.
- The Stage 2 design consultations will be separate for each proposed zone, however they are scheduled to start and end at the same time. As part of the public consultation all local residents and businesses in the Zones W & Y 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 local residents, businesses, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries. As a result of the current pandemic face to face or 'in person' meeting requests may not be accommodated, however any requests for meetings or further information will be reviewed and addressed. Where possible 'virtual' online meetings may be held.
- The contact details for the Council's Parking Services are available on all literature such as consultation leaflets, website content, on-street posters and newspaper adverts 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

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 2 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 needs of the consultation zones by introducing parking controls, this will have a positive impact on different equality groups and may improve the good relations between the Council and the wider community residing in the proposed Zone W and Zone Y.
- The recommendations to introduce parking controls are also in line with the parking stress levels, road safety, traffic flow, supply and demand for parking, the environmental impact of parking and the need for a logical boundary. All of which will now contribute to a safer parking zone and improve the parking experience in Zones W & Y.
- The public consultation provides an open forum for all local users to have their say on the operational hours and proposed parking design in Zone W & Y. Under normal circumstances the Council would welcome holding face to face meetings with ward members, faith members, community groups as well as residents and businesses to discuss the consultation in detail. However due to the current pandemic any meetings arranged will all be carried out online.
- The Council will be running two virtual drop in sessions for each zone, the dates and times have been communicated on all consultation leaflets sent to residents and businesses. Registration will be required for both drop-in sessions. Further information relating to the sessions and how to register are available on our website at hackney.gov.uk/parking-zone-consultations. The drop in sessions will provide residents and businesses within the consultation zone the opportunity to engage directly with the Technical Services Team and raise any questions or queries they have relating to the consultation proposals.
- For residents and businesses who are unable to attend the online drop in sessions, two call in sessions will be held. The dates and times have been communicated on all consultation leaflets sent to residents and businesses. Further details will be provided on our website, all residents and businesses have been advised to check parking services website nearer to the time. The call-in sessions will be run directly by the Councils Technical Services Team and is another opportunity for residents and businesses to raise any questions or queries they have relating to the consultation proposals.

- Parking Services have recently 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, businesses and their parking needs.
- Since 2018 expansion and introduction of new parking zones around the consultation area has resulted in increased parking stress due to commuter and short term visitor traffic, as well as displacement parking from neighbouring controlled zones. The introduction of parking controls will allow residents, businesses and motorists in the area to see a reduction in parking stress caused by displacement parking from commuters, visitors and residents in nearby zones seeking free parking; provision of dedicated parking spaces specifically for local residents and businesses; reduced traffic congestion, improved local air quality and improved road safety.
- The Stage 2 design consultation allows residents and businesses from each individual zone to provide feedback on the operational hours they would prefer for their zones. The needs of residents and businesses in Zone W may differ to those of Zone Y. The operational hours proposed are a combination of standardised short and long hours currently operated across the borough. As the two consultation zones are not joining an existing parking zone, they will not automatically inherit operational hours, rather they have the opportunity to select the hours of operation suitable for their individual needs.
- The design consultation has proposed a parking design for each individual zone, parking services engineers have reviewed the current layout of the zones and proposed a design they feel best reflects the local needs. The proposed parking design is not a final design of the zones, all feedback provided will be taken into consideration when confirming a final design post Stage 2 consultation. The Council will work closely with religious establishments, community leaders and stakeholder groups to determine 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 zone. This allows ward members as the formal representatives of the consultation zone to raise any concerns or questions before the consultation commences. All ward members were advised of the consultation period being extended from 6 to 8 weeks, to factor in religious festivity as well as the current covid19 pandemic.
- The Stage 2 design 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 road 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 each zone.
- The consultation will be crucial in identifying the individual needs of the consultation zones.
- The table below shows the protected characteristics within the zones and how the Stage 2 consultation will impact them.

Protected Characteristic	Analysis
<p>Age</p>	<p>Once a set of operational hours and final design for the parking zones are confirmed, we do not expect any particular age group to be any more positively impacted in comparison to the occupants of the whole zone. The following combination of standardised short and long operational hours have been provided for residents and businesses to choose from, Monday – Friday 10.00am - 12:00pm (noon), Monday – Friday 7:00am - 11:00am, Monday – Friday 8:30am – 6:30pm and Monday – Saturday 8:30am – 6:30pm. All occupants have the same opportunity to provide their feedback, a final outcome will allow elderly residents and motorists to park closer to their homes and establishments during operational hours as well as move around the consultation zone with greater ease.</p> <p>As part of the design proposals for the Stage 1 consultation, Parking services engineers reviewed existing parking amenities available outside sheltered accommodations and care homes. An ambulance bay audit was recently carried out to ensure that they are still in use and required. All confirmed ambulance bays have been built into the proposed design for parking zones W & Y. Should any care homes and sheltered accommodations require any additional general use disabled bays or ambulance bays, they can raise this as part of the consultation feedback or contact the consultation team directly. All requests will be reviewed and if successful, the design engineers may be able to include them in a confirmed final design.</p> <p>The health and safety measures at junctions, outside parks and public facilities have also 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>All nurseries and schools will receive a consultation pack and can comment on the operational hours and the proposed design of their respective zone. All parking facilities and schemes outside of schools and nurseries have been reviewed, existing school keep clear schemes will remain in place and if required additional double yellow lines will be added to these to keep traffic clear near schools.</p> <p>The parking designs submitted as part of the Stage 2 consultation has prioritised the health and safety of school children and visitors to the schools. Schools and nurseries will be less likely to experience traffic congestion outside</p>

	<p>their establishments. Once a final set of zone operational hours and parking design has been confirmed, the road environment will be less cluttered and safer for parents and school 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, businesses and establishments, facilitated towards certain age groups, 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>Disability</p>	<p>All disabled motorists living within the borough have the opportunity to comment on the operational hours and proposed parking design of the zone. The outcome of the Stage 2 consultation will potentially have a positive impact on all disabled motorists as a confirmed final design will address the parking stress and issues they are currently experiencing.</p> <p>The Council has a “hierarchy” of different types of drivers; parking provisions and facilitating those provisions for disabled residents is a priority for the Council. With this in mind, the proposed parking design as part of the Stage 2 consultation has taken into account the needs and requirements of disabled motorists e.g. general use disabled bays will be present outside public establishments, doctors surgeries and hospitals. Health and safety measures such as double yellow lines have been built where necessary. The existing parking policy around disabled motorists and residents within the consultation zones will have a positive impact on all motorists who hold valid blue badges and companion badges, e.g. The companion badge will allow residents to park in any permit and resident permit bay within the consultation zone, 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>Prior to designing the proposed zones, all disabled parking bays were audited. This allowed the Council to retain the bays which were required and in use and remove any disabled bays which are no longer required. The outcome of the audit has been incorporated into the proposed design for the consultation zones.</p> <p>As part of the consultation questionnaire, all disabled</p>

	<p>motorists living in the consultation zone and their carers can provide feedback to the Council. Prior to finalising an outcome for the Stage 2 consultation, the parking design team will review each comment and accommodate requests from disabled motorists where possible.</p>
Gender reassignment	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone reflective of their parking needs.</p>
Pregnancy and maternity	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone reflective of their parking needs.</p>
Race	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone reflective of their parking needs.</p>

<p>Religion/belief (including non-belief)</p>	<p>The proposed parking zones W & Y are home to different religious and belief groups, it has a large Orthodox Jewish community and a Muslim community. Parking Services took the decision to conduct an 8 week consultation as opposed to the standard 6 week consultation due to the festival of Sukkot. This will allow all religious groups to take part in the festivities and have adequate time to consider and provide a response to the consultation. The Council did not want to delay the start date of the consultation, due to the high levels of parking stress identified in the consultation zones and the ongoing requests received from local residents in the zone. Also, a delay of the consultation could result in participation being compromised due to other religious festivities scheduled to take place later on in the year.</p> <p>The Stage 2 design consultation has the potential to bring many benefits to the community. Residents and businesses have a choice of standardised hours to choose from, the hours Monday – Friday 10.00am - 12:00pm (noon), Monday – Friday 7:00am - 11:00am, Monday – Friday 8:30am – 6:30pm and Monday – Saturday 8:30am – 6:30pm all vary in length, each religious community will be able to select an option they feel best reflects their needs and religious observations.</p> <p>The parking design proposed for each zone has taken into consideration the needs and demands of the local community, short stay provisions will be available for visitors to religious establishments, e.g. pay and display and shared use parking bays. This will ensure that visitors to the zone park in specific locations and those who reside in the zones will experience less parking stress as they will no longer be required to compete with non residents parking in the zone.</p> <p>In addition to pay and display, residents and businesses may also purchase parking vouchers to enable visitors to park in residents and shared use bays. The Council has a duty to ensure parking provisions for residents within the zone is prioritised over commuters and visitors</p> <p>The consultation allows residents, businesses and establishments facilitated towards certain age groups 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>Sex</p>	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone reflective of their parking needs.</p>
Sexual Orientation	<p>The stage 2 consultation is focused on determining a set of operational hours suitable for each consultation zone and receiving feedback on the proposed parking design for the zones.</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 a zone 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?

- The introduction of controls and use of parking permits is a new concept and a change needed to be adapted to by all residents and businesses in the area. However the introduction of controls will be a gradual process with strong communication from the Council at all times. The Stage 1 delegated powers report outlined the Council's decision in detail and has been published on the website for the public to view. A summary document outlining key elements of the consultation, data and recommendations has been sent to all residents and businesses in the consultation area. The Stage 2 consultation will ensure residents and businesses are kept informed at all times.
- Residents and businesses who provided feedback against the introduction of parking controls will be disappointed with the progression of the Stage 2 design consultation. The Council is responding to the overall feedback of the Stage 1 consultation, which suggest 63% of respondents were in favour of parking controls being introduced on their road and a further 64% of respondents supported the introduction of parking controls should they be implemented on nearby roads. Alongside the Stage 1 feedback, the Council is addressing the issues of parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking with the Stage 2 consultation.
- As part of the Stage 2 design consultation, the Council is offering a choice of four standardised operational hours for residents and businesses to choose from. Whilst the operational hours of Monday – Friday 10.00am - 12:00pm (noon), Monday – Friday 7:00am - 11:00am, Monday – Friday 8:30am – 6:30pm and Monday – Saturday 8:30am – 6:30pm covers both short and long hours, the final outcome is likely to disappoint groups

who may not have selected it. This is why the Council will advertise this consultation in local newspapers, install posters around the consultation area and allow both paper and online responses to be submitted. All of this will encourage residents and businesses to participate in the consultation. The final confirmed operational hours of each consultation zone is extremely important as it sets the parking tone and once implemented cannot be reversed.

- There are currently no parking controls in both consultation zones; the proposed parking design may surprise some residents and businesses 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 both parking zones 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 a parking zone that is safe for local residents and businesses.
- The recommendation to create two parking Zones W & Y, and split the uncontrolled zone will receive some criticism from those who are used to travelling between both zones. The Stage 1 consultation was a fact finding consultation looking to gauge the level of support for parking controls, it did not give the impression that the Council would introduce parking controls or create one large parking zone. The creation of two smaller zones will allow the Council to concentrate on parking availability and meet the parking and enforcement needs of each individual zone. Whilst travelling between the two zones isn't restricted, it will reduce interborough journeys and improve the air quality and sustainability of the borough. In order to park in a specific zone, residents and businesses residing in that zone can purchase a resident or business permit. The Council appreciates interborough journeys are not completely unavoidable and has ensured short stay visits outside businesses and public facilities are accommodated through the implementation of pay and display and shared use parking bays. Journeys between both boroughs can still take place via public transport and other sustainable means.
- The introduction of parking controls will affect visitors who currently visit the consultation zone to see family and friends. The introduction of parking controls will mean they will either need to pay for parking 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 will receive less visitors.
- Once the Stage 2 design consultation is completed, the parking zones will be a step closer to having parking controls implemented. It is likely some residents and businesses may not welcome the concept of paying for parking in their consultation zones. As part of the Stage 2 consultation leaflet, the Council gives an indication of the permit prices residents and businesses could be expected to pay, this information is provided in the Frequently Asked Questions section. 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. The Council has been transparent about the permit pricing system, details of which are 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 duration to manage costs.

- The consultation is scheduled to take place in September 2021, due to the religious festivity of Sukkot and the ongoing covid19 pandemic the consultation will run for a period of 8 weeks instead of the standard 6. The decision to run the consultation for a longer period of time may receive negative feedback from some residents simply due to the ongoing parking stress currently being experienced. However the prolonged consultation will allow all residents and businesses to consider the consultation in detail and provide a response they are content with.
- During the duration of each consultation, the Council will be hosting two virtual drop in sessions and two call in sessions for each zone. Residents and businesses who are unable to attend may feel disengaged, as the drop in sessions and call in sessions are an opportunity to speak directly with the Technical Services 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 and businesses 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 2 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 disabled motorists due to removal of disabled bays as a result of audit.	<p>Ensure bays which are in use and required by disabled residents remain.</p> <p>Ensure all records kept are accurate and that all existing bay holders have been contacted. Consider general use bays around local amenities.</p> <p>Disabled bays which meet the personalised bay criteria will be</p>	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Muhibun Nessa

		personalised, to ensure disabled residents have exclusive parking access to them.			
2	Impact of proposed operational hours provided as part of the Stage 2 consultation.	A choice of 4 standardised hours have been provided, all options cover long and short hours. Should residents and businesses want to discuss these options in detail, they can contact the consultation team directly.	Through the consultation process.	During the consultation process	Fazal Kirwan
3	Impact of proposed parking design and implementation of health and safety measures such as double yellow lines, school keep clear.	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
4	Impact of consulting during covid19 pandemic.	Ensure consultation period is extended to allow adequate time to all residents and businesses. Consultation documents to clearly explain why we are consulting again. Ensure where needed, meetings are held with local residents and businesses.	Through the consultation process.	During the consultation process	Fazal Kirwan
5	Impact of consultation policy change	Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team.	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa

		The delegated powers report, which details the changes, is available for the public to view.			
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Equality Impact Assessment



London Borough of Hackney Equality Impact Assessment Form

Title and purpose of this Equality Impact Assessment:

Stage 2 Parking Consultation Zone W, Post Consultation

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the Stage 2 consultation recommendations and changes to Zone W, in terms of scope on residents, businesses and visitors with protected characteristics. The consultation has explored and confirmed a parking design and operational hours for the consultation area.

As a public authority, Hackney Council has a duty to consider or think about how its policies or decisions affect people who are protected under the Equality Act.

The purpose of this Equalities Impact Assessment is to demonstrate that the Council has given due regard or has thought about the need to:

- eliminate unlawful discrimination
- advance equality of opportunity between people who share a protected characteristic and those who don't
- foster or encourage good relations between people who share a protected characteristic and those who don't
- remove or reduce disadvantages suffered by people because of a protected characteristic
- meet the needs of people with protected characteristics
- encourage people with protected characteristics to participate in public life and other activities

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 2022

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

1. Please summarise the service, function, policy, initiative or saving.

- The aim of this exercise was to conduct a Stage 2 consultation on the introduction of parking controls in proposed parking Zone W, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- The decision to carry out a Stage 2 consultation was as a result of Stage 1 consultation recommendations to introduce parking controls.
- Parking Services started the Stage 2 consultation in September 2021, the consultation ran for a duration of 8 weeks. The decision to run the consultation longer than the standard 6 week timeframe was due to a combination of the impact of the covid19 pandemic as well as the religious festivity of Sukkot. Parking Services felt the decision to run the consultation for an additional 2 weeks to a total of 8 weeks would allow residents and businesses within the area adequate time to consider and respond to the proposal.
- Consultation packs containing leaflets, questionnaires, a user-friendly map of Zone W and a freepost envelope were delivered to all residents and businesses within the consultation zone. In accordance with the Parking Service's Consultation policy, only one response was accepted per household which is monitored by the allocation of a unique reference number per address. Any resident or business who did not receive a consultation document were able to contact the consultation team via phone and email to request a copy or their allocated unique reference number.
- A newspaper advert was placed in the Hackney Gazette providing information on the Stage 2 consultation and how feedback could be provided. A consultation advert was also placed in The Jewish Tribune; this newspaper was identified by the Council's Communications Team as being one of the key publications with a wide readership within the Jewish community in Stamford Hill. On-street posters were installed on all roads within Zone W - the posters advertised the consultation and gave information on how feedback could be provided.
- Parking Services held two virtual drop-in sessions for residents and businesses to attend; registration was required for the sessions as they were exclusive to zone residents and businesses. Information regarding the drop in sessions was included in the consultation leaflet, consultation webpage, newspaper advert and on-street poster. The drop-in sessions were hosted by the parking design team and allowed an opportunity for questions and queries relating to the consultation to be directly addressed by the team responsible for carrying out the consultation and implementation process.
- Parking Services also held two call in sessions, these sessions gave residents and businesses who were unable to take part in the online drop in sessions an opportunity to speak to a member of the parking design team directly. Details of the call in sessions were included in the consultation leaflet, consultation webpage, newspaper advert and on street poster.

- The consultation process provided residents and businesses with the opportunity to have their say on the operational hours they would prefer and the parking design proposed for the zone. Four sets of standardised hours were provided as part of the consultation:

Monday – Friday 10.00am - 12:00pm (noon),
Monday – Friday 7:00am - 11:00am,
Monday – Friday 8:30am – 6:30pm and
Monday – Saturday 8:30am – 6:30pm.

- In line with the consultation feedback, the Council has recommended that the operational hours of Monday to Friday 10.00 am to 12 (noon) in Zone W are introduced.
- The Stage 2 consultation also consisted of questions relating to the proposed design and the implementation of sustainable transport initiatives. Overall, majority of the feedback received suggested that residents and businesses were in favour of the zone design that was proposed, all feedback relating to sustainable transport requests have been forwarded to the Councils Streetscene team to address.
- In line with the Council's revised consultation policy regarding its approach to assessing public feedback, the consultation team filtered out and voided responses which were duplicate submissions, incorrect unique reference numbers or where addresses were incorrect or incomplete. This ensured that the feedback used to inform the Council's decision making process was an accurate representation of resident and businesses views. The changes were communicated via the consultation leaflet and the Council's consultation webpage. A further recap of the changes can be located in the delegated powers report which provides a detailed explanation [DPR, Parking Services Consultation Policy, 2020](#).
- The key factors considered in confirming the Zone W operational hours and parking design include, but are not limited to the following; road safety and parking demand, air quality, traffic management, parking stress and consultation feedback.

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

- Local residents, business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main groups affected and consulted as part of the Stage 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 are impacted due to the requirement that sufficient road width clearance is provided to allow safe access for emergency vehicles in case of emergencies. The parking design is communicated to the emergency services to ensure that they are happy with any proposed design changes if any are proposed.
- The design of Zone W, including the introduction of shared use parking bays around places of worship such as synagogues and mosques will affect religious communities, visitors to these places of worship and residents who live in close proximity to places of worship. Shared use parking bays will also be implemented outside local businesses and public amenities to facilitate visitor parking.

- The recommendation to introduce the operational hours of Monday to Friday 10 am to 12 (noon) will affect all residents and businesses in Zone W. Other establishments such as schools, places of worship and local organisations will all be affected as parking in this area is currently free. Once the parking controls go live, permits will be required to park during the operational hours. Visitors to these establishments will also need to pay and display in order to park in this area.
- The table below sets out protected characteristics and how the Stage 2 consultation process and recommendations could impact people who share these characteristics.

Protected Characteristic	How the Stage 2 Consultation & Changes will affect them.
Age	<p>Consultation documents were sent to every household within the zone including registered schools, nurseries, care homes, places of worship and sheltered accommodation. Each establishment was entitled to submit a consultation response in line with our consultation policy. Each residential and business property was also entitled to submit a response to the Stage 2 consultation.</p> <p>Consultation posters advertising the consultation were erected on all uncontrolled streets, newspaper adverts were placed in the Hackney Gazette as well as a local newspaper with an outreach to the jewish community. These outreach methods aimed to inform as many people as possible within the consultation zone of the Stage 2 consultation, they also provided information on how feedback can be provided and how to contact the Council directly for further information.</p> <p>Virtual drop in sessions were held via zoom, these were exclusive to residents and businesses within the consultation zone. The virtual drop-in sessions were held at various times of the day, to accommodate as many people as possible. For those who were unable to attend drop in sessions, call in sessions were also arranged by the Council. Details of the sessions were published on the Councils webpage.</p> <p>The recommendation to introduce the operational hours of Monday to Friday 10 am to 12 (noon) will affect everyone living, working and visiting Zone W. All respondents and establishments 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. 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</p>

	<p>elderly and disabled residents have been explained to those within the consultation zone since the Stage 1 consultation. Permit prices are available on the Council's website, and will be outlined in the Stage 2 summary documents.</p> <p>Inhabitants of Zone W have been aware of the Council's intention to introduce parking controls since the publication of the Stage 1 consultation recommendations in August 2021. Establishments such as schools, care homes and sheltered accommodation will need to explore if they meet the criteria for a permit and importantly how staff will need to adapt to parking controls.</p> <p>The parking design proposed as part of the Stage 2 consultation, confirmed a parking design reflective of Zone W. All residents and businesses were given the opportunity to provide feedback on the proposed design, as well as make requests for any specific design changes. The majority of the respondents (56%) were in support of the proposed parking design for the area. The Stage 2 consultation also requested feedback on the introduction of sustainable transport initiatives - all individual requests have been forwarded to our Streetscene team to address directly. The final confirmed design for Zone W has ensured all disabled parking bays and ambulance bays in use have been built into the design.</p> <p>Details of the Council's recommendations have been outlined in a Delegated Powers Report which can be found on the Council's website. The report is a public document, summary documents of the report will be sent to all residents, businesses and establishments in the area.</p>
<p>Disability</p>	<p>The consultation process allowed all disabled motorists living within the borough to provide their feedback and express their views on the operational hours they would like to see confirmed for the zone and the parking design proposed. The parking control hours of Monday to Friday 10.00 to 12 (noon) will mean parking will be exclusively for permit holders of the Zone during these hours. This will allow disabled motorists currently facing mobility challenges due to parking stress, to travel and park with greater ease.</p> <p>The parking design has ensured that all disabled parking bays currently in use have been built into the final design of the zone. General use disabled parking bays outside public amenities will remain. Health and safety measures such as double yellow lines, kerb blips will also be retained.</p>

	<p>Any feedback or requests received from disabled residents regarding disabled bays have all been forwarded to the disabled parking team to address. During the implementation of the Councils personalised disabled bay policy, enquiries were received from residents in Zone W. This suggests there are disabled motorists and carers in the zone who will welcome improvements to their parking and driving experience in the borough.</p> <p>The Stage 2 consultation allowed this group to express their views and assist the Council in understanding their needs. All feedback relating to parking design and disabled parking have been reviewed and will be addressed separately where required.</p>
Gender reassignment	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 2 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking 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 Stage 2 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking 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 Stage 2 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p> <p>The Stage 2 consultation has designed a zone which ensures doctors surgeries, clinics, medical facilities and hospitals have access to suitable parking bays. Access to these establishments has been accommodated through the availability of general use disabled bays, shared use and pay and display parking bays.</p>
Race	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 2 consultation recommendations.</p>

	<p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p> <p>Consultation packs sent to all residents and businesses in the consultation zone were printed in English. All residents and businesses had the opportunity to request the documents in a different language.</p>
<p>Religion/belief (including non-belief)</p>	<p>Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response was not impacted and all residents and businesses in the area were given adequate time to provide their response.</p> <p>Due to a combination of the current covid19 pandemic as well as the religious festivity of Sukkot, the Council decided to extend the consultation period from its usual stage 2 consultation period of 6 weeks to 8 weeks. The extended period allowed all residents and businesses in the consultation zone to observe religious and public festivities and gave them adequate time to consider the proposal and provide their feedback on the stage 2 consultation</p> <p>The Orthodox Jewish community is one prominent group within the consultation zone, therefore a newspaper advert was placed in the Jewish Tribune advertising the consultation and how a response can be provided. The Jewish Tribune was identified by the Council's communications team as being one of the key publications with a wide readership within the Jewish community in Stamford Hill.</p> <p>The Stage 2 consultation allowed all residents and businesses, including religious establishments the opportunity to comment on the proposed parking design for the zone and provide specific design feedback. All comments relating to parking design have been reviewed.</p>
<p>Sex</p>	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the Stage 2 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p>
<p>Sexual Orientation</p>	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the</p>

	Stage 2 consultation recommendations.
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	The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.
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3. What research or consultation(s) have been carried out?

- This Stage 2 exercise included a 8 week consultation with all stakeholders on the introduction of parking controls.
- The decision to conduct a Stage 2 design consultation was due to the outcome of the Stage 1 consultation in Stamford Hill East & West. The Stage 1 consultation recommended the introduction of parking controls and created the parking zones W & Y.
- Independent parking stress surveys have been conducted in this consultation zone, one took place prior to the Stage 1 consultation, which identified uncontrolled roads as experiencing high levels of parking stress and traffic congestion [Technical Assessment Report - Uncontrolled Area](#). An independent road safety audit took place prior to the Stage 2 consultation. This reviewed the proposed parking design and ensured the design complied with all road safety regulations [Stage 1 & 2 Combined Road Safety Audit](#).
- Internal Council teams such as Streetscene, Waste Services and Planning, alongside external stakeholders such as the Emergency Services, including Fire, Police and London Ambulance Services will be informed of the Stage 2 consultation recommendations. Health & Safety guidelines in place for both Waste Services and Emergency Services were built into the design of Zone W.
- Prior to the Stage 2 consultation, an audit was carried out on all disabled bays to ensure that any bays being used by disabled residents were not removed and were in use as intended. The implementation of personalised disabled parking bays has also taken place across the consultation zone. Ambulance bays have been audited across the borough, the audit confirmed which bays are still required by medical establishments. Both ambulance and disabled parking bays can be requested at any time by residents and organisations and are not limited to the consultation timeframes and deadlines, all requests are reviewed and assessed by the Council. All audit outcomes have been built into the final design of parking Zone W.
- The Council held two virtual online drop in sessions via zoom, and drop call in sessions. Both the call in session and drop in sessions were exclusively for residents, businesses and stakeholders in Zone W. The sessions allowed questions and queries relating to the consultation to be addressed directly by the parking design team. The Council ensured the sessions were held in the afternoon and late evening, to allow all residents and businesses the opportunity to attend and manage other commitments. The dates of the drop in session and call in session did not clash with any public or religious festivity.

- The public consultation was an opportunity for all residents and businesses in the area to express their views on the operational hours and parking design they would prefer for their parking zone. All feedback and viewpoints expressed have been reviewed by the Council's parking team. The Council values the important feedback received from residents and businesses in the consultation zone. The data received as part of the Stage 2 consultation for Zone W, were analysed in line with the Council's revised consultation feedback criteria. This criteria takes the form of, limiting responses to one per household, making certain questions and sections of the questionnaire compulsory and assigning unique reference numbers to all residential and business properties in the consultation zone. The changes have ensured the process is fair, open to less abuse and can present an accurate representation of residents and business viewpoints. The change has assisted the Council in its decision making process; all duplicate submissions, invalid addresses were easily identified and removed from the final consultation data.
- As part of the public consultation, all local residents and businesses in the consultation zone were sent consultation packs which included a consultation leaflet, questionnaire, user friendly map of the consultation zone and a freepost return envelope. All consultation documents were also available online ([dedicated council webpage for parking consultations](#)) and questionnaire responses could also be submitted online. In addition to this, to ensure the consultation reached as many people as possible within the area, the Council installed consultation posters on all roads in the consultation zone. A newspaper advert was placed in the Hackney Gazette providing information on the Stage 2 consultation and how feedback could be provided. Consultation advert was also placed in The Jewish Tribune, a newspaper identified by the Council's communications team as being a key publication with a wide readership within the Jewish community in Stamford Hill. The Stage 2 Zone W consultation had a response rate of 14%.
- As part of the Stage 2 consultation process, all ward members in Zone W were sent copies of the consultation literature. As ward members are formal representatives of local residents and businesses the Council allowed them an opportunity to provide feedback on the documents.
- All contact details for Council's Parking Services were available on all literature such as consultation leaflets, website content, on-street posters and newspaper adverts. Therefore, residents and businesses had the opportunity to communicate directly with the team responsible for carrying out the consultation process. Questions and queries regarding the consultation, and any concerns raised were addressed directly by officers. Due to the diverse demographic makeup of Hackney, all consultation documents were available in different languages on request to ensure that residents and businesses were not disadvantaged due to language barriers. During the consultation process, the Council did not receive any requests for translated copies of the documents.

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 2 consultation as well as during the consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. The consultation outcome is based on a combination of feedback from residents and businesses as well as other

combinations such as parking stress, road safety and traffic flow. As the Council is introducing the most favoured set of operational hours (Monday to Friday 10.00am to 12 noon) and responding to needs of the consultation zone, this will have a positive impact on different equality groups and may improve the good relations between the Council and the community residing in Zone W.

- The overall feedback received from the consultation area supports the parking design proposed for Zone W. This alone indicates the Stage 2 consultation had a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring the Council designs a zone reflective of local needs.
- The changes brought about by the Council's revised consultation policy regarding how it accepts consultation feedback also had a positive impact on the consultation. The drive behind the policy change was to ensure the consultation process remained fair, less open to abuse and allow the Council to make decisions on feedback which is representative of resident and business parking needs. Due to this change and the introduction of unique reference numbers for individual residential and business properties, the consultation team were able to quickly identify and void submissions which didn't meet the criteria. The data which provided the base for the recommendations of the Stage 2 consultation, was reflective of the needs and views of Zone W.
- The Stage 2 consultation has now confirmed a set of operational hours and parking design for the zone, and a timeline for the implementation of controls will be arranged. This will allow the Council to actively work towards easing the parking stress currently being experienced by all residents and businesses. In addition, issues such as abandoned vehicles, dangerous parking, commuter parking, displacement parking, parked vehicles over crowding streets will all be significantly eased with the implementation of parking controls.
- The table below shows the protected characteristics within the zone and how the Zone W Stage 2 consultation outcome will impact them.

Protected Characteristic	Analysis
Age	<p>Recommendations to introduce the operational hours of Monday to Friday 10.00am to 12 noon and the final parking design for Zone W, will not positively impact any age groups any more in comparison to the occupants of the whole zone. The controls will have different benefits for all age groups.</p> <p>The implementation of controls will allow elderly residents and motorists to park closer to their homes and establishments as well as move around their parking zone with greater ease. In addition, permit parking provides concessions to certain age groups which alleviates concerns over cost of parking in a zone.</p> <p>The final design has incorporated all existing parking amenities available outside sheltered accommodations and care homes. Ambulance bays have all been audited across the borough, the bays confirmed as being in use will remain</p>

	<p>when controls are implemented in the zone.</p> <p>Care homes and sheltered accommodations can also request the installation of general use disabled bays and ambulance bays at any time. Their requests are not limited by the implementation timeline. Should their requests be successful, parking services will proceed with their requests and deal with them individually.</p> <p>All establishments which are facilitated towards young children such as nurseries and schools were sent consultation packs to provide their feedback on the operational hours and parking design they prefer for Zone W. The implementation of Monday to Friday 10.00am to 12 noon, will have a positive impact on schools and nurseries, especially young children, as there will be less traffic congestion outside these establishments during operational hours. The road environment will be less cluttered and safer for parents and school 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>Disability</p>	<p>Recommendations to introduce the operational hours of Monday to Friday 10.00am to 12 noon and the final parking design for Zone W, is expected to positively impact all disabled residents and motorists in the area, as well as individuals providing care for them. Disabled motorists are likely to experience less parking stress when travelling and parking in the parking zone as parking controls and permit parking will address issues such as displacement parking, commuter parking, abandoned vehicles and anyone parking without a valid permit.</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>The final design has built in all the outcomes from the disabled bay audit within the consultation zone, this means disabled bays which are required and in use by disabled motorists have been retained and those no longer in use will</p>

	<p>be removed. The Council will maximise the parking space available, as the removal of unused disabled bays allows a parking space to be created for other motorists. General use disabled parking bays will be available outside all public amenities such as libraries, youth centres, parks etc.</p> <p>Residents and establishments can also request the installation of general use disabled bays at any time. Their requests are not limited by the implementation timeline. Should their requests be successful, parking services will proceed with their requests and deal with them individually.</p> <p>As part of the Stage 2 consultation, residents and businesses were given the opportunity to provide feedback and comments relating to parking controls and any issues around parking. Any requests or comments relating to disabled parking or disabled parking bays were forwarded to the disabled parking team to address.</p>
Gender reassignment	<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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</p>
Marriage and Civil Partnership	<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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</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 2 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone</p>

	<p>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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</p> <p>The final design of Zone W ensures doctors surgeries, clinics, medical facilities and hospitals have access to suitable parking bays. Access to these establishments will also be accommodated, through the availability of general use disabled bays, shared use and pay and display parking bays.</p>
Race	<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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</p>
Religion/belief (including non-belief)	<p>Recommendations to introduce the operational hours of Monday to Friday 10.00am to 12 noon and the final parking design for Zone W, may potentially benefit all religious communities across the consultation zone. The current parking arrangements within the consultation zone results in high levels of parking stress being experienced across uncontrolled roads. This includes roads where there are religious establishments. Residents and businesses are likely to experience less parking stress during operational hours and those holding zone permits will be able to park closer to religious establishments within their zones, without experiencing parking stress due to commuters and non residents no longer parking in the zone following the introduction of parking controls.</p> <p>The Council's recommendation to introduce the hours of operation of Monday to Friday 10:00am-12:00pm (noon) is expected to positively impact drivers that belong to the Orthodox Jewish community. In other parts of the borough where there are parking controls, concerns were raised from members of the Orthodox Jewish faith as they felt the Saturday controls made it more difficult for drivers and</p>

	<p>potentially imposed an additional cost on them to observe their religious practice across the Sabbath period on Friday/Saturday. In addition, visitors to the synagogue from outside of the borough were required to pay for parking, or use visitor vouchers during the hours of operation. Drivers that belong to the Orthodox Jewish community are expected to experience a positive impact as it enables them to observe the Sabbath without having to navigate parking controls during this period; this will apply to both residents and businesses within the zone as well as visitors from outside of the borough.</p> <p>The final design of Zone W is also reflective of local needs and demands. For example, the introduction of pay and display and shared use parking spaces for short stay visitors to religious institutions. In addition to pay and display, residents and businesses may also purchase parking vouchers to enable visitors to park in residents and shared use bays. The Council has a duty to ensure parking provisions for residents within the zone 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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</p>
Sexual Orientation	<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 Monday to Friday 10am to 12 (noon), and move around their parking zone with greater 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.</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?

- The decision to introduce parking controls was communicated to all residents and businesses within the consultation zone in August 2021. Residents and businesses are aware of how parking controls will work and the use of permits. Despite this, parking controls and permits are still new concepts and a change needed to be adapted to by all residents and businesses in the area. To assist with this transition, the summary documents which will be sent to all residents and businesses in the area, will outline key implementation dates, the process for applying for permits and a go live date. The Council will work closely with the parking contracts team to ensure the presence of enforcement officers is a gradual process. The Council will maintain its strong communication approach with the consultation zone. The delegated powers report outlining the Council's decision is a public document published on the website, it will outline the feedback guiding the Council's decision making outcomes.
- One of the key aims of the Stage 2 consultation was to gauge a preference for the operational hours of Zone W. The Council offered a choice of 4 standardised hours for residents and businesses to provide feedback on;
- - Monday – Friday 10.00am - 12:00pm (noon),
 - Monday – Friday 7:00am - 11:00am,
 - Monday – Friday 8:30am – 6:30pm and
 - Monday – Saturday 8:30am – 6:30pm.
- These hours are in operation within zones across the borough. The feedback from the Stage 2 consultation for Zone W, showed that, of those who responded, 68% supported Monday to Friday 10 am to 12 (noon), 17% supported Monday to Saturday 8.30 am to 6.30 pm, 12% supported Monday to Friday 8.30 am to 6.30 pm and 4% supported Monday to Friday 7am to 11am.
- Whilst the majority of feedback received shows support for the recommended hours of Monday to Friday 10.00am to 12 noon, this will have a negative impact on residents and businesses who supported longer operational hours. The recommended hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone W to park close to their homes.
- The roads most likely to be affected by displacement parking are the roads close to public amenities and Zone U which has a combination of both longer and shorter operational hours. The increase in displacement parking in the zone could also make it harder for Jewish residents observing Sabbath as limited parking spaces may be available outside the new hours of operation.
- Elderly residents who experience mobility issues, may find it difficult to park outside of the hours of operation due to the parking stress and increase in motorist parking in the zone. This will result in them having to park further from home or their destinations and experience possible walking difficulties.

- Despite the parking displacement and stress concerns, the Council made the recommendation to introduce Monday to Friday 10.00am to 12noon due to the strong feelings within the community and majority support for shorter hours and overall preference. As part of the Parking and Enforcement Plan (PEP), the Council reviews Parking Zones (PZ) within a year of implementation to ensure that the parking controls in the area continue to meet the needs of residents and businesses. Parking Services will review the operational hours and design of the zone a year post implementation.
- The introduction of parking permits and the requirement to purchase a permit in order to park in a zone 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 duration to manage costs.
- The implementation of parking controls will affect visitors who currently visit the consultation zone 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 will receive less visitors.
- The Stage 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

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
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. Permits available for shorter duration to assist with costs e.g. 3 months, 6 months.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Consultation Officer
2	Impact of parking controls, requirement to	Ensure the consultation summary leaflet clearly states the changes, and	Through updates of consultation webpage,	During the post consultation process and	Consultation Officer

	adapt to new change.	<p>allow residents and businesses to communicate any concerns directly with the consultation team.</p> <p>The summary consultation document will also state key implementation and go live dates.</p> <p>Effective communication throughout the post consultation stage via summary documents and website updates to ensure residents and businesses are kept updated at all times with the project implementation timeline.</p>	summary documents, communicated directly with residents, businesses and stakeholders via emails/phone - where necessary meetings can be arranged.	implementation stage	
3	Positive impact of the hours of operation and design changes on religious groups	Work with local Councillors and religious groups to inform them of the changes and continue to monitor their needs through ongoing engagement. By implementing proposed changes to meet their needs.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Technical Services Manager
4	Impact of consulting during covid19 pandemic.	Ensure adequate time is provided throughout the consultation stage.	Through the consultation process.	During the consultation process	Technical Services Manager
5	Positive impact of the hours of operation and design changes on different age groups	If the recommendations proceed, parking signs reflecting the new parking controls will be installed, information sent to residents and businesses affected by proposed changes and statutory consultation	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective	Throughout the life of the zone.	Technical Services Manager

		with the public for a 21 day objection period which will allow comments to be submitted on the proposals.	and regular enforcement of the zone.		
6	Positive impact implementing the hours of operation and design changes on disabled motorists	Implementation and enforcement of additional shared use bays for disabled motorists, concessions to be made available for visitor vouchers and Companion Badges. Inform residents that vouchers are no longer needed after hours of operation.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Technical Services Manager