

**DELEGATED REPORT OF
THE GROUP DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.
Zone G and G2 STAGE 4 REVIEW CONSULTATION.**

DATE (2017/18)

March 2018

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Brownswood, Clissold, Stamford Hill West, Stoke Newington & Woodberry Down

1. SUMMARY

- 1.1 This report details the results of the consultation for the stage 4 review carried out between 25th September 2017 and 13th November 2017 in Parking Zone G (Brownswood) and Zone G2 (Finsbury Park). This public consultation is part of the rolling programme of reviews of existing parking zone as outlined in the Parking and Enforcement Plan (PEP) 2015 – 20.
- 1.2 The report makes recommendations to implement a number of changes to the parking design and operational hours of the area, which are detailed in Appendix 3. These recommendations are based on several factors including consultation feedback, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

Zone G

- 2.1 To retain the existing hours of operation; Monday to Friday 8:30am to 6:30pm in Parking Zone G.
- 2.2 Approve the proposals to convert all existing resident and business bays into general permit bays in Zone G.
- 2.3 Approve the implementation of the parking design for zone G as per the final design map in Appendix 4.

Zone G2

- 2.4 Approve the recommendation to change the hours of operation for Parking Zone G2 to Monday to Saturday 8:30am to 6:30pm due to the feedback received from the consultation.
- 2.5 Approve the proposals to convert all existing resident and business bays into general permit bays in Zone G2.
- 2.6 Approve the implementation of the parking design for zone G2 as per the final design map in Appendix 8.

DELEGATION

- 2.7 To authorise the Head of Parking to consult on and take the final decision on whether to make the necessary amendments to the Traffic Management Orders for Parking Zones G and G2 to give effect to the changes in recommendations 2.1 to 2.6 above, 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 The recommendations above were put forward based on several factors including consultation feedback received, the Council's parking policies (PEP 2015 – 20), and requirement to balance the needs of the local community and improve road safety.

Other Considerations

- 3.2 The Council carries out its responsibilities for parking management, as set-out in the Road Traffic Regulation Act 1984 (the "1984 Act") and in accordance to its PEP. In summary, the key objectives of the Council are to:
- Prioritise parking according to need.
 - Smooth traffic flow, improving emergency vehicle access and bus journey times.
 - Uphold road safety
 - Reduce carbon dioxide emissions from motor vehicles to help fight against climate change.
 - Improve the local environment. This includes reducing air pollutants.
- 3.3 These objectives are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips. The Council takes these along with the other relevant factors into account when making changes to parking restrictions.

- 3.4 Parking consultations are undertaken to help the Council to assess the views of local people, so that parking controls can be designed to meet their needs and additionally those of local businesses and their visitors.
- 3.5 Parking consultations are however not referendums or votes. Responses received from consultations are assessed in conjunction with other factors to try to balance the competing needs of the community as well as to improve the environment.
- 3.6 As part of its parking enforcement plan (PEP 2015 – 20), the Council has committed to standardising the hours of operation across the borough to make it easier for drivers to park and understand prevailing restrictions as well as avoiding overspill from nearby zones which may have longer hours of control.

Feedback from the Public Consultation

- 3.7 A consultation questionnaire and booklet was sent to all residents and businesses in the Zone G and Zone G2 areas giving them the opportunity to have their say on the hours of control and proposed design changes for the area. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultations.
- 3.8 Two different consultation leaflets were sent to the Zone G and G2 areas.
- 3.9 Results of the consultation are provided below with analysis for each separate consultation.

Zone G Review Feedback

Response Rate

- 3.10 Consultation packs were delivered to 7878 households and businesses in the Zone G area. 396 responses were received from addresses in the area. This equates to a response rate of 5% which is below the average response rate for a standard review consultation which is usually 6-7%.
- 3.11 A breakdown of responses by road has been provided in Appendix 1 table 1.

Parking Design

- 3.12 As part of the consultation, Parking Services proposed to change the existing resident and business permit bays throughout Zone G to general permit bays in order to

standardise signage used across parking zones in the borough and make it less confusing for motorists.

3.13 The changes would have no effect on existing permit holders as the bays will still be available to any permit holder (business or resident).

3.14 The allocation of parking bays is intended to reflect the mix of residential and commercial properties within the area whilst yellow lines are in place to consider safety factors such as road width, access, visibility and traffic flow.

Proposed bay changes

3.15 In addition to the above, Parking Services also consulted residents and businesses in Zone G on a number of specific bay changes in the area. Please see appendix 1, table 5 for a breakdown of the specific bay changes and feedback received.

3.16 All specific design proposals received majority support from the area, see Appendix 1 table 5. These proposals were recommended to support local businesses in the area by providing additional parking facilities for their visitors.

3.17 Based on the feedback received, the Council is recommending that all proposed changes are implemented.

Disabled bay audit

3.18 An audit of all disabled bays in Zones G was completed between February and September 2017 to establish whether they were still required. During the audit, 7 disabled bays were identified as not in use in Zone G.

3.19 These disabled bays have been converted to either resident permit, general permit or shared use bays; therefore increasing available spaces for other road users.

Hours of Operation

3.20 As part of the consultation, Zone G residents and businesses were asked for feedback on their preferred hours of operation for the area. Residents and businesses were given the following three options:

- Option 1: Monday – Friday 8.30am – 6.30pm (existing hours of operation)
- Option 2: Monday – Friday 8.30am – 6.30pm and Saturday 8.30am to 1.30pm
- Option 3: Monday – Saturday 8:30am – 6:30pm

Preferred hours of Operation

- 3.21 Of the 396 responses received; 371 (98%) responded to the question regarding the operational hours of the zone. Of those who responded, 65% preferred the current operational hours (Option 1), 11% preferred Option 2 and 24% preferred Option 3. See appendix table 3.
- 3.22 Based on the feedback received it is recommended that the current hours of control (Monday to Friday 8:30am to 6:30pm) be retained in the Zone G area.

Additional Comments

- 3.23 181 respondents provided comments or suggestions relevant to the consultation. The majority of these were related to the operational hours of the zone with 18% of comments requesting extended hours, 7% requested some form of boundary change with requests for the formation of a new zone in the Manor Road area, requested for car free residents to get permits, and advised that there is a lack of enforcement in the area. See Appendix 1 Table 6 for a breakdown of comments.

Zone G2 Review Feedback

Response Rate

Zone G2

- 3.24 Consultation packs were delivered to 1239 households and businesses in the Zone G2 area. 90 responses were received from addresses in the area. This equates to a response rate of 7% which is in line with the average response rate for a standard review consultation which is between 6-7%.
- 3.25 A breakdown of responses by road has been provided in Appendix 5 table 1.

Parking Design

- 3.26 As part of the consultation, Parking Services proposed to change the existing resident and business permit bays throughout Zone G2 to general permit bays in order to standardise signage used across parking zones in the borough and make it less confusing for motorists.
- 3.27 The changes would have no effect on existing permit holders as the bays will still be available to any permit holder (business or resident).

3.28 No other specific bay changes were proposed for Zone G2 as the current parking bay allocation suits the needs of the area

Hours of Operation

3.29 As part of the consultation, Zone G2 residents and businesses were asked for feedback on their preferred hours of operation for the area. Residents and businesses were given the following two options on the hours of operation:

- Option 1; Monday – Saturday 7am – 6:30pm (existing hours of operation)
- Option 2; Monday to Saturday 8:30am to 6:30pm

Preferred hours of Operation

3.30 From those who responded, 98% (88) responded to the question regarding their preferred hours of operation.

3.31 Of those who responded, majority (59%) were in favour of changing the hours of operation for Zone G2 to Monday to Saturday 8.30am to 6.30pm (Option 2). For more information regarding hours of operation feedback received see Appendix 5 table 4.

3.32 Based on the feedback received it is recommended that the hours of control of Monday to Saturday 8:30am to 6:30pm be implemented in the Zone G2 area.

Additional Comments

3.33 61 of respondents provided general comments and suggestions to the consultation. 21% of comments requested for a reduction from current controls to fewer hours and free parking on non-event weekends, 11% requested for increased enforcement and 8% requested to keep existing parking bays and merge with zone G requested to keep existing extended hours. Some respondents also commented on a lack of enforcement in the area.

3.34 All additional comments provided by respondents have been individually assessed and where possible and appropriate incorporated into the final design. See Appendix 5 Table 5 for a breakdown of comments.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The alternative option would have been not to carry out a consultation and to retain the existing hours of operation and design in the area.
- 4.2 This would however contradict the Council's parking policies and consultation charter as the needs of the residents and businesses would not be taken into consideration.

5. BACKGROUND

- 5.1 Operational reviews of existing parking zones are designed to ensure that they continue to meet to the needs of the local communities they serve within the context of the Council's overall parking policy.
- 5.2 An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.
- 5.3 This public consultation is part of a rolling programme of parking zone reviews for new areas as outlined in the Parking and Enforcement Plan (PEP) 2015 – 20.
- 5.4 The review process began in May 2017 and the area was consulted between September and November 2017. Consultation packs were sent to all addresses in the area. Copies of the consultation pack can be found in Appendix 7.
- 5.5 The review consultation offered residents and businesses the opportunity to provide their feedback on options for the hours of operation and proposed design changes to the allocation of parking bays.

5.6 Policy Context

- 5.6.1 Operational reviews for existing parking zones (PZs) are designed to ensure that they continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy. Part of this process involves a comprehensive review of

the current design and the use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.

5.6.2 In line with Council's Parking Enforcement Plan (PEP), factors that affect the price of a parking product include:

- the user's relative need to drive and the amount required to discourage unnecessary car use (the equivalent costs using public transport should be considered)
- supply, demand and the value of a parking space on the public highway
- a vehicle's impact on congestion, road safety, local air quality and climate change
- the level of a penalty charge notice
- benchmarking with other boroughs and off-street prices within Hackney
- The level of service provided (for example, organisations with sole use of a parking bay pay a greater amount for their permits than they would otherwise).

5.7 Equality Impact Assessment

5.7.1 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 9 for further information.

5.8 Sustainability

5.8.1 The current parking controls in the area provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.

5.8.2 They 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.

5.9 Maintenance and Administrative Costs

5.9.1 The breakdown of costs involved in the consultation, implementation and ongoing management and maintenance of the recommendations is:-

ZONE G

One off costs	£
Consultation costs	7,500
Implementation of new signs and P&D	8,700
Traffic Order changes	1,000
Total Expenditure	17,200

ZONE G2

One off costs	£
Consultation costs	2,500
Implementation of new signs and P&D	2,300
Traffic Order changes	1,000
Total Expenditure	5,800

5.9.2 The consultation cost of £10,000 and the implementation cost (including traffic order costs) of £13,000 will be met from existing revenue budget. The enforcement costs of £ 3,223.38 in Zone G and £ 2,148.92 in Zone G2 will also be met from existing revenue budgets.

5.9.3 The ongoing maintenance costs for both areas will remain the same and area will be will be met through existing budgets.

5.10 Consultation

5.10.1 Residents and businesses in Zone G and G2 were consulted about hours of control as well as some aspects of the parking design over a six week period between September and November 2017.

5.10.2 Consultation packs were sent via first class post to all addresses in the Zone G and G2 area and were also made available online.

5.10.3 In addition notices were erected on each street and an advert was placed in the Hackney Today to inform the local residents and businesses of the consultation.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1 This report details the results of the consultation for the stage 4 review carried out in Parking Zone G (Brownswood) and Zone G2 (Finsbury Park). This public consultation is part of the rolling programme of reviews of existing parking zone as outlined in the Parking and Enforcement Plan (PEP) 2015 – 20.
- 6.2 The report makes recommendations in Section 2 to implement a number of changes to the parking design and operational hours of the area. The changes will have no effect on existing permit holders as the bays will still be available to businesses and residents.
- 6.3 Paragraph 5.9.1 to 5.9.3 details the cost relating to these recommendations, a total of £28k which includes one off installation (£13k), consultation (£10k) and enforcement (£5k), these costs will be funded from the parking revenue budget.

7. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL, HR AND REGULATORY SERVICES

- 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. Under section 46 of the 1984 Act the Council can charge for vehicles left in such designated spaces.
- 7.2 Local Authorities are obliged to comply with the requirements as set out in Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 when introducing or amending a traffic order.
- 7.3 In determining what parking places are to be designated 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
- 7.3.1 the need for maintaining the free movement of traffic
 - 7.3.2 the need for maintaining reasonable access to the premises
 - 7.3.3 the extent to which off-street parking is available in the neighbourhood

- 7.4 In determining what parking places are to be designated, and setting the amount of any charges payable for vehicles left in such places, 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.
- 7.5 When designating parking spaces on the highway and setting any appropriate charges for these spaces the Council must exercise their powers in accordance with the factors set out in section 122 of the 1984 Act. This should not be for the purpose of raising revenue, although the setting of any charges that result in a surplus being made is not in itself unlawful. Any surplus revenue made should be applied for specified purposes set-out in section 55 of the 1984 Act.
- 7.6 Guidance issued by the Department of Transport on parking policy and enforcement, which the Council must have regard to when exercising its power to create a designated parking place, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are being made.
- 7.7 The Guidance also provides that the Council ought to consider informing every household in the relevant area of any proposed parking restrictions or designation.
- 7.8 When carrying out a consultation on any proposed parking restriction or designation the case law provides that:
- 7.8.1 a consultation must be at a time when proposals are still at a formative stage;
 - 7.8.2 sufficient reasons must be given for any proposal to enable intelligent consideration and response;
 - 7.8.3 adequate time must be given for such consideration and response;
 - 7.8.4 the product of the consultation must be conscientiously taken into account in finalising any proposals.
- 7.9 Should the recommendations within this report be approved, a statutory consultation will also be required due to the fact that some of the proposals require the introduction/amendment of traffic orders, which must be advertised for 21 days.

7.10 The power contained in section's 45 and 46 of the 1984 Act to either introduce or vary provisions in a traffic order is an executive function which has not been reserved to the Mayor or Cabinet and so can be exercised by the Director of Public Realm in accordance with the Council's constitution.

APPENDICES

Appendix 1 – Zone G Review Feedback Analysis (Public)

Appendix 2 – Proposed design for Zone G

Appendix 3 – Zone G Review consultation documents (Public)

Appendix 4 – Zone G Final Design Map

Appendix 5 – Zone G2 Review Feedback Analysis (Public)

Appendix 6 – Proposed design for Zone G2

Appendix 7 – Zone G2 Review consultation documents (Public)

Appendix 8 – Zone G2 Final Design Map

Appendix 9 – Equality Impact Assessment (Public)

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

None

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Authorisation of Director Public Realm – Neighbourhood and Housing

Name: **Aled Richards**

Signature: *Aled Richards*

Date: **26/03/2018**

APPENDIX 1: Zone G Stage 4 Review Consultation

1. FEEDBACK ANALYSIS

1.1. RESPONSE

A total of 7878 consultation packs were delivered to households and businesses in the Zone G area. A total of 396 responses were received, this equates to a response rate of 5% which is below the average response rate for a standard review consultation. The majority of respondents chose to reply by post.

Table 1: Response to Stage 4 consultation

Road Name	Sent	Response Rate	
		Received	%
ADOLPHUS ROAD	174	7	4%
ALEXANDRA GROVE	196	11	6%
ALEXANDRA MEWS	23	0	0%
ALLERTON ROAD	83	18	22%
ARBOR COURT	49	1	2%
BARN STREET	13	1	8%
BRAND CLOSE	11	0	0%
BRETT CLOSE	3	1	33%
BROWNSWOOD ROAD	235	10	4%
BURTLEY CLOSE	27	0	0%
CASTLEVIEW CLOSE	17	3	18%
CHESTNUT CLOSE	22	0	0%
CHRISTINA SQUARE	18	0	0%
COLTHURST CRESCENT	102	3	3%
COSTER AVENUE	89	9	10%
CRUSOE MEWS	28	0	0%
DEVAN GROVE	139	4	3%
DIGBY CRESCENT	170	17	10%
EDWARDS LANE	12	0	0%
FAIRHOLT ROAD	3	0	0%
GLOUCESTER DRIVE	348	26	7%
GOODCHILD ROAD	326	19	6%
GRAYLING ROAD	50	3	6%

Road Name	Sent	Response Rate	
		Received	%
GRAZEBROOK ROAD	47	11	23%
GREEN LANES	574	13	2%
GREEN LANES WALK	107	3	3%
GREENWAY CLOSE	72	18	25%
HENRY ROAD	47	1	2%
HERON DRIVE	114	3	3%
KATHERINE CLOSE	154	22	14%
KAYANI AVENUE	2	4	200%
LORDSHIP GROVE	50	5	10%
LORDSHIP PARK	310	20	6%
LORDSHIP PARK MEWS	6	0	0%
LORDSHIP ROAD	605	31	5%
LORDSHIP TERRACE	118	7	6%
MYDDLETON AVENUE	150	8	5%
PORTLAND RISE	345	25	7%
PRINCES CLOSE	38	1	3%
PRINCESS CRESCENT	52	1	2%
QUEEN ELIZABETHS CLOSE	83	1	1%
QUEEN ELIZABETHS WALK	170	21	12%
QUEENS DRIVE	799	34	4%
ROWLEY GARDENS	219	4	2%
SCHONFELD SQUARE	97	0	0%
SCRIMGOEUR PLACE	5	0	0%
SEVEN SISTERS ROAD	515	9	2%
SOMERFIELD ROAD	1	0	0%
SPRINGPARK DRIVE	44	0	0%
STABLE PLACE	9	0	0%
STOKE NEWINGTON CHURCH STREET	59	0	0%
SWAN LANE	86	2	2%
TAUHEED CLOSE	18	1	6%
TOWNCOURT PATH	11	0	0%
URSULA MEWS	12	0	0%
WAVERLEY PLACE	24	1	4%
WOODBERRY DOWN	35	0	0%
WOODBERRY DOWN ESTATE	428	4	1%
WOODBERRY GROVE	334	13	4%

Road Name	Sent	Response Rate	
		Received	%
Total	7878	396	5%

Table 2: Method used to respond

Area	Feedback Method	
	Paper	Online
Zone G	349	47

1.2 Occupancy Type

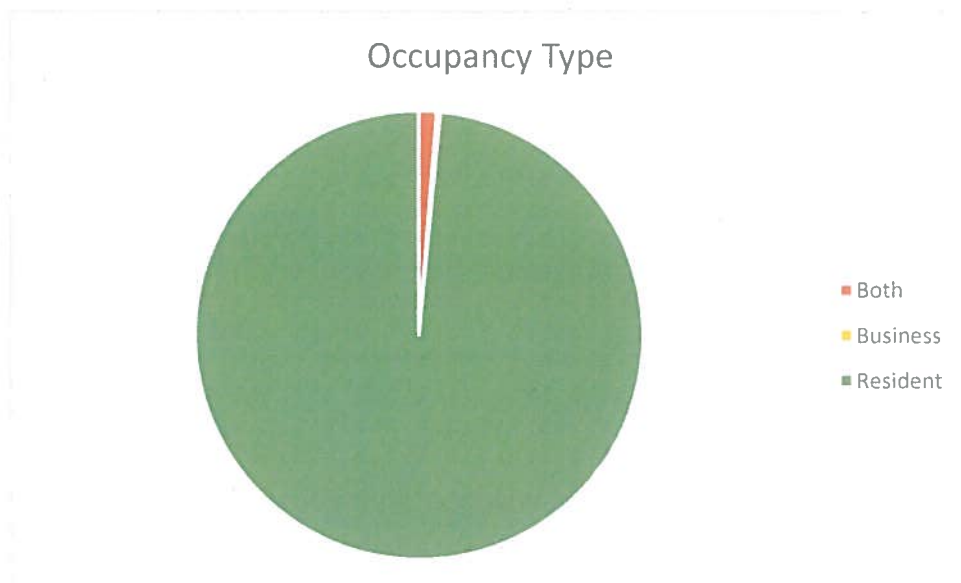
Majority (97%) of respondents classified themselves as 'residents' whilst the remaining 3% of respondents classified themselves as 'business'. A breakdown of responses can be found below in Table 2.

Table 3: Occupancy status of respondents

Occupier Status	Response	
	Number	Percentage
Both	5	1%
Business	1	0%
Resident	390	98%
Grand Total	396	100%

*Excludes blank responses

Chart 1: Occupancy Type



1.3 OPERATIONAL TIMES

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

- **Option 1: Monday – Friday 8.30am – 6.30pm (current hours)**
- **Option 2: Monday – Friday 8.30am – 6.30pm and Saturday 8.30am to 1.30pm**
- **Option 3: Monday – Saturday 8:30am – 6:30pm**

Of the 396 responses received; 371 (98%) responded to the query regarding the operational hours of the zone. Of those 65% are preferred the current operational hours (Option 1), 11% preferred Option 2 and 24% preferred Option 3. A breakdown of responses can be found below in Table 3.

Table 4: Preferred hours of operation.

Option	Responses	(%)
Option 1	240	65%
Option 2	42	11%
Option 3	89	24%

1.4 PARKING DESIGN

This section of the questionnaire looks at the proposed changes to the parking layout and bay allocation per street. The provisional bay allocation on the proposed design map is intended to reflect the current mix of residential and commercial properties within the area.

This section of the questionnaire looks at the proposed changes to the parking layout and bay allocation per street. The provisional bay allocation on the proposed design map is intended to reflect the current mix of residential and commercial properties within the area.

All planned changes to improve parking received majority support. A breakdown of responses can be found in Table 4.

Table 5: Support for design changes

#	Road Name	Proposed Change	Yes	No
1	Katherine Close	Change the permit bay on the entire road to a shared use bay four hours maximum stay.	58%	42%
2	Woodberry Down	Change the permit bay outside and opposite St Olaves Church to a shared use bay with four hours maximum stay.	60%	40%
3	Lordship Terrace	Change the resident permit bay outside Ormond House and Laburnum House to a shared use bay with four hours maximum stay.	61%	39%

1.5 General Comments

The public were also asked to provide any general comments or suggestions about the parking layout and proposals.

We received comments from 181 respondents with the most frequent comments related to the operational hours. 18% of comments requesting extended hours, 7% requested some form of boundary change with requests for the formation of a new zone in the Manor Road area, requested for car free residents to get permits, and advised that there is a lack of enforcement in the area.

A breakdown of the top 10 general comments received is provided in Table 5.

Table 6: Breakdown of general comments.

Zone G	No. Responses	Percentage
Extend operational hours/event hours	40	18%
Boundary change	16	7%
"car free" residents getting permits/too many visitor vouchers	16	7%
Lack of enforcement	16	7%
Increase parking bays	15	7%
Keep existing bays and hours	12	5%
No increase to visitor parking	10	4%
Keep existing bays	8	4%
Improve event information/signs	7	3%
Keep existing hours	7	3%

APPENDIX 3: Zone G Review Consultation Consultation Documents



Review of Parking Zone G Brownswood

Parking consultation

Why I am being consulted?

As a part of our Parking and Enforcement Plan (PEP) we have promised to review Parking Zones (PZ) where there is genuine need to ensure that the parking controls in the area continue to meet the needs of residents and businesses.

Parking Services are aware that there have been a number of changes to roads within Parking Zone G since the last review of parking controls which were completed in 2006, and as a result are proposing to make some changes to the bay type allocation throughout the zone to balance the needs of all road users. As part of the consultation we are also seeking your views on the operational hours of your zone.

The review process is a great opportunity for us to hear about your parking experience within your Parking Zone and if it is currently meeting your parking needs.

Who is included in this consultation?

Every resident and business located within the parking zone has the opportunity to have their say during this consultation.

Review design proposals

Parking design

We have identified a number of proposals that we believe would improve parking opportunities for local residents and businesses as well as visitors, and this booklet contains a detailed explanation of the proposed design for your zone.

If you would like any additional changes to be made to the parking restrictions in your zone, please provide your feedback in the comments box within the attached questionnaire. Please be aware that although all comments will be reviewed, any proposed changes which may impact on safety will not be considered.

Parking bay type review

Parking Services are proposing to change the existing resident and business permit bays throughout the zone to permit holder only bays in order to standardise the bay types and signage in the area.

The standardisation of signage would reduce the cost of implementation and maintenance of the parking bays throughout the zone. This change would not impact residents' parking as resident permit holders would still be able to park in these bays.

Pay and display

A number of areas have been identified within Parking Zone G where additional visitor parking bays (shared use bays) could be introduced in order to improve parking opportunities for visitors and to assist local businesses. Please see the attached questionnaire and map for more details on the proposed changes.

Operational hours

We have received requests for longer hours of operation from some residents in the zone G area. Based on these requests, we would like to know your views on whether the current operational hours are meeting your needs or if residents would prefer longer hours of operation in their area. The current hours for your Parking Zone G are:

Monday to Friday 8:30am – 6:30pm



Review of Parking Zone G (Brownswood)

2

Residents and businesses can provide their feedback on the current hours of operation as well as any comments on the questionnaire provided.

Please note: that the outcome of this consultation does not affect the hours of operation of the existing event day scheme in the area.

Disabled bays

As part of the review process, all existing disabled parking bays are audited to ensure that they are still required by the registered user. In addition we also assess the level of general use of disabled bays in the Zone and will consider installing additional bays close to shops and other amenities in the area where necessary.

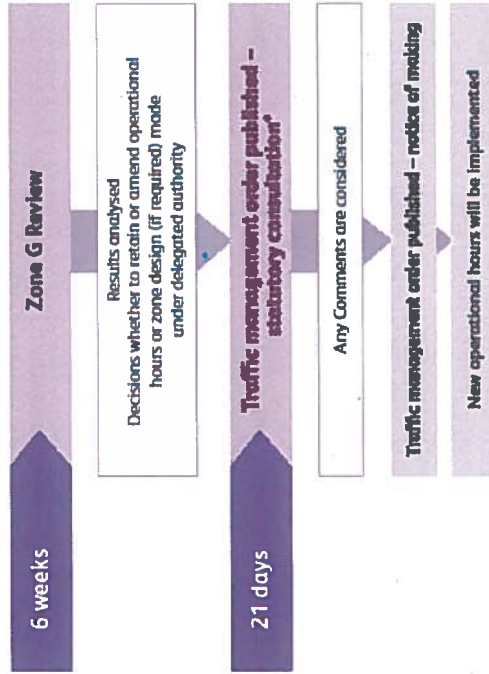
Review consultation process

Informal consultation

As stated above, PZs are reviewed to ensure that they still continue to meet the needs of the community. A consultation pack including a questionnaire is delivered to all affected 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.

Stage 4: Parking Review



Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation. This requires for a Traffic Management Order notice to be advertised in the Hackney Today for a period of 21 days. This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered where, the Council is required to draft a decision audit report detailing the objections and its recommendation on whether these objections will be upheld or not. The report is then approved by the Assistant Director of Public Realm prior to the measures being implemented.

How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by Monday 13 November 2017.

Alternatively you can complete your questionnaire online by visiting:
www.hackney.gov.uk/parking-hys

Or print a copy from our website and return it to us using the freepost address below:

Have your Say on Parking Zone G Review

Parking Services

Freepost RTES-SACS-HLRA

PO Box 39055

London

E8 1WT

If you have any further questions on this consultation, please contact us using the details provided below:

Email: consultparking@hackney.gov.uk

Telephone: 020 8356 8877

What happens next?

Consultation closes

Date: Monday 13 November 2017

Closing date of consultation and last day to return your questionnaire.

Consultation results

Date: January 2018

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 be available on the Hackney website.

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

Frequently asked questions

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. The London Borough of Hackney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme.

How do you decide upon the design changes to the zone?

Prior to the start of consultation we analyze the permit occupancy, Penalty Charge Notice (PCN) issue rates, pay and display revenue data and parking stress survey data on a street by street basis.

Throughout the six week consultation we receive feedback in the form of questionnaires, telephone queries and letters, door knocking interviews and drop-in sessions. All feedback is taken into consideration in the formulation of final design changes. Every attempt is made to balance the needs of all service users.

Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

What if I live on an estate?

There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident, you would still be entitled to have your say on the existing design and hours of your zone.

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.

Where can I load/unload if I receive deliveries?

Active loading and unloading can take place on all single and double yellow lines where there are no loading restrictions as well as within parking bays. For any specific requests, such as removals, you can request a dispensation or a bay suspension. Please visit our website for more information www.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), pay and display only bays, single and double yellow lines (for a maximum of three hours). They can park in 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 residents and permit bays within their home parking zone.

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.

Do you consider road safety?

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

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 will conform to the design standards recommended by the Department for Transport (DfT). Most existing yellow lines in existing design have been placed for safety or access reasons and would be unlikely to change. Examples of these are:

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

What if I live on a Car Free property?

A Car Free property will be under a Section 106 agreement and will be included in your lease or deeds. If you live on a Car Free property you can still have your say on the design and hours of your parking zone but would not be eligible to purchase a parking permit.

If you want to apply for a permit and are not sure if you live in one of these areas please call us on 020 8356 8877.

How will you use my personal information?

Hackney Council will use the information you have provided for the purpose of identifying support for parking controls in the area.

No personal information you have given us will be passed on to third parties for commercial purposes.

Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services.

If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

All information provided will be handled under the Data Protection Act 1998 strict controls.

More information

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



Understanding the restrictions

Parking bays

There are different types of parking bays, such as resident or business permit holders, pay and display bays, and shared use bays for permit holders or pay and display customers. A sign placed in the bay will tell you what type(s) of parking is permitted. Restrictions on these bays are only enforced during the PZ hours. Motorcycles can park for free in any of these bays, as long as it is at a right angle to the kerb. Disabled bays are only for the use of blue or companion badge holders and are enforceable at all times in some times.

Operational hours

ACPZ is enforceable during the hours of operation. These are shown on the zone Entry signs found at the boundary of the PZ. Outside the hours of operation you do not need to display a permit. However, double yellow lines or other loading restrictions (as shown below) are enforceable 24 hours a day.

Waiting restrictions

Waiting restrictions are indicated by yellow lines. Single yellow lines are used where waiting is not permitted during the PZ hours or other hours as indicated by a sign. A double yellow line is used where waiting is not permitted at any time, such as on a junction or in front of access to property. You can load or unload on a single or double yellow line except when there are loading restrictions in place.



Loading restrictions

Loading restrictions are indicated by yellow kerb marks. Single yellow kerb marks mean that loading is not permitted during the times shown, which may be during peak times. Double yellow kerb marks mean that loading is not permitted at any time.



Have your say on Parking Zone G (Brownswood) Review

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by 13 November 2017 in the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

Postcode:

Email address (optional):

Are you a...

Resident

Business

Both



Section 2: Operational hours

Q1. Please choose the operational days and hours you prefer for your zone

Monday – Friday 8:30am – 6:30pm (existing hours of operation)

Monday – Saturday 8:30am – 6:30pm

Monday – Friday 8:30am – 6:30pm and Saturday 8:30am – 1:30pm

Section 3: Proposed design changes

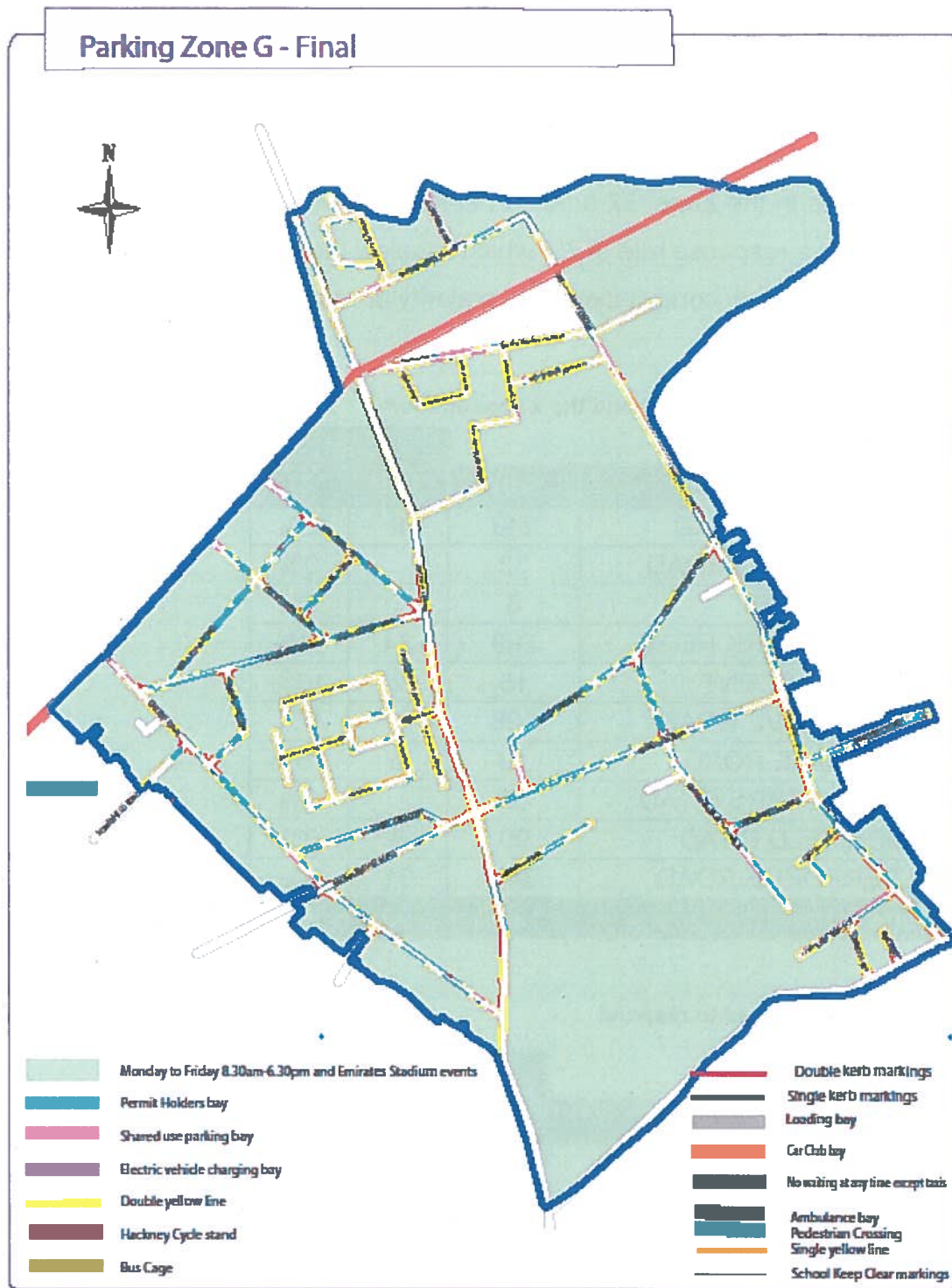
Q2. This section provides a list of the design proposals for your Parking Zone (PZ). Please refer to the proposed map which shows the location of the changes.

ID	Street	Location	Proposal	Yes/No? (please circle)
1	Katherine Close	Entire road	Change permit bays to shared use (4hr max stay)	Yes No
2	Woodberry Down	Outside and opposite St Okaves Church	Change permit bays to shared use (4hr max stay)	Yes No
3	Lordship Terrace	Outside Ormond House and Laburnum House	Change resident bays to shared use (4hr max stay)	Yes No

Comments

Q3. Please provide any other comments or suggestions you may have about the parking design and proposals in your PZ.

APPENDIX 4; Zone G Review Consultation Final Design Map.



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APPENDIX 5: Zone G2 Review Consultation Feedback analysis

1. FEEDBACK ANALYSIS

1.1. RESPONSE

A total of 1239 consultation packs were delivered to households and businesses in the Zone G2 area. A total of 90 responses were received, this equates to a response rate of 7% which is below the average response rate for a standard review consultation. The majority of respondents chose to reply by post.

Table 2: Response to Stage 1 and the 2 consultation

Road Name	Sent	Response	
		No.	%
BLACKSTOCK ROAD	248	6	2%
BROWNSWOOD ROAD	33		0%
COBBLE MEWS	6		0%
FINSBURY PARK ROAD	299	34	11%
KINGS CRESCENT	15	2	13%
MOUNTGROVE ROAD	128		0%
RIVERSDALE ROAD	19	3	16%
SEVEN SISTERS ROAD	50		0%
SOMERFIELD ROAD	99	8	8%
WILBERFORCE ROAD	341	31	9%
Grand Total	1238	90	7%

Table 2: Method used to respond

Area	Feedback Method	
	Paper	Online
Zone G2	70	20

1.2. OCCUPANCY TYPE

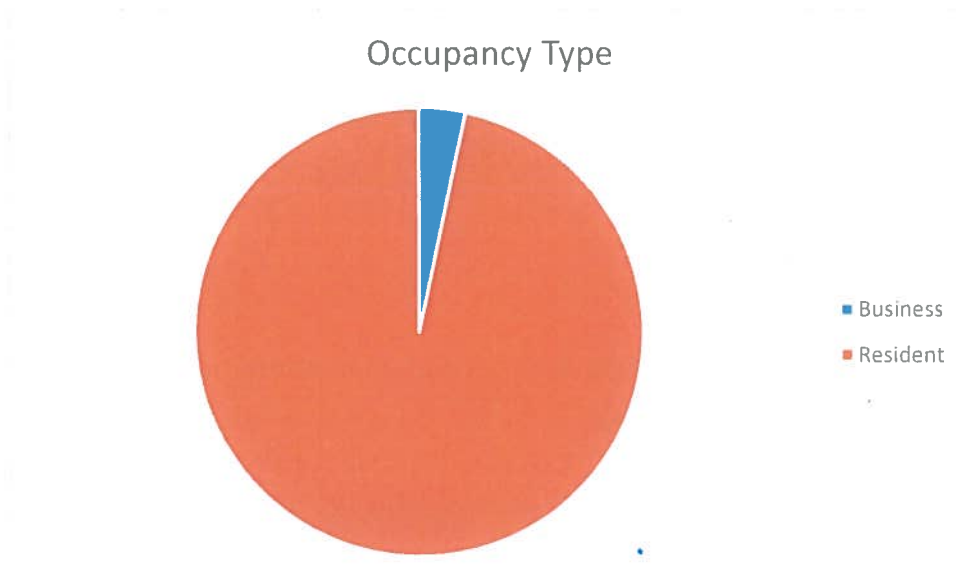
Majority (97%) of respondents classified themselves as 'residents' whilst the remaining 3% of respondents classified themselves as 'business'. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy status of respondents

Occupier Status	Response	
	Number	Percentage
Business	3	3%
Resident	87	97%
Grand Total	90	100%

*Excludes blank responses

Chart 1: Occupancy Type



1.3. OPERATIONAL TIMES

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

- **Option 1: Monday – Saturday 7am – 6:30pm (existing hours of operation)**
- **Option 2: Monday – Saturday 8:30am – 6:30pm**

Of the 90 responses received; 88 (98%) responded to the query regarding the operational hours of the zone. Of those 41% are preferred the current operational hours (Option 1), 59% preferred Option 2. A breakdown of responses can be found below in Table 4.

Table 4: Preferred hours of operation.

	Responses		(%)	
	Option 1	Option 2	Option 1	Option 2
Grand Total	36	52	41%	59%

1.4. GENERAL COMMENTS

The public were also asked to provide any general comments or suggestions about the parking layout and proposals.

The most frequent comments related to the operational hours, with 21% of comments requested for a reduction from current controls to fewer hours and free parking on non-event weekends, 11% requested for increased enforcement and 8% requested to keep existing parking bays and merge with zone G requested to keep existing extended hours. Some respondents also commented on a lack of enforcement in the area. A breakdown of the top 10 general comments received is provided in Table 5.

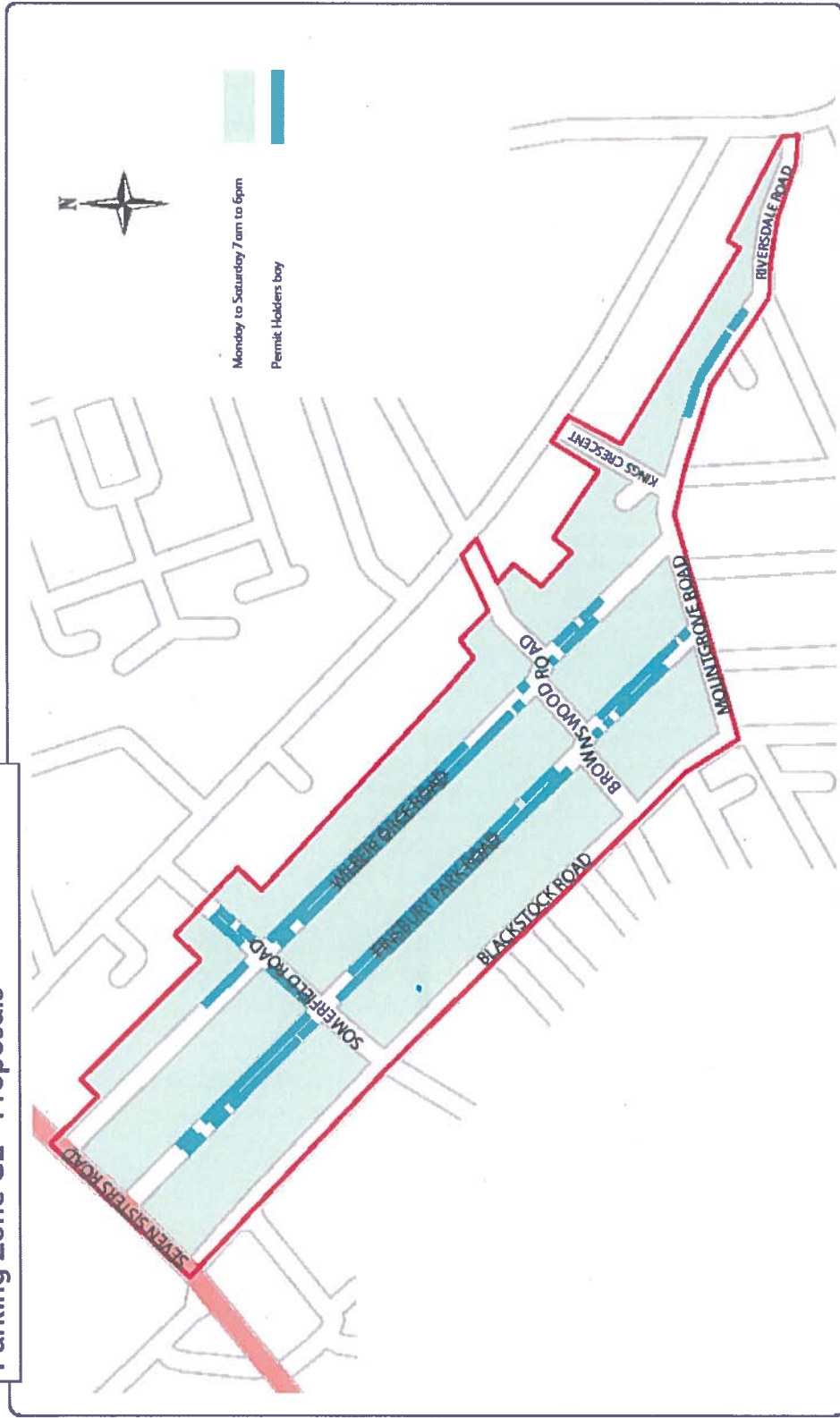
Table 5: Breakdown of general comments.

Zone G2	No. Responses	Percentage
Reduce the existing operational hours	13	21%
increase enforcement	7	11%

Zone G2	No. Responses	Percentage
Keep existing parking bays	5	8%
Merge with Zone G	5	8%
Consultation documents unclear/Consultation too expensive	4	7%
Increase parking spaces	3	5%
Happy with proposals	3	5%
Leave everything alone	2	3%
Reduce number of parking bays	2	3%
Extend operational hours	2	3%

APPENDIX 6: Zone G2 Review Consultation Proposed Design

Parking Zone G2 - Proposals



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APPENDIX 7: Zone G2 Review Consultation Consultation Documents



Review of Parking Zone G2

Finsbury Park

Parking Consultation

Why I am being consulted?

As a part of our Parking and Enforcement Plan (PEP) we have promised to review Parking Zones (PZ) where there is genuine need to ensure that the parking controls in the area continue to meet the needs of residents and businesses.

To balance the needs of all road users, we are proposing to make some changes to the bay type allocation throughout the zone, and we are also seeking your views on the operational hours of your zone as part of this consultation. This booklet contains a detailed explanation of the proposed design for your zone.

The review process is a great opportunity for us to hear about your experiences within your Parking Zone and if it is currently meeting your parking needs.

Who is included in this consultation?

Every resident and business located within the parking zone has the opportunity to have their say during this consultation.

Review design proposals

Parking Design

We have identified a number of proposals that we believe would improve parking opportunities for local residents and businesses as well as visitors.

If you would like additional changes to be made to the parking restrictions in your zone, please provide your feedback in the comments box within the attached questionnaire. Please be aware that although all comments will be reviewed, any proposed changes which may impact on safety will not be considered.

Parking bay type review

Parking Services are proposing to change the existing resident and business permit bays throughout the zone to permit holder only bays in order to standardise the bay types and signage in the area.

The standardisation of signage would reduce the cost of implementation and maintenance of the parking bays throughout the zone. This change would not impact residents' parking as residents permit holders will still be able to park in these bays.

Pay and Display review

As part of the review, we are not planning to make any changes to the existing pay and display capacity of the zone.

Operational hours

We would like to know your views on whether the current operational hours are meeting the needs of the residents and businesses in the area. The current hours for Parking Zone G2 are:

Monday to Saturday 7 am – 6pm



Review of Parking Zone G2 (Finsbury Park)

2

Residents and businesses can provide their feedback on the current hours of operation as well as any comments on the questionnaire provided.

Please note that the outcome of this consultation does not affect the hours of operation of the existing event day scheme in the area.

Disabled Bays

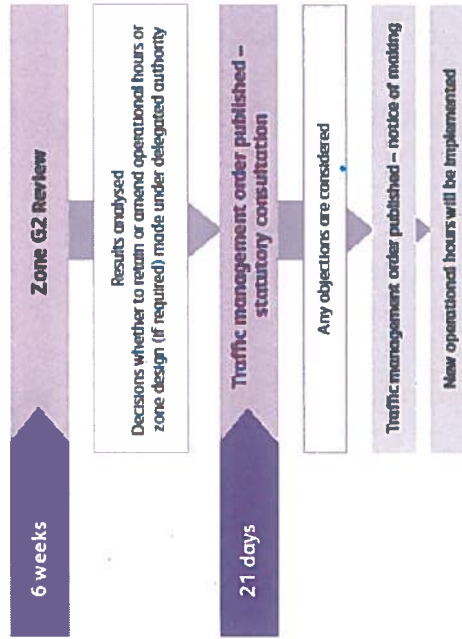
As part of the review all existing disabled parking bays will be audited to ensure that they are still required by the registered user. In addition we will also assess the level of general use of disabled bays in the zone and will consider installing additional bays close to shops and other amenities in the area where necessary.

The Review Consultation Process

Informal consultation

As stated above, PZs are reviewed one year after they are introduced and every five to seven years thereafter to ensure that they still continue to meet the needs of the community. A consultation pack including a questionnaire is delivered to all affected 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.

Stage 4 Parking Review



Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a Statutory Consultation. This requires for a Traffic Management Order notice to be advertised in the Hackney Today for a 21 day period. This process allows anyone to formally declare their representation on the changes proposed. All representations received will be considered where, the Council is required to draft a decision audit report detailing the objections and its recommendation on whether these objections will be upheld or not. The report is then approved by the Assistant Director of Public Realm prior to the measures being implemented.

How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by 13th November 2017.

Alternatively you can complete your questionnaire online by visiting:

www.hackney.gov.uk/parking-hys

OR Print a copy from our website and post it to us at the freepost address below;

Have your Say on Parking Zone G2 Review

Parking Services

Freepost RTES-SACS-HLRA

PO Box 39055

London

E8 1WT

If you have any further questions on this consultation, please contact us using the details provided below:

Email: consultparking@hackney.gov.uk

Telephone: 020 8356 8877

What happens next?

Closing Date

Date: Monday 13th November 2017

Closing date of consultation and last day to return your questionnaire.

Consultation Results

Date: January 2018

Consultation results will be made available to the 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 be available on the Hackney website.

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

Frequently Asked Questions

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. The London Borough of Hachney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme.

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There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would still be entitled to have your say on the existing design and hours of your zone.

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Do you consider road safety?

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If you want to apply for a permit and are not sure if you live in one of these areas please call us on 020 83356 8877.

How will you use my personal information?

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No personal information you have given us will be passed on to third parties for commercial purposes.

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Operational hours

A CPZ is enforceable during the hours of operation. These are shown on the zone entry signs found at the boundary of the PZ. Outside the hours of operation you do not need to display a permit. However, double yellow lines or other loading restrictions (as shown below) are enforceable 24 hours a day.

Waiting restrictions

Waiting restrictions are indicated by yellow lines. Single yellow lines are used where waiting is not permitted during the PZ hours or other hours as indicated by a sign. A double yellow line is used where waiting is not permitted at any time, such as on a junction or in front of access to property. You can load or unload on a single or double yellow line except when there are loading restrictions in place.



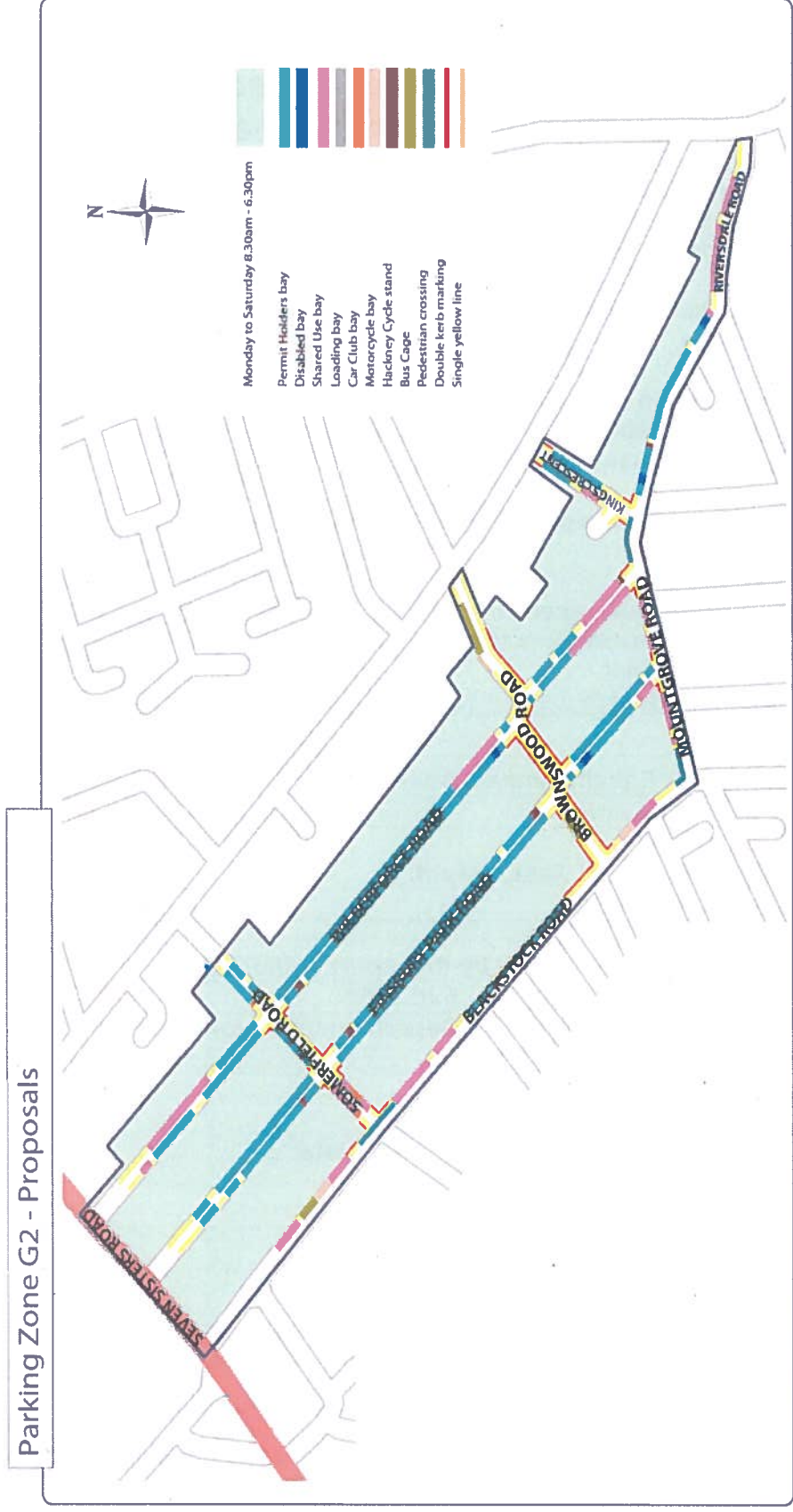
Loading restrictions

Loading restrictions are indicated by yellow kerb marks. Single yellow kerb marks mean that loading is not permitted during the times shown, which may be during peak times. Double yellow kerb marks mean that loading is not permitted at any time.

Document Number: 19276289

Document Name: Equalities Impact Assessment - Zones G and G2 Review

APPENDIX 8: Zone G2 Review Consultation Final Design Map.



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APPENDIX 9: Zones G and G2 Review Consultation Equalities Impact Assessment



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Parking Zones G and G2 Review

Purpose of this Equality Impact Assessment:

Project/Scheme/Initiative Review

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

Name: Olaseni Koya

Ext: 8251

Directorate: Health and Community Services

Department/Division: Parking Services

Assistant Director:

Aled Richards

Date:

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project is to review Parking Zones G and G2, in accordance with the Council's Parking and Enforcement Plan (2015-2020).

Document Number: 19276289

Document Name: Equalities Impact Assessment - Zones G and G2 Review

- Through localised consultations, residents and businesses are given the opportunity to have their say on the design of the parking controls, including the location and type of parking bays and operational hours to ensure the PZ meets the needs of local users.

The review also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

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

Local residents, business owners, disabled motorists and the Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of the the operational reviews.

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

The project includes a consultation with all stakeholders on the current and proposed design of parking restrictions.

Internal consultation will take place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services. As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires outlining the proposed design changes.

4. Equality Impacts

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

Detailed information on how to consider the impacts on equalities is included in 'Guidance on equalities based planning and decision making' which can be downloaded from the intranet [here](#).

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

The public consultation provides an open forum for all local users to have their say on the design of local parking controls. The reviews have a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment and by creating parking restrictions which meet the needs of users.

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

Where you identify potential negative impacts, you must explain how these are justified and/or what actions will be taken to eliminate or mitigate them. These actions should be included in the action plan.

Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

5. Equality and Cohesion Action Planning

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

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

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

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Remember

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

