



DELEGATED REPORT OF

The Group Director, Climate, Homes and Economy

PARKING ZONE F STAGE 4 REVIEW CONSULTATION

DATE (2024)

January 2024

CLASSIFICATION:

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

WARD(S) AFFECTED

Hoxton West Ward, Hoxton East and Shoreditch Ward and Haggerston Ward

1. SUMMARY

- 1.1. This report details the results of the consultation for the Stage 4 Review carried out between 17th July and 28th August 2023 in Parking Zone F Area (Hoxton). F was last reviewed in 2010. Since then there have been various developments and changes to parking, both within the parking zone and in the zones surrounding it. In line with our Parking Enforcement Plan (PEP) 2022 – 27, an initial review is undertaken to assess the operation of recently implemented controls in practice.
- 1.2. This report recommends that the existing operational hours be changed from the current hours of operation of Monday to Friday 7:30 am to 6.30 pm and Saturday 7:30 am to 1:30 pm, to Monday to Friday 8:30 am to 6:30 pm and Saturday 8:30 am to 1:30 pm for all roads within Zone F.
- 1.3. The report recommends implementing parking design modifications at multiple sites within the designated area. The detailed analysis of the consultation is outlined in Appendix 1 of this report and the proposed design changes are set out in Appendix 3 and 4.
- 1.4. The recommendations are formulated on a multi-faceted basis, encompassing insights from consultation feedback, adherence to the Council's parking policies (PEP 2022-27), and a commitment to equitably addressing the needs of the local community while concurrently enhancing road safety.

2. RECOMMENDATION(S)

The Director, Climate Change & Sustainability is recommended to:

- 2.1. Approve changing the operational hours to Monday to Friday 8:30 am to 6:30 pm and Saturday 8:30 am to 1:30 pm in all roads within Zone F.
- 2.2. Approve proposals to convert all existing resident and business permit bays to general permit bays.
- 2.3. Approve implementation of the parking design changes for Zone F as per the final design map and table in Appendices 3 and 4.

2.4. Authorise the Head of Parking and Markets Services to consult on and take the final decision on whether to make the amendments to the Traffic Management Orders for Parking Zone F to give effect to the recommended changes in 2.1 to 2.3 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 and Markets Services.

3. REASONS FOR DECISION

3.1. The recommendations above are put forward based on consultation feedback received from the area and in line with the Council's parking policies (PEP 2022 – 27).

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 with its PEP. In summary, the key objectives of the Council are to:

- Prioritise parking according to need.
- Assist the smooth flow of traffic, improving emergency vehicle access and bus journey times.
- Uphold road safety.
- Reduce carbon dioxide emissions from motor vehicles to help mitigate the effects of global warming.
- 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 other relevant factors into account when making changes to parking restrictions.

- 3.4. Parking consultations are undertaken to help the Council assess the views of local people so that parking controls can be designed to meet their needs as well as those of local businesses and visitors to the borough.

Feedback from the Public Consultation

- 3.5. A consultation questionnaire, map, and booklet were sent to all residents and businesses within Zone F, allowing them to have their say on their preferred hours of operation and inviting any comments on the design of parking controls.
- 3.6. This provided all residents/businesses with an equal opportunity to engage in and respond to the consultations.

Response Rate

- 3.7. Consultation packs were delivered to 10,933 households and businesses in the Zone F area. A total of 406 responses were received from the consultation area which equates to a response rate of 4%. This is significantly below the average response rate for a standard review consultation which is between 6-7%.
- 3.8. All responses were reviewed and any duplications, voids and those received outside of the consultation period were excluded from the overall analysis.
- 3.9. A breakdown of responses by road has been provided in Appendix 1 Table 1.

Hours of Operation

- 3.10. As part of the consultation process, residents and businesses were asked for their feedback on their preferred hours of operation for their zone.
- 3.11. Residents and businesses were given five options for the hours of operation. Those were:
 - Option 1: Monday to Friday 8.30 am to 6.30 pm.

- Option 2: Monday to Friday 8:30 am to 6:30 pm Saturday 8:30 am to 1:30 pm.
- Option 3: Monday to Saturday 8:30 am to 6:30 pm.
- Option 4: Monday to Saturday 8:30 am to Midnight.
- Option 5: Monday to Sunday 24 Hours control.

3.12. The existing hours of operation (Monday to Friday 7.30 am to 6.30 pm and Saturday 7.30 am to 1.30 pm) were not offered as part of the consultation.

3.13. This is in line with Council policies which recommend that the hours of operation within parking zones are standardised where possible to reduce confusion to drivers parking across different zones.

Preferred hours of Operation

3.14. Overall, 97% (393) of respondents provided feedback to the question regarding their preferred hours of operation.

3.15. Of those who responded to this question, 40% were in favour of Monday to Friday 8:30am to 6:30pm (Option 1), whilst 35% were in favour of Monday to Friday 8:30am to 6:30pm and Saturday 8:30am to 1:30pm (Option 2). 5% of respondents supported Monday to Saturday 8.30am to 6.30pm (Option 3), whilst 5% supported Monday to Saturday 8:30am to Midnight (Option 4). The remaining 15% opted for Monday to Sunday 24 Hour Controls (Option 5). see Appendix 1 table 4.

3.16. The single most popular option (with 40% support) is to reduce the hours of operation to Monday to Friday 8.30 am to 6.30 pm. The remaining 60% of respondents favoured some form of weekend control with Monday to Friday 8.30 am to 6.30 pm and Saturday 8.30 am to 1.30 pm receiving 35% of the total responses. However, it should be noted that a significant proportion of responses (15%) supported the introduction of Monday to Sunday (24/7) controls.

3.17. When considered at an individual street level (including estates and private roads) 24 roads preferred Monday to Friday 8.30 am to 6.30 pm, followed by 21 roads opting for Monday to Friday 8.30 am to 6.30pm and Saturday

8.30 am to 1.30 pm, 7 roads opting for Monday to Sunday (24/7) and 12 roads where there was no preferred option.

- 3.18. Looking solely at the roads that will be affected by any change to the operational hours (excluding estate, Transport for London (TfL) and private roads), 16 roads preferred both Monday to Friday 8.30 am to 6.30 pm and Monday to Friday 8.30 am to 6.30pm and Saturday 8.30 am to 1.30 pm. 7 roads opting for Monday to Sunday (24/7) and 10 roads where there was no preferred option.
- 3.19. Support for the top three operating hour options (1, 2, and 5) is widespread across the area. Specifically, option 5, 24/7 controls, is popular near the Columbia Road Flower Market, with four of seven roads nearby supporting it. Yet, another four roads in this area favour controls from Monday to Friday, 8.30 am to 6.30 pm, and Saturday, 8.30 am to 1.30 pm. The remaining three roads endorsing 24/7 controls are located in the zone's western section.

Parking Design

- 3.20. Zone F was last reviewed in 2010, and since then there has been a significant number of changes within the area. Redevelopment projects such as Colville estate, Britannia Leisure Centre, environmental and sustainable travel schemes such as Low Traffic Neighbourhoods (LTNs) or the cycle superhighway, has affected how the zone works for residents and businesses. Residents and businesses were given the opportunity to provide their comments on any design changes they would like within the comments section of the questionnaire.
- 3.21. A number of comments have been received from residents and businesses including operational hours, parking stress and the desire for more sustainable transport.
- 3.22. Based on the feedback received, Parking Services have proposed some design changes to ensure that parking controls continue to meet the needs of the residents and businesses in this zone whilst balancing other parking considerations.

- 3.23. Parking Services have proposed to change all existing resident and business permit bays throughout Zone F to general permit bays in order to standardise signage used across parking zones in the borough and make it less confusing for motorists.
- 3.24. The changes in bay types do not impact existing permit holders as the bays will still be available to any permit holder (business or resident).
- 3.25. Parking Services proposed a total of 22 changes to the existing restrictions, and the consultation feedback showed that all 22 proposed changes were supported by residents and businesses in the zone- see Appendix 1 Table 6. However, due to feedback received during the consultation process it will not be possible to proceed with all of the proposed changes, see Appendix 3 for the list of those proposals that will proceed and Appendix 4 for the final design map.
- 3.26. A number of the proposed new parking bay locations including Cremer Street, Gopsall Street, Hackney Road, Hows Street, Long Street, Mintern Street, Orsman Road, Rushton Street and Whiston Road have been identified as suitable locations for sustainable transport schemes including: fast or lamp column EV charging stations, dockless cycle bays or cycle hangars. These parking bays will be implemented as per the original proposals however, it is anticipated that they will be used for sustainable transport schemes in the future.
- 3.27. Parking design changes are intended to reflect the needs of the area and any proposals made are considered in line with other relevant factors such as road safety, access and traffic flow.

Parking Stress

- 3.28. The profile report for Zone F prepared in September 2022 indicated at that time there 1635 live permits in the zone with a total of 1640 spaces available to use. This meant that at the time of the report, permit parking stress in the zone was 99.7%. It should be acknowledged that as this calculation is based on the number of permits vs the number of spaces, it assumes that all permit holders will be parked at the same time.

- 3.29. Parking Services commissioned an independent company to carry out a parking stress survey to be based on the actual number of vehicles parked on the roads. The survey was carried out over one weekday and one weekend day each week for two weeks (four days in total). Each road in the zone was to be surveyed at three different times each day (12 surveys in total). The full survey results can be found [here](#).
- 3.30. The independent stress survey included all restrictions identified on the roads and therefore can be used to see where vehicles are parking in contravention i.e. on no waiting lines. The survey company had no access to the Councils permit records and while they have made assumptions on whether a vehicle is residential or a visitor, this is based on the number of times the vehicle is seen.
- 3.31. The independent survey results have been summarised in Appendix 1 tables 9 to 11 and the results show that there are a number of roads with a high level of parking stress (80% or greater) and some roads where the stress level exceeded 100%, the average road stress in the zone across all surveys is 73%.

Additional Comments

- 3.32. In total 204 respondents provided general comments and suggestions to the consultation. 50 consultees (31%) addressed the hours of operation.
- 3.33. All additional comments provided by respondents have been individually assessed and where possible incorporated into the final design. See Appendix 1 Table 8 for a breakdown of comments.

Conclusion

- 3.34. Parking services recommends converting all business and resident bays to general permit bays in order to standardise parking bay types and signage throughout the zone.
- 3.35. Although Monday to Friday, 8:30 am to 6:30 pm, was the most popular option, the widespread support for extended hours across the zone, coupled with the independent stress survey indicating significant weekend

stress, led to the conclusion that reducing operational hours would not benefit residents and businesses.

- 3.36. Although there was notable support (15%) for Monday to Sunday controls, this level was deemed insufficient to justify implementing this option independently. The parking stress survey revealed increased parking stress in the evenings compared to controlled hours (refer to appendix 1, tables 9 & 10); however, this increase was not significant enough to warrant extending control hours.
- 3.37. Parking Services therefore recommends that the operational hours in the zone be changed to Monday to Friday 8:30 am to 6:30 pm and Saturday 8:30 am to 1:30 pm.

Details Of Alternative Options Considered And Rejected

- 3.38. An alternative considered was to forgo a review consultation and maintain current parking controls in Zone F. However, this would conflict with the Council's parking policies and consultation charter, as it would ignore the needs of residents and businesses. Additionally, delaying the review and consultation was an option but also contradicted the Council's policies, and there were compelling reasons to proceed with a review.
- 3.39. Regarding operational hours, maintaining the existing schedule was not an option. This aligns with Council policies, which advocate for standardising parking zone hours wherever possible to minimise confusion for motorists parking in different zones.
- 3.40. Parking Services explored creating a split zone with varying operational hours in different sections. However, this approach was deemed unviable upon reviewing the distribution of support for the three most popular operational hours options, as it was found that support for each option was evenly spread across the entire zone.

Background

- 3.41. Operational reviews for existing parking zones 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.

- 3.42. 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.
- 3.43. The area was consulted between July and August 2023. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 2.
- 3.44. The review consultation offered residents and businesses the opportunity to provide their feedback on the five options for the hours of operation and any other proposed design changes for their zone.

Policy Context

- 3.45. The PEP (Parking Enforcement Plan) recommends a review of newly implemented Parking Zones (PZs) within a year of implementation (or sooner if a need is identified) and thereafter all existing PZs are to be reviewed when a need to do so has been identified. This ensures that PZs are operating effectively and to assess the need for modification. In reference to this consultation, the last Stage 4 review was carried out in 2010 in which time a number of schemes have been introduced that may have affected how the parking zone functions for residents and businesses in the zone.
- 3.46. Operational reviews for existing 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.
- 3.47. Part of this process involved a comprehensive review of the current design and the use of available kerbside space. This was then subject to detailed occupancy analysis across the different types of service users. For example, ensuring that there are sufficient permit bays on residential roads, sufficient shared-use bays near local amenities and places of worship, and ensuring that all accesses and junctions are protected through yellow line restrictions.

Equality Impact Assessment

- 3.48. The Council is under a legal obligation known as the public sector equality duty (PSED) which, as prescribed under section 149 of the Equality Act 2010, requires a public authority to have due regard “in the exercise of its functions” to the need to eliminate unlawful discrimination, promote equality of opportunity and foster good relations between persons of different groups.
- 3.49. The Council conducted an Equality Impact Assessment both before initiating the consultation and after analysing the consultation responses. This ongoing assessment throughout the consultation process has aided the Council in determining if any proposed changes to parking controls in Zone F might negatively impact parking needs.
- 3.50. The exercise of the PSED can result in some persons being treated more favourably than others. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected characteristic in order to meet any particular needs they may have that are not shared by others, in order to advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.
- 3.51. As outlined in the Equality Impact Assessment, the Council has taken steps to help create positive impacts or reduce negative impacts on members of the community with a protected characteristic that is relevantly affected. However, the PSED is a duty to have ‘due regard’ , rather than an instrument to create a particular outcome. Therefore, equality issues have been some of the various considerations taken into account when deciding to recommend a change to parking controls in Zone F, together with a range of other factors that inform parking management.

Sustainability

- 3.52. 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.

3.53. They also encourage less car use in order to improve traffic and environmental conditions in the area and contribute to broader transport and sustainable development objectives.

Maintenance and Administrative Costs

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

One off costs	£
Consultation costs	22,427
Implementation of signage changes	15,000
Traffic Order changes	1,600
Total Expenditure	39,027

3.65. The consultation cost of £22,427 and the implementation cost (including traffic order costs) of £16,600 will be met from existing revenue expenditure budgets.

3.66. As this is an existing parking zone, the enforcement and the ongoing maintenance costs are also met through existing budgets.

Consultation

3.67. The previous Stage 4 Review in Zone F was carried out in 2010 and since that time several traffic management schemes and redevelopment projects have been completed.

3.68. For this Stage 4 Review, residents and businesses in Zone F were consulted about the hours of control and a number of proposed changes to the existing waiting, loading and parking restrictions, over a six-week period between July and August 2023.

3.69. Consultation packs were sent via first-class post to all addresses in the Zone F area and were also made available online. In addition, posters were put up in the streets to inform the local residents and businesses of the consultation.

4. COMMENTS OF THE DIRECTOR OF FINANCE

- 4.1. As part of the ongoing programme of parking control zone reviews, Parking Services consulted with residents and businesses on their preferred hours of operation for their zone (Zone F). This report details the consultation feedback and the results to determine the changes to all existing permit bays.
- 4.2. This report puts forward recommendations in Section 2 which includes changing the operational hours, converting all existing resident and business permit bays to general permit bays and design changes as per the final design map.
- 4.3. Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2022-2027 and the Council's Consultation Strategy.
- 4.4. Section 3.54 of the report details the costs relating to the recommendations, a total of £ 39,027 which includes £22,247 worth of consultation costs which have been absorbed in 23/24 revenue budgets. The implementation costs of £16,600 are projected to take place in 24/25.
- 4.5. All parking revenue income and surplus are utilised within conditions specified in the s55 of the Road Traffic Regulation Act (1984).

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

5.1 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").

5.2 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 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.

5.3 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

5.4 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.

5.5 There are currently Parking restrictions in place in Zone Z. Following feedback from residents, and as per council policy, Parking Services carried out a consultation on the hours of operation across Parking Zone Z.

5.6 Following the outcome of that consultation, it is recommended that the Director, Climate Change & Sustainability:

Approve changing the operational hours to Monday to Friday 8:30 am to 6:30 pm and Saturday 8:30 am to 1:30 pm in all roads within Zone F.

Approve proposals to convert all existing resident and business permit bays to general permit bays.

Approve implementation of the parking design changes for Zone F as per the final design map and table in Appendices 3 and 4.

5.7 The report also recommends that Director, Environment and Climate Change Authorise the Head of Parking and Markets Services to consult on and take the final decision on whether to make the amendments to the Traffic Management Orders for Parking Zone F to give effect to the recommended changes in 2.1 to 2.3 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 and Markets Services.

5.8 The Council's scheme of Delegation for Climate, Homes and Economy delegates authority to the Director, Environment and Climate Change to authorise and implement Parking Zones, where this is not reserved to the Executive. (This also covers Stage 4 Operational reviews). The Director, Environment and Climate Change is authorised to approve the recommendations set out in paragraph 2.1-2.4 of this report.

1.1.

6. APPENDICES

Appendix 1 – Zone F Review Feedback Analysis (Public)

Appendix 2 – Zone F Review consultation documents (Public)

Appendix 3 – Final Design Map (Public)

Appendix 4 – Detailed Design Changes (Public)

Appendix 5 – Equality Impact Assessment - pre consultation (Public)

Appendix 6 – Equality Impact Assessment - post consultation (Public)

7. EXEMPT

No

8. CONFIDENTIAL

No

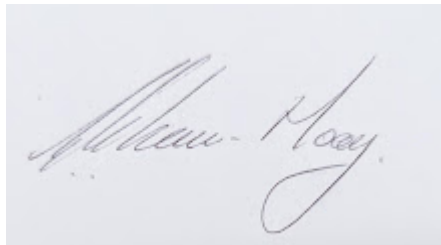
9. BACKGROUND PAPERS

None

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Authorisation of Director, Climate Change & Sustainability:

Name: Geeta Subramaniam-Mooney



Signature:

Date: 02/02/2024

Feedback Analysis

1.1 Response

We consulted 10,933 households and businesses in the Zone F (Hoxton) area and received 406 completed responses making an overall response rate of 4%. The response rate received is below the average response rate of 6-7% for stage 4 review consultations. A breakdown of responses on a street-by-street basis can be found in [Table 1].

Table 1: Response rates

Street name	Sent	Received	%
APPLEBY STREET	29	0	0%
ARDEN ESTATE	477	5	1%
ASKE STREET	60	3	5%
AUDREY STREET	10	0	0%
AVEBURY STREET	3	0	0%
BASING PLACE	27	0	0%
BOAT LANE	8	0	0%
BRANCH PLACE	137	2	1%
BRIDPORT PLACE	158	10	6%
BRYANT STREET	4	0	0%
BUCKLAND STREET	1	3	300%
CANAL PATH	18	1	6%
CESTER STREET	25	0	0%
CHERBURY STREET	1	5	500%
CLUNBURY STREET	5	1	20%
COLVILLE ESTATE	298	5	2%
COLVILLE STREET	14	0	0%
COTTONS GARDENS	21	0	0%
CRABTREE CLOSE	12	0	0%
CRANSTON ESTATE	216	5	2%
CREMER STREET	279	7	3%
CRONDALL STREET	64	7	11%
DAWSON STREET	101	8	8%

DEVIZES STREET	40	1	3%
DOVE ROW	14	2	14%
DUNLOE STREET	28	2	7%
ERMINE MEWS	39	0	0%
FALKIRK STREET	7	2	29%
FANSHAW STREET	283	19	7%
FELTON STREET	23	2	9%
FERN CLOSE	5	0	0%
GEFFRYE ESTATE	323	6	2%
GEFFRYE STREET	53	4	8%
GLOUCESTER SQUARE	41	2	5%
GOLDSMITHS ROW	204	15	7%
GOPSALL STREET	35	4	11%
GORSUCH PLACE	117	2	2%
GORSUCH STREET	195	0	0%
GOVAN STREET	12	0	0%
GRANGE STREET	4	0	0%
HACKNEY ROAD	363	32	9%
HALCOMB STREET	12	2	17%
HAMOND SQUARE	12	0	0%
HARE WALK	28	3	11%
HARVEY STREET	4	0	0%
HAY STREET	4	0	0%
HEBDEN STREET	56	1	2%
HEMSWORTH STREET	18	5	28%
HOBBS PLACE ESTATE	185	6	3%
HOMEFIELD STREET	4	1	25%
HOWS STREET	80	11	14%
HOXTON STREET	394	9	2%
HYDE ROAD	3	0	0%
IVY STREET	24	0	0%
JEGER AVENUE	34	1	3%
JORDAN PATH	10	0	0%
KENNING TERRACE	6	1	17%
KENT STREET	47	3	6%
KINGSLAND ROAD	1022	18	2%
LABURNUM LANE	5	2	40%
LABURNUM STREET	187	7	4%

LONG STREET	413	14	3%
LUCAN PATH	23	1	4%
MILL ROW	23	2	9%
MINTERN STREET	20	4	20%
MOYE CLOSE	22	3	14%
MYRTLE WALK	41	2	5%
NAZRUL STREET	4	0	0%
NEW ERA ESTATE	96	3	3%
NEW NORTH ROAD	26	1	4%
NURSERY LANE	34	0	0%
NUTTALL STREET	194	5	3%
ORMSBY STREET	8	0	0%
ORSMAN ROAD	245	13	5%
OSRIC PATH	4	0	0%
PEAR TREE CLOSE	10	0	0%
PEARSON STREET	57	4	7%
PENN STREET	263	5	2%
PHILLIPP STREET	71	8	11%
PITFIELD STREET	112	6	5%
POOLE STREET	299	11	4%
PRINTING HOUSE YARD	21	0	0%
PRITCHARDS ROAD	102	4	4%
PURCELL STREET	40	3	8%
QUEENSBRIDGE ROAD	318	4	1%
REDVERS STREET	3	0	0%
REGAN WAY	41	3	7%
RETFORD STREET	4	0	0%
RUSHTON STREET	3	0	0%
SCAWFELL STREET	50	3	6%
ST JOHNS ESTATE	400	3	1%
STANWAY STREET	92	9	10%
SWIMMERS LANE	4	1	25%
TEALE STREET	68	6	9%
THURTLER ROAD	120	5	4%
TYLER CLOSE	10	0	0%
UNION WALK	13	0	0%
WATERSON STREET	76	0	0%
WEYMOUTH TERRACE	613	18	3%

WHISTON ROAD	686	29	4%
WHITMORE ESTATE	296	5	2%
WHITMORE ROAD	39	5	13%
WILMER GARDENS (WEST)	15	0	0%
WILTSHIRE ROW	52	1	2%
YORKTON STREET	13	0	0%

The majority (51%) of the responses were received via post whilst the remainder (49%) were received online. [Table 2].

Table 2: Methods of response

Area	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Zone F Review	204	212	51%	49%

*Excludes duplicate responses, those from outside the area and unknown address

1.2 OCCUPANCY TYPE

The majority (92%) of respondents classified themselves as 'residents' whilst 7% of responses were from respondents who classified themselves as businesses. 1% of responses were from those who identified 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	Percentage
Resident	368	92%
Business	28	7%
Both	4	1%
Grand Total	400	100%

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 five options provided in the consultation document (see below):

- **Option 1: Monday to Friday 8.30 am to 6.30 pm**
- **Option 2: Monday to Friday 8:30 to 6:30 pm and Saturday 8:30 to 1:30 pm**
- **Option 3: Monday to Saturday 8:30 to 6:30 pm**
- **Option 4: Monday to Saturday 8:30 am to Midnight**
- **Option 5: Monday to Sunday 24 Hours Control**

Out of the 406 responses received, 97% (393) of respondents answered the question regarding their preferred hours of operation.

The majority (40%) of responses were in favour of Monday to Friday 8:30 am to 6:30 pm, whilst (35%) were in favour of Monday to Friday 8.30 am to 6.30 pm and Saturday 8:30 to 1:30 pm. 5% of respondents supported Monday to Saturday 8.30 am to 6.30 pm and 5% supported longer hours of Monday to Saturday 8:30 am to Midnight. See Table 4.

Overall, 40% supported Monday to Friday 8:30 am to 6:30 pm The remaining 60% of respondents favoured some form of weekend controls.

Table 4: Support for parking operational hours.

Operational Hours	Response	Percentage
Monday to Friday 8:30 am to 6:30 pm	159	40%
Monday to Friday 8:30 am to 6:30 pm and Saturday 8:30 am to 1:30 pm	137	35%
Monday to Saturday 8:30 am to 6:30 pm	20	5%
Monday to Saturday 8:30 am to midnight	18	5%
Monday to Sunday - 24-hour controls	59	15%
Grand Total	393	100%

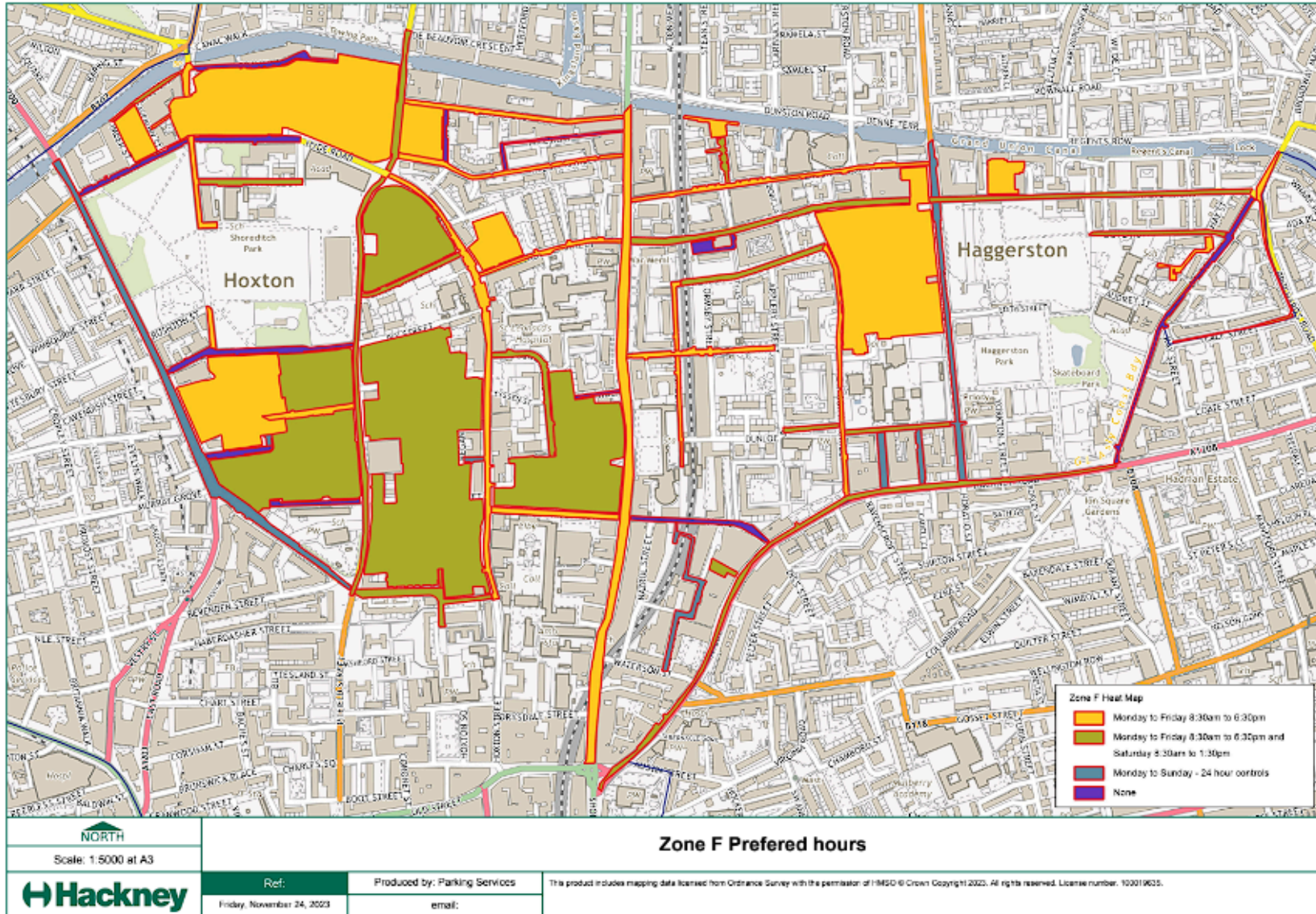
A breakdown of responses by street can be found below in Table 5 and Map 1.

Table 5: Support for parking operational hours by street.

Street Name	Mon to Fri 8:30 am to 6:30 pm	Mon to Fri 8:30 am to 6:30 pm and Sat 8:30 am to 1:30 pm	Mon to Sat 8:30 am to 6:30 pm	Mon to Sat 8:30 am to midnight	Mon to Sun - 24-hour controls	Street Total
Arden Estate	3	2	0	0	0	5
Aske Street	1	2	0	0	0	3
Branch Place	0	1	0	0	1	2
Bridport Place	5	3	0	0	2	10
Buckland Street	2	1	0	0	0	3
Canal Path	1	0	0	0	0	1
Cherbury Street	2	2	0	0	0	4
Clunbury Street	0	0	0	0	1	1
Colville Estate	1	3	0	0	1	5
Cranston Estate	3	1	0	0	1	5
Cremer Street	3	3	0	0	1	7
Cronall Street	3	3	0	1	0	7
Dawson Street	2	1	0	0	5	8
Devizes Street	1	0	0	0	0	1
Dove Row	0	2	0	0	0	2
Dunloe Street	0	2	0	0	0	2
Falkirk Street	1	0	0	0	1	2
Fanshaw Street	3	9	0	2	3	17
Felton Street	2	0	0	0	0	2
Geffrye Estate	2	3	0	0	1	6
Geffrye Street	2	1	0	0	1	4
Gloucester Square	2	0	0	0	0	2
Goldsmiths Row	5	5	2	1	2	15
Gopsall Street	0	2	0	1	1	4
Gorsuch Place	0	1	0	0	0	1
Hackney Road	5	18	0	3	3	29
Halcomb Street	1	1	0	0	0	2
Hare Walk	1	1	0	0	1	3
Hebden Street	0	0	0	0	1	1
Hemsworth Street	1	4	0	0	0	5
Hobbs Place Estate	2	3	0	0	1	6
Homefield Street	0	0	1	0	0	1
Hows Street	2	6	1	2	0	11

Hoxton Street	4	3	1	0	1	9
Jeger Avenue	0	1	0	0	0	1
Kenning Terrace	1	0	0	0	0	1
Kent Street	2	0	0	1	0	3
Kingsland Road	11	3	0	0	4	18
Laburnum Lane	1	0	1	0	0	2
Laburnum Street	5	0	0	0	2	7
Long Street	4	3	0	1	6	14
Lucan Path	1	0	0	0	0	1
Mill Row	1	0	1	0	0	2
Mintern Street	1	1	1	0	0	3
Moye Close	2	0	0	0	0	2
Myrtle Walk	0	1	0	0	0	1
New Era Estate	2	0	0	0	1	3
New North Road	0	0	0	0	1	1
Nuttall Street	4	1	0	0	0	5
Orsman Road	11	0	0	1	1	13
Pearson Street	3	0	0	0	1	4
Penn Street	1	0	2	0	2	5
Phillipp Street	4	2	0	1	1	8
Pitfield Street	2	4	0	0	0	6
Poole Street	5	5	1	0	0	11
Pritchards Road	2	1	1	0	0	4
Purcell Street	1	1	1	0	0	3
Queensbridge Road	1	1	0	0	2	4
Regan Way	1	2	0	0	0	3
Scawfell Street	1	0	0	0	2	3
St Johns Estate	1	2	0	0	0	3
Stanway Street	2	5	0	0	1	8
Teale Street	2	3	1	0	0	6
Thurtle Road	2	0	0	2	1	5
Weymouth Terrace	8	7	2	1	0	18
Whiston Road	12	6	3	1	6	28
Whitmore Estate	4	0	1	0	0	5
Whitmore Road	1	4	0	0	0	5
Wiltshire Row	0	1	0	0	0	1
Grand Total	159	137	20	18	59	393

Map 1 Preferred operational hours (first past the post).



1.4 Parking Design

As part of the consultation, Parking Services consulted residents and businesses on proposed design changes for 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.

In total, 22 proposals were made for the area. of those, all 22 were supported by the consultation feedback.

A breakdown of the responses can be found in Table 6.

Table 6 – Support for design changes

ID	Street	Location	Proposal	Yes	No
1	Cremer Street	Various locations	Replace three sections of existing double yellow lines with 35m of shared use bays, creating additional 7 spaces.	77%	23%
2	Cremer Street	Opposite number 4	Change the two existing 15m of permit bays to shared use bays 4hr max stay	57%	43%
3	Goldsmiths Row	Outside number 151	Replace 20m of single yellow line with a shared use bay	75%	25%
4	Gopsall Street	Opposite number 43	Extend permit bay eastwards 10.7m (no lines currently on ground)	74%	26%
5	Hackney Road	Outside numbers 49, 67 and 95	Replace 55m of double yellow line with shared use bays creating 11 additional spaces.	74%	26%
6	Hackney Road	Outside number 153	Replace 5m of double yellow line with a 4hr max stay shared use bay.	74%	26%
7	Haggerston Road	Outside Academy	Replace 15m of single yellow line with a 4hr max stay shared use bay.	76%	24%
8	Halcomb Street	Opposite number 2	Replace 5m of single yellow line with a permit bay and replace the remainder with double yellow line.	64%	36%

ID	Street	Location	Proposal	Yes	No
9	Hows Street	Next to railway bridge	Replace 10m of double yellow line with a permit bay	77%	23%
10	Hoxton Street	Outside number 285	Replace 10m of double yellow line with a 4hr max stay shared use bay	78%	22%
11	Hoxton Street	Outside Scorton House	Replace 7m of double yellow line with a shared use bay	78%	22%
12	Hoxton Street	Outside numbers 180 to 192	Extend permit bay to add 5 additional spaces replacing 25m of double yellow line	77%	23%
13	Mintern Street	Opposite number 52 to 113 Buckland Court	Replace existing double yellow line with a 5m shared use bay	77%	23%
14	Orsman Road	Outside numbers 28-36	Extend the existing permit bay eastwards by 10.7m replacing the existing double yellow line and creating two additional spaces.	78%	22%
15	Penn Street	Opposite Hoxton Press Duo	Replace existing 23m double yellow line with 4hr max stay shared use bays, creating 4 additional spaces.	76%	24%
16	Phillipp Street	Outside number 2 Halcombe Street	Replace 5m of double yellow line with a permit bay.	77%	23%
17	Pitfield Street	Outside Britannia Leisure Centre	Replace 45m of existing double yellow line with two 4hr max stay shared use bays creating 9 additional spaces.	76%	24%
18	Pitfield Street	Outside Arden House	Replace 30m of existing double yellow line with a 4hr max stay shared use bay creating 6 additional spaces.	74%	26%
19	Poole Street	Various locations	Replace 30m of existing double yellow line with two 4hr max stay shared use bays creating 6 additional spaces.	74%	26%
20	Rushton Street	Outside number 14	Replace 11 m of single yellow line with a 9m shared use bay and 2m of double yellow line	73%	27%

ID	Street	Location	Proposal	Yes	No
21	Whiston Road	Opposite Lock Mill Apartments	Replace 10m of double yellow line with a permit bay.	74%	26%
22	Whiston Road	Outside Great Mill Apartments	Replace 9.8m of double yellow line with a permit bay.	77%	23%

1.5 Sustainable Transport

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 297 respondents, 69% were in favour of schemes to be implemented EV Charging points.

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

Table 7 – Support for sustainable transport

Option	Total	Percent
Parklets (replace parking space with greenery, furniture or other feature)	138	46%
Electric vehicle charging points	203	68%
Car clubs	106	36%
Micro mobility hubs (electric scooters, shared use bikes)	100	34%
Secure bicycle parking facilities	194	65%

1.6 General Comments and Suggestions

The public was asked to provide any general comments or suggestions about the parking layout and proposals. These include comments received via

email, letter, telephone call and completed questionnaires. Many respondents provided comments on more than one topic in their feedback.

We received comments from 204 respondents with 31% of the comments relating to the operational hours of the zone whilst 28% of the feedback had concerns over parking design. In addition to this, 15% of respondents raised queries and concerns regarding parking stress. A breakdown of the top 10 general comments received is provided in Table 8.

Table 8: Breakdown of general comments.

Additional comments	Total	Percentage
Hours of operation	50	31%
Parking design comment	44	28%
Parking Stress	24	15%
Sustainable Transport	23	14%
Support controls	21	13%
Streecene scheme	15	9%
Permit price query	13	8%
Consultation comment/query	9	6%
Disabled bay comment	8	5%
Enforcement query	6	4%

1.7 Parking Stress

In September 2022 records show that there 1635 live permits in zone F and a total of 1640 spaces available to use. This meant that at the time of the report permit parking stress in the zone was 99.7%.

An independent company was contracted to carry out a parking stress survey based on the number of vehicles parked on the roads. The survey was to be carried out over four days and included one weekday and one weekend day each week over two weeks. Each road in the zone was to be surveyed at three different times each day and the location and registration number of each vehicle parked was recorded. The full survey results can be found [here](#).

Table 9 below summarises the stress level in parking bays for each road during the controlled hours (10am surveys), roads with a stress level of 85% or greater have been highlighted. The survey results do show that there are a number of roads in the zone where parking is a problem, however, the overall stress level in the zone during the operational hours is relatively low with an average stress level of 67% recorded for each day.

Table 9: Average road stress (during controls).

Street:	Friday (29/10)	Tuesday (03/10)	Saturday (07/10)
Appleby Street	71%	59%	59%
Aske Street	75%	100%	100%
Audrey Street	67%	100%	100%
Avebury Street	73%	82%	82%
Branch Place	65%	75%	75%
Bridport Place	45%	41%	41%
Buckland Street	59%	77%	77%
Cester Street	117%	83%	83%
Cherbury Street	64%	73%	73%
Clunbury Street	57%	57%	57%
Cotton's Gardens	67%	33%	33%
Cremer Street	20%	40%	40%
Cron dall Street	85%	74%	74%
Dawson Street	71%	59%	59%
Dove Row	33%	43%	43%
Dunloe Street	69%	67%	67%
Falkirk Street	93%	90%	90%
Fanshaw Street	92%	94%	94%
Geffrye Street	87%	91%	91%
Goldsmith's Row	31%	85%	85%
Gopsall Street	30%	77%	77%
Govan Street	100%	150%	150%

Grange Street	0%	0%	0%
Hackney Road	80%	49%	49%
Haggerston Road	100%	100%	100%
Halcomb Street	14%	29%	29%
Hay Street	60%	60%	60%
Hemsworth Street	64%	58%	58%
Homefield Street	133%	67%	67%
How's Street	49%	71%	71%
Hoxton Street	65%	67%	67%
Imber Street	67%	78%	78%
Ivy Street	75%	50%	50%
Jerrold Street	100%	100%	100%
Kent Street	101%	79%	79%
Laburnum Street	88%	86%	86%
Long Street	71%	66%	66%
Mill Row	28%	56%	56%
Mintern Street	62%	31%	31%
Nazrul Street	41%	59%	59%
Nicholl Street	83%	67%	67%
Ormsby Street	22%	31%	31%
Orsman Road	68%	65%	65%
Pearson Street	72%	59%	59%
Penn Street	25%	17%	17%
Phillipp Street	57%	45%	45%
Pitfield Street	73%	48%	48%
Poole Street	79%	64%	64%
Purcell Street	75%	63%	63%
Regan Way	80%	80%	80%
Rushton Street	68%	47%	47%
Scawfell Street	56%	64%	64%
Shenfield Street	78%	78%	78%
Stanway Street	81%	91%	91%

Thurtle Road	68%	68%	68%
Waterson Street	56%	78%	78%
Weymouth Terrace	81%	77%	77%
Whiston Road	84%	63%	63%
Whitmore Road	71%	79%	79%
Wiltshire Row	125%	125%	125%
Yorkton Street	49%	52%	52%
Grand Total	67%	67%	67%

Table 10 below summarises the stress level in parking bays for each road in the evenings (7pm surveys), roads with a stress level of 85% or greater have been highlighted. The survey results do show that there are an increased number of roads where parking is a problem outside of the current controlled hours, however while the overall stress level in the zone does increase the stress levels remain below the trigger value of 85%

Table 10: Average road stress (evening survey)

Street:	Friday (29/10)	Sunday (01/10)	Tuesday (03/10)	Saturday (07/10)
Appleby Street	82%	75%	73%	86%
Aske Street	75%	100%	75%	75%
Audrey Street	67%	100%	100%	100%
Avebury Street	100%	82%	91%	91%
Branch Place	45%	65%	70%	85%
Bridport Place	38%	31%	38%	37%
Buckland Street	89%	92%	65%	97%
Cester Street	67%	83%	117%	117%
Cherbury Street	80%	86%	58%	86%
Clunbury Street	86%	86%	71%	86%
Cotton's Gardens	100%	33%	83%	50%
Cremer Street	80%	40%	100%	80%
Cron dall Street	89%	93%	59%	85%

Dawson Street	89%	99%	83%	69%
Dove Row	40%	40%	40%	53%
Dunloe Street	90%	88%	83%	94%
Falkirk Street	76%	88%	62%	98%
Fanshaw Street	104%	106%	79%	104%
Geffrye Street	89%	93%	139%	93%
Goldsmith's Row	42%	90%	38%	94%
Gopsall Street	37%	23%	70%	80%
Govan Street	150%	150%	100%	150%
Grange Street	0%	33%	0%	0%
Hackney Road	59%	63%	63%	92%
Haggerston Road	100%	100%	100%	100%
Halcomb Street	14%	29%	43%	100%
Hay Street	80%	80%	80%	80%
Hemsworth Street	52%	64%	55%	61%
Homefield Street	133%	133%	133%	133%
How's Street	62%	77%	79%	59%
Hoxton Street	50%	55%	58%	44%
Imber Street	100%	67%	78%	89%
Ivy Street	92%	100%	75%	100%
Jerrold Street	75%	100%	50%	100%
Kent Street	98%	103%	91%	104%
Laburnum Street	90%	101%	94%	90%
Long Street	66%	76%	59%	83%
Mill Row	72%	56%	50%	89%
Mintern Street	49%	64%	53%	59%
Nazrul Street	71%	94%	76%	76%
Nicholl Street	67%	83%	100%	83%
Ormsby Street	31%	41%	25%	25%
Orsman Road	64%	56%	49%	58%
Pearson Street	48%	41%	63%	53%
Penn Street	8%	8%	8%	18%

Phillipp Street	80%	71%	61%	91%
Pitfield Street	78%	95%	65%	100%
Poole Street	86%	79%	64%	79%
Purcell Street	86%	91%	50%	89%
Regan Way	85%	100%	90%	95%
Rushton Street	26%	37%	42%	37%
Scawfell Street	54%	89%	100%	101%
Shenfield Street	111%	89%	78%	111%
Stanway Street	108%	97%	90%	101%
Thurtle Road	75%	93%	87%	84%
Waterson Street	78%	89%	78%	100%
Weymouth Terrace	83%	95%	82%	87%
Whiston Road	68%	91%	86%	83%
Whitmore Road	76%	56%	49%	70%
Wiltshire Row	125%	125%	100%	125%
Yorkton Street	54%	56%	56%	58%
Grand Total	72%	77%	71%	81%

Table 11 below summarises the average daily stress level for parking bays on each road

Table 11: Average daily stress in bays

Street:	Friday average	Tuesday average	Weekday average	Saturday average	Sunday average	Weekend average
Appleby Street	82%	81%	81%	76%	84%	80%
Aske Street	75%	75%	75%	92%	92%	92%
Audrey Street	89%	89%	89%	100%	100%	100%
Avebury Street	88%	91%	89%	91%	82%	86%
Branch Place	72%	68%	70%	72%	75%	73%

Bridport Place	39%	41%	40%	42%	46%	44%
Buckland Street	85%	90%	88%	81%	92%	86%
Cester Street	117%	89%	103%	106%	94%	100%
Cherbury Street	82%	66%	74%	76%	84%	80%
Clunbury Street	71%	81%	76%	71%	86%	79%
Cotton's Gardens	56%	56%	56%	50%	39%	44%
Cremer Street	47%	40%	43%	60%	47%	53%
Cron dall Street	93%	77%	85%	78%	84%	81%
Dawson Street	63%	69%	66%	70%	97%	83%
Dove Row	50%	57%	53%	49%	66%	57%
Dunloe Street	83%	85%	84%	82%	93%	88%
Falkirk Street	87%	94%	91%	74%	86%	80%
Fanshaw Street	101%	88%	94%	91%	103%	97%
Geffrye Street	91%	91%	91%	107%	94%	100%
Goldsmith's Row	74%	55%	64%	56%	58%	57%
Gopsall Street	61%	78%	69%	74%	41%	58%
Govan Street	133%	117%	125%	133%	133%	133%
Grange Street	0%	0%	0%	0%	33%	17%
Hackney Road	71%	58%	65%	51%	79%	65%
Haggerston Road	100%	100%	100%	100%	100%	100%
Halcomb Street	62%	57%	60%	38%	67%	52%
Hay Street	73%	93%	83%	73%	80%	77%
Hemsworth Street	46%	32%	39%	43%	79%	61%

Homefield Street	122%	133%	128%	100%	122%	111%
How's Street	69%	72%	70%	70%	90%	80%
Hoxton Street	56%	25%	40%	62%	52%	57%
Imber Street	85%	85%	85%	78%	70%	74%
Ivy Street	92%	89%	90%	75%	94%	85%
Jerrold Street	100%	92%	96%	67%	92%	79%
Kent Street	104%	103%	103%	92%	105%	99%
Laburnum Street	88%	92%	90%	91%	98%	94%
Long Street	74%	67%	71%	62%	76%	69%
Mill Row	59%	80%	69%	61%	78%	69%
Mintern Street	59%	47%	53%	41%	70%	56%
Nazrul Street	43%	59%	51%	57%	75%	66%
Nicholl Street	94%	78%	86%	94%	94%	94%
Ormsby Street	27%	23%	25%	31%	31%	31%
Orsman Road	59%	53%	56%	58%	70%	64%
Pearson Street	66%	67%	66%	66%	55%	61%
Penn Street	29%	16%	23%	17%	28%	23%
Phillipp Street	78%	76%	77%	61%	77%	69%
Pitfield Street	88%	88%	88%	71%	78%	75%
Poole Street	83%	74%	79%	69%	83%	76%
Purcell Street	85%	73%	79%	68%	93%	80%
Regan Way	90%	93%	92%	90%	93%	92%
Rushton Street	51%	35%	43%	49%	42%	46%

Scawfell Street	82%	77%	80%	79%	97%	88%
Shenfield Street	96%	104%	100%	85%	89%	87%
Stanway Street	80%	91%	86%	92%	82%	87%
Thurtle Road	80%	83%	81%	82%	90%	86%
Waterson Street	63%	85%	74%	63%	89%	76%
Weymouth Terrace	86%	88%	87%	85%	97%	91%
Whiston Road	88%	82%	85%	81%	84%	83%
Whitmore Road	63%	55%	59%	58%	83%	70%
Wiltshire Row	125%	125%	125%	117%	108%	113%
Yorkton Street	44%	41%	43%	49%	72%	60%
Grand Total	74%	72%	73%	70%	80%	75%

APPENDIX 2: Zone F Review Consultation

Consultation Documents



Review of Parking Zone F

Hoxton



Scan the QR code or visit consultation.hackney.gov.uk/parking-markets/zonefreview to give your views



Parking consultation

Why I am being consulted?

Parking Zone (PZ) F was last reviewed in 2010. Since then there have been various developments and parking changes both within the parking zone and in the zones surrounding it. In line with our Parking and Enforcement Plan, the Council has a duty to review parking zones as and when they are needed.

The review process is a great opportunity for us to hear about your parking experience within your PZ and to find out whether it is currently meeting your parking needs.

Who is included in this consultation?

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

During the consultation, we are seeking your views on:

- The hours of operation for your zone
- Proposed parking design changes for the area
- Sustainable transport initiatives.

Operational hours

As part of the review, Parking Services are consulting residents and businesses on the hours of operation in Zone F. Following the implementation of borough-wide parking zones across Hackney, the Council has found that shorter operational hours are less effective at discouraging commuting by cars, vans or motorcycles. In addition, shorter operational hours can lead to an increase in parking pressure after the controlled hours end. For these reasons, and in line with the Parking and Enforcement Plan (PEP) 2022-27, the Council will be offering a choice of standardised hours of operation.

The current hours for your Parking Zone F are:

Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm

The existing hours of operation will no longer be offered as these are not in line with our standardised hours. Instead, residents and businesses have been provided with a choice of standardised hours identified in the PEP 2022-27:

- Monday to Friday 8.30am to 6.30pm
- Monday to Saturday 8.30am to 6.30pm
- Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm
- Monday to Saturday 8.30am - midnight
- Monday to Sunday - 24 hour controls.

Residents and businesses can provide their feedback on their preferred hours of operation as well as any comments they have in the questionnaire provided. This feedback will help the Council decide the hours of operation that are likely to best serve the area.

Alongside public feedback, the Council will also consider other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking when making recommendations for the zone.

All decisions will be detailed in a report which will be available to the public once the consultation closes.

Please note that if the majority feedback is in favour of a change to the hours of operation, this may result in a change to the current maximum stay periods for all shared use and pay and display bays in the area. Should the hours of operation change, this will not affect the price of your parking permit or the single yellow line restrictions in Zone F.

Parking permit prices are based on the CO2 emissions of vehicles as opposed to the operational hours of a zone. This means that should the operational hours of Zone F be reduced or increased, the price of your permit will remain the same.

The Council will make changes to the current restrictions based on the outcome of this consultation – it is therefore vital we get everyone's opinion, even if you do not want any changes.

Parking design

Parking Services are proposing to implement design changes across the zone. These changes are being made in response to issues and feedback raised by residents and businesses and as a result of assessments carried out by our engineers who have recommended several changes. The enclosed questionnaire lists the proposed changes in the area for which your feedback is sought.

Parking Services are proposing to change the existing resident and business permit bays throughout the zone to permit bays, in order to standardise the bay types and signage in the area. Both resident and business permit holders are able to park in permit bays, thereby reducing the need for resident and business bays without compromising the availability of parking bays for permit holders. The standardisation of signage will reduce the cost of sign maintenance throughout the zone as there will be less variation of types of sign needed on each street.

Parking Zone F was last reviewed in 2010, when the existing operational hours of the zone were confirmed. Previous feedback from the consultation indicated the zone varies in the socio-economic makeup, from residential areas in the east and west, to a strong commercial and night time economy in the south. With this in mind, along with the proposed design changes, residents and businesses are welcome to make specific design requests in the questionnaire enclosed.

Sustainable transport

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

Within the wider borough, the Council has implemented various sustainable transport initiatives ranging from electric vehicle charging points, car clubs, bicycle sharing schemes, parklets, School Street schemes and ultra low emission vehicle streets. A number of estates within the borough also contain cycle storage and hangers as well as electric vehicle charging points. For a list of the locations of the sustainable transport facilities please visit bit.ly/3Su1x12

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. The consultation will run for a period of six weeks and will follow the policies and procedures set out in our Parking and Enforcement Plan. Please visit hackney.gov.uk/pep for more information.

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

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

It is important to note that 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 operational hours and proposed parking design changes will be analysed and considered on a street-by-street basis. Along with consultation feedback, the Council will consider 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. 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 as a priority over 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 F has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

- The hours of operation for Zone F
- Proposed parking design changes for Zone F
- Sustainable transport initiatives.

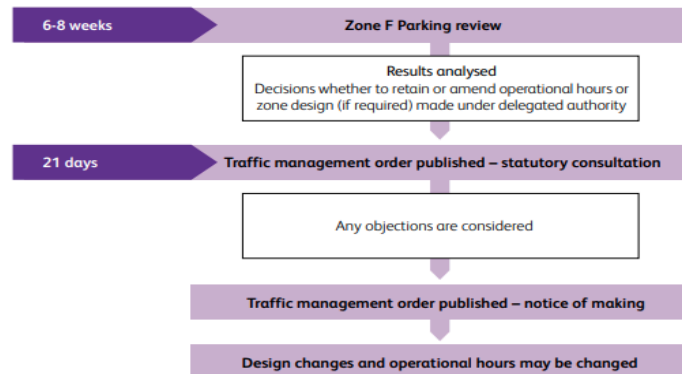
Review consultation process

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 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 Strategic Director of Sustainability and 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 website hackney.gov.uk/parking-zone-consultations and submitting an online questionnaire. Alternatively, you can complete the enclosed questionnaire and return it using the enclosed Freepost envelope by **Monday 28 August 2023**.

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, 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.

You can also provide your feedback online via the Council website at hackney.gov.uk/parking-zone-consultations. Please contact us to receive your unique reference number for this.

The deadline for this consultation is **Monday 28 August 2023**. All consultation responses, both online and via post, must be received by the Council by **Monday 28 August 2023**. Anything received after this date **will not** be considered.

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

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

What happens next?

Consultation closes

Date: Monday 28 August 2023

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

We will not accept any responses received after this date.

Consultation results

Date: November 2023

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

You can also provide your feedback online via the Council website at hackney.gov.uk/parking-zone-consultations. Please contact us to receive your unique reference number for this.

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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. 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.

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

Prior to the start of consultation, we analyse 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, emails and letters. 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 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 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.

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

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 at hackney.gov.uk/parking for more information.

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 personalised permit bay for disabled drivers?

If you are a Blue Badge holder, and your mobility impairment makes it difficult for you to walk short distances, but you do not have access to off-street parking, you may be able to get a personalised permit bay 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 permit bay, you will need to apply for a free companion badge or an estate parking permit if you live on an estate. This will be linked to the one vehicle entitled to park in the personalised permit bay.

A personalised permit bay can only be used by the vehicle that has been registered to the bay. Only one vehicle can be registered to each bay. No other Blue Badge holders are permitted to park within the bay. No other vehicles displaying the Blue Badge belonging to the registered owner of the personalised permit bay are permitted to park within the 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 are 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 <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.

More information

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

Accessibility statement

If you require this document in a different format, please email [**consultparking@hackney.gov.uk**](mailto:consultparking@hackney.gov.uk)

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

DETAILED DESIGN CHANGES

Consultation feedback shows that all proposals were supported by the majority of residents and businesses in the zone, but during the consultation period additional feedback has been received which means that it is not possible to proceed with every proposal.

The proposed change adjacent to No. 67 Hackney Road (item 5) will not proceed as there is another scheme being considered at the location.

The proposed new bay on Hows Street (item 9) will not proceed at this time due to a potential new development scheme.

The proposed new changes on Hoxton Street (items 10 to 12) and Pitfield Street (items 17 & 18) will not proceed due to road safety concerns.

A number of the proposed locations including Cremer Street, Gopsall Street, Hackney Road, Hows Street, Long Street, Mintern Street, Orsman Road, Rushton Street and Whiston Road have been identified as suitable locations for sustainable transport schemes including: fast or lamp column EV charging stations, dockless cycle bays or cycle hangars. While there are no current plans to include sustainable transport schemes at these locations there is a high probability that changes will be made at some time in the future.

Table 1 Proposed changes to be included in final design

ID	Street	Location	Proposal
1	Cremer Street	Various locations	Replace three sections of existing double yellow lines with 35m of shared use bays, creating additional 7 spaces.
2	Cremer Street	Opposite number 4	Change the two existing 15m of permit bays to shared use bays 4hr max stay
3	Goldsmiths Row	Outside number 151	Replace 20m of single yellow line with a shared use bay
4	Gopsall Street	Opposite number 43	Extend permit bay eastwards 10.7m (no lines currently on ground)
5	Hackney Road	Outside numbers 49, 67 and 95	Replace 55m of double yellow line with shared use bays creating 11 additional spaces.
6	Hackney Road	Outside number 153	Replace 5m of double yellow line with a 4hr max stay shared use bay.
7	Haggerston Road	Outside Academy	Replace 15m of single yellow line with a 4hr max stay shared use bay.
8	Halcomb Street	Opposite number 2	Replace 5m of single yellow line with a permit bay and replace the remainder with double yellow line.
9	<i>Hows Street</i>	<i>Next to railway bridge</i>	<i>Replace 10m of double yellow line with a permit bay</i>
10	<i>Hoxton Street</i>	<i>Outside number 285</i>	<i>Replace 10m of double yellow line with a 4hr max stay shared use bay</i>
11	<i>Hoxton Street</i>	<i>Outside Scorton House</i>	<i>Replace 7m of double yellow line with a shared use bay</i>
12	<i>Hoxton Street</i>	<i>Outside numbers 180 to 192</i>	<i>Extend permit bay to add 5 additional spaces replacing 25m of double yellow line</i>
13	Mintern Street	Opposite number 52 to 113 Buckland Court	Replace existing double yellow line with a 5m shared use bay
14	Orsman Road	Outside numbers 28-36	Extend the existing permit bay eastwards by 10.7m replacing the existing double yellow line and creating two additional spaces.

ID	Street	Location	Proposal
15	Penn Street	Opposite Hoxton Press Duo	Replace existing 23m double yellow line with 4hr max stay shared use bays, creating 4 additional spaces.
16	Phillipp Street	Outside number 2 Halcombe Street	Replace 5m of double yellow line with a permit bay.
17	<i>Pitfield Street</i>	<i>Outside Britannia Leisure Centre</i>	<i>Replace 45m of existing double yellow line with two 4hr max stay shared use bays creating 9 additional spaces.</i>
18	<i>Pitfield Street</i>	<i>Outside Arden House</i>	<i>Replace 30m of existing double yellow line with a 4hr max stay shared use bay creating 6 additional spaces.</i>
19	Poole Street	Various locations	Replace 30m of existing double yellow line with two 4hr max stay shared use bays creating 6 additional spaces.
20	Rushton Street	Outside number 14	Replace 11 m of single yellow line with a 9m shared use bay and 2m of double yellow line
21	Whiston Road	Opposite Lock Mill Apartments	Replace 10m of double yellow line with a permit bay.
22	Whiston Road	Outside Great Mill Apartments	Replace 9.8m of double yellow line with a permit bay.

APPENDIX 4: Zone F Review Consultation

Final Map

Equality Impact Assessment. Pre Consultation



London Borough of Hackney Equality Impact Assessment Form

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

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 Zone F Stage 4 Review

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the review exercise and any changes to Parking Zone F, in terms of scope, design or operational hours on residents, businesses and visitors with protected characteristics.

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: November 2022

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 Zone F, in accordance with the Council's Parking and Enforcement Plan (2021-2026).
- The Zone was last reviewed in 2010, since then there have been various infrastructural developments both within the parking zone and in the zones surrounding it. In line with our Parking and Enforcement Plan, the Council has a duty to review parking zones as and when they are needed. The review process will include an evaluation of the operation of the zone, a review of complaints, correspondence and consultation with residents and local businesses.
- Parking Services intend on starting the review consultation in April 2023 for a period of 6 weeks. The consultation period has been scheduled to start after the April festivities allowing all residents and businesses within the area adequate time to respond.
- The key objective of the parking review consultation is to identify whether operational hours and parking design are reflective of the needs of residents and businesses in the area. If not, the aim is to consider how the Council may revise the zone to meet the needs identified through the consultation.
- Through localised consultations, residents and businesses are given the opportunity to have their say on the hours of operation, design of parking controls (including the location and type of parking bays) and specific design changes. The feedback received from residents and businesses within Zone F will inform the final recommendations made by the Council in relation to the hours of operation.
- The current operational hours in Zone F are Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm. In line with our Parking and Enforcement Plan (2021-2026) Parking services will allow residents and businesses the option to provide their feedback on a set of standardised hours. The hours are reflective of the existing controls around the borough and in nearby parking zones. The following options will be provided as part of the consultation, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. The existing hours of Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm will not be offered as they are not standardised hours.
- The Council 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](#).

- Previous feedback received from residents in this area indicated the zone varies in the socio-economic makeup, from residential areas in the east and west, to a strong commercial and night time economy in the south. With this in mind, the consultation will allow residents and businesses to request specific design concerns should they have any. The Council will review visitor parking in order to assist local businesses, however in line with the parking hierarchy structure, resident parking will be prioritised.
- 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.
- The review also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

The Council will review all consultation feedback. Any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

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

Consider staff, residents, and other external stakeholders.

- Local residents, business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews.
- Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design is communicated to the emergency services to ensure that they are happy with any proposed design changes.
- The Council's markets team will also be affected and consulted as part of the operational review. They will be informed of the standardised hours being proposed and of any design changes. The Council will work closely with senior markets staff to ensure the consultation outcome factors in the needs of the Markets in Zone F.
- Should parking design engineers propose specific design changes in Zone F, residents and businesses will have the opportunity to provide feedback on these design proposals during the consultation. The overall feedback will be taken into consideration at the recommendation stage. Residents and businesses will also have the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there is a possibility for amendments to be made based on requests from the consultation. For example, additional shared use bays around businesses or the extension of double yellow lines.
- If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

The table below shows the protected characteristics and how the Zone F review may impact them.

Protected Characteristic	How the F Review will affect them.
<p>Age</p>	<p>Consultation documents will be sent to every household within the zone, this includes care homes and sheltered accommodation. Each resident is entitled to submit a consultation response as long as their full names are provided. Consultation documents will also be sent to nurseries, registered youth groups and schools within the zone.</p> <p>All respondents have an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed.</p> <p>Ambulance bay audits have been carried out outside elderly residential homes to ensure that they are still required. 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 will look at the safety measures implemented around public amenities such as parks, libraries and community centres prior to the consultation as they are used by members of the community of all age groups.</p> <p>Safety measures such as double yellow lines and kerb blips are already in place in the zone, however requests received from the consultation for additional change will be reviewed.</p>
<p>Disability</p>	<p>Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents and businesses in the zone.</p> <p>The Stage 4 review consultation will allow all disabled motorists in the consultation zones to provide their feedback and express their views on the operational hours and the parking design of the zone. Feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.</p> <p>The Council has recently personalised disabled bays in Zone F, any changes to the operational hours of parking</p>

	<p>design 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>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 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations 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 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations 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 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p> <p>The existing provisions around doctors surgeries and medical facilities which accommodate access to these establishments will remain in place. 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 this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The Stage 4 review consultation will allow everyone within</p>

	<p>the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
<p>Religion/belief (including non-belief)</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 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</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 provide their response. Due to the religious holidays during April, which include Easter, Ramadan and Passover, the Council has taken the decision to schedule the six week consultation after all the festivities. This will allow adequate time for residents and businesses to observe the festivities and respond to the consultation. This decision was communicated with ward members prior to the consultation going live.</p>
<p>Sex</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
<p>Sexual Orientation</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>

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

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

- The project will include a six week consultation with all stakeholders on the current operational hours in Zone F and the design of parking controls.
- The decision to consult is in line with the Parking and Enforcement Plan, which states Councils have a duty to review parking when a need is identified. A review consultation was conducted in Zone F in 2010, since then there have been various infrastructural developments in the zone and nearby parking zones.
- The review of parking zone F was built into the yearly project plan confirmed by the parking services technical team.
- The consultation zone F is one of the largest in the borough, holding a boundary with Tower Hamlets and encompassing Haggerston, Hoxton and Shoreditch. The socio-economic make-up varies from highly residential areas in the east and west to a strong commercial and night-time economy in the south.
- Prior to starting the consultation, Parking services created a profile report for zone F which assessed permit stress, pcn issue data, page and display usage and complaints. This report allows the service to identify any parking issues within the zone and make changes accordingly.
- A design engineer has reviewed the existing design of each road within Zone F, ensuring they meet health and safety standards as set by the department of transport. Any design issues identified will be consulted on as part of the consultation process.
- The decision was made to start the consultation in April 2023 allowing the Council to effectively manage its planning stage and resources. The consultation has been scheduled to start after all April festivities have passed, allowing adequate response time is provided for all residents and businesses in Zone F to observe the festivities and take part in the consultation.
- 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, including the Fire Brigade, Police and London Ambulance.
- The Council's disabled parking team have carried out an audit of all existing disabled bays in the consultation zone, 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, including Zone F. 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.
- As part of the public consultation all local residents and businesses in the parking zone will be consulted for a six week period and will be sent a consultation leaflet, a questionnaire and map of the current design. All consultation documents will also be available online (dedicated council webpage for parking consultations), questionnaire responses can also be submitted online.

- The Council will install posters on all streets in Zone F advertising the consultation and encouraging feedback. The on street poster will contain information of the review aims and how residents and businesses can take part. A newspaper advert will also be placed in the Hackney Gazette providing information on the consultation. The newspaper has an outreach into Hackney's wide demographic.
- The Council will also arrange for mailshots to be sent to all permit holders in Zone F, the mailshot will inform permit holders of the consultation and how they can submit a consultation response.
- The consultation team will work closely with IT to ensure the Council's main twitter page is utilised and tweets are sent throughout the consultation period. Utilising social media pages encourages participation and raises awareness of the consultation exercise.
- 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. Face to face or 'in person' meeting requests could be accommodated, however 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

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

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

- The Council took various measures when planning the Stage 4 review consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. By conducting the review consultation, the Council is responding to developments within the zone. This will have a positive impact on different equality groups and may improve the good relations between the Council and the wider community residing and working in Zone F.
- The public consultation provides an open forum for all local users to have their say on the design of local parking controls and hours of operation within their zone. Where requested, the Council is open to hold meetings with ward members, faith members as well as residents and businesses to discuss the review proposals in detail. These meetings may be virtual, meeting requests will be assessed as and when they are received.
- In line with our Parking and Enforcement Plan (2021-2026) Parking services will allow residents and businesses the option to provide their feedback on a set of standardised

hours. The following options will be provided as part of the consultation, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. The existing hours of Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm will not be offered as they are not standardised hours. Standardising the operational hours in Zone F will bring the zone in line with other nearby zones and our policies.

- 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.
- As part of the review process, a design engineer reviewed the current layout of Zone F and proposed specific design changes where required to best reflect local needs.
- 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 review consultation has the potential to have a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring that the existing parking controls continue to provide a safe road environment and by continuing to provide parking restrictions which meet the needs of 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 final design for the zone.
- As there are controls already in place, reviewing these to address any shortcoming in the design and better meet the needs and demands of the residents and businesses will mean that there will be better parking facilities available for people to use.

Protected Characteristic	Analysis
Age	<p>Should the hours of operation of Zone F change, we do not expect any particular age group to be anymore positively impacted in comparison to the occupants of the whole zone. The following combination of standardised operational hours have been provided for residents and businesses to choose from, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. 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 zone with greater ease.</p> <p>Residents and businesses in Zone F are familiar with parking controls, any changes to the operational hours will</p>

	<p>not change the way parking provisions are implemented. For example, should operational hours extend, residents and businesses are aware of the need to utilise visitor vouchers for a longer period. Existing permit holders do not need to make any changes to their permits.</p> <p>Parking will review parking amenities available outside sheltered accommodations and care homes, ambulance bays have also been audited to ensure they are in use and required. The health and safety measures at junctions, outside parks and public facilities have also been reviewed as part of the review process, engineers have also assessed 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 proposed design changes for the 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 consultation allows residents, businesses and establishments facilitated towards certain age groups to provide feedback and raise 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>Prior to the review consultation, all disabled parking bays will be audited to ensure those which are in use still remain in the zone. The outcome of the audit is then incorporated into the proposed design for the consultation zones. Disabled bays can be used by both disabled residents and visitors as well as carers who have a disabled dependent as long as a valid blue badge is displayed. A valid blue badge can also be used to park in pay and display and shared use bays.</p> <p>All disabled motorists living within Zone F have the opportunity to comment on the operational hours and parking design of the zone. The outcome of the Stage 4 review consultation will potentially have a positive impact on all disabled motorists as a confirmed final design will address any parking stress and issues they may be experiencing.</p> <p>Should the hours of operation change as a result of the result consultation, parking provisions currently in place for disabled motorists will remain, meaning disabled residents do not have to change their approach to parking.</p>

	<p>As the review allows residents to provide feedback on the current design, should there be any implementation of pay and display and shared use parking bays based on the feedback, these can be utilised by disabled drivers with a blue badge.</p> <p>All the current provisions in place for disabled drivers, such as concessions of visitor voucher purchases and free companion badges still remain in place.</p>
Gender reassignment	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Pregnancy and maternity	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Race	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design,</p>

	<p>which will ensure this group will have a zone reflective of their parking needs.</p>
<p>Religion/belief (including non-belief)</p>	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p> <p>The decision to consult ward members on the consultation start date allowed the Council to plan the consultation in line with the needs of the local community. The start date of the consultation ensures that all major religious festivities and public holidays do not interrupt the response period and allows this consultation to take place over a period of six weeks. This will have a positive impact on all religious groups in the zone as the ability to respond to the questionnaire will not be interrupted.</p>
<p>Sex</p>	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
<p>Sexual Orientation</p>	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have 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?

- Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. Shared use bays and pay and display bays have been implemented outside businesses, local amenities and areas attracting visitors to accommodate the local demographic and business needs of the zone.
- There could be opposition to possible changes made to the hours of operation which could impact different people in different ways. For example, some businesses may not be in favour of the proposals to extend the hours of operation as this may not be accommodating for visitors, whereas residents living around local businesses may welcome this change. The review consultation is an opportunity for all groups to provide feedback and raise concerns directly with the Council. Parking Services will ensure a final outcome finds a balance between the needs of all groups.
- In addition, where disabled bays are audited and could be removed as part of this process, disabled drivers visiting the borough may be impacted by the reduction in disabled bays. However, Blue Badge holders can park on existing yellow lines for a period of three hours, providing there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue badge holders can also park in shared use bays and pay and display parking bays.
- The Council is offering a choice of five standardised hours for residents and businesses to provide feedback on. Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. The existing operational hours of Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm will not be offered as they are not standardised hours. Whilst existing permit holders will not have to make any changes to their permits, the possible loss of an additional hour of control could be received negatively. However, parking services have reviewed parking stress within the zone and the possible loss of an hour will not impact permit holders greatly. The Council also has a duty in line with its PEP policy to standardise the controls in zones across the borough.
- As the Council last consulted zone F in 2010, changes have been made to the consultation feedback acceptance policy. There could be some confusion amongst residents and businesses who are not familiar with the new changes. However in order to address any concerns around this, the consultation leaflet will explain in detail what the changes are and how they affect responses from residents and businesses. The policy around consultation feedback change was brought in to strengthen the consultation process, not prevent genuine responses from the consultation zone.
- The consultation is scheduled to start in April 2023, and run for a period of six weeks. The decision to run the consultation for a longer period of time may receive negative feedback from some residents and businesses simply due to them wanting the Council to make decisions quicker. However the prolonged consultation will allow all residents and businesses to consider the consultation in detail and provide a response they are content with.
- 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.

- Any changes proposed to parking design could also have a negative impact on some groups. For example, if we increased the number of shared use bays on a particular road, this will reduce the number of spaces reserved for residents. To ensure that residents are not impacted negatively, the Council will assess the parking stress on a road before making a balanced final decision on whether to change parking bays.
- The review of the zone and any possible outcomes to the hours of operation will not have any more of a positive impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

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

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

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

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Impact on disabled visitors due to removal of disabled bays as a result of audits.	<p>Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays.</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>Ensure bays which are in use and required by disabled residents remain.</p>	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Muhibun Nessa

		<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 personalised, to ensure disabled residents have exclusive parking access to them.</p>			
2	Impact of possible changes to the operational hours.	<p>A choice of five standardised hours have been provided. Should residents and businesses want to discuss these options in detail, they can contact the consultation team directly.</p> <p>Ensure the consultation targets all residents and businesses in the area and all feedback on hours of operation is reviewed. Assess the feasibility of making any changes to the hours of operation and how this will impact residents and businesses in the area. Make sure decisions have regard to the Parking Enforcement Plan.</p>	Through consultation feedback	During consultation process	Muhibun Nessa

3	Impact on residents parking ability due to change in parking design.	Ensure that sufficient analysis is carried out to determine the level of parking stress within the area before any changes are made to parking bay types.	Through consultation feedback and review of current permit holders.	Post consultation	Fazal Kirwan
4	Impact of consultation feedback policy change.	<p>Consultation documents to clearly explain why the policy was changed and how it benefits local residents and businesses. The Council will always look to find effective ways to manage its decision making process and this change allows for residents and businesses to take part in a consultation without the concern of the process being skewed by individuals.</p> <p>The delegated powers report which details the changes, is available for the public to view.</p>	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa
5	Impact on local street market trade due to operational hour change.	Work closely with the Markets team through internal consultation. Request feedback and guidance where required to address any parking issues caused for the market trade as a result of operational hour change.	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Fazal Kirwan

Post Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Parking Zone F Stage 4 Review (Post Consultation)

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the Stage 4 consultation recommendations and changes to Zone F, 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: Rahi Noor	Ext: 3832
Directorate: Climate, Homes and Economy	Department/Division: Parking Services

Group Director, Climate, Homes & Economy: Rickardo Hyatt **Date: 21 December 2023**

Signature: 

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 was to conduct a review of Parking Zone F, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- The reason to carry out a stage 4 consultation was infrastructural developments which have been made both within the parking zone and in the zones surrounding it. In line with our Parking and Enforcement Plan, the Council has a duty to review parking zones as and when they are required. The review process included an evaluation of the operation of the zone, a review of complaints, correspondence and consultation with residents and local businesses.
- Parking Services carried out a 6 week review which commenced on 17th July 2023 and was completed on 28th August 2023. The consultation allowed all residents and businesses within the area adequate time to respond to the consultation.
- The key objective of the parking review consultation was to identify whether operational hours and parking design are reflective of the needs of residents and businesses in the area, the aim was to also consider how the Council may revise the zone to meet the needs identified through the consultation.
- Consultation packs containing leaflets, questionnaires, a user-friendly map of Zone F 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. Residents were also allowed to go online and fill out the questionnaire. 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.
- On-street posters were installed on all roads within Zone F - the posters advertised the consultation and gave information on how feedback could be provided.

- In line with our Parking and Enforcement Plan (2022-2027) Parking services allowed residents and businesses the option to provide their feedback on a set of standardised hours. The hours were reflective of the existing controls around the borough and in nearby parking zones. The following options were provided as part of the consultation, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. The existing hours of Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm were not offered as they were not standardised hours.
- Previous feedback received from residents in this area indicated the zone varies in the socio-economic makeup, from residential areas in the east and west, to a strong commercial and night time economy in the south. With this in mind, the consultation allowed residents and businesses to request specific design concerns should they have any. The Council will review visitor parking in order to assist local businesses, however in line with the parking hierarchy structure, resident parking was prioritised.
- The Stage 4 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.
- The review also ensures that the parking restrictions comply with current safety standards outlined by the Department for Transport.
- 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 F 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?

Consider staff, residents, and other external stakeholders.

- 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 4 consultation. A published delegated report detailing the recommendations as well as summary documents will be communicated with all those affected.

- Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design is communicated to the emergency services to ensure that they are happy with any proposed design changes.
- The Council's markets team were also affected and consulted as part of the operational hours review. They have been informed of the standardised hours being proposed and of any design changes. The Council have worked closely with senior markets staff to ensure the consultation outcome factors in the needs of the Market in Zone F.
- The parking design engineers have proposed specific design changes in Zone F, residents and businesses will have had the opportunity to provide feedback on these design proposals during the consultation. The overall feedback has been taken into consideration at the recommendation stage. Residents and businesses had the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there were possible amendments to be made based on requests from the consultation. shared use parking bays will also be implemented outside local businesses and public amenities to facilitate visitor parking.
- The recommendation to introduce the standardised operational hours of Monday to Friday 8:30 am to 6:30pm and Saturday 8:30 to 1:30pm will affect all residents and businesses in Zone F.
- If design changes are made, in order to mitigate a negative impact on the local community, Council officers will ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

The table below shows the protected characteristics and how the Zone F review may impact them.

Protected Characteristic	How the F Review will affect them.
Age	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.
Disability	The consultation process allowed all disabled motorists living within the parking zone 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.
Gender reassignment	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.
Marriage and Civil Partnership	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.

Pregnancy and maternity	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Race	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Religion/belief (including non-belief)	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Sex	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Sexual Orientation	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.

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 six week consultation with all stakeholders on the current operational hours in Zone F and the design of parking controls.
- The decision to consult was in line with the Parking and Enforcement Plan, which states Councils have a duty to review parking when a need is identified. A review consultation was conducted in Zone F in 2010, since then there have been various infrastructural developments in the zone and nearby parking zones.
- The review of parking zone F was built into the yearly project plan confirmed by the parking services technical team.
- The consultation zone F is one of the largest in the borough, holding a boundary with Tower Hamlets and encompassing Haggerston, Hoxton and Shoreditch. The socio-economic make-up varies from highly residential areas in the east and west to a strong commercial and night-time economy in the south.
- Prior to starting the consultation, Parking services created a profile report for zone F which assessed permit stress, pcn issue data, page and display usage and complaints. This report allows the service to identify any parking issues within the zone and make changes accordingly.
- A design engineer has reviewed the existing design of each road within Zone F, ensuring they meet health and safety standards as set by the department of transport. Any design issues identified were consulted on as part of the consultation process.

- The decision was made to start the consultation in July 2023 allowing the Council to effectively manage its planning stage and resources. The consultation started after all the festivities had passed, allowing adequate response time was provided for all residents and businesses in Zone F to take part in the consultation.
- 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 4 consultation recommendations. Health & Safety guidelines in place for both Waste Services and Emergency Services were built into the design of Zone F.
- The Council's disabled parking team carried out an audit of all existing disabled bays in the consultation zone, 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, including Zone F. 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.
- As part of the public consultation all local residents and businesses in the parking zone were consulted for a six week period and sent a consultation leaflet, a questionnaire and map of the current design. All consultation documents were available online (dedicated council webpage for parking consultations), questionnaire responses were also submitted online. The Stage 4 Consultation had a response of 4%
- The Council Installed posters on all streets in Zone F advertising the consultation and encouraging feedback. The on street poster contained information of the review aims and how residents and businesses can take part.
- 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 4 consultation for Zone F, 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 Stage 4 consultation process, all ward members in Zone F 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

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

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

- The Council took various measures when planning the Stage 4 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 standardised set of operational hours (Monday to Friday 8:30am to 6:30pm and Saturday 8:30 to 1:30pm) 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 F.
- The overall feedback received from the consultation area supports the parking design proposed for Zone F. This alone indicates the Stage 4 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 4 consultation, was reflective of the needs and views of Zone F.
- The Stage 4 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.
- As part of the review process, a design engineer reviewed the current layout of Zone F and proposed specific design changes where required to best reflect local needs.
- As part of the consultation approval process, consultation documents were sent to ward members to view before being made public and sent to the consultation zone. This

allowed 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.

- The Stage 4 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.
- Residents and businesses in Zone F are familiar with parking controls, the proposed changes to the operational hours will not change the way parking provisions are implemented. Existing permit holders do not need to make any changes to their permits.
- The table below shows the protected characteristics within the zone and how the Zone f Stage 4 review consultation outcome will impact them.

Protected Characteristic	Analysis
Age	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Disability	Recommendations to introduce the operational hours of Monday to Friday 8:30am to 6:30pm and Saturday 8:30am to 1:30pm and the final parking design for Zone F, is expected to positively impact all disabled residents and motorists in the area, as well as individuals providing care for them. The reduction of operational hours by 1 hour each day could mean that carers or visitors to disabled or elderly residents may not need to pay for parking for early morning visits.
Gender reassignment	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Marriage and Civil Partnership	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Pregnancy and maternity	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Race	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations. .
Religion/belief (including non-belief)	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.

Sex	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Sexual Orientation	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.

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?

- Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. Shared use bays and pay and display bays have been implemented outside businesses, local amenities and areas attracting visitors to accommodate the local demographic and business needs of the zone.
- The majority (40%) of responses were in favour of Monday to Friday 8:30 am to 6:30 pm, whilst (35%) were in favour of Monday to Friday 8.30 am to 6.30 pm and Saturday 8:30 to 1:30 pm. (5%) of respondents supported Monday to Saturday 8.30 am to 6.30 pm and 5% supported longer hours of Monday to Saturday 8:30 am to Midnight.
- While 40% supported Monday to Friday 8:30 am to 6:30 pm overall, 60% supported the longer hours of control from Monday to Sunday. The decision to retain Saturday morning controls may have a negative impact on residents and businesses who supported just Monday to Friday operational hours.
- There could be opposition to possible changes made to the hours of operation which could impact different people in different ways. For example, some residents may not be in favour of the decision not to implement their chosen controlled hours
- One of the key aims of the Stage 4 consultation was to gauge a preference for the operational hours of Zone F. The Council offered a choice of five standardised hours for residents and businesses to provide feedback on. Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm, Monday to Saturday 8.30am - Midnight, Monday to Sunday - 24 hour controls. The existing operational hours of Monday to Friday 7.30am to 6.30pm and Saturday 7.30am to 1.30pm were not offered..
- Whilst existing permit holders will not have to make any changes to their permits, the possible loss of an hour of control could be received negatively. However, parking services have reviewed parking stress within the zone and the possible loss of an hour will not impact permit holders greatly. The Council also has a duty in line with its PEP policy to standardise the controls in zones across the borough.
- As the Council last consulted zone F in 2010, changes have been made to the consultation feedback acceptance policy. There could be some confusion amongst residents and businesses who are not familiar with the new changes.

- The consultation started in July 2023, and ran for a period of six weeks. The decision to run the consultation for a longer period of time may receive negative feedback from some residents and businesses simply due to them wanting the Council to make decisions quicker.
- 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.
- 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 review of the zone and the changes to the hours of operation 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.	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 adapt to new change.	<p>Ensure the consultation summary leaflet clearly states the changes, and 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>	Through updates of consultation webpage, summary documents, communicated directly with residents, businesses and stakeholders via emails/phone - where necessary meetings can be arranged.	During the post consultation process and implementation stage	Consultation Officer
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

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
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 with the public for a 21 day objection period which will allow comments to be submitted on the proposals.	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
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