



DELEGATED REPORT OF

THE DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.

PARKING ZONE T STAGE 4 REVIEW CONSULTATION

DATE (2019/2020)

March 2020

CLASSIFICATION:

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

WARD(S) AFFECTED

Cazenove, Springfield

1. SUMMARY

- 1.1 This report details the results of the consultation for the Stage 4 review carried out between 20 January 2020 and 02 March 2020 in Parking Zone T. This public consultation is part of the first review of the new Zone T parking zone. As outlined in the Parking Enforcement Plan (PEP) 2015 – 20, 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 of parking controls should change from the current hours of operation (which are Monday to Saturday 8.00am to 6.30pm) to Monday to Friday 10.00am to 12.00pm for all roads within Zone T.
- 1.3 The report also makes recommendations to make some amendments to the design of parking controls in the area. The detailed analysis of the consultation is detailed in Appendix 1 of this report and the proposed design changes are set out in Appendix 3 and 4.
- 1.4 These recommendations are based on several factors including consultation feedback, the Council's parking policies (PEP 2015-20), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

The Director of Public Realm is recommended to:

- 2.1 Approve the recommendation to change the operational hours from Monday to Saturday 8.30 am to 6.30 pm to Monday to Friday 10 am to 12 pm in all roads within Zone T.
- 2.2 Approve the implementation of the parking design changes for Zone T as per the final design map and table in Appendices 3 and 4.

- 2.3 Approve the proposal to change all pay and display and shared use bays within Zone T to a 1hr maximum stay with 1hr no return.
- 2.4 Authorise the Head of Parking to consult on and take the final decision on whether to make the amendments to the Traffic Management Orders for Parking Zone T to give effect to the recommended changes in 2.1 and 2.2 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

3. REASONS FOR DECISION

- 3.1 The recommendations above were put forward based on consultation feedback received from the area and in line with the Council's parking policies (PEP 2015 – 20).

Other Considerations

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

along with 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 local businesses and their visitors.

Feedback from the Public Consultation

- 3.5 A consultation questionnaire, map and booklet was sent to all residents and businesses within the Zone T giving them the opportunity to have their say on their preferred hours of operation and inviting any comments on the design of parking controls. The boundary of the zone was not under review.
- 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 6767 households and businesses in the Zone T area. A total of 2685 responses were received from the consultation area which equates to a response rate of 40%. This is significantly above the average response rate for a standard review consultation which is between 5-7%.
- 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.

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 four options on the hours of operation.

Those were:

- Option 1: Monday to Saturday 8.30 am to 6.30 pm (current hours of operation)
- Option 2: Monday to Friday 8:30 am to 6:30 pm
- Option 3: Monday to Friday 7.00 am to 11.00 am
- Option 4: Monday to Friday 10.00 am to 12 pm (noon)

3.12 Each option offered hours of operation that are standardised across the week rather than hours of operation that vary across particular days. 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 motorists parking across different zones.

Preferred hours of Operation

3.13 Overall, 99% (2659) of respondents provided feedback to the question regarding their preferred hours of operation.

3.14 Of those who responded, 64% (1707) were in favour of reducing the hours of operation to Monday to Friday 10.00 am to 12.00 pm (Option 4). For more information regarding the feedback received on the hours of operation see Appendix 1 table 4.

3.15 Of the respondents who expressed a preference for shorter hours of operation such as Monday to Friday 10.00 am to 12.00 pm and Monday to Friday 07.00 am to 11.00am, 11% of those respondents expressly raised specific concerns over the current hours of operation overlapping with the Sabbath and Jewish holidays. It should be noted, however, that many respondents chose not to provide detailed comments beyond selecting their preferred hours of operation and indicating whether or not they were happy with the parking controls. Therefore this may have been a factor for many more respondents, although this cannot be quantified by the consultation results.

3.16 Feedback received from some roads closest to Stamford Hill including Windus Road, Alkham Road, Margaret Road and Belfast Road indicated a majority support for maintaining the existing operational hours which are Monday to Saturday 8.30 am to 6.30 pm. This is assumed to be due to their close proximity to Stoke Newington Station and local businesses, meaning these roads are likely to be more impacted by parking stress during business hours and Saturday trading.

Parking Design

3.17 The initial Zone T was first introduced in January 2018, followed by two extensions of the zone generally to the south of Cazenove Road (T2 displacement area) and generally to the north of Cazenove Road (T3 displacement area). Controls for the T3 displacement area, the most recent, were implemented in September 2019. As the zone is relatively new, no specific design changes were proposed during the consultation as we wanted to see how residents were finding the existing design. 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.

3.18 A number of comments have been received from residents and businesses including the lack of visitor parking, excessive double yellow lines and the desire for free parking for funerals, during prayers and for local businesses.

3.19 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. These include:

- Increasing the level of visitor parking close to places of worship and other amenities.
- Reviewing the level of double yellow lines in the zone and where feasible, making recommendations to change some double lines into

parking bays. This will be carried out as part of the monthly amendments process so that any changes can be introduced more quickly.

3.20 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.

Additional Comments

3.21 In total 1430 respondents provided general comments and suggestions to the consultation. As some respondents made more than one comment or suggestion, when broken down there were a total of 2728 comments or suggestions.

3.22 785 consultees (29%) addressed the hours of operation with a mixture of feedback wanting to retain the existing hours and some wanting a 1hr zone. There were also comments received strongly in favour of retaining the existing hours of control, specifically in the original Zone T area with 1% of comments requesting an extension to the existing hours of operation.

3.23 61 consultees (2%) requested free parking around mosques and synagogues especially during prayers and funerals.

3.24 392 consultees (14%) addressed double yellow lines within the zone. Respondents commented that some of these yellow lines were excessive and needed to be removed.

3.25 210 comments were raised regarding the issue of parking controls overlapping with Sabbath and Jewish holidays. The majority of consultees who raised this concern preferred to see shorter hours of operation being implemented in Zone T.

3.26 All additional comments provided by respondents have been individually assessed and where possible incorporated into the final design. See

Appendix 1 Table 6 for a breakdown of comments and Appendix 3 and 4 for the final design proposals.

Conclusion

- 3.27 There was majority support for the existing hours of operation of Monday to Saturday 8.30 am to 6.30 pm to be changed to Monday to Friday 10 am to 12 pm (noon) from the options given, although some streets where parking controls were first introduced such as Margaret Road, Belfast Road, Windus Road and Alkham Road still support the existing hours of operation.
- 3.28 Although Margaret Road, Belfast Road, Windus Road and Alkham Road support longer hours of operation, a decision was made to implement the same hours of controls throughout the whole zone rather than having a variation in these streets. The main reason for maintaining standardised hours of operation in the whole zone stems from two main reasons; firstly, there are only a small number of roads who support longer hours of controls, which does not form a logical boundary to vary the hours, secondly, having longer hours of controls in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking. Parking Services will continue to monitor the parking pressure in this area to ensure that the safety of both pedestrians and motorists are not compromised.
- 3.29 In terms of parking design, a number of comments were received regarding the cost of permits and vouchers, visitor parking, excessive double yellow lines in the zone and a request to have a 1 hour zone.
- 3.30 Based on consultation feedback, Parking Services have proposed an increase in the number of visitor parking spaces around places of worship and other amenities.
- 3.31 A separate review of double yellow lines will be carried out outside of this review and any changes will be made in line with parking zone amendments.

3.32 See Appendix 3 and 4 for the details of design changes and final design map for Zone T.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4.1. One of the alternative options that were considered was to not carry out a review consultation at all and maintain parking controls in Zone T as they are today. However, this contradicts the Council's parking policies and consultation charter as the needs of the residents and businesses would not be taken into consideration. There would have also been the option to delay the review and consultation process until 2021 or later, but this would also have been contrary to Council's parking policies and it was considered that good reasons existed for an earlier review.

4.2. In terms of the hours of operation, there was an option to maintain the existing hours of operation or even to pursue one of the other alternative options for hours of operations which were less popular with consultees, however this would have gone against the feedback received from residents and businesses in the area. In light of the feedback received and the other parking considerations weighed up and discussed in this report, these options were rejected.

5. BACKGROUND

5.1. 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.

5.2. An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a

mechanism to enable feedback on the current parking design and operational hours as well as other general parking issues.

5.3. The area was consulted between January and March 2020. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 2.

5.4. The review consultation offered residents and businesses the opportunity to provide their feedback on the four options for the hours of operation and any other proposed changes they might like to see in their zone.

5.5. Policy Context

5.5.1. 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 there is a need. This ensures that PZs are operating effectively and to assess the need for modification. In reference to this consultation, the Stage 4 review was brought forward at the request of Ward Members and residents who wanted the hours of operation to be reviewed sooner.

5.5.2. 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.

5.5.3. 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.

5.6. Equality Impact Assessment

- 5.6.1. 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.
- 5.6.2. The Council has carried out an Equality Impact Assessment before commencing the consultation and after the consultations responses were received and analysed. By conducting an Equality Impact Assessment before the consultation process and keeping that updated as the consultation has progressed, this has assisted the Council to identify if any of the recommendations about the future of parking controls in Zone T may have an adverse effect on the parking needs of specific groups who share protected characteristics, including elderly residents and visitors, disabled drivers and faith communities including a large local Muslim and Orthodox Jewish communities who have particular parking needs.
- 5.6.3. 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.
- 5.6.4. 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 process and a duty to have due regard to the goals at section 149(1) of the Equality Act, rather than an instrument to create a particular

outcome. Therefore, equalities issues have been some of the various considerations taken into account when deciding to recommend a change to parking controls in Zone T together with a range of other factors that inform parking management.

5.7. Sustainability

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

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

5.8. Maintenance and Administrative Costs

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

One off costs	£
Consultation costs	12,300
Implementation of signage changes	15,000
Traffic Order changes	1,600
Total Expenditure	28,900

5.8.2. The consultation cost of £12,300 and the implementation cost (including traffic order costs) of £16,600 will be met from existing revenue expenditure budgets.

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

5.9. Consultation

5.9.1. An initial review of new parking controls is normally undertaken within one year of implementation, or sooner if there is good reason to do so. In the case of Zone T, the zone was extended to cover two displacement areas after the initial Zone T was introduced in January 2018. Implementation of controls into displacement area T3, the latter of the two extensions, began in September 2019. When controls were extended into displacement area T3, it was identified that an early review should be undertaken, due to the significant interest within the community about the impact of the parking controls.

5.9.2. For this Stage 4 Review, residents and businesses in Zone T were consulted about the hours of control over a six week period between January and March 2020.

5.9.3. Consultation packs were sent via second class post to all addresses in the Zone T area and were also made available online. In addition notices were erected on each street and an advert was placed in the Hackney Gazette to inform the local residents and businesses of the consultation. In addition, as Zone T has a large Jewish population, an advert was placed in two Jewish newspapers; The Jewish Tribune and the Midweek.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1. As part of the ongoing programme of parking control zone reviews Parking Services consulted on a number of changes to Parking Zone T for a 6 week period between January 2020 and March 2020. This report details the consultation process and results of the Stage 4 Review and public consultation to determine the operational hours and any design changes required as a result of the changes.
- 6.2. The report puts forward recommendations in Section 2 which includes detailed layout of the parking bays, lines, hours of operation as well as the changing the pay and display and shared use bays to 1hr maximum stay.
- 6.3. Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) and the Council's Consultation Strategy.
- 6.4. Section 5.8 details the cost relating to these recommendations, a total of £29k which includes one off installation of £17k, these costs will be funded from the parking revenue budget.
- 6.5. Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road Traffic Regulation Act (1984).

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

- 7.1. Relevant Council's powers under the Road Traffic Regulation Act 1984 (the "1984 Act") have been delegated to the Director of Public Realm or the Head of Parking and Markets. A decision to follow the recommendations in section 2 of the report is a decision that the Director of Public Realm is authorised to make in accordance with delegation no. NH338 in the Council's scheme of delegation within the portfolio of the Group Director for Neighbourhood and Housing dated 31 October 2019.

- 7.2. The Traffic Management Act 2004 places a duty on local authorities to manage their road network to make sure traffic moves expeditiously on their road network as well as the road networks of nearby traffic authorities. In performing that duty, the Council may take any action they consider will contribute to the more efficient use of their road network.
- 7.3. The Council may under section 45 of the 1984 Act designate parking places on highways for various classes of vehicles. Section 46 of the 1984 Act allows the Council to charge for parking in places. The recommendation of this report is that the Council's current traffic orders will require variation. 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"). As mentioned at paragraph 2.4 above, following a decision to approve the recommendations in this report, statutory consultation of the proposed variation in accordance with the Procedure Regulations will be undertaken to allow for any person who wishes to make an objection to do so, and for any objections made to be duly considered.
- 7.4. 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.

7.5. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. Factors that should be taken into account in the appraisal include:

- existing and predicted levels of demand for parking;
- the availability and pricing of on- and off-street parking places;
- the impact on the local economy and the viability of local shops and high streets;
- the justification for, and accuracy of, existing traffic orders;
- the adequacy, accuracy and quality of traffic signing and road markings which restrict or permit parking;
- the level of enforcement necessary for compliance;
- the levels of penalty charges;
- the need to resource the operation effectively and ensure that all parking staff are appropriately trained; and
- impact on traffic flow, i.e. traffic or congestion outcomes.

7.6. The non-statutory consultation undertaken in the Stage 4 Review of Zone T has been guided by the Consultation Principles guidance produced by the UK Government's Cabinet Office. These principles do not displace the general principles derived from case law as to how

consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows:

- 7.6.1. consultation should occur when proposals are at a formative stage;
 - 7.6.2. consultations should give sufficient reasons for any proposal to permit intelligent consideration;
 - 7.6.3. consultations should allow adequate time for consideration and response;
 - 7.6.4. 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.
- 7.7. This report demonstrates that the Council has consulted widely throughout the Zone T area and attempted to clearly communicate what the proposed options for change were by sending detailed consultation packs to over 6000 households and businesses within the parking zone. A period of six weeks was given to consider the consultation and provide a response, consistent with past practice for similar consultations and the standard process for consultation recommended in the Council's PEP. This report also demonstrates that responses received have been conscientiously analysed and the recommendation to vary Council's current traffic orders reflects that feedback received during the consultation has been duly considered.
- 7.8. Section 5.6 of this report addresses the Council's PSED obligation under the Equality Act. It is not a duty to achieve a result, but a duty to have due regard to the goals at section 149(1) of the Equality Act. Age and disability have been identified as relevant protected characteristics which typically arise as considerations in parking management. Due to the

particular demographics of the part of the Borough covered by Zone T, the protected characteristic of religion has also been identified as a material consideration. The Equality Impact Assessment appended to this report documents how the Council has discharged the PSED to date, however, it is also important to note that the duty is ongoing and that due regard must continue to be given to the PSED in subsequent phases of decision making relating to Zone T.

APPENDICES

Appendix 1 – Zone T Review Feedback Analysis (Public)

Appendix 2 – Zone T 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)

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

None

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Authorisation of Director Public Realm – Neighbourhood and Housing

Name: Aled Richards

Signature: 

Date: 20 March 2020

APPENDIX 1: Zone T Review Consultation

Feedback Analysis

1.1 Response

We consulted 6767 households and businesses in the Zone T area and received 2685 completed responses making an overall response rate of 40%. This response rate received is significantly higher than the average response rate of 5-7% for review consultations.

A breakdown of responses on a street by street basis can be found in Table 1. The majority (71%) of the responses were received via post whilst the remainder (29%) were received online (see Table 2).

Table 1: Response rate

	Response Rate		
Road Name	Sent	Received	%
ALKHAM ROAD	208	87	42%
BELFAST ROAD	104	30	29%
BRAYDON ROAD	70	73	104%
BRIGGEFORD CLOSE	31	6	19%
BROADWAY MEWS	20	1	5%
CAZENOVE ROAD	782	222	28%
CHARDMORE ROAD	145	97	67%
CHARNWOOD STREET	109	9	8%
CLAPTON COMMON	157	47	30%
CLAPTON TERRACE	79	31	39%
CLARKE PATH	15	3	20%
CYPRESS CLOSE	40	5	13%
DARENTH ROAD	194	176	91%
DURLSTON ROAD	126	60	48%
FELDMAN CLOSE	39	9	23%

FILEY AVENUE	122	82	67%
FIRSBY ROAD	66	58	88%
FORBURG ROAD	204	89	44%
FOUNTAYNE ROAD	158	112	71%
GELDESTON ROAD	216	51	24%
GIBSON GARDENS	150	11	7%
GILDA CRESCENT	26	33	127%
HOGAN WAY	20	6	30%
KYVERDALE ROAD	371	274	74%
LAMPARD GROVE	141	93	66%
LEWESTON PLACE	55	57	104%
LYNMOUTH ROAD	191	81	42%
MARGARET ROAD	24	13	54%
NORTHWOLD ROAD	395	48	12%
OLDHILL STREET	142	81	57%
OSBALDESTON ROAD	415	290	70%
PORTLAND AVENUE	263	193	73%
REIGHTON ROAD	12	4	33%
ROSSENDALE STREET	99	40	40%
ROSSINGTON STREET	62	10	16%
STAMFORD GROVE EAST	16	8	50%
STAMFORD GROVE WEST	37	13	35%
STAMFORD HILL	728	54	7%
STATION APPROACH	5	0	0%
STOKE NEWINGTON HIGH STREET	60	2	3%
UPPER CLAPTON ROAD	501	74	15%
WALSHAM CLOSE	38	27	71%
WILLOW COTTAGES	5	0	0%
WINDUS MEWS	3	1	33%
WINDUS ROAD	119	23	19%
WINDUS WALK	4	1	25%
Total	6767	2685	40%

Table 2: Methods of response

Feedback Method			Percentage	
Area	Paper Q	Online Q	Paper Q	Online Q
Zone T Review	787	1898	29%	71%

*Excludes duplicate responses, those from outside the area and unknown or incorrect addresses

1.2 OCCUPANCY TYPE

The majority (95%) of respondents who responded to the question on occupancy type, classified themselves as ‘residents’ whilst 3% of responses were from respondents who classified themselves as businesses. 1% of responses were from respondents who identified as both resident and business. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Resident	2545	95%
Business	90	3%
Both	40	1%
Grand Total	2675	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 four options provided in the consultation document (see below):

- **Option 1: Monday to Friday 8.30 am to 6.30 pm**
- **Option 2: Monday to Saturday 8:30 am to 6:30 pm (current hours of operation)**
- **Option 3: Monday to Friday 7.00 am to 11.00 am**
- **Option 4 Monday to Friday 10.00 am to 12.00 pm (noon)**

From the 2685 responses received, 99% (2659) of respondents answered the question regarding their preferred hours of operation.

Majority (64%) of responses were in favour of Option 4 Monday to Friday 10.00 am to 12.00 pm whilst 18% were in favour of Option 2 Monday to Saturday 8.30 am to 6.30 pm (i.e. current hours).

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

Table 4: Support for parking operational hours

Hours of Operation	Response	Percentage
Monday to Friday 10.00 am - 12:00 pm (noon)	1707	64%
Monday to Friday 7:00 am - 11:00 am	201	8%
Monday to Friday 8:30 am – 6:30 pm	277	10%
Monday to Saturday 8:30 am – 6:30 pm (current hours of operation)	474	18%
Total	2659	100%

Table 5: Support for parking operational hours by street

Street Name	Monday to Friday 10.00am-12:00pm (noon)	Monday to Friday 7:00am - 11:00am	Monday to Friday 8:30am - 6:30pm	Monday to Saturday 8:30am - 6:30pm (current hours of operation)
ALKHAM ROAD	13	9	13	52
BELFAST ROAD	6	2	6	16
BRAYDON ROAD	69	2	1	1
BRIGGEFORD CLOSE	0	0	5	1
BROADWAY MEWS	1	0	0	0
CAZENOVE ROAD	163	20	20	17
CHARDMORE ROAD	86	2	4	4
CHARNWOOD STREET	2	1	1	5
CLAPTON COMMON	45	1		1
CLAPTON TERRACE	16	2	4	7
CLARKE PATH	3	0	0	0
CYPRESS CLOSE	1	2	0	2
DARENTH ROAD	149	7	10	9
DURLSTON ROAD	35	4	11	10
FELDMAN CLOSE	8	0	0	1
FILEY AVENUE	62	3	5	12
FIRSBY ROAD	45	1	9	3
FORBURG ROAD	32	17	19	20
FOUNTAYNE ROAD	78	10	6	15
GELDESTON ROAD	32	6	8	4
GIBSON GARDENS	2	0	6	3
GILDA CRESCENT	31	1	1	0
HOGAN WAY	4	1	0	1
KYVERDALE ROAD	142	19	25	86

LAMPARD GROVE	61	6	8	18
LEWESTON PLACE	43	4	4	6
LYNMOUTH ROAD	55	6	11	8
MARGARET ROAD	1	0	1	11
NORTHWOLD ROAD	23	6	6	10
OLDHILL STREET	54	12	3	10
OSBALDESTON ROAD	137	25	39	89
PORTLAND AVENUE	168	6	12	5
REIGHTON ROAD	1	0	1	2
ROSSENDALE STREET	33	4	1	2
ROSSINGTON STREET	6	0	1	2
STAMFORD GROVE EAST	1	0	2	5
STAMFORD GROVE WEST	0	0	8	5
STAMFORD HILL	29	10	4	9
STOKE NEWINGTON HIGH STREET	0	0	0	1
UPPER CLAPTON ROAD	46	8	12	7
WALSHAM CLOSE	20	1	4	2
WINDUS MEWS	1	0	0	0
WINDUS ROAD	3	3	5	12
WINDUS WALK	0	0	1	0
Grand Total	1707	201	277	474

Note: Those streets which support the shorter hours have been shaded.

1.4 General Comments and Suggestions

The public were also 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 more than one type of comment in their feedback.

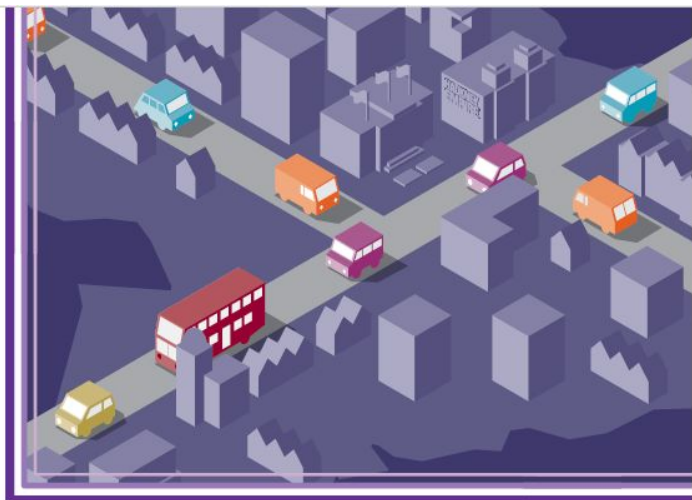
We received comments from 1430 respondents with 29% of the comments relating to the operational days or hours of the zone, 14% raised issues relating to the excessive level of double yellow lines in the area. 13% of respondents stated that the permit and/or visitor vouchers were too expensive.

A breakdown summary of the top 10 general comments received is provided in Table 6.

Table 6: Breakdown summary of general comments.

Additional comments	Total	Percentage
1 hour zone	607	22%
Excessive double yellow lines	392	14%
Permits/Vouchers too expensive	360	13%
Stamford Hill should be 1 zone	175	6%
Free parking for Jewish holidays	171	6%
Shorter operational hours	119	4%
Mon to Fri only	101	4%
More carer/visitor parking	79	3%
Happy with PZ	63	2%
Free Parking for prayers/funerals	61	2%

Consultation Documents



Review of Parking Zone T Stamford Hill



Parking consultation

Why I am being consulted?

As part of our Parking and Enforcement Plan (PEP) we have made a commitment to review Parking Zones (PZ) within a year of implementation to ensure that the parking controls in the area continue to meet the needs of residents and businesses.

During the stage 1 and 2 consultation process concerning the extension of Zone T, residents provided feedback and raised requests for shorter operational hours. As a result of this, a commitment was made to ward members to conduct a review of Zone T two months after its implementation.

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

Who is included in this consultation?

Every resident and business within parking zone T 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.
- The existing parking design of your zone.

Parking design

Parking Zone T was originally introduced in 2017, and has been extended twice since 2017 to include a wider area (see user friendly map).

The parking restrictions in Zone T are relatively new. However, we still want to hear your views on whether these are meeting your needs. Please provide your feedback in the comments section of the questionnaire.

Operational hours

As part of the review, Parking Services will be consulting residents and businesses on the hours of operation in zone T. The current hours for your Parking Zone T are:

Monday to Saturday 8:30am – 6:30pm

Residents and businesses have been provided with a choice of standardised hours of operation which we currently have in other areas across the borough.

Residents and businesses can provide their feedback on their preferred hours of operation as well as any comments on the questionnaire provided. The decision on the preferred hours of operation will be based on the majority support received from the area.

Please note that if the majority feedback is in favour of a change to the hours of operation, this will 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 on Clapton Common.

Disabled bays

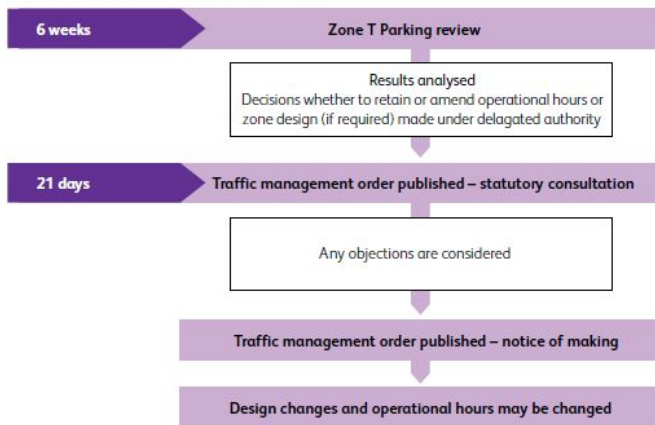
As part of the review process, all existing disabled parking bays are audited to ensure that they are still required by the registered user. In addition we also assess the level of general use disabled bays in the zone and will consider installing additional bays close to shops and other amenities in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

Review consultation process

Informal consultation

As stated above, PZs are reviewed to ensure that they still continue to meet the needs of the community. A consultation pack including a questionnaire is 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 requires a Traffic Management Order notice to be advertised in the local press for a period of 21 days.

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

How can I have my say?

The easiest way to have your say is by visiting the website www.hackney.gov.uk/parking-hys and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 02 March 2020**. **Please note:**

- **We will not take into consideration any responses received after the closing date.**
- **Only original copies of consultation questionnaires will be accepted. We will not accept photocopies. If you require any additional questionnaires, please contact us on 020 8356 8877 and another consultation pack will be sent out to you. Alternatively, you can also provide your feedback online via the Council website: www.hackney.gov.uk/parking-hys**

The deadline for this consultation is **Monday 02 March 2020**. All consultation responses both online and via post must be received by the Council by **Monday 02 March 2020**. Anything received after this date will not be considered.

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

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

What happens next?

Consultation closes

Date: Monday 02 March 2020

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

We will not accept any responses received after this date.

Consultation results

Date: June 2020

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

Frequently asked questions

Are PZs just a money making scheme for the Council?

No. By law revenue generated from PZs must be invested back into transport related improvements such as concessionary fares meeting costs relating to the provision or operation of, or of facilities for, public passenger transport services. The London Borough of Hackney uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme 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 and letters and door knocking interviews. All feedback is taken into consideration in the formulation of final design changes. Every attempt is made to balance the needs of all service users.

Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your full name as the Council will only accept more than one questionnaire from the same address if a full name has been provided. This is to ensure that there are no duplications. The Council can also only accept original copies of the consultation questionnaire, we will not accept any photocopied responses.

What if I live on an estate?

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

What if I own a motorcycle?

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

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

Where can I load/unload if I receive deliveries?

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

www.hackney.gov.uk/parking

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

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of 3 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 <http://hackney.gov.uk/companion-badge>

What if I live on a private road?

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

Do you consider road safety?

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

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

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

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

What if I live on a Car Free Property?

A Car Free Property will be designated under a car free restriction in a planning legal agreement, and should be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the hours of your parking zone 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 a permit and are not sure if you live in one of these areas please call us on **020 8356 8877**.

How will you use my personal information?

Hackney Council 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 www.hackney.gov.uk/parking or call Hackney Parking Services on **020 8356 8877**.

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

Bengali
 এই দলিলে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাক্সে চিহ্ন দিন, এই পাতার নীচে আপনার নাম, ঠিকানা ও ফোন নম্বর দিন এবং এটি নীচের ঠিকানায় ফেরত পাঠান।

Somali
 Haddii aad jecdaan lahayd in aad ogaato waxa dokumentigani sheegayo faclan calaamadi godka ku haboon, ku qor maqaacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

French
 Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l'adresse indiquée ci-dessous.

Spanish
 Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíela a la siguiente dirección.

Kurdish
 Ger hun dixwazin bizanibin ku ev dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrin re bişînin.

Turkish
 Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıdaki adrese gönderin.

Polish
 Jeżeli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i nr telefonu w dolnej części niniejszej strony i przeslij na poniższy adres.

Vietnamese
 Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây.

Urdu
 اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو ازراہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دئے گئے پتہ پر واپس بھیج دیجئے۔

Chinese
 如果你想知道這分文件的詳細內容，請在方格內打鉤，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

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

In large print **In Braille**
On Disk **On audio tape**

In another language, please state:

Name:
 Address:
 Tel:

Return to: Please use the envelope provided



Have your say on the Proposed Parking Zone T Review (Stamford Hill)

Please use BLOCK capitals when completing the questionnaire and tick the boxes that apply to you. Questionnaires must be received by the Council no later than Monday 02 March 2020.

You can provide your consultation feedback online at www.hackney.gov.uk/parking-hys

Section 1: About you

Q1.

Your name (optional):

Your address (required):
Street Number: _____
Street Name: _____
Postcode: _____

Email address (optional):

Q2. Are you a...

Resident Business Both



Section 2: Operational hours

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

- Monday to Saturday 8:30am – 6:30pm (current hours of operation)
- Monday to Friday 8:30am – 6:30pm
- Monday to Friday 7:00am - 11:00am
- Monday to Friday 10.00am - 12:00pm (noon)

Section 3: Comments

Q4. Are you happy with the current parking design of your zone?

Yes No

Q5. If no, please provide any comments you may have about the parking design in your parking zone.

Section 4: How was it for you?

Q6. Share your views about the consultation pack. Choose one option in each line.

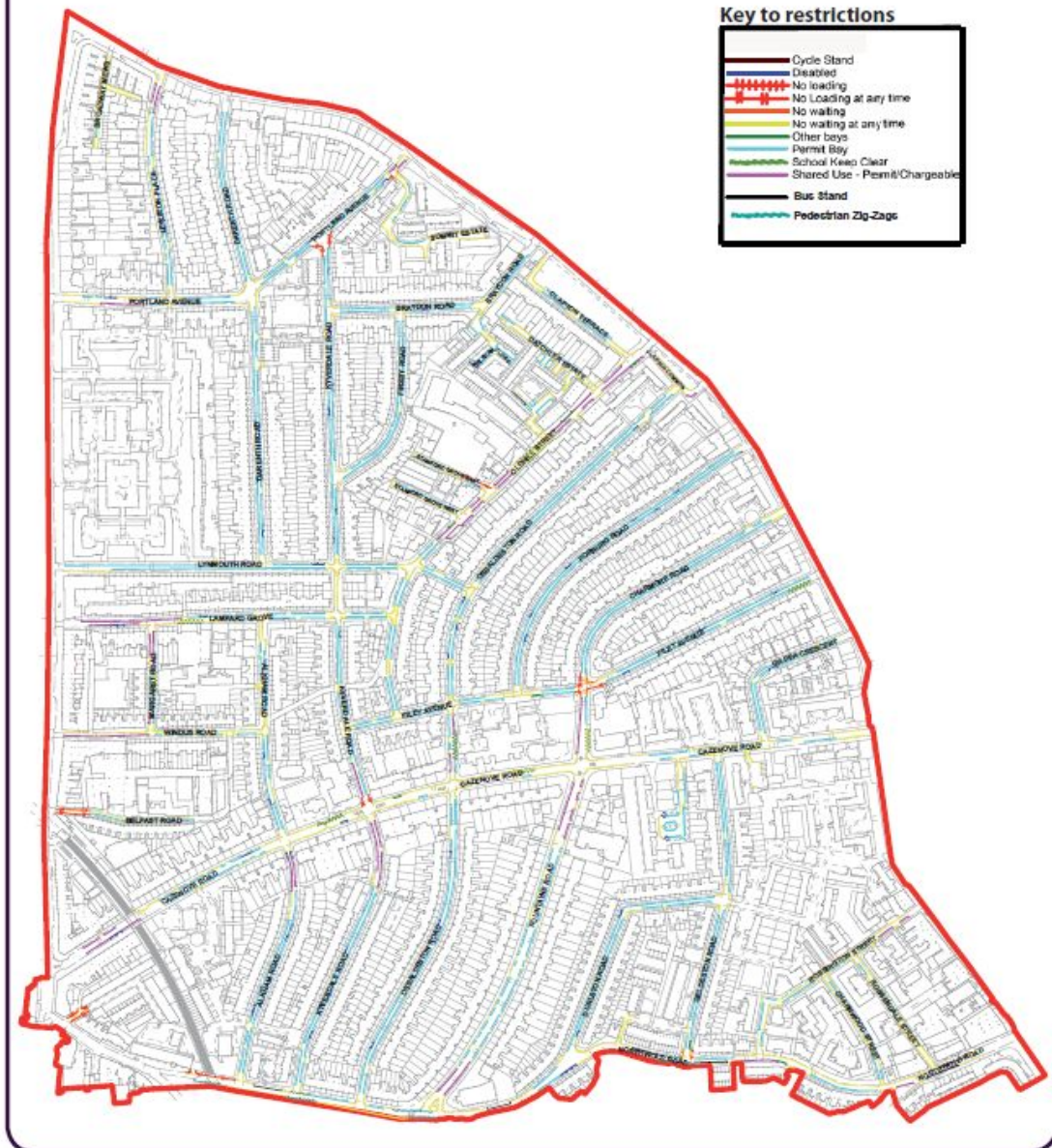
- a) **Consultation pack:** Useful Not useful
- b) **Information in the leaflet:** Just right Too much Not enough
- c) **Questionnaire length:** Just right Too long Too short

Thank you for completing the questionnaire.

Data Protection

Hackney Council will use the information you have provided for the following purpose(s):
No personal information you have given us will be passed on to third parties for commercial purposes. Our policy is that all information will be shared among officers and other agencies where the legal framework allows it, if this will help to improve the service you receive and to develop other services. If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen. All information provided will be handled under the Data Protection Act 1998 and the 2018 General Data Protection Regulations (GDPR).

Zone T Review - Existing restrictions



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H0511003

Hackney



Parking Zone T (Stamford Hill) Review Consultation

Hackney Council's Parking Services are currently reviewing the existing parking controls in Zone T to ensure that the controls continue to meet the needs of residents and businesses.

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

If you live or have a business in the parking zone T area, you should have received a consultation pack which allows you to have your say. If you have not received one, please call **020 8356 8877** or visit our website to view the consultation documents www.hackney.gov.uk/parking-hys

During this consultation we are seeking your views on:

- The hours of operation for your zone.
- The design of your zone.

Have your say by:

- Completing your questionnaire online: www.hackney.gov.uk/parking-hys
- Returning your completed questionnaire in the prepaid envelope. You can call **020 8356 8877** to request a consultation pack.
- Emailing consultparking@hackney.gov.uk
- Contacting us to arrange to discuss the proposals in person.

Please
have your say
by **Monday**
02 March
2020

HDS11003

have  say

 **Hackney**



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- The design of your zone.

Have your say by:

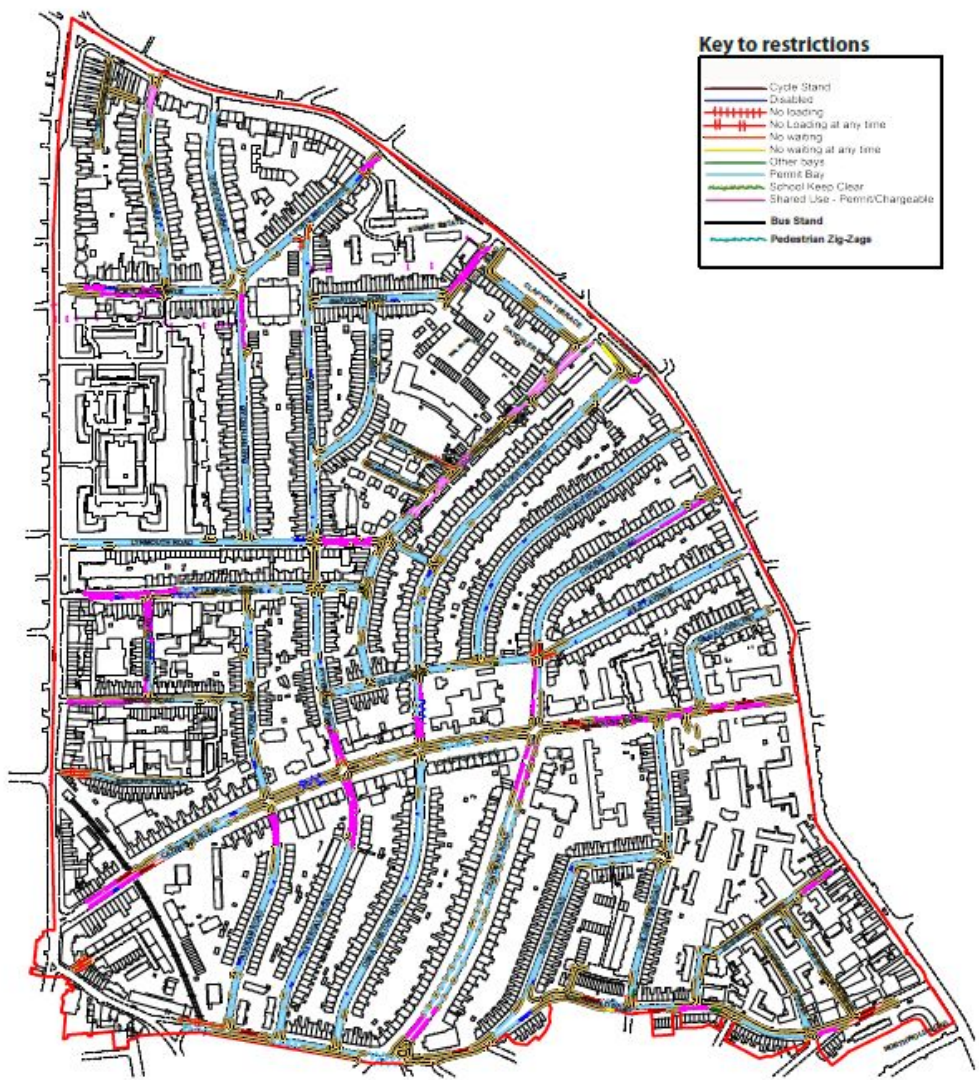
- Completing your questionnaire online: www.hackney.gov.uk/parking-hys
- Returning your completed questionnaire in the prepaid envelope. You can call **020 8356 8877** to request a consultation pack.
- Emailing consultparking@hackney.gov.uk
- Contacting us to arrange to discuss the proposals in person.



APPENDIX 3: Zone T Review Consultation

FINAL DESIGN

Zone T Review - Final Design



DETAILED DESIGN CHANGES

Street	Proposal	Reason
Braydon Road	Convert all bays outside 1a Braydon Road to the junction of Clapton Common and all bays opposite the Swan pub to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities.
Cazenove Road	Convert all permit bays from the junction of Upper Clapton Road to the junction of Chardmore to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities
Chardmore Road	Convert permit bays outside numbers 46 - 68 to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities
Darenth Road	Convert all permit bays outside numbers 68 - 72 and outside Cromdale Court to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities
Lynmouth Road	Convert all permit bays from the junction of Kyverdale Road to the junction of Oldhill Street to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities
Portland Avenue	Convert all permit bays from the junction of Stamford Hill to the junction of Lewiston Place to 1hr max stay shared use.	To provide additional parking facilities for visitors to local amenities
All roads	Change all shared use to 1hr maximum stay with 1hr no return	Due to the decrease in hours of operation and to prevent commuter parking.

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 T 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 T, 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: January 2020



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 T, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- A commitment was made to the residents in the area that the zone would be reviewed shortly after its implementation.
- Parking Services intended on starting the review consultation in November 2019, however this date was postponed due to purdah. The decision was then made to start the review in January 2020 due to the religious festivities of Christmas, Chanukah in December and the New Year. Whilst religious and public festivities aren't necessarily grounds for postponing a consultation, parking services felt the decision to start in January would allow all residents and businesses within the area adequate time to respond. On a final request received from ward members, parking services took the decision to start the review on 20 January 2020.
- The key objective of the parking review consultation is to identify whether - having observed them in practice since the zone was implemented - the current design and the hours of operation 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 and design of parking controls, including the location and type of parking bays and operational hours. The feedback received from residents and businesses within Zone T will inform the final recommendations made by the Council in relation to the hours of operation.
- Previous feedback received from residents in this area indicated a demand for shorter hours of controls. As a result, two options have been provided for shorter hours within the proposals for the hour of operation. As the design of parking controls are relatively new, no changes have been proposed, however, residents and businesses will be able to comment on any changes they would like to see in the comments section of the questionnaire.
- 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.

Whilst specific design changes have not been proposed, parking services have requested feedback from residents and businesses on the current design. Therefore there may be a possibility that design changes may be made. For example, additional shared use bays around synagogues or mosques.

If design changes are made, this may impact local businesses in the area especially if bay type changes are made which impact their visitors. In order to mitigate a negative impact on the local

businesses, 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 T review may impact them.

Protected Characteristic	How T 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.</p> <p>Ambulance bay audits will be carried out outside elderly residential homes to ensure that they are still required, any requests for ambulance bay installation received will be reviewed by parking services.</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 in place around schools.</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>Gender reassignment</p>	<p>The review of the zone, from consultation stage to any</p>

	possible implementation will not have any particular impact on this protected characteristic.
Marriage and Civil Partnership	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Pregnancy and maternity	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Race	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Religion/belief (including non-belief)	<p>The demographics of this area include a large Orthodox Jewish and Muslim community. Although the needs of these communities and the potential impacts on persons with these protected characteristics will be assessed, any changes made will need to balance the needs of the whole community within the zone. Some of the key considerations that may have to be made are to provide visitor parking near places of worship if this feedback is received from the consultation. In addition, shorter hours of operation have been provided as an option in response to the feedback received from the local Jewish community.</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 December, which include Christmas, Chanukah and the New Year, advice was sought from all ward members within Zone T on the consultation start date. As ward members are the formal representatives of all residents and businesses within the zone, the Council made the decision to</p>

	commence the consultation in January 2020 based on ward member feedback.
Sex	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Sexual Orientation	The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.

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

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

<p>The project will include a six week consultation with all stakeholders on the current design of parking controls in Zone T along with the hours of operation.</p> <p>A commitment was made to the residents in Zone T that the zone would be reviewed shortly after the final implementation. Zone T extension went live on the 9th of September 2019, the initial date planned for the T Review was the 25th November 2019, however due to the purdah period, parking services were unable to go live with the review consultation within the agreed timeframes. This delay may aggrieve groups within the zone who have been requesting a review of the hours of operation.</p> <p>The decision was made to start the consultation in January 2020 as a result of religious and public holidays to ensure adequate response time was provided. Whilst this further delay may be unsatisfactory to some groups who seek the review to occur as early as possible, this decision was made collectively based on the advice from the Council's Communications team, Parking services and Ward members. It also allows the consultation to run for a period of 6 weeks.</p> <p>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</p>
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place with the Emergency Services, including the Fire Brigade, Police and London Ambulance. A separate audit is carried out on all disabled bays prior to the consultation to ensure that any bays being used by Disabled Residents are not removed and are working as intended. Parking Services will create a profile report for Zone T which will assess permit stress, pcn issue data and pay and display usage. This will allow us to identify any parking issues within the zone and make recommendations accordingly.

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.

In order to ensure the consultation process is inclusive of all viewpoints, the Council carries out a six week consultation during a period which avoids public and religious festivities which will allow all residents and businesses adequate time to respond. In addition, 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. Specific meeting requests will be reviewed and accommodated where possible.

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 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.

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.

As there are controls already in place, reviewing these to address any shortcoming in the design and the 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
<p>Age</p>	<p>The reduction of operation be reduced, we do not expect any particular age group to be anymore positively impacted in comparison to the occupants of the whole zone.</p> <p>Effects of the reduction of hours applies to all residents and businesses regardless of age e.g. family and friends visiting the borough will no longer need visitors voucher on the weekend, careers looking after elderly and young occupants could be required to use visitor vouchers less often.</p> <p>Parking will review parking amenities available outside sheltered accommodations and care homes, ambulance bays will be audited to ensure they are in use and required.</p> <p>The consultation allows residents to provide feedback on the current parking design, any concerns raised relating to specific age groups will be addressed by parking services at</p>

	<p>the recommendation stage.</p>
<p>Disability</p>	<p>Prior to the review consultation, all disabled parking bays are audited to ensure those which are in use still remain in the zone. An audit process allows parking services to utilise parking space adequately. Disabled bays can be used by both disabled residents and visitors as well as carers who have a disabled dependant 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>Should the hours of operation be reduced, disabled users may no longer be required to use visitor vouchers for their visitors at certain times of the day and possibly over the weekend.</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>
<p>Gender reassignment</p>	<p>The review consultation is focused on determining whether the current hours of operation 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.</p>
<p>Marriage and Civil Partnership</p>	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents</p>

	<p>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.</p>
Pregnancy and maternity	<p>The review consultation is focused on determining whether the current hours of operation 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.</p>
Race	<p>The review consultation is focused on determining whether the current hours of operation 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.</p>
Religion/belief (including non-belief)	<p>The current hours of operation have raised some concerns from members of the Orthodox Jewish faith as they feel the Saturday controls affect their practice of Sabbath on Friday/Saturday. In addition, visitors to the synagogue from outside of the borough are required to pay for parking or use visitor vouchers during the hours of operation. Should the hours of operation be reduced or removed on Friday and/or Saturday, the impact of controls on the practice of Sabbath may be lessened or removed and visitors from outside of the parking zone may not be required to pay for parking - however this is dependent on whether the hours of operation are reduced.</p>

	<p>The current hours of operation also have had an impact on visitors to local mosques, and should they be reduced visitors will not be required to pay for parking during attendance for prayers - however once again this is dependent on if the hours of operation are reduced to shorter hours (e.g. 10-noon or 7am to 11am).</p> <p>Shared use and pay and display bays have been installed outside places of worship and other public amenities which are utilised by local religious communities which can be used by both residents and visitors to the borough. Should any requests be received for additional pay and display or concerns are raised about existing pay and display bays, Parking Services will review the comments and make recommendations accordingly. If more pay and display facilities are introduced as a result of the consultation, this will benefit those visiting places of worship.</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 6 weeks. This will have a positive impact on all religious groups in the borough 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 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.</p>

<p>Sexual Orientation</p>	<p>The review consultation is focused on determining whether the current hours of operation 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.</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 places of worship and businesses, to accommodate the local demographic and business needs of the zone.

There could be opposition to changes which may be made to the hours of operation which could impact different people in different ways. For example, residents may not be in favour of the proposals to reduce the hours of operation as this may increase the chances of displaced parking outside the hours of control and therefore make it harder for all residents to find parking. Jewish residents observing Sabbath could find themselves experiencing parking issues due to parking stress outside of hours of operation. On the contrary, if the hours of operation remain the same, it is likely that members of the community who consider that the parking restrictions impact their religious activities will continue to feel negatively impacted by these controls.

In addition, where disabled bays are audited and may 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.

As the Council recently implemented controls in the Zone T extension area, those residents who were consulted as part of this process may feel the Council is consulting them too soon on parking issues and may have an element of consultation fatigue. Due to the close proximity of the Zone T extension implementation and the Zone T Review consultation, there could be a possibility of confusion arising amongst residents and businesses in the area due to the relative frequency of changes to parking controls, and there may be residents who do not want further changes again. Parking Services will ensure that the consultation documents clearly communicate why the Council is consulting and what this will mean for the residents and businesses.

An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

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.	Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays. Ensure all records kept are accurate and that all existing bay holders have been contacted. Consider general use bays around local amenities.	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Muhibun Nessa
2	Impact of possible reduction of controls during the weekend on resident parking	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	Through consultation feedback	During the consultation process	Muhibun Nessa

		this will impact residents and businesses in the area. Make sure decisions have regard to the Parking Enforcement Plan.			
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 reconsulting so soon after zone implementation	Consultation documents to clearly explain why we are consulting again. Ensure where needed, meetings are held with local residents and businesses.	Through consultation process.	During the consultation process	Fazal Kirwan

Remember

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

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 T Review, Post Consultation

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the impacts of the review consultation recommendations and changes to Parking Zone T, 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: 20 March 2020

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project was to review Parking Zone T, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- A commitment was made to the residents in the area that the zone would be reviewed shortly after its implementation.
- Parking Services intended on starting the review consultation in November 2019, however this date was postponed due to purdah. The decision was then made to start the review in January 2020 due to the religious festivities of Christmas, Chanukah in December and the New Year. Whilst religious and public festivities aren't necessarily grounds for postponing a consultation, Parking Services felt the decision to start in January would allow all residents and businesses within the area adequate time to respond. On a final request received from ward members, parking services took the decision to start the review on 20 January 2020.
- The parking review consultation ran for a period of 6 weeks, consultation packs containing consultation leaflet, questionnaire, user friendly map of Zone T and a freepost envelope were delivered to all residents and businesses within the consultation area. Additional copies of consultation packs requested via email, phone were also sent by the parking consultation team.
- A newspaper advert was placed in the Hackney Gazette providing information on the review consultation and how feedback could be provided, consultation adverts were also placed in The Heimeshe Newsheet and The Jewish Tribune, these newspapers were identified by the Council's communications team as being key publications with a wide readership in within the Jewish community in Zone T.
- The consultation process provided residents and businesses with the opportunity to have their say on the hours of operation and the design of parking controls, including the location and type of parking bays and operational hours. The feedback received from the zone has allowed the Council to make recommendations on parking controls and design changes in line with the needs of residents and businesses in Zone T.
- Prior to the review consultation, feedback received from residents in the area indicated a demand for shorter hours of controls. As a result, the Council offered hours of operation which were in line with standard review options and area feedback; Monday to Saturday 8:30am-6:30pm (current hours of operation), Monday to Friday 8:30am-6:30pm, Monday to Friday 7:00am-11:00am and Monday to Friday 10:00am-12:00pm (noon).
- In line with consultation feedback, the Council has recommended to change the existing hours of parking controls from Monday to Saturday 8:30am-6:30pm to Monday to Friday 10:00am-12:00pm (noon).
- As the design of parking controls were relatively new, no changes were proposed however the Council allowed residents and businesses to provide feedback and comments on any changes they would like to see in the comments section of the questionnaire. Due to the comments received, the Council will be looking to introduce shared use parking bays around places of worship.

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

Consider staff, residents, and other external stakeholders.

Local residents (which includes a major Jewish and Muslim population), 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 if any are proposed.

The recommendation to introduce shared use parking bays around places of worship such as synagogues and mosques will affect religious communities, visitors to these places of worship and residents who live in close proximity to places of worship. Local businesses will also be impacted in a positive way as shared use bays can increase their visitors' ability to park and shop. In order to mitigate any negative impact on local businesses, Council officers will only propose shared use bays here it is feasible to do so.

The table below sets out the protected characteristics and how the Zone T review consultation process and implementation of changes could impact people who share these characteristics.

Protected Characteristic	How T Review & Potential Changes will affect them.
<p>Age</p>	<p>Consultation documents were sent to every household within the zone, including registered schools, nurseries, care homes, places of worship and sheltered accommodation. Each resident within care homes and sheltered accommodations were entitled to submit a consultation response as long as their full names were provided. All residents had the opportunity to submit questionnaire responses online or return questionnaire forms using the free post envelope provided. This ensured there was equality of opportunity among various ages depending on whether they preferred a traditional or digital engagement.</p> <p>Ambulance bay audits were carried out outside elderly residential homes to ensure that they were still required. Requests for additional ambulance bays were not submitted during the consultation process. However, requests can be submitted at any time for consideration.</p> <p>Parking Services have looked at the safety measures implemented around public amenities such as parks, libraries and community centres as they are used by members of the community of all age groups.</p> <p>The Council has made the decision to review the level of double yellow lines in Zone T and where feasible, make recommendations to retain them or change these to</p>

	<p>parking bays. This will be carried out as part of the amendment process Parking Services has in place so that any changes required can be introduced more quickly and utilised by the community.</p> <p>Existing safety measures such as double yellow lines and kerb blips will remain in place around schools.</p>
Disability	<p>The consultation process allowed all disabled motorists living within the borough to provide feedback on the hours of operation and the current design of parking controls within the zone. Disabled residents - who are more likely to face mobility challenges - are 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. As part of a new policy personalised disabled bays will soon be introduced within the borough. This means that each personalised bay will only be for the sole use of the registered disabled driver. Any changes made to the zone will therefore not impact their ability to park.</p> <p>All motorists parking in pay and display and shared use parking bays have the option to either pay in cash, via phone or utilise the ringo app. All three methods of parking are in place to accommodate the various needs of motorists, including those who may experience learning difficulties and want various user friendly options available to them.</p>
Gender reassignment	<p>The review of the zone from the initial consultation stage to the implementation stage, will not have any particular impact on this protected characteristic.</p>
Marriage and Civil Partnership	<p>The review of the zone from the initial consultation stage to the implementation stage, will not have any particular impact on this protected characteristic.</p>
Pregnancy and maternity	<p>The review of the zone may impact persons within this group, because the increase in displaced parking outside the shorter hours of operation may mean there is less available parking close to the target destination of persons within this group when the new hours of operation are introduced. Visitors of this group, however, would have less need to display a visitor voucher.</p>
Race	<p>The review of the zone from the initial consultation stage to the implementation stage, will not have any particular impact on this protected characteristic.</p>
Religion/belief (including non-belief)	<p>The demographics of this area include a large Orthodox Jewish and Muslim community. The needs of these</p>

	<p>communities and potential impacts on persons with these protected characteristics were assessed and balanced alongside the needs of the whole community within the zone. The Council was informed of the potential impacts by consulting with these communities and careful analysis of responses which raised issues pertaining to religious observation. The varied options in the hours of operation the Council provided, including the shorter options of Monday to Friday 7:00am-11:00am and Monday to Friday 10:00am-12:00pm (noon) were in response to the feedback received from the local Jewish Community (impacts are summarised below)..</p> <p>In response to feedback received from the consultation process, key considerations have been made to provide visitor parking near places of worship. The shortening of hours of parking controls will also address concerns about impact on religious observance.</p>
Sex	The review of the zone from the initial consultation stage to the implementation stage, will not have any particular impact on this protected characteristic.
Sexual Orientation	The review of the zone from the initial consultation stage to the implementation stage, will not have any particular impact on this protected characteristic.

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

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

<p>The review project included a six week consultation with all stakeholders on the current design of parking controls in Zone T along with the hours of operation.</p> <p>Consultation took place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. As no design changes were made and existing parking design is already in place, external consultations with the Emergency Services, including the Fire Brigade, Police and London Ambulance was not required. Parking services always ensures the design of a parking zone is in accordance with department of transport rules and regulations. A separate audit was carried out on all disabled bays prior to the consultation to ensure that any bays being used by Disabled Residents were not removed and working as intended. An audit of ambulance bays took place which confirmed that all ambulance bays were still being used and were required by the local community. Both ambulance and disabled parking bays can be requested at any time by residents and organisations and is not limited to the consultation timeframe, all requests are reviewed and assessed by the Council.</p> <p>A Profile report was created for Zone T which looked into permit stress, PCN issue data and pay and display usage within the zone. This along with feedback received from the consultation, allowed the Council to identify any parking issues within the zone.</p>

As part of the public consultation all local residents and businesses in the parking zone were sent consultation packs which included a consultation leaflet, questionnaire, user friendly map of Zone T and a freepost return envelope. All consultation documents were also available online (dedicated council webpage for parking consultations) and questionnaire responses could also be submitted online. In addition to this, to ensure the consultation reached as many people as possible within the area, the Council installed consultation posters on all roads within the zone. A newspaper advert was placed in the Hackney Gazette providing information on the review consultation and how feedback could be provided. Consultation adverts were also placed in The Heimeshe Newsheet and The Jewish Tribune, these newspapers were identified by the Councils communications team as being key publications with a wide readership within the Jewish community in Zone T. The review consultation had a response rate of 40% which is significantly above the average response rate for a standard review consultation which is 5-7%.

In order to ensure the consultation process was inclusive of all viewpoints, the consultation process avoided public and religious festivities which allowed all residents and businesses adequate time to respond. In addition, the Council proactively engaged directly with local residents, businesses, stakeholders via email and phone to discuss any consultation queries. During the consultation process the Council did not receive any specific requests for meetings, however other communications or queries received from groups within the community were addressed by the Council. For example, members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated.

As the contact details for the Council's Parking Services were available on all literature such as consultation leaflets, website content, on street posters and newspaper adverts, residents and businesses had the opportunity to communicate directly with the team overseeing the consultation process. Issues and queries regarding the consultation and any concerns raised were addressed directly. Due to the diverse demographic makeup of Hackney, all consultation documents were available in different languages on request to ensure that residents and businesses are not disadvantaged due to language barriers. During the consultation process, the Council did not receive any request 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 review 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 the needs of the area, as a result of the feedback received from residents and businesses. As the Council is responding to needs of 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 in Zone T.

All comments have been reviewed and the Council has made the recommendation to change the existing hours of operation of Monday to Saturday 8:30am-6:30pm to Monday to Friday 10:00am-12:00pm (noon), introduce shared use parking bays near places of worship where it is feasible to do so and where parking pressure is minimal. The Council has also made the decision to review all double yellow lines in Zone T and where feasible, make recommendations to retain them or change these to parking bays. This will be carried out as part of the standard amendment

process which is carried out monthly so that any changes required can be introduced more quickly and utilised by the community.

The review consultation had a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring that the controls recommended are in line with the majority feedback received from the area. The review consultation had a response rate of 40% which is significantly above the average response rate for a standard review consultation which is 5-7%.

The table below shows the protected characteristics within the zone and how the Zone T review outcome will impact them.

Protected Characteristic	Analysis
<p>Age</p>	<p>The reduction in the hours of operation to Monday to Friday 10:00am-12:00pm (noon) will not positively impact any particular age group any more in comparison to the occupants of the whole zone.</p> <p>The positive effects of the reduction of the hours for older residents include the fact that it may make it easier for family and friends from outside Zone T to visit thereby reducing social isolation as they will no longer need visitor vouchers outside the hours 10:00am-12:00pm on a weekday or on the weekend. Carers looking after elderly and young occupants will now need to use visitor vouchers less often when compared to the use of vouchers during the existing hours of operation of Monday to Saturday 8:30am-6:30pm.</p> <p>Ambulance bays and disabled bays outside sheltered accommodations and care homes have been audited, those confirmed as being in use will remain.</p> <p>The consultation process allowed residents to provide feedback on the design, no specific concerns were raised relating to specific age groups.</p>
<p>Disability</p>	<p>Prior to the consultation, all disabled parking bays were audited to ensure those which are in use still remain in the zone. An audit process allows parking services to utilise parking space adequately. Disabled bays can be used by both disabled residents and visitors as well as carers who have a disabled dependant 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. That is not affected by the proposed changes to hours.</p> <p>With the recommendation to reduce the hours of operation, disabled users will no longer be required to use visitor vouchers for their visitors outside the days and hours of Monday to Friday 10:00am-12:00pm (noon). That is a benefit.</p> <p>Due to the feedback provided by residents and businesses</p>

	<p>on the current design, shared use bays which will now be introduced outside places of worship can be utilised by disabled drivers or disabled carers travelling with a disabled dependant, as long as they hold a valid 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. The number of parking places available for disabled drivers to park in remains the same.</p>
Gender reassignment	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.</p>
Marriage and Civil Partnership	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.</p>
Pregnancy and maternity	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will have the following positive impact on this equality group. Visitors from out of Zone T visiting this equality group and young families will now need to use visitor vouchers less often compared to the use of vouchers during the existing hours of operation of Monday to Saturday 8:30am-6:30pm.</p> <p>Shared use parking bays and adequate double yellow lines will be in place outside public places such as parks and doctors surgeries, this will ensure movement around the borough for this group is aided and accommodated.</p> <p>The consultation process allowed residents to provide feedback on the design, no specific concerns were raised relating to specific protected characteristics.</p>
Race	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents</p>

	<p>and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.</p>
<p>Religion/belief (including non-belief)</p>	<p>Prior to the consultation, the existing hours of operation of Monday to Saturday 8:30am-6:30pm raised concerns from members of the Orthodox Jewish faith as they felt the Saturday controls made it more difficult and potentially imposes an additional cost on them to observe their religious practice across the Sabbath period on Friday/Saturday. In addition, visitors to the synagogue from outside of the borough were required to pay for parking or use visitor vouchers during the hours of operation. The Council's recommendation to reduce the hours of operation to Monday to Friday 10:00am-12:00pm (noon) will reduce the application of controls on a Friday and completely remove Saturday controls. The Orthodox Jewish community will experience a positive impact as it enables them to observe the Sabbath without having to navigate parking controls during this period; this will apply to both residents and businesses within the zone as well as visitors from outside of the borough.</p> <p>The reduction in the hours of operation will also positively impact visitors to the local mosques, as they will not be required to pay for parking during attendance for prayers.</p> <p>The Council's decision based on feedback received from the review consultation to introduce shared use parking bays outside places of worship can be utilised by local residents as well as visitors to the borough.</p>
<p>Sex</p>	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.</p>
<p>Sexual Orientation</p>	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.</p>

All points stated above have been identified as positive impacts on different equality groups which in turn will improve relations between the Council and residents and businesses within the Zone. .

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 in Zone T, residents and businesses are familiar with the parking design of the zone as well as the nature of parking controls e.g. how to apply for permits, visitor vouchers etc.

The Council's recommendation to reduce the hours of operation in Zone T from Monday to Saturday 8:30am-6:30pm to Monday to Friday 10:00am-12:00pm (noon) was in line with the majority feedback received from the consultation zone. However there is opposition from roads which did not support the reduction in hours and would have preferred to retain the existing hours of controls.

The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes. The most likely roads to be affected by displaced parking are the roads in close proximity to Zone E which has the hours of operation of Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm and Monday to Saturday 8.30am to 6.30pm. The increase in displaced parking in the zone could also make it harder for Jewish residents observing Sabbath as limited parking spaces may be available outside the new hours of operation. This will make it difficult for drivers attempting to park close to their homes and near relatives with young and old persons, therefore in some ways the new hours of operation could make visiting the Zone more difficult for Jewish and elderly residents and their visitors. Elderly residents who experience mobility issues, may find it difficult to park outside of the hours of operation due to the parking stress and increase in motorist parking in the zone. This will result in them having to park further from home or their destinations and experience possible walking difficulties. Despite the parking displacement and stress concerns, the Council made the recommendation to shorten the hours of operation due to the strong feelings within the community and majority support for shorter hours and overall preference for Monday to Friday 10:00am-12:00pm (noon).

Once the new hours of operation are implemented, the Council will continue to monitor the zone to ensure the level of parking stress is feasible for the Zone. Should there be a need for it, the Council will consider revisiting the parking hours of operation and parking design of Zone T in the future.

The recommendation to introduce shared use parking bays near places of worship can be utilised by both permit holders as well as visitors. However, this could also negatively impact residents who live close to places of worship as they will experience an increase in people on their street. The Council however, will only introduce shared use parking bays where it is feasible and where it is possible without compromising the parking needs of permit holders in the zone.

In addition where disabled bays were audited and two removed with three scheduled for removal, 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 additional increase of shared use parking bays will increase the parking availability for all disabled motorists with a valid blue badge.

Whilst the timing of the review consultation tried to manage public and religious festivities, the consultation did receive criticism from some residents who felt it was too soon to consult as the Council had recently implemented controls in the Zone T extension area. An open and transparent consultation process allowed the Councils team managing and overlooking the consultation to address the criticism and explain why the Council had taken the decision to consult.

The review consultation is focused on determining whether the current hours of operation suit the needs of residents and businesses within the zone. The review of the zone and the outcomes recommended to the hours of operation and specific design changes will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

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

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

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

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Positive impact of the hours of operation and design changes on different age groups	If the recommendations proceed, changes to be made to all signs in the zone, 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.	Fazal Kirwan
2		Implementation and enforcement of	Through continuous review	Throughout the life of the zone.	Fazal Kirwan

	Positive impact of the hours of operation and design changes on disabled motorists	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.	of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.		
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.	Fazal Kirwan
4	Negative impact of possible reduction of controls during the week and weekend on residents, disabled drivers, religious groups and different age groups.	Send consultation outcome to everyone in Zone T explaining how this will impact them. Continue to monitor the parking stress once revised hours are implemented. If feedback received from residents in certain roads should be revisited, ensure that further consultation is carried out with these specific roads. Ensure any request for additional disabled bays are assessed and where possible implemented.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone. Ensuring that double yellow lines are enforced at all times to prevent access and traffic flow issues.	As and when requests are received.	Fazal Kirwan

5	Negative impact on residents due to change in parking design.	Clearly explain in the consultation outcome document that shared use bays can be utilised by both permit holders and visitors. Ensure all bays are enforced regularly. Ensure requests for changes post consultation are considered. Stress surveys to be carried out if complaints are received regarding parking stress.	Reviewing the enforcement patrols to ensure bays are being enforced, ensuring any PZ amendments are actioned, reporting regularly to the Head of Service on any issues raised and creating an action plan.	Post consultation	Fazal Kirwan
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Remember

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