

10<sup>th</sup> August 2020

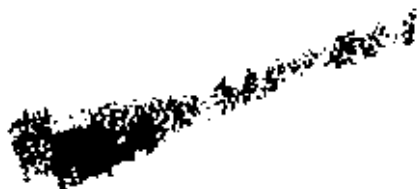
To  
Streetscene-Networks team  
London Borough Of Hackney  
1 Hillman Street  
London E8 1DY

Re:  
CPZ Zone T  
Order No. 201\*TT1426

To whom this may concern

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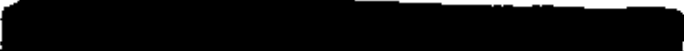
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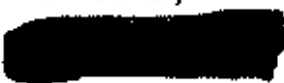



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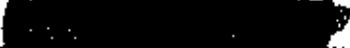
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10<sup>th</sup> August 2020

To  
Streetscene-Networks team  
London Borough Of Hackney  
1 Hillman Street  
London E8 1DY

Re:  
CPZ Zone T  
Order No. 201\*TT1426

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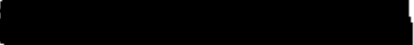
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1 Hillman Street  
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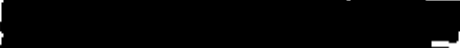
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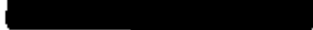
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10<sup>th</sup> August 2020

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London Borough Of Hackney  
1 Hillman Street  
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Re:  
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Order No. 201\*TT1426

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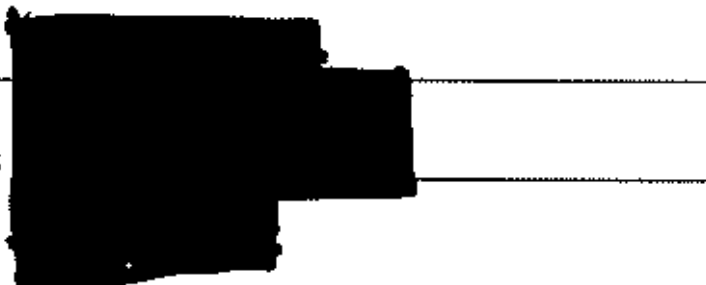
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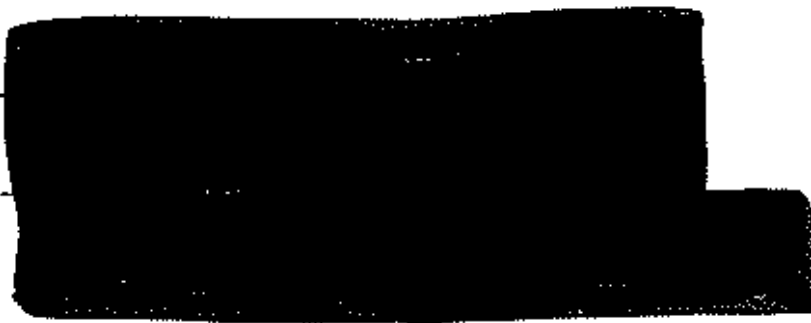
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London E8 1DY

Re:  
CPZ Zone T  
Order No. 201\*TT1426

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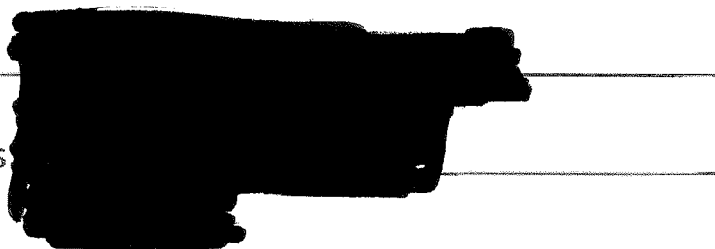
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London Borough Of Hackney  
1 Hillman Street  
London E8 1DY

Re:  
CPZ Zone T  
Order No. 201\*TT1426

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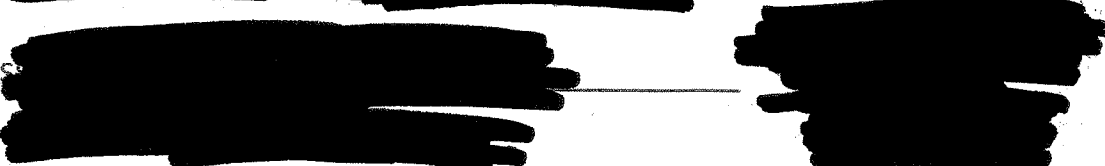
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- 4) The price of the permits are extremely high, and should be compared to Newham or Thurrock where the first permits is free, or at least to Barnet which is half the price. We request the price to come down accordingly.

Your sincerely

Name

Address

10<sup>th</sup> August 2020

To  
Streetscene-Networks team  
London Borough Of Hackney  
1 Hillman Street  
London E8 1DY

Re:  
CPZ Zone T  
Order No. 201\*TT1426

To whom this may concern

- 1) I would like to support the new hours for zone T Monday to Friday 10am-12pm which is 2 hours daily.
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## **Appendix 2**

Tables detailing those objecting to various points identified in the report

**All personal details have been removed from this report.**

**Table 1 - Objection 1 General objections**

**Table 2 - Objection 2 Council Policy**

**Table 3 - Objection 3 Consultation Process**

**Table 4 - Objection 4 Meetings**

**Table 5 - Objection 5 Fees**

**Table 6 - Objection 6 Zone Boundary**

**Table 7 - Objection 7 Shorter hours of operation**

**Table 8 - Objection 8 Excessive no waiting 'at any time' restrictions**

**Table 9 - Objection 9 Lack of Flexibility and Alternatives**

**Table 10 - Objection 10** Original Consultation did not consider alternative options for road use

**Table 11 - Objection 11** Introduction of additional parking space on Alkham Road

**Table 12 - Request 1** Jewish holidays should be given the same status as other public holidays

**Table 13 - Request 2** Alternative hours of operation

**Table 14 - Request 3** Short term free parking

**Table 15 - Request 4** Disabled bay outside 3 or 5 Filey Avenue

**Table 16 - Request 5** Suspension of enforcement for funerals or special events



**LONDON BOROUGH OF HACKNEY**

**THE HACKNEY (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED)  
(CONSOLIDATION) (AMENDMENT No.\*) ORDER 201\***

**THE HACKNEY (PARKING PLACES) (MAP BASED) (CONSOLIDATION) (AMENDMENT No.\*) ORDER  
201\***

**TT1426**

**1. NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Hackney proposes to make the above-mentioned Orders under the Road Traffic Regulation Act 1984 as amended

2. The general effect of the Orders will be as follows;

- a) Change hours of operation in Zone T from Monday to Saturday 8:30 am to 6:30 pm to Monday to Friday 10 am to 12 pm (noon);
- b) Change all existing shared use (where permits and Pay and Display/RingGo parking are valid) from 4 hour maximum stay to 1 hour maximum stay with no return within 1 hour;
- c) Alkham Road - Extend the existing shared use bay at the side of No. 62 Cazenove Road 10 m southwards;
- d) Braydon Road - Change all permit bays on both sides of the road between No. 1a and the junction with Clapton Common to shared use;
- e) Cazenove Road - Change all permit bays between the junctions of Chardmore Road and Upper Clapton Road to shared use;
- f) Chardmore Road - Change permit bay outside Nos. 46 to 68 Chardmore Road to shared use;
- g) Clapton Common - Change hours of operation of the no waiting restriction at side of Nos. 13 to 48 Broad Common Estate from Monday to Saturday 8 am to 6:30 pm to Monday to Friday 8:30 am to 6:30 pm;
- h) Chardmore Road - Replace a 10 m section of no waiting "at any time" double yellow lines with a permit bay;
- i) Darenth Road - Change all permit bays outside Nos. 68 to 72 Chardmore Road to shared use;
- j) Darenth Road - Change all permit bays outside Cromdale Court to shared use;
- k) Kyverdale Road - Change permit bay at the side of Rhojan Court to shared use;
- l) Lynmouth Road - Change all permit bays between the junctions of Kyverdale Road and Oldhill Street to shared use;
- m) Osbaldeston Road - Change permit bay at the side of the Jubilee Primary School to shared use;
- n) Portland Avenue - Change all permit bays between the junctions of Leweston Place and Stamford Hill to shared use;

3. Plans of the proposed measures can be inspected during normal office hours on Mondays to Fridays for a period of 21 days from the date, on which this notice is published, in the visitor's reception area, London Borough of Hackney, Hackney Service Centre, 1 Hillman Street, London, E8 1DY. Further information may be obtained at [www.hackneytraffweb.co.uk](http://www.hackneytraffweb.co.uk), or by contacting Helpdesk on 020 8356 8991 and quoting the above TT reference number.

4. Any objections or other representations about either of the Orders should be sent in writing to Streetscene – Networks Team at the address specified in paragraph 3 above or emailed to [streetworks@hackney.gov.uk](mailto:streetworks@hackney.gov.uk) within 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 30<sup>th</sup> day of July 2020

**Andrew Cunningham**  
Head of Streetscene  
(The officer appointed for this purpose)



# Equality Impact Assessment



## London Borough of Hackney Equality Impact Assessment Form

### Title and purpose of this Equality Impact Assessment:

Parking Zone T Review, Statutory Consultation

### Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the impacts of the review and proposed changes to Parking Zone T, in terms of scope, design and operational hours on residents, businesses operated by persons with protected characteristics and visitors with protected characteristics.

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

<b>Name: Keith Connett</b>	<b>Ext: 8282</b>
<b>Directorate: Public Realm</b>	<b>Department/Division: Parking Services</b>

**Corporate Director:** Aled Richards

**Date:** 15th December 2020

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

**Comment :** Approved.

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

- The aim of the project was to review Parking Zone T in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- The key objective of the review is to determine whether residents and businesses are happy with the existing parking controls within their zone and whether the parking zone is working effectively in regulating parking stress or whether changes are required.
- The review specifically gives consideration to two things (a) the hours of operation of the zone and (b) the design of parking restrictions i.e number of pay and display bays, permit bays, disabled bays etc within Zone T.

- A commitment was made to the residents in the area that the zone would be reviewed shortly after its implementation to determine how the parking controls were working.
- Prior to the review consultation, feedback received from residents in the area indicated a widespread demand for shorter hours of controls. As a result, the Council consulted on alternative hours of operation which were in line with standard review options used in other zones and the feedback received from residents. Those were: Monday to Saturday 8:30am-6:30pm (ie the existing 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).
- As the introduction of parking controls in Zone T was relatively new, no changes were proposed in the Stage 4 review consultation documentation to the Zone T design (i.e. nature and layout of parking bays). 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.
- Following and in line with the Stage 4 review consultation feedback, the Council recommended changing the existing hours of parking controls from Monday to Saturday 8:30am-6:30pm to Monday to Friday 10:00am-12:00pm (noon). Before such changes can be taken forward and implemented, further consultation required by statute is required to be undertaken.
- The statutory consultation for the proposed traffic order commenced on 30th July 2020 and ran for 21 days closing on 20th August 2020. The proposal notices for the traffic management order were published in the Hackney Gazette and the London Gazette and copies of the proposal notice were erected on public display at various locations on each affected road in the consultation area.
- The Council's approach to discharging its public sector equality duty has been to consider it as an ongoing duty by having due regard to the proposed changes to Zone T at each stage of the decision making process. This Equality Impact Assessment has been populated at each stage of the review and consultations and reflects how equalities impacts have been taken into account at this the final decision-making stage following the Stage 4 Review of Zone T;
- The decision to be made at this stage, and in respect of which potential equalities impacts now need to be considered, is whether the recommended design for Zone T and operating hours (10am-12noon, Mon-Fri) should be adopted.

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

Local residents (which includes a major orthodox Jewish and Muslim population), business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people/stakeholders 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.

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 potentially impact people who possess these characteristics.

Protected Characteristic	How the Zone T review & potential Changes could affect them.
<p><b>Age</b></p>	<p>Older people may be disproportionately likely to have mobility problems and rely on their cars (and therefore the ability to park) for transport. They may have greater dependence on carers/support workers who generate parking needs. Older people residing in care homes (and their visitors) may have additional parking needs.</p> <p>Younger people/children (and their carers) may be differentially affected by parking controls if they require to be transported by car to relevant facilities. Children may also be differentially impacted by the effects of parking stress where that can lead to air quality impacts.</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 parking bays. This will be carried out as part of the standard 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 to ensure traffic around schools are protected.</p> <p>The reduction in hours will mean that parking will become free after 12 noon. This could make it difficult for some older residents/visitors to find parking close to their home. Although the hours of operation are designed to deter commuter parking, the Council will be continuously monitoring this zone once the changes have been implemented to ensure that any adverse impacts on residents are minimised. If this is found to be the case, then the Council will look at possible solutions to resolve any parking stress.</p>
<p><b>Disability</b></p>	<p>Disabled residents (and particularly those with physical disabilities who face mobility challenges or blind people who may experience difficulties navigating the street scene) may be impacted by the amount of parking spaces available for their use or how parking controls are designed.</p> <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.</p> <p>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</p>

	<p>identified. This also assists with meeting the parking needs of residents and businesses in the zone.</p> <p>To assist resident blue badge holders with the greatest need the Council is now offering personalised parking bays. Each personalised bay will be reserved for the sole use of the registered resident blue badge holder at all times and will not be available for use by any other vehicle. These personalised bays will not be included in any changes to the parking zone.</p> <p>The Council is increasing the number of shared use (permit or chargeable) spaces at various locations in the zone T where blue badge holders can park for free and without time limit when displaying their blue badge (or have a valid eCompanion permit) and time card.</p> <p>All other motorists parking in pay and display and shared use parking bays have the option to either pay in cash, via phone or utilise the RingGo app. All three methods of payment for parking are in place to accommodate the various needs of motorists, including those with learning difficulties and who might need/want various user friendly options available to them.</p>
<b>Gender reassignment</b>	The changes in the hours of operation to the zone and other minor restriction changes will not have any particular impact on this protected characteristic.
<b>Marriage and Civil Partnership</b>	The changes in the hours of operation to the zone and other minor restriction changes will not have any particular impact on this protected characteristic.
<b>Pregnancy and maternity</b>	The changes in the hours of operation may impact persons within this group, because the increase in displaced parking outside the shorter hours or operation may mean there is less available parking close to the target destination of persons within this group and their visitors when the new hours of operation are introduced. Visitors to this group, however, would have less need to acquire a visitor voucher.
<b>Race</b>	The changes in the hours of operation to the zone and other minor restriction changes will not have any particular impact on this protected characteristic.

**Religion/belief (including non-belief)**

The demographics of this area include a large Orthodox Jewish and Muslim community. The religious practices and needs of these communities and potential differential impacts on persons with these protected characteristics were taken into account. The Council was informed of the potential impacts by consulting with these communities and made careful analysis of responses which raised issues pertaining to religious observation.

In summary, in relation to the Jewish community the principal impacts raised through the consultation concern a) the ability to make home visits to make religious ceremonies b) the ability to visit friends and family on Sabbath and festivals (during which travel by car is prohibited) and c) the ability to park near to places of worship.

The consultation options regarding the hours of operation including the shorter options of Monday to Friday 7:00am-11:00am and Monday to Friday 10:00am-12:00pm (noon) were proposed in part in response to the strong feedback received from the local Jewish Community which was concerned with the way in which Saturday controls, in particular, impacted (by imposing a cost) on the ability of Jewish families to visit and gather over the Sabbath.

In respect of the Muslim community, the Council received positive feedback in to the reduced operational hours on Fridays on the basis that attendance at prayers would be easier with fewer parking restrictions in place. As with the Jewish Sabbath, whilst the reduction in operational hours reduces restrictions on free non-resident parking during Friday prayers, these reduced controls may also make it more difficult for car users, including Jewish and/or Muslim car users, to park when and where they wish to. Those potential negative impacts need to be weighed against the benefits for those groups of reduced controls.

In response to feedback received from the consultation process, changes have been made to provide more visitor parking spaces near places of worship. The shortening of hours of parking controls should also make more spaces available to religious worshippers. .

<b>Sex</b>	While some people (particularly females) may feel vulnerable if they need to park further away from their destination (especially at night). The current parking controls end in the early evening (6:30pm) therefore the changes in the hours of operation to the zone and other minor restriction changes will not have any additional impact on this protected characteristic.
<b>Sexual Orientation</b>	While LGBTQ+ people may feel vulnerable if they need to park further away from their destination (especially at night). The current parking controls end in the early evening (6:30pm) therefore the changes in the hours of operation to the zone and other minor restriction changes will not have any additional impact on this protected characteristic.

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

A review (known as a Stage 4 Review) of zone T was carried out which included a six week consultation with all stakeholders on the hours of operation and design of Zone T.

Consultation took place with internal teams at the Council (Streetscene, Waste Services and Planning) to ensure their views were taken into account in the design stage. Parking services always ensure the design of a parking zone is in accordance with department of transport rules and regulations. Parking Services also consultation with ward members at various stages of the consultation.

A separate audit was carried out of all disabled bays within Zone T prior to the consultation to ensure that any bays being used by disabled residents were not removed and that these special bays were 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. Ambulance and disabled parking bays can be requested at any time by residents and organisations irrespective of the consultation timeframe. All requests are reviewed and assessed by the Council as they arise.

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 parking issues within the zone.

Parking Services were due to begin the Stage 4 review consultation in November 2019, however this date was postponed due to the election purdah. The decision was made to start the review in January 2020 in order to avoid the religious festivities of Christmas, Chanukah in December and the New Year. Parking Services felt the decision to start in January would allow all residents and businesses within the area adequate time to



respond. On a 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 comprising a 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 Heimishe 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 informed officer's recommendations on parking controls and design changes which are put forward in the Decision Audit Report and which are broadly in line with the needs of residents and businesses 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 of 5-7%. This demonstrates that the methodology used by the Council to distribute the consultation documents and engage residents and businesses in the process were particularly effective in this case

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 and the high degree of public interest generated by parking controls all consultation documents were available in different languages on request to ensure that residents and businesses are not disadvantaged due to language barriers.

A further 21 day Statutory Consultation as part of the legal traffic order adoption process was carried out between 30/07/2020 and 21/08/2020 at which time members of the public were invited to submit any "objections" (this is the statutory term for any representation made in this context) to the proposed changes to the parking zone - a total of 2438

objections were received. These objections all have been summarised under general subject headings and responded to in a Decision Audit Report.

#### 4. Equality Impacts

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

As set out above, 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 following analysis examines the identified equalities impacts of those specific changes. 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.

Officers have sought to ensure that the controls recommended are, to the greatest extent possible, 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><b>Age</b></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 potential positive effects of the reduction of the hour of controls for older residents include the fact that it may make it easier for family and friends from outside Zone T to visit older people thereby reducing social isolation as those visitors will no longer need to use visitor vouchers outside the hours 10:00am-12:00pm on a weekday or on the weekend.</p> <p>Carers looking after elderly and young people will now need to use visitor vouchers less often when compared to the greater need to use vouchers during the existing hours of operation of Monday to Saturday 8:30am-6:30pm.</p> <p>However it is possible that the benefits of reduced cost to residents and their visitors/carers (via the reduced use of visitor vouchers) will be offset by it becoming</p>

	<p>more difficult to find parking spaces outside of the controlled hours.</p> <p>Some concerns were raised that the reduction of operational hours would result in less enforcement outside of parking zone hours and therefore there would be a lack of compliance with the 'no waiting' 'at any time' restrictions particularly during the morning and afternoon 'school runs'. The Council has no plans to remove any of the existing 'no waiting at any time' restrictions and will continue to enforce these regardless of changes to the operating hours. In addition the Council has other schemes such as 'School Streets' which can be used to manage traffic flow around schools.</p> <p>Concerns were also raised that Council schemes such as 'School Streets' would lead to increased demand for parking on those roads adjacent to the schemes. The Council will continue to monitor the situation on all roads in the area to ascertain whether this potential problem arises.</p>
<p><b>Disability</b></p>	<p>Prior to the consultation, all disabled parking bays were audited to ensure those which are in use still remain. 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 dependent as long as a valid blue badge is displayed. A valid blue badge can also be used to park in pay and display and shared use bays. None of this parking provision for disabled persons is affected by the proposed changes to operation 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 of Monday to Friday 10:00am-12:00pm (noon). That is a potential benefit to this group.</p> <p>Due to the feedback provided by residents and businesses on the current design, shared use bays which will now be introduced outside places of worship can also be utilised by disabled drivers or disabled carers travelling with a disabled dependant, as long as they hold a valid blue badge. In other words the number of available bays for this group will increase.</p>

	<p>All the current provisions in place for disabled drivers, such as concessions for 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 (and if anything will increase).</p>
<b>Gender reassignment</b>	<p>The review consultation was 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>
<b>Marriage and Civil Partnership</b>	<p>The review consultation was 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>
<b>Pregnancy and maternity</b>	<p>The review of the zone and the outcomes recommended to the hours of operation and specific design changes will have the following positive impacts on this group:</p> <ul style="list-style-type: none"> <li>• Visitors from out of Zone T visiting pregnant women or young families will now need to use visitor vouchers less often compared to the greater current use of vouchers during the existing hours of operation of Monday to Saturday 8:30am-6:30pm.</li> <li>• 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 facilitated and accommodated.</li> </ul> <p>No specific concerns were raised about the impact on pregnant women or those with maternity responsibilities during the consultation</p>
<b>Race</b>	<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><b>Religion/belief (including non-belief)</b></p>	<p>The existing hours of operation in Zone T are Monday to Saturday 8:30am-6:30pm. This led to concerns from some members of Orthodox Jewish faith as they felt the overlap between parking controls and the Jewish Sabbath (and festivals) imposes an additional cost on them and their visitors to observe their religious practice on those days (mainly Friday afternoon and Saturday) when Jewish families wish to gather.</p> <p>In addition, visitors to synagogues from outside of Zone T were required to pay for parking or use visitor vouchers during the hours of operation.</p> <p>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. This removes any overlap between the parking controls and the Sabbath. The Orthodox Jewish community will arguably 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 to Jewish residents from outside of the borough.</p> <p>The Council's decision to introduce more shared use parking bays outside places of worship can be utilised will also be beneficial to members of this group whether they are residents or visitors to the borough.</p>
<p><b>Sex</b></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><b>Sexual Orientation</b></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</p>

	recommended to the hours of operation and specific design changes will not have any particular impact on this protected characteristic.
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**4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?**

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) could increase displaced parking outside the hours of control, therefore making it generally harder for all residents within Zone T, including those with protected characteristics, to park close to their homes. The most likely roads to be affected by displaced parking are those roads in close proximity to Zone E which have longer 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 certain residents (and their visitors) with protected characteristics to find parking. That includes:

Protected Characteristic	Analysis
<p><b>Disabled residents and their visitors/carers</b></p>	<p>Introduction of personalised bays will mean that some former disabled bays will no longer be available for the use of all blue badge holders but only to the person it is assigned to. This will mean that all other blue badge holders may need to park in shared use bays (free of charge) which may be further away from their destination or provided with a visitor voucher to park in a permit bay.</p> <p>Following an audit of disabled bays, two were removed with a further three scheduled for removal as they were no longer required by the particular registered users. Therefore disabled drivers visiting the borough may be impacted by the reduction in the number of disabled bays in certain locations. However, since 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 the impact is mitigated. Blue</p>

	<p>badge holders can also park in shared use bays and pay and display parking bays.</p> <p>The overall increase of shared use parking bays will increase the overall parking availability for all disabled motorists with a valid blue badge. The negative effects of the changes can therefore be mitigated.</p>
<b>Jewish residents</b>	<p>Orthodox Jewish residents of Zone T observing Sabbath may be negatively impacted as limited parking spaces may be available outside the new hours of operation. The reduced parking controls could make it more difficult to find parking before and after Sabbath for Jewish residents and their visitors.</p> <p>During the Statutory Consultation objections were raised in relation to Jewish Holidays not being given the same status as other public holidays and for the Council to suspend enforcement of parking controls during these holidays. At present all public holidays in England are defined in the The Town and Country Planning (Local Authority Consultations etc.) (England) Order 2018 2018 No. 119 Part 2 Article 3, this does not include any non-Christian holidays. This does not prevent the Council from considering the proposal to give Jewish holidays the same status as other public holidays within the borough. The Council has considered this proposal and decided that to suspend enforcement of parking controls on Jewish holidays would have a negative impact on other religious and non-religious groups due to increased parking pressure during these times. As the operational hours are being reduced to two hours, the cost to residents in terms of the number of visitor vouchers required by visitors (residents will of course be able to enjoy residents' parking) during Jewish festivals will be minimal (1x2 hour visitor voucher per guest per day). As a result, the Council has decided not to</p>

	<p>suspend parking controls on Jewish holidays.</p> <p>There was also a proposal that the hours of operation in Zone T should not start until 11 am so as to avoid Jewish prayer times and other observances of Jewish religious practice such as doctors performing circumcision during the morning.</p> <p>For reasons of preserving uniformity across parking zones in Hackney and to assist residents who park in different zones the Council tries to use similar standardised hours of operation in adjacent Parking Zones wherever possible or where that is not possible, the Council prefers to use a set of hours which is already in use elsewhere within the borough. The option of Monday to Friday 10:00 am to 12:00 pm (noon) was included in the January 2020 consultation as it met the Council's criteria in that those operational hours are already used within the borough. On balance, when weighed against other parking management considerations and the need for a certain level of parking control in Zone T to alleviate the identified parking stress, it is not considered that commencing controls at 10am, rather than 11am, would have a considerable (or even discernable) negative impact on the Jewish community and that, in any event, that impact is outweighed by other parking policy considerations. It is not considered that commencing parking controls at 10am rather than 11am has a disproportionate impact on religious practice and the Council must also weigh up practical considerations, such as that it cannot realistically enforce controls if they are only in force for such a short period of time.</p>
<p><b>Age</b></p>	<p>The changes may make it more 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 elderly residents</p>



	<p>and their visitors. Elderly residents who experience mobility issues, may find it difficult to park outside of the hours of operation due to the increased parking stress and increase in motorist parking in the zone. This may result in them having to park further from home or their destinations and experience possible walking difficulties. The Council must take account of these impacts.</p> <p>Despite some concerns about parking displacement and additional parking stress, the recommendation to shorten the hours of operation is strongly supported across the majority of the local community who responded to the consultation and even with shorter hours, a principal source of parking stress, from commuters, should be curtailed making it easier for older car users and their visitors to find parking.</p>
<p><b>Religion/belief (including non-belief)</b></p>	<p>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. This could have a potential negative impact on community relations between religious worshippers and secular residents. The Council however, will only introduce shared use parking bays where it is reasonably practicable and where it is possible without compromising the parking needs of permit holders in the zone.</p>
<p><b>Community cohesion and good relations</b></p>	<p>The Council acknowledges that the decision to reduce the hours of operation in Zone T has been informed, in part, by campaigning (including legal action) by a particular section of the community, namely the Orthodox Jewish community. The Council has taken into account a range of parking considerations in arriving at its recommendation. One of those</p>

	<p>considerations is the strong support from Orthodox Jewish residents in the consultation for shorter hours of parking controls.</p> <p>However, not all residents will be pleased by the changes. There could be a perception that the changes favour or advantage a particular section of the community, namely, the Orthodox Jewish community.</p> <p>The Council acknowledges that while the proposed hours of operation have proved successful in reducing commuter parking in other sections of the borough it is possible that the changes could make it more difficult for all residents to find a parking space close to their homes which may in turn lead to upset and a potential worsening of community relations.</p> <p>A substantial number of objections were raised in the latest consultation phase to the shorter hours by residents who do not appear to belong to Orthodox Jewish community. It is possible that the change to the hours of operation in Zone T could be perceived as favouring a particular group's interests leading to more strained relations between religious communities and secular groups and possibly between different religious groups</p> <p>The Council is alive to this possibility and will continue to monitor parking issues and any impact this may have on community relations in the area and will make further changes should these prove necessary.</p>
<p><b>Marriage and Civil Partnership</b></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</p>

	<p>any particular impact on this protected characteristic.</p>
<b>Pregnancy and Maternity</b>	<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>
<b>Gender Reassignment</b>	<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>
<b>Race</b>	<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>
<b>Sex and Sexual Orientation</b>	<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. Concerns about the impacts of parking late at night for persons with these protected characteristics will not be affected by the changes to the operating</p>

	hours.
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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.

**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](mailto: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	Positive impact of the hours of operation and design changes on disabled motorists	Implementation and enforcement of additional shared use bays for disabled motorists, concessions to be made available for visitor vouchers and Companion Badges. Inform residents that vouchers are no longer needed after hours of operation.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Fazal Kirwan
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	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

		possible implemented.			
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
6	Impact on guests/visitors due to change in parking design when observing religious holidays	Clearly explain in all documentation and on the website that all visitors will have to have a valid visitor voucher or a paid parking session (P&D or RingGo) when parking in the zone during the hours of operation.	Through continuous review of the area and feedback from residents and businesses within the zone.	Throughout the life of the zone.	Fazal Kirwan
7	Negative impact on relations between religious communities and/or non secular groups	Actively engage with all religious and non secular groups in the area to swiftly identify and resolve any issues that arise.	Through continuous review of the area and feedback from residents and businesses within the zone.	Throughout the life of the zone.	Fazal Kirwan