



DELEGATED REPORT OF

THE GROUP DIRECTOR OF NEIGHBOURHOOD AND HOUSING SERVICES.

PARKING ZONE U STAGE 4 REVIEW CONSULTATION.

DATE (0122021)

January 2022

CLASSIFICATION:

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

WARD(S) AFFECTED

Lea Bridge/ Springfield

1. SUMMARY

- 1.1 This report details the results of the consultation for the stage 4 review carried out by Parking Services between 5th July 2021 and 16th August 2021. This public consultation is part of our rolling programme of existing parking zone reviews, as outlined in the Parking Enforcement Plan (PEP) 2015 – 20.
- 1.2 This report recommends that the existing operational hours in zone U are split, with sections of Mount Pleasant Lane and Mount Pleasant Hill forming the logical boundary between the two different operational hours of Monday to Saturday 8.30am to 6.30pm, and Monday to Friday 10.00am to 12(noon).
- 1.3 The southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm, as there was majority support for longer hours of operation from the streets in this area (See Appendix 1, Table 1).
- 1.4 The northern section extending from Mount Pleasant Lane to Holmleigh View will adopt the shorter hours of Monday to Friday 10.00am to 12(noon) as there was majority support for shorter hours of operation in this area (See Appendix 1, Table 1).
- 1.5 The review shows that a cluster of roads (Baker Hill, Big Hill, Harrington Hill, Hawkwood Mount, Holmbury View, Moreton Close, Sach Road and Springfield) in the northern section of zone U, which supported retaining the existing hours of operation. However, as these roads fall within an area which supports shorter hours of control, they will be adopting the shorter hours. This ensures that a logical boundary is created for each area to demarcate the different operational hours.
- 1.6 The results of the review consultation show that there are a number of roads in the southern section of the zone (Comberton Road, Dudlington Road section of Southwold Road and Section of Upper Clapton Road) which support the shorter hours of Monday to Friday 10.00am to 12(noon). However, these roads fall within an area which supports longer hours and as a result will

adopt the longer hours of Monday to Saturday 8.30am to 6.30pm in order to create a logical boundary.

- 1.7 This report recommends the implementation of a number of changes to the parking design for the area. These are detailed in Appendix 1 and on the final design map in Appendix 3.
- 1.8 The 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 change to the operational hours to Monday to Friday 8.30am to 6.30pm to Monday to Friday 10.00am to 12.00 (noon) in all public highway streets in the northern section of zone U, which includes Bakers Hill, Big Hill, Harrington Hill, Hawkwood Mount, Holmbury View, Jessam Avenue, Knightland Road, Leaside Road, Muston Road, Sachs Road, Springfield, Springfield Gardens and Warwick Grove, section of Mount Pleasant Lane and section of Theydon Road.
- 2.2 Approve the retention of the existing hours of operation of Monday to Saturday 8.30am to 6.30pm in the following public highway streets in the southern section of zone U, Alcester Crescent, Casimir Road, Cleveleys Road, Comberton Road, Detmold Road, Dudlington Road, Gunton Road, Mount Pleasant Hill, Section of Mount Pleasant Lane, Munford Road, Prout Road, Riverside Close, Southwold Road, section of Theydon Road, and Woodmill Road.
- 2.3 Approve the implementation of the parking design for Zone U as per the final design map in Appendix 3.

2.4 Authorise the Head of Parking to consult on and take the final decision on whether to make the necessary amendments to the Traffic Management Orders for Parking to give effect to the recommended changes in 2.1 and 2.3 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and the 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 are 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 with 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 and booklet was sent to all residents and businesses, giving them the opportunity to have their say on their preferred hours of operation and the proposed design changes for the area.

3.6 The consultation was carried out for a six week period commencing from 5 July 2021 to 16 August 2021. A consultation pack was delivered to every household and business within the consultation area with a freepost envelope. In addition to this, notices were erected on each street, information was published on the Council website and a newspaper advertisement was published in a local newspaper informing the residents and businesses of the consultation.

3.7 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultations.

Response Rate

3.8 Consultation packs were delivered to 5367 households and businesses in the area. A total of 349 responses were received from the consultation area which equates to a response rate of 7%. This is within the average response rate for a standard review consultation which is between 6-7%.

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 4 options on the hours of operation which included:

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

3.12 This is in line with Council policies, which recommend that the hours of operation within parking zones are standardised to reduce confusion to motorists parking across different zones in the borough, and to reduce parking displacement from nearby zones which have longer hours of control.

Preferred hours of Operation

3.13 Overall, 96% (334) of respondents provided feedback to the question regarding their preferred hours of operation.

3.14 Of those who responded, 42% (139) were in favour of reducing the current operational hours of Monday to Saturday 8.30am to 6.30pm (option1) to Monday to Friday 10.00am - 12.00 (noon) (option 4) .

3.15 Of those who responded, 30% (99) supported the existing hours of control, whilst 10% (34) supported Monday to Friday 7am to 11am and 19% (62) supported Monday to Friday 8.30am to 6.30pm.

3.16 Overall, 48% of those who responded supported the longer hours, whilst 52% supported the shorter hours.

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

Parking Design

3.18 As Zone U was only introduced in 2018, the proposed parking design at the time was in line with the needs of the residents and businesses in the area.

3.19 As a result, Parking Services have proposed some minor design changes to reflect the needs of the area and ensure that the parking controls continue to meet the needs of the residents and businesses. These include:

- Specific bay changes in certain roads within the zone to support local businesses as well as make it easier for residents to park.
- Minor changes to improve road safety

3.20 Parking services asked residents and businesses in Zone U if they were happy with the current parking design (the layout and positioning of parking bays etc) for their area. Overall, 63% of the respondents who answered this question were happy with the existing design of the parking zone.

3.21 Residents and businesses were consulted and also able to have their say on the design changes proposed in the area as part of the consultation.

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

Proposed bay changes

3.23 Parking Services consulted residents and businesses on a number of specific bay changes in the area. Overall, there were only four proposals made for this zone. A breakdown of the responses received to the proposals can be found in Table 7 of Appendix 1.

3.24 Of the four proposals, three of the proposals were supported, these were Casimir Road (81%), Springfield Gardens (71%) and Theydon Road (88%).

3.25 There was one proposal which was not supported, this was outside number 22 Springfield, which recommended replacing a section of permit bay with yellow lines. Of those who responded, 58% did not support this proposal .

3.26 However, although the above proposal did not receive majority support, Parking Services will be implementing this proposal as this is a safety measure to improve traffic flow.

3.27 The remainder of the proposals were supported by respondents and will be implemented.

Conclusion

3.28 In terms of the hours of operation; from a total of 39 roads who responded to this question, 15 were in support of shorter hours of Monday to Friday 10.00am to 12.00 noon (Broadview Place, Grosvenor Way, Harleston Close, Jessam Avenue, Knightland Road, Leaside Road, Moresby Road, Mount Pleasant Lane, Muston Road, Southwold Road, Springfield Gardens, Theydon Road, Section of Upper Clapton Road, Warwick Grove and Woodmill Road) whilst 13 roads were in favour of retaining the existing hours of control (Baker Hill, Casimir Road, Cleveleys Road, Gunton Road, Harrington Hill, Holmbury View, Lea Bridge Road, Moreton Close, Mundford Road, Prout Road, Riverside Close, Sach Road and Springfield).

3.29 The remainder of roads did not provide any feedback to the question on the hours of operation (Brampton Close, Framlington Close, High Hill Ferry, Inver Close, Lowestoft Close, Oulton Close, Radley Square and Spring Lane).

3.30 Of the roads in favour of retaining the existing hours of operation, a section of Upper Clapton Road is located on a red route, whilst Aldeburgh Close, Brampton Close, Broadview Place, Dennington Close, Framlington Close, Grosvenor Way, Harleston Close, Harry Zeital Way, Inver Close, Lowestoft Close, Moreton Close, Oulton Close and Radley Square are all private roads.

However, these roads are entitled to purchase a permit or an e-voucher for the zone and park on the public highway roads.

3.31 Of those roads consulted, Moreton Close is identified as an estate road, however residents are able to purchase a permit as well as visitor vouchers for Zone U.

3.32 When looking at the overall majority, 52% supported shorter hours whilst 48% supported longer hours. 40% of those who supported the shorter hours, preferred Monday to Friday 10am to 12noon.

3.33 There were only four design proposals made as part of this review. Of those proposals made, three were supported whilst one was not.

3.34 See Appendix 1 for details on the hours of operation and parking design feedback.

Additional Comments

3.35 In total, 159 respondents provided general comments and suggestions to the consultation. In total, 31% of respondents commented on the hours of operational hours of the zone whilst 28% of the feedback had concerns over parking design.

3.36 In addition to this, 15% of respondents raised queries and concerns regarding parking stress. A breakdown of the top 10 general comments received is provided in Table 8.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4.1 The alternative option would have been to not consult and not make the proposed changes in the area.

4.2 This would however contradict the Council's parking policies and consultation charter, as the needs of the residents and businesses would not be taken into consideration.

5. BACKGROUND

5.1. Operational reviews 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 which enables feedback on the current parking design and operational hours as well as other general parking issues.

5.3. The area was consulted between July and August 2021. 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 proposed design changes to the parking restrictions.

5.5. Parking Services introduced parking controls in Zone U in October 2018. This was as a result of parking stress caused by displacement parking from nearby zones N,R and S. Following this, a further consultation was carried out in the southern section of zone U from January 2019 to February 2019 after seeking Cabinet approval in January 2018 to introduce parking controls into these areas. The reason for this was twofold; firstly, requests for parking controls were received from residents in some of the roads in the area due to difficulty in finding parking on their road, secondly, as a result of parking

controls being introduced in nearby areas (Zone U and Zone T) this caused displacement parking and increased parking stress in the area.

- 5.6. This review process was carried out in line with the PEP to review each zone one year after their implementation.

5.1 Policy Context

5.1.1 The PEP (Parking Enforcement Plan) recommends a review of all existing Parking Zones (PZs) when there is a need, this ensures that PZs are operating effectively and to assess the need for modification.

5.1.2 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.

5.1.3 Part of this process involved a comprehensive review of the current design and the use of available kerbside space. This is then subject to detailed occupancy analysis across the different types of service users.

5.2 Equality Impact Assessment

5.2.1 The Council has a legal obligation under section 149 of the Equality Act 2010 to have due regard to the need to eliminate unlawful discrimination and to promote equality of opportunity and good relations between persons of different groups.

5.2.2 This will ensure a consistent approach is adopted. Under the terms of the PEP 2015-20 every permit application will be considered on its own merits in accordance with the relevant policy that has been adopted.

5.2.3 The Council has carried out an Equality Impact Assessment to identify if any of the recommendations made have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 4 for further information.

5.3 Sustainability

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

5.3.2 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.

5.4 Maintenance and Administrative Costs

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

One off costs	£
Consultation costs	12,540
Implementation of new signs	3686
Traffic Order changes	1000
Total Expenditure	17,226

5.4.2 The consultation cost of £12,540 and the implementation cost (including traffic order costs) of £4686 will be met from existing revenue expenditure budgets.

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

5.5 Consultation

5.5.1 Residents and businesses were consulted about the hours of control as well as some aspects of the parking design over a six week period between July and August 2021.

5.5.2 Consultation packs were sent via second class post to all addresses in the 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.

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 U for a 6 week period between 5th July 2021 and 16th August 2021. This report details the consultation process and results of the Stage 4 public consultation to determine the operational design of the extension and the response.

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 retention of some existing hours.

- 6.3. Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.4. Section 4 of the report details the cost relating to these recommendations, a total of £17k which includes one off installation of £13k, 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 AND GOVERNANCE SERVICES

- 7.1. This consultation is the stage 4 review of Parking Zone U split into two operational hours for the northern section and the southern section. Following the outcome of this consultation, the majority of residents supported the proposed hours of the north and south sections of the roads in Parking Zone U.
- 7.2. The Council may, under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act"), designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").

7.3. In determining the new control parking zones under section 45 of the 1984 Act, the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the Council shall have regard to the need for maintaining the free movement of traffic, reasonable access to premises and the extent to which off-street parking is available in the neighbourhood. In addition to this the Council must secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

7.4. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions, which the Council should have regard to when exercising its power to introduce designated parking places, recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

7.5. The non-statutory consultation has been carried out in accordance with the guidance produced by the Government's Cabinet Office Consultation Principles. These principles do not displace the general principles derived from case law as to how consultations should be conducted. These principles, are known as the "Gunning principles" and are as follows;

- Consultation should occur when proposals are at a formative stage;
- Consultations should give sufficient reasons for any proposal to permit intelligent consideration;
- Consultations should allow adequate time for consideration and response;

- 7.6. 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. In January 2018, Cabinet approved that officers undertaking a Stage 1 and 2 combined consultation in the all unrestricted roads in the wards below if requests are received from the area; Leabridge Ward Cazenove Ward Woodberry Down Ward Stamford Hill west Ward Springfield Ward Stoke Newington Ward.
- 7.8. Within the Scheme of Delegation for Neighbourhoods and Housing at what is currently numbered as NH263, the authority to make orders to designate on-street parking places and carrying out such designation and regulation under s.45 and s.46 of the Road Traffic Regulation Act 1984 can be carried out by the Director, Public Realm. The Director, Public Realm, is therefore authorised to approve the recommendations in part 2 of this report.
- 7.9. In order for the Head of Parking to be able to take the final decision as to whether to make the necessary amendments to the Traffic Management Orders for Parking, in order to give effect to the recommended changes in paragraphs 2.1 and 2.2 of this report, the recommendation in paragraph 2.4 needs to be approved.

APPENDICES

- Appendix 1 – Review Feedback Analysis (Public)
- Appendix 2 – Review consultation documents (Public)
- Appendix 3 – Final Design Maps (Public)
- Appendix 4 – Equality Impact Assessment (Public).

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

None

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Authorisation of Group Director Neighbourhood and Housing**Name:** Ajman Ali**Signature:****Date:** 13th January 2022

APPENDIX 1: Review Consultation

Feedback Analysis

1.1 Response

We consulted 5367 households and businesses in the Zone U area and received 349 completed responses making an overall response rate of 7%. The response rate received is within the average response rate of 6-7% for a stages 4 review consultations.

A breakdown of responses on a street by street basis can be found in [Table 1]. Majority (79%) of the responses were received via post whilst the remainder (21%) were received online. [Table 2].

Table 1: Response rate

Road	Response Rate		
	Sent	Received	%
ALCESTER CRESCENT	31	4	13%
ALDEBURGH CLOSE	25	2	8%
BAKERS HILL	96	6	6%
BIG HILL	51	3	6%
BRAMPTON CLOSE	12	0	0%
BROADVIEW PLACE	50	3	6%
CASIMIR ROAD	66	18	27%
CLEVELEYS ROAD	102	17	17%
COMBERTON ROAD	20	1	5%
DENNINGTON CLOSE	19	2	11%
DETMOLD ROAD	80	3	4%
DUDLINGTON ROAD	18	4	22%
FRAMLINGHAM CLOSE	27	0	0%
GROSVENOR WAY	77	4	5%
GUNTON ROAD	133	9	7%
HALESWORTH CLOSE	11	2	18%
HARLESTON CLOSE	23	2	9%

HARRINGTON HILL	234	10	4%
HARRY ZEITAL WAY	283	9	3%
HAWKWOOD MOUNT	28	2	7%
HIGH HILL FERRY	9	0	0%
HOLMBURY VIEW	55	5	9%
INVER CLOSE	26	0	0%
JESSAM AVENUE	69	14	20%
KNIGHTLAND ROAD	119	14	12%
LEA BRIDGE ROAD	99	1	1%
LEASIDE ROAD	127	9	7%
LOWESTOFT CLOSE	22	0	0%
MORESBY ROAD	106	25	24%
MORETON CLOSE	50	2	4%
MOUNT PLEASANT HILL	61	2	3%
MOUNT PLEASANT LANE	336	25	7%
MUNDFORD ROAD	24	1	4%
MUSTON ROAD	17	2	12%
OULTON CLOSE	32	0	0%
PROUT ROAD	118	2	2%
RADLEY SQUARE	18	0	0%
RIVERSIDE CLOSE	225	6	3%
SACH ROAD	104	12	12%
SOUTHWOLD ROAD	352	17	5%
SPRING LANE	2	0	0%
SPRINGFIELD	375	25	7%
SPRINGFIELD GARDENS	66	17	26%
THEYDON ROAD	86	11	13%
UPPER CLAPTON ROAD	453	15	3%
WARWICK GROVE	647	28	4%
WOODMILL ROAD	383	15	4%
Total	5367	349	7%

Table 2: Methods of response

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

Area	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Zone U Review	277	72	79%	21%

1.2 OCCUPANCY TYPE

The majority (95%) of respondents classified themselves as 'residents' whilst 3% of responses were from respondents who classified themselves as businesses. 2% of responses were from those who identified as both a resident and a business. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Resident	331	95%
Business	12	3%
Both	6	2%
Grand Total	349	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 8.30am to 6.30pm**
- **Option 2: Monday to Saturday 8:30am to 6:30pm(current hours of operation)**
- **Option 3: Monday to Friday 7:00am - 11:00am**

- **Option 4: Monday to Friday 10:00am - 12:00pm (noon)**

Out of the 349 responses received, 96% (334) of respondents answered the question regarding their preferred hours of operation.

Majority (42%) of responses were in favour of Monday to Friday 10am to 12.00pm, whilst 30% were in favour of Monday to Saturday 8.30am to 6.30pm (current hours).

18% of respondents supported slightly shorter hours than the current hours which were Monday to Friday 8.30am to 6.30pm whilst 10% supported shorter hours of Monday to Friday 7am to 11am.

Overall, 52% supported shorter hours whilst 48% supported the longer hours of control.

A breakdown of responses by street can be found below in Table 5 and 6. Table 5 shows support for shorter hours from the Zone, whilst Table 6 shows support for longer hours.

Table 4: Support for parking operational hours.

Hours of Operation	Response	Percentage
Monday to Friday 10.00am - 12.00 (noon)	139	42%
Monday to Friday, 7:00am - 11:00am	34	10%
Monday to Friday, 8:30am - 6:30pm	62	18 %
Monday to Saturday, 8:30am - 6:30pm	99	30%
	334	100%

Table 5: Support for parking operational hours by street (Support for shorter and longer hours)

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)	Grand Total
ALCESTER CRESCENT	1	0	2	2	5
ALDEBURGH CLOSE	0	1	0	0	1
BAKERS HILL	2	0	1	3	6
BIG HILL	1	0	1	1	3
BROADVIEW PLACE	3	0	0	0	3
CASIMIR ROAD	1	1	6	10	18
CLEVELEYS ROAD	0	0	8	9	17
COMBERTON ROAD	0	1	0	0	1
DENNINGTON CLOSE	0	0	1	1	2
DETMOLD ROAD	1	0	0	1	2
DUDLINGTON ROAD	1	2	0	0	3
GROSVENOR WAY	4	0	0	1	5
GUNTON ROAD	0	0	3	6	9
HALESWORTH CLOSE	1	1	0	0	2
HARLESTON CLOSE	1	0	0	0	1
HARRINGTON HILL	0	2	3	4	9
HARRY ZEITAL WAY	3	1	4	1	9
HAWKWOOD MOUNT	0	1	0	1	2
HOLMBURY VIEW	1	1	0	2	4
JESSAM AVENUE	12	0	0	2	14
KNIGHTLAND ROAD	9	0	3	2	14
LEA BRIDGE ROAD	0	0	0	1	1
LEASIDE ROAD	9	0	0	0	9
MORESBY ROAD	22	2	1	0	25
MORETON CLOSE	0	0	0	1	1
MOUNT PLEASANT HILL	0	0	1	1	2
MOUNT PLEASANT LANE	11	1	5	7	24

MUNDFORD ROAD	0	0	0	1	1
MUSTON ROAD	2	0	0	0	2
PROUT ROAD	0	0	0	2	2
RIVERSIDE CLOSE	2	1	0	3	6
SACH ROAD	3	0	2	7	12
SOUTHWOLD ROAD	6	4	1	5	16
SPRINGFIELD	10	1	3	11	25
SPRINGFIELD GARDENS	7	3	3	2	15
THEYDON ROAD	7	1	1	2	11
UPPER CLAPTON ROAD	6	3	4	2	15
WARWICK GROVE	11	6	5	5	27
WOODMILL ROAD	6	1	4	4	15
Grand Total	143	34	62	100	339

Note: Those streets which support the shorter hours have been highlighted in green and support for longer hours in yellow.

1.4 Parking Design

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

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

In total, four proposals were made for the area. Of those, three were supported whilst one was not.

A breakdown of the responses can be found in Table 7.

Table 7.0 – Support for design changes

ID	Street Location	Proposal	Yes	No
1	Casimir Road - Double Yellow	Replace 20 metres of double yellow lines with a permit bay	81%	15%

	lines opposite 39 to 43.			
2	Springfield - Parking space outside number 22	Replace a section of the permit bay with double yellow lines	42%	58%
3	Springfield Gardens - Parking spaces opposite numbers 1 to 17	Change permit bays to cashless 4 hour maximum stay chargeable/permit bay	71%	29%
4	Theydon Road - Existing shared use bay outside 6 Urban Hive	Extend the existing shared use parking bay by 12 metres	88%	12%

1.5 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 159 respondents with 31% of the comments relating to the operational hours of the zone whilst 28% of the feedback had concerns over parking design. In addition to this, 15% of respondents raised queries and concerns regarding parking stress. A breakdown of the top 10 general comments received is provided in Table 8.

Table 8: Breakdown of general comments.

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

Consultation Documents



Review of Parking Zone U Upper Clapton



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.

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 U has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

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

Parking design

Parking Zone U was originally introduced in 2018 and was extended in 2019 to include the nearby wider displacement area.

The parking restrictions in Zone U 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.

Parking Services are proposing to implement a few design changes across the zone. These changes are based on issues and feedback raised by residents and businesses. The attached questionnaire lists the proposed changes in the area for feedback.

Operational hours

As part of the review, Parking Services will be consulting residents and businesses on the hours of operation in Zone U.

The current hours for your Parking Zone U 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. This feedback will help the Council decide what hours of operation best serve the area.

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

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

Please note that if the majority feedback is in favour of a change to the hours of operation, this is likely to result in a change to the current maximum stay periods for all Shared Use and Pay and Display bays in the area. Should the hours of operation change, this will not affect the price of your parking permit or the single yellow line restrictions in Zone U.

Parking permit prices are based on the Co2 emissions of vehicles as opposed to the operational hours of a zone. This means should the operational hours of Zone U be reduced or increased the price of your permit will remain the same.

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

Disabled bays

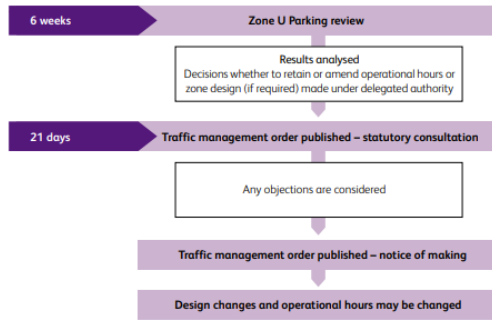
As part of the review process, all existing disabled parking bays are audited to ensure that they are still required by the registered user. In addition we also assess the level of general use disabled bays in the zone and will consider installing additional bays close to shops and other amenities in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



Zone U Review Consultation

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Statutory consultation

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

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

How can I have my say?

The easiest way to have your say is by visiting the website: hackney.gov.uk/parking-zone-consultations and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 16 August 2021**.

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

- One questionnaire per household may be submitted, either by returning the paper form, or by submitting an online response. If more than one response is received from the same household, only the first response will be considered.
- Properties registered as a House of Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number.
- Photocopies or bulk/multiple submissions will not be accepted.
- Submissions without a full name, full address and signed declaration will not be accepted.
- Email addresses are compulsory for online submissions.
- Submissions received after the closing date will not be considered.
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response.

If you have not received a questionnaire, please contact us on 020 8356 8877 and a consultation pack will be sent out to you. Consultation packs will only be provided upon provision of proof of residency. The Council will only accept the following proofs:

- Driving licence
- Council tax statement
- Utility bill dated in last three months
- Signed tenancy agreement
- Bank statement (current or savings account) dated in last 3 months
- Solicitor's letter confirming completion (new residents only)
- Rent book from Council or housing trust.

Zone U Review Consultation

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

The deadline for this consultation is **Monday 16 August 2021**. All consultation responses, both online and via post, must be received by the Council by **Monday 16 August 2021**. Anything received after this date will not be considered.

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

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

Zone U Review Consultation

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What happens next?

Consultation closes

Date: **Monday 16 August 2021**

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

We will not accept any responses received after this date.

Consultation results

Date: **October 2021**

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

Zone U Review Consultation

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Frequently asked questions

Are PZs just a money making scheme for the Council?

No. By law revenue generated from PZs must be invested back into transport related improvements such as concessionary fares, meeting costs relating to the provision or operation of, or of facilities for, public passenger transport services. Hackney Council uses any surplus from its Parking account to contribute towards its charge for the London-wide Freedom Pass scheme and improvements to transport infrastructure.

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

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

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

Can I submit more than one consultation response?

Only one consultation response will be accepted per household. The Council can also only accept original copies of the consultation questionnaire. We will not accept any photocopied responses.

Please ensure you read the changes outlined above regarding consultation feedback acceptance.

What if I live on an estate?

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.

From Spring 2022, the Council will be looking to change the current motorcycle policy. Motorcyclists will be required to hold a valid permit and visitors to the borough will be required to pay for their parking session, subject to a statutory consultation. Please visit hackney.gov.uk/motorcycleparking for further information.

Where can I load/unload if I receive deliveries?

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

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

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of three hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

Companion badge holders can park in the same bays as Blue Badge holders, but have the added advantage of being able to park in resident and permit parking bays within their home parking zone. For more information on Companion Badges please visit hackney.gov.uk/companion-badge

How can I apply for a disabled bay?

If you're a Blue Badge holder, and your mobility impairment makes it difficult for you to walk short distances, but you don't have access to off-street parking, you may be able to get a disabled parking bay installed outside your home or in a residential car park managed by the Council's parking services.

If you have a valid Blue Badge and want to apply for a personalised disabled bay, you will need to apply for a free companion badge or an estate parking permit. This will be linked to the one vehicle entitled to park in the personalised disabled bay.

A personalised disabled bay can only be used by the vehicle that has been registered to the bay. Only one vehicle can be registered to each bay. No other blue badge holders are permitted to park within the bay. No other vehicles displaying the Blue Badge belonging to the registered owner of the disabled bay are permitted to park within the personalised disabled bay, as the bay is associated with a vehicle and not the Blue Badge.

For advice about disabled bays, please email disabledparking@hackney.gov.uk, call 020 8356 8328 or visit the website for more information hackney.gov.uk/parking-bays-for-disabled-drivers

Do you consider road safety?

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

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

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

Junction protection – double yellow lines placed around the edges of road junctions to ensure visibility for drivers, cyclists, and pedestrians, and to allow space for wheelchair and pram users to safely cross

Zone U Review Consultation

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Zone U Review Consultation

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- Double yellow lines painted across access points to private property and housing estates, so that we can remove any obstructing vehicles
- Yellow lines painted along narrow roads to improve access or provide a passing point for vehicles.

How will you use my personal information?

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

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

More information

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

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

Bengali
এই নথিতে কি কোন অংশে যে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপস্থিত বাক্য চিহ্ন দিন, এই শাফার মীমে আপনার নাম, ঠিকানা ও ফোন নম্বর দিন এবং এটি মীমে বিলম্বিত করে পরতনা।

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.

Kurdish
Ger hun dixwazin bizanibin ku ev dokumant çî dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpelê binivîsîn û wê jî navnîşana jêrîn re bişînin.

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

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

Somali
Haddii aad jeclaan lahayd in aad ogaato waxa dokumeentigani sheegayo fadlan calaamadadi go'oka ku haboon, ku qor magacaaga, cinwaanka iyo telefoon lambarkaaga boggan dhankiisa hoose ka dibna ku celi cinwaanka hoose.

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.

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

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.

Chinese
如果你想知道這文件的詳細內容，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。

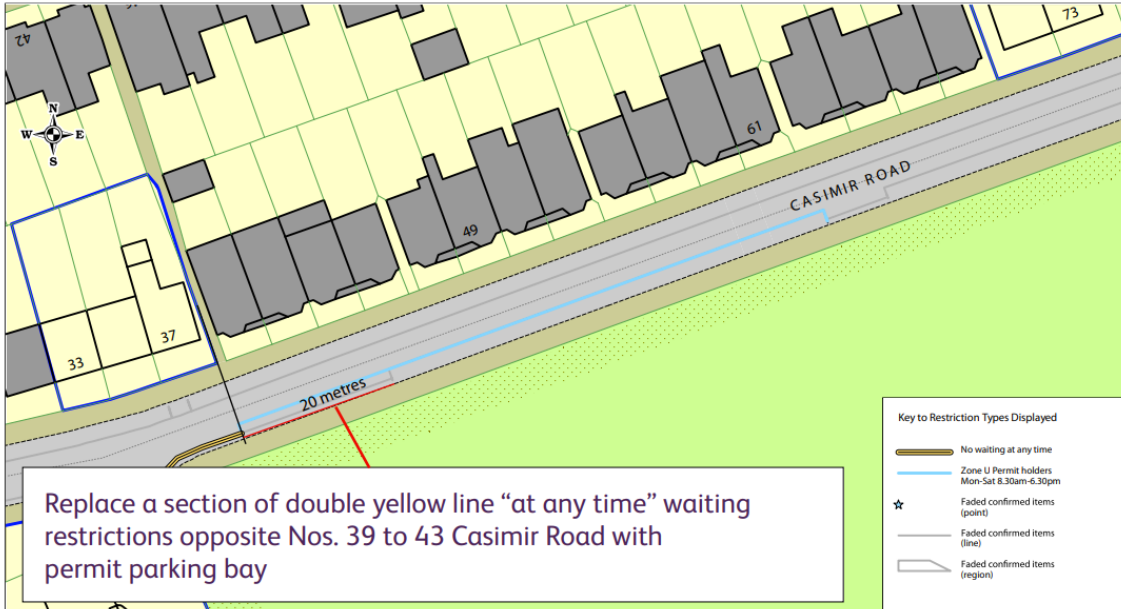
If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

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

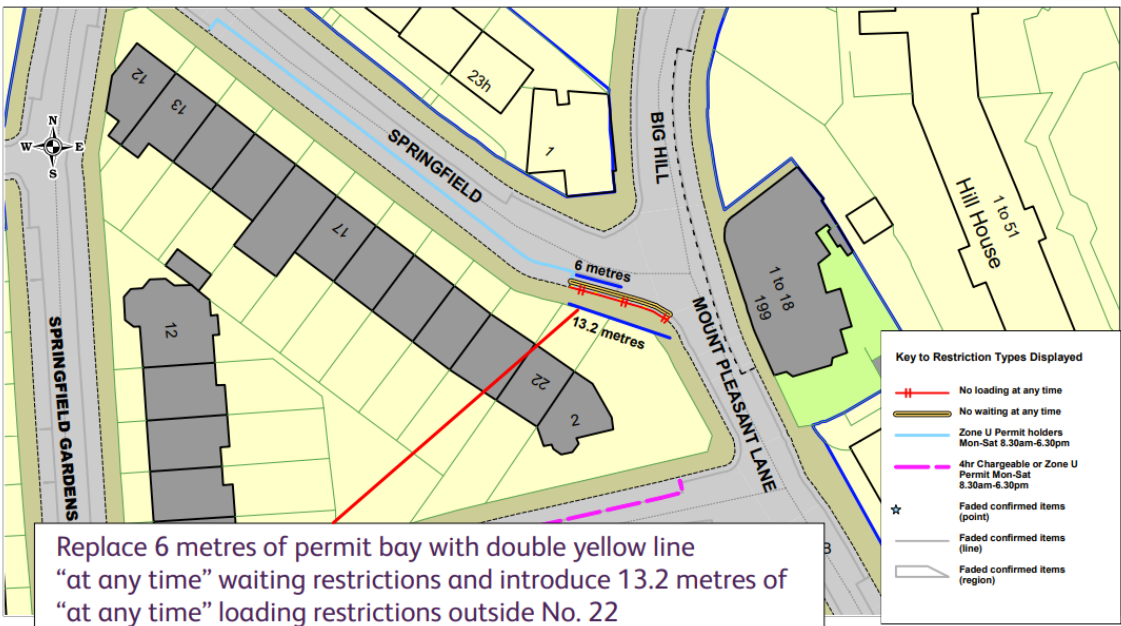
In another language, please state:

Name:
Address:
Tel:

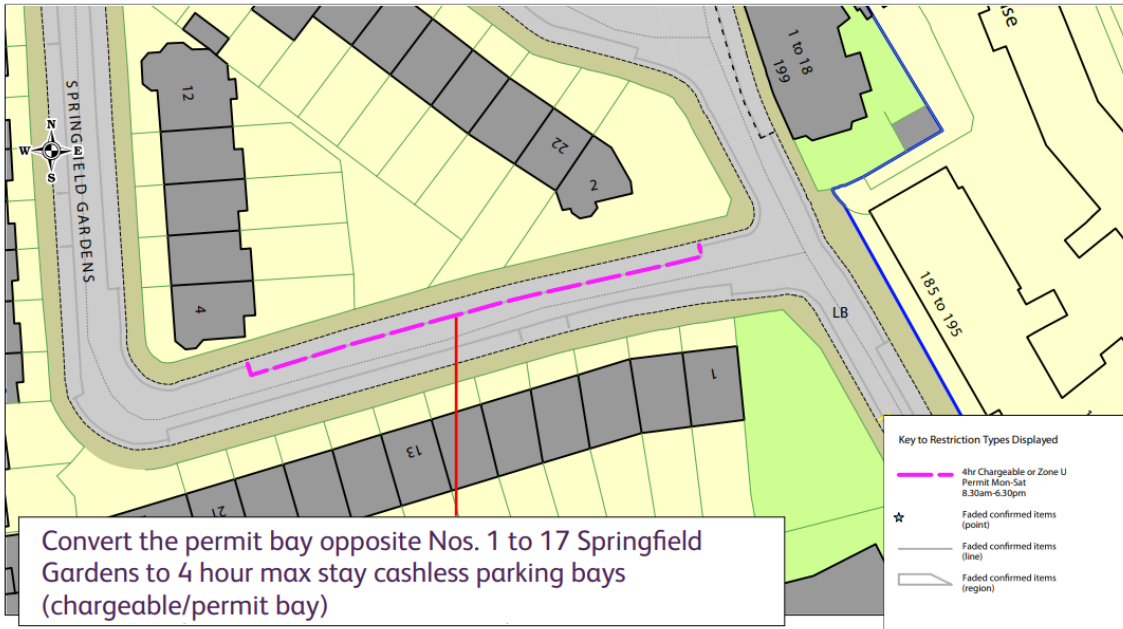
Return to: Please use the envelope provided



<p>Casimir Road</p> <p>© Crown copyright. All rights reserved LB Hackney</p>	SCALE	1 : 500
	DATE	26/03/2021
	FIELD ENGINEER	
	PARKMAP UPDATED	
	CONFIRMED	



<p>Springfield</p> <p>© Crown copyright. All rights reserved LB Hackney</p>	SCALE	1 : 500
	DATE	05/05/2021
	FIELD ENGINEER	
	PARKMAP UPDATED	
	CONFIRMED	



Convert the permit bay opposite Nos. 1 to 17 Springfield Gardens to 4 hour max stay cashless parking bays (chargeable/permit bay)

Key to Restriction Types Displayed

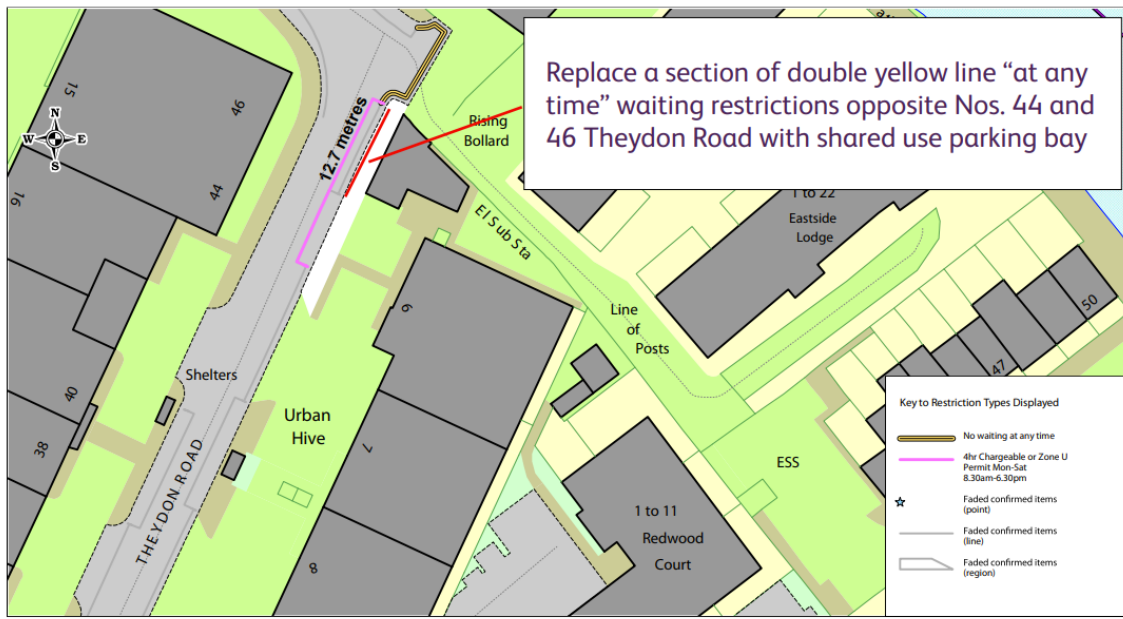
- 4hr Chargeable or Zone U Permit Mon-Sat 8.30am-6.30pm
- ☆ Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)



Springfield Gardens

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LB Hackney


SCALE	1 : 500
DATE	26/03/2021
FIELD ENGINEER	
PARKMAP UPDATED	
CONFIRMED	



Replace a section of double yellow line "at any time" waiting restrictions opposite Nos. 44 and 46 Theydon Road with shared use parking bay

Key to Restriction Types Displayed

- No waiting at any time
- 4hr Chargeable or Zone U Permit Mon-Sat 8.30am-6.30pm
- ☆ Faded confirmed items (point)
- Faded confirmed items (line)
- Faded confirmed items (region)



Theydon Road

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LB Hackney

SCALE	1 : 500
DATE	26/03/2021
FIELD ENGINEER	
PARKMAP UPDATED	
CONFIRMED	



Parking Zone U Review Consultation

Hackney Council's Parking Services are currently reviewing the existing parking controls in Zone U 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 U 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**.

Alternatively, you can download copies of the consultation documents from our website or complete an online questionnaire at hackney.gov.uk/parking-hys

During this consultation we are seeking your views on:

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

Have your say by:

- Completing your questionnaire online: 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.





Have your say on the Proposed Parking Zone U Review (Upper Clapton)

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 16 August 2021** using the freepost envelope provided.

If you are submitting an online response, please ensure you enter the unique reference number at the top of this questionnaire along with your submission.

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



Section 1: About you

Q1.

Your name (required):

Business name:

(if business required)

Your address (required):

Street Number: _____

Street Name: _____

Postcode: _____

Email address (optional):

Q2. Are you a...

Resident

Business

Both

Declaration

I declare that the information provided in Section 1 is accurate. Please note that failure to tick this section will result in your response being voided.

Section 2: Operational hours

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

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

Section 3: Proposed Design

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

Yes No

Q5. This section provides a list of the design proposals for your Parking Zone (PZ). Please refer to the proposed maps which show the location of the changes. You can also view the maps on our website at hackney.gov.uk/parking-hys

ID	Street	Location	Proposal	Yes or No? Please <input checked="" type="checkbox"/>
1	Casimir Road	The double yellow lines opposite numbers 39 to 43	Replace 20 metres of double yellow lines with a permit bay	Yes <input type="checkbox"/> No <input type="checkbox"/>
2	Springfield	Parking space outside number 22	Replace a section of the permit bay with double yellow lines	Yes <input type="checkbox"/> No <input type="checkbox"/>
3	Springfield Gardens	Parking spaces opposite numbers 1 to 17	Change permit bays to cashless 4 hour maximum stay chargeable/permit bay	Yes <input type="checkbox"/> No <input type="checkbox"/>
4	Theydon Road	The existing shared use bay outside 6 Urban Hive	Extend the existing shared use parking bay by 12 metres	Yes <input type="checkbox"/> No <input type="checkbox"/>

Section 6: How was it for you?

Q8. Please tell us your opinion of the consultation pack. Choose one option in each line.

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

Thank you for completing the questionnaire.

Data Protection

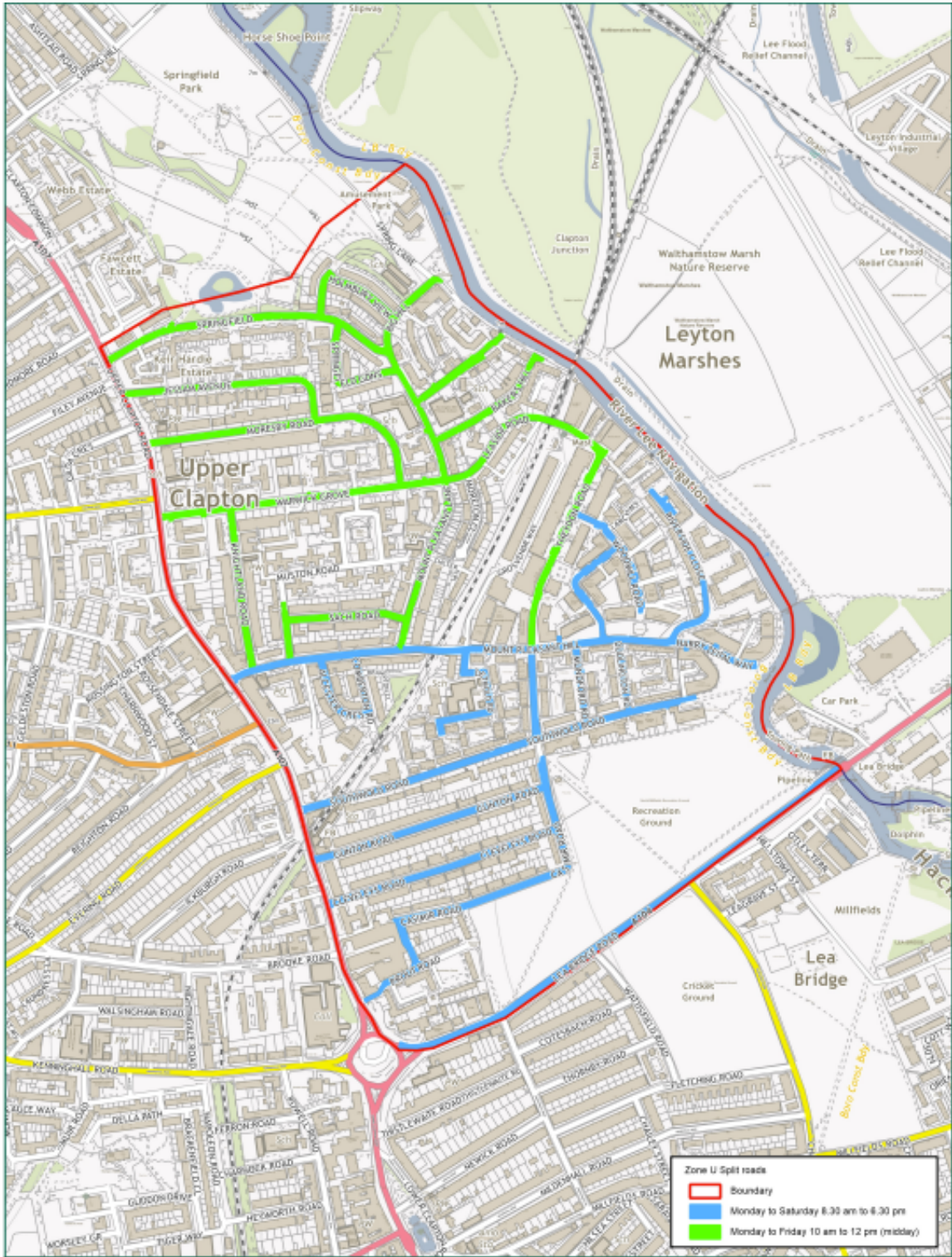
Hackney Council is a Data Controller under the General Data Protection Regulation (GDPR). We hold the information given to us for the specific purpose of processing and managing parking consultations only. Under the GDPR any information you provide may be disclosed to other organisations in order for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

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

GDPR Declaration

Please tick here if your household or business premises consent to being contacted about future parking consultations that are relevant to you as a Hackney borough resident / business / customer.

APPENDIX 3: Final Boundary and Design Map



	Zone U	
	Proposed Zone Split	
NORTH Scale: 1:5000 at A3	Ref. Tuesday, November 23, 2021	Produced by: Parking Services email:

APPENDIX 4: Equalities Impact Assessment (pre consultation)

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 U 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 U, 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

Director: Aled Richards

Date: July 2021

Comment :

Aled Richards

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 U, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- Reviews take place in new parking zones shortly after the implementation to ensure new controls in the area continue to meet the needs of residents and businesses.
- Parking Services intend on starting the review consultation in July 2021, the consultation will run for a duration of 6 weeks.
- 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 U will inform the final recommendations made by the Council in relation to the hours of operation.
- The Council has recently reviewed its approach to how it seeks public feedback regarding parking consultations and has made changes to its consultation policy to ensure the process is fair, less open to abuse and can present a more accurate representation of residents and businesses' views to assist the Council in its decision making process, without the concern of duplicate submissions or mass submissions attempting to skew the feedback outcome. The changes are outlined in the consultation leaflet and the delegated powers report which provides a detailed explanation of the changes. [DPR, Parking Services Consultation Policy, 2020](#).
- 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.

Parking Services is requesting feedback on the operational hours of the zone as well as specific design changes. Respondents also have the opportunity to express any comments or feedback on the parking zone, therefore there may be a possibility for additional design changes to be considered and implemented at a later stage. For example, requests for additional shared use bays around public buildings and businesses.

The design changes proposed as part of the review are looking to make design changes to parking bays as well as introduce double yellow lines to improve Road safety. If changes are made, this may impact local businesses in the area especially if baytype 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. They must also fully consider the feedback received from local businesses before a final decision is made.

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

Protected Characteristic	How U 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 accomodation. Each resident is entitled to submit a consultation response as long as their full names are provided. Consultation documents will also be sent to nurseries, registered youth groups and schools within the zone.</p> <p>An audit of ambulance bays in the consultation area has been carried out and any bay confirmed as no longer required will be removed. Any requests for new ambulance bays can be submitted to consultparking@hackney.gov.uk , feedback can also be provided as part of the consultation.</p> <p>Parking services will look at the safety measures implemented around public amenities such as parks, libraries and community centres prior to the consultation as they are used by members of the community of all age groups.</p> <p>Safety measures such as double yellow lines and kerb blips are in place around schools to protect young children.</p> <p>As parking controls are already in place, any issues raised which impact certain individuals would have been resolved throughout the lifetime of the zone.</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. The introduction of personalised permit bays for local residents with disabilities should protect their parking</p>

	needs as no other permit holder is permitted to use their bay.
Gender reassignment	The review of the zone from the consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Marriage and Civil Partnership	The review of the zone, from the consultation stage to any possible implementation will not have any particular impact on this protected characteristic.
Pregnancy and maternity	<p>The review of the zone, from consultation stage to any possible implementation will not have any particular impact on this protected characteristic.</p> <p>Doctors surgeries, clinics, medical facilities have been sent consultation packs and have the opportunity to raise any concerns or requests regarding the parking design. The Council will review all consultation feedback and address issues raised.</p>
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 mixed community from various backgrounds, this includes an Orthodox Jewish, Muslim and Christian/Catholic community. .</p> <p>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 and public areas if this feedback is received from the consultation. In addition, various hours of operation have been provided for local residents, businesses and organisations to provide their feedback on. Different hours of operation can potentially meet the needs of different communities.</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. The consultation period does cover the Islamic religious holiday of Eid and the Jewish Fast of Tish'a B'Av, however both festivities do not hinder participation from the communities, except on the Jewish Shabbat.</p> <p>Prior to the consultation, documents were sent to ward members who did not raise any specific concerns regarding the content of the consultation or the consultation itself.</p>
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.

- The project will include a six week consultation with all stakeholders on the hours of operation and current design and design proposals in Zone U.
- In line with the Council's Parking and Enforcement Plan (2015-2020), parking reviews take place in new parking zones shortly after the implementation of controls. Zone U originally went live in October 2018, with the displacement area gaining control in November 2019. The review of the zone is now due and expected from the community.
- The decision was made to start the consultation in July 2021, whilst the consultation will overlap a couple of religious festivities it is not enough grounds to delay the consultation. The current pandemic has increased parking stress across the borough and the review process will allow an opportunity for the Council to understand the parking needs of local residents and businesses.
- Consultation will take place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services, including the Fire Brigade, Police and London Ambulance. A separate audit is carried out on all disabled bays prior to the consultation to ensure that any bays required by disabled residents remain and those not in use are removed - allowing for unused parking space to be utilised by other residents. The disabled parking team have recently implemented personalised disabled bays across the borough including personalised disabled bays within Zone U.
- Parking Services will create a profile report for Zone U 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 will proactively engage directly with local residents, businesses, stakeholders and representatives of protected groups to help facilitate awareness and engagement with the consultation process and discuss any consultation queries. As a result of the current pandemic, face to face or 'in person' meeting requests may not be accommodated, however any requests for meetings or further information will be reviewed and addressed. Where possible 'virtual' online meetings may be held.

The contact details for the Council's Parking Services are available on all literature such as consultation leaflets, website content, on street posters and newspaper adverts in an attempt to

ensure direct communication is available at all times. Due to the diverse demographic of Hackney, all consultation documents can be made available in different languages on request, to ensure residents and businesses are not disadvantaged due to language barriers.

4. Equality Impacts

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 better meet the needs and demands of the residents and businesses will mean that there will be improved parking facilities available for people to use.

The design proposals look to positively enhance the parking experience of all road users, this is not limited to a specific group within Zone U. The design proposals have been based on improving parking availability and addressing health and safety issues identified by parking engineers.

Protected Characteristic	Analysis
<p>Age</p>	<p>Should the hours 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 vouchers on the weekend, carers 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 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 and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>
<p>Marriage and Civil Partnership</p>	<p>The review consultation is focused on determining whether the current hours of operation and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>
<p>Pregnancy and maternity</p>	<p>The review consultation is focused on determining whether the current hours of operation and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>
<p>Race</p>	<p>The review consultation is focused on determining whether the current hours of operation and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>

<p>Religion/belief (including non-belief)</p>	<p>The current hours of operation have raised some concerns from members of the Orthodox Jewish faith as they have expressed a preference for the hours of operation in Zone U to match those in neighbouring Zone T. This is mainly due to wanting to maintain community bonds and the practice of Sabbath on Friday/Saturday. In addition, visitors to places of worship within Zone U 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 other places of worship such as mosques and churches, should they be reduced visitors will not be required to pay for parking during attendance for prayer services and other religious gatherings - however once again this is dependent on if the hours of operation are reduced to shorter hours.</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 consultation period, including start and end date of the consultation 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 and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>
<p>Sexual Orientation</p>	<p>The review consultation is focused on determining whether the current hours of operation and parking design suit the needs of residents and businesses within the zone.</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic.</p>

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All points stated above could be seen as a positive impact on different equality groups and improve relations.

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

Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. Shared use bays and pay and display bays have been implemented outside places of worship, public facilities 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. Religious communities such as Jewish residents observing Sabbath and the Muslim and Christian communities observing prayer services 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.

The nature of change in parking controls or parking design can be negatively received by local residents and businesses, there could be an element of confusion arising due to the relative frequency of changes to parking controls across the borough and there may be residents who do not want further changes. 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 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	Impact on disabled visitors due to removal of disabled bays as a result of audits.	<p>Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays.</p> <p>Ensure all records kept are accurate and that all existing bay holders have been contacted. Consider general use bays around local amenities.</p> <p>Disabled bays which meet the personalised bay criteria will be personalised, to ensure disabled residents have exclusive parking access to them.</p>	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	Through consultation feedback	During the consultation process	Muhibun Nessa

		on hours of operation is reviewed. Assess the feasibility of making any changes to the hours of operation and how this will impact residents and businesses in the area. Make sure decisions have regard to the Parking Enforcement Plan.			
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

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.

APPENDIX 4: Equalities Impact Assessment (post consultation)

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 U 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 U, 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 2022

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

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project was to review Parking Zone U, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- Reviews take place in new parking zones shortly after the implementation to ensure new controls in the area continue to meet the needs of residents and businesses. The U displacement section of Zone U went live towards the end of 2019, so a review consultation was scheduled to take place and was expected by the local community.
- Parking Services carried out the review consultation exercise in July 2019, the consultation ran for a period of 6 weeks, consultation packs containing consultation leaflet, questionnaire, user-friendly map of Zone U and the design proposals, 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 advert was also placed in The Jewish Tribune, this newspaper was identified by the Council's communications team as being key publications with a wide readership within the Jewish community in Zone U.
- 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 U.
- As part of the consultation, the Council offered hours of operation which were in line with standard review options; 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 split the zone and introduce two sets of operational hours with sections of Mount Pleasant Lane and Mount Pleasant Hill forming the logical boundary between the two different operational hours of Monday to Saturday 8.30am to 6.30pm, and Monday to Friday 10.00am to 12(noon).
- The southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm. The northern section extending from Mount Pleasant Lane to Holmleigh View will adopt the shorter hours of Monday to Friday 10.00am to 12(noon).
- The decision to split the Zone is due differing views from residents and businesses from different parts of the zone and the need to establish a logical boundary between the two areas.
- The Council also requested feedback on four proposed design changes in Casimir Road, Springfield, Springfield Gardens and Theydon Road. These design changes included specific bay changes in certain roads within the zone to support local businesses as well

as make it easier for residents to park and minor changes to improve road safety. Casimir Road, Springfield Gardens and Theydon Road will be implemented due to majority support. The Council has decided to implement the design change in Springfield as it is a safety measure to improve traffic flow.

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

Consider staff, residents, and other external stakeholders.

- Local residents, business owners, disabled motorists, Streetscene, Waste Services and Emergency Services (Ambulance, Fire and Police) were the main people affected and consulted as part of the review consultation.
- 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 Council's Streetscene team have also been impacted; due to the implementation of streetscene projects, parking design has been amended to ensure the design and layout meets safety requirements. The design proposal on Springfield to replace a section of permit bay outside number 22 with double yellow line, will be implemented as a safety measure to improve traffic flow, this is due to a Streetscene scheme on Springfield.

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

Protected Characteristic	How U Review & Potential Changes will affect them.
Age	<p>Consultation documents were sent to every household within the zone, including registered schools, nurseries, care homes, places of worship and sheltered accommodation. Care homes and sheltered accommodations were entitled to submit a consultation response as long as their full details 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 implement four design changes in the zone. All design changes are aimed to support local businesses as well as make it easier for residents to park and improve road safety. The benefit of</p>

	<p>these design changes will affect all road users, regardless of age.</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 zone to provide feedback on the hours of operation and the current design of parking controls. 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 permit bays have been introduced across the borough for disabled residents. 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 RingGo 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 parking available close to their target destination when the new hours of operation are reduced in certain sections of the zone. Visitors, however, would have less need to display a visitor voucher in areas where the hours are reduced.</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 includes an Orthodox Jewish and Muslim community. The needs of these communities and potential impacts on persons with these protected characteristics were assessed and balanced alongside the needs of the whole community within the zone.</p>

	<p>The Council provided varied options of operational hours for the zone, these included the shorter options of Monday to Friday 7:00am-11:00am and Monday to Friday 10:00am-12:00pm. Religious establishments were welcome to submit consultation feedback and express feedback which best suited their needs.</p> <p>The reduction of operational hours in a section of Zone U, will address any concerns about impact on religious observance and accessibility for visitors.</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.

<ul style="list-style-type: none"> ● The review project included a six week consultation with all stakeholders on the current design of parking controls in Zone U along with the hours of operation. ● Consultation took place with internal teams (Streetscene, Waste Services and Planning) to ensure their views were taken into account in the design stage and also to allow Parking Services to work collaboratively with other departments. Four specific design proposals were made as part of the consultation, including one specifically as a result of a Streetscene scheme. ● As the majority of the existing parking design was unchanged, external consultations with the Emergency Services, including the Fire Brigade, Police and London Ambulance were not required. Parking services always ensure 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 has already been conducted by parking services, this 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 are not limited to the consultation timeframe; all requests are reviewed and assessed by the Council. ● A Profile report was created for Zone U 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. ● 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 maps of Zone U 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 advert was also placed in The Jewish Tribune, this newspaper has been identified by the Councils communications team as being key publications with a wide readership within the Jewish community in Zone U. The review consultation had a response rate of 7%, this is within the average response rate for a standard review consultation which is between 6-7%.

- 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 the public within the community were addressed by the Council. For example, residents who submitted 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 feedback received from residents and businesses and the Council's need to create a logical boundary and protect the driving interests 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 U.

All comments have been reviewed and the Council has recommended to split the zone to introduce two sets of operational hours with sections of Mount Pleasant Lane and Mount Pleasant Hill forming the logical boundary between the two different operational hours of Monday to Saturday 8.30am to 6.30pm, and Monday to Friday 10.00am to 12(noon). The southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm. The northern section extending from Mount Pleasant Lane to Holmleigh View will adopt the shorter hours of Monday to Friday 10.00am to 12(noon). This will ensure that those who supported shorter hours will maintain shorter hours and those who supported longer hours will maintain longer hours reducing any possible tension between residents/businesses within the zone.

The Council has also made the decision to implement all four design proposals consulted on, in Casimir Road, Springfield, Springfield Gardens and Theydon Road. These design changes included specific bay changes in certain roads within the zone to support local businesses as well as make it easier for residents to park and minor changes to improve road safety. Casimir Road, Springfield Gardens and Theydon Road will be implemented due to majority support. The Council has decided to implement the design change in Springfield as it is a safety measure to improve traffic flow.

The review consultation had a positive impact on all road users (motorists, pedestrians and cyclists) as the Controls are in line with the needs of the local community. The Council only splits a parking zone when it is required; it is not the first preferred recommendation. The feedback on the operational hours for the zone were mixed, as a result of this a split zone is the most ideal recommendation. Along with the feedback, the Council has taken into consideration the requirement to establish a logical boundary.

Despite the different operational hours within the parking zone, all permit holders can travel and park between both the Southern and Northern section of the zone with their permits. This change will not affect permit holders' movement around Zone U and their ability to park.

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 operational hours in the southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm, as there is no change, there will be no additional positive impact to any particular age group.</p> <p>The reduction in the hours of operation in the northern section of Zone U, from Mount Pleasant Lane to Holmleigh View 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 will be that it will make it easier for family and friends from outside Zone U 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, and those confirmed as being in use will remain.</p> <p>The consultation process allowed residents/businesses 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</p>

	<p>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>In the northern section of Zone U where the operational hours will change to Monday to Friday 10.00 to 12(noon), 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). A benefit which will reduce expenses on vouchers.</p> <p>All 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. The benefits to disabled motorists will not change in the Northern & Southern section of Zone U.</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 the outcomes recommended to the hours of operation and specific design changes 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 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>Pregnancy and maternity</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>As there are no changes to the operational hours in the Southern section of Zone U there will be no changes to the parking provisions in place for this equality group. The reduction in hours in the northern section of the Zone will have the following positive impact on this equality group. Visitors from out of Zone U 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 will be in place outside public places such as local amenities and doctors surgeries. This will ensure movement around the borough for this group is</p>

	<p>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 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>
Religion/belief (including non-belief)	<p>The operational hours in the southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm, as there is no change, there will be no impact to any particular age group.</p> <p>The reduction in the hours of operation in the northern section of Zone U, from Mount Pleasant Lane to Holmleigh View to Monday to Friday 10:00am-12:00pm (noon) will have the following positive impact on this equality group. The Orthodox Jewish community will experience a positive impact as it enables them to observe the Sabbath period on Friday/Saturday 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. In addition, visitors to the synagogue from outside of the borough will no longer be required to use visitor vouchers as often as they currently are, the reduction in hours means less expenses on vouchers and parking sessions.</p> <p>The reduction in the hours of operation will also have a positive impact on visitors to the local mosques, as they will not be required to pay for parking during attendance for prayers.</p> <p>All current provisions in place outside religious establishments will remain unchanged in both the northern and southern section of Zone U.</p>
Sex	<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>
Sexual Orientation	<p>The review consultation is focused on determining whether the current hours of operation suit the needs of residents</p>

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 particular impact on this protected characteristic.

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 U, 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 negative impacts overall on different equality groups will vary in both the Southern and Northern section of Zone U. The southern section of zone U, from Mount Pleasant Lane extending down to Lea Bridge Road will retain the existing hours of operation of Monday to Saturday 8.30am to 6.30pm. This was due to the feedback received from this section as well as the Council's need to create and maintain a logical boundary. Establishing a logical boundary prevents displacement parking and increased parking stress. There are roads within the southern section which provided a majority feedback for a reduction in parking controls, these residents and businesses will be disappointed with the decision to retain the current hours, however the Council has a duty to consider the overall needs of the parking zone.

The Council's recommendation to reduce the hours of operation in the northern section of 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 of feedback received from this section of the Zone and the Council's need to create and maintain a logical boundary. However, once again similar to the southern section of the Zone - there were roads within this section which would have preferred to retain the existing hours of controls who may feel that the change will have a negative impact on them.

The Council aims to make recommendations which meet the needs and demands of a parking zone; it is not always possible to implement the specific feedback expressed on parking controls. Consultations are not referendums, they are an exercise which allow the Council to gauge resident and business feedback. Other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking will be considered. The need for a logical boundary may also result in changes taking place in some roads or parts of roads.

The shorter hours of operation in the northern section of the zone could increase displaced parking outside the hours of control, therefore making it harder for residents within these roads within Zone U to park close to their homes. The most likely roads to be affected by displaced parking are the roads in close proximity to the boundary of the southern section where the operational hours will remain as 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 area. 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, preference for Monday to Friday 10:00am-12:00pm (noon) and the need to create a logical boundary.

Once the new hours of operation are implemented, the Council will continue to monitor both sections of Zone U, to ensure the level of parking stress does not increase. Should there be a need for it, the Council will consider revisiting the hours of operation and parking design in Zone U in the future.

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 northern section of 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	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

		submitted on the proposals.			
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 in the northern section of the zone - on residents, disabled drivers, religious groups and different age groups.	Send consultation outcome to everyone in Zone U 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 requests for additional disabled bays are assessed and, where approved, implemented. Stress surveys to be carried out if complaints are	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

		received regarding parking stress.			
5	Negative impact on residents and businesses who opted for a different set of hours than the ones assigned for their section of the zone.	Clearly explain in the consultation outcome document that zone U permit holders can park in both the northern and southern section of the zone. Ensure requests for changes post consultation are considered.	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

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.