



DELEGATED REPORT OF

THE GROUP DIRECTOR FOR NEIGHBOURHOODS AND HOUSING

STAMFORD HILL EAST & WEST, STAGE 1 CONSULTATION

DATE (2021)

June 2021

CLASSIFICATION:

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

WARD(S) AFFECTED

Springfield, Stamford Hill West, Woodberry Down

1. SUMMARY

- 1.1. This report details the result of the Stage One consultation carried out on uncontrolled roads in Stamford Hill east and west between 7th December 2020 to 22nd February 2021. The consultation was further extended to incorporate those residents in the southern section of Manor Road until 15th March 2021.
- 1.2. Parking Services received authorisation to consult all uncontrolled roads in the January 2018 Cabinet meeting.
- 1.3. The recommendations set out in paragraphs 2.1 to 2.3 are based on several factors including consultation feedback, the Council's parking policies (PEP 2015-20), the requirement to improve road safety and maintain the free flow of traffic whilst taking into account the parking needs of the local community.

2. RECOMMENDATION(S)

The Group Director of Neighbourhoods and Housing to:

- 2.1. Approve the introduction of parking controls on Amhurst Park, Ashtead Road, Belz Terrace, Bergholt Crescent, Bethune Road, Castlewood Road, Clapton Common, Colberg Place, Cranwich Road, Craven Walk, Denver Road, Dunsmure Road, Durley Road, East Bank, Egerton Road, Fairholt Road, Glaserton Road, Grangecourt Road, Heathland Road, Hillside Road, Holmleigh Road, Hurstdene Gardens, Leabourne Road, Leadale Road, Leatherhead Close, Lingwood Road, Linthorpe Road, Manor road, Moundfield Road, Northdene Gardens, Northfield Road, Olinda Road, Overlea Road, Paget Road, Ravendale Road, Rookwood Road, Spring Hill, St Andrews Grove, St Kildas Road, Timberwharf Road, West Bank and Wilderton Road.
- 2.2. Authorise officers to carry out a stage two 'detailed design' consultation on the proposed new zones named 'W' and 'Y'.
- 2.3. Authorise the Head of Parking to consult on and take the final decision on whether to introduce a parking zone and Traffic Management Orders on the roads listed

above in section 2.1 above, subject to the requirements of, and in compliance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations"). All responses received during the consultation period will be 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. Parking Services received approval from Cabinet in January 2018 to consult all uncontrolled roads in the borough where there is a need / requirement in the area, or where requests have been received from the residents in the area for parking controls.
- 3.2. When determining whether or not to introduce parking controls in an area, Parking Services consider a variety of factors including; feedback received from residents and businesses within the area, road safety, traffic flow, the demand for and availability of parking, environmental impacts of parking, any need for a logical boundary and protecting the needs of the residents in the area from displacement parking from nearby parking zones.
- 3.3. The recommendations above are in line with the Council's parking objectives set out in the Parking Enforcement Plan (PEP) 2015 – 2020 and have been based on a combination of consultation feedback, parking and traffic data as well as the Council's traffic management duties. See appendix One for more information regarding the consultation feedback received from the area.

Consultation Feedback

- 3.4. A consultation questionnaire, leaflet and map were sent to all residents and businesses in the area (comprising the streets detailed in 2.1), providing them with the opportunity to have their say on whether they supported parking controls.

- 3.5. In addition to the consultation packs, consultation posters were erected on all roads throughout the consultation area. An advert was also placed in 'Hackney Today', informing residents and businesses of the consultation taking place.
- 3.6. This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.7. In line with the Council's Public Consultation Charter, a 10 week public consultation exercise was undertaken in the Stamford Hill East and West area between 7th December 2021 and 22th February 2021.
- 3.8. The consultation was extended for residents in the southern section of Manor Road who were previously relocated to Zone E and could purchase Zone E permits, and who did not receive a consultation pack. The consultation was extended for these residents only until 15th March 2021.
- 3.9. In line with information provided in the consultation documents (see page 4 of the consultation leaflet), only completed questionnaires received during the consultation period were accepted and included in the consultation feedback for the area. Any feedback received after the closing date, duplicate responses and feedback with incomplete addresses or addresses not in the consultation area, were not included in the consultation analysis. Also submissions with incorrect or no unique reference numbers were voided.
- 3.10. Detailed breakdown of the feedback received from the area has been provided in Appendix 1 of this document.

Response Rate

- 3.11. Consultation packs were sent to 8777 households and businesses in the proposed area. There were 1075 responses received from the addresses in this area. This equates to a response rate of 12%.
- 3.12. From the responses received directly by the Council, nine responses were excluded as more than one response was received from those addresses. In line with our procedures specified on page 6 of the consultation leaflet, only one response will be accepted from each household.
- 3.13. From the responses received directly by the Council, 9 duplicate submissions were removed, 16 submissions with unique reference errors were removed and 28 submissions with incorrect and incomplete addresses were removed.
- 3.14. From the consultation feedback which was included in the analysis, the majority (78%) were received via post whilst the remaining 23% were received via the online consultation portal. See appendix 1, table 2 for more information.
- 3.15. 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 respondents who identified as both resident and business.
- 3.16. A total of 64 roads were consulted on the introduction of parking controls. Of the roads consulted, three roads were red routes (Stamford Hill, Seven Sisters Road and sections of Clapton Common) which are managed by Transport for London (TfL) and 16 of the roads consulted are private roads (Craven Close, Fairholt Close, Guinness Trust Buildings, Hindhead Close, Leatherhead Close, Lewis Gardens, Maple Close, Priestley Close, Rav Pinter Close, Reizel Close, Royal Close, Saw Mill Way, Shushan Close, St Andrews Mews, Standard Close and Watermint Quay). Parking controls are not introduced on red routes or private roads, however these roads are consulted as they are eligible to purchase a parking permit if parking controls are introduced.

- 3.17. The remaining 41 roads are public highway and parking controls can be introduced on these roads which include Amhurst Park, Ashtead Road, Belz Terrace, Bergholt Crescent, Bethune Road, Castlewood Road, (sections of) Clapton Common, Colberg Place, Cranwich Road, Craven Walk, Denver Road, Dunsmure Road, Durley Road, East Bank, Egerton Road, Fairholt Road, Glaserton Road, Grangecourt Road, Heathland Road, Hillside Road, Holmleigh Road, Hurstdene Gardens, Leabourne Road, Leadale Road,, Lingwood Road, Linthorpe Road, Manor Road, Mountfield Road, Northdene Gardens, Northfield Road, Olinda Road, Overlea Road, Paget Road, Ravendale Road, Rookwood Road, Spring Hill, St Andrews Grove, St Kildas Road, Timberwharf Road, West Bank and Wilderton Road.
- 3.18. Estates within the area are also consulted even if they have their own controls, as they are entitled to purchase an on street parking permit. Hackney Housing estates that do not have existing parking controls may be consulted separately on the introduction of parking controls on their estate.
- 3.19. A breakdown of responses can be found in Appendix 1, Table 1.

Support for controls from each road

- 3.20. From the 1075 responses received, 99% of respondents (1065) answered this question. Overall, the majority of feedback received from the Stamford Hill East & West area were in favour of parking controls (63%) whilst 37% of respondents were against the introduction of controls.
- 3.21. Overall, 54 out of the 64 roads consulted provided a response to this question. Of those, 32 roads were in favour of parking controls which included Bergholt Crescent, Bethune Road, Castlewood Road, Colberg Place, Cranwich Road, Craven Close, Craven Walk, Denver Road, Dunsmure Road, Durley Road, East Bank, Fairholt Road, Hillside Road, Leabourne Road, Leadale Road, Leatherhead Close, Lewis Gardens, Lingwood Road, Linthorpe Road, Manor Road, Northdene Gardens, Northfield Road, Olinda Road, Overlea road, Rookwood road, Saw Mill Way, Spring Hill, St Andrews Grove, Stamford Hill, Timberwharf Road, West Bank, Wilderton Road.
- 3.22. Of the 32 roads consulted, 28 were public highways, one was a red route and three were private roads.
- 3.23. Support was not received from 17 of the roads consulted which included Amhurst Park Road, Ashtead Road, Belz Terrace, Clapton Common, Craven Park Road, Egerton Road, Glaserton Road, Guinness Trust Buildings, Heathland Road, Paget Road, Ravendale Road, Reizel Close, Seven Sisters Road, Shushan Close, St Andrews Mews, St Kildas Road and Watermint Quay.
- 3.24. Of those who did not support controls, 10 were public highway roads, two were red routes and five were private roads.
- 3.25. There were no responses from 10 of the 64 roads consulted (Fairholt Close, Grangecourt Road, Hindhead Close, Lordship Road, Newnton Close, Priestley Close, Rav Pinter Close, Springfield, Standard Close and Yizal Close).

- 3.26. There are 5 roads which were undecided on whether to support the introduction of parking controls, Holmleigh road, Hurstdene Gardens, Maple Close, Moundfield Road and Royal Close.
- 3.27. Consultation packs were sent to Craven Park Road residents as certain addresses fall within the London Borough of Hackney. However, Craven Park Road itself is in the London Borough of Haringey and therefore parking controls will not be introduced on this road.
- 3.28. A breakdown of responses can be found in appendix 1, table 3 .

Support for controls if parking controls are introduced on nearby roads

- 3.29. When asked whether they would support parking controls if introduced in nearby roads, the feedback remained the same. Majority (64%) of the responses received were in favour of parking controls and 36% were against the introduction of parking controls should they be implemented on nearby roads.
- 3.30. Similar to the above question, 34 roads were now in favour of controls if controls were introduced in nearby roads. These include, Ashtead Road, Bergholt Crescent, Bethune Road, Castlewood Road, Colberg Place, Cranwich Road, Craven Close, Craven Walk, Denver Road, Dunsmure Road, Durley Road, East Bank, Fairholt Road, Hillside Road, Leabourne Road, Leadale Road, Leatherhead Close, Lewis Gardens, Lingwood Road, Linthorpe Road, Manor Road, Moundfield Road, Northdene Gardens, Northfield Road, Olinda Road, Overlea Road, Ravensdale Road, Rookwood Road, Saw Mill Way, Spring Hill, St Andrews Grove, Timberwharf Road, West Bank and Wilderton Road.
- 3.31. The following 16 roads did not support parking controls even if they were introduced on nearby roads. These roads included Amhurst Park Road, Belz

Terrace, Clapton Common, Craven Park Road, Egerton Road, Glaserton Road, Guinness Trust Buildings, Heathland Road, Holmleigh Road, Paget Road, Reizel Close, Seven Sisters Road, Shushan Close, St Andrews Mews, St Kildas Road and Watermint Quay.

- 3.32. The remaining 4 roads Hurstdene Gardens, Maple Close, Royal Close and Stamford Hill were undecided.
- 3.33. From the roads consulted, Seven Sisters Road is a red route, Amhurst Road, Belz Terrace, Clapton Common, Egerton Road, Glaserton Road, Heathland Road, Holmleigh Road, Paget Road, St Kildas Road are public highways and Reizel Close, St Andrews Mews and Watermint Quay are private roads.
- 3.34. A breakdown of responses can be found in appendix 1, table 4.

Additional Comments

- 3.35. 716 respondents provided general comments. Whilst this was only a Stage 1 consultation, 27% of the comments mentioned shorter hours for the zone, 21% of respondents expressed parking stress comments, 19% supported the introduction of controls, 15% of the comments expressed comments against the introduction of parking controls, 8% of respondents raised enforcement requests and queries, 7% raised cost and abandoned vehicle issues, 5% stated that parking controls were a money making scheme and 4% of comments both raised issues with road safety and consultation document queries.
- 3.36. See Appendix 1, **Table 5** for a breakdown of the top 10 comments.



4. OTHER CONSIDERATIONS

- 4.1. 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.
- 4.2. 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.
- 4.3. 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
- 4.4. A parking zone will be introduced taking into account levels of support (and specifically where the majority of respondents are in favour of a PZ). In some circumstances the Council may introduce a parking zone without a clear majority and may take into account the following factors;

Air quality

- 4.5. According to the Council’s PEP, “Environmental factors are also considered a significant influence in addition to the demands caused by parking stress when expanding current, or introducing new PZs”. This reason alone can be a

determining factor when considering the Council's responsibility to promote a cleaner environment for the health of residents in the borough.

- 4.6. One of the main purposes of a PZ is to effectively manage the supply and demand for on-street parking in an area and this purpose can, in part, be achieved by discouraging car use in favour of more sustainable forms of transport. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.
- 4.7. London boroughs have a key role to play in reducing emissions locally. They have responsibility for a number of key levers such as parking, planning and local traffic management. Travel awareness, 'walk to school' and cycling promotion are all widely supported throughout the borough in conjunction with wider public awareness campaigns linking transport, air quality and health. The Council is also expanding its electric vehicle charging infrastructure and car clubs to promote a healthier environment for its residents.
- 4.8. Some of the schemes the Council has introduced to improve air quality also include School Streets, an experiment to close school related roads in two to three locations to address air quality, congestion and safety issues associated with the school-run. The first school street was introduced in April 2017. The Council has also expanded their diffusion tube monitoring network to include focus areas, which is strongly supported.

Traffic Management

- 4.9. The Road Traffic Regulation Act 1984 section 45 authorises the Council to implement Controlled Parking Zones. In exercising this power, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to 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".

- 4.10. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected. The aim of parking controls is to protect parking space for residents and businesses by discouraging commuters who are simply using the road as a car park, to discourage unnecessary car use within the borough and encourage the use of sustainable or public transport which improves congestion, road safety, emergency vehicle access, bus journey times, and local air quality as well as reducing CO2 emissions.
- 4.11. These aims are aligned with the objectives of the PEP 2015-20, the Council's policies and strategies including the Sustainable Community Strategy 2018-2028 the Local Development Framework, the emerging Hackney Transport Strategy, emerging Hackney Air Quality Strategy and the Corporate Plan 2018-2022. The recommendations are also consistent with the Mayor of London's Transport Strategy, the Traffic Management Act 2004 and the related Government guidance.
- 4.12. The introduction of parking controls in an area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit. Parking provision can encourage less car use in order to improve traffic and environmental conditions in an area, and to contribute to broader transport and sustainable development objectives. Applying parking controls through the restriction of parking spaces available and setting appropriately levelled prices can complement a variety of measures designed to promote the use of non-car alternatives.

Displacement Parking

- 4.13. The recent extension of parking controls in Parking Zone T (Stamford Hill) and the implementation of parking controls in zone U (Upper Clapton) has caused significant parking stress and safety issues in some of the roads in this area.
- 4.14. Previous experience has shown that a partial implementation of controls in a consultation area can lead to significant parking pressure caused by displacement

parking. For example, in the Lea Bridge area where parking controls were introduced in a section of a zone where controls were supported but not introduced in areas where controls were not supported, this led to significant parking pressure as well as traffic flow issues in many roads. As a result of this, numerous complaints were received and emergency controls were introduced on certain roads to improve traffic flow and road safety whilst a new consultation was prepared.

- 4.15. The majority of the roads in the area already suffer from high parking stress at different times of the day. This is also supported by feedback received from the area which requested for parking controls to be implemented.
- 4.16. Another factor which is likely to further increase parking stress in this area is the introduction of controls in other nearby boroughs. Haringey Council recently introduced controls in roads bordering the north of the Borough (Varty Road area). This has significantly increased parking pressure in uncontrolled roads as displaced vehicles are pushed further into Hackney.
- 4.17. The introduction of parking controls in all roads within the uncontrolled roads would ensure that parking stress is reduced. Parking Controls would also prohibit vehicles parking at dangerous locations such as on the footway or at junctions by providing safe spaces for drivers to park.

Parking Stress

- 4.18. Parking Stress surveys carried out in the area prior to the Stage 1 consultation indicated parking stress of 79% overall at all times of the day. As per the parking Enforcement Plan an initial indicative assessment of the area is undertaken to determine if an uncontrolled area is deemed to be suffering from high parking stress, which is 70% or above.

- 4.19. An additional stress survey was carried out post consultation (March 2021) to observe the levels of parking stress. The parking stress surveys carried out in April 2021 indicated an average parking stress level of 59%.
- 4.20. While this latest stress survey does not show a significant level of parking stress since the 2019 survey was conducted, it should be taken into account that this survey was conducted whilst Covid- 19 restrictions were in place and where visitors were prohibited from visiting friends and family, only essential shops and businesses were permitted to stay open, all hospitality venues were closed and people were told to stay and work from home wherever possible. As a result, the number of motorists visiting the area was significantly reduced. The low levels of parking stress calculated in this survey is therefore largely due to residents parking in the area.
- 4.21. This stress survey is a good indication of the low levels of parking stress that could result from the introduction of parking controls as the surveys show parking stress levels with minimum visitors to the area.

Need for a logical boundary

- 4.22. The boundary of a parking zone is set utilising a main road or other barriers to discourage displacement parking. The area for inclusion in a parking zone will be set where a clear and logical boundary exists, and this may mean excluding roads that may not support parking controls.

5. Conclusion

- 5.1. When determining whether to introduce parking controls in an area or not, Parking Services have to consider a variety of factors including; road safety, traffic management, air quality and displacement parking from nearby areas.

- 5.2. Parking Services do not introduce parking controls in areas solely on grounds of public support. Although we try to take feedback from the residents into consideration, it is important to note that the consultation process is not a referendum and the Council has to make the best decision to protect the parking needs of the area.
- 5.3. The majority of residents and businesses (64%) are in support of parking controls in the proposed Stamford Hill East & West area.
- 5.4. There were 17 roads which did not support parking controls. (See Appendix 1, table 3). The location of these roads were not clustered in one area but were within various locations in both Stamford Hill East and West. As a result, these roads could not be excluded from the PZ.
- 5.5. When looking at the question of whether there was support for controls if they were introduced on nearby roads, the support remained the same with 64% still in favour of controls.
- 5.6. Based on the above, it is recommended that parking controls are introduced in the following public highway roads: Bergholt Crescent, Bethune Road, Castlewood Road, Colberg Place, Cranwich Road, Craven Walk, Denver Road, Dunsmure Road, Durley Road, East Bank, Fairholt Road, Fairweather Road, Hillside Road, Holmleigh Gardens, Hurstdene Gardens, Leabourne Road, Leadale Road, Lingwood Road, Linthorpe Road, Manor Road, Moundfield Road, Northdene Gardens, Northfield Road, Olinda Road, Overlea Road, Rookwood Road, Spring Hill, St, Andrews Grove, Timberwharf Road, West Bank and Wilderton Road.
- 5.7. It is also recommended that parking controls are also introduced in the remaining public highway roads which were not in favour of parking controls including Amhurst Park Road, Ashtead Road, Belz Terrace, Clapton Common, Egerton Road, Glaserton Road, Heathland Road, Paget Road, Ravendale Road and St Kildas Road.
- 5.8. As stated in paragraphs 4.12 to 4.16, introducing controls only in the roads which were in favour of controls will typically result in displacement parking in adjacent

unrestricted streets as commuters, residents (of the new zone) and other motorists move their vehicles to avoid parking controls. As these roads would be the only roads in the immediate area with no parking controls, they are likely to suffer from increased displacement, traffic flow and road safety issues,

- 5.9. Results of stress surveys conducted in the area showed that most of the roads within this area currently suffer from high parking pressure due to controls being introduced in nearby roads (zone T and zone U). If these roads are excluded from controls, this is likely to significantly increase the level of parking stress due to both commuter parking and displacement parking from nearby parking zones to unsafe levels. The increase in parking pressure can also lead to traffic flow issues which would impact the safety of both pedestrians as well as motorists in these roads.
- 5.10. It is also recommended that the area is split into two zones to create two smaller more manageable zones. Stamford Hill is a red route which helps create a logical boundary between the proposed zones which will be named Zone W and Zone Y. A stage 2 Design consultation will be carried out separately for each zone but will run concurrently.
- 5.11. Estate and private roads in the area will remain free of controls.
- 5.12. The following estates already have parking controls and will continue to be enforced: Amhurst Park, Fawcett Estate, Hill Court Estate, Holmleigh Road Estate, Joseph Court, Lincoln Court, Sanford Court, Summit Estate 2 and Webb Estate.
- 5.13. The residents in these estates (Amhurst Park, Fawcett Estate, Hill Court Estate, Holmleigh Road Estate, Joseph Court, Lincoln Court, Sanford Court, Summit Estate 2 and Webb Estate) may however have the option to purchase permits to park in nearby roads if they are not car-free developments.
- 5.14. The decision to introduce parking controls in all roads in the area are in line with our parking policies contained in its Parking Enforcement Plan (PEP) 2015 – 2020 which states *'While mathematical analysis is required to understand the extent of local support and its variation within the area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a 'first*

past the post' basis. There are times the Council may need to propose to implement parking controls in areas where there isn't a clear majority due to the potential of traffic management issues.'

6. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 6.1. The alternative option would be to introduce parking controls in all the roads consulted. Not introducing controls would go against the Parking Enforcement Plan (PEP) which requires the Council to introduce parking controls based on the needs and requirements of the residents and businesses alongside other factors that the Council must take into account when exercising its duty under the relevant legislation.
- 6.2. In addition, this goes against our parking policies and consultation charter as needs of residents and businesses would not have been considered i.e petitions and requests reviewed.

7. BACKGROUND

- 7.1. Parking Services consulted all uncontrolled roads on the introduction of parking controls between 7th December 2020 and 22nd February 2021.
- 7.2. The consultation was further extended only to those residents in the southern section of Manor Road until 15th March 2021.
- 7.3. The reason for consulting the area 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.

- 7.4. Secondly, parking controls being introduced in nearby areas (zone T and Zone U) as well as expansion of controls in Haringey have caused displacement parking and increased parking stress in the area.
- 7.5. Parking Stress is defined as the number of vehicles parked on a road against the number of available parking spaces. This is deemed high where over 78% of safe available parking is occupied.
- 7.6. Approval to consult the areas was granted by Cabinet in January 2018.
- 7.7. The stage 1 consultation for process consisted of:-
- Consultation packs posted to every business and resident within the consultation area,
 - A freepost response envelope,
 - Consultation documentation was also available on the Council's website,
 - Online questionnaire response,
 - Public notices placed on every street in the consultation area,
 - Public notice in Hackney Gazette and Jewish Newspapers
- 7.8. The consultation exercise requested feedback on whether parking controls were supported in each area. Respondents were also given the opportunity to provide general comments using the 'free-text' comments section.
- 7.9. The consultation response rate of 12% was slightly below the normal average for similar consultations in Hackney, the norm being in the range of 15-20%.
- 7.10. Recommendations to progress to a Stage 2 Consultation have been put forward in light of all data collected.

Policy Context

- 7.11. The Parking and Enforcement Plan (PEP) was originally approved by Cabinet in 2010. The policies and recommendations contained within the PEP in relation to

controlled parking zone proposals, consultation and implementation have been applied in this instance.

7.12. The decision to or not to implement a Parking Zone (PZ) can be made according to the following factors:

- Support from public responding to a consultation (petitions are not factored into the percentage support)
- Road safety
- Traffic flow
- Supply and demand for parking, and
- The environmental and air quality impacts of parking and traffic.

7.13. Parking zones are designed and implemented to assist areas suffering from 'parking stress', where demand for parking is close to or exceeds the supply of safe kerbside space.

7.14. The main purpose of a PZ is to effectively manage the supply and demand for on-street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.

Equality Impact Assessment

7.15. The Council is under a legal obligation known as the public sector equality duty (PSED) which, as prescribed under section 149 of the Equality Act 2010, requires a public authority to have due regard "in the exercise of its functions" to the need to eliminate unlawful discrimination, promote equality of opportunity and foster good relations between persons of different groups.

- 7.16. The Council has carried out an Equality Impact Assessment before and post consultation. By conducting an Equality Impact Assessment before the consultation process and keeping that updated as the consultation has progressed, this will assist the Council to identify if any of the recommendations about the future of parking controls in the proposed Zone W&Y may have an adverse effect on the parking needs of specific groups who share protected characteristics, including elderly residents and visitors, disabled drivers and faith communities including a large local Muslim and Orthodox Jewish communities who have particular parking needs.
- 7.17. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected characteristic in order to meet any particular needs they may have things that are not shared by others, in order to advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.
- 7.18. As outlined in the Equality Impact Assessment, the Council has taken steps to help create positive impacts or reduce negative impacts on members of the community with a protected characteristic that is relevantly affected. However, the PSED gives due regard to the matters mentioned at section 149(1) of the Equality Act, rather than an instrument to create a particular outcome. Therefore, equality issues have been some of the various considerations taken into account when deciding to recommend parking controls in the consultation area together with a range of other factors that inform parking management.

Sustainability

- 7.19. Introducing parking controls in the roads in favour of controls will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.

7.20. It also encourages less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

Administrative Costs

7.21. The breakdown of costs involved in the consultation have been provided below;

One off costs	£
Consultation costs	39,933.00
Total Expenditure	39,933.00

7.22. The cost of the Stage One consultation was £39,933.

7.23. As this is only a Stage One consultation, there are no enforcement, implementation and TMO costs.

Consultation

7.24. As part of the consultation process, consultation packs which included a cover letter, questionnaire, a user friendly map and a freepost envelope were sent via first class to all addresses in the area. In addition, an online questionnaire was made available on the Council website.

7.25. Notices were erected on each street and adverts were placed in the Hackney Gazette and the Jewish Tribune to inform the local residents and businesses of the consultation.

7.26. Residents were able to have their say on the introduction of parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope.

7.27. They were also able to complete the questionnaires online via the Council website by the same date.

8. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

8.1. There is no direct material financial impact as a result of this report. All parking revenue income and surplus are utilised within the conditions specified in s.55 of the Road and Traffic Regulation Act (1984).

9. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL AND GOVERNANCE SERVICES

- 9.1. A Stage One consultation on uncontrolled roads located in Stamford Hill east and west and southern section of Manor Road** was carried out between 7th December 2020 to 15 March 2021. The recommendations listed in 2.1-2.3 of this report are made following this consultation and are in line with the Council's parking objectives set out in the Parking Enforcement Plan (PEP) 2015 – 2020.
- 9.2. 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").
- 9.3. 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.
- 9.4. 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.

9.5. 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;

- 9.6. 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.
- 9.7. 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.
- 9.8. In January 2018 Cabinet also delegated authority to the Group Director Neighbourhoods and Housing to decide on whether to proceed or not with the implementation of parking controls based on the results of the public consultation (Stage 1 and 2) and statutory consultation regarding changes to traffic management order provided that this authority shall be exercised after consultation with the Cabinet Member for Neighbourhoods (who may request that such decision be first approved by Cabinet).
- 9.9. The Group Director for Neighbourhoods and Housing is therefore authorised to approve the recommendations in section 2 of this report.

APPENDICES

Appendix 1 - Consultation Feedback

Appendix 2 - Consultation Documents

Appendix 3 - Final Boundary Map

Appendix 4 - Equalities Impact Assessment.

Appendix 5 - Equalities Impact Assessment, Post Consultation

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

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Group Director Neighbourhoods & Housing

Signature:



Date: 18 August 2021

APPENDIX 1: Stage 1 Consultation in Stamford Hill East & West

Feedback Analysis

1.1 Response

A total of 8776 households and businesses were consulted and 1075 completed questionnaires were received which is an overall response rate of 12%. This is the average response rate expected from this type of consultation. Out of the original responses, 9 duplicate submissions were removed, 16 submissions with unique reference errors were removed and 28 submissions with incorrect and incomplete addresses were removed.

The removed submissions have not been included in the feedback. A breakdown of all the valid responses on a street by street basis can be found in **Table 1**.

Of the 1075 valid responses submitted, 77% responses were completed via the online questionnaire sent to all residents and businesses and 23% of the submissions were via the Council's online consultation page. See **Table 2**.

Table 1: Response to the Stage 1 consultation

Road Name	Response Rate		
	Sent	Received	%
AMHURST PARK	807	52	6%
ASHTOAD ROAD	79	19	24%
BELZ TERRACE	6	1	17%
BERGHOLT CRESCENT	80	14	18%
BETHUNE ROAD	744	78	10%
CASTLEWOOD ROAD	244	44	18%

CLAPTON COMMON	624	23	4%
COLBERG PLACE	75	20	27%
CRANWICH ROAD	292	51	17%
CRAVEN PARK ROAD	149	6	4%
CRAVEN WALK	117	21	18%
DENVER ROAD	83	14	17%
DUNSMURE ROAD	270	49	18%
DURLEY ROAD	160	31	19%
EAST BANK	167	40	24%
EGERTON ROAD	62	5	8%
FAIRHOLT CLOSE	12	0	0%
FAIRHOLT ROAD	168	39	23%
GLASERTON ROAD	64	12	19%
GRANGECOURT ROAD	18	0	0%
GUINNESS TRUST BUILDINGS	367	1	0%
HEATHLAND ROAD	122	20	16%
HILLSIDE ROAD	7	3	43%
HINDHEAD CLOSE	73	0	0%
HOLMLEIGH ROAD	162	45	28%
HURSTDENE GARDENS	22	6	27%
LEABOURNE ROAD	71	13	18%
LEADALE ROAD	83	23	28%
LEATHERHEAD CLOSE	75	3	4%
LEWIS GARDENS	155	15	10%
LINGWOOD ROAD	96	20	21%
LINTHORPE ROAD	164	37	23%
LORDSHIP ROAD	2	0	0%
MANOR ROAD	596	62	10%
MAPLE CLOSE	51	5	10%
MOUNDFIELD ROAD	119	21	18%
NEWNTON CLOSE	2	0	0%
NORTHdene GARDENS	18	6	33%
NORTHFIELD ROAD	174	16	9%
OLINDA ROAD	189	44	23%
OVERLEA ROAD	39	9	23%
PAGET ROAD	49	6	12%
PRIESTLEY CLOSE	50	0	0%

RAV PINTER CLOSE	10	0	0%
RAVENSDALE ROAD	176	26	15%
REIZEL CLOSE	44	1	2%
ROOKWOOD ROAD	101	4	4%
ROYAL CLOSE	31	2	6%
SAW MILL WAY	93	10	11%
SEVEN SISTERS ROAD	32	3	9%
SHUSHAN CLOSE	16	1	6%
SPRING HILL	51	7	14%
SPRINGFIELD	5	0	0%
ST ANDREWS GROVE	66	8	12%
ST ANDREWS MEWS	70	7	10%
ST KILDAS ROAD	162	26	16%
STAMFORD HILL	518	44	8%
STANARD CLOSE	14	0	0%
TIMBERWHARF ROAD	107	6	6%
WATERMINT QUAY	125	17	14%
WEST BANK	174	24	14%
WILDERTON ROAD	68	15	22%
YIZAL CLOSE	6	0	0%
Grand Total	8776	1075	12%

Excludes duplicate responses, incorrect unique reference numbers and those from incomplete or unknown addresses.

**Council's mail merge has included Craven Close with Craven Walk.*

Table 2: Methods of response

Area	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Stage 1 Consultation	832	243	77%	23%

1.1 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 respondents who identified as both resident and business. A breakdown of responses can be found below in **Table 3**.

Table 3: Occupancy Type

Occupier Status	Response	
	Number	Percentage
Resident	1022	95%
Business	28	3%
Both	25	2%
Grand Total	1075	100%

1.2 Stamford Hill East & West, Support for parking controls on your road

From the 1075 responses received, 99% of respondents (1065) answered this question.

Majority (63%) of responses were in favour of parking controls on their road. When analysed on a street by street basis, 32 of the 64 roads consulted were in favour of parking controls. A breakdown of responses on a street by street basis can be found below in **Table 3**.

Table 3: Support for parking controls on your road

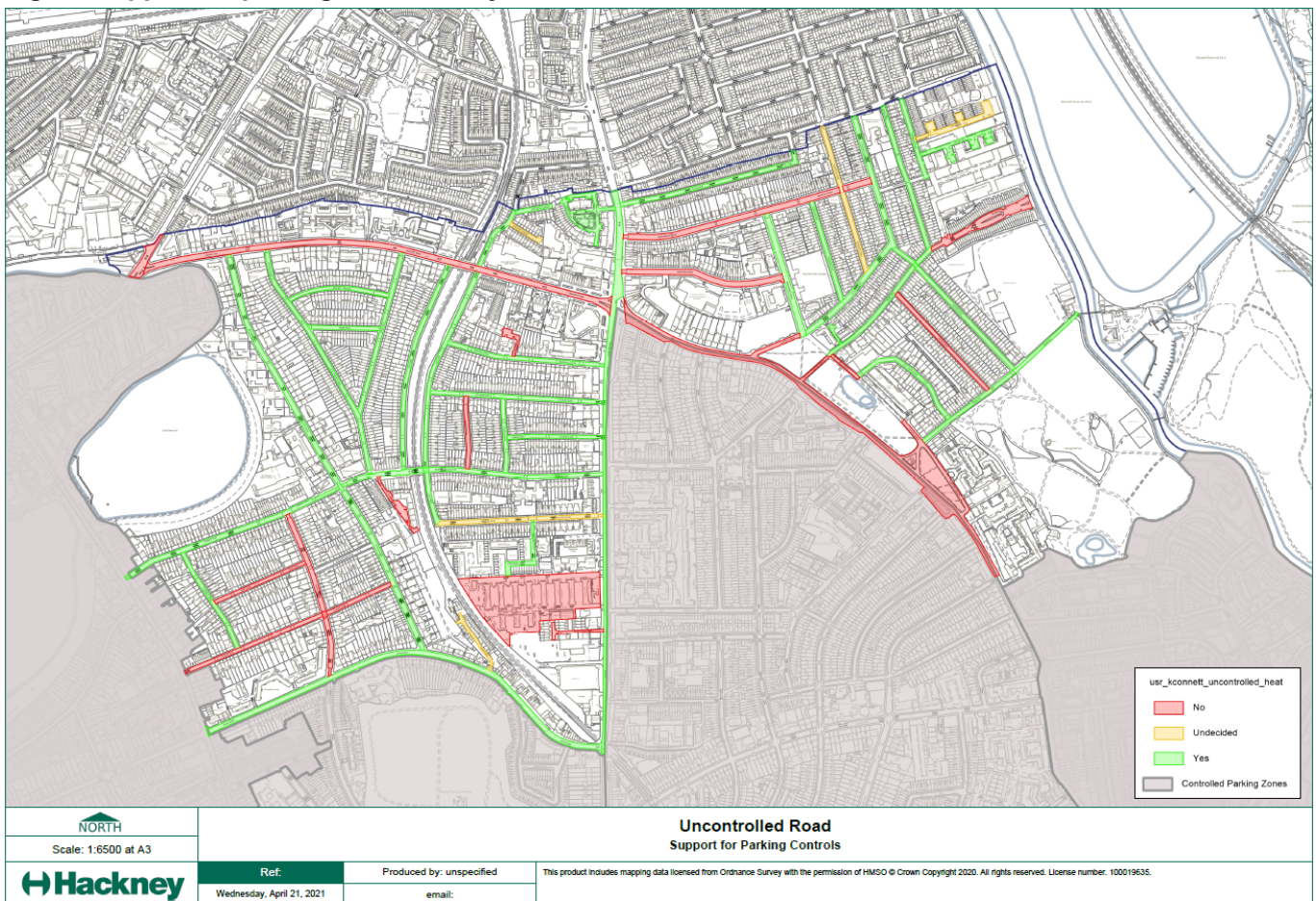
Road Name	Response		Percentage	
	Yes	No	Yes	No
AMHURST PARK	18	34	35%	65%
ASHTEAD ROAD	8	11	42%	58%
BELZ TERRACE	0	1	0%	100%
BERGHOLT CRESCENT	12	2	86%	14%
BETHUNE ROAD	51	27	65%	35%
CASTLEWOOD ROAD	34	10	77%	23%
CLAPTON COMMON	11	12	48%	52%
COLBERG PLACE	10	9	53%	47%
CRANWICH ROAD	35	13	73%	27%
CRAVEN CLOSE	1	0	100%	0%

CRAVEN PARK ROAD	2	4	33%	67%
CRAVEN WALK	13	7	65%	35%
DENVER ROAD	10	4	71%	29%
DUNSMURE ROAD	34	15	69%	31%
DURLEY ROAD	16	15	52%	48%
EAST BANK	21	19	53%	48%
EGERTON ROAD	2	3	40%	60%
FAIRHOLT ROAD	23	16	59%	41%
GLASERTON ROAD	5	6	45%	55%
GUINNESS TRUST BUILDINGS	0	1	0%	100%
HEATHLAND ROAD	9	11	45%	55%
HILLSIDE ROAD	2	1	67%	33%
HOLMLEIGH ROAD	22	22	50%	50%
HURSTDENE GARDENS	3	3	50%	50%
LEABOURNE ROAD	9	4	69%	31%
LEADALE ROAD	19	4	83%	17%
LEATHERHEAD CLOSE	2	1	67%	33%
LEWIS GARDENS	9	6	60%	40%
LINGWOOD ROAD	18	2	90%	10%
LINTHORPE ROAD	32	5	86%	14%
MANOR ROAD	44	18	71%	29%
MAPLE CLOSE	2	2	50%	50%
MOUNDFIELD ROAD	10	10	50%	50%
NORTHDENE GARDENS	5	1	83%	17%
NORTHFIELD ROAD	10	6	63%	38%
OLINDA ROAD	39	5	89%	11%
OVERLEA ROAD	9	0	100%	0%
PAGET ROAD	2	4	33%	67%
RAVENSDALE ROAD	12	13	48%	52%
REIZEL CLOSE	0	1	0%	100%
ROOKWOOD ROAD	3	1	75%	25%
ROYAL CLOSE	1	1	50%	50%
SAW MILL WAY	10	0	100%	0%
SEVEN SISTERS ROAD	0	3	0%	100%
SHUSHAN CLOSE	0	1	0%	100%
SPRING HILL	6	1	86%	14%
ST ANDREWS GROVE	5	3	63%	38%
ST ANDREWS MEWS	3	4	43%	57%

ST KILDAS ROAD	12	14	46%	54%
STAMFORD HILL	23	21	52%	48%
TIMBERWHARF ROAD	5	1	83%	17%
WATERMINT QUAY	7	9	44%	56%
WEST BANK	21	3	88%	13%
WILDERTON ROAD	10	5	67%	33%
Grand Total	670	395	63%	37%

Excludes duplicate responses, incorrect unique reference numbers and those from incomplete or unknown addresses.

Fig. 1 - Support for parking controls on your road



1.3 Stamford Hill East & West - Support for parking controls if implemented on nearby roads.

Out of the 1075 responses received, 1054 (98%) respondents answered the question regarding the support for parking controls if implemented on nearby roads.

When asked if they would be in favour of controls on their road if they were implemented on nearby roads, the overall majority feedback (64%) was in favour of parking controls. When analysed on a street by street basis, the number of roads in favour of parking increased from 32 to 34.

A breakdown of responses by street can be found in **Table 4** below.

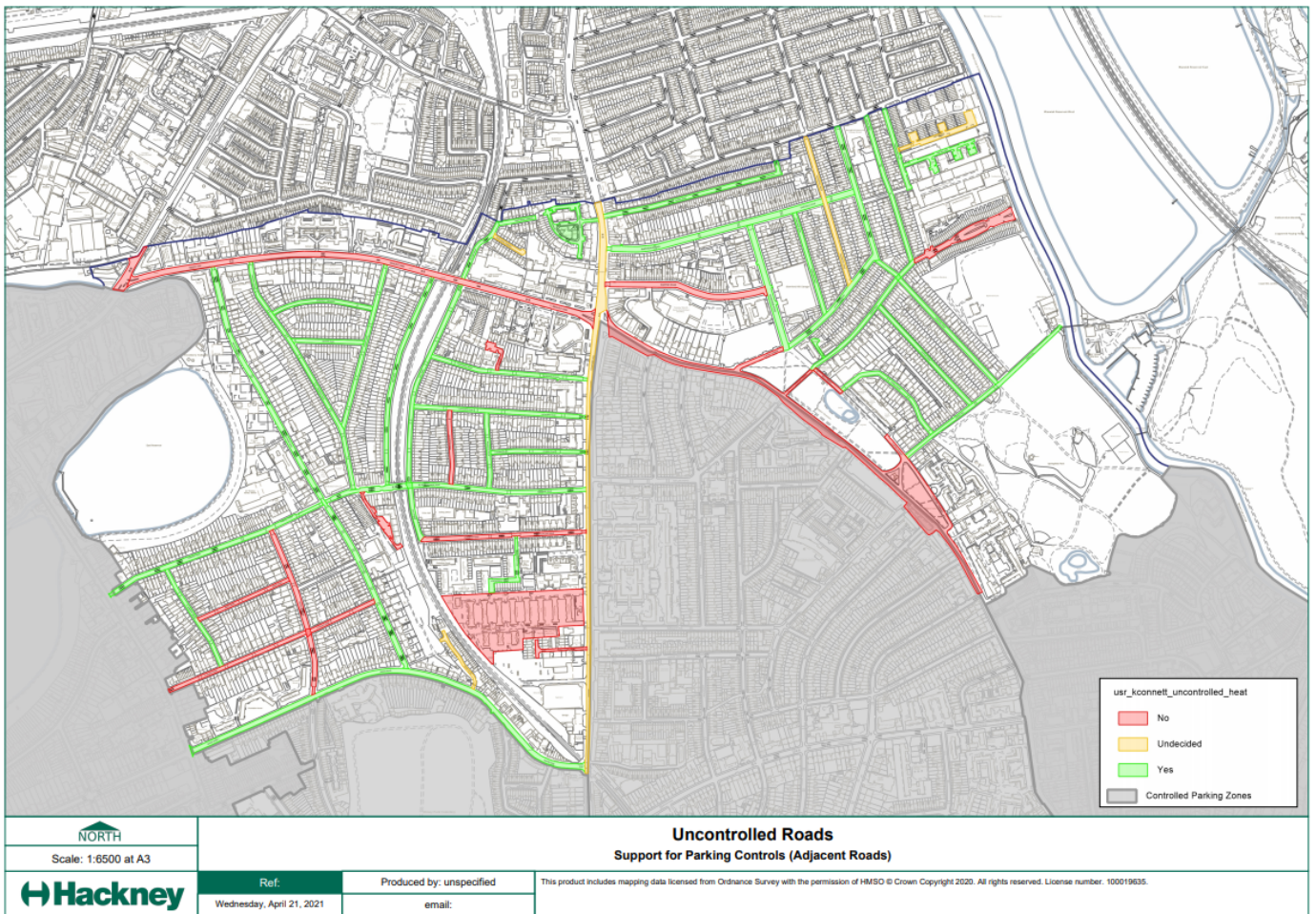
Table 4 – Support for controls on your road is introduced on nearby roads

Road Name	Response		Percentage	
	Yes	No	Yes	No
AMHURST PARK	18	34	35%	65%
ASHTOAD ROAD	10	8	56%	44%
BELZ TERRACE	0	1	0%	100%
BERGHOLT CRESCENT	12	2	86%	14%
BETHUNE ROAD	51	27	65%	35%
CASTLEWOOD ROAD	36	8	82%	18%
CLAPTON COMMON	11	12	48%	52%
COLBERG PLACE	11	9	55%	45%
CRANWICH ROAD	32	13	71%	29%
CRAVEN CLOSE	1	0	100%	0%
CRAVEN PARK ROAD	2	4	33%	67%
CRAVEN WALK	13	7	65%	35%
DENVER ROAD	11	3	79%	21%
DUNSMURE ROAD	34	15	69%	31%
DURLEY ROAD	17	14	55%	45%
EAST BANK	21	19	53%	48%
EGERTON ROAD	2	3	40%	60%
FAIRHOLT ROAD	21	16	57%	43%
GLASERTON ROAD	5	6	45%	55%

GUINNESS TRUST BUILDINGS	0	1	0%	100%
HEATHLAND ROAD	8	11	42%	58%
HILLSIDE ROAD	2	1	67%	33%
HOLMLEIGH ROAD	21	23	48%	52%
HURSTDENE GARDENS	3	3	50%	50%
LEABOURNE ROAD	9	4	69%	31%
LEADALE ROAD	19	4	83%	17%
LEATHERHEAD CLOSE	2	1	67%	33%
LEWIS GARDENS	9	6	60%	40%
LINGWOOD ROAD	18	2	90%	10%
LINTHORPE ROAD	31	4	89%	11%
MANOR ROAD	45	17	73%	27%
MAPLE CLOSE	2	2	50%	50%
MOUNDFIELD ROAD	13	7	65%	35%
NORTHDENE GARDENS	4	2	67%	33%
NORTHFIELD ROAD	10	6	63%	38%
OLINDA ROAD	40	4	91%	9%
OVERLEA ROAD	9	0	100%	0%
PAGET ROAD	2	4	33%	67%
RAVENSDALE ROAD	13	12	52%	48%
REIZEL CLOSE	0	1	0%	100%
ROOKWOOD ROAD	2	1	67%	33%
ROYAL CLOSE	1	1	50%	50%
SAW MILL WAY	10	0	100%	0%
SEVEN SISTERS ROAD	1	2	33%	67%
SHUSHAN CLOSE	0	1	0%	100%
SPRING HILL	6	1	86%	14%
ST ANDREWS GROVE	5	3	63%	38%
ST ANDREWS MEWS	3	4	43%	57%
ST KILDAS ROAD	11	14	44%	56%
STAMFORD HILL	22	22	50%	50%
TIMBERWHARF ROAD	5	1	83%	17%
WATERMINT QUAY	7	8	47%	53%
WEST BANK	21	3	88%	13%
WILDERTON ROAD	10	5	67%	33%
Grand Total	672	382	64%	36%

Excludes duplicate responses, incorrect unique reference numbers and those from incomplete or unknown addresses.

Fig. 2 - Support for parking controls if introduced on nearby roads.



1.4 General Comments and Suggestions

These include comments received on the completed questionnaires. Many respondents provided more than one type of comment in their feedback. The most frequent comments are set out in **Table 5** below.

716 respondents provided general comments. Whilst this was only a Stage 1 consultation, 27% of the comments mentioned shorter hours for the zone, 21% of respondents expressed parking stress comments, 19% supported the introduction of controls, 15% of the comments expressed comments against the introduction of parking controls, 8% of respondents raised enforcement requests and queries, 7% raised cost and abandoned vehicle issues, 5% stated that parking controls were a money making scheme and 4% of comments both raised issued with road safety and consultation document queries. See below, **Table 5** for a breakdown of the top 10 comments.

Table 5: Breakdown summary of general comments

Comments	%
Short hours	27%
Parking stress	21%
Support controls	19%
Against controls	15%
Enforcement	8%
Costs	7%
Abandoned vehicles	7%
Money making scheme	5%
Road safety issues	4%
Consultation Documents	4%



Stage 1 Parking Consultation Stamford Hill (East & West)

have **your** say

 Hackney

Parking consultation

Why I am being consulted?

In recent months, uncontrolled roads within the north of the borough (Stamford Hill East and West) have experienced high levels of parking stress and traffic congestion. The zone lies north of Parking Zones E (Stoke Newington), T (Stamford Hill) and U (Upper Clapton) and east of Parking Zone G (Brownswood). To the north of the area is the boundary with Haringey who also operate their own controlled parking zones.

Since the 2018 consultation, parking zone expansion in nearby Zone U and in neighbouring Haringey are strongly correlated with increased parking stress, as commuters, businesses, and residents of neighbouring areas have sought to continue taking advantage of free parking. As a result of this increased parking pressure, the Council has received petitions and individual requests from residents and businesses for parking controls to be introduced in your area, in order to:

- Reduce parking stress caused by displacement parking from commuters, visitors and residents in nearby zones seeking free parking;
- Provide parking spaces specifically for local residents and businesses;
- Reduce traffic congestion;
- Improve access for deliveries, home care visits, and tradespeople
- Improve local air quality; and
- Improve road safety.

Due to the high volume of requests received, the Council have carried out an indicative parking stress survey, which established a number of roads are experiencing high levels of parking stress, and parts of the area attract a substantial number of daytime visitors.

The Council has policies and guidance about how it manages parking in the borough, this is called the Parking Enforcement Plan (PEP). The PEP sets out a 'hierarchy' of different types of drivers based on their needs; for example priority is given to disabled drivers, residents and business over visitors and commuters.

As a result of the petitions, requests from the public and the findings of our indicative parking stress survey, we are consulting residents and businesses within your area to give you the opportunity to have your say on whether you would like parking to be controlled on the roads in your area. Please see the enclosed map which identifies the boundary of the area being consulted.

Please note, this is a Stage 1 Consultation only, this means that we are seeking your views on whether or not parking controls should be introduced. If a decision is made to introduce parking controls in your area, we will carry out a Stage 2 consultation at a later stage to consult you on the design of parking controls and the hours of operation.

In addition, As part of the Stage 1 consultation Hackney Council will undertake the following activities:

- a detailed technical assessment of parking stress, where an assessment of the available space and the demand for parking is undertaken, involving measuring parking stress in the early morning, afternoon and evening;
- an assessment of road safety;
- an assessment of traffic flow; and
- an assessment of environmental and air quality impacts of parking and traffic.

APPENDIX 2: Consultation Documents

Stage One Consultation in Stamford Hill East & West

Consultation Leaflet

Our Consultation Process

Our consultation process is designed to ensure that residents and businesses are given the opportunity to have their say on proposals that are being made to their area. Due to religious and public festivities, our consultation has been extended to run for a 10 week period and will follow the policies and procedures set out in our Parking and Enforcement Plan. Please visit <https://hackney.gov.uk/pep> for more information.

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

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

It is important to note that the council's consultations about parking controls are not a referendum. Your feedback as part of the consultation is extremely important to informing the council's decision, but is one factor that is considered alongside other key considerations such as parking pressure, road safety, traffic flow and air quality, which are equally considered by the council in reaching a decision.

How do we make a decision?

The feedback we receive from residents and businesses will be analysed and considered on a street by street basis. Should a decision be made to introduce parking controls and progress to a Stage 2 design consultation, streets or parts of streets may be included in a parking zone particularly if there is majority support.

The Council can however in appropriate circumstances make recommendations to introduce parking controls without a clear majority. This is due to other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking. The need for a logical boundary may also result in some roads or parts of roads receiving controls without majority support.

The Council will take into consideration the level of parking stress in an area, this is where the demand for parking is close to or exceeds the supply of safe kerbside space. At higher levels of parking stress motorists can often be double-parking and parking at junctions, which creates road safety hazards and can block the safe flow of traffic. At the end of the Stage 1 consultation, a combination of detailed assessments will take place including a technical assessment. Should any consulted street or streets experience a peak parking stress of over 85% and or peak visitor parking levels of 30% or more, then the Council may go against majority support and make the decision to introduce parking controls.

The Council by law has a duty to ensure its traffic management duties are adhered to and considered before public opinion.

Any decision to incorporate a street will be detailed in the Delegated Report and will be available to the public. If the introduction of a parking zone is agreed following the Stage 1 consultation, the Council may also potentially reconsult roads outside of the agreed zone in order to reduce the impact of displaced parking and ensure a logical boundary is created.

If any streets are not incorporated into a PZ, we will continue to monitor parking stress, traffic flow, safety and air quality closely and would consult again where a need is shown.

Who is included in this consultation?

Every resident and business within Stamford Hill East & West has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on;

- The introduction of parking controls
- The introduction of parking controls if introduced in nearby roads

How can I have my say?

The easiest way to have your say is by visiting the website www.hackney.gov.uk/parking-hys and submitting an online questionnaire. Alternatively, you can complete the attached questionnaire and return it using the **Freepost** envelope enclosed by **Monday 22 February 2021**.

Please note, 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 authentic views on parking related matters. 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 in Multiple Occupation (HMO) will receive one consultation per household, as defined by the unique property reference number.
- Photocopies or bulk/multiple submissions will not be accepted.
- Submissions without a full name, full address and signed declaration will not be accepted.
- Email addresses are compulsory for online submissions.
- Submissions received after the closing date will not be considered.
- You will need your unique reference from your consultation pack to submit your online questionnaire. Without this, you will not be able to submit an online response.

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

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

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

The deadline for this consultation is **Monday 22 February 2021**. All consultation responses both online and via post must be received by the Council by **Monday 22 February 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 consultparking@hackney.gov.uk. Alternatively you can visit www.hackney.gov.uk/parking

Frequently asked questions

What is a Parking Zone (PZ)?

A PZ is an area in which all on-street parking is controlled. Parking bays are painted on the road to show where it is safe to park and all other kerbside is marked with yellow lines. This helps keep the street safe for both road users and pedestrians, and allows priority for parking to be given to disabled people, residents and local businesses according to the Council's hierarchy of parking needs.

During the PZ operational hours, vehicles need to have a valid permit, visitor voucher, or 'pay & display' ticket according to the type of bay they are parked in. The Council has the powers to issue a penalty charge notice to people who park in bays without the appropriate permit or ticket, or on yellow lines. You do not need to display a permit, visitor voucher, or 'pay & display' ticket outside of these hours, however other restrictions such as double yellow lines (no waiting at any time) will still apply.

What benefits does a parking zone have?

A PZ provides many benefits for the surrounding community, including:

- It's easier for residents and their visitors to find parking spaces close to home.
- It's easier to park near shops, schools, and other amenities within the area with nearby 'pay & display' bays.
- Reduced traffic congestion and improved air quality due to less commuters and visitors seeking out free parking spaces.
- A safer road environment particularly for children, cyclists and pedestrians.
- With Less dangerous parking and yellow lining at junctions visibility will improve and pavements will be clear for pedestrians.
- Improved access for emergency vehicles, able to maintain a safe 'running width' on narrow or busy roads and powers to act on vehicles blocking access to private property.
- Reduced crime levels; the presence and visibility of Civil Enforcement Officers patrolling the streets helps discourage car crime, vandalism and anti-social behaviour as well as dealing with untaxed and abandoned vehicles.
- A tidier, less cluttered street environment through the use of existing lamp posts for signs where possible and better maintenance of street furniture.

What is displacement parking?

Areas that do not have parking controls that are surrounded by areas that do can often experience excessive pressure on the availability of parking spaces. This is typically caused by what is known as displacement parking as drivers from elsewhere seek out spaces that are free to park. This problem is exacerbated in built up city areas with high population density that attract a high number of visitors and commuters as well as residents and businesses from neighbouring areas looking for free parking.

The knock-on effect of displacement parking is that residents and businesses within the uncontrolled area have great difficulty in finding parking spaces near to their homes and businesses causing stress and inconvenience. In addition there are a high number of vehicles in the area looking for free parking which in turn creates traffic congestion, increases accident risks on residential streets and generates more air pollution. We are giving you the opportunity to have your say about the introduction of parking controls as your street is experiencing displacement parking from nearby streets.

Can I have my say on the design of parking controls?

At present this is stage one. The design of parking controls is part of the Stage 2 consultation process. If your road is included in a parking zone once the Stage One consultation is complete, you will be consulted on the design for parking controls at a later date.

Can I have my say on the hours of operation?

If your road is included within a parking zone, you will be consulted on the hours of operation as part of the stage two consultation and will be given a choice of standardised hours, with the decision on what hours to implement being based on this feedback. The hours of operation provided will be based on the needs of the local area and standardised hours across the borough. This will include a combination of both short hours (10-12noon or 7am to 11am) as well as longer hours (8.30am to 6.30pm). The decision on what hours to implement will be based on majority support from the area.

What if I live on an estate?

Any Council housing estates in the area which have their own parking regulations in place would not be impacted by the introduction of a parking zone as they are independent. Estate residents would however be entitled to purchase an on-street permit if their address falls within a parking zone and is not designated as car free. For this reason, all estate residents will be consulted on the introduction of parking controls in the proposed zone.

What if I live on a private road?

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

What if I live on a Car Free Property?

A Car Free Property will be designated under a car free restriction in a legal planning agreement, and should be included in your lease or deeds. If you live on a Car Free Property you can still have your say on the introduction of parking controls but you are not entitled to purchase a parking permit. You are however, allowed to purchase visitor vouchers for your visitors.

If you want to apply for visitor vouchers or you are not sure if you live in a car free property please call us on **020 8356 8877**.

How would the PZ affect me?

Would I have to buy a permit if a PZ was introduced?

Yes, if you are a resident or business whose address falls within the PZ you would need to purchase either a resident or business permit to park in the PZ, if introduced.

How much will a permit cost?

The way we charge for parking has been changing over the past three years as part of a drive to reduce pollution in the borough and will see parking permits charged according to CO2 emissions instead of engine size. This will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles.

The cost of a permit is not dependent on the hours of operation in an individual zone.

Please see the table below for the new prices as of 6th April 2020.

Resident permit prices, using emission-based charging (CO2) 2020-21

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£27.00	£39.00	£62.00
	Price including diesel supplement	£52.00	£89.50	£162.00
3	121 - 185 g/km, or under 1200cc*	£43.50	£68.00	£114.00
	Price including diesel supplement	£68.50	£118.00	£214.00
4	186 - 225 g/km, or 1200-2000cc*	£60.50	£97.00	£166.00
	Price including diesel supplement	£85.50	£147.00	£266.00
5	226 g/km +, or 2001cc*+	£77.50	£126.00	£217.50
	Price including diesel supplement	£102.50	£176.00	£317.50

The diesel supplement will be £100 per year, and will be prorated for 3 and 6 month permits.

*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

Information on CO2 emissions for all UK vehicles can be accessed on the government website: <https://www.gov.uk/co2-and-vehicle-tax-tools>

For 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**.

What about Visitor Permits?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permits) or shared use (pay and display or permit) bay in the PZ.

You only need to use a voucher during operational hours. There are two types of vouchers that can be purchased by residents:

- A book of 20, 2hr scratch cards at a cost of £23.50
- A book of 5, one day scratch cards at a cost of £20.50

Where can I load/unload if I receive deliveries?

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

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

Blue Badge holders are eligible to park in all shared use bays (pay and display and permit) and pay and display only bays for an unlimited amount of time and on single and double yellow lines for a maximum of 3 hours, provided there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue Badge holders may also use any disabled bay.

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

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 or call **020 8356 8328**.

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. However, parking services are currently consulting on charging for motorcycle parking, therefore this is subject to change.

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.

Do you consider road safety?

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

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

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

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

Are PZs just a money making scheme for the Council?

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

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.

How will you use my personal information?

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

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

More information

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

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

Bengali

এই মনিয়ে কি লেখা আছে সে সম্পর্কে যদি আপনি জানতে চান তাহলে অনুগ্রহ করে উপযুক্ত বাংলা টিক দিন, এই পাতার নিচে আপনার নাম, ঠিকানা ও ফোন নম্বর লিখুন এবং এটি নিচের ঠিকনায় ফেরত পঠান।

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 dokument çi dibêje, ji kerema xwe qutika minasib îşaret bikin, nav, navnîşan û hejmara telefona xwe li jêrê rûpel binivîsin û wê ji navnîşana jêrin re bişînin.

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 przeslij na poniższy adres.

Urdu

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

Somali

Haddi aad jeclaan lahayd in aad ogaato waxa dokumentigani sheegayo fadlan calaamadi godka 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

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

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

In large print

On Disk

In Braille

On audio tape

In another language, please state:

Name:

Address:

Tel:

Return to: Please use the envelope provided

Consultation Questionnaire



Have your say on the proposed introduction of parking controls in Stamford Hill East and West.

Please use **BLOCK** capitals when completing the questionnaire and tick the boxes that apply to you. Please return this questionnaire by **Monday 15 February 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 www.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 (required):

Q2. Are you a...

Resident

Business

Both

Declaration

I declare that the information provided in Section 1 is accurate

Consultation Letter to southern section of Manor Road.

**Parking, Markets & Street Trading
Neighbourhoods & Housing Directorate**
136 - 142 Lower Clapton Road
London E5 0QD

Please Contact: Gulgun Chelikhhan/Habiba Muhibun Nessa
0208 356 1279
consultparking@hackney.gov.uk

February 2021

Dear Resident/Business,

Re: Stage 1 Parking Consultation Stamford Hill East & West - Inclusion of the Southern section of Manor Road.

The Council's Parking Services are currently conducting a Stage 1 consultation to gauge public feedback on proposals to introduce parking controls on streets in Stamford Hill East & West. Since the last consultation in 2018, there has been an increase in the number of neighbouring streets that are subject to parking controls following the expansion of nearby parking zones T & U as well as in neighbouring Haringey who have also brought in parking controls.

This has resulted in a significant reduction to the number of streets that are not controlled in the area and has consequently created pressure on the amount of space available for parking. Visitors, and in particular commuters, seek out free parking often for the whole day which can cause disruption and inconvenience to residents of these streets who then struggle to find a place to park safely near their homes.

As a result of this increased pressure on parking, the Council has received petitions and individual requests for parking controls to be introduced to improve and protect parking availability for residents and businesses.

The consultation includes all uncontrolled roads in Stamford Hill East & West, including a section of Manor Road. It has been brought to our attention that residents and businesses on the southern section of Manor Road were omitted from the consultation as they are currently eligible for Zone E permits. These residents are now being invited to provide feedback to this consultation on whether they support parking controls on their road and other nearby uncontrolled roads in their area. Should the Stage 1 consultation feedback indicate support for parking controls, it is possible the current Zone E permit holders may be moved to the newly designed

zone once a Stage 2 Design Consultation has been completed.

The Stage 1 consultation is currently ongoing and residents and businesses on the southern section of Manor Road still have the opportunity to provide their feedback on the introduction of parking controls on their road and nearby uncontrolled roads.

How can I have my say?

Attached with this letter is the Stage 1 consultation leaflet, questionnaire, user friendly map and freepost envelope. Whilst the deadline mentioned on all consultation documents state **Monday 22 February 2021** this only applies to online submissions. We have taken the decision to extend the consultation date for all paper responses submitted by residents and businesses on the southern section of Manor Road to **Monday 15 March 2021**. This will allow residents additional time to have their say on this consultation.

We will not accept any responses after this date, so please return your completed questionnaire by this date. Please ensure you read the leaflet attached for more information about the consultation and recent consultation policy change.

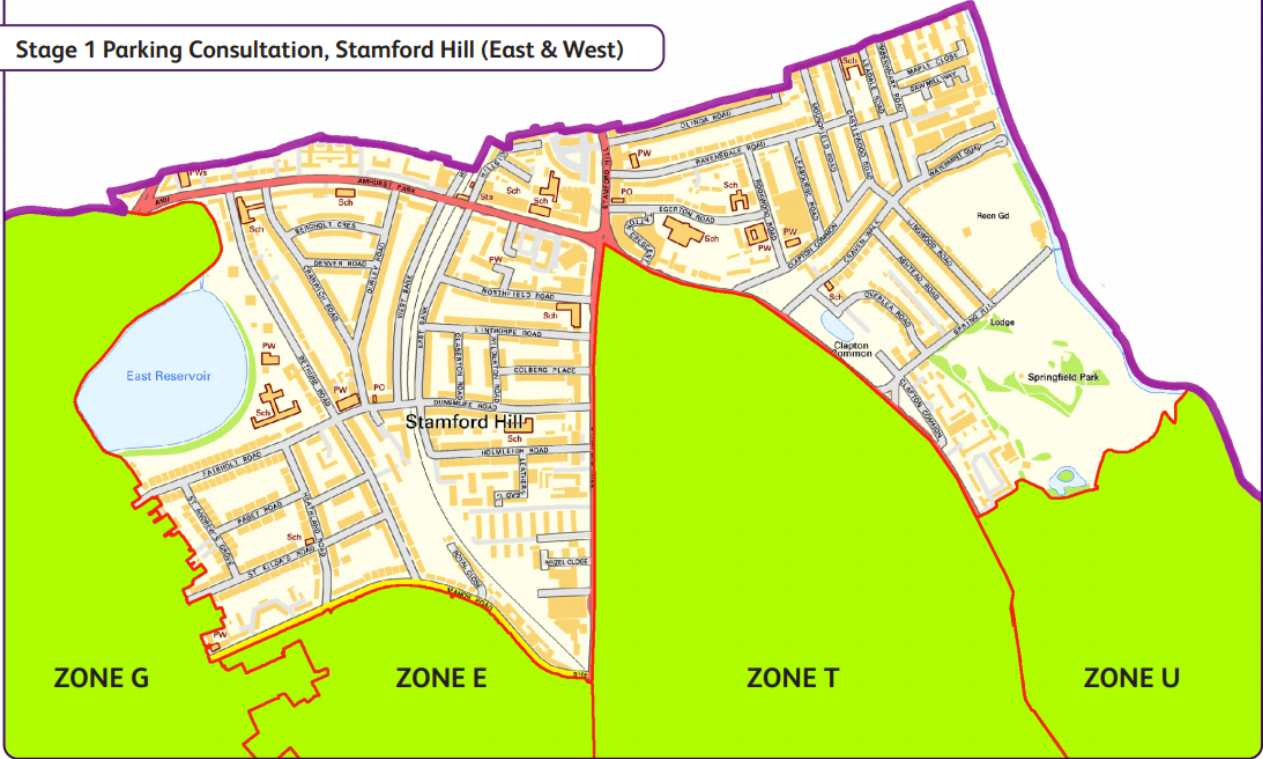
If you have any further queries regarding the above, please email us at consultparking@hackney.gov.uk alternatively you can contact our Service Centre on 020 8356 8877.

Kind Regards,

Kevin Keady
Head of Parking and Markets Services

Consultation Zone Map

Stage 1 Parking Consultation, Stamford Hill (East & West)



14032967

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Consultation on street poster



Stamford Hill (East & West) Stage 1 Parking Consultation

Hackney Parking Services are currently consulting on the introduction of parking controls in Stamford Hill East & West. The process is a great opportunity for us to hear about your feedback on the introduction of controls on your road and nearby roads.

If you live or work in the consultation zone 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 www.hackney.gov.uk/parking-hys

During this consultation we are seeking your views on:

- Support for parking controls

Have your say by:

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

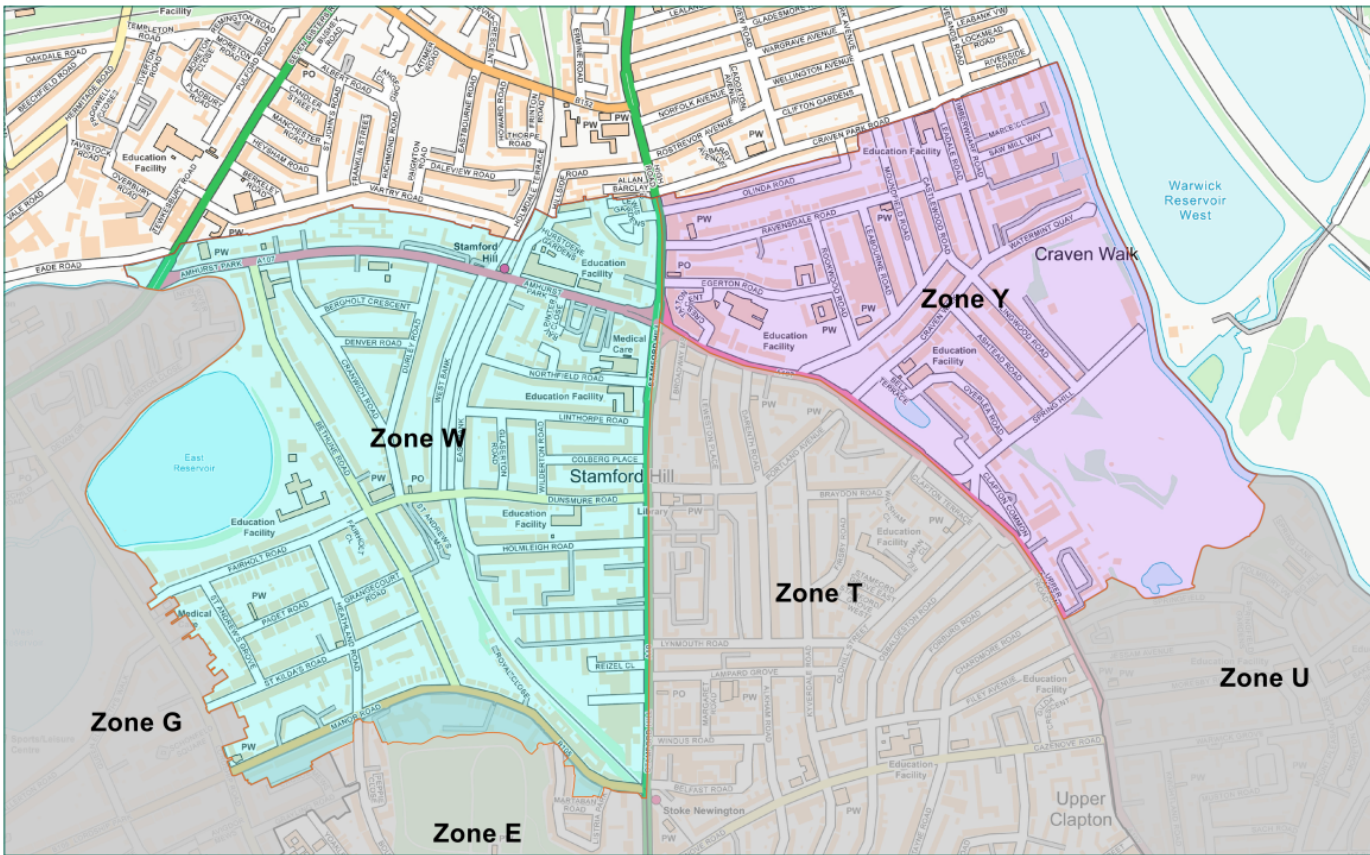
Please
have your say
by **Monday**
22 February
2021

have  say

 Hackney

APPENDIX 3: Stage One Consultation in Stamford Hill East & West

FINAL BOUNDARY MAP



 NORTH	Stage 1 Parking Consultation, Stamford Hill (East & West) Proposed New Parking Zones		
Scale: 1:6500 at A3	Ref:	Produced by: Parking Services	<small>This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number: 100019635.</small>
	Friday, April 23, 2021	email:	

APPENDIX 4: Stage One Consultation in Stamford Hill East & West

Equality Impact Assessment, Pre consultation



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Stage 1 Parking Consultation, Stamford Hill East & West

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the Stage 1 consultation exercise in terms of scope on residents, businesses and visitors with protected characteristics. The Stage 1 consultation is only looking to gauge feedback from residents and businesses within the consultation zone as to whether or not they would support the introduction of parking controls.

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

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking Services

Strategic Director: Aled Richards	Date:
Group Director: Ajman Ali	Date: 18 August 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 this exercise is to conduct a Stage 1 consultation on the introduction of parking controls in Stamford Hill East & West, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- The decision to carry out a Stage 1 consultation was as a result of petitions and requests for parking controls received from residents within the zone, as well as the findings of subsequent parking stress surveys arranged by the Council.
- Parking Services intend on starting the review consultation in December 2020, the consultation will run for a duration of 10 weeks. The decision to run the consultation longer than the standard 6 week timeframe is due to the religious festivities of Christmas, Chanukah in December and the New Year. Along with the religious and public festivities and the current covid19 pandemic, Parking Services feel the decision to run the consultation for an additional 4 weeks to a total of 10 weeks will allow residents and businesses within the area adequate time to consider and respond to the proposal.
- The key objective of the Stage 1 parking consultation is to identify the level of support for parking controls amongst residents and businesses in the consultation area. The aim is to consider how the Council can balance the needs of the community along with other factors such as parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking.
- The consultation zone of Stamford Hill East & West is close to various parking zones in the borough. It lies north of Parking Zones E (Stoke Newington), T (Stamford Hill), and U (Upper Clapton) and east of Parking Zone G (Brownswood). To the north of the area is the boundary with Haringey who also operate their own controlled parking zones. The expansion and introduction of parking around Stamford Hill East & West has resulted in the consultation zone experiencing increased visitor traffic,

displacement parking from neighbouring controlled zones and as such increasingly high levels of parking stress.

- The Stage 1 consultation consists of two main questions, the first question asks residents and businesses if they would support the proposal to implement parking controls on their road, the second question asks if they would support the proposal to implement parking controls on their road if controls are introduced in nearby roads. The second question allows residents and businesses to consider the impact of parking controls nearby as well as the effects of displacement parking if controls are introduced on nearby roads.
- Through localised consultations, residents and businesses are given the opportunity to have their say on the introduction of parking controls. The feedback received from residents and businesses within Stamford Hill East & West will be considered alongside other factors such as road safety, traffic flow, supply & demand for parking, the environmental impact of parking and the need for the Council to make a logical boundary should recommendations be subsequently made to progress to a Stage 2 design consultation.
- 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 Council has received a number of petitions and requests from various roads in the consultation area which indicate support for parking controls. These petitions and requests have been used to identify the area to be consulted and will not be factored into the results of this consultation.
- Residents and businesses are welcome to submit comments on the consultation and general matters relating to parking in the comments section of the questionnaire. These comments will help parking services to understand the needs of the community.
- The Council will review all consultation feedback alongside other factors such as the level of parking stress in an area, road safety, traffic flow, supply and demand for parking, environmental impact of parking and the need for a logical parking boundary when final decisions are recommended.

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 Stage 1 Consultation.

- Emergency and Waste Services have informed of the decision to carry out a Stage 1 consultation in Stamford Hill East & West. Should this progress to a stage 2 consultation, an in depth internal consultation will be carried out with these services.
- Designs for parking provision and operational hours have not been proposed at this stage however, parking services have requested feedback from residents and businesses on the proposal and consultation. All feedback will be individually reviewed to assess residents, businesses and community needs.
- The current ongoing covid19 pandemic has affected and continues to affect all residents and businesses in the consultation zone, with this in mind and in addition to the consideration given to religious festivities of Christmas, Chanukah in December and the New Year, the Council has decided to extend the consultation for a period of 10 weeks as opposed to the standard 6 weeks. This extension will allow all residents and businesses more time to participate and provide their feedback.
- The table below shows protected characteristics and how the Stage 1 introduction of parking controls in Stamford Hill East & West may impact them.

Protected Characteristic	How Stage 1 consultation will affect them.
Age	<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 name and address is provided. Consultation documents will also be sent to nurseries, registered youth groups and schools within the zone.</p> <p>All respondents have the opportunity to provide any feedback or comments they would like the Council to be aware of as part of their questionnaire response. All individual feedback will be reviewed and if necessary could be addressed in a Stage 2 consultation.</p> <p>Whilst a parking design hasn't been proposed, parking services carry out regular audits of existing bays they manage within the consultation zone. 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</p> <p>As the consultation zone is currently uncontrolled, all safety measures such as double yellow lines and kerb blips fall under the remit of the Council's Streetscene department. Safety measures have been implemented around public amenities and schools at the request and following review by the Streetscene department. At present the design of these measures has not been managed or proposed by</p>

	<p>parking services and therefore will not be addressed in the Stage 1 consultation.</p>
Disability	<p>The Stage 1 consultation will allow all disabled motorists in the zone to provide their feedback and express their views on the proposal to introduce parking controls. Parking controls have the ability to potentially impact all disabled motorists, feedback from this group will allow the Council to understand the groups needs.</p> <p>The Council's personalised disabled bay policy has recently been implemented in the borough, a high number of disabled bay requests were received from residents in the current uncontrolled roads. This suggests there are disabled motorists and carers in the zone who would welcome improvements to their parking and driving experience in the borough. The Stage 1 consultation will allow this group to express their views and assist the Council in understanding their needs.</p>
Gender reassignment	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls will be experienced by all groups.</p>
Marriage and Civil Partnership	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls will be experienced by all groups.</p>
Pregnancy and maternity	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease.</p> <p>Should parking controls be implemented in the consultation zone, parking designs around doctors surgeries, clinics, medical facilities and hospitals will ensure parking</p>

	<p>accommodates access to these establishments. This can be through the proposal of general use disabled bays or shared use and pay and display parking bays. At this stage of the consultation, a design has not been proposed.</p>
Race	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls will be experienced by all groups.</p> <p>The consultation packs sent to residents and businesses in the consultation zone have been printed in English, should any resident or business require a copy in an additional language they are welcome to submit a request. The parking consultation team will ensure copies are translated and sent out in time to the resident in order for their feedback to be included. Instructions to request a consultation pack in a different language is included at the end of every leaflet sent out.</p>
Religion/belief (including non-belief)	<p>The demographics of this area include a large Orthodox Jewish and Muslim community. The stage 1 consultation aims to gauge feedback from residents and businesses on the introduction of parking and is aimed to understand the needs of the community and conscientious consideration is given to the feedback before decisions are made.</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 consider and provide their response. Due to the religious and public holidays during December, which include Christmas, Chanukah and the New Year, the Council has decided to extend the consultation period from its usual stage 1 consultation period of 6 weeks to 10 weeks. The extended period will allow all residents and businesses in the consultation zone to observe religious and public festivities and allow adequate time to consider the proposal and provide their feedback on the stage 1 consultation.</p>
Sex	<p>We do not expect individualus within this protected characteristic group to be any more or less affected by the consultation process.</p>

	The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls will be experienced by all groups.
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.</p> <p>The introduction of parking controls will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls will be experienced by all groups.</p>

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

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

<ul style="list-style-type: none"> • This exercise will include a ten week consultation with all stakeholders on the introduction of parking controls. • The decision to consult on a Stage 1 introduction of parking controls was made due to individual requests from residents and businesses in the consultation zone and the submission of petitions requesting parking controls. • An independent parking stress survey of the uncontrolled roads in Stamford Hill East & West shows that these roads are experiencing high levels of parking stress and traffic congestion Technical Assessment Report - Uncontrolled Area. • The consultation zone is surrounded by parking zones E (Stoke Newington), Zone T (Stamford Hill), Zone U (Upper Clapton) and Zone G (Brownswood). The northern side of the consultation zone is on the boundary with Haringey who also operate their own parking controls. • As a result of nearby parking zones and parking controls, residents and businesses in Stamford Hill East & Stamford Hill West have experienced greater commuter and visitor traffic and displacement parking all resulted in increased parking stress. • The decision to proceed with a Stage 1 consultation was made in September 2020, the stage 1 consultation allows the Council to only focus on feedback on the introduction of parking controls. A design proposal for the zone has not been created for the consultation.

- The decision was made for the consultation to start in December 2020, whilst the consultation will overlap with various religious and public festivities, the Council did not want to delay the consultation until the new year due to the high levels of parking stress currently being experienced in some roads. In addition, the current pandemic has seen increased parking stress across the borough due to an increase in vehicle use. Whilst some groups and individuals may feel the festivities and the ongoing covid19 pandemic are grounds for the consultation to be delayed, the Council has taken the decision to extend the consultation period to 10 weeks to account for this. An extension in the consultation period will allow all residents and businesses in the consultation zone adequate time to consider the proposal and provide a response without feeling any pressure due to the festivities.
- Internal teams such as Streetscene, Waste Services and Planning, have been informed of the Stage 1 consultation in Stamford Hill & West. External stakeholders such as the Emergency Services, including Fire Brigade, Police and London Ambulance have also been informed. Should a Stage 1 consultation progress to a Stage 2 consultation a thorough consultation will be carried out with all internal and external teams, to ensure their views are taken into account when designing a parking zone. The Council's disabled parking team have arranged for an audit of all existing disabled bays in the consultation zone to be audited in the new year, this will allow the Council to ensure bays which are required by disabled residents remain and those not in use are removed - allowing for unused parking space to be utilised by other residents. The disabled parking team have recently implemented personalised disabled bays across the borough, a high number of disabled requests were received from residents in uncontrolled roads.
- As part of the public consultation all local residents and businesses in the Stamford Hill East & West areas will be sent a consultation leaflet, a questionnaire and a user friendly map of the consultation zone. The consultation leaflet and map will also be available online ([dedicated council webpage for parking consultations](#)), questionnaire responses can also be submitted online.
- 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 proposal to introduce parking controls in Stamford Hill East & West. Under normal circumstances the Council would welcome holding face to face meetings with ward members, faith members, community groups as well as residents and businesses to discuss the consultation in detail. However due to the current pandemic any meetings arranged will all be carried out online.
- Parking Services have recently implemented a policy change on the acceptance of consultation feedback. This change will ensure the process is fair and less open to abuse. It allows the Council to make decisions based on more accurate feedback which is representative of residents, businesses and their parking needs.
- Since 2018 expansion and introduction of new parking zones around the consultation area has resulted in increased parking stress due to commuter and short term visitor traffic, as well as displacement parking from neighbouring controlled zones. Should parking controls be introduced, residents, businesses and motorists in the area will see a reduction in parking stress caused by displacement parking from commuters, visitors and residents in nearby zones seeking free parking; provision of dedicated parking spaces specifically for local residents and businesses; reduced traffic congestion, improved local air quality and improved road safety.
- As this is a Stage 1 consultation, parking services are not consulting on a design or hours of operation for the zone. At this stage, we are simply assessing what support there may be for parking controls and any parking related comments. Should controls be recommended as part of a subsequent stage two consultation, local residents and businesses will be given a choice of standardised hours, with the decision on what hours to implement being based on this feedback. The hours of operation provided will be based on the needs of the local area and standardised hours across the borough. This will include a combination of both short hours as well as longer hours. The Council will work closely with religious establishments, community leaders and stakeholder groups at later stages to determine suitable hours of operation should it be required.
- As part of the consultation approval process, consultation documents are sent to ward members to view before being made public and sent to the consultation zone. This allows ward members as the formal representatives of the consultation zone to raise any concerns or questions before the consultation commences. All ward members were advised of the consultation period being extended from 6 to 10 weeks, to factor in religious and public festivities as well as the current covid19 pandemic.
- The introduction of parking controls has the potential to bring positive benefits to all road users (motorists, pedestrians and cyclists) by ensuring that the parking needs and requirements of the community are met. The consultation allows the Council to provide a safe environment for all road users, once the feedback for the consultation has been received the Council will undertake various assessments across the consultation zone, these vary from; a detailed technical assessment of parking stress where an assessment of the available space and the demand for parking is undertaken. This involves measuring parking stress in the early morning, afternoon and evening, an assessment of road safety, an assessment of traffic flow and an assessment of environmental and air quality impacts of parking and traffic.

- As there currently are no parking controls in place, the consultation will be crucial in identifying the needs of the community within the consultation zone.

Protected Characteristic	Analysis
<p>Age</p>	<p>Should the introduction of parking controls be supported, we do not expect any particular age group to be anymore positively impacted in comparison to the occupants of the whole zone. The introduction of parking controls will allow elderly residents and motorists to park closer to their homes and establishments as well as move around the consultation zone with greater ease.</p> <p>In addition there are changes and parking policy concessions which certain age groups and establishments facilitated towards these age groups will benefit from.</p> <p>Following the Stage 1 consultation, if recommendations are made to progress to a stage 2 design consultation. Parking will review existing parking amenities available outside sheltered accommodations and care homes. An ambulance bay audit has recently been carried out to ensure they are still in use and required. Care homes and sheltered accommodations can also request the installation of general use disabled bays and ambulance bays, should their requests be successful the design engineers may be able to include these requests into future parking design proposals.</p> <p>Nurseries and schools will receive consultation packs and can comment on the introduction of parking controls. Should the stage 1 consultation recommend for controls to be introduced, schools and nurseries are likely to experience less traffic congestion outside their establishments. The road environment will be less cluttered and safer for parents and school children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.</p> <p>The consultation allows residents, businesses and establishments facilitated towards certain age groups to raise any parking concerns they have on the consultation questionnaire. Parking Services will review every comment submitted by respondents and ensure requests and issues raised are explored.</p>
<p>Disability</p>	<p>Disabled parking bays are audited regularly in the borough, this is to ensure bays which are required and in use by disabled motorists are retained, and bays which are no longer required are removed and replaced with a parking</p>

	<p>space. An audit of all disabled bays will take place in January 2021. The Council has decided to arrange one in the new year as the disabled parking team have recently implemented a new personalised disabled bay policy in the borough. The team received a high number of disabled bay requests from residents in uncontrolled roads, this suggests there are disabled motorists and carers in the zone wanting to improve their parking and driving experience in the borough.</p> <p>Should recommendations be made to introduce parking controls, disabled motorists in the consultation zone are likely to experience less parking stress when travelling and parking in the zone. The Council has a “hierarchy” of different types of drivers, parking provisions and facilitating those provisions for disabled residents is a priority for the Council. Controls and parking policy around this, will benefit many disabled residents, e.g. The companion badge will allow residents to park in any permit and resident permit bay within the consultation zone, a discount is available on parking voucher purchases as well as all the parking provisions which come with holding a blue badge.</p> <p>As part of the consultation questionnaire, all disabled motorists living in the consultation zone and their carers can provide feedback to the Council. Should controls be introduced, the parking design team will review each comment and accommodate requests where possible.</p>	
<p>Gender reassignment</p>	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that there is a greater chance of them being able to park closer to their homes.</p>	
<p>Marriage and Civil Partnership</p>	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that</p>	

	there is a greater chance of them being able to park closer to their homes.
Pregnancy and maternity	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that there is a greater chance of them being able to park closer to their homes.</p>
Race	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that there is a greater chance of them being able to park closer to their homes.</p>
Religion/belief (including non-belief)	<p>Stamford Hill East & West is home to different religious and belief groups, it has a large Orthodox Jewish community and a Muslim community. Parking Services took the decision to start the Stage 1 consultation in December, whilst December is a month which hosts many religious and public festivities such as Chanukkah, Christmas and New Years - Parking Services have decided to extend the consultation period to a 10 week consultation. This will allow all religious and non religious groups to take part in the festivities and have adequate time to consider and provide a response to the consultation. The Council did not want to delay the start date of the consultation to January 2021, as a commitment was made to start the consultation in 2020 and many local residents and businesses who have expressed parking concerns have been waiting for the Stage 1 consultation to take place.</p> <p>The introduction of parking controls has the potential to bring benefits to the community. Residents and businesses will experience less parking stress and those holding zone permits will be able to park closer to religious establishments without experiencing parking stress due to</p>

	<p>commuters and non residents no longer parking in the zone. Short stay visitors to religious institutions can still park within the zone, as long as they park in specific pay and display and shared use parking spaces only. In addition to pay and display, residents and businesses may also purchase parking vouchers to enable visitors to park in residents and shared use bays. The Council has a duty to ensure parking provisions for residents within the zone is prioritised over commuters and visitors</p> <p>Should controls be recommended, a stage two consultation will be carried out offering local residents and businesses a choice of standardised hours, the council will consider this feedback in making a decision on the hours of operation. The Council will work closely with religious members of the community at later stages to determine suitable hours of operation should it be required.</p>	
Sex	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that there is a greater chance of them being able to park closer to their homes</p>	
Sexual Orientation	<p>The stage 1 consultation is focused on determining whether the introduction of parking controls will be supported by residents and businesses within the zone.</p> <p>This consultation will not have any particular impact on this protected characteristic. Should the outcome of this consultation lead to the introduction of parking controls this could lead to those in this group feeling safer knowing that there is a greater chance of them being able to park closer to their homes</p>	

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?

- There are currently no parking controls in place in the consultation zone, our Streetscene department have implemented double yellow lines due to health and safety concerns and at the request of residents and businesses. However, permit parking and adhering to hours of controls hasn't been implemented. Whilst parking controls are a new concept for the zone to explore, some of the roads in Stamford Hill East were previously consulted in 2018 as part of the Council's "Stage 1, Introduction of Parking Controls in Zone V".
- Roads which were included in that consultation, may feel the Council is reconsulting on an issue they have already rejected and experience an element of consultation fatigue. However, it is important to note, the Zone V Stage 1 consultation took place before the introduction of controls in Haringey and development of parking in neighbouring parking zones in Hackney.
- The Council has also received requests and petitions for parking controls to be introduced in the consultation zone. Any parking consultation concerns residents or businesses have can be communicated directly with the parking consultation team, due to the current covid19 pandemic face to face meetings will not be possible to hold, however the team will ensure any issues or concerns raised with them directly are addressed.
- The consultation is scheduled to take place in December 2020, due to the religious and public festivities taking place in December this start date may attract some criticism from both religious and non-religious groups. The Council has however decided to extend the consultation period, to allow all residents and businesses in the consultation zone to take part in all festivities as well as have adequate time to consider and provide their responses.
- As this is a stage 1 consultation, the Council is only requesting feedback on the introduction of parking controls. Parking design for the zones and hours of operation are currently not being consulted on at this stage, should controls be recommended the Council will carry out a Stage 1 consultation which will look into design and hours of operation.
- Should parking controls be recommended following the completion of the consultation, it is likely some residents and businesses may not welcome the concept of paying for parking in the zone. As part of the Stage 1 consultation leaflet, the Council gives an indication of the permit prices residents and businesses could be expected to pay, this information is provided in the Frequently Asked Questions section. The Council is not acting presumptively by including this information, rather its aims are to be completely transparent about the permit pricing system. Should controls be introduced, there are concessions available for disabled and elderly motorists. Residents and businesses also have the option to purchase permits for shorter duration and manage costs.
- An open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to express their view and make comments. The Council is committed to this concept and has provided the consultation team contact details on the consultation documents and consultation literature.
- The Stage 1 introduction to parking controls 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 Director is responsible for their implementation.

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Impact on disabled motorists due to removal of disabled bays as a result of audit taking place in January 2021.	<p>Ensure bays which are in use and required by disabled residents remain.</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 reconsulting some roads on Parking Controls despite rejection of controls in 2018.	<p>Consultation documents to clearly explain why we are consulting again.</p> <p>Ensure where needed, meetings are held with local residents and businesses.</p>	Through consultation feedback	During the consultation process	Fazal Kirwan

3	Impact of consulting during covid19 pandemic.	Ensure consultation period is extended to allow adequate time to all residents and businesses.	Through consultation process.	During the consultation process	Fazal Kirwan
4	Impact of consultation policy change	Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team. The delegated powers report which details the changes, is available for the public to view.	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Muhibun Nessa

Remember

- Director is 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 5: Stage One Consultation in Stamford Hill East & West

Equality Impact Assessment, Post consultation



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Stage 1 Parking Consultation Stamford Hill East & West, Post Consultation

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the Stage 1 consultation recommendations and changes to Stamford Hill East & West, in terms of scope on residents, businesses and visitors with protected characteristics. The consultation at this stage has only explored the introduction of parking controls in the consultation area. Design and operational hours will be explored when a Stage 2 consultation takes place at a later stage.

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

Name: Muhibun Nessa	Ext: 1279
Directorate: Neighbourhood and Housing	Department/Division: Parking Services

Strategic Director: Aled Richards	Date: April 2021
Group Director: Ajman Ali	Date: 18 August 2021



Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of this exercise was to conduct a Stage 1 consultation on the introduction of parking controls in Stamford Hill East & West, in accordance with the Council's Parking and Enforcement Plan (2015-2020).
- The decision to carry out a Stage 1 consultation was as a result of petitions and requests for parking controls received from residents within the zone, as well as the findings of subsequent parking stress surveys arranged by the Council. The consultation allowed the Council to identify how it can balance the needs of the community along with other factors such as parking stress levels, road safety, traffic flow, supply and demand for parking and environmental impact of parking.
- Parking Services started the review consultation in December 2020, the consultation ran for a duration of 10 weeks. The decision to run the consultation longer than the standard 6 week timeframe was due to the religious festivities of Christmas, Chanukah in December and the New Year. Along with the religious and public festivities and the current covid19 pandemic, Parking Services felt the decision to run the consultation for an additional 4 weeks to a total of 10 weeks would allow residents and businesses within the area adequate time to consider and respond to the proposal.
- Consultation packs containing leaflets, questionnaires, user friendly maps of the uncontrolled roads and a freepost envelope were delivered to all residents and businesses in the consultation zone. In accordance with the Parking Service's Consultation policy, only one response was accepted per household which is monitored by the allocation of a unique reference number per address. Any resident or business who did not receive a consultation document were able to contact the consultation team via phone and email to request a copy or their allocated unique reference number.

- A newspaper advert was placed in the Hackney Gazette providing information on the Stage 1 consultation and how feedback could be provided. A consultation advert was also placed in The Jewish Tribune; this newspaper was identified by the Council's communications team as being one of the key publications with a wide readership within the Jewish community in Stamford Hill.
- The consultation process provided residents and businesses with the opportunity to have their say on the introduction of parking controls. The Stage 1 consultation consisted of two main questions, the first question asked residents and businesses if they would support the proposal to implement parking controls on their road, the second question asked if they would support the proposal to implement parking controls on their road if controls are introduced in nearby roads. The second question allowed residents and businesses to consider the impact of parking controls nearby as well as the effects of displacement parking if controls are introduced on nearby roads.
- Prior to the consultation, the council received a number of petitions and requests from various roads in the consultation area which indicate support for parking controls. These petitions and requests were used to identify the area to be consulted and were not factored into the results or recommendations of the consultation.
- The changes made to the Council's consultation policy regarding its approach to public feedback allowed the consultation team to filter out and void responses which were duplicate submissions, incorrect unique reference numbers or where addresses were incorrect or incomplete. This ensured the feedback analysed and which assisted in the Council's decision making process was an accurate representation of resident and businesses views. The changes were communicated via the consultation leaflet and the Council's consultation webpage. A further recap of the changes can be located in the delegated powers report which provides a detailed explanation [DPR, Parking Services Consultation Policy, 2020](#).
- The Council has recommended to introduce parking controls on all uncontrolled roads in Stamford Hill East & West, the consultation zone will be split into two separate parking zones, Zone W and Zone Y. A stage two detailed consultation will be carried out for each zone, looking into a parking design and hours of operation. The recommendations are in line with the consultation feedback, parking stress levels, road safety, traffic flow, supply and demand for parking, the environmental impact of parking and the need for a logical boundary.

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) were the main people affected and consulted as part of the Stage 1 consultation. A published delegated report detailing the recommendations as well as summary documents will be communicated with all those affected.

- Emergency and Waste Services will be informed of the Stage 1 consultation recommendations through an in depth internal consultation carried out during the Stage 2 design consultation.
- Design for parking provision and operational hours have not been proposed during this consultation. At this stage, residents and businesses are being informed of how and why the Council came to its decision on introducing controls. Details of a Stage 2 consultation will follow at a later stage.
- The recommendation to introduce parking controls will affect all residents and businesses in the current uncontrolled roads. Other establishments such as schools, places of worship and local organisations will all be affected as parking in this area is currently free. Once controls are introduced, they will need to park using a permit or visitor vouchers. Their visitors will also need to pay and display in order to park in this area.
- The decision to split the current consultation area into two separate zones will also impact those living and working in the area as this will mean residents and businesses will be restricted to parking within their own zone only once a permit scheme is in place. They will require visitor vouchers or to pay and display in order to park in the nearby zone.
- The table below shows protected characteristics and how the Stage 1 consultation process and recommendations of changes could impact people who share these characteristics.

Protected Characteristic	How the Stage 1 Consultation & 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. Each establishment was entitled to submit a consultation response in line with our consultation policy. Each residential and business property was also entitled to submit a response to the Stage 1 consultation.</p> <p>Consultation posters advertising the consultation were erected on all uncontrolled streets, newspaper adverts were placed in the Hackney Gazette as well as a local newspaper with an outreach to the jewish community. These outreach methods aimed to inform as many people as possible within the consultation zone of the Stage 1 consultation, they also provided information on how feedback can be provided and how to contact the Council directly for further information.</p> <p>The recommendation to introduce parking controls and split the current uncontrolled zone into two separate parking zones will affect everyone living, working and visiting the</p>

uncontrolled zones. All respondents and establishments had the opportunity to provide any feedback or comments they wanted the Council to be aware of, individual feedback was reviewed and dealt with accordingly. For example, resident requests for disabled bays were forwarded to the disabled parking team. Queries over potential price permits and any discounts for elderly and disabled residents, will be addressed and outlined in the Stage 1 summary documents.

The concept of parking controls and permit parking is new for all inhabitants of the consultation zone, at this moment in time only health and safety measures such as double yellow lines, junction protections, loading restrictions have been in place. The introduction of parking controls will mean, establishments such as schools, care homes and sheltered accommodation will now need to explore if they meet the criteria for a permit and importantly how staff will need to adapt to parking controls.

The Stage 1 consultation only looked at the introduction of parking controls and did not propose a design for the consultation zone. Whilst disabled bay and ambulance bay audits were carried out prior to the Stage 1 consultation, a design for the zone will be proposed once a Stage 2 consultation commences later on this year. Details of the Council's recommendation have been outlined in a Delegated Powers Report which can be found on the Council's website. The report is a public document, summary documents of the report will be sent to all residents, businesses and establishments in the area.

Disability

The consultation process allowed all disabled motorists living within the borough to provide their feedback and express their views on the proposal to introduce parking controls. The recommendations to introduce controls and split the uncontrolled roads into two separate zones, will potentially impact all disabled motorists. Disabled motorists living in the consultation zone are currently facing mobility challenges due to parking stress, the introduction of parking controls will allow them the opportunity to travel and park with ease.

Any feedback or requests received from disabled residents regarding disabled bays have all been forwarded to the disabled parking team to address. During the implementation of the Council's personalised disabled bay policy, a high number of requests were received from

	<p>residents in the current uncontrolled roads. This suggests there are disabled motorists and carers in the zone who will welcome improvements to their parking and driving experience in the borough.</p> <p>The Stage 1 consultation allowed this group to express their views and assist the Council in understanding their needs. At this stage of the consultation, a detailed parking design has not been proposed. However, once a Stage 2 design consultation commences, all feedback relating to disabled parking design will be taken into consideration.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p>
<p>Marriage and Civil Partnership</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p>
<p>Pregnancy and maternity</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p> <p>The recommendation to introduce parking controls and progress to a Stage 2 design consultation means a parking zone will be designed to ensure doctors surgeries, clinics, medical facilities and hospitals have access to suitable parking bays. Access to these establishments will also be accommodated through the availability of general use disabled bays, shared use and pay and display parking bays. A detailed design will be proposed at a Stage 2 consultation stage.</p>

<p>Race</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p> <p>Consultation packs sent to all residents and businesses in the consultation zone were printed in English. All residents and businesses had the opportunity to request the documents in a different language.</p>
<p>Religion/belief (including non-belief)</p>	<p>Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response was not impacted and all residents and businesses in the area were given adequate time to provide their response. Due to the religious and public holidays during December, which included Christmas, Chanukah and the New Year, the Council decided to extend the consultation period from its usual stage 1 consultation period of 6 weeks to 10 weeks. The extended period allowed all residents and businesses in the consultation zone to observe religious and public festivities and gave them adequate time to consider the proposal and provide their feedback on the stage 1 consultation.</p> <p>The Orthodox Jewish community is one prominent group within the consultation zone, therefore a newspaper advert was placed in the Jewish Tribune advertising the consultation and how a response can be provided. The Jewish Tribune was identified by the Council's communications team as being one of the key publications with a wide readership within the Jewish community in Stamford Hill.</p> <p>Any comments and feedback raised as part of the Stage 1 consultation regarding the parking design will be reviewed during the Stage 2 design consultation stage.</p>
<p>Sex</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone</p>

	with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all residents to park closer to their homes and move around their consultation zone with greater ease. Benefits of parking controls and permit parking will be experienced by all groups.</p>

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

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

<ul style="list-style-type: none"> • This Stage 1 exercise included a 10 week consultation with all stakeholders on the introduction of parking controls. • The decision to consult on a Stage 1 introduction of parking controls was made due to individual requests from residents and businesses in the consultation zone and the submission of petitions requesting parking controls. • An independent parking stress survey of the uncontrolled roads in Stamford Hill East & West identified uncontrolled roads as experiencing high levels of parking stress and traffic congestion Technical Assessment Report - Uncontrolled Area. A second independent parking stress survey of the uncontrolled roads in Stamford Hill East & West, took place after the Stage 1 consultation closed. This allowed the Council to view parking stress data alongside the consultation feedback when making recommendations for the Stage 1 consultation. • To fully understand its traffic management duties in the consultation area, the Council undertook an assessment of road safety and an assessment of traffic flow. Alongside consultation feedback and the independent parking stress survey carried out, these factors have all been considered in the Council's recommendation to introduce parking controls. • Internal teams such as Streetscene, Waste Services and Planning & External stakeholders such as the Emergency Services, including Fire Brigade, Police and London Ambulance will be informed of the consultation recommendations. Once a Stage 2
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progresses, all relevant stakeholders will be provided with a design of the proposed zones. Health & Safety guidelines in place for both waste services and emergency services are also built into a design of a zone. A thorough consultation will take place once a Stage 2 design consultation progresses.

- Prior to the Stage 1 consultation, an audit was carried out on all disabled bays to ensure that any bays being used by Disabled Residents were not removed and working as intended. The implementation of personalised disabled parking bays has also taken place across the consultation zone. An audit of ambulances has now been completed across the borough, including all uncontrolled roads in Hackney. The audit confirmed which bays are still required by medical establishments. Both ambulance and disabled parking bays can be requested at any time by residents and organisations and are not limited to the consultation timeframes and deadlines, all requests are reviewed and assessed by the Council.
- The public consultation is an opportunity for all residents and businesses in the area to express their views on the introduction of parking controls. All feedback and viewpoints expressed are reviewed by the Council's parking team. For this reason, prior to the start of the consultation the Council made changes to the consultation process. These changes took the form of limiting responses to one per household, making certain questions and sections of the questionnaire compulsory and assigning unique reference numbers to all residential and business properties in the consultation zone. The changes have ensured the process is fair, open to less abuse and can present an accurate representation of residents and business viewpoints. The change has assisted the Council in its decision making process; all duplicate submissions, invalid addresses were easily identified and removed from the final consultation data. In comparison to other parking consultations, the Stage 1 consultation received the lowest number of duplicate submissions.
- As part of the public consultation, all local residents and businesses in the consultation zone were sent consultation packs which included a consultation leaflet, questionnaire, user friendly map of the consultation zone 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 uncontrolled roads in the borough. 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, a newspaper identified by the Council's communications team as being a key publication with a wide readership within the Jewish community in Stamford Hill. The Stage 1 consultation had a response rate of 12% which is the average rate expected from a consultation of this nature.
- All contact details for Council's Parking Services were available on all literature such as consultation leaflets, website content, on street posters and newspaper adverts. Therefore, residents and businesses had the opportunity to communicate directly with the team overseeing the consultation process. Issues and queries regarding the consultation and any concerns raised were addressed directly by officers. Due to the diverse demographic makeup of Hackney, all consultation documents were available in different languages on request to ensure that residents and businesses 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 Stage 1 consultation as well as during the consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. The consultation outcome is based on a combination of feedback from residents and businesses as well as parking stress and other considerations such as road safety and traffic flow. As the Council is responding to needs of the consultation zone, this will have a positive impact on different equality groups and may improve the good relations between the Council and the wider community residing in the proposed Zone W and Zone Y.
- The overall feedback received from the consultation area supports the introduction of parking controls. This alone indicated the Stage 1 consultation had a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring the viewpoints expressed will be acted on by the Council. The consultation had a response rate of 12% which is the average expected from a consultation of this nature.
- The policy change implemented on the acceptance of consultation feedback also had a positive impact on the consultation. The drive behind the policy change was to ensure the consultation process remained fair and less open to abuse and allow the Council to make decisions on feedback which is representative of resident and business parking needs. Due to this change and the introduction of unique reference numbers for individual residential and business properties, the consultation team were able to quickly identify and void submissions which didn't meet the criteria.
- As there are currently no parking controls in place within this area, the introduction of controls will ease the parking stress currently being experienced by all residents and businesses. In addition, issues such as abandoned vehicles, dangerous parking, commuter parking, displacement parking, parked vehicles over crowding streets will all be significantly eased with the introduction of parking controls.
- The table below shows the protected characteristics within the zone and how the Zone T review outcome will impact them.

Protected Characteristic	Analysis
Age	Recommendations to introduce parking controls and split

the uncontrolled zones into two separate zones, will not positively impact any age groups any more in comparison to the occupants of the whole zone. The controls will have different benefits for all age groups.

The introduction of controls will allow elderly residents and motorists to park closer to their homes and establishments as well as move around their proposed parking zone with greater ease. In addition, permit parking provides concessions to certain age groups which alleviates concerns over cost of parking in a zone.

When the consultation progresses to a Stage 2 design consultation, parking services will review all existing parking amenities available outside sheltered accommodations and care homes. Ambulance bays have all been audited across the borough, the bays confirmed as being in use will be built into the Stage 2 design of the parking zones.

Care homes and sheltered accommodations can also request the installation of general use disabled bays and ambulance bays at any time. Their requests are not limited by the consultation timeline. Should their requests be successful the design engineers may be able to include these requests into future parking design proposals.

All establishments which are facilitated towards young children such as nurseries and schools were sent consultation packs to provide their feedback on the introduction of parking controls. The introduction of parking controls will have a positive impact on schools and nurseries, especially young children, as there will be less traffic congestion outside these establishments. The road environment will be less cluttered and safer for parents and school children, as only vehicles with a valid permit will be entitled to park and only where the Council deems it is safe to do so.

Disability

The recommendations to introduce parking controls will positively impact all disabled residents and motorists in the area, as well as individuals providing care for them. Disabled motorists will experience less parking stress when travelling and parking in the proposed parking zone as parking controls and permit parking will address issues such as displacement parking, commuter parking, abandoned vehicles and anyone parking without a valid permit.

The Council also has a “hierarchy” of needs which identifies the priority given to different types of motorists. Disabled

	<p>drivers are given the highest priority when making any decisions relating to parking. Parking controls and parking policy around this will benefit many disabled residents, e.g. they are able to obtain a companion badge which allows residents with a valid blue badge to park in any permit and resident permit bay within the consultation zone. A discount is also available on parking voucher purchases, disabled residents with a valid blue badge can also make use of the parking provisions a blue badge enables.</p> <p>In January 2021, a disabled bay audit was completed in the consultation zone. The audit allows the council to retain disabled bays which are required and in use by disabled motorists and remove any which are no longer required. The removal of unused disabled bays allows a parking space to be created for other motorists.</p> <p>Once a Stage 2 design consultation progresses, parking engineers will propose a design which will build in the current disabled parking bays. The design for the zones will also ensure general use disabled bays are available outside all public amenities such as libraries, youth centres, parks etc.</p> <p>As part of the Stage 1 consultation, residents and businesses were given the opportunity to provide feedback and comments relating to parking controls and any issues around parking. Any requests or comments relating to disabled parking or disabled parking bays were forwarded to the disabled parking team to address.</p>
<p>Gender reassignment</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater ease.</p>
<p>Marriage and Civil Partnership</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater</p>

	<p>ease.</p>
<p>Pregnancy and maternity</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater ease.</p> <p>The decision to progress to a Stage 2 design consultation means a parking zone will be designed to ensure doctors surgeries, clinics, medical facilities and hospitals have access to suitable parking bays. Access to these establishments will also be accommodated, through the availability of general use disabled bays, shared use and pay and display parking bays. A detailed design will be proposed at a Stage 2 consultation stage.</p>
<p>Race</p>	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater ease.</p>
<p>Religion/belief (including non-belief)</p>	<p>The current parking arrangement in the consultation zone is seeing high levels of parking stress being experienced across uncontrolled roads. This includes roads where there are religious establishments. The introduction of parking controls has the potential to benefit all religious communities across the consultation zone. Residents and businesses will experience less parking stress and those holding zone permits will be able to park closer to religious establishments without experiencing parking stress due to commuters and non-residents no longer parking in the zone.</p> <p>The decision to progress to a stage to design consultation, will ensure a zone is designed reflective of local needs and demands. For example, the introduction of pay and display and shared use parking spaces for short stay visitors to religious institutions. In addition to pay and display,</p>

	<p>residents and businesses may also purchase parking vouchers to enable visitors to park in residents and shared use bays. The Council has a duty to ensure parking provisions for residents within the zone are prioritised over commuters and visitors.</p> <p>The stage 2 design consultation will also offer local residents and businesses a choice of standardised hours for parking controls. The Council will consider feedback expressed when making a decision.</p>
Sex	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater ease.</p>
Sexual Orientation	<p>We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 1 consultation recommendations.</p> <p>The recommendations will allow all occupants of the zone including this group to feel safer knowing that there is a greater chance of them being able to park closer to their homes and move around their parking zone with greater ease.</p>
<p>All points stated above could be seen as a positive impact on different equality groups and improve relations.</p>	

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

- The introduction of controls and use of parking permits is a new concept and a change needed to be adapted to by all residents and businesses in the area. However the introduction of controls will be a gradual process with strong communication from the Council at all times. The delegated powers report outlining the Council's decision is a public document published on the website, summary documents outlining key elements of the consultation, data and recommendations will be sent to all residents and businesses in the consultation area. At this stage, recommendations have been made to introduce

controls and split the zone, a Stage 2 design consultation is yet to take place. The Council will communicate each stage effectively to everyone affected by the change.

- The recommendation to split the consultation zone into two parking zones was made due to the size of the consultation zone. This means each zone will have its individual permit which will only be available to those living within a zone. Whilst travelling between the two zones isn't restricted, the concept of having to pay or use visitor vouchers when visiting each zone is new and may not be received well by residents and businesses who currently travel between the two proposed zones. Whilst the Council will ensure sufficient short stay parking is available, the new change will need to be adapted to.
- The introduction of parking permits and the requirement to purchase a permit in order to park in a zone has the potential to be negatively received. The cost of a permit varies according to the CO2 emissions of a vehicle, residents driving a vehicle with a higher CO2 emission look to pay more for a parking permit than those driving a vehicle with a lower CO2 emission. The Council has been transparent about the permit pricing system, details were provided on the consultation leaflet and also available to view on the Council's website. Parking concessions are available for elderly and disabled residents, also residents and businesses have the option to purchase permits for shorter duration to manage costs.
- The introduction of parking controls will affect visitors who currently visit the consultation zone for family and friends. The introduction of parking controls will mean they will either need to pay for parking or use a visitor voucher. Whilst concessions are available for elderly residents and disabled residents with a blue badge, paying for parking could mean some residents will receive less visitors.
- The Stage 1 introduction to parking controls 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	Monetary impact of parking controls and permit parking.	<p>Communicate permit pricing system on all consultation documents and council permit webpage, this transparent and open approach will allow permit holders to view correct information.</p> <p>Permits available for shorter duration to assist with costs.</p>	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Muhibun Nessa
2	Impact of parking controls, requirement to adapt to new change.	<p>Ensure the consultation leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team.</p> <p>Stage 1 consultation summary document to clearly communicate that the introduction of parking controls is a gradual process.</p> <p>Effective communication throughout the post consultation stage via summary documents and website updates to ensure residents and businesses are kept updated at all times with the proposed project timeline.</p>	Through updates of consultation webpage, summary documents, communicated directly with residents, businesses and stakeholders via emails/phone - where necessary meetings can be arranged.	During the consultation process	Muhibun Nessa

3	Impact of the consultation area now being split into two separate zones.	Ensure the delegated powers report and consultation summary documents clearly state why the consultation zone is being split.	Stage 1 consultation summary communication stage.	During the consultation process	Fazal Kirwan/M uhibun Nessa
4	Impact of consulting during covid19 pandemic.	Ensure adequate time is provided throughout the consultation stage.	Through the consultation process.	During the consultation process	Fazal Kirwan

Remember

- Director is 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.