

DELEGATED REPORT OF

THE GROUP DIRECTOR NEIGHBOURHOOD AND HOUSING

STAGE 1 AND 2 PARKING CONSULTATION ZONE L DISPLACEMENT AREA

DATE (2017)

July 2017

CLASSIFICATION:

Open

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

WARD(S) AFFECTED

Hackney Wick Ward

1. SUMMARY

- 1.1 This report details the results of the combined stage one and two consultation carried out in the uncontrolled roads surrounding zone L.
- 1.2 Parking Services received authorisation to consult the displacement roads surrounding zone L in the June 2016 Cabinet meeting.
- 1.3 Following consideration of the responses received from the combined stage 1 and 2 consultation, this report recommends that the Group Director, Neighbourhoods and Housing, approves both the commencement of statutory consultation and the implementation of parking restrictions in Parking Zone L displacement area.
- 1.4 The report also recommends that power be delegated to the Head of Parking to make the order restricting parking in these areas after full consideration of any objections received following publication of the proposals in compliance with statutory regulations.
- 1.5 An indicative timetable for the implementation of controls in Parking Zone L displacement areas have been provided below. These dates are subject to consideration of any objections received:

Task	Date
Outcome of consultation communicated to residents	August 2017
Statutory consultation on proposed traffic orders	August 2017 – September 2017
Implementation of parking restrictions Zone L	October to November 2017
Enforcement	November 2017

- 1.6 The recommendations in this report are based on several factors including consultation feedback, the need to create a logical boundary, the Council's parking policies (PEP 2015 – 20), and the requirement to balance the needs of the local community and improve road safety.

2. RECOMMENDATION(S)

The Group Director, Neighbourhoods and Housing, is recommended to approve the traffic management order proposals for statutory consultation as follows:

- 2.1 To approve / authorise the extension of parking zone L to include the following roads: Mabley Street (public highway sections only), Chevet Street, Swinnerton Street, Kemeys Street and Edmeston Close.
- 2.2 To propose an order designating parking restrictions in the Zone L displacement area, as per the final design in Appendix 3.
- 2.3 To propose a pay and display tariff of £2.60 per hour for mobile phone parking in the Zone L displacement area in Kemey's Street.
- 2.4 To propose the implementation of pay by mobile only (cashless) shared use bays with 4 hours maximum stay on Kemey's Street.
- 2.5 To approve the operational hours of Monday to Friday 8.30am to 6.30pm in Zone L displacement roads to match the existing Zone L hours.
- 2.6 To authorise the Head of Parking to consult on and take the final decision on whether to introduce a parking zone and Traffic Management Orders in the roads listed above in section 2.1 subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking.

3. REASONS FOR DECISION

- 3.1 Parking Services received approval from Cabinet to consult the displacement areas surrounding zone L in June 2016 as a result of feedback received from residents.
- 3.2 The recommendations above are in line with the Parking Enforcement Plan (PEP) 2015 – 2020 and are also based on feedback received from the combined Stage 1 and 2 consultation carried out in the displacement areas surrounding zone L.

Consultation Feedback

- 3.3 A consultation questionnaire, leaflet and map was sent to all residents and businesses in the displacement areas surrounding zone L providing them with the opportunity to have their say on whether they supported parking controls as well as the parking design for their area.
- 3.4 This provided all residents and businesses with an equal opportunity to engage in and respond to the consultation.
- 3.5 Feedback received from the areas have been analysed below.

Consultation feedback

Response Rate

- 3.6 Consultation packs were sent to 553 households and businesses in the Zone L displacement area. 120 responses were received from addresses in the area. This equates to a response rate of 23%.
- 3.7 Majority (68%) of the feedback were received via post. A total of 10 roads were consulted on the introduction of parking controls. Of the roads consulted, 3 are estate roads which are part of Herbert Butler estate (Castle Close, Hillyfield close and Humberton close) and one is a red route managed by Transport for London (TfL) so Parking Services will not be implementing controls in those roads. However, residents and businesses in these roads can still apply for a parking permit for the zone.
- 3.8 A breakdown of responses can be found in Appendix 1, tables 1 and 2.

Support for controls from each road

- 3.9 The majority of feedback received from the Zone L displacement area (78%) were in favour of parking controls.
- 3.10 In addition, when the feedback was analysed on a street by street basis, majority of the roads consulted (7 roads out of 10 roads) were in favour of parking controls.

- 3.11 Only Edmeston Close was not in favour of parking controls. Feedback from Kenworthy Road was undecided. The residents on Marsh Hill did not respond to the consultation.
- 3.12 A breakdown of the feedback received from the area has been provided in Appendix 1 table 3.

Support for controls if parking controls are introduced on nearby roads

- 3.13 When asked whether they would support parking controls if introduced in nearby roads, the overall feedback (76%) was in favour of parking controls.
- 3.14 When the feedback was analysed on a street by street basis, the number of roads in favour of parking controls remained the same (7 out of the 10 roads consulted were in favour).
- 3.15 The feedback from Edmeston Close did not change and residents were still not in favour controls. The feedback from Kenworthy Road remained undecided.

Support for Proposed Parking Design

- 3.16 The majority of respondents (70%) were in support of the proposed parking design for the area as indicated in Appendix 1 table 5.
- 3.17 43 respondents provided their views on other types of bays they would prefer to see in the area. A high proportion of these (52%) did not make any specific recommendations on what design they would like to see.
- 3.18 The remaining responses were mixed, 26% of respondents wanted to see more resident permit bays, 7% wanted more shared use bays, 5% wanted to see more disabled bays, permit bays and loading bays respectively. See Appendix 1 table 7.
- 3.19 Parking controls within the zone L displacement area has been designed to suit the needs of the area. Permit parking has been proposed on residential streets to protect the needs of the residents and ensure they can park close to their properties whilst visitor parking (shared use bays) have been proposed close to schools in the area to accommodate visitors to the area.

Conclusion

- 3.20 Based on the feedback received, it is evident that the majority of roads in the zone L displacement area were in support of parking controls as majority of the feedback received was in support of parking controls.
- 3.21 Although parking controls cannot be introduced on Marsh Hill, Castle Close, Kenworthy Road, Humberton Close and Hillyfield Close, the properties in those roads which were part of the consultation will be included in zone L and residents from these roads will be able to purchase permits to park within the zone.
- 3.22 Of the roads where parking controls can be introduced, only one did not support parking controls (Edmeston Close). As a result, it is recommended that parking controls are introduced in; Mabley Street (public highway section only), Chevet Street, Swinnerton Street, Kemey's Street and Edmeston Close.
- 3.23 The road which did not support controls will be included in parking zone L to ensure that residents and businesses are protected from any undue parking pressure from nearby roads.
- 3.24 Excluding this road would further increase parking stress for residents as their road would be the only area where free parking would be available. Including this road will also ensure that non-permit holders will not be able to park on the road.
- 3.25 When introducing parking controls, the Council needs to ensure that a logical parking zone boundary is created. Therefore there may be occasions where roads who do not support parking controls are included within a parking zone if the surrounding streets support it.
- 3.26 To ensure that the residents in the nearby private roads are not impacted by displacement parking, Hackney Housing have recently consulted Herbert Butler estate on the introduction of parking controls in the estate roads.
- 3.27 If the feedback from the estate consultation is in favour of parking controls, controls on both the Estate roads and public highway roads will be implemented at the same time to ensure that all residents have the opportunity to park.
- 3.28 In addition to the above, based on the feedback received, Parking Services also recommends to retain and implement the proposed parking design in the zone L

displacement area. This is as a result of feedback received from residents in this road.

- 3.29 The hours of operation for the displacement roads will be Monday to Friday 8.30am to 6.30pm as they will be joining existing Zone L.
- 3.30 Parking Services recommends to implement mobile phone only (cashless) shared use bays with 4 hour maximum stay in Kemey's Street to provide sufficient time for visitors to visit nearby businesses.
- 3.31 The pay and display charges in the area will be £2.60 per hour for mobile phone parking. This will match the charges in the rest of the zone.

Support for Sustainable transport initiatives

- 3.32 As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road. Majority (61%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See Appendix 1 table 9 for responses received.
- 3.33 These requests have been collated and sent to our sustainable transportation team who will be contacting those residents in favour to discuss their requirements.

Additional Comments

- 3.34 Of the comments received, 22% stated that they were in favour of parking controls, 16% of respondents stated that they did not support parking controls, 12% stated that controls should also be introduced on nearby estate roads, 6% requested cycle parking, 6% believed that there were too many yellow lines and 4% wanted footway parking implemented on Edmeston Close.
- 3.35 All additional comments provided by respondents have been individually assessed. See appendix 1 Table 8 for a breakdown of comments.
- 3.36 In relation to request for controls on the nearby Herbert Butler estate, Parking Services are aware that the introduction of parking controls on the public highway roads in the Mabley Street area would increase parking stress on the estate roads which could possibly cause the area to be unsafe for all road users.
- 3.37 Due to this reason, we are currently working with Hackney Housing Services to consult the estate roads on whether they would like also like parking controls. If the

feedback from that estate consultation is in favour of parking controls, we will be able to implement parking controls on the estate and public highway sections of the area at the same time.

- 3.38 Parking Services have tried to maximise parking in the zone L displacement area by implementing parking bays in all sections of the area where it is safe to do so. We have only implemented double yellow lines where it is not safe for vehicles to park to improve safety for all road users in the area and secure emergency vehicles access.
- 3.39 The London Local Authorities Act 2000 made it a criminal offence to park on any part of an urban road. There are very limited exemptions across the Borough, where designated footway parking is clearly shown by roadside signs and covered by published Traffic Management Orders (TMOs). Footways are not designed to take the weight of motor vehicles and, as such, damage to the pavement can occur and result in high maintenance costs. Furthermore, the reduction of footway space can restrict the movement of pedestrians forcing them to divert their path onto the road and into the path of moving traffic on the carriageway thereby posing a safety hazard to pedestrians, especially vulnerable groups such as those who are partially sighted, those with reduced mobility, wheelchair and buggy users, and people using pushchairs and buggies or prams. To improve the street environment the Council is therefore phasing out footway parking throughout the Borough, permitting it only in exceptional circumstances.
- 3.40 When introducing new parking zones, as part of the Parking Enforcement Policy, the Council will remove footway parking and relocated these on to the carriageway.

4. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 4.1 The alternative option would be to not introduce parking controls in the areas consulted.
- 4.2 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 Road Traffic Regulation Act 1984

- 4.3 In addition, consulting the residents and businesses on the proposed design of new zones ensures that their needs are taken into consideration and the parking zone suits the needs of the community.

5. BACKGROUND

- 5.1 Parking Services consulted displacement roads surrounding zones L on the introduction of parking controls between March and May 2017.
- 5.2 The area was consulted due to requests received for parking controls from residents in the area who were finding it difficult to find parking on their road.
- 5.3 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 80% of safe available parking is occupied.
- 5.4 Approval to consult the areas was granted by Cabinet in June 2016.
- 5.5 The stage 1 and 2 'combined' consultation for zone L displacement area started on the 27th March 2017 and closed on the 8th May 2017. The consultation 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 Today.
- 5.6 The consultation exercise requested feedback on whether parking controls were supported in each street and on the proposed design for the area. Respondents were also given the opportunity to provide general comment using the 'free-text' comments section.
- 5.7 The consultation response rate for this area was slightly higher than is usual for similar consultations in Hackney, the norm being in the range of 15-20%. The response rates are set out in Appendix 1 Table 1 below.
- 5.8 Recommendations for the implementation of controls have been put forward in light of all data collected.

- 5.9 Key factors considered in making these decisions include but are not limited to:-
- **Safety** – this plays a key feature in the introduction and review of all zones and the recommendations thereof. The key recommendations made within a zone are made to ensure that the parking restrictions put in place are safe for both motorists and pedestrians. Parking bays are only proposed where it is considered safe to do so with the remaining kerb space marked as a yellow line to maintain access, visibility and traffic flow. The allocation of parking bay use is intended to reflect the mix of residential and commercial properties within the area;
 - **Improved parking provision** – as with all controlled parking areas, parking demands need to be managed effectively to ensure they meet the needs of residents, visitors and business. The allocation of the parking spaces is based on demand for parking in the general area and a consistency within area as well as in line with the Council PEP hierarchy of needs.
 - **Balance** – some recommendations have been made to ensure there is overall balance to meet the needs of the various stakeholders within the area being consulted.

Policy Context

- 5.10 The policies and recommendations contained within the Parking and Enforcement Plan (PEP) 2015 - 2020 in relation to controlled parking zone proposals, consultation and implementation have been applied in this instance.
- 5.11 The decision to implement a Parking Zone 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.
- 5.12 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.

- 5.13 At moderate levels, parking stress can inconvenience local residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double parking and parking at junctions, which are road safety hazards and block the flow of traffic.
- 5.14 The main purpose of a Parking Zone 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 emission and improve local air quality.

Equality Impact Assessment

- 5.15 The Council has carried out an Equality Impact Assessment to ensure that the recommendations made do not have an adverse effect on the parking needs of specific groups including disabled drivers. Please see Appendix 4 for further information.
- 5.16

Sustainability

- 5.17 Introducing parking controls in the area will provide safe and efficient on-street conditions, catering for servicing and loading, and utilising the available public space to maximum benefit.
- 5.18 It will also encourage less car use in order to improve traffic and environmental conditions in an area and contribute to broader transport and sustainable development objectives.

Maintenance and Administrative Costs

- 5.19 There is a one-off installation cost of £12,000 which relates to consultations and implementing the changes (which includes lining, signs and posts, pay and display machine). These costs has been provided for in the capital costs budget for 2017/18 financial year.
- 5.20 The breakdown of the one off costs involved in the consultation and implementation have been provided below:-

Statutory public consultation (all areas)	Cost £
Design	500
Printing	700

Postage	400
Advertising	660
TMO changes	1,000
Total	3260

Zone L displacement Implementation	
Lining (including enforcement)	£3,416
Signs and posts	£4,186
Pay and display changes	£0
Total	£7,602

- 5.21 There are also ongoing maintenance costs of £2,000 per annum. The enforcement costs for the zone L displacement area will be approximately £4,500 per annum.
- 5.22 The surplus received from the enforcement of parking controls will be used to fund the maintenance of the parking scheme as well as other transport related initiatives.

Consultation

- 5.23 As part of the consultation process, consultation packs which included a cover letter, questionnaire, a 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.
- 5.24 Notices were erected on each street and an advert was placed in the Hackney Today to inform the local residents and businesses of the consultation.
- 5.25 Residents were able to have their say on the introduction of parking controls and design for parking controls by completing the questionnaires sent to them and returning it back to Parking Services using the freepost envelope.
- 5.26 They were also able to complete the questionnaires online via the Council website by the same date.

6. COMMENTS OF THE CORPORATE DIRECTOR OF FINANCE AND RESOURCES

- 6.1 This report details the consultation process and results of the Stage 1 and 2 public consultation to determine the operational design of the extension, held between March 2017 and May 2017.
- 6.2 It puts forward recommendations in Section 2 of the report for Controlled Parking Zones (CPZ) in Zone L displacement areas including detailed layout of the parking bays and lines and hours of operation of the restrictions. Parking Services has ensured that all aspect of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2015-2020 and the Council's Consultation Strategy.
- 6.3 Paragraph 5.18 to 5.20 details the cost relating to these recommendations, which includes one off installation (£12k), maintenance (£2k), consultation (£11k) and enforcement (£4.5k), these costs will be funded from the parking revenue budget.
- 6.4 Any change in revenue received will be monitored over the next 12 months prior to consideration of any budgetary changes. All parking revenue income and surplus are utilised within the conditions specified in the s55 of the Road and Traffic Regulation Act (1984).

7. COMMENTS OF THE CORPORATE DIRECTOR OF LEGAL

- 7.1 The Council may under section 45 of the Road Traffic Regulation Act 1984 (the "1984 Act") designate parking places on highways for various classes of vehicles. Section 46 of the Act allows the Council to charge for parking in places. Before a traffic order designating a parking place is made or varied the Council must consult and publish notification of the proposed Traffic Management Orders in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations").
- 7.2 Before a traffic order designating a parking place is varied the Council must consult and publish notification of the proposed amendments to the Order in accordance with the Procedure Regulations.
- 7.3 In determining what parking places are to be designated or varied 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:

- i) The need for maintain the free movement of traffic:
- ii) The need for maintaining reasonable access to the premises; and
- iii) The extent to which off-street parking is available in the neighbourhood.

7.4 Guidance issued by the Department of Transport on Parking Policy and Enforcement (March 2015), which the Council should have regard to when exercising its power to introduce designated parking places, provides that it is important that motorists and other road users understand a Council's parking scheme and that there should be regular communication with motorists and road users when changes are made.

7.5 The guidance also provides that the Council should consider telling every household in a civil enforcement area when they propose changes to the operation of its parking scheme.

7.6 From the information within this report it appears that the Council has informed households and business in the relevant area(s) of the changes proposed for this zone. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

APPENDICES

Appendix 1 – Consultation feedback

Appendix 2 – Consultation document

Appendix 3 – Final Design

Appendix 4 – Equality Impact Assessment

EXEMPT

No

CONFIDENTIAL

No

BACKGROUND PAPERS

Report Author	Olaseni Koya 020 8356 8251
Comments of the Corporate Director of Finance and Resources	<i>Nurur Rahman Group Accountant Public Realm Ext 2018</i>
Comments of the Corporate Director of Legal	<i>Christine Stephenson Planning, Licensing & Corporate Lawyer Ext 3578.</i>

Authorisation of Group Director – Neighbourhoods and Housing

Kim Wright

Signature:

Approved. Kim Wright. 10/8/17

Authorisation of Director Public Realm – Neighbourhoods and Housing

Aled Richards

Signature:

APPENDIX 1: Zone L Displacement Stage 1 & 2 Combined Consultation

1 Feedback Analysis

1.1 Response

We consulted 553 households and businesses and received 120 completed questionnaires making an overall response rate of 23%. This was well above the average response rate of 12% for this type of consultation. A breakdown of responses on a street by street basis can be found in Table 1 below;

Table 1: Response to the Stage 1 and 2 consultation

Road Name	Sent	Response	
		No.	%
CASTLE CLOSE	33	10	30%
CHEVET STREET	9	2	22%
EDMESTON CLOSE	100	14	14%
HILLYFIELD CLOSE	8	2	25%
HUMBERTON CLOSE	30	3	10%
KEMEYS STREET	10	6	60%
KENWORTHY ROAD	69	2	3%
MABLEY STREET	248	73	29%
MARSH HILL	3	0	0%
SWINNERTON STREET	23	8	35%
TOTAL	533	120	23%

Table 2: Methods of response

Area	Feedback Method		
	Paper Q	Online Q	Email/Letter/Phone etc.
Zone L Displacement	82	38	0

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

1.2 Zone L displacement - Support for parking controls on your road

From the 120 responses received, all respondents answered this question.

Majority (78%) of responses were in favour of parking controls on their road. When analysed on a street by street basis, only Edmeston Close was not in favour of controls. Feedback from Kenworthy Road was undecided.

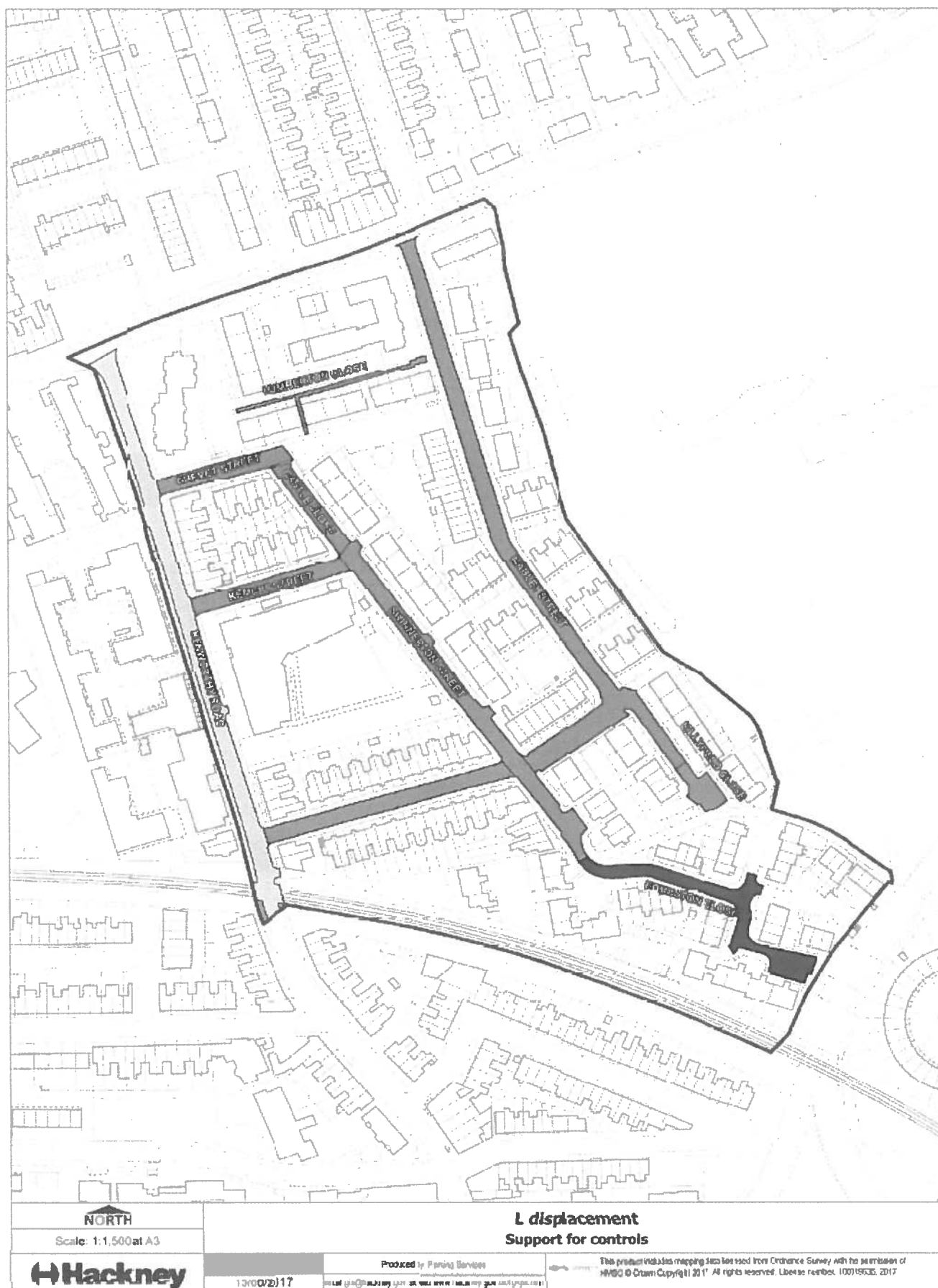
A breakdown of responses on a street by street basis can be found below in Table 3.

Table 3: Support for parking controls on your road

	Total Responses		Responses (%)	
	Yes	No	Yes	No
CASTLE CLOSE	10	0	100%	0%
CHEVET STREET	2	0	100%	0%
EDMESTON CLOSE	3	11	21%	79%
HILLYFIELD CLOSE	2	0	100%	0%
HUMBERTON CLOSE	2	1	67%	33%
KEMEYS STREET	6	0	100%	0%
KENWORTHY ROAD	1	1	50%	50%
MABLEY STREET	61	12	84%	16%
SWINNERTON STREET	7	1	88%	13%
Grand Total	94	26	78%	22%

Excludes blank responses

Figure 1: Support for parking controls in own street (Zone L Displacement)



1.3 Zone L displacement - Support for parking controls if implemented on nearby roads.

Out of the 120 responses received, only 114 respondents answered the question regarding the support for parking controls if implemented on nearby roads.

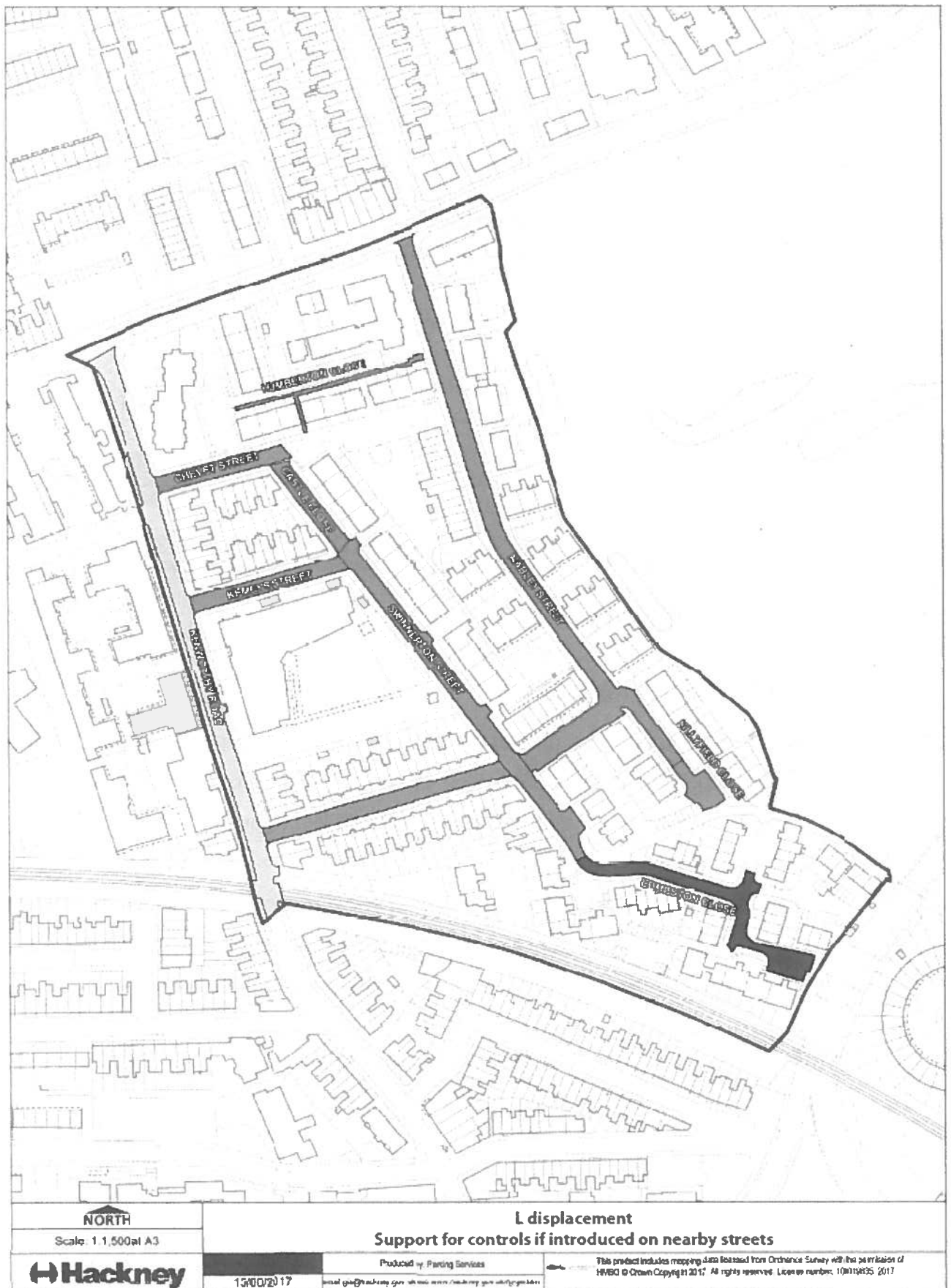
The majority (76%) of respondents were not in favour of controls on their road if they were implemented on nearby roads. Similar to the above, when analysed on a street by street basis, only Edmeston Road was not in favour of controls if they are introduced on nearby roads.

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

Table 4 – Support for controls on nearby roads

	Total Responses		Responses (%)	
	Yes	No	Yes	No
CASTLE CLOSE	9	0	100%	0%
CHEVET STREET	2	0	100%	0%
EDMESTON CLOSE	2	12	14%	86%
HILLYFIELD CLOSE	2	0	100%	0%
HUMBERTON CLOSE	2	1	67%	33%
KEMEYS STREET	6	0	100%	0%
KENWORTHY ROAD	1	1	50%	50%
MABLEY STREET	56	12	82%	18%
SWINNERTON STREET	7	1	88%	13%
Grand Total	87	27	76%	24%

Figure 2: Support for parking controls on nearby roads (Zone L displacement)



1.4 Proposed parking design

The majority of respondents (70%) were in favour of the proposed parking design for the area as indicated in Table 5 below.

Table 5: Support for parking design from each street.

	Total Responses		Responses (%)	
	Yes	No	Yes	No
CASTLE CLOSE	10	0	100%	0%
CHEVET STREET	2	0	100%	0%
EDMESTON CLOSE	2	12	14%	86%
HILLYFIELD CLOSE	2	0	100%	0%
HUMBERTON CLOSE	2	1	67%	33%
KEMEYS STREET	6	0	100%	0%
KENWORTHY ROAD	1	1	50%	50%
MABLEY STREET	51	19	73%	27%
SWINNERTON STREET	5	2	71%	29%
Grand Total	81	35	70%	30%

Excludes blank responses

1.5 Alternative suggestions

43 of the respondents provided their views on other types of bays they would prefer, however a high proportion of these (52%) did not make any specific recommendations on what design they would like to see.

The remaining responses were mixed. 26% of respondents wanted to see more resident permit bays, 7% wanted more shared use bays, 5% wanted to see more disabled bays, permit bays and loading bays respectively.

Table 7: Support for parking design from each street

None of the above	23	52%
More Resident Bays	11	26%
More Shared Use bays	3	7%
More Disabled Bays	2	5%
More loading bays	2	5%
More permit bays	2	5%

Excludes blank responses

1.6 General Comments about Proposed Design

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 8 below.

Only 49 respondents provided general comment. Of those who responded, majority were in favour of parking controls (22%) whilst 16% stated they were not in favour of parking controls. 12% of respondents stated that controls should also be introduced on nearby estate roads and 6% of the respondents wanted more cycle parking in the area. Table 8 shows the theme of the general comments.

Table 8: First 12 theme of comments

Row Labels	% Comments
In favour of parking controls	22%
Not in favour of parking controls	16%
controls should also be introduced on estate roads	12%
no comment	6%
request for cycle parking	6%
too many yellow lines on the design	6%
controls should start from 7.30am	4%
implement footway parking on Edmeston close - as majority of the parking spaces have been lost	4%
design request - more passing gaps on the Mabley street	2%
Design request - parking to only be implemented on one side of Hillyfield close due to pedestrians and footway parking issues	2%
Did not receive a paper copy	2%
Free parking during the day	2%

1.7 Support for Sustainable transport initiatives

As part of this consultation, we also asked respondents for feedback on whether they would support sustainable transport initiatives such as car clubs and cycle hangar schemes on their road.

Majority (61%) of respondents were in favour of sustainable transport schemes to be implemented on their road. See table 9 below for a breakdown of responses received.

Table 9: Support for sus, transport initiatives.

Road Name	Count		% of Responses	
	Yes	No	Yes	No
CASTLE CLOSE	6	2	75%	25%
CHEVET STREET	1	1	50%	50%
EDMESTON CLOSE	5	7	42%	58%
HILLYFIELD CLOSE	0	1	0%	100%
HUMBERTON CLOSE	3	0	100%	0%
KEMEYS STREET	3	3	50%	50%
KENWORTHY ROAD	1	1	50%	50%
MABLEY STREET	43	25	63%	37%
SWINNERTON STREET	5	3	63%	38%
TOTAL RESPONSE	67	43	61%	39%

A black and white photograph of a large, complex, geometric sculpture. The sculpture is composed of numerous interconnected, angular blocks of varying sizes, creating a dense, three-dimensional structure. The blocks are arranged in a way that suggests a stylized cityscape or an abstract landscape. The lighting is dramatic, with strong highlights on the top surfaces of the blocks and deep shadows in the recesses, emphasizing the geometric forms. The background is dark, making the sculpture stand out. The overall composition is dynamic and visually striking.

Between October and November 2012, Parking Services consulted you and surrounding roads in your area on the introduction of parking contrails. The results of the consultation indicated that a number of streets were in support of parking contrails and as a result parking contrails were introduced in these areas in June 2013. As your road was not in favour of the introduction of parking restrictions, it remained uncontrailed. Since then, Parking Services have reviewed feedback requesting for the introduction of contrails from residents in your area.

We recognise that the introduction of carvits in the nearby area has had an impact on uncontrolled roads in your area as a result of displacement parking, to minimise the impact of parking pressure in these roads, we are re-consulting residents and businesses in these roads to provide them with another opportunity to have their say on the introduction of parking controls.

Parking Services are carrying out a combined Stage 1 and 2 consultation to ensure that controls are implemented in a timely manner if residents are in favour.

We are requesting your feedback on:

- Support for painting controls
- Proposed design of painting controls for the area.

Please see the enclosed map for more information about the area being contacted and proposed design of the parking restrictions.

You can have your say by completing the attached questionnaire and returning it using the freepost envelope enclosed or online by visiting www.hachney.gov.uk/parking-hyts by the 8 May 2017

Please note that this is a stage 1 and 2 consultation, where a decision is being made on whether parking controls should be introduced as well as the design of parking restrictions in your area. If there is support for parking controls, we will propose to install parking restrictions as shown in the attached map. If you have any comments on the proposed design, please let us know what these are in the comments section in the enclosed questionnaire.

For further information on the consultation please contact Parking Services on 020 8356 8877 or visit www.brockney.gov.uk/parking

A Parking Zone (PZ) is an area where all roadside space is controlled by either yellow lines or painting places which generally have the same operational hours and days of control.

Controlled Parking Zone (CPZ)

This is where zone-entry plates are used to indicate the operational hours of the parking bays and single yellow lines within the zone. Within a *CVL*, signs are not required to indicate the operational hours of single yellow lines or parking bays throughout the zone.



Parking Zone (PZ)

This is where there are no large entry signs to the zone. All parking bays and single yellow lines are signed with the operational hours of the zone at each location.

Restricted Parking Zones (RPZs)

These are where there are no lines at all; instead the restrictions are individually signed. RPZs are only used where there are special circumstances such as narrow streets or special carriageway materials (e.g. cobble) that make using inappropriate.

If parking controls are supported, you will be joining existing parking Zone L, which is currently a PZ.

2.1 What is the purpose of a parking zone?

Parking zones provide a range of benefits to local communities and can be used for a variety of purposes.

Parking Zones:

- Effectively manage supply and demand for on street parking in an area
- Improve road safety and visibility for all road users and pedestrians
- Reduce parking stress and traffic congestion
- Improve the local environment and local air quality by reducing CO2 emissions by discouraging unnecessary car use
- Assist the Council prioritise parking spaces according to need (e.g. resident only parking to protect the needs of local residents from non-local demands or commuters)
- Encourage visitor only parking close to businesses to protect the needs of local businesses.

2.2 How does the Council decide whether a parking zone is introduced?

The Council decision to implement a parking zone in an area is based on a combination of the following factors:

- feedback from local residents and businesses responding to a consultation (petitions are not factored into the percentage support)
- road safety
- traffic flow
- supply and demand for parking
- the environmental and air quality impacts of parking and traffic.

All the factors above have an equal weighting in the decision making process.

The feedback received from the consultation is analysed on a street-by-street or part-of-street basis and are used as part of the decision making process on whether or not to introduce a parking zone and the potential boundary of any new zone.

The Council may introduce parking controls on a street by street basis or part of street if it is able to form a logical boundary.



Although the consultation responses form a key part in the decision making process for the introduction of any parking zone, the final decision will also take account of some or all of the factors bullet pointed above. It should be noted that the cost of introducing any proposed measures is also considered when making any final decision. For the avoidance of doubt, a parking zone consultation is not a referendum, as public opinion is only one of several factors that must be considered. We will break down the responses we receive so that we know the majority of support in each street or part of street.

2.3 How does the Council decide on the hours of operation?

While in some parts of Hackney, there are circumstances that necessitate specific hours of control, many areas in Hackney share the same characteristics and are suitable for similar hours of control as other parking zones which are already in force; for example residential areas are typically controlled from Monday to Friday 8.30am to 6.30pm.

As your area forms part of a displacement consultation, if the majority of residents and businesses in your area are in favour of parking restrictions, you will join existing parking zone L.

The operational hours of parking Zone L is currently **Monday – Friday, 8.30am to 6.30pm.**



Zone L Displacement (Parking Zone L) Parking Consultation

3

15/05/2019 10:00:00 AM

15/05/2019 10:00:00 AM

Zone L Displacement (Parking Zone L) Parking Consultation

4

15/05/2019 10:00:00 AM

3. The consultation process

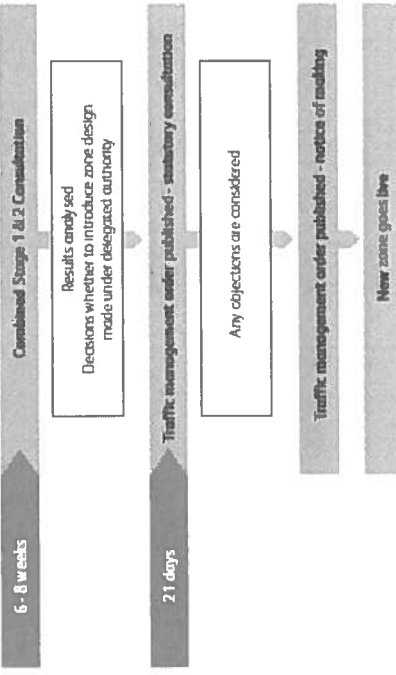
3.1 Informal consultation

A consultation pack including a questionnaire, letter and map is delivered to all affected residents and businesses in the area.

The Council is undertaking a combined Stage 1 & 2 public consultation. A combined Stage 1 & 2 public consultation combines the 'in principle' and detailed consultation stages together.

The diagram below describes the combined stage 1 and 2 consultation process that is to be undertaken by the Council before deciding whether to introduce a PZ.

Combined stage 1 and 2 consultation



3.2 Statutory consultation

Once the public consultation has been completed and any recommendations approved, the Council is then required to carry out a statutory consultation, where a traffic management order notice is advertised in the *Hodney Today* for a 21 day period.

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

4. How can I have my say?

Please complete the enclosed questionnaire and return it to us using the freepost envelope provided by Monday 8 May 2017

Alternatively you can complete your questionnaire online by visiting:

www.hodney.gov.uk/parking-hys

If you have any further questions on this consultation, please contact us using the details provided below:

Email: consulting@hodney.gov.uk

Telephone: 020 8356 8877

5. What happens next?

Closing Date – Monday 8 May

Closing date of consultation and test day to return your questionnaire.

Consultation Results – July 2017

Consultation results will be made available to residents and businesses. A summary consultation pack detailing the results, will be sent to all residents and businesses in the area by post and will be available on the Hodney website. If you have any questions regarding the consultation please contact us through the Hodney Service Centre on 020 8356 8877 or email: consulting@hodney.gov.uk.

6. Frequently Asked Questions

Can I submit more than one consultation response?

Only one consultation response will be accepted per person. If you would like to submit more than one questionnaire from the same household, please ensure that you provide your name as the Council will only accept more than one questionnaire from the same address if a name has been provided. This is to ensure that there are no duplications.

Will I have to buy a parking permit?

If your property is located within a parking zone you will need to purchase either a resident or business permit to park on your street during the operational hours of the parking zone.

How much will a parking permit cost?

The way we charge for parking is changing as part of a drive to reduce pollution in the borough. The changes will take place over three years and will see parking permits charged according to CO2 emissions instead of engine size.

There will mean cheaper parking permits for low emission vehicles and higher charges for the most polluting vehicles. Other changes include:

- cars built before 2001 will move up a band in the charging scheme, reflecting the levels of CO2 they produce
 - diesel vehicles will incur a £50 levy, which represents the high levels particulate matter pollution
- Our new parking permit price calculator is available at our website and will allow you to view exactly what you will be paying with CO2 emissions-based charging. Please visit the website www.hodkinney.gov.uk/parking-permit-price-calculator

Resident permit prices – 1 September 2016 to 31 August 2017

To help residents and businesses prepare for the different charging, CO2 emissions based charging will be phased in over two years from September 2016, with all residents and businesses paying half of the difference between their current permit price and the new charges in the first year. The full charges will then be applied from September 2017.

Resident permit prices, using emission-based charging (CO2) from September 2017

All permits after September 2017 will only be based in vehicle emissions.

Band	3 months	6 months	12 months
1	No local emissions	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50
	Price including diesel supplement	£39.00	£63.50
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00
	Price including diesel supplement	£55.50	£92.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50
	Price including diesel supplement	£72.00	£120.50
5	226 g/km +, or 2001cc +	£76.00	£124.00
	Price including diesel supplement	£88.50	£149.00
There is a £10 discount when purchasing resident permits online or by post.			
The diesel supplement will be £50 per year, and will be pro-rated 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.			

Where can my visitors park?

Residents are eligible to purchase visitor vouchers which allow visitors to park in any available resident permit, general permit (resident or business permit) 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 £21
- A book of 5, one day scratch cards at a cost of £17.50

Please note that there is a £1 discount on all resident visitor vouchers if purchased online or by post. We provide Pay & Display parking for businesses visitors. Businesses are also able to buy vouchers for their own vehicles and their visitors, which cost £2.25 for a book of 10 scratch cards which allow parking in any zones for one day.

Where can I load and 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 and also in 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.hodkinney.gov.uk/ parking.

How can I apply for a disabled bay?

If you are a Blue Badge holder with no access to off street parking, you may be able to get a disabled parking bay installed outside your home. However, in order to qualify for a bay, there is a set criteria which you need to meet including an assessment by Social Services.

Although a disabled parking bay is registered to an individual once installed, it can be used by any Blue Badge holder as the bay is not personalised. Once installed, although the disabled bay will be registered to you it can be used by any Blue Badge holder.

For any advice about disabled bays, please email disabledparking@hodkinney.gov.uk call 020 8356 8328

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), pay and display only bays for an unlimited amount of time and for a maximum of 3 hours on single and double yellow lines. Blue Badge holders can 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 www.hodkinney.gov.uk/companion-badge

What if I live on an estate?

There are a number of Council housing estates in the area which have their own parking regulations; these are independent of parking zones and would not be affected. However, as an estate resident you would still be entitled to have your say on the existing design and hours of operation. Estate residents whose addresses fall within a parking zone are entitled to purchase an on-street permit.

Allocation of parking bays

In a parking zone, parking bays are allocated for different uses including disabled motorists, local residents, businesses and local visitors, according to the Council's hierarchy of parking need please see the table below.

Type of parking bay	Permit, voucher or ticket required
General Permit parking bay (Light Blue on map)	Resident or business parking permit Resident or business visitor voucher
Pay and Display parking bay (Red on map)	Pay and display ticket only
Shared Use parking bay (Pink on map)	Resident or business parking permit Resident or business visitor voucher
Resident parking bay	Pay & display ticket
Business parking bay	Resident parking permit Business parking permit

With regards to this consultation we have provisionally allocated permit holder bays along the majority of roads, reflecting the make-up of the area. Some shared use spaces have been allocated on Kerney's Street and Swinerton Street for people visiting local points and other amenities.

What if my street is not included in the PZ?

From past experience we are aware that parking displacement can occur in uncontrolled streets when new parking controls are installed nearby, specifically in roads closest to the zone boundary. Residents and businesses are therefore given the opportunity to have a say on whether they want any controls, if similar controls are to be introduced in nearby streets, given that this is likely to have a significant impact on their parking ability.

If a road is not included within a parking zone, residents and businesses in uncontrolled streets can request parking controls if they are impacted by a PZ introduced nearby through the following process:

Email: consultparking@huckney.gov.uk

Phone: Huckney Parking Services on 0208 356 8877

Online: www.huckney.gov.uk/parking-by-s

For more information on the Council's Parking Policy please visit www.huckney.gov.uk/pep

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 in Zone B where parking for motorcycles are restricted to motorcycle bays only and at pay and display bays). Motorcycles should be parked at a right angle to the kerb and, if possible at the end of the parking bay; you should use the dedicated motorcycle bays if available, rather than resident permit bays.

What if I live on a private road?

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

Do you consider road safety?

When reviewing parking restrictions, we have taken 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.

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

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

What if I live on a Car Free Property?

A Car Free Property will be designated under a Section 106 agreement and will be included in your lease or deeds. If you live on a car free property you can still have your say on the design and hours of your parking zone but would not be eligible to purchase a parking permit, however you will still be entitled to purchase visitor vouchers.

If you want to apply for a permit and are not sure if you live in one of these areas please call us on 020 8356 8877.

Are parking zones 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 highways, street scene, parking enforcement and safe car parks. It also contributes to the funding of the Freedom Pass scheme.

How will you use my personal information?

Hackney Council will use the information you have provided for the purpose of identifying support for parking contractors in the area.

No personal information you have given us will be passed on to third parties for commercial purposes. Our policy is that all information will be shared among officers and other agencies where the legal framework allows it. If this will help to improve the service you receive and to develop other services.

If you do not wish certain information about you to be exchanged within the Council, you can request that this does not happen.

All information provided will be handled under the strict controls Data Protection Act 1998.

7. 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**
আমি জানতে চাই যে আমার কোন ব্যক্তিগত তথ্য কিভাবে ব্যবহার করা হবে।
আমি জানতে চাই যে আমার কোন ব্যক্তিগত তথ্য কিভাবে ব্যবহার করা হবে।
আমি জানতে চাই যে আমার কোন ব্যক্তিগত তথ্য কিভাবে ব্যবহার করা হবে।

☐ **Somali**
Hacdaa aan jecleah lahayd in aad ogaato
waxa dokumentaashada shaxeediga
cagaamada godka ku haboon, ku qor
magacaga, cinwaanka iyo telefoon
lambarkaaga bogga dhankaasi hoose ka
dina ku celi cawaanka hoose.

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

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

☐ **Kurdish**
Ger hûn dixwazin bizanibin ku ev dokument
çi dibêje, ji kerema xwe qufika rinasib
îşaret bikin, nav, navnîşan û hejmara
telefonê xwe li jêrê raporê binivîsîn û wê ji
navnîşana jêrîn re bişînin.

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

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

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

☐ **Urdu**
اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا
ہے تو براہ کرم مناسب باکس میں منتخب کا نشان
لگائیے اور نام، پتہ اور فون نمبر اس صفحہ کے نیچے
لکھیے اور اسے نیچے دیے گئے پتے پر بھیج دیجئے۔

☐ **Chinese**
如果你想知道这份文件的详细内容，
请在方格内打钩，在本页下面写下你
的名字，地址和电话号码寄到下面
的地址。

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

☐ In large print

☐ In Braille

☐ On Disk

☐ On audio tape

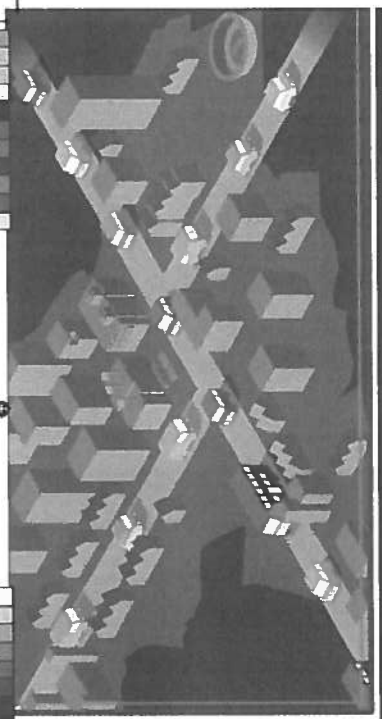
In another language, please state:

Name

Address

Tel

Return to: Please use the envelope provided



Have your say on the Proposed Parking Zone L Displacement (Hackney Wick)

Please use BLOCK capitals when completing the questionnaire and tick the boxes if that apply to you. Please return this questionnaire by 8 May 2017 using the freepost envelope provided.

Section 1: About you

Your name (optional):

Your address (required):

Postcode

Section 2: Support for Controls

Q1. Do you support the introduction of parking controls on your road?

Yes ☐ No ☐

Q2. Do you support the proposal to implement parking controls on your road if controls are introduced on nearby adjacent roads which are currently being consulted?

Yes ☐ No ☐

(See consultation leaflet for further information)



Section 3: Proposed Design

Q3. Do you support the proposed parking design for your road? (Please see attached map)

Yes ☐ No ☐

Please see the enclosed map which shows the layout of all the parking restrictions we propose to implement. You can also view the map on our website at www.hackney.gov.uk/parking-hys

Q4. If you have answered NO to the above question, please let us know what design changes you would like to see.

More permit bays ☐ More shared use bays ☐ More disabled bays ☐
More resident bays ☐ More loading bays ☐ None of the above ☐

Please let us know any other comments you may have about this proposal or the consultation.

Q5. In addition to the parking design proposals above, do you support the implementation of sustainable transport initiatives such as Electric vehicle bays, Car club bays and Secure cycle parking facilities on your road?

Yes ☐ No ☐

Section 4: How was it for you?

Q6. Please tell us your opinion of the consultation pack. Choose one option in each line.

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

Thank you for completing the questionnaire.

Data Protection
Hackney Council will use the information you give to plan and improve the services it provides. Our policy on how we use your information will be shared with you. You can find this policy on our website. If you do not want us to use your information for any of the purposes above, it is important that you let us know at the time you give us your information. You can also find out more about how we use your information by visiting our website. If you are not sure, please contact the Council. You can also find out more about how we use your information by visiting our website. All information provided will be treated under the Data Protection Act 1998 and will be kept for a period of 12 months.

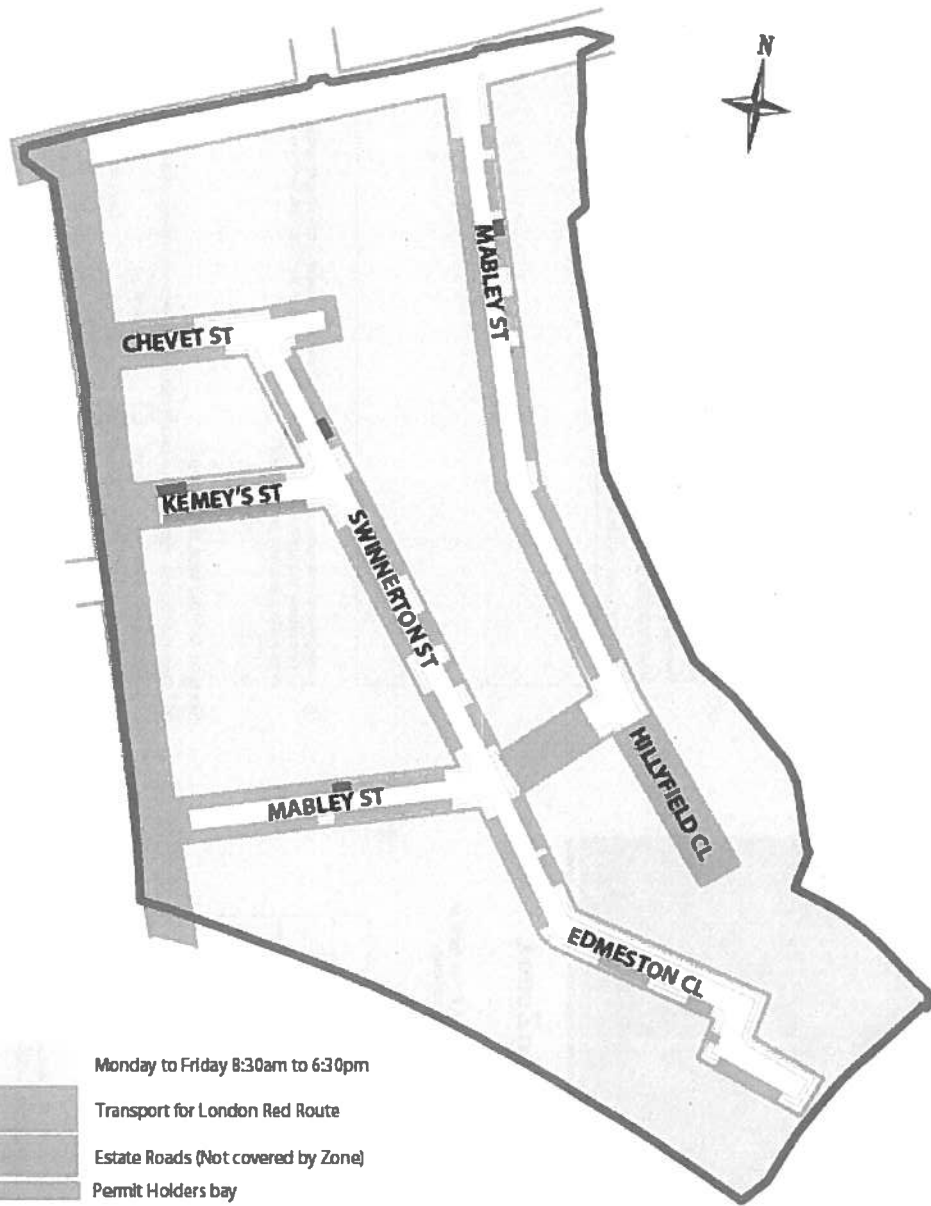
Hackney Council, 100 Victoria Road, London E8 9JF. Tel: 020 8355 3100

100 Victoria Road, London E8 9JF. Tel: 020 8355 3100

100 Victoria Road, London E8 9JF. Tel: 020 8355 3100

100 Victoria Road, London E8 9JF. Tel: 020 8355 3100

Parking Zone L - Displacement Area



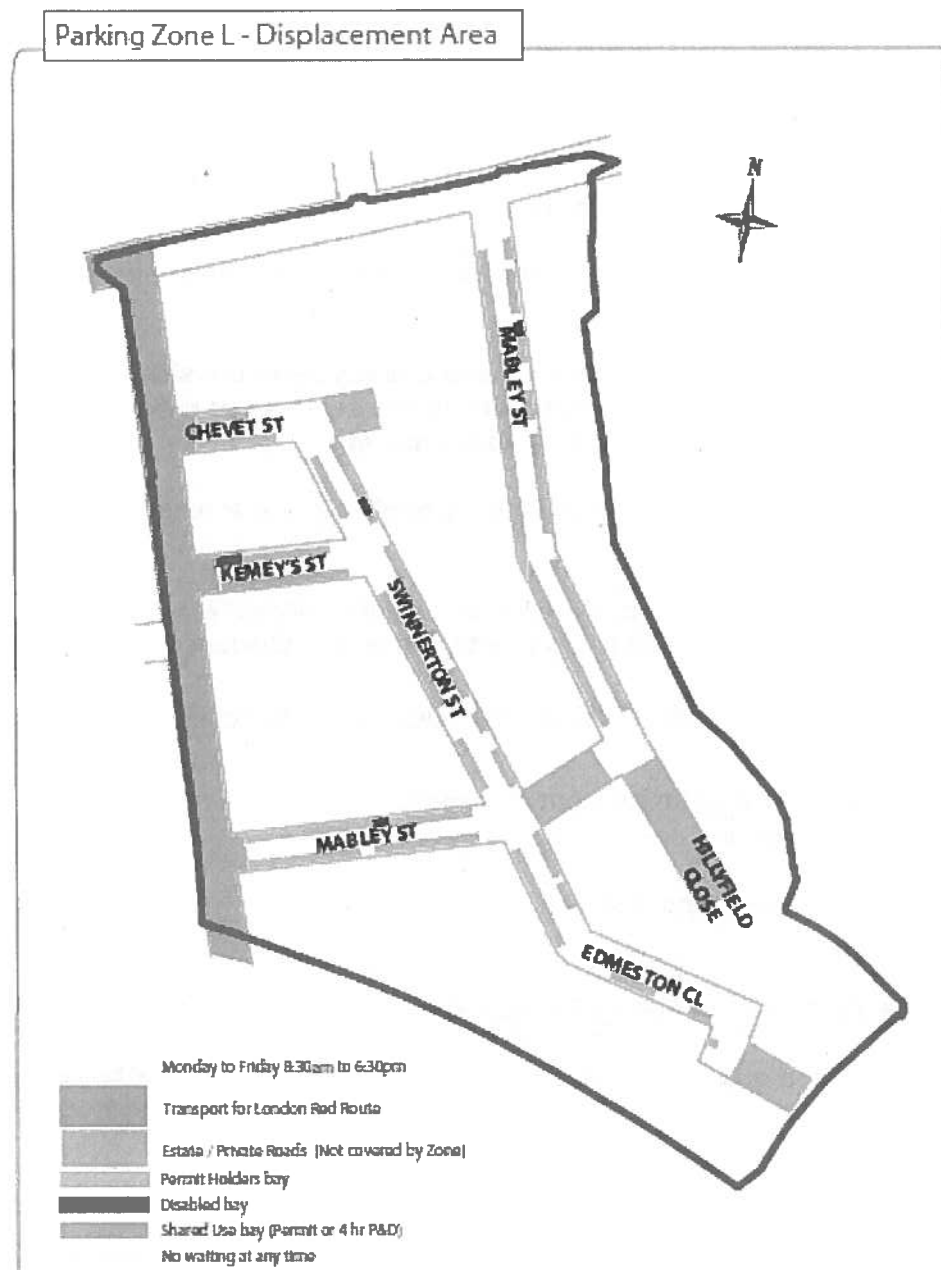
- Monday to Friday 8:30am to 6:30pm
- Transport for London Red Route
- Estate Roads (Not covered by Zone)
- Permit Holders bay
- Disabled bay
- Shared Use bay (Permit or 4 hr P&D)
- No waiting at any time

Produced by Transport for London, Communications & Print 44253373 March 2017

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Hackney

APPENDIX 3: Final Design Stage One and Two Consultation in Zone L Disp Area.



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Hackney

APPENDIX 4: Equality Impact Assessment Stage One and Two Consultation in Zone L Disp Area.



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 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 One and Two consultation in Zones L displacement area.

Purpose of this Equality Impact Assessment:

Scheme

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

Name: Olaseni Koya	Ext: 8251
Directorate: Neighbourhood and Housing	Department/Division: Parking and Markets Services

Director: Aled Richards **Date:** 23/01/2016

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project is to look at the possibility of introducing parking controls in the

uncontrolled roads as a result of requests received from residents in the areas identified in accordance with the Council's Parking and Enforcement Plan (2015 - 2020)

- Through localised consultations, residents and businesses are given the opportunity to have their say on the implementation of parking controls on their roads as well as the design for parking controls in the area.

2. Who are the main people that will be affected? Consider staff, residents, and other external stakeholders.

Local residents, business owners, disabled motorists and the Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of the operational reviews.

3. What research or consultation(s) have been carried out? Please provide more details, together with a summary of what you learned.

The project includes a consultation with all stakeholders on the proposals to consult the residents in the area on the introduction of parking controls.

As part of the public consultation all local residents and businesses in the parking zone will be consulted and will be sent consultation leaflets and questionnaires requesting for their feedback.

4. Equality Impacts

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

Detailed information on how to consider the impacts on equalities is included in 'Guidance on equalities based planning and decision making' which can be downloaded from the intranet [here](#).

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 introduction of parking controls. The consultations have a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment and by creating parking restrictions which meet the needs of users.

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

Where you identify potential negative impacts, you must explain how these are justified and/or what actions will be taken to eliminate or mitigate them. These actions should be included in the action plan.

Opposition to parking related changes may affect all groups in some way. However, an open and transparent consultation process will help to ensure maximum response and allow all groups and stakeholders to address their concerns.

. 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 against 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 delegate powers report, saving template or business case. You need to identify how they will be monitored. The Director is responsible for their implementation.

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Remember

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