



DELEGATED REPORT OF

The Director, Environment and Climate Change

PARKING ZONE W STAGE 4 REVIEW CONSULTATION

DATE (2025)

June 2025

CLASSIFICATION:

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

WARD(S) AFFECTED

Stamford Hill (West), Springfield, Woodberry Down

1. SUMMARY

- 1.1. This report details the results of the consultation for the Stage 4 Review carried out between 11 November 2024 and 6 January 2025 in Parking Zone W Area (Stamford Hill (West), Springfield and Woodberry Down). Zone W was implemented in 2022. Since then there have been various developments and changes to parking, both within the parking zone and in the zones surrounding it. In line with our Parking Enforcement Plan (PEP) 2022-27, an initial review is undertaken to assess the operation of recently implemented controls in practice.
- 1.2. This report recommends that the operational hours remain unchanged from the current hours of operation - Monday to Friday 10 am to 12 pm for all roads within Zone W.
- 1.3. The report recommends implementing parking design changes at various locations within the parking zone. The detailed analysis of the consultation is outlined in Appendix 1 of this report and the proposed design changes are set out in Appendix 3 and 4.
- 1.4. The recommendations are formulated on a multi-faceted basis, encompassing insights from consultation feedback, adherence to the Council's parking policies (PEP 2022-27), and a commitment to equitably addressing the needs of the local community while concurrently enhancing road safety.

2. RECOMMENDATION(S)

The Director, Environment and Climate Change is recommended to:

- 2.1. Retain the operational hours of Monday to Friday 10am to 12pm on all roads within Zone W.
- 2.2. Approve implementation of the parking design changes for Zone W as per the final design map and table in Appendices 3 and 4.

- 2.3. Authorise the Assistant Director Parking and Markets Services to consult on and take the final decision on whether to accept the recommendations suggested for the Traffic Management Orders for Parking Zone W to give effect to the recommended changes in 2.1 to 2.2 above, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the "Procedure Regulations") being complied with and all responses received during the consultation period being considered before reaching a decision. Such a decision is to be recorded in writing and signed by the Head of Parking and Markets Services.

3. REASONS FOR DECISION

- 3.1. The recommendations above are put forward based on consultation feedback received from the area and in line with the Council's parking policies (PEP 2022-27).

Other Considerations

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

along with other relevant factors into account when making changes to parking restrictions.

- 3.4. Parking consultations are undertaken to help the Council assess the views of local people so that parking controls can be designed to meet their needs as well as those of local businesses and visitors to the borough.

Feedback from the Internal Consultation

- 3.5. Additional feedback from the Council's Streetscene team requested the removal of two parking bays which are affecting the flow of buses along Amhurst Park. The affected bays are located outside Our Lady's High School and Amhurst Parade, as this request was made after the November 2024 to January 2025 consultation their removal will be dealt with as a separate amendment outside of this review.

Feedback from the Public Consultation

- 3.6. A consultation questionnaire, map and a booklet were sent to all residents and businesses within Zone W, allowing them to have their say on their preferred hours of operation and inviting any comments on the design of parking controls.
- 3.7. This provided all residents/businesses with an equal opportunity to engage in and respond to the consultation.

Response Rate

- 3.8. Consultation packs were delivered to 5,379 households and businesses in the Zone W area. A total of 878 were received from the consultation area which equates to a response rate of 16.3%. This is higher than the average response rate for a standard review consultation, which is between 6-7%.
- 3.9. All responses were reviewed and any duplications, voids and those received outside of the consultation period were excluded from the overall analysis.
- 3.10. A breakdown of responses by road has been provided in Appendix 1 Table 1.

Hours of Operation

- 3.11. As part of the consultation process, residents and businesses were asked for their feedback on their preferred hours of operation for their zone.
- 3.12. Residents and businesses were given eight options for the hours of operation. Those were:
1. Monday to Friday 10am to 12pm (current operational hours),
 2. Monday to Friday 7am to 11am
 3. Monday to Friday 8.30am to 6.30pm
 4. Monday to Saturday 8.30am to 6.30pm
 5. Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm
 6. Monday to Saturday 8.30am to 11pm
 7. Monday to Saturday 8.30 to Midnight
 8. Monday to Sunday - 24 hour controls
- 3.13. This is in line with Council policies which recommend that the hours of operation within parking zones are standardised where possible to reduce confusion to drivers parking across different zones.

Preferred hours of Operation

- 3.14. Overall, 98.97% (869) of respondents provided feedback to the question regarding their preferred hours of operation.
- 3.15. Of those who responded to this question, 92.03% were in favour of Monday to Friday 10 am to 12 pm (Option 1), whilst 1.14% were in favour of Monday to Friday 7 am to 11 am (Option 2). 2.16% of respondents supported Monday to Friday 8.30am to 6.30pm (Option 3), whereas 0.68% supported Monday to Friday 8.30 am to 6.30 pm and Saturday 8:30am to 1.30 pm (Option 4). Monday to Saturday 8.30 am to midnight (Option 5) received 0.57% responses and Monday to Saturday 8.30am to 11 pm (Option 6) had 0.34% of the support. 0.91% of the respondents were in favour of Monday to Saturday 8.30 am to 6.30 pm (Option 7). The remaining 1.14% opted for Monday to Sunday 24 Hour Controls (Option 8). see Appendix 1 table 5.

- 3.16. When considered at an individual street level (including estates and private roads) only 4 roads preferred a possible alternative to the majority preference of Monday to Friday 10 am to 12 pm.
- 3.17. Due to the overwhelming support for the current operational hours (from the listed options) in the zone the council has decided not to make any changes to those hours at this time.

Parking Design

- 3.18. Zone W was first implemented in 2022, and since then there have been a significant number of changes within the area. Residents and businesses were given the opportunity to provide their comments on any design changes they would like within the comments section of the questionnaire.
- 3.19. A number of comments have been received from residents and businesses covering topics including operational hours, parking permit costs and the desire for more sustainable transport.
- 3.20. Parking Services proposed a total of 9 changes to the existing restrictions, and the consultation feedback showed that only 2 proposed changes were supported by residents and businesses in the zone (items 6 & 7 in Appendix 1 Table 6). After further consideration it is recommended that the proposed changes for Amhurst Park should not proceed (Item 1 in Appendix 1 Table 6). Of the remaining 8 proposals (Items 2-8 in Appendix 1 Table 6), items 6 & 7 were supported by the consultation respondents so it is recommended that these proposals should proceed along with the remaining 5 proposals (items 2,3,4, and 8 in Appendix 1 Table 6) despite the lack of public support as these proposals will either increase the amount of available parking spaces or make the existing parking spaces more flexible by allowing visitor parking alongside permit parking, see Appendix 3 for the list of those proposals that will proceed and Appendix 4 for the final design map.
- 3.21. Parking design changes are intended to reflect the needs of the area and any proposals made are considered in line with other relevant factors such as road safety, access and traffic flow.

Parking Stress

- 3.22. A profile report for Zone W prepared in July 2023 indicated that at that time, there were approximately 850 live permits in the zone with a total of 1990 spaces available for their use. This meant that at the time of the report, permit parking stress in the zone was approximately 42%. It should be acknowledged that as this calculation is based on the number of permits vs the number of spaces, it assumes that all permit holders will be parked at the same time.
- 3.23. Parking Services commissioned an independent company to carry out a parking stress survey to be based on the actual number of vehicles parked on the roads. The survey was carried out over two weekdays and one weekend day each week for two weeks (six days in total). Each road in the zone was to be surveyed at three different times each day (18 surveys in total). The full survey results can be found [here](#).
- 3.24. The independent stress survey included all restrictions identified on the roads and therefore can be used to see where vehicles are parking in contravention i.e. on no waiting lines. The survey company had no access to the Councils permit records and while they have made assumptions on whether a vehicle is residential or a visitor, this is based on the number of times the vehicle is seen.
- 3.25. The independent survey results have been summarised in Appendix 1 table 10 and the results show the average road stress in the zone across all surveys is 57%. The council deems a high stress level at 80% and over.
- 3.26. The independent survey results have been summarised in Appendix 1 table 10 and the results show there were 8 occurrences where the road stress was counted as being over 80%. The council deems a high stress level at 80% and over.

Additional Comments

- 3.27. In total 171 respondents provided general comments and suggestions to the consultation. 34 consultees (19.88%) addressed the hours of operation, proposing a 1-hour restriction. See Appendix 1 Table 8.

- 3.28. From the comment section, 18 (10.53%) respondents requested that the hours of operation remained as Monday to Friday 10 am to 12 pm. See Appendix 1 Table 8.
- 3.29. All additional comments provided by respondents have been individually assessed and where possible incorporated into the final design. See Appendix 1 Table 8 for a breakdown of comments.

Conclusion

- 3.30. The consultation results confirmed Monday to Friday, 10 am to 12 pm, as the most popular option, with widespread support from across the zone. This coupled with the independent stress survey results indicating no significant stress during operational hours has led to the conclusion that adjusting operational hours would not benefit residents and businesses.

Details Of Alternative Options Considered And Rejected

- 3.31. An alternative considered was to forgo a review consultation and maintain current parking controls in Zone W. However, this would conflict with the Council's parking policies and consultation charter, as it would ignore the needs of residents and businesses. Additionally, delaying the review and consultation was an option but also contradicted the council's policies, and there were compelling reasons to proceed with a review.
- 3.32. In terms of operational hours, the Council offered only existing standardised hours. This aligns with Council policies, which advocate for standardising parking zone hours wherever possible to minimise confusion for motorists parking in different zones.

Background

- 3.33. Operational reviews for existing parking zones are designed to ensure that they continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy.
- 3.34. An integral part of the review process is public consultation with local residents, businesses and key stakeholders. The consultation exercise is a mechanism to enable feedback on the current parking design and operational hours.

- 3.35. The area was consulted between November 2024 and January 2025. Consultation packs were sent to all addresses in the area. Copies of the consultation packs can be found in Appendix 2.
- 3.36. The review consultation offered residents and businesses the opportunity to provide their feedback on the eight options for the hours of operation and any other proposed design changes for their zone.

Policy Context

- 3.37. The PEP (Parking Enforcement Plan) recommends a review of newly implemented Parking Zones (PZs) within a year of implementation (or sooner if a need is identified) and thereafter all existing PZs are to be reviewed when a need to do so has been identified. This ensures that PZs are operating effectively and to assess the need for modification.
- 3.38. Operational reviews for existing PZs are designed to ensure that they continue to meet the needs of the local communities they serve within the context of the Council's overall parking policy.
- 3.39. Part of this process involved a comprehensive review of the current design and the use of available kerbside space. This was then subject to detailed occupancy analysis across the different types of service users. For example, ensuring that there are sufficient permit bays on residential roads, sufficient shared-use bays near local amenities and places of worship, and ensuring that all accesses and junctions are protected through yellow line restrictions.

Equality Impact Assessment

- 3.40. 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.
- 3.41. The Council conducted an Equality Impact Assessment before initiating the consultation and after the consultation was closed and the responses were

analysed. This ongoing assessment throughout the consultation process has aided the council to determine whether any proposed changes to parking controls in zone W might negatively impact on parking needs.

- 3.42. The exercise of the PSED can result in some individuals being treated more favourably than others. Section 149(3)(b) of the Equality Act allows public authorities to take different steps towards persons who share a protected characteristic in order to meet any particular needs they may have that are not shared by others in order to advance equality of opportunity. Part of the PSED is the need to foster good relations between persons who share a protected characteristic and those who do not.
- 3.43. As outlined in the Equality Impact Assessment, the Council has taken steps to help create positive impacts or reduce negative impacts on members of the community with a protected characteristic that is relevantly affected. However, the PSED is a duty to have 'due regard', 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 a change to parking controls in zone W, together with a range of other factors that inform parking management. Please refer to Appendix 5 for further details.

Sustainability

- 3.44. The current parking controls in the area provide safe and efficient on-street conditions, catering for servicing and loading and utilising the available public space to maximum benefit.
- 3.45. They also encourage less car use in order to improve traffic and environmental conditions in the area and contribute to broader transport and sustainable development objectives.

Maintenance and Administrative Costs

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

One off costs	£
Consultation costs	24,310.88
Consultation costs (Summary Booklet)	10,650.42
Implementation of signage changes	1,700
Traffic Order changes	1,600
Total Expenditure	38,261.30

3.47. The consultation cost of £34961.30 and the implementation cost (including traffic order costs) of £3,300 will be met from existing revenue expenditure budgets.

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

Consultation

3.49. Zone W was first implemented in 2022 and since that time several traffic management schemes and redevelopment projects have been completed.

3.50. For this Stage 4 Review, residents and businesses in Zone W were consulted about the hours of control and a number of proposed changes to the existing waiting, loading and parking restrictions, over an eight-week period between November 2024 and January 2025.

3.51. Consultation packs were sent via first-class post initially to all addresses in the Zone W area and were also made available online. In addition, posters were put up in the streets to inform the local residents and businesses of the consultation.

3.52. Owing to an administrative error within the Council, the consultation packs were sent out a second time. This included the missing Unique Reference Number (URN). The URN was also available to residents and businesses via communications with the consultation team.

3.53. Due to the administrative error and re-sending of consultation packs, the end date of the consultation was extended to January 6th.

4. COMMENTS OF THE DIRECTOR OF FINANCE

- 4.1 As part of the ongoing programme of parking control zone reviews, Parking Services consulted with residents and businesses on their preferred hours of operation for their zone (Zone W) in addition to a number of proposed changes to the existing waiting, loading and parking bay layouts.
- 4.2 This report recommends that the existing operational hours remain unchanged from the current hours of operation of Monday to Friday 10 am to 12 pm for all roads within Zone W.
- 4.3 Section 3.45 of this report details the costs relating to the consultation which took place for Zone W, a total of £24,310.88.
- 4.4 This report also recommends implementing parking design modifications at multiple sites within the designated area as set out in Appendix 3 which is contrary to what the consultation showed.
- 4.6 Parking Services have ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2022-2027 and the Council's Consultation Strategy.
- 4.7 All parking revenue income and surplus are utilised within conditions specified in the s55 of the Road Traffic Regulation Act (1984).

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

5.1 As part of the Council's approach to respond to local parking needs and demands, Parking Services consulted on the hours of operation across Parking Zone W between 11 November 2024 and 6 January 2025. This report

details the results of the consultation to determine if changes are needed to the hours of operation.

5.2 The report puts forward the recommendation in Section 2.1 and 2.2, which is to retain the existing hours of operation and implement a number of design changes.

5.3 Parking Services has ensured that all aspects of its consultation strategy has been undertaken in accordance with the Parking Enforcement Plan (PEP) 2020-2027 and the Council's Consultation Strategy.

5.4 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").

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

5.6 The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions 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.

5.7 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.

5.8 There are currently Parking restrictions in place in Zone W. Following feedback from residents, and as per council policy, Parking Services carried out a consultation on the hours of operation across Parking Zone W.

5.9 Following the outcome of that consultation, it is recommended that the Director, Environment and Climate Change approve the continued retention of the current operational hours for roads within Zone W. The operational hours are already in place and there are no changes to them.

5.10 Within the Scheme of Delegation for Climate Homes and Economy, the authority to make orders to designate on-street parking places and carry out such designation and regulation under s.45 and s.46 of the Road Traffic Regulation Act 1984 can be carried out by the Director, Environment and Climate Change. The Director, Environment and Climate Change, is therefore authorised to approve the recommendations in part 2 of this report.

5.11 In order for the Assistant Director Parking and Markets Services to be able to take the final decision as to whether to make the necessary amendments to the Traffic Management Orders for Parking, in order to give effect to the recommended changes in paragraph 2.2 of this report, the recommendation in paragraph 2.3 needs to be approved.

6. APPENDICES

Appendix 1 – Zone W Review Feedback Analysis (Public)

Appendix 2 – Zone W Review consultation documents (Public)

Appendix 3 – Final Design Map (Public)

Appendix 4 – Detailed Design Changes (Public)

Appendix 5 – Equality Impact Assessment - pre consultation (Public)

Appendix 6 – Equality Impact Assessment - post consultation (Public)

7. EXEMPT

No

8. CONFIDENTIAL

No

9. BACKGROUND PAPERS

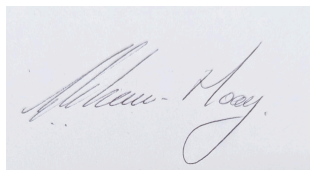
None

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Authorisation of Director, Environment and Climate Change

Name: Geeta Subramaniam-Mooney

Signature:

A handwritten signature in cursive script, reading "Allen Hays". The signature is written in dark ink on a light-colored background.

Date: 21 July 2025

Feedback Analysis

1.1 Response

We consulted 5378 households and businesses in the Zone W (Stamford Hill (West), Springfield and Woodberry Down) area and received 878 completed responses making an overall response rate of 16%. The response rate received is above the average response rate of 6-7% for stage 4 review consultations. A breakdown of responses on a street-by-street basis can be found in [Table 1].

Table 1: Response rates

Street name	Sent	Received	%
AMHURST PARK	765	82	10.72%
BERGHOLT CRESCENT	63	29	46.03%
BETHUNE ROAD	672	84	12.50%
COLBERG PLACE	62	17	27.42%
CRANWICH ROAD	243	64	26.34%
DENVER ROAD	67	17	25.37%
DUNSMURE ROAD	224	49	21.88%
DURLEY ROAD	125	38	30.40%
EAST BANK	142	28	19.72%
FAIRHOLT CLOSE	12	11	91.67%
FAIRHOLT ROAD	146	36	24.66%
GLASERTON ROAD	52	14	26.92%
GRANGECOURT ROAD	17	3	17.65%
GUINNESS TRUST BUILDINGS	355	2	0.56%
HEATHLAND ROAD	106	26	24.53%
HILLSIDE ROAD	7	2	28.57%
*HINDHEAD CLOSE	65	0	0.00%
HOLMLEIGH ROAD	156	52	33.33%
HURSTDENE GARDENS	22	11	50.00%
LEATHERHEAD CLOSE	68	2	2.94%
LEWIS GARDENS	155	8	5.16%
LINTHORPE ROAD	132	33	25.00%
LORDSHIP ROAD	2	1	50.00%
MANOR ROAD	528	42	7.95%

Street name	Sent	Received	%
NORTHDENE GARDENS	16	12	75.00%
NORTHFIELD ROAD	141	21	14.89%
PAGET ROAD	43	12	27.91%
RAV PINTER CLOSE	10	2	20.00%
REIZEL CLOSE	43	4	9.30%
ROYAL CLOSE	31	2	6.45%
SEVEN SISTERS ROAD	30	2	6.67%
SHUSHAN CLOSE	15	2	13.33%
ST ANDREWS GROVE	55	29	52.73%
ST ANDREWS MEWS	70	9	12.86%
ST KILDAS ROAD	144	44	30.56%
STAMFORD HILL	388	51	13.14%
STANNARD CLOSE	14	2	14.29%
WEST BANK	139	26	18.71%
WILDERTON ROAD	53	9	16.98%
Grand Total	5378	887	16.31%

*Hindhead Close surveys were sent out but recorded under Holmleigh Road for administrative purposes

The majority (84%) of the responses were received via post whilst the remainder (16%) were received online. [Table 2].

Table 2: Methods of response

Area	Feedback Method		Percentage	
	Paper Q	Online Q	Paper Q	Online Q
Zone W Review	143	735	16%	84%

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

1.2 Occupancy Type

The majority (96%) of respondents classified themselves as 'residents' whilst 2% of responses were from respondents who classified themselves as businesses. 1% of responses were from those who identified as both a resident and a business. A breakdown of responses can be found below in Table 3.

Table 3: Occupancy Type

	Response	
Occupier Status	Number	Percentage
Resident	845	96.24%
Business	19	2.16%
Both	10	1.14%
Not answered	4	0.46%
Grand Total	400	100%

1.3 OPERATIONAL TIMES

During the consultation, residents and businesses were asked for feedback on their preferred operational hours for the scheme. They were able to choose from eight options provided in the consultation document (see below):

- 1. Monday to Friday 10am to 12pm (current hours)**
- 2. Monday to Friday 7am to 11am**
- 3. Monday to Friday 8.30am to 6.30pm**
- 4. Monday to Saturday 8.30am to 6.30pm**
- 5. Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm**
- 6. Monday to Saturday 8.30am to 11pm**
- 7. Monday to Saturday 8.30am - midnight**
- 8. Monday to Sunday - 24 hour controls**

Out of the 878 responses received, 98.97% (869) of respondents answered the question regarding their preferred hours of operation.

The majority (92.98%) of answered responses were in favour of Monday to Friday 10 am to 12 pm, whilst (2%) were in favour of Monday to Friday 8.30 am to 6.30 pm. Just over 1% of respondents supported Monday to Sunday,

24-hour controls. Slightly less than that, but also over 1% of responses supported Monday to Friday 7 am to 11 am. See Table 4.

Table 4: Support for parking operational hours

Operational Hours	Response	Percentage
Monday to Friday 10 am to 12 pm	808	92.03%
Monday to Friday 7 am to 11 am	10	1.14%
Monday to Friday 8.30 am to 6.30 pm	19	2.16%
Monday to Saturday 8.30 am to 6.30 pm	6	0.68%
Monday to Friday 8.30 am to 6.30 pm and Saturday 8.30 am to 1.30 pm	5	0.57%
Monday to Saturday 8.30 am to 11 pm	3	0.34%
Monday to Saturday 8.30 am - midnight	8	0.91%
Monday to Sunday - 24 hour controls	10	1.14%
Did not answer	9	1.03%
Grand Total	878	100%

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

Table 5: Support for parking operational hours by street

Street Name	Operational Options									
	1	2	3	4	5	6	7	8	No response	Street total
Amhurst Park	78	1	1	0	0	0	0	1	1	82
Amhurst Park Estate	27	0	0	0	0	0	1	0	1	29
Bergholt Crescent	78	0	2	1	1	0	0	1	1	84

Bethune Road	16	0	0	0	1	0	0	0	0	17
Colberg Place	60	1	1	0	1	0	0	1	0	64
Cranwich Road	16	1	0	0	0	0	0	0	0	17
Denver Road	42	1	0	0	1	1	1	2	1	49
Dunsmure Road	33	0	1	2	0	1	1	0	0	38
Durley Road	22	0	2	0	0	0	1	1	2	28
East Bank	10	0	1	0	0	0	0	0	0	11
Fairholt Close	36	0	0	0	0	0	0	0	0	36
Fairholt Road	14	0	0	0	0	0	0	0	0	14
Glaserton Road	3	0	0	0	0	0	0	0	0	3
Goodrich House	0	0	1	0	0	0	1	0	0	2
Grangecourt Road	26	0	0	0	0	0	0	0	0	26
Heathland Road	2	0	0	0	0	0	0	0	0	2
Hill Court Estate	49	0	1	0	0	0	1	1	0	52
Hillside Road	10	0	0	0	0	0	0	0	1	11
Holmdale Terrace	2	0	0	0	0	0	0	0	0	2
Holmleigh Estate	8	0	0	0	0	0	0	0	0	8
Holmleigh Road	29	1	3	0	0	0	0	0	0	33
Hurstdene Gardens	1	0	0	0	0	0	0	0	0	1
Joseph Court	37	1	1	1	0	0	1	1	0	42
Lincoln Court	11	0	1	0	0	0	0	0	0	12
Linthorpe Road	19	0	1	0	1	0	0	0	0	21

Manor Road	12	0	0	0	0	0	0	0	0	12
Newnton Close	2	0	0	0	0	0	0	0	0	2
Northdene Gardens	4		0	0	0	0	0	0	0	4
Northfield Road	0	1	1	0	0	0	0	0	0	2
Paget Road	1	0	0	0	0	0	0	1	0	2
Rav Pinter Close	2	0	0	0	0	0	0	0	0	2
Reizel Close	29	0	0	0	0	0	0	0	0	29
Sandford Court	9	0	0	0	0	0	0	0	0	9
St Andrews Grove	43	0	0	0	0	0	1	0	0	44
St Andrews Mews	45	1	0	1	0	1	0	1	2	51
St Kildas Road	1	1	0	0	0	0	0	0	0	2
West Bank	23	1	2	0	0	0	0	0	0	26
Wilderton Road	8	0	0	1	0	0	0	0	0	9
Grand Total	808	10	19	6	5	3	8	10	9	878

1.4 Parking Design

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

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

In total, 9 proposals were made for the area. Of those, only 2 were supported.

A breakdown of the responses can be found in Table 6.

Table 6: Support for design changes

ID	Street	Location	Proposal	Yes	No
1	Amhurst Park	All permit holder bays	Change permit bay to shared use (permit & paid for parking session i.e. RingGo)	252	407
2	Dunsmure Road	Outside numbers 35 to 39	Change 6 permit parking spaces to shared use	200	465
3	East Bank	Opposite 87 Dunsmure Road	Extend shared use bay by 3 spaces	259	392
		The western side from Amhurst Park to opposite number 40	Convert permit bay to shared use (74 spaces)	216	441
4	Fairholt Road	Opposite number 14	Extend shared use bay by 2 spaces	210	445
5	Holmdale Terrace	Opposite number 1a	Extend shared use bay to the borough border (1 space)	218	431
6	Linthorpe Road	From the boundary of number 1 to the side of number 103 Stamford Hill	Change 9 permit parking spaces to shared use	382	272
7	Paget Road	Side of 20 St. Andrew's Grove	Create 1 new shared use bay	411	233
8	West Bank	Outside number 1c	Change 4 permit parking spaces to shared use	219	430

1.5 Sustainable Transport

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.

Of the 878 respondents, 136 respondents (15.49%) were in favour of sustainable schemes to be implemented in the zone.

See table 7 below for a breakdown of responses received that supported sustainable transport.

Table 7: Breakdown of sustainable transport support

Option	Total	Percent of support
Parklets (replace parking space with greenery, furniture or other feature)	46	33.82%
Electric vehicle charging points	71	52.21%
Car clubs	47	34.56%
Micro mobility hubs (electric scooters, shared use bikes)	30	22.06%
Secure bicycle parking facilities	73	53.68%

1.6 General Comments and Suggestions

The public was asked to provide any general comments or suggestions about the parking layout and proposals. These include comments received via email, letter, telephone call and completed questionnaires. Many respondents provided comments on more than one topic in their feedback.

We received comments from 171 respondents with % of the comments relating to the operational hours of the zone whilst % of the feedback had concerns over parking design. In addition to this, % of respondents raised queries and concerns regarding parking stress. A breakdown of the top 10 general comments received is provided in Table 8.

Table 8: Breakdown of general comments

Additional comments	Total	Percentage
General non-consultation comments	42	24.56%
General parking review	37	21.64%
1-hour restriction requests	34	19.88%
Enforcement issues	21	12.28%
Parking permit costs	20	11.70%
In favour of existing hours	18	10.53%

Removal of existing restrictions	16	9.36%
Cycle hangar comments	15	8.77%
Sustainable transport initiatives	12	7.02%
Cultural comments	6	3.51%

1.7 Proposed design

The public was asked if they were happy with the current parking design for their area. 562 respondents said they were happy with the current parking design whilst 278 said no.

Of the 278 respondents that were not satisfied with the current parking design, 257 selected one or more of the offered design changes. 68.09% of the responses were geared toward additional permit bays in the zone whilst 34.24% of the feedback was in favour of more shared use bays. Any comments that were provided have been included in the general comments and suggestions breakdown in Table 8. The breakdown for the proposed design alterations is provided in Table 9.

Table 9: Breakdown of design changes

Design proposal	Total	Percentage
More permit bays	175	68.09%
More disabled bays	14	5.45%
More shared use bays	88	34.24%
More loading bays	19	7.39%
Other	3	1.17%

As part of the review process, a number of proposals were also made to introduce 'at any time' loading restrictions at certain junctions for safety reasons. These were not consulted on as part of the informal consultation as they impact road safety and must be implemented. The changes that will be implemented are as detailed in the table below:

Table 10: Locations of new loading restrictions

Street	Location
Bethune Road	Outside numbers 13-15, 17, 35 and 37
Colberg Place	At the side of numbers 10 and 12 Wilderton Road
Cranwich Road	Opposite numbers 81 and 83
Dunsmure Road	Opposite and outside numbers 79-87
East Bank	Opposite and outside numbers 41-43 Outside numbers 5, 7, 21 and 22
Fairholt Road	Opposite number 16
Glaserton Road	Outside numbers 51, 53, 58 and 60
Grangecourt Road	At the side of numbers 35 and 37 Heathland Road; 35 and 37 Bethune Road
Heathland Road	Outside and opposite number 15 Outside numbers 14, 17, 32, 34, 35 and 37
Holmleigh Road	Outside number 171 and opposite East Bank and side of 52 East Bank
Linthorpe Road	Outside number 35, 37 and 51 and on the side of 22 East Bank
Manor Road	Opposite number 123
Northfield Road	At the side of numbers 5 and 7 East Bank
Paget Road	At the side of numbers 32 and 34 Heathlands Road
St Andrew's Grove	Outside numbers 20 and 22 Outside Faircroft and side of 48 St. Kilda's Road
St Kilda's Road	Side of 14, 15 and 17 Heathlands Road and outside Heather Lodge. Side of 15 and 17 Bethune Road. Outside Faircroft and number 48 St. Kilda's Road
West Bank	Western junction with Amhurst Park
Wilderton Road	At the side of numbers 35 and 37 Linthorpe Road

1.8 Parking Stress

In October 2024 records show that there were approximately 1000 live permits in Zone W and a total of 2199 spaces available to use. This meant that at the time of the report permit parking stress in the zone was approximately 45%.

An independent company was contracted to carry out a parking stress survey based on the number of vehicles parked on the roads. The survey was to be carried out over four days and included one weekday and one weekend day each week over two weeks. Each road in the zone was to be surveyed at three different times each day and the location and registration number of each vehicle parked was recorded. The full survey results can be found [here](#).

The full independent survey maps can be found [here](#).

Table 10 below summarises the stress level in parking bays for each road during the controlled hours (10am surveys), roads with a stress level of 85% or greater have been highlighted. The survey results do show that there are a number of roads in the zone where parking is a problem, however, the overall stress level in the zone during the operational hours is relatively low with an average stress level of 67% recorded for each day.

Table 11: Average road stress (during controls)


	Wed	Fri	Tue	Thu
Street:	27/11	29/11	03/12	05/12
Amhurst Park	77%	57%	77%	66%
Bergholt Crescent	39%	35%	53%	33%
Bethune Road	71%	67%	70%	79%
Colberg Place	64%	57%	60%	82%
Cranwich Road	77%	74%	73%	70%
Denver Road	52%	46%	52%	50%
Dunsmure Road	70%	59%	67%	63%
Durley Road	37%	45%	48%	42%

East Bank	35%	39%	47%	52%
Fairholt Road	67%	60%	69%	71%
Glaserton Road	60%	65%	55%	55%
Grangecourt Road	41%	56%	28%	41%
Heathland Road	59%	56%	71%	69%
Hillside Road	51%	48%	59%	63%
Holmdale Terrace	49%	33%	23%	41%
Holmleigh Road	43%	69%	42%	69%
Hurstdene Gardens	47%	53%	53%	47%
Linthorpe Road	64%	46%	61%	55%
Manor Road	86%	74%	85%	83%
Northdene Gardens	93%	93%	57%	71%
Northfield Road	61%	44%	58%	50%
Paget Road	51%	40%	57%	52%
St Andrews Grove	41%	21%	44%	44%
St Kilda's Road	47%	49%	52%	42%
West Bank	82%	87%	88%	59%
Wilderton Road	42%	49%	37%	47%

APPENDIX 2: Zone W Review Consultation

Consultation Documents


Consultation leaflet




Review of Parking Zone W

Stamford Hill East

Scan the QR code or visit
consultation.hackney.gov.uk/parking-markets/zonereview
to give your views

have  say



Parking consultation

Why I am being consulted?

As part of our Parking and Enforcement Plan (PEP) we have made a commitment to review Parking Zones (PZ) within a year of implementation. However, due to other priority projects and limited resources, we have had to delay this review. The review process is a great opportunity for us to hear about your parking experience and to understand whether parking controls within the PZ currently meet your parking needs.

Who is included in this consultation?

Every resident and business within Parking Zone W has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

- The hours of operation for your zone
- Proposed parking design changes for the area
- Sustainable transport initiatives

Zone W Review Consultation
2

Operational hours

As part of the review, Parking Services are consulting residents and businesses on the hours of operation in Zone W. Following the implementation of borough-wide parking zones across Hackney, the Council has found that shorter operational hours are less effective at discouraging commuting by private vehicles. In addition, shorter operational hours can lead to an increase in parking pressure after the controlled hours end. For these reasons, and in line with the Parking and Enforcement Plan (PEP) 2022-27, the Council will be offering a choice of standardised hours of operation which include both shorter and longer hours.

The current hours of operation for Parking Zone W are:

Monday to Friday 10 am to 12 pm (noon)

Residents and businesses have been provided with a choice of standardised hours identified in the PEP 2022-27:

- Monday to Friday 10 am to 12 pm (current hours)
- Monday to Friday 7 am to 11 am
- Monday to Friday 8.30 am to 6.30 pm
- Monday to Saturday 8.30 am to 6.30 pm
- Monday to Friday 8.30 am to 6.30 pm and Saturday 8.30 am to 1.30 pm
- Monday to Saturday 8.30 am to 11 pm
- Monday to Saturday 8.30 am to midnight
- Monday to Sunday - 24-hour controls

Residents and businesses can provide their feedback on their preferred hours of operation as well as any comments they have on the questionnaire provided. This feedback will help the Council decide the hours of operation that are likely to best serve the area.

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

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

Please note that if there is a change to the hours of operation, this may result in a change to the current maximum stay periods for all shared use (chargeable or permit) and pay and display bays in the area.

The Council will analyse the feedback received on a street-by-street level and should there be a demand for a change of operational hours in a section of the zone, the Council will consider dividing the zone into sections.

Parking permit prices are based on the CO2 emissions of vehicles as opposed to the operational hours of a zone. This means should the operational hours of Zone W be reduced or increased the price of your permit will remain the same.

Zone W Review Consultation

1

Parking design

Parking Zone W was introduced in 2021 and while the parking restrictions are relatively new we still want to hear your views on whether these are meeting your needs. Please provide your feedback in the comments section of the questionnaire.

Parking Services are proposing to implement a number of design changes across the zone. These changes are based on either feedback from residents and businesses or recommendations made by our design engineers.

Parking services have identified a number of locations within your zone which may impact the safety of both pedestrians and motorists. As these changes have an impact on road safety, the Council will proceed with these changes and will not be consulting on these as part of this review. Please see the list of the changes below.

Street	Location	Proposal
Bethune Road	Outside numbers 13-15, 17, 35 and 37	Install double kerb blips
Colberg Place	Outside numbers 10 and 12	Install double kerb blips
Cranwich Road	Outside number 81 and 83	Install double kerb blips
Dunsmore Road	Opposite and outside numbers 79-87	Install double kerb blips
East Bank	Opposite and outside numbers 41-43 Outside numbers 5, 7, 21 and 22	Install double kerb blips
Fairholt Road	Opposite number 16	Install double kerb blips
Glaserton Road	Outside numbers 51, 53, 58 and 60	Install double kerb blips
Grange Court Road	Outside numbers 35 and 37 Heathland Road, 35 and 37 Bethune Road	Install double kerb blips
Heathland Road	Outside and opposite number 15 Outside numbers 14, 17, 32, 34, 35 and 37	Install double kerb blips
Holmleigh Road	Outside number 171 and opposite East Bank and side of 52 East Bank	Install double kerb blips
Linthorpe Road	Outside number 35, 37 and 51 and on the side of 22 East Bank	Install double kerb blips
Manor Road	Opposite number 123	Install double kerb blips
Northfield Road	Side of 5 and 7 East Bank	Install double kerb blips
Paget Road	Side of 32 and 34 Heathlands Road	Install double kerb blips
St Andrew's Grove	Outside 20 and 22 Outside Faircroft and side of 48 St. Kilda's Road	Install double kerb blips
St Kilda's Road	Side of 14, 15 and 17 Heathlands Road and outside Heather Lodge. Side of 15 and 17 Bethune Road. Outside Faircroft and number 48 St Kilda's Road	Install double kerb blips
West Bank	Western junction with Amhurst Park	Install double kerb blips
Wilderton Road	Side of 35 and 37 Linthorpe Road	Install double kerb blips

Zone W Review Consultation

4

Sustainable transport

Parking Services is committed to supporting the development and implementation of sustainable transport initiatives which will improve air quality and public health, reduce the need to travel by private vehicles, to increase social inclusion and economic activity in the borough. The Parking and Enforcement Plan 2022-27 has placed greater importance on the need for a greener and cleaner borough.

Within the wider borough, the Council has implemented various sustainable transport initiatives ranging from electric vehicle charging points, car clubs, bicycle sharing schemes, parklets, School Street schemes and ultra-low emission vehicle streets. A number of estates within the borough also contain cycle storage and hangars as well as electric vehicle charging points. For a list of the locations of the sustainable transport facilities please visit hackney.gov.uk/menu/sustainable-transport-and-parking

Parking Services in collaboration with the Council's Streetscene service is keen to investigate and install, where appropriate, facilities to help residents adopt sustainable modes of transport and deliver greater equality of access to sustainable transport schemes for all residents. We are keen to hear your feedback on which sustainable transport initiatives you would like to see in your parking zone. Please use the consultation questionnaire to provide comments and requests. Alternatively, you can call the parking consultation team directly on 020 8356 5250 or email consultparking@hackney.gov.uk to discuss this further.

Disabled bays

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

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 affect their area. The consultation will run for a period of six weeks and will follow the policies and procedures set out in our Parking and Enforcement Plan. Please visit hackney.gov.uk/pep for more information.

To ensure that the consultation is a fair and 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.
4. The consultation is conscientiously taken into account when finalising the decision.

It is important to note that this consultation is not a referendum. Your feedback is extremely important in informing the Council's decision, however, this is only one of the factors 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.

Zone W Review Consultation

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How do we make a decision?

The feedback we receive regarding the operational hours and proposed parking design changes will be analysed and considered on a street-by-street basis. Along with consultation feedback, the Council will consider other factors such as road safety, traffic flow, supply and demand for parking, and the environmental impact of parking before confirming a final set of operational hours. In the past, this has led to parking zones being divided into sections with differing operational hours.

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

All decisions will be detailed in a Delegated Report and will be available to the public.

Who is included in this consultation?

Every resident and business within Zone W has the opportunity to have their say during this consultation.

During the consultation, we are seeking your views on:

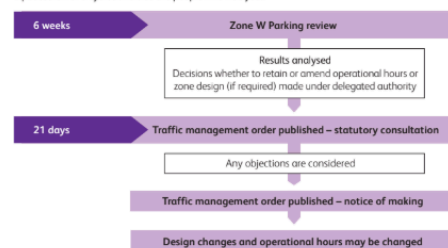
- The hours of operation for Zone W
- Proposed parking design changes for Zone W
- Sustainable transport initiatives

Review consultation process

Informal consultation

As stated above, PZs are reviewed to ensure that they continue to meet the needs of the community. A consultation pack including a questionnaire is sent to all residents and businesses in the area.

We would like to hear from you, even if you do not drive or own a vehicle, as parking may affect you as a pedestrian or a cyclist and also the people who visit you.



Zone W Review Consultation

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Statutory consultation

Once the public consultation has been completed and recommendations approved, the Council is obliged to conduct a 21-day statutory consultation.

The statutory consultation requires the Council to advertise a 'Notice of Proposal' in a local newspaper (Hackney Citizen) and the London Gazette at the start of the 21-day consultation period.

During the 21-day statutory consultation period any member of the public can formally declare their representations on the changes proposed. All representations received will be considered by the Council which provides formal responses within a decision audit report, detailing the objections and recommendations on whether these objections will be upheld or not. The report is then approved by the Director of Environment & Climate Change before the recommendations can be implemented.

How can I have my say?

The easiest way to have your say is by visiting the website and submitting an online questionnaire: hackney.gov.uk/parking-zone-consultations and submitting an online questionnaire.

Alternatively, you can complete the enclosed paper questionnaire and return it using the enclosed Freepost envelope by **Friday 13 December 2024**.

Please note that our policy on consultation feedback acceptance requires residents and businesses within a consultation area are subject to the following criteria:

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

If you have not received a consultation pack, please contact us on 020 8356 5250 to request a copy to be sent to you. Consultation packs will only be issued upon the provision of proof of residency. The Council will only accept the following proofs:

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

Zone W Review Consultation

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You can also provide your feedback online via the Council website at:

hackney.gov.uk/parking-zone-consultations

Please contact us to receive your unique reference number for this.

The deadline for this consultation is **Friday 13 December**. All consultation responses, both online and via post, must be received by the Council by **Friday 13 December**. 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 the Parking Consultation team on **020 8356 5250** or at consultparking@hackney.gov.uk

Alternatively you can visit hackney.gov.uk/parking

What happens next?

Consultation closes

Date: Friday 13 December

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

We will not accept any responses received after this date.

Consultation results

Date: April 2025

Consultation results will be made available to residents and businesses. A summary consultation pack detailing the results will be sent to all residents and businesses in the area by post and will also be available on the Hackney website.

If you have any questions regarding the consultation please contact us on **020 8356 5250** or by email to: consultation.parking@hackney.gov.uk

Zone W Review Consultation

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Frequently asked questions

Are PZs just a money making scheme for the Council?

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

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

Prior to the start of the consultation, we analyse the permit occupancy, Penalty Charge Notice (PCN) issue rates, pay and display revenue data and parking stress survey data on a street-by-street basis. Throughout the six-week consultation we receive feedback in the form of questionnaires, telephone queries, emails and letters. All feedback is taken into consideration in the formulation of final design changes. Every attempt is made to balance the needs of all service users.

Can I submit more than one consultation response?

Only one consultation response will be accepted per household. The Council can also only accept original copies of the consultation questionnaire. We will not accept any photocopied responses. Please ensure you read the changes outlined above regarding consultation feedback acceptance.

What if I live on an estate?

Any Council housing estates in the area which have their own parking regulations in place would not be impacted by the parking zone as they are independent. Estate residents would, however, be entitled to purchase an on-street permit if their address is not designated as car-free. As an estate resident you are still entitled to have your say on the operational hours of the zone and proposed parking design.

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 W please let us know in the comments box of the enclosed questionnaire.

What if I live on a car-free property?

Some developments will have a car-free obligation included in the planning process. If you live in a car-free property you will not be entitled to purchase a parking permit but will be able to purchase visitor vouchers. However, you are still entitled to participate in the review of parking controls for your area.

If you are not sure if you live in a car-free property please call us on **020 8356 5250**.

Zone W Review Consultation

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What if I own a motorcycle?

From 10 June 2024 Motorcycles can no longer park for free in Hackney, all motorcycles will be required to hold a valid permit, visitor voucher or have a valid paid for RingGo parking session. Please visit hackney.gov.uk/motorcycleparking for further information.

Where can I load/unload if I receive deliveries?

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

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

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

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

How can I apply for a personalised permit bay for disabled drivers?

If you are a Blue Badge holder, and your mobility impairment makes it difficult for you to walk short distances, but you do not have access to off-street parking, you may be able to get a personalised permit 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 permit bay, you will need to apply for a free Companion Badge or an estate parking permit if you live on an estate. This will be linked to the one vehicle entitled to park in the personalised permit bay.

A personalised permit 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 personalised permit bay are permitted to park within the bay, as the bay is associated with a vehicle and not the Blue Badge.

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

Zone W Review Consultation

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

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

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.

More information

 For more information about the cost of permits and visitor vouchers please refer to our website hackney.gov.uk/parking or call Parking Services on 020 8356 5250.

If you require this document in a different format, please email

 consultparking@hackney.gov.uk

We will consider your request and get back to you in the next five working days.

Zone W Proposals

KEY TO RESTRICTIONS

- Permit bays
- Cashless Shared Use bays
- Double yellow line "at any time" waiting restrictions
- No loading "at any time"

The map shows the following streets and restrictions:

- Permit bays (blue):** Located on several streets including Northfield Road, Linthorpe Road, and Colindale Avenue.
- Cashless Shared Use bays (orange):** Located on several streets including Northfield Road, Linthorpe Road, and Colindale Avenue.
- Double yellow line "at any time" waiting restrictions (yellow):** Located on several streets including Northfield Road, Linthorpe Road, and Colindale Avenue.
- No loading "at any time" (red):** Located on several streets including Northfield Road, Linthorpe Road, and Colindale Avenue.



Parking Zone W Review Consultation

Hackney Council's Parking Services will be reviewing the existing parking controls in Zone W to ensure that the controls continue to meet the needs of residents and businesses.

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

If you live or have a business in the Parking Zone W area, you should have received a consultation pack which allows you to have your say. If you have not received one, please call **020 8356 5250**.

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

During this consultation we are seeking your views on:

- The hours of operation for your zone

Have your say by:

- Completing your questionnaire online: **hackney.gov.uk/parking-hys**
- Returning your completed questionnaire in the prepaid envelope. You can call **020 8356 5250** to request a consultation pack.
- Emailing **consultparking@hackney.gov.uk**
- Contacting us to arrange discussing the proposals.

Please have your say by **Friday 13 December 2024**

have  say



H05136/01

APPENDIX 3: Zone W Review Consultation

DETAILED DESIGN CHANGES

Table 1. Final bay Design changes

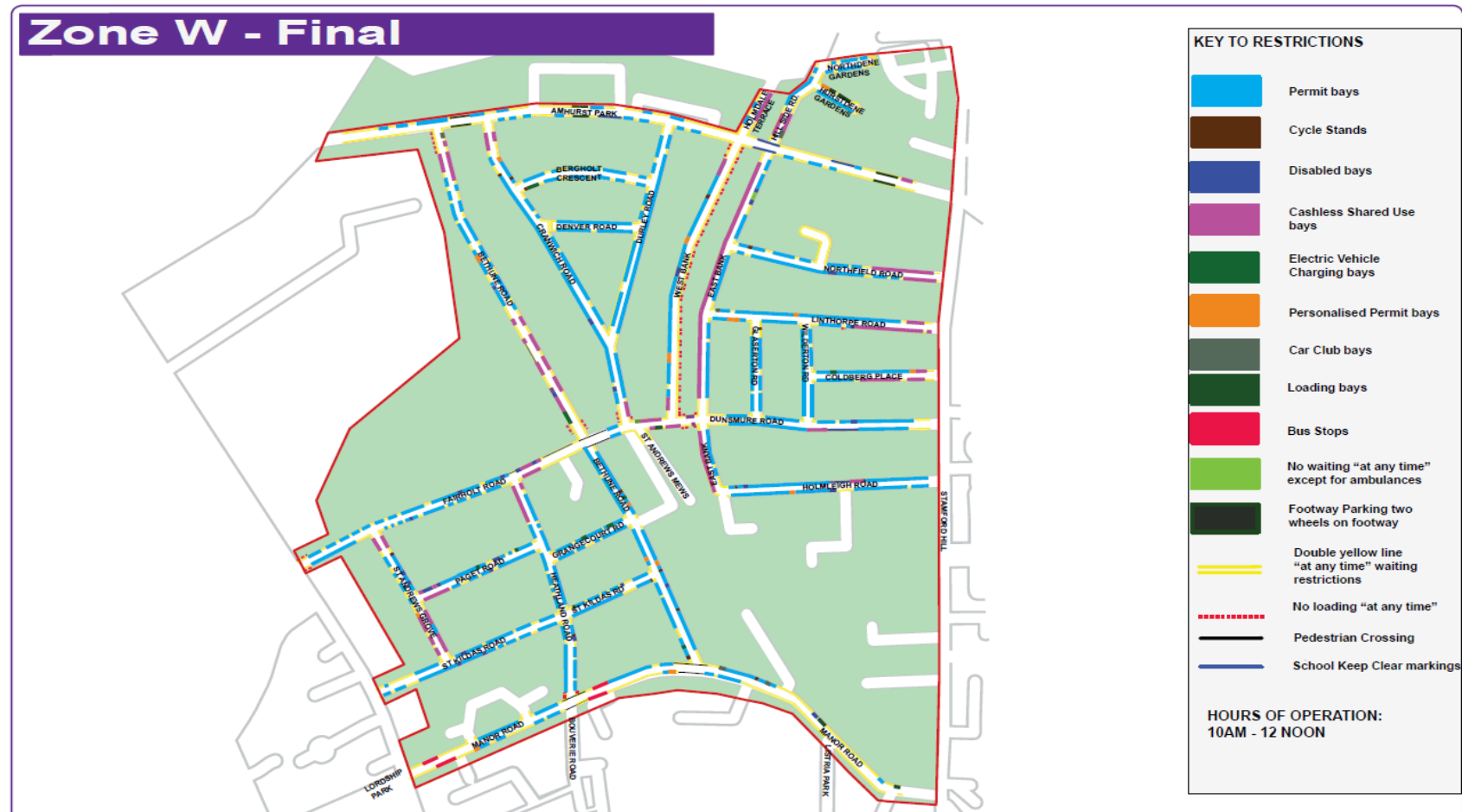
ID	Street	Location	Proposal
2	Dunsmure Road	Outside numbers 35 to 39	Change 6 permit parking spaces to shared use
3	East Bank	Opposite 87 Dunsmure Road	Extend shared use bay by 3 spaces
		The western side from Amhurst Park to opposite number 40	Convert permit bay to shared use (74 spaces)
4	Fairholt Road	Opposite number 14	Extend shared use bay by 2 spaces
5	Holmdale Terrace	Opposite number 1a	Extend shared use bay to the borough border (1 space)
6	Linthorpe Road	From the boundary of number 1 to the side of number 103 Stamford Hill	Change 9 permit parking spaces to shared use
7	Paget Road	Side of 20 St. Andrew's Grove	Create 1 new shared use bay
8	West Bank	Outside number 1c	Change 4 permit parking spaces to shared use

Table 2. Final Road Safety design changes

Street	Location
Bethune Road	Outside numbers 13-15, 17, 35 and 37
Colberg Place	At the side of numbers 10 and 12 Wilderton Road
Cranwich Road	Opposite numbers 81 and 83
Dunsmure Road	Opposite and outside numbers 79-87
East Bank	Opposite and outside numbers 41-43 Outside numbers 5, 7, 21 and 22
Fairholt Road	Opposite number 16
Glaserton Road	Outside numbers 51, 53, 58 and 60
Grangecourt Road	At the side of numbers 35 and 37 Heathland Road; 35 and 37 Bethune Road
Heathland Road	Outside and opposite number 15 Outside numbers 14, 17, 32, 34, 35 and 37
Holmleigh Road	Outside number 171 and opposite East Bank and side of 52 East Bank
Linthorpe Road	Outside number 35, 37 and 51 and on the side of 22 East Bank
Manor Road	Opposite number 123
Northfield Road	At the side of numbers 5 and 7 East Bank
Paget Road	At the side of numbers 32 and 34 Heathlands Road
St Andrew's Grove	Outside numbers 20 and 22 Outside Faircroft and side of 48 St. Kilda's Road
St Kilda's Road	Side of 14, 15 and 17 Heathlands Road and outside Heather Lodge. Side of 15 and 17 Bethune Road. Outside Faircroft and number 48 St. Kilda's Road
West Bank	Western junction with Amhurst Park
Wilderton Road	At the side of numbers 35 and 37 Linthorpe Road

APPENDIX 4: Zone W Review Consultation

Final Map



Equality Impact Assessment. Pre Consultation



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Parking Zone W Stage 4 Review

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the potential impacts of the review exercise and any changes to Parking Zone W, in terms of scope, design or operational hours on residents, businesses and visitors with protected characteristics.

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

Name: Paul Dribbell

Ext: 2294

Directorate: Climate, Homes and Economy

Department/Division: Parking Services

Corporate Director: Geeta Subramaniam-Mooney

Date: 9 July 2025

A handwritten signature in blue ink, appearing to read 'Geeta Mooney', on a light blue background.

Comment :

PLEASE ANSWER THE FOLLOWING QUESTIONS:

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

- The aim of the project is to review Parking Zone W, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- The key objective of the parking review consultation is to identify whether operational hours and parking design are reflective of the needs of residents and businesses in the area. If not, the aim is to consider how the Council may revise the zone to meet the needs identified through the consultation.
- Through localised consultations, residents and businesses are given the opportunity to have their say on the hours of operation, design of parking controls (including the location and type of parking bays) and specific design changes. The feedback received from residents and businesses within Zone W will inform the final recommendations made by the Council in relation to the hours of operation.
- The current operational hours in Zone W are Monday to Friday 10am to 12pm. In line with our Parking and Enforcement Plan (2022-2027) Parking services will allow residents and businesses the option to provide their feedback on a set of standardised hours. The hours are reflective of the existing controls around the borough and in nearby parking zones. The following options will be provided as part of the consultation, Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30 to Midnight, Monday to Sunday - 24 hour controls.
- The Council reviewed its approach on 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 less 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](#).
- 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 review also aims to ensure that the parking restrictions comply with current safety standards outlined by the Department for Transport.

The Council will review all consultation feedback. Any decisions recommended will also be guided by parking policy and other key considerations such as road safety, traffic flow and air quality.

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

Consider staff, residents, and other external stakeholders.

- Local residents, business owners, disabled motorists, Waste Services and Emergency Services (Ambulance, Fire and Police) are the main people affected and consulted as part of operational reviews.
- Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design is communicated to the emergency services to ensure that they are happy with any proposed design changes.
- Should parking design engineers propose specific design changes in Zone W, residents and businesses will have the opportunity to provide feedback on these design proposals during the consultation. The overall feedback will be taken into consideration at the recommendation stage. Residents and businesses will also have the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there is a possibility for amendments to be made based on requests from the consultation. For example, additional shared use bays around businesses or the extension of double yellow lines.
- If design changes are made, In order to mitigate a negative impact on the local community, Council officers will need to ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

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

Protected Characteristic	How the W Review will affect them.
Age	<p>Consultation documents will be sent to every household within the zone, this includes care homes and sheltered accommodation. Each resident is entitled to submit a consultation response as long as their full names are provided. Consultation documents will also be sent to nurseries, registered youth groups and schools within the zone.</p> <p>All respondents have an equal opportunity to provide their feedback on the operational hours and the parking design as part of their questionnaire response. All individual feedback will be reviewed and if necessary will be addressed after the consultation has closed.</p> <p>Ambulance bay audits have been carried out outside elderly residential homes to ensure that they are still required. Any bays confirmed as no longer in use were proposed for removal. Should any establishments or individuals require the use of an ambulance bay or general use disabled parking bays, new requests can be submitted to: consultparking@hackney.gov.uk or feedback can be</p>

	<p>provided as part of the consultation.</p> <p>Parking services will look at the safety measures implemented around public amenities such as parks, libraries and community centres prior to the consultation as they are used by members of the community of all age groups.</p> <p>Safety measures such as double yellow lines and kerb blips are already in place in the zone, however requests received from the consultation for additional change will be reviewed.</p>
Disability	<p>Disabled motorists may be impacted by the amount of parking spaces available for their use. The Council tries to balance the needs of all users in a parking zone by providing both resident, permit, disabled bays and visitor parking where a need is identified. This also assists with meeting the parking needs of residents and businesses in the zone.</p> <p>The Stage 4 review consultation will allow all disabled motorists in the consultation zones to provide their feedback and express their views on the operational hours and the parking design of the zone. Feedback from this group will allow the Council to understand the group's needs and accommodate them where necessary.</p> <p>The Council has personalised disabled bays in Zone W, any changes to the operational hours of parking design will not impact those with personalised disabled bays or those wanting to apply for one in the future. The needs of disabled residents are always prioritised over everyone.</p> <p>All feedback received regarding disabled parking provision will allow the Council to understand the needs of this group and make changes to the design of controls where necessary.</p>
Gender reassignment	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
Marriage and Civil Partnership	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
Pregnancy and maternity	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p> <p>The existing provisions around doctors surgeries and medical facilities which accommodate access to these establishments will remain in place. All respondents have the opportunity to provide feedback on the design and general parking queries. The Council will review all feedback before confirming a final design for the proposed zones.</p>
Race	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
Religion/belief (including non-belief)	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p> <p>Prior to starting the consultation, all major public holidays and religious holidays were considered to ensure the consultation response is not impacted and all residents and businesses in the area have adequate time to provide their response.</p>
Sex	<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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations will be experienced by all groups.</p>
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 Stage 4 review consultation will allow everyone within the consultation area to provide their feedback on the operational hours and parking design of the zone. Benefits of the final recommendations 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.

- The project will include an eight week consultation with all stakeholders on the current operational hours in Zone W and the design of parking controls.
- The decision to consult is in line with the Parking and Enforcement Plan, which states Councils have a duty to review parking when a need is identified. Zone W was introduced in 2022, since then there have been various infrastructural developments in the zone and nearby parking zones.
- The review of parking zone W was built into the yearly project plan confirmed by the parking services technical team but incurred delays.
- Prior to starting the consultation, Parking services created a profile report for zone W which assessed permit stress, PCN issue data, pay and display usage and complaints. This report allows the service to identify any parking issues within the zone and make changes accordingly.
- A design engineer has reviewed the existing design of each road within Zone W, ensuring they meet health and safety standards as set by the department of transport. Any design issues identified will be consulted on as part of the consultation process.
- Consultation will take place with internal teams (Streetscene, Waste Services and Planning) to ensure their views are taken into account in the design stage. External consultation also takes place with the Emergency Services, including the Fire Brigade, Police and London Ambulance.
- The Council's disabled parking team have carried out an audit of all existing disabled bays in the consultation zone, this has allowed 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

implemented personalised disabled bays across the borough, including Zone W. Information on confirmed disabled bays and personalised bays have been shared with parking services design engineers, who reviewed the data and built in the confirmed disabled bays into the parking design of each zone.

- As part of the public consultation all local residents and businesses in the parking zone will be consulted for an eight week period and will be sent a consultation leaflet, a questionnaire and map of the current design. All consultation documents will also be available online (dedicated council webpage for parking consultations), questionnaire responses can also be submitted online.
- The Council will install posters on all streets in Zone W advertising the consultation and encouraging feedback. The on street poster will contain information of the review aims and how residents and businesses can take part. A newspaper advert will also be placed in the Hackney Gazette providing information on the consultation. The newspaper has an outreach into Hackney's wide demographic.
- 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 Council took various measures when planning the Stage 4 review consultation to ensure that the consultation remained inclusive of various equality groups and maintained cohesion and good relations. By conducting the review consultation, the Council is responding to developments within the zone. This will have a positive impact on different equality groups and may improve the good relations between the Council and the wider community residing and working in Zone W.
- The public consultation provides an open forum for all local users to have their say on the design of local parking controls and hours of operation within their zone. Where requested, the Council is open to hold meetings with ward members, faith members as well as residents and businesses to discuss the review proposals in detail. These meetings may be virtual, meeting requests will be assessed as and when they are received.
- In line with our Parking and Enforcement Plan (2022-2027) Parking services will allow residents and businesses the option to provide their feedback on a set of standardised hours. The following options will be provided as part of the consultation, Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30

to Midnight, Monday to Sunday - 24 hour controls. Keeping standardised operational hours in Zone W will keep the zone in line with other nearby zones and our policies.

- Parking Services have 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.
- As part of the review process, a design engineer reviewed the current layout of Zone W and proposed specific design changes where required to best reflect local needs.
- 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 8 weeks, to factor in any religious festivity and public holidays.
- The review consultation has the potential to have a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring that the existing parking controls continue to provide a safe road environment and by continuing to provide parking restrictions which meet the needs of all road users. Once the feedback for the consultation has been received the Council will review all feedback provided before confirming the operational hours and final design for the zone.
- As there are controls already in place, reviewing these to address any shortcoming in the design and better meet the needs and demands of the residents and businesses will mean that there will be better parking facilities available for people to use.

Protected Characteristic	Analysis
Age	<p>Should the hours of operation of Zone W change, we do not expect any particular age group to be anymore positively impacted in comparison to the occupants of the whole zone. The following combination of standardised operational hours have been provided for residents and businesses to choose from, Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30 to Midnight, Monday to Sunday - 24 hour controls. All occupants have the same opportunity to provide their feedback, a final outcome will allow elderly residents and motorists to park closer to their homes and establishments during operational hours as well as move around the zone with greater ease.</p> <p>Residents and businesses in Zone W are familiar with parking controls, any changes to the operational hours will not change the way parking provisions are implemented. For example, should operational hours extend, residents and businesses are aware of the need to utilise visitor vouchers for a longer period. Existing permit holders do not</p>

	<p>need to make any changes to their permits.</p> <p>Parking will review parking amenities available outside sheltered accommodations and care homes, ambulance bays have also been audited to ensure they are in use and required. The health and safety measures at junctions, outside parks and public facilities have also been reviewed as part of the review process, engineers have also assessed road width and access for emergency vehicles such as ambulances and fire brigades.</p> <p>All nurseries and schools will receive a consultation pack and can comment on the operational hours and proposed design changes for the zone. All parking facilities and schemes outside of schools and nurseries have been reviewed, existing school keep clear schemes will remain in place and if required additional double yellow lines will be added to these to keep traffic clear near schools.</p> <p>The consultation allows residents, businesses and establishments facilitated towards certain age groups to provide feedback and raise 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>
Disability	<p>Prior to the review consultation, all disabled parking bays will be audited to ensure those which are in use still remain in the zone. The outcome of the audit is then incorporated into the proposed design for the consultation zones. Disabled bays can be used by both disabled residents and visitors as well as carers who have a disabled dependent as long as a valid blue badge is displayed. A valid blue badge can also be used to park in pay and display and shared use bays.</p> <p>All disabled motorists living within Zone W have the opportunity to comment on the operational hours and parking design of the zone. The outcome of the Stage 4 review consultation will potentially have a positive impact on all disabled motorists as a confirmed final design will address any parking stress and issues they may be experiencing.</p> <p>Should the hours of operation change as a result of the result consultation, parking provisions currently in place for disabled motorists will remain, meaning disabled residents do not have to change their approach to parking.</p> <p>As the review allows residents to provide feedback on the current design, should there be any implementation of pay and display and shared use parking bays based on the feedback, these can be utilised by disabled drivers with a</p>

	<p>blue badge.</p> <p>All the current provisions in place for disabled drivers, such as concessions of visitor voucher purchases and free companion badges still remain in place.</p>
Gender reassignment	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Marriage and Civil Partnership	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Pregnancy and maternity	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Race	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the two hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Religion/belief (including	The review consultation is focused on determining whether

non-belief)	<p>the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p> <p>The decision to consult ward members on the consultation start date allowed the Council to plan the consultation in line with the needs of the local community. The start date of the consultation ensures that all major religious festivities and public holidays do not interrupt the response period and allows this consultation to take place over a period of eight weeks. This will have a positive impact on all religious groups in the zone as the ability to respond to the questionnaire will not be interrupted.</p>
Sex	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
Sexual Orientation	<p>The review consultation is focused on determining whether the current hours of operation and existing parking design suit the needs of residents and businesses within the zone</p> <p>The review of the zone and any possible outcomes to the hours of operation will not have any particular impact on this protected characteristic. The outcome of this consultation will lead to a confirmed set of operational hours and design, which will ensure this group will have a zone reflective of their parking needs.</p>
<p>All points stated above could be seen as a positive impact on different equality groups and improve relations.</p>	

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

- Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. Shared use bays and pay and display bays have

been implemented outside businesses, local amenities and areas attracting visitors to accommodate the local demographic and business needs of the zone.

- There could be opposition to possible changes made to the hours of operation which could impact different people in different ways. For example, some businesses may not be in favour of the proposals to extend the hours of operation as this may not be accommodating for visitors, whereas residents living around local businesses may welcome this change. The review consultation is an opportunity for all groups to provide feedback and raise concerns directly with the Council. Parking Services will ensure a final outcome finds a balance between the needs of all groups.
- In addition, where disabled bays are audited and could be removed as part of this process, disabled drivers visiting the borough may be impacted by the reduction in disabled bays. However, Blue Badge holders can park on existing yellow lines for a period of three hours, providing there are no loading restrictions in place and that the vehicle is not causing an obstruction. Blue badge holders can also park in shared use bays and pay and display parking bays.
- The Council is offering a choice of eight standardised hours for residents and businesses to provide feedback on. Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30 to Midnight, Monday to Sunday - 24 hour controls. Whilst existing permit holders will not have to make any changes to their permits, the possible loss of an additional hour of control could be received negatively. However, parking services have reviewed parking stress within the zone and the possible loss of an hour will not impact permit holders greatly. The Council also has a duty in line with its PEP policy to standardise the controls in zones across the borough.
- The consultation is scheduled to start in April 2023, and run for a period of eight weeks. The decision to run the consultation for a longer period of time may receive negative feedback from some residents and businesses simply due to them wanting the Council to make decisions quicker. However the prolonged consultation will allow all residents and businesses to consider the consultation in detail and provide a response they are content with.
- 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.
- Any changes proposed to parking design could also have a negative impact on some groups. For example, if we increased the number of shared use bays on a particular road, this will reduce the number of spaces reserved for residents. To ensure that residents are not impacted negatively, the Council will assess the parking stress on a road before making a balanced final decision on whether to change parking bays.
- The review of the zone and any possible outcomes to the hours of operation will not have any more of a positive impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

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

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

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

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Impact on disabled visitors due to removal of disabled bays as a result of audits.	<p>Ensure there are adequate parking facilities available for blue badge holders - i.e pay and display and general use disabled bays. Ensure all records kept are accurate and that all existing bay holders have been contacted. Consider general use bays around local amenities.</p> <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</p>	Through feedback and regular review of DB parking bays.	During the lifetime of the project and post implementation	Paul Dribbell

		ensure disabled residents have exclusive parking access to them.			
2	Impact of possible changes to the operational hours.	<p>A choice of eight standardised hours have been provided. Should residents and businesses want to discuss these options in detail, they can contact the consultation team directly.</p> <p>Ensure the consultation targets all residents and businesses in the area and all feedback on hours of operation is reviewed. Assess the feasibility of making any changes to the hours of operation and how this will impact residents and businesses in the area. Make sure decisions have regard to the Parking Enforcement Plan.</p>	Through consultation feedback	During the consultation process	Paul Dribbell
3	Impact on residents parking ability due to change in parking design.	Ensure that sufficient analysis is carried out to determine the level of parking stress within the area before any changes are made to parking bay types.	Through consultation feedback and review of current permit holders.	Post consultation	Keith Connett
4	Impact of consultation feedback policy change.	Consultation documents to clearly explain why the policy was changed and how it benefits local residents and businesses. The Council will always look to find effective	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Paul Dribbell

		<p>ways to manage its decision making process and this change allows for residents and businesses to take part in a consultation without the concern of the process being skewed by individuals.</p> <p>The delegated powers report which details the changes, is available for the public to view.</p>			
5	Impact on local street market trade due to operational hour change.	<p>Work closely with the Markets team through internal consultation. Request feedback and guidance where required to address any parking issues caused for the market trade as a result of operational hour change.</p>	Before going live with the consultation and throughout the consultation process.	During the lifetime of the project and post implementation	Keith Connett

Post Equality Impact Assessment.



London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

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

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

Title and purpose of this Equality Impact Assessment:

Parking Zone W Stage 4 Review (Post Consultation)

Purpose of this Equality Impact Assessment:

<p>The purpose of this exercise is to assess the potential impacts of the Stage 4 consultation recommendations and changes to Zone W, in terms of scope on residents, businesses and visitors with protected characteristics. The consultation has explored and confirmed a parking design and operational hours for the consultation area.</p> <p>As a public authority, Hackney Council has a duty to consider or think about how its policies or decisions affect people who are protected under the Equality Act.</p> <p>The purpose of this Equalities Impact Assessment is to demonstrate that the Council has given due regard or has thought about the need to:</p> <ul style="list-style-type: none">• eliminate unlawful discrimination• advance equality of opportunity between people who share a protected characteristic and those who don't• foster or encourage good relations between people who share a protected characteristic and those who don't• remove or reduce disadvantages suffered by people because of a protected characteristic• meet the needs of people with protected characteristics
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- encourage people with protected characteristics to participate in public life and other activities

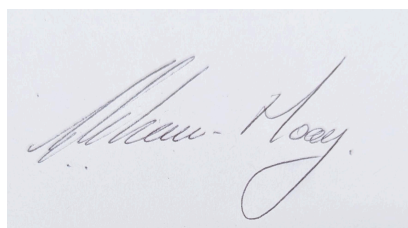
Officer Responsible: (to be completed by the report author)

Name: Paul Dribbell	Ext: 2294
Directorate: Climate, Homes and Economy	Department/Division: Parking Services

Group Director, Climate, Homes & Economy: Geetha Subramaniam-Mooney

Date:

Signature:



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 was to conduct a review of Parking Zone W, in accordance with the Council's Parking and Enforcement Plan (2022-2027).
- The reason to carry out a stage 4 consultation was infrastructural developments which have been made both within the parking zone and in the zones surrounding it. In line with our Parking and Enforcement Plan, the Council has a duty to review parking zones as and when they are required. The review process included an evaluation of the operation of the zone, a review of complaints, correspondence and consultation with residents and local businesses.
- Parking Services carried out an 8 week review which commenced on 11 November 2024 and was completed on 6 January 2025. The consultation allowed all residents and businesses within the area adequate time to respond to the consultation.
- The key objective of the parking review consultation was to identify whether operational hours and parking design are reflective of the needs of residents and businesses in the area, the aim was to also consider how the Council may revise the zone to meet the needs identified through the consultation.
- Consultation packs containing leaflets, questionnaires, a user-friendly map of Zone W and a freepost envelope were delivered to all residents and businesses within 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. Residents were also allowed to go online and fill out the questionnaire. 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.

- On-street posters were installed on all roads within Zone W - the posters advertised the consultation and gave information on how feedback could be provided.
- In line with our Parking and Enforcement Plan (2022-2027) Parking services allowed residents and businesses the option to provide their feedback on a set of standardised hours. The hours were reflective of the existing controls around the borough and in nearby parking zones. The following options were provided as part of the consultation, Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30 to Midnight, Monday to Sunday - 24 hour controls.
- The Stage 4 consultation also consisted of questions relating to the proposed design, operational hours and the implementation of sustainable transport initiatives. Overall, there was little feedback received. Of that feedback, residents and businesses were not unanimously in favour of the zone design that was proposed. All feedback relating to sustainable transport requests have been forwarded to the Council's Streetscene team to address.
- The review also ensures that the parking restrictions comply with current safety standards outlined by the Department for Transport.
- In line with the Council's revised consultation policy regarding its approach to assessing public feedback, the consultation team filtered out and voided responses which were duplicate submissions, incorrect unique reference numbers or where addresses were incorrect or incomplete. This ensured that the feedback used to inform 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 key factors considered in confirming the Zone W operational hours and parking design include, but are not limited to the following; road safety and parking demand, air quality, traffic management, parking stress and consultation feedback.

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 groups affected and consulted as part of the Stage 4 consultation. A published delegated report detailing the recommendations as well as summary documents will be communicated with all those affected.

- Emergency Services are impacted due to the requirement that sufficient road width clearance is provided for emergency vehicles in case of emergencies. The parking design is communicated to the emergency services to ensure that they are happy with any proposed design changes.
- The parking design engineers have proposed specific design changes in Zone W, residents and businesses will have had the opportunity to provide feedback on these design proposals during the consultation. The overall feedback has been taken into consideration at the recommendation stage. Residents and businesses had the opportunity to raise any comments or concerns on the existing design as part of the consultation, so there were possible amendments to be made based on requests from the consultation. shared use parking bays will also be implemented outside local businesses and public amenities to facilitate visitor parking.
- If design changes are made, in order to mitigate a negative impact on the local community, Council officers will ensure that they only implement proposed design changes which are feasible and which do not impact different service users in the area.

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

Protected Characteristic	How the W Review will affect them.
Age	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.
Disability	The consultation process allowed all disabled motorists living within the parking zone to provide their feedback and express their views on the operational hours they would like to see confirmed for the zone and the parking design proposed.
Gender reassignment	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.
Marriage and Civil Partnership	We do not expect individuals within this protected characteristic group to be any more or less affected by the Stage 4 consultation recommendations.
Pregnancy and maternity	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Race	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Religion/belief (including non-belief)	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.

Sex	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.
Sexual Orientation	We do not expect individuals within this protected characteristic group to be any more or less affected by the consultation process.

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 an eight week consultation with all stakeholders on the current operational hours in Zone W and the design of parking controls.
- The decision to consult was in line with the Parking and Enforcement Plan, which states Councils have a duty to review parking when a need is identified. Zone W was introduced in 2022, since then there have been various infrastructural developments in the zone and nearby parking zones.
- The review of parking Zone W was built into the yearly project plan confirmed by the parking services technical team.
- Prior to starting the consultation, Parking services created a profile report for Zone W which assessed permit stress, PCN issue data, page and display usage and complaints. This report allows the service to identify any parking issues within the zone and make changes accordingly.
- A design engineer has reviewed the existing design of each road within Zone W, ensuring they meet health and safety standards as set by the department of transport. Any design issues identified were consulted on as part of the consultation process.
- The decision was made to start the consultation in November 2024 allowing the Council to effectively manage its planning stage and resources. The consultation started after all the festivities had passed, allowing adequate response time was provided for all residents and businesses in Zone W to take part in the consultation.
- Internal Council teams such as Streetscene, Waste Services and Planning, alongside external stakeholders such as the Emergency Services, including Fire, Police and London Ambulance Services will be informed of the Stage 4 consultation recommendations. Health & Safety guidelines in place for both Waste Services and Emergency Services were built into the design of Zone W.
- The Council's disabled parking team carried out an audit of all existing disabled bays in the consultation zone, this has allowed 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 implemented personalised disabled bays across the borough, including Zone W. Information on confirmed disabled bays and personalised bays have been shared with parking services

design engineers, who reviewed the data and built in the confirmed disabled bays into the parking design of each zone.

- As part of the public consultation all local residents and businesses in the parking zone were consulted for an eight week period and sent a consultation leaflet, a questionnaire and map of the current design. All consultation documents were available online (dedicated council webpage for parking consultations), questionnaire responses were also submitted online. The Stage 4 Consultation had a response of 16.3%
- The Council Installed posters on all streets in Zone W advertising the consultation and encouraging feedback. The on street poster contained information of the review aims and how residents and businesses can take part.
- The public consultation was an opportunity for all residents and businesses in the area to express their views on the operational hours and parking design they would prefer for their parking zone. All feedback and viewpoints expressed have been reviewed by the Council's parking team. The Council values the important feedback received from residents and businesses in the consultation zone. The data received as part of the Stage 4 consultation for Zone W, were analysed in line with the Council's revised consultation feedback criteria. This criteria takes 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.
- As part of the Stage 4 consultation process, all ward members in Zone W were sent copies of the consultation literature. As ward members are formal representatives of local residents and businesses the Council allowed them an opportunity to provide feedback on the documents.
- 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 responsible for carrying out the consultation process. Questions 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 were not disadvantaged due to language barriers. During the consultation process, the Council did not receive any requests 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 4 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 other combinations such as parking stress, road safety and traffic flow. The Council is introducing the standardised set of operational hours and 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 community residing in Zone W.

- The overall feedback received from the consultation area shows support for the same enforcement times for Zone W. This alone indicates the Stage 4 consultation had a positive impact on all road users (motorists, pedestrians and cyclists) by ensuring the Council designs a zone reflective of local needs.
- The changes brought about by the Council's revised consultation policy regarding how it accepts consultation feedback also had a positive impact on the consultation. The drive behind the policy change was to ensure the consultation process remained fair, 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. The data which provided the base for the recommendations of the Stage 4 consultation, was reflective of the needs and views of Zone W.
- As part of the review process, a design engineer reviewed the current layout of Zone W and proposed specific design changes where required to best reflect local needs.
- As part of the consultation approval process, consultation documents were sent to ward members to view before being made public and sent to the consultation zone. This allowed 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 8 weeks, to factor in any religious festivity.
- The Stage 4 consultation has now confirmed a set of operational hours and parking design for the zone, and a timeline for the implementation of controls will be arranged. This will allow the Council to actively work towards easing 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 implementation of parking controls.
- Residents and businesses in Zone W are familiar with parking controls, the proposed changes to the operational hours will not change the way parking provisions are implemented. Existing permit holders do not need to make any changes to their permits.
- The table below shows the protected characteristics within the zone and how the Zone W Stage 4 review consultation outcome will impact them.

Protected Characteristic	Analysis
Age	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.

Disability	Recommendations to change some permit bays to shared use bays in Zone W, is expected to positively impact all disabled residents and motorists in the area, as well as individuals providing care for them.
Gender reassignment	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Marriage and Civil Partnership	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Pregnancy and maternity	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Race	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Religion/belief (including non-belief)	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Sex	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
Sexual Orientation	We do not expect individuals within this protected characteristic group to be any more or less positively affected by the Stage 4 consultation recommendations.
All points stated above could be seen as a positive impact on different equality groups and improve relations.	

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

- Due to existing parking restrictions being in place, there is likely to be very minimal impact on the parking ability of different groups. Shared use bays and pay and display bays have been implemented outside businesses, local amenities and areas attracting visitors to accommodate the local demographic and business needs of the zone.
- The majority (92.03%) of answered responses were in favour of Monday to Friday 10 am to 12 pm, whilst 2.16% were in favour of Monday to Friday 8.30 am to 6.30 pm. Just over 1% of respondents supported Monday to Sunday, 24-hour controls. Slightly less than that, but also over 1% of responses supported Monday to Friday 7 am to 11 am.
- One of the key aims of the Stage 4 consultation was to gauge a preference for the operational hours of Zone W. The Council offered a choice of eight standardised hours for

residents and businesses to provide feedback on. Monday to Friday 10am to 12pm, Monday to Friday 7am to 11am, Monday to Friday 8.30am to 6.30pm, Monday to Saturday 8.30am to 6.30pm, Monday to Friday 8.30am to 6.30pm and Saturday 8.30 to 1.30pm, Monday to Saturday 8.30am to 11pm, Monday to Saturday 8.30 to Midnight, Monday to Sunday - 24 hour controls.

- The consultation started in November 2024 and ran for a period of eight weeks. The decision to run the consultation for a longer period of time may have received negative feedback from some residents and businesses simply due to them wanting the Council to make decisions quicker. However, in this instance, this did not occur.
- Elderly residents who experience mobility issues, may find it difficult to park outside of the hours of operation due to the parking stress and increase in motorist parking in the zone. This will result in them having to park further from home or their destinations and experience possible walking difficulties.
- The review of the zone, resulting in no changes to the hours of operation, will not have any more of a negative impact on other protected characteristics such as gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sex and sexual orientation in comparison to occupants of the whole zone.

5. Equality and Cohesion Action Planning

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Monetary impact of parking controls and permit parking.	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.	Through regular update of permit pricing information.	During the lifetime of the project and post implementation	Consultation Officer
2	Impact of parking controls, requirement to adapt to new change.	<p>Ensure the consultation summary leaflet clearly states the changes, and allow residents and businesses to communicate any concerns directly with the consultation team.</p> <p>The summary consultation document will also state key implementation and go live dates.</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 project implementation 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 post consultation process and implementation stage	Consultation Officer
3	Positive impact of the hours of operation and design changes on religious groups	Work with local Councillors and religious groups to inform them of the changes and continue to monitor their needs through ongoing engagement. By implementing proposed changes to meet their needs.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Technical Services Manager

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
5	Positive impact of the hours of operation and design changes on different age groups	If the recommendations proceed, parking signs reflecting the new parking controls will be installed, information sent to residents and businesses affected by proposed changes and statutory consultation with the public for a 21 day objection period which will allow comments to be submitted on the proposals.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Technical Services Manager
6	Positive impact implementing the hours of operation and design changes on disabled motorists	Implementation and enforcement of additional shared use bays for disabled motorists, concessions to be made available for visitor vouchers and Companion Badges. Inform residents that vouchers are no longer needed after hours of operation.	Through continuous review of the area and feedback from residents and businesses within the zone. Through effective and regular enforcement of the zone.	Throughout the life of the zone.	Technical Services Manager