

DECISION AUDIT FORM

For use by Assistant Directors in Exercising (Category 3) or delegated powers
- (Protocol for Officer Delegation)

NEIGHBOURHOOD AND HOUSING DIRECTORATE – PARKING OPERATIONS TEAM

DECISION: - Proceed with the making of the proposals to introduce parking controls in the parking zone L displacement area.

Agree to:-

- **Overrule the objections received and proceed with the making of traffic proposals to extend parking zone L and introduce parking controls in the following roads;** Chevet Street, Swinnerton Street, Kemeys Street, Mabley Street (public highway section) and Edmeston Close.

Reasons;

- 1 Parking Services carried out its duties in line with the Parking Enforcement Plan (PEP) 2015 - 2020.
- 2 The proposals to introduce parking controls in the zone L displacement area are based on two main reasons;
 - Feedback received from the 'combined' stage one and two consultations carried out between March and May 2017.
 - To protect the parking needs of the residents and businesses in the area from high parking stress caused by commuter parking and displacement parking from nearby parking zones.
- 3 In line with our policies, the consultation feedback was analysed on a street by street basis and part street basis.
- 4 The feedback showed that the majority of roads consulted (except Edmeston Close) were in favour of parking controls.
- 5 Parking Services recommended that controls are introduced in all roads in the area to create a logical boundary and protect the needs of the residents from excessive parking pressure.

- 6 The omission of Edmeston Close from the parking zone would result in the area suffering from high parking stress caused by displacement parking.
- 7 This could potentially also lead to traffic flow and road safety issues due to a build-up of vehicles as it would be the only road in the eastern section of the borough without parking controls.
- 8 The Council's consultation process is not a referendum, it takes into account the needs of those who are experiencing parking difficulties and explores ways to resolve these difficulties by providing a logical solution.
- 9 Parking Services recognise that the introduction of controls in one area is likely to cause displacement parking in other nearby areas and have based its final decision on protecting the parking needs of all residents in the area including the residents in roads which were not in favour of controls.

Footway Parking

- 10 Footway parking was banned across London under the London Local Authorities Act 2000. There are very limited exemptions across the borough where designated footway parking is clearly shown by roadside signs and covered by published Traffic Management Orders (TMOs).
- 11 Footway parking is a particular issue as it reduces the available footway width impacting on pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, wheelchair and buggy users and people using pushchairs and buggies or prams.
- 12 Footway parking also tends to result in damage to the pavement resulting in high maintenance costs, pedestrian injury claims and damage to the urban environment.
- 13 Proposals to increase footway parking are contrary to the aims and objectives of the Council's parking and transport policies.
- 14 Reducing the footway width and squeezing pedestrians between cars fully parked on the footway and adjacent buildings contradict the above strategies.

Implementing footway parking would also contradict our Parking policies which have been outlined in the Council Parking Enforcement Plan (PEP) 2015 – 2020.

- 15 Although the Parking Enforcement Plan (PEP) 2015 – 2020 does advice of limited exceptions where footway parking may be allowed within the borough. These are mainly in areas where there is no alternative parking nearby for residents to park.
- 16 In relation to Edmeston Close, residents will be able to park on nearby roads in the area where there is no available space on the road.
- 17 The Traffic Signs Manual chapter 3 which is a Department for Transport (DfT) document and provides guidance on how we implement parking restrictions, recommends a minimum running width of 1.5metres on the footway at locations where footway parking is to be implemented.
- 18 This is to ensure that occupants of parked vehicles are able to safely open the doors as well as allow sufficient width on the footway for pedestrians, wheelchair users and buggies.
- 19 Unfortunately the footway width on Edmeston Close falls short of the recommended width at several locations in the road which means that footway parking could not be implemented.
- 20 Parking Services have found that the number of vehicles parking in an area tend to reduce when parking controls are introduced. This means that there will be less demand for spaces in the area and more available spaces to park. Whilst the reduction of spaces may mean drivers will not always be able find a parking space on Edmeston Close, there will be available spaces in nearby roads where they can park.

Car free development

- 21 Parking zones help to influence levels of car use and ownership in the Borough, which has a knock-on effect on the demand for parking, congestion, road safety, air quality and carbon dioxide emissions.
- 22 Studies have found that parking pricing influences car use and parking controls allow councils to use other sustainable transport mechanisms such as car clubs

and car-free developments, as well as freeing up kerb space for cycle parking, parklets, crossing facilities etc.

- 23 By encouraging walking, cycling and to a lesser extent, public transport, the Council helps promote a healthier lifestyle, in line with a statutory duty under the Health and Social Care Act 2012.
- 24 The Section 106 agreement has been agreed under the Town and Country Planning Act 1990.
- 25 Occupiers of residential developments subject to Car-Free Development Agreements made under Section 106 of the Town and Country Planning Act 1990 are legally not permitted to apply for any type of on-street parking permit unless they hold a blue badge. As a result, Parking Services cannot issue permits to car free developments.
- 26 Residents in car free developments however have other parking options available including; purchasing visitor vouchers, renting a garage from the Council or parking outside of a controlled parking zone (CPZ).

Background

Parking Services consulted displacement roads surrounding the existing parking zone L area between March and May 2017. This was due to numerous requests and a petition received from the some residents in the area as a result of increased parking pressure due to the introduction of parking controls in nearby roads.

Overall, a majority (76 %) of the feedback received from the area were in favour of parking controls. When analysed on a street by street basis, the majority of roads in the area were in favour of parking controls except for Edmeston Close

Based on the feedback received, as well as the need to create a logical boundary, Parking Services proposed to implement parking controls in all roads within the Zone L displacement area that were consulted. Please see the stage one and two delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-l-disp/>.

The Traffic Management Order (TMO) statutory consultation proposal to introduce parking controls in the parking zone L displacement area commenced on 11th September 2017 with a three week objection period ending on the 1st October 2017.

The notice was advertised in the local newspaper (Hackney Today). In addition, site notices were displayed on each street affected by the proposed changes.

A number of objections to the Traffic Management Order proposals were received from residents on Edmeston Close as well as an objection from a resident residing outside of the parking zone.

The majority of the objections received from Edmeston Close respondents were unhappy with the proposed parking design for the road as this would result in the removal of existing footway parking in the road leading to a significant loss of parking spaces.

Parking Services met with the local residents on Edmeston Close to discuss their concerns and reached an agreement on the best way forward which takes into account the safety of both motorists and pedestrians. Where possible recommendations have been made to increase parking.

This report provides a background of the actions taken by the Council, outlines the objections raised and officers' recommendations.

Comments against TMO response from Officers:

A summary of the objections received and officers' recommendations are provided below. Appendix 1 contains copies of all emails received against the TMO notice issued on 11th September 2017.

Five objections were received from residents in Edmeston Close regarding the proposed design for parking controls and one objection received from a resident outside the proposed parking zone area who objected to the introduction of parking controls in the zone L displacement area claiming that this would cause unnecessary hardship to Black, Asian and Minority Ethnic (BAME) residents in the area.

The objections raised in relation to these proposals have been considered and have been overruled. The reason for this has been explained in the conclusion section of this report.

Please see appendix 1 for detailed objections received.

Summary of Objections

Objection 1 – Edmeston Close

Received from:

[REDACTED] I
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The residents objected to the below;

- The proposed parking design for Edmeston Close as this would result in the loss of approx. 70% of the parking spaces in the road.
- Residents will have no space to park close to their properties and will have to park further away. This compromises the security (both personal and property) of the residents.
- The current design does not suit the needs of the residents in the road and should be revised to accommodate the existing footway parking in the road.
- An alternative design also allowed by DfT can be implemented which would retain the existing parking in the area.
- There is not enough space in the surrounding roads to accommodate the resident who cannot park on Edmeston Close.
- The current parking design will cause friction with residents in other roads as their parking spaces will be taken up by Edmeston Close residents.
- It will decrease public safety due to the increased possibility of illegally parked vehicles and extra movement of vehicles.
- There are other options available which have not been but should be considered.

- The proposals go against the wishes of vast majority of the residents of Edmeston Close.

Response:

Parking Services consulted residents in the zone L displacement area (including Edmeston Close) due to numerous requests and a petition requesting for parking controls received from residents who were experiencing adverse effects of displacement parking as a result of the introduction of parking controls in nearby roads.

Stress surveys conducted in the area also showed that the area suffered from high parking stress at different times of the day.

The consultation feedback showed that the overall majority of residents in the area (78%) were in favour of parking controls being implemented in the area. In line with our policies, when the feedback was analysed on a street by street basis, all roads except Edmeston Close were in favour of the introduction of parking controls. Feedback from Kenworthy road was undecided.

When asked whether the residents supported parking controls if they were introduced on nearby roads, the feedback remained the same. Only Edmeston was not in favour of the introduction of parking controls.

Parking Services are proposing to implement controls in all sections of zone L displacement area due to the feedback received which shows that the majority of roads in the area were in favour of the introduction of parking controls.

Although Edmeston Close was not in favour of parking controls, Parking Services have also proposed to introduce parking controls in the road to protect residents from excessive parking pressure.

The omission of Edmeston close from parking controls would cause residents to suffer from severe parking stress due to displacement parking from nearby controlled roads. This is because Edmeston Close would be the only road in the east of the borough without parking controls. Leaving this road uncontrolled would also lead to unsafe parking conditions for residents and other road users in the area. The Council has experienced similar issues in other areas where parking controls have

been introduced in one section and not another. This caused major traffic flow issues leading to diversion of traffic. Parking services would like to ensure that this does not happen again.

Parking Services have tried to maximise parking in the zone L displacement area without compromising the safety of all road users and access for emergency vehicles. Parking bays have been implemented in all sections of the area where it is safe to do so and have only implemented double yellow lines where it is not safe for vehicles to park.

In line with Highway Code and Council policies, we have proposed to implement yellow lines at junctions and bends in the roads to improve visibility as well as relocate parking spaces from the footway unto the carriageway in order to improve safety for pedestrians.

Based on recommendations from the Fire Services, we have to ensure a running width of 3.5 metres is maintained in all roads to allow easy passage for Fire appliances and vehicles during an emergency. Parking Services have had to implement double yellow lines on one side of Edmeston Close as the current road width would fall below the acceptable minimum running width if vehicles were allowed to park on both sides of the road.

In terms of footway parking, this is banned across London under the London Local Authorities Act 2000. There are very limited exemptions across the borough where designated footway parking is clearly shown by roadside signs and covered by published Traffic Management Orders (TMOs).

Footway parking is a particular issue as it reduces the available footway width impacting on pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, wheelchair and buggy users, and people using pushchairs or prams. Footway parking also tends to result in damage to the pavement resulting in high maintenance costs, pedestrian injury claims and damage to the urban environment.

Therefore proposals to increase footway parking are contrary to the aims and objectives of the Council to provide a safe and attractive public realm in Hackney.

As part of the Council's adopted Transport Strategy there are a number of actions that have been adopted including:

- Implementing a continuing programme of removing footways parking.
- Working to promote walking among residents to help address issues of obesity, inactivity and mental health issues
- Working to identify measures that make our streets and public spaces safer and more liveable
- Reducing the footway width and squeezing pedestrians between cars fully parked on the footway and building does not do this.

Implementing footway parking on Edmeston Close would contradict our Parking policies which have been outlined in the Council Parking Enforcement Plan (PEP) 2015 – 2020.

The removal of parking spaces balances the needs of the local community and road users alike by ensuring that all road users including pedestrians, cyclists and pedestrians who live or work in the area can safely use the road space. Footway parking reduces the available space for pedestrians and forces them to walk in the road which could create unsafe conditions and potential conflict with vehicles also using the road space. Double yellow lines have also been proposed across driveways / dropped kerbs to protect residents' access into and out of their properties.

The Traffic Signs Manual chapter 3 which is a Department for Transport (DfT) document provides guidance on how parking restrictions should be implemented and recommends a minimum clear width of 1.5metres on the footway for pedestrians at all times.

This is to ensure that vehicles are able to safely open their doors as well as allow enough width on the footway for pedestrians or people in wheelchairs or with buggies. When the location was reviewed, the footway width fell below the minimum recommended width for pedestrians in many sections of the Edmeston Close if footway parking was to be implemented. This means that footway parking could not be implemented in majority of the road.

In addition, due to the number of properties with crossovers, the number of parking spaces in the road would have been significantly reduced as double yellow lines would have been proposed at those locations to keep the access clear at all times. This is in line with the Council's design guide used to implement parking controls.

The Permit Holder past this point scheme (PPA) proposed by residents would unfortunately not increase the number of spaces in the area as the scheme would still not permit drivers to park on the footway without it being designated as footway parking. In addition, in line with our procedures, yellow lines will still need to be implemented in the road to signify where drivers are not able to park including at junctions, narrow sections of the road and outside accesses. Parking Services only introduce PPAs where it is absolutely necessary to do so, for example, where posts cannot be implemented. Having lines on the ground make it clearer and easier for motorists to understand where they can and cannot park therefore a PZ is the preferred method to use.

The Council does ensure that its parking zones are standardised across the borough and therefore introduce PZs to make it easier for motorists to recognise and understand what parking restrictions mean. Other methods of signing and lining such as restricted zones or PPAs are only considered when there is no other alternative.

From previous experience, the number of vehicles parked in an area tend to reduce once parking controls are introduced. This is because the introduction of parking controls deter commuters and displaced vehicles from nearby zones parking in the area. This leads to a lot more parking spaces being available for residents.

As a result, that there will be less competition for spaces in the area and more available spaces to park. Whilst Parking Services understand that the reduction of spaces may mean drivers will not always be able find a parking space on Edmeston Close, there will be available spaces in nearby roads where they can also park. As per the terms and conditions of a permit, a permit holder is not always guaranteed a parking space outside their house.

The proposed design will improve road safety as proposals have been made to remove parking in locations where it is unsafe to park thereby improving visibility for all road users.

The introduction of parking controls in an area reduces parking stress by effectively managing available kerb spaces and ensuring they are available for roads users who require them the most. The hierarchy of needs within the Parking Enforcement Plan (PEP) 2015 -2020 provides guidance on how to prioritise parking so that the Council can effectively manage the ever growing demand for kerb space based on the needs of each road user.

The parking design proposed for Edmeston Road has been reviewed and approved by various stakeholders including the Fire Services, Emergency services and Waste services. This ensures that any parking restriction implemented takes into account both access and safety.

However, to ensure that the residents of Edmeston Close are not severely impacted by the loss of parking spaces on their road, Parking Services have met with residents and proposed to explore the introduction of single yellow lines rather than double yellow lines in front of crossovers. This would provide additional parking spaces by allowing residents and their visitors to park in front of their accesses in the evenings and weekends.

In addition to the above, Parking Services have also reviewed the proposed parking design for the road and have identified an additional space which can be added to the design. Parking Services will ensure that the additional space is implemented soon after parking controls are implemented.

Objection 2 –

Received from:

[REDACTED]

The resident objected to the proposals below;

- The proposed introduction of parking controls in the zone L displacement area as this would impact working class as well as Black, Asian and Minority

Ethnic (BAME) residents who live in the area as they would have to pay an additional charge to park in the area.

- The introduction of parking controls in the area would also affect social housing residents in nearby car free developments as they would no longer have any areas nearby where they can park their vehicles.

Response

The introduction of parking controls in zone L displacement are in line with our policies documented in the Parking Enforcement Plan (PEP) 2015 – 2020.

Parking Services consulted residents in the zone L displacement area (including Edmeston Close) due to requests from residents and a petition requesting for parking controls to be introduced as they were experiencing parking pressure as a result of the introduction of parking controls in nearby roads.

Stress surveys were conducted in the area prior to the consultation which confirmed that the area suffered from high parking stress at different times of the day.

The consultation feedback showed that overall majority of residents in the area (78%) were in favour of parking controls being implemented in the area. In line with our policies, when the feedback was analysed on a street by street basis, all roads except Edmeston Close were in favour of the introduction of parking controls. Feedback from Kenworthy road was undecided.

When asked whether residents supported parking controls if they were introduced on nearby roads, the feedback remained the same. Only Edmeston was not in favour of the introduction of parking controls.

From the feedback received, it was clear that there was support for parking controls to be introduced in the area. Based on the feedback received and to ensure that the parking needs of residents are protected from commuter parking, Parking Services have proposed to implement controls in all sections of zone L displacement.

Unfortunately, occupiers of residential developments covered by a Car-Free Development Agreement made under Section 106 of the Town and Country Planning Act 1990 are legally not permitted to apply for any type of on-street parking

permit unless they hold a blue badge. This is a condition that has been stipulated between the developer of the property and the Council planning department.

As a result, Parking Services cannot issue permits to residents of properties within car free developments. For more information on car free conditions / s106 conditions can be found on <https://www.hackney.gov.uk/planning>.

In addition to the above, as part of the consultation and implementation process, Parking Services carry out an equality Impact assessment to ensure that the implementation of parking controls do not have an adverse effect on specific user groups. A copy of equalities impact completed for the zone L displacement area can be found in the delegated report.

Equalities Impact Assessment

As part of the consultation process, the Council carried out an Equality Impact Assessment to ensure that the proposals made do not have an adverse effect on the parking needs of specific groups including disabled drivers.

The public consultation provides an open forum for all local users to have their say on the introduction and the design of local parking controls. The introduction of controls has a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment and by creating parking scheme which meets the needs of local users.

Financial Implications

The estimated cost of this scheme is £12,000. The scheme is fully funded from the capital costs budget for 2017/18.

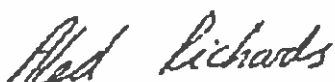
Recommendation:-

After considering the objections to the publication of the proposals as part of the traffic management order, it is recommended to;

- Overrule the objections received and proceed with the making of traffic proposals to extend parking zone L and introduce parking controls in the following roads; Chevet Street, Swinnerton Street, Kemeys Street, Mabley Street (public highway section) and Edmeston Close.

Approval

I have noted the contents of this summary and agree with the recommendations contained therein.



Signed.....

Dated.....12 October 2017.....

Aled Richards –Director Public Realm
CC. Councillor Feryal Demirci – Cabinet Member for Neighbourhoods
CC. Andrew Cunningham –Head of Streetscene

APPENDIX 1

Cotesbach Road

Objection: 1A

Received from: [REDACTED]

Sirs,

Firstly, the above notice as posted in Edmeston Close reads:

“Further information may be obtained at www.hackneytraffweb.co.uk

This does not appear to be the case at all. On that site there is absolutely no mention of the above order or any plans for the proposed restrictions in any of the streets mentioned in the above order.

I have already made my objections to this proposed scheme (specifically regarding Edmeston Close) very plain and I expect for my previous correspondence with Hackney council on this to be taken as formal objections to the above notice.

Those objections are briefly as follows:

- . The proposed layout removes the majority of the parking on Edmeston Close
- . This will mean that approx. 70% of the vehicles belonging to residents will have no space.
- . There is not enough space currently in the surrounding streets to accommodate this displacement.
- . This compromises the security (both personal and property) of the residents.
- . It will cause on-going friction with residents of other roads.
- . It will decrease public safety due to the increased possibility of illegally parked vehicles and extra movement of vehicles.
- . There are other options available which have not been but should be considered.
- . The proposals go against the wishes of vast majority of the residents of Edmeston Close.

There has been correspondence with Hackney Council on this matter and a meeting to discuss this is to be arranged ASAP by Seamus Adams.

Until such time as discussions with Hackney Council and if necessary the relevant governmental agencies are concluded on this then I do not believe that this order should go ahead.

Sincerely

[REDACTED]
[REDACTED]

Parking Zone L Extension. Consultation outcome.

Dear Sirs,

I wish to make one or two comments on the Consultation Outcome document which the council has recently sent out.

Specifically, on the "Final Recommendation" portion of the document and the so-called parking design for Edmeston Close.

My first comment is to acknowledge the determination of Hackney Council and its officers. Who, over many years, have continued unabated in their task of making the lives of car owners/drivers in Hackney a total misery and to squeeze ever more money from them whilst so doing. To follow their unattainable dream of a car free Hackney and, in doing so. Ignoring the actual needs and requirements of their residents, shows a level of determination (not to mention other less polite things) that deserves recognition, if not any level of congratulations.

Over many years now Hackney Council has been, unnecessarily, removing parking spaces from residential areas using Yellow lines or other "enforcement".

By reducing the amount of available spaces, you have been exacerbating the issues which you mention in your PEP documents. I.E *more requirement for parking than there is available*.

I remind you that, according to your PEP documents, the second priority (behind blue badge holders) in the "*Hierarchy of parking need*" is residents parking.

May I also remind you that one of your "*important improvements in line with residents' and businesses' feedback*" was "*cutting down on unnecessary yellow lines to create more space for residents etc.*".

In your latest PEP one of the recommendations is:

"a review of parking priority according to need, with an emphasis on supporting people with disabilities. Hackney residents and local businesses."

Also from the same document. "**1.43 7) Manage parking in a manner that makes best use of the limited resources available**".

Other documents published over the years by Hackney Council have stated that parking should consider things like, residents security, proximity to their residence etc.

Planned parking zone and design for Edmeston Close.

The proposed parking "design" for Edmeston Close (a small residential cul-de-sac) would appear to go against everything Hackney Council has said in its documents and it goes totally against the needs and wishes of the residents.

The planning for this road has not in any way considered the needs or wishes of the residents. Neither has it made the best use of the limited space available. It shows a total lack of knowledge of these needs and resources when it can be stated that:

"Parking controls in the zone L displacement area have been designed to suit the needs of the area."

To be frank, this statement is totally ludicrous in that it seems to assert that by removing approximately 70% of the current parking on a road (Edmeston Close) it is *"designed to suit the needs of the area"*.

Also the statement *"ensure they can park close to their properties"* Shows a total lack of knowledge of the area and that in fact no one from the "planning" department has the slightest idea of the *"needs of the area"*.

I would very much appreciate someone from the planning department explaining to me how this can possibly be *"suited the needs of the area"*.

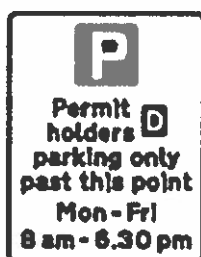
86% of respondents (of Edmeston Close) to the consultation stated that they are not in favour of the design for this road. Does that not tell the council and planners that just maybe there is something wrong with their design?

I do find it hard to call it a design, because a design would indicate some thought, proper planning and (radical idea here) TALKING TO THE RESIDENTS.

There are a number of ways that non-resident parking can be controlled in Edmeston Close without the need to remove approx. 70% of the current parking capacity.

The simplest of which would be to use a method such as this (obviously with wording on the sign amended as required):

Some residential streets, particularly culs-de-sac, which are reserved for permit holder parking only may not have any signs or bay markings within them, except possibly for a few repeater plates. A sign at the entrance to the street will indicate that parking is for permit holders only.



Parking for permit holders only in the street or streets beyond this sign, during the times shown

50

Using this signage removes the requirement for any road markings or changes to the way the residents currently arrange the parking.

This would be cheaper overall for the council.

It would be advantageous to the residents as there would be no more non-resident casual parking thus removing any current "congestion" during the working week.

It would not remove up to 70% of the currently available parking space.

It would also mean that the council still get their "pound of flesh" as it would require residents to purchase resident permits.

There are examples of this method being used around the country in roads similar to Edmeston Close.

I can give you the specific DOT authorisations for some of these examples if you require.

The council's current proposed plan would mean that there would only be parking space for approximately 6-7 vehicles maximum. Many residents would no longer be able to park anywhere near their property or even in the immediate area. (there are 18 houses which have their front on the adopted portion of Edmeston Close which are directly affected and a further 81 flats and houses which are indirectly affected). There would be nowhere for delivery vehicles to park. It would likely cause a narrowing of the street thus potentially causing difficulty for larger vehicles (fire, delivery trucks) There would be nowhere for visitors parking. There would be nowhere for the remainder of the residents who currently park there. This displacement would mean an extra burden on the surrounding streets, (Mabley St. etc.). It would mean security would be compromised for the residents and their property. It would cause friction with residents competing for spaces. In short it will be a disaster.

For about 25+ years the residents of Edmeston Close have managed to park in a way which is practical and beneficial for all the residents. Hackney Council has been well aware of the "unique" nature of this road and the way in which the residents themselves sort things out. In the past, I have spoken to council staff who themselves have said that we, the residents, were doing the most sensible thing.

Now, I realise that Hackney Council wants their "pound of flesh" from the evil car owners, so by all means bring in residents parking permits. But it cannot be beyond the wit of the planning department to come up with a solution which retains the current parking spaces but allows Hackney Council to extort their money from the residents who are obstreperous enough to want or need to own a car in Hackney.

Here is a radical idea for the council and its officers. Come and TALK TO THE RESIDENTS.

I have in the past requested a meeting with the department head responsible for parking in this area and been ignored.

I am now, once again, formally requesting a meeting with the head of the parking dept., whoever is responsible for the design and planning and the relevant councillors.

This meeting would be best conducted on-site at Edmeston Close, that way Hackney Council can actually see the area for themselves.

Please advise the earliest possible date that this can be arranged.

Regards

[REDACTED]

A very disgruntled, annoyed and pretty cheesed off council tax payer of Hackney, Edmeston Close.

Objection 1B

Received from: [REDACTED]

Hi There,

I am a resident at ■ Edmeston close and I've been informed by post that the council is forcing parking restrictions on Edmeston close. I live at number ■, and have received no consultation form and therefor had no say in this decision. Maybe the council would have better response rates if there forms actually made it to residents? Though by the looks of it even if I had my say the council would still be steam rolling ahead with its plans. Why bother surveying on a street by street basis if you choose to ignore and disregard the results? 79% of Edmeston close say NO to parking restrictions why are the restrictions going ahead?

The only parking problem Edmeston close has is the council trying to impose an irrational, illogical, unnecessary and severely reduced parking restrictions. If the council is desperate to get more money from the residents on this street, simply sign it permit holders only and leave the parking the way it is. Then residents can park on their street just like they have before.

Edmeston close is one of a few cul de sac in the area, because we don't tend to get passing traffic we don't have an issue parking near our homes. Mabley Street and other nearby streets want restrictions so they can park near their home. Which they can't do at the moment because it's just of a main road and so people will naturally park there first. However, when your restrictions come into place and removed 70% of the parking where do you think the Edmeston close residents while have to go to? They will spill out into Mabley and Swinnerton Street, and those residents have the same problem again. Which the council has created and charged them for the pleasure.

I would like 2 things to happen following this email. Firstly have my objections added and considered. And secondly be put in touch with the person who is responsible for the parking restrictions.

I hope to have this problem solved quickly



[Website](#) / [Twitter](#) / [Linkedin](#)

Objection: 1C

Document Number: 18829175

Document Name: Zone L disp 2017 - Decision Audit Report

Received from: [REDACTED]

Dear Mr Cunningham

I am a resident of Edmeston Close E9 and i am very disappointed to hear that there will not be enough parking bays to park in Edmeston Close.

I have been a resident for over 20 years and do not oppose to my street having parking permits even though i voted not too. But i am upset about my street not having enough parking bays for the residents living at Edmeston Close. I find this unfair and feel residents are not being heard.

It seems to me that it has not been taken into consideration how many residents live in Edmeston Close and whether they have enough sufficient parking.

I hope this matter will be taken into consideration before parking permits go live in

Edmeston Close.

Kind Regards

[REDACTED]

Objection: 1D

Received from: [REDACTED]

From: [REDACTED]

Sent: 02 October 2017 14:46

To: Streetworks <Streetworks@Hackney.gov.uk>

Subject: Objection to: The Hackney (parking places) (map based) (consolidation) (amendment No.*) order 201*. TT 1240

Dear Sirs,

I wish to object in the strongest possible terms to the design and planned imposition of the above order, specifically for the design of Edmeston Close.

This design which is to be imposed on the residents of Edmeston Close will remove the vast majority of available parking for the residents of this street. The consultation document was voted against by a very large majority of respondents in Edmeston Close but Hackney Council has decided that our views are not to be heard!!

The design will mean there will be a total of 6 spaces on the street with no other parking allowed at any time. This means that on average 12-13 cars will be displaced to roam other streets in the area attempting to find a parking spot in already crowded streets.

This will be a safety hazard and will actually go against the council's aims of reducing pollution by forcing vehicles to drive around residential streets at low speeds thus increasing exhaust pollution.

It will mean that the security of resident's property will be reduced by having to park quite some distance from their houses. It will potentially increase tensions between neighbours and neighbouring

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streets as they battle for "their parking space" going against the "community cohesion" that Hackney Council espouses.

I understand from discussions with other neighbours that Hackney council has been given suggestions as to how the CPZ could be implemented without the need for the street to be coloured yellow and without the need to reduce the capacity for residents. However these suggestions have been dismissed out of hand.

For 30 years residents of Edmeston Close have lived quite happily with the system which is in place. This is a quiet cul de sac with no through traffic and foot traffic is limited to residents of the Close.

There is a saying, "if it aint broke, don't fix it". That applies here. By all means bring in a CPZ for the area but rather than painting the area yellow, listen to residents and amend the design in such a way that we do not lose all parking for no reason.

I understand the suggestions put forward are also in line with DfT policies and suggestions for a street such as ours so there is absolutely no reason that Hackney Council cannot implement them.

Regards

[REDACTED]
[REDACTED]

Objection: 1E

Received from: [REDACTED]

From: [REDACTED]

Sent: 02 October 2017 15:12

To: Streetworks <Streetworks@Hackney.gov.uk>

Subject: Objection to proposed parking design on Edmeston Close. order 201* tt1240

Sirs,

Please register my objections to the above order.

The parking design for Edmeston Close is totally and utterly against the wishes of the residents of the street and will cause problems for them and residents of the surrounding streets.

By removing the vast majority of the parking on this street and leaving just 6 spaces means that the majority of residents of Edmeston Close will, if they can actually find any spaces, have to park their vehicles some distance from their property. In some cases it is likely they will have to park in a different area altogether meaning the crossing of a busy main roads with the associated safety concerns for the elderly and young.

This is a quiet cul de sac and there has never been any concerns with the parking to date. Residents cooperate with each other and an ad hoc "neighbourhood watch" has operated with regards to parking and the security of each other's vehicles.

Hackney Council is now on a course which will lead to the destruction of this cooperation as people "battle" for the limited parking available.

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The security of residents' property and personal safety will be compromised by potentially having to park their vehicles streets away from their houses.

Why is Hackney council determined to change that which has worked well for many years? It is quite possible to implement a resident's only scheme in this road and area without the need to reduce the space available to residents.

When over 80% of the residents expressed their opposition to this proposal for Edmeston Close why is Hackney Council determined to go ahead and ignore the wishes and suggestions of the residents themselves?

Please ensure this objection gets a proper hearing.

Regards

[REDACTED]

Objection: 2

Received from: [REDACTED]

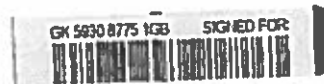
Homerton
E9 5QY

21st September 2017

Streetscene Team
London Borough of Hackney
Hackney Service Centre
1 Hillman Street
London
E8 1DY

Hackney Parking & M103
Received

07 OCT 2017



Dear Sirs,

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

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

TT1240

I wish to oppose the proposal to implement parking restrictions on the streets covered – Chevet, Kemeys, Swinnerton and Mabley. I am challenging the proposal on the grounds that it will significantly, disproportionately and negatively impact the mainly Black And Ethnic Minority families (BAME) who live nearby in the blocks of flats that exist in the area and will lead to further hardship for these families.

Over the last few years Hackney has allowed the creation of large developments with no consideration for infrastructure in respect of parking facilities for the families housed in these mainly high-rise developments. For the social housing tenants, parking in these developments is on a "first come first served basis" by the private developers while leaseholders are allowed to pay for and have sole use of a parking bay. This demonstrates the idea that tenants are lesser than home-owners.

A few months ago parking restrictions were implemented in several other roads in the area. This reduced the available parking as resident parking permits are available for people living in houses, however not for those living in the blocks as they are not eligible to obtain resident parking permits due to being housed in these "car-free zones". This new proposal will remove the last remaining spaces which will only lead to further hardship for a great many families in the area. This will drive poorer families away from the area and feels like ethnic cleansing by manipulation of the system by making it uncomfortable for the poor to enjoy living in the area.

Why is it so outrageous to think that young families who work hard and are forced to live in these flats may aspire to owning a car?

Why are working class BAME people not expected to own cars when planning these densely populated developments?

In effect these "car-free zone" developments discriminate against the working class families with young children and elderly relatives living in these blocks whose mobility is limited. The council's proposal to implement parking restrictions is discriminatory to a large number of BAME families housed nearby. It will create further hardship to these families and should not proceed.

Yours sincerely

