

## **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 zones R and S displacement areas.**

#### **Agree to:-**

- **Overrule the objections received and proceed with the making of traffic proposals to implement parking zone R and introduce parking controls in the following roads;** Alconbury Road, Benthall Road, Brooke Road (from its junction with Jenner Road to its junction with Rendlesham Road), Evering Road ( from its junctions with Jenner Road to its junction with Upper Clapton Road), Geldeston Road (from junction with Northwold Road to junction with Alconbury Road, Ickburgh Road, Maury Road, Narford Road, Norcott Road, Ottaway Street, Reighton Road, Rendlesham Road and Stoke Newington Common.
  
- **Overrule the objections received and proceed with the making of traffic proposals to extend parking zone S and introduce parking controls in the following roads;** Brooke Road (from its junction with Rendlesham Road to its junction with Upper Clapton Road), Kenninghall Road, Nightingale Road and Walsingham Road.

#### **Reasons;**

- 1 Parking Services carried out its duties to consult and introduce parking controls in the parking zones R and S displacement areas in line with the Parking Enforcement Plan (PEP) 2015 - 2020.
  
- 2 The proposals to introduce parking controls in the zone R displacement areas was based on two main reasons;

- Feedback received from the 'combined' stage one and two consultations carried out between October and December 2016.
  - To create a logical boundary and protect the needs of the residents and businesses in the area from displacement parking which may be caused by the introduction of parking controls in nearby roads.
- 3 In line with our policies, the consultation feedback was analysed on a street by street basis and part street basis and not based on the overall feedback from the area.
  - 4 The feedback showed that the majority of the roads in Zone R displacement area (6 out of 8 roads) were in favour of parking controls. See delegated report; [https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting\\_documents/Stage 12 Delegated Authority Report Zones R S and N disp areas Jan 2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf)
  - 5 By analysing the feedback on a street by street basis, Parking Services ensure that the needs of all streets in the area are represented in fair and equal manner. In relation to zone R displacement area, although 58% of the overall feedback were not in favour of parking controls, majority of the feedback not in favour of parking controls were received from Ickburgh Road whilst the remaining roads were majority in favour of parking controls (except Northwold Road).
  - 6 Parking Services have proposed to implement parking controls in all roads within the zone S displacement area in order to protect the needs of the residents from displacement parking which may be caused by the introduction of parking controls in nearby areas.
  - 7 When considering whether to introduce parking controls in an area, Parking services have to Parking Services have to consider a variety of factors including; safety, flow of traffic, consultation feedback from the area and displacement parking from nearby areas.
  - 8 Although the majority of the roads in the zone S displacement area were not in favour of parking controls, not introducing parking controls in the area would result

in the four roads suffering from high parking stress from the nearby zone R and S extension areas which could potentially lead to traffic flow and road safety problems as these roads would be the only area in the Hackney Downs ward without parking controls.

- 9 The Council's consultation process is not a referendum. It takes into account the needs of those who are experiencing parking difficulties and look at ways to resolve their parking by providing a logical solution.
- 10 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 the residents in those roads which were not in favour of controls.
- 11 Consultation leaflets and questionnaires delivered to residents and businesses provided detailed information regarding how the Council makes its decision on the introduction of parking controls.

### **Design of parking controls in new area**

- 12 Parking Services initially consulted zone R and S displacement areas between August and October 2015. This was due to requests from residents who were experiencing difficulty parking close to their properties.
- 13 The initial boundary proposed for zone R was between Stoke Newington Common in the north of the area and Ottaway Street in the south. See initial consultation map; [https://consultation.hackney.gov.uk/parking-services/zone-e-displacement-consultation/supporting\\_documents/EDisp.pdf](https://consultation.hackney.gov.uk/parking-services/zone-e-displacement-consultation/supporting_documents/EDisp.pdf)
- 14 Rendlesham Road was originally proposed within parking zone S along with Nightingale Road and Walsingham Road. See initial consultation map; [https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting\\_documents/DDisp3.pdf](https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting_documents/DDisp3.pdf)
- 15 The feedback received from the areas showed that Rendlesham Road were in favour of parking controls whilst to the roads to the north of Kenninghall Road were not in favour of parking controls.

- 16 As the residents of Rendlesham road were in favour of parking controls, Parking Services proposed to move Rendlesham Road into zone R to ensure that they were able to receive parking controls and their parking needs were protected.
- 17 The proposed parking zones were approved by the Group Director in February 2016 and the parking design those areas were finalised in August 2016. See delegated report for more information;[https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting\\_documents/Delegated\\_Authority\\_Report\\_Zones\\_Dn\\_E\\_and\\_N\\_disp\\_areas\\_v2.pdf](https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting_documents/Delegated_Authority_Report_Zones_Dn_E_and_N_disp_areas_v2.pdf)
- 18 R displacement area (including Alconbury Road, Ickburgh Road and Reighton Road) and S displacement area (including Nightingale Road, Walsingham Road, Kenninghall Road and sections of Brooke Road) were subsequently consulted between October and December 2016 on the introduction of parking controls. This was due to the nearby implementation of zone S and proposed implementation of Zone R as well as requests received from some roads in the zone R displacement area.
- 19 As the parking zone boundaries have already been consulted on and approved via delegated authority, Parking Services are unable to amend the boundary of the parking zones without reconsulting the residents in the area.
- 20 Unfortunately, doing so would delay the implementation of parking controls not just in zones R and S displacement, it would also delay the implementation of parking controls in zone R who originally requested for parking controls and are currently suffering from high parking stress.
- 21 To ensure that residents in the areas receive parking controls in time, Parking Services proposes to implement the parking zones R and S displacement areas with the current boundaries however, in line with our policies review the parking zones one year after they are implemented to ensure that they suit the needs of the community.
- 22 As part of this review, Parking Services will review and reconsult residents on the boundary of the parking zones R and S to identify it still suits their needs.

- 23 Residents in Walsingham Road are able to park in other zone S displacement roads close to their properties including Nightingale Road, sections of Brooke Road and Kenninghall Road.
- 24 In addition, Residents in Rendlesham Road are also able to park in nearby zone R roads such as Maury Road, Ottaway Street and Benthall Road which are also close to their properties.
- 25 Shared use bays have been proposed at the end of Ickburgh Road close to Upper Clapton due to its proximity to the businesses on Lower Clapton Road. The spaces would allow both residents and visitors to the businesses on Lower Clapton Road to park.
- 26 In line with our design standard, parking services only propose shared use bays close to businesses. This is to allow flexible use of the parking spaces by both residents and businesses.

### **Hours of operation**

- 27 The hours of operation implemented in the Zone R area are based on the majority feedback received from the area.
- 28 As a new parking zones was proposed in the area, Parking Services consulted residents in the Zone R area on the hours of operation for the area as part of the stage two consultation completed between June and July 2016.
- 29 Residents and Businesses were given a choice of hours in line with our standardised hours of operation. These included; Mon – Fri; 8.30am to 6.30pm, Mon – Sat; 8.30am to 6.30pm and Mon – Fri; 10am to 12pm.
- 30 In addition to these hours, the non –standard hours of Mon – Fri; 7am to 11am was also offered in the consultation due to a high number of requests received from the area in the Stage One consultation completed the preceding year (between August and October 2015).

- 31 Majority (38%) of the feedback received from the area were in favour of Mon – Fri 7am to 11am. Based on this feedback, parking services implemented the hours with the highest majority. See the stage two delegated report for more information; [https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage\\_two\\_consultation\\_delegated\\_report\\_zone\\_r\\_s\\_displacement\\_and\\_n\\_displacement\\_2016.pdf](https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage_two_consultation_delegated_report_zone_r_s_displacement_and_n_displacement_2016.pdf)
- 32 The shorter hours of operation will deter commuters to the area by ensuring that they are unable to park in the area and use the transportation links.
- 33 As zones R and S displacement areas were joining existing parking zones (zones R and S), which already had their hours of operation (zone R Mon to Fri; 7am to 11am, zone S; Mon to Sat 8.30am to 6.30pm), they adopted the same hours as the zones they were joining.
- 34 This was communicated to residents and businesses via the consultation packs and summary leaflets sent to the area.
- 35 Parking Services review new parking zones one year after they are implemented to ensure that they suit the needs of the community. As part of the review consultation, residents and businesses will be able to provide their feedback on whether the hours of operation implemented still meets their needs.

### **Permit Prices**

- 36 The price of permits were communicated to residents and businesses in the consultation booklets sent out to the residents. The information contained in the booklet showed that the permit prices will remain the same regardless of the hours of operation for the area and did not specify concessionary rates for shorter hours of operation.
- 37 Permit prices are based on CO2 emissions and not on the hours of operation of the area.
- 38 In line with Council procedures and constitution, the Group Director has been granted delegated authority to approve the implementation of parking controls in

the zone R and S areas based on the feedback received from the roads as well as to create a logical boundary.

### **Car free development**

- 39 The Section 106 agreement has been agreed under the Town and Country Planning Act 1990.
- 40 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 permits unless they hold a blue badge. As a result, Parking Services cannot issue permits to car free developments.
- 41 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**

The statutory consultation for the Traffic Management Order (TMO) proposals TT1200 to introduce parking controls in zone R and S displacement areas was advertised on the 27<sup>th</sup> February 2017 with a three week objection period ending on the 20<sup>th</sup> March 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 were received to the proposed Traffic Management Order proposals. The objections were received from residents in both the zones R and S displacement areas.

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

### **Zone R Displacement area**

Parking Services consulted displacement roads surrounding the proposed parking zones R area between October and December 2016. This was due to requests received from some residents in the zone R displacement area, as well as to protect the needs of the residents in the area from displacement parking which may be caused by the proposed parking zone R.

Overall, majority (58%) of the feedback received from the area were not in favour of parking controls. However in line with our policies, when the feedback was analysed on a street by street basis, the majority of roads (except Ickburgh Road and Northwold Road) were in favour of parking controls.

Based on the feedback received as well as to create a logical boundary, Parking Services proposed to implement parking controls in all the Zone R displacement roads consulted. Please see the stage one and two delegated report for more information; [https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting\\_documents/Stage\\_12\\_Delegated\\_Authority\\_Report\\_Zones\\_R\\_S\\_and\\_N\\_disp\\_areas\\_Jan\\_2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf)

Parking services have subsequently received objections from some residents in the zone R area who have objected to; the introduction of parking controls, the design of parking controls and the proposed hours of operation for the area.

### Zone S Displacement area

Parking Services initially consulted displacement roads to the north of zone S between August and October 2015. The feedback received from the area was mixed. The majority of roads to the south of Kenninghall Road were in favour of parking controls whilst majority of the roads to the north of Kenninghall Road (including Kenninghall Road) were not in favour of parking controls.

Based on this feedback as well as to create a logical boundary, parking controls were only introduced in the roads south of Kenninghall Road. The displacement roads to the north of Kenninghall Road were left free from controls. Parking controls in zone S were extended in December 2016. See the stage one delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement->



Due to the extension of zone S as well as the proposed zone R area nearby, the zone S displacement roads to the north of Kenninghall road were reconsulted between October and December 2016 to allow the residents in the area the opportunity to have another say on the introduction of parking controls.

Overall, majority (72%) of the feedback received from the area were not in favour of parking controls. In addition, when analysed on a street by street basis, only one road (Walsingham Road) was in favour of parking controls.

Parking Services has however proposed to implement parking controls in all roads in the parking zone S area to protect the needs of the residents from displacement parking which may be caused by the introduction of parking controls in nearby areas.

Not introducing parking controls in the zone S displacement roads that were not in favour of controls would result in those roads suffering severe parking pressure from displacement parking as they would be surrounded by roads which have parking controls and would be the only uncontrolled roads in the Hackney Downs ward.

Please see the stage one and two delegated report for more information; [https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting\\_documents/Stage 12 Delegated Authority Report Zones R S and N disp areas Jan 2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf)

Parking services have subsequently received objections from some residents in the zone S displacement area who have objected to; the introduction of parking controls and the parking zone boundary of the proposed zone.

### **Comments against TMO and Officer's response:**

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 27<sup>th</sup> February 2017.

A number of objections with similar objection reasons were submitted from Rendlesham Road and Walsingham Road. These objections were not against the introduction of parking controls on their road but rather the proposed parking zone boundary.

Those objections, which raise similar issues, have been grouped together and a response provided accordingly.

Objections received during the consultation period predominantly related to the following:

- The introduction of parking controls in the proposed parking zone R.
- The extension of parking zone R to include all roads between Alconbury and Ickburgh Road.
- The extension of parking zone S to include all roads between Kenninghall Road and Brooke Road.
- The proposed parking zone boundary for parking zones R and S displacement.
- The proposed parking design for zones R and S displacement
- The proposed hours of operation of Monday – Friday; 7am to 11am in the Zone R.

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**

**Received from:**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The residents above objected to the proposals below;

- The proposed parking zone boundary for zones R and S displacement between Rendlesham Road, Nightingale, Walsingham Road and Brooke Road.

**Response:**

Parking Services have implemented parking controls in line with our policies and procedures for the area outlined in the Parking Enforcement Plan (PEP) 2015 – 2020; <http://www.hackney.gov.uk/pep>.

Zones R, R displacement and S displacement were consulted at different times over the last two years (between 2015 and 2016) and have been implemented based on the consultation feedback received from the area as well as the approved parking zone boundary which was consulted on.

Parking Services initially consulted parking zone R and S displacement areas between August and October 2015. This was due to requests from residents who were experiencing difficulty parking close to their properties.

When the area was initial consulted, the boundary for zone R was between Stoke Newington Common in the north of the area and Ottaway Street in the south. See initial consultation map; [https://consultation.hackney.gov.uk/parking-services/zone-e-displacement-consultation/supporting\\_documents/EDisp.pdf](https://consultation.hackney.gov.uk/parking-services/zone-e-displacement-consultation/supporting_documents/EDisp.pdf).

Rendlesham Road was originally proposed within parking zone S along with Nightingale Road and Walsingham Road. See initial consultation map; [https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting\\_documents/DDisp3.pdf](https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting_documents/DDisp3.pdf)

The feedback received from the area showed that Rendlesham Road was in favour of parking controls whilst the roads to the north of Kenninghall Road were not in favour of parking controls. As the residents of Rendlesham road were in favour of parking controls, Parking Services proposed to move Rendlesham Road into zone R to ensure that they were able to receive parking controls and their needs were protected.

The proposed parking zones were approved by the Group Director in February 2016. See [https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting\\_documents/Delegated\\_Authority\\_Report\\_Zones\\_Dn\\_E\\_and\\_N\\_disp\\_areas\\_v2.pdf](https://consultation.hackney.gov.uk/parking-services/zone-dn-displacement-consultation/supporting_documents/Delegated_Authority_Report_Zones_Dn_E_and_N_disp_areas_v2.pdf) for more information;

Parking Services consulted residents in the zone R area (including Rendlesham Road) on the design of the parking zone between June and July 2016. Majority (70%) of the feedback received were in favour of the proposed design for the area. See the [stage two delegated report for more information. https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage\\_two\\_consultation\\_delegated\\_report\\_zone\\_r\\_s\\_displacement\\_and\\_n\\_displacement\\_2016.pdf](https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage_two_consultation_delegated_report_zone_r_s_displacement_and_n_displacement_2016.pdf)

Following this decision, Zone R displacement area (including Alconbury Road, Ickburgh Road and Reighton Road) and S displacement area (including Nightingale Road, Walsingham Road, Kenninghall Road and sections of Brooke Road) were subsequently consulted between October and December 2016 on the introduction of parking controls. This was due to the nearby implementation of zone S and proposed implementation of Zone R.

Although majority of the feedback received from both areas were not in favour of the proposed parking designs, none of the feedback received during the consultation raised concerns regarding the proposed parking zone boundaries.

As the parking zone boundaries have already been consulted on and approved via delegated authority, Parking Services are unable to amend the boundary of the parking zones without reconsulting the residents in the area. Doing so would delay

the implementation of parking controls not just in zones R and S displacement, but also delay the implementation of parking controls in zone R who originally requested for parking controls over a year ago and are currently suffering from high parking stress.

In line with our policies, Parking Services review new parking zones one year after they are implemented to ensure that they suit the needs of the community. As part of this review, Parking Services will reconsult residents in the areas on the boundary of the parking zones R and S to identify it still suits their needs.

Residents in Walsingham Road are able to park in other zone S displacement roads close to their properties including Nightingale Road, sections of Brooke Road and Kenninghall Road.

In addition, Residents in Rendlesham Road are also able to park in nearby zone R roads such as Maury Road, Ottaway Street and Benthal Road which are also close to their properties.

## **Objection 2**

### **Received from;**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The residents objected to the proposals to extend parking zone R and implement controls in the uncontrolled roads within parking zone R displacement area as majority of the feedback received from the area were not in favour of parking controls.

In addition, the introduction of parking controls in the area would result in them not being able to park as their property is subject to a s106 car free condition which prohibits them from obtaining a parking permit.

### **Response:**

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 permits 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 for your property, please contact our planning department; <https://www.hackney.gov.uk/planning>.

In respect to the introduction of parking controls, in line with our policies documented in the Parking Enforcement Plan (PEP) 2015 - 2020, parking controls can be implemented on a street by street or part street basis. Although we show the overall feedback from the area, the feedback is also analysed and broken down on a street by street basis to show feedback / support from each road.

Although the overall feedback from the zone R area, was not in favour of parking controls (58%), when the feedback was analysed on a street by street basis, six out of the eight roads consulted were in favour of parking controls. This included Geldeston Road, which was initially undecided when consulted on support for controls on the road, but were in favour of parking controls when asked if they would support parking controls if they were implemented in the neighbouring roads (55% of the feedback were in favour).

Based on the feedback received, it was clear that there was support for parking controls to be implemented in the area as well as on Geldeston Road itself.

For further information on the consultation results, you can read the delegated report on the Council's website: [https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting\\_documents/Stage\\_12\\_Delegated\\_Authority\\_Report\\_Zones\\_R\\_S\\_and\\_N\\_disp\\_areas\\_Jan\\_2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf).

### **Objection 3**

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

**Received from;**

[REDACTED]

[REDACTED]

The residents above objected to the proposals to extend parking zone S to include the roads to the north of Kenninghall Road (between Kenninghall and Brooke Road) as the feedback received from the area was not in favour of parking controls.

**Response:**

Parking services reconsulted residents in the Zone S displacement roads to the north of Kenninghall road between October and December 2016. This was to allow them the opportunity to have another say on the introduction of parking controls due to the recently approved parking zones in nearby roads as well as the recent extension of zone S to include roads south of Kenninghall Road.

When considering whether to introduce parking controls in an area, Parking services have to consider a variety of factors including; safety, flow of traffic, consultation feedback from the area and displacement parking from nearby areas.

Although the overall feedback received from the area was not in favour of parking controls (72%), and only one road (Walsingham Road) was in favour of parking controls, Parking Services have proposed to implement parking controls in all roads within the zone S displacement area to protect the needs of the residents from displacement parking.

Parking Services recently approved the implementation of parking controls in zone R and recently extended parking zone S to the roads south of Kenninghall Road. Not implementing parking controls in the zone S displacement area would cause significantly high parking stress in the area as the roads would be the only uncontrolled roads in the Hackney Downs ward.

This increase in parking pressure could also cause issues with the flow of traffic in the area and could impact the safety of all road users.

**Objection 4****Received from;**

[REDACTED]

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

[REDACTED]  
[REDACTED]

The resident above objected to;

- The proposals to implement parking controls in zone R as he received his summary pack late which meant he did not have enough time to prepare an objection.
- The proposal to implement parking controls in Zone R displacement as the overall feedback from the area was not in favour of parking controls.
- The hours of operation for the parking zone and the permit prices being charged as the zone will be a 4 hour zone.
- The legal basis for making the decision via delegated authority and not via Cabinet.

**Response:**

The summary packs advising residents and businesses in zone R displacement area of the consultation outcome was sent out to residents on the 24<sup>th</sup> February 2017. Residents and businesses started receiving the summary leaflets on the week of the 27<sup>th</sup> February 2017.

The traffic order notice was advertised on the 27<sup>th</sup> February 2017. As part of the traffic order process, notices were displayed in all roads in the area as well as an advert displayed in the Hackney Today newspaper which is delivered to all households in the borough to make residents and members of the public aware of the Council's proposals to implement parking controls in the zone R area.

In line with our parking policies, parking controls can be introduced on a street by street or part of street basis. Although the overall majority (58%) of the feedback received from zone R displacement area were not in favour of parking controls, when the feedback was analysed on a street by street basis, the majority of roads in the zone R displacement area (except Ickburgh Road and Northwold Road) were in favour of parking controls.

Although the initial feedback for support for parking controls received from Reighton Road was not in favour of parking controls. When asked if they would support the introduction of parking controls if they were going to be introduced in the nearby roads,



the feedback received from Reighton Road became in favour of parking controls. See delegated report for more information; [https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting\\_documents/Stage 12 Delegated Authority Report Zones R S and N disp areas Jan 2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-r-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf).

This showed that Reighton Road was in favour of parking controls if they implemented in the area.

Based on the feedback received as well as to create a logical boundary, Parking Services proposed to implement parking controls in all the Zone R displacement roads consulted. Please see the stage one and two delegated report for more information; [https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting\\_documents/Stage 12 Delegated Authority Report Zones R S and N disp areas Jan 2017.pdf](https://consultation.hackney.gov.uk/parking-services/zone-n-disp/supporting_documents/Stage_12_Delegated_Authority_Report_Zones_R_S_and_N_disp_areas_Jan_2017.pdf)

In terms of permit prices, I should explain that these are based on a vehicle's emissions, and do not factor in the length of hours that a zone is in place for, or the number of days a week it operates. This is because our aim is to incentivise motorists to switch to less polluting vehicles in order to improve air quality and reduce Hackney's carbon dioxides emissions. In addition, parking permits cover the cost of providing the entire service, which includes but is not limited to:

- applying for a permit through an online system which covers the necessary checks with the DVLA
- enforcing controlled parking zones throughout the day to ensure motorists park correctly during the prescribed times and not dangerously at all other times – such as double parking, parking in front of driveways and across protected junctions on single or double yellow lines
- issuing and enforcing suspensions, relocations and removals of parked vehicles
- maintenance of short stay parking pay and display machines, paying by phone or online
- looking after parking zone designs, which includes lining of the roads and the upkeep of on-street time plates
- reviewing controlled parking zones through consultation with residents as and when they are needed

In relation to the hours of operation for the area, in line with our policies as Reighton Road and other roads in the zone R displacement area were joining an existing parking zone (Zone R) they adopted the same as the zone they were joining. This was communicated to residents and businesses via the consultation packs and summary leaflets sent to the area. The proposed hours of operation for the area would deter non-residents and commuters from parking in the area and increasing parking stress.

In line with Council policies, the decision whether to introduce parking controls are made by delegated authority given to the Corporate Director and do not have to be made at Cabinet. Approved procedures on how we introduce parking controls can be found in our parking policies; <http://www.hackney.gov.uk/pep>.

## **Objection 5**

### **Received from;**

[REDACTED]

The resident has objected to the hours of operation for the zone (Mon to Fri; 7am to 11am) as having different hours of operation on the same road would only alleviate congestion to a degree. The hours of operation should be in line with the rest of Evering Road.

### **Response:**

The hours of operation implemented in the Zone R area are based on the majority feedback received from the area.

As a new parking zones was proposed in the area, Parking Services consulted residents in the Zone R area on the hours of operation for the area as part of the stage two consultation completed between June and July 2016.

Residents and Businesses were given a choice of hours in line with our standardised hours of operation. These included; Mon – Fri; 8.30am to 6.30pm, Mon – Sat; 8.30am to 6.30pm and Mon – Fri; 10am to 12pm.

In addition to these hours, the non –standard hours of Mon – Fri; 7am to 11am was also offered in the consultation due to a high number of requests received from the

area in the Stage One consultation completed the preceding year (between August and October 2015).

Majority (38%) of the feedback received from the area were in favour of Mon – Fri 7am to 11am. Based on this feedback, parking services implemented the hours with the highest majority. See the stage two delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage-two-consultation-delegated-report-zone-r-s-displacement-and-n-displacement-2016.pdf>

According to the stress surveys carried out in the zone R area, Evering Road suffers from high parking stress from visitors in the morning. The proposed hours of operation will ensure that the commuters are unable to park in the area to use the nearby Rectory Road station during the day.

## **Objection 6**

### **Received from;**

██

The resident has objected to the hours of operation for the zone (Mon to Fri; 7am to 11am) as majority of the feedback received from Benthall Road were in favour of longer hours. The resident believes Benthall Road should be in Zone E and not in zone R. In addition, as Benthall Road is next to Jenner Road which has longer hours of operation, the shorter hours would not reduce parking stress in Benthall Road.

The hours of operation should be in line with Jenner Road as due to the one way system in the area, residents on Benthall Road who cannot find spaces on their road would be able to easily enter and park in nearby Jenner Road. The voting on operational hours shows that Jenner Road and Benthall Road form a coherent zone which is distinct from Norcott and Maury Road.

### **Response:**

The hours of operation implemented in the Zone R area are based on the overall majority feedback received from the area.

As a new parking zones was proposed in the area, Parking Services consulted residents in the Zone R area on the hours of operation for the area as part of the stage two consultation completed between June and July 2016.

Residents and Businesses were given a choice of hours in line with our standardised hours of operation. These included; Mon – Fri; 8.30am to 6.30pm, Mon – Sat; 8.30am to 6.30pm and Mon – Fri; 10am to 12pm.

In addition to these hours, the non –standard hours of Mon – Fri; 7am to 11am was also offered in the consultation due to a high number of requests received from the area in the Stage One consultation completed the preceding year (between August and October 2015).

The majority (38%) of the feedback received from the area were in favour of Mon – Fri 7am to 11am. Based on this feedback, parking services implemented the hours with the highest majority. See the stage two delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-r-rectory-road/results/cdm--17443718-v1-stage-two-consultation-delegated-report-zone-r-s-displacement-and-n-displacement-2016.pdf>

Whilst I understand majority of the residents on Benthall Road were in favour of longer hours, according to our policies, Parking Services do not review feedback for hours of operation on a street by street basis and have considered the hours of operation based on the majority feedback received from the area. This was made clear in the consultation leaflets that were sent to residents and businesses in the area.

As Benthall Road were consulted as part of zone R we are unable to create sub zones for one road within new parking zones as these tend to confuse drivers in the area.

In addition, according to the stress surveys carried out in the zone R area, it was identified that Benthall Road suffers from high parking stress from visitors in the morning. The proposed hours of operation will ensure that the commuters are unable to park in the area to use the nearby Rectory Road station during the day.

Parking Services plan to review parking controls in the zone R displacement one year after it has been implemented to ensure that the zones still meets the needs of residents in the area. As part of the review consultation, residents will another opportunity to have their say on whether the hours of operation for the area meets their needs.

## **Objection 7**

### **Received from;**

[REDACTED]

The resident above objected to the proposals below;

- Council's proposals to implement parking controls in zone R and S displacement areas.
- Council's response rate provided in the delegated report
- Proposed final design for the Zone R area
- Proposed hours of operation for the zone R area
- Consultation process carried out in the area
- Consultation leaflet sent to residents in the area

### **Response:**

#### Reason for consulting

Parking Services consulted residents and businesses in the zone R displacement area on the introduction of parking controls between October and December 2016 following approval from Cabinet on the 20<sup>th</sup> June 2016.

The reason for consulting the area was twofold; firstly due to requests received from some residents in the area and secondly to allow the residents to have their say on the introduction of parking controls as they may be impacted by the recently approved parking zones in nearby roads.

Over the last 12 years, Parking Services has received 27 requests for parking controls from all roads within the zone R displacement area. Majority of the requests were however received after the initial zone R area was consulted on the introduction of

parking controls in 2015 (16 out of the 27 responses were received between 2015 and 2016). This showed that some residents in the area were finding it difficult to park in their road and were also concerned about the effect the introduction of parking controls in the original zone R would have in their area.

Although majority of the requests for parking controls were received from Alconbury Road and Narford Road, Parking Services recognised that the introduction of parking controls in one area is likely to cause displacement parking in nearby uncontrolled roads. Based on this, Parking Services included the remaining roads (Reighton Road, Evering Road and Ickburgh Road) in the zone R displacement area consultation to allow the residents in those roads to have their say on the introduction of parking controls as the if parking controls were introduced in the original zone R and S areas, it would also have an effect on parking stress in their road.

This information was communicated to residents in the area via two separate correspondence sent to all addresses in the area between 2015 and 2016 as well as in the report submitted and approved by Cabinet in June 2016. See appendix 2 for copies of the letters sent to all addresses in the zone R displacement area.

### Consultation process

As this was a consultation in displacement roads surrounding a proposed parking zone, Parking Services did not carry out stress surveys in the Zone R displacement area.

Stress surveys were however carried out in the zone S displacement area in 2015. The stress survey results showed that some of the roads including Kenninghall Road and Nightingale road suffered moderate to high levels of parking stress in the mornings and during the day. See cabinet report for more information

As the roads to the south of Kenninghall Road were recently included in nearby parking zone S, the parking stress in these roads was going to be increased as a direct consequence of the introduction of parking controls in roads nearby.

Parking Services carried out a Stage One and Two 'combined' consultation in the zones R and S displacement areas to ensure that if the areas were in favour of parking controls, we were able to implement them in the quickest time possible and avoid the residents the effects the effects of high parking stress for a long period of time. In addition, it allowed us to delay the implementation of zone R area and implement the areas at the same time.

The stage one and two consultation is in line with our consultation process for displacement areas which is outlined in the Parking Enforcement Plan 2015 – 2020. The policy identifies that '*in extenuating circumstances the Council can combine both stages to speed up the consultation process when it is in the best interests of the stakeholders concerned.*'

The stage one and two 'combined' consultation process has been completed in other displacement areas within the borough. These include; South Hackney area (Zones P and Q) in 2013 as well as nearby zone N displacement area in 2016. See our website for more information regarding previous consultations completed; <http://www.hackney.gov.uk/parking-closed-consultations>

#### Consultation feedback and final recommendation

Overall, majority (58%) of the feedback from the zone R displacement area was not in favour of parking controls. However, in line with our policies, parking controls can be analysed on a street by street or part of street basis.

When the feedback was analysed on a street by street basis, the feedback from the area showed that four out of the eight roads consulted were in favour of parking controls being implemented on their road whilst one road was undecided. The number of roads in favour of parking controls rose to six when residents / businesses were asked if they would support parking controls if they were implemented on nearby roads. The street by street feedback showed that there was clear support from majority of the roads in the area.

Although Ickburgh Road was not in favour of parking controls, Parking Services have proposed to introduce controls in the road to create a logical boundary as well as protect the residents from displacement parking from nearby roads.

Analysing consultation feedback on a street by street basis is a fairer method of identifying support for parking controls in an area as it ensures that the views of each road is represented.

In relation to the feedback from the zone R area, as majority of the feedback not in favour of parking controls were received from Ickburgh Road (over 60% of feedback against parking controls), making a decision based on the overall feedback from the area would not have correctly represented the views of the whole area as the feedback from majority of the other roads were in favour of parking controls.

In relation to zone S displacement area, although the feedback received from majority of the roads were not in favour of parking controls, Parking Services has proposed to implement controls in the all roads consulted to protect the parking needs of the residents.

When considering whether to introduce parking controls in an area, Parking services have to consider a variety of factors including; safety, flow of traffic, consultation feedback from the area and displacement parking from nearby areas.

Although these roads may not currently suffer from flow of traffic issues and road safety issues, when parking controls are introduced in nearby zone R and R displacement areas, combined with parking stress from the recently implemented zone S displacement area, there will be a drastic increase in the parking stress experienced in roads which could lead to safety issues as they would be the only uncontrolled roads in the Hackney Downs ward.

A similar issue was experienced by roads in the Lea Bridge area where parking controls were only introduced in only half of the area as only those road were in favour of parking controls when they were initially consulted. This resulted in flow of traffic and safety issues in the area. Due to these issues, Parking Services has had to reconsult the roads that were previously not in favour of parking controls on the introduction of parking controls. To avoid these same issues occurring in the zone S displacement area, we have proposed to implement parking controls in all roads in the area.



It is worth noting that the Council's consultation process is not a referendum. While local feedback is very important to the Council, it must by law consider traffic management grounds before public opinion.

While mathematical analysis is required to understand the extent of local support and its variation within the area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a 'first past the post' basis. There are times the Council may need to propose to implement parking controls in areas where there isn't a clear majority due to the potential of traffic management issues.

Consultation packs were sent to 1546 addresses in the zone R area, these addresses were obtained from the National Land Property Gazetteer (NLPG) which is the official register of addresses in the UK and is used by all Local authorities across the country.

According to our records obtained from the LLPG, there are 10 addresses registered as businesses in the zone R displacement area. Parking Services did not receive any responses from the registered business addresses in the area. Parking Services allow one response per person however households with more than one adult may provide more than one feedback to the Council.

None of the feedback analysed as part of the consultation were received from out of the area as all responses received are checked before they are inputted to ensure that they are received from residents within the area.

### Proposed Design

Parking Services consulted residents and businesses in the zone R and S displacement areas on the design for the proposed parking zones as part of the consultation.

As part of the consultation, residents were asked their views on the proposed design for the areas as well as asked to suggest alternative proposals for what they would like to see if they were not in favour of parking controls.

The majority of the feedback received from the areas were not in favour of the proposed design, however only a minority of the feedback provided information

regarding alternative suggestions they would like to see on their road. 82% (zone R displacement) and 88% (zone S displacement) of the residents not in favour of the proposed design did not provide any specific information regarding what they would like to see.

The remaining that did provide alternative suggestions were reviewed and it was identified that majority of the alternative suggestions had already been satisfied by the proposed design. There was only a small difference between the number of residents that requested for permit bays and the number of residents that requested for shared use bays.

Parking Services did however accept the alternative suggestion received from Geldeston Road and converted the proposed shared use bay to a permit bay.

Parking Services in line with our design standard, have proposed shared use bays on Ickburgh Road, Evering Road, Benthall Road, Maury Road, Rendlesham Roads in the zone R area and Kenninghall Road in the zone S displacement area to support the local businesses and schools in the area.

A small number of shared use bays were proposed on Ickburgh Road to serve the nearby local businesses on Upper Clapton Road as well as visitors to the school on Ickburgh Road. Shared Use bays help maximise the use of available kerb space by allowing both residents and visitors to park in them, so where there are no available permit spaces, the residents will still be able to park in the shared use bays. Parking Services as part of our process review the design of new parking zones a year after they are implemented and if it is determined that the shared use bays are not required by visitors to the area, they can be converted to permit holder bays.

The questionnaires did not offer a 'no bay' option as part of the alternative suggestions as the question related to the design of the parking zone.

Respondents are already given the opportunity to have their say on their support for parking controls at earlier stages. Parking restrictions are designed and implemented in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 which requires all parking bays to have regulatory signs and lines in order for them to be enforceable.

### Hours of operation

In line with our policies, as zones R and S displacement areas were joining existing parking zones (zones R and S), which already had their hours of operation (zone R Mon to Fri; 7am to 11am, zone S; Mon to Sat 8.30am to 6.30pm), the displacement areas adopted the same hours as the zones they were joining.

This was communicated to residents and businesses via the consultation packs and summary leaflets sent to the area.

### Additional comments

Parking Zones are the most effective method of managing supply and demand of on street parking as they not only improve parking provisions for local people but they also help improve road safety, congestion, the local environment and local air quality.

One of the benefits of parking zones is it reduces unnecessary car journeys and ownership and encourages greater use of public transportation. Although there may be parking stress experienced in the evening in the displacement areas, this may reduce following the introduction of parking controls in the area.

Not implementing parking controls in the area would cause the level of parking stress to continue to increase in the area which may have an adverse effect on the flow of traffic in the area and safety on the roads.

The hours of operation for the area would deter commuter parking from the area in the morning and day time.

Councils cannot use parking as a revenue-generating tool. The statutory guidance to the TMA 2004 states that councils should not set targets based on revenue, the number of PCNs issued or the number of vehicles clamped or removed. Budgets in these areas should be used for forecasting purposes only and will be projections based on the previous year's activity. The budgeting process must have full regard to the financial provisions of the TMA 2004.

The use of any surplus that results from parking is strictly governed by legislation. This money is kept in a ring-fenced account that can only be used for activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as updated). These activities include, amongst others, public realm improvements, road safety initiatives and public transport.

Parking Services have proposed to introduce parking controls on a number of streets in the Cazenove ward. These include; Alkham Road, Windus Road, Margaret Road and Lampard Grove. The new parking zone was approved by Cabinet in October 2016. See our website for further information; <https://consultation.hackney.gov.uk/parking-services/stamford-hill-consultation/>. We will shortly be consulting residents on the parking design for the area

In addition to this, we will also be introducing parking controls in majority of the roads in the Hackney Downs Roads (zone R area), as well as all uncontrolled in the Kings Park and Lea Bridge wards. See our website for further details; <http://www.hackney.gov.uk/parking-hys>

All these proposed parking zones are very likely to increase parking stress in the zones R and S displacement areas if parking controls are not introduced in those roads.

## **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 £90k. The scheme is fully funded from the capital costs budget for 2017/18.

## Conclusions

### 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 implement parking zone R and introduce parking controls in the following roads;** Alconbury Road, Benthall Road, Brooke Road (from its junction with Jenner Road to its junction with Rendlesham Road), Evering Road ( from its junctions with Jenner Road to its junction with Upper Clapton Road), Geldeston Road (from junction with Northwold Road to junction with Alconbury Road, Ickburgh Road, Maury Road, Narford Road, Norcott Road, Ottaway Street, Reighton Road, Rendlesham Road and Stoke Newington Common.
  
- **Overrule the objections received and proceed with the making of traffic proposals to extend parking zone S and introduce parking controls in the following roads;** Brooke Road (from its junction with Rendlesham Road to its junction with Upper Clapton Road), Kenninghall Road, Nightingale Road and Walsingham Road.

## Approval

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



Signed.....

**30.03.2017**

Dated.....

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

## APPENDIX 1

### Objection 1

#### Objection: 1.1

Received from:

[REDACTED]

[REDACTED]

[REDACTED]

Dear Ms Connell & Mr Cunningham

RE: Objection to Road Order TT1200

We live on Ickburgh Road and Road Order TT1200 places our road in Zone R with controls from 7-11, Monday - Friday. The nearest neighbouring roads, Walsingham, Nightingale, Brooke (from Rendlesham to Upper Clapton Rd) and Kenninghall (from Rendlesham Rd to

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

the Lea Bridge roundabout), where we frequently have to park (including outside the control times of 7-11, Monday to Friday), will be in Zone S with much longer restrictions from 8.30am-6.30pm, Monday to Saturday.

We object to this scheme because:

- It is extremely confusing to have streets in a small area in different zones with completely different restrictions and may well lead to residents receiving fines for parking near to their home.
- We will be paying for residents' permits for a scheme which prevents us from parking on the nearest streets to our home. It is incredibly hard to park on Ickburgh Road at any time - including the times outside the controlled periods.
- There appears to be no logical reason for Ickburgh and Rendlesham Roads being placed in a different zone to Walsingham, Nightingale, Brooke (from Rendlesham to Upper Clapton Rd) and Kenninghall (from Rendlesham Rd to the Lea Bridge roundabout).
- Either Evering or Kenninghall /Maury Road would make a far more sensible boundary between Zones R and S.

Instead we recommend that:

- The Order is amended so that Ickburgh and Rendlesham Roads, Walsingham, Nightingale, Brooke (from Rendlesham to Upper Clapton Rd) and Kenninghall (from Rendlesham Rd to the Lea Bridge roundabout) Roads are all placed in the same Zone, either Zone R with the Zone R/S boundary being along Kenninghall /Maury Road or in Zone S with a boundary along Evering Road.

Yours sincerely

[REDACTED]

[REDACTED]

PS - We also found it extremely disturbing when examining the figures of the responses to the consultation how little notice was taken of residents' wishes. There is very little point in wasting tax payers' money on doing these consultations when the results are going to be ignored!

Because of difficulty parking in Ickburgh Road, I did support the need to parking restrictions as, since the 2012 Olympics, it seems that the commuters to the City discovered our road and its proximity to Clapton Railway station. It is always very hard to park but the solution that is about to be put into action will make things worse for us instead of better as we'll have to park many streets away if we cannot get a parking space in our street. Many of the house in Ickburgh Road are broken up into flats meaning that, in many cases, there are several cars per house instead of just the one. Even with restrictions our road will be crowded.

**Objection: 1.2**

**Received from:**

[REDACTED]

Dear Charlotte

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

I am writing with regard to Road Order TT1200. While I welcome the parking restrictions generally, I am concerned the division of the streets surrounding my house (at [REDACTED] [REDACTED] into two separate Zones (R and S). Firstly, I think this will simply create confusion about where people can park in a relatively small area (I find parts of Walthamstow rather perplexing for this reason). Secondly, I'm worried it won't make it that much less difficult to park on the surrounding streets, as it's quite a cramped area (in particular on weekdays). My personal preference is that Ickburgh, Walsingham, Nightingale, and the relevant stretches of Brooke and Kenninghall Roads become the same zone (my personal preference is for the Zone R restriction across all of these streets).

Thanks and best wishes

[REDACTED]  
[REDACTED]

**Objection: 1.3**

**Received from:**

[REDACTED]

Dear Charlotte,

I welcome the decision to introduce controlled parking in Walsingham Road but it seems totally illogical to put us in a different zone to Rendlesham Road. Can the council please consider amending the order so that Rendlesham and Ickburgh Roads, Walsingham, Nightingale, Brooke (from Rendlesham to Upper Clapton Rd) and Kenninghall (from Rendlesham Rd to the Lea Bridge roundabout) Roads are all placed in the same Zone, either Zone R with the Zone R/S boundary being along Kenninghall /Maury Road or Zone S with a boundary along Evering Road.

Thank you

[REDACTED]  
[REDACTED]

**Objection: 1.4**

**Received from:**

[REDACTED]  
[REDACTED]

Dear Charlotte/Andy

I would like the proposed scheme to be amended so that Rendlesham Road and Ickburgh Roads, Walsingham, Nightingale, Brook Road from (Rendlesham Road - Upper Clapton Road) and Kenninghall (from Rendlesham Road to the Lea Bridge Roundabout) to be put on the same Zone S with restriction from 8:30am - 6:30pm, Monday to Saturday. Currently there're hardly any places to park due to surrounding schools and Rectory Road Station. Constantly driving around for a space to park. I suffer with Sciatica and cannot walk as much as I used to because of excruciating pain. If I am going to be paying for parking then the zones for Rendlesham Road should be 8:30am - 6:30pm Monday - Saturday.

Kind regards,

[REDACTED]  
[REDACTED]

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement



[REDACTED]

**Objection: 1.5**  
**Received from:**

[REDACTED]

[REDACTED]

Dear Charlotte and Andrew,

I am a resident of Hackney and live on Rendlesham Road. I own a car. Car parking is already a nightmare and I need to park my car somewhere; preferably outside my own house.

The current proposal to place Rendlesham Road in Zone R whilst neighbouring roads are placed in Zone S places the residents of Zone R at a distinct and unfair disadvantage. Who thought this was a fair and good idea?

I request that the current proposed scheme is amended so that Rendlesham and Ickburgh Roads, Walsingham, Nightingale, Brooke (from Rendlesham to Upper Clapton) and Kenninghall (from Rendlesham Rd to the Lea Bridge roundabout) Roads are all placed in the same Zone, either Zone R with the Zone R/S boundary being along Kenninghall / Maury Road or Zone S with a boundary along Evering Road.

I would appreciate your response to my concerns at the earliest as I note that the deadline to any objections to the proposed scheme is 20th March 2017.

Yours Sincerely

[REDACTED]

[REDACTED]

[REDACTED]

**Objection: 1.6**  
**Received from:**

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



14 March 2017

Dear Sir or Madam,

**Re: Parking Zone S Extension (Hackney North)**

I received the 'Consultation Outcome' document pack late last week and feel that I must make some comments on the contents.

Although the feeling of most respondents from Brooke Road was clearly against the introduction of parking controls, I can fully understand the difficulties that might arise from being the only area within the ward with no parking controls. As such, I do think that it makes sense to go ahead, but with some changes to the design of the Zones.

My comments are based on my location just inside the extreme north-west corner of the proposed Zone S Displacement Area.

Currently, because of the pattern of parking in Brooke Road near my property, I usually need to go some distance in order to find a parking space. The nearest spaces are often near the junction of Brooke Road and Evering Road, on Evering Road itself, on Rendlesham Road or on Ickburgh Road.

The proposed design of the new zones would put most of these potential spaces in Zone R, whereas my property would be in Zone S. I am assuming that I would only be allowed to purchase a Zone S permit and would therefore not be allowed to park in Zone R? Also, there would be no joint Zone R and S permits available?

I would therefore like to object to the design of the boundary between the proposed Zones S and R. As far as I can see, there has been no justification or explanation made at all.

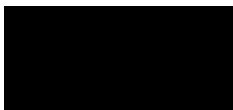
It is clear to me that Evering Road would be a logical 'dividing line' between the two. To the east and south of it would be Zone S and the rest, Zone R.

Ickburgh Road, for instance, is not contiguous with the rest of Zone R as proposed, so surely it would be sensible to make it part of Zone S.

Additionally, why should Rendlesham Road and the short part of Brooke Road east of Evering Road be in Zone R and not in Zone S, which seems far more logical?

I look forward to hearing your comments.

Yours faithfully,



## **Objection 2**

### **Objection: 2.1**

#### **Received from:**

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

Dear Sir/Madam

I live in a car free property in Saxony Court, Geldeston Road which I have a fixed mortgage for 5 years and own 100%. I am also an NHS worker and Charity worker. My car is essential to my work. When we bought the property, we did so on the basis that there was parking outside, and on the adjacent streets.

I have now been informed from results of the consultation 27.2.17 that the majority vote saying NO to the changes is being overridden and parking controls will be introduced. I would like again to object to these changes.

Please see my response to the stage 1&2 of consultation:

Re:

>  
> Stage One and Two 'combined' consultation - Introduction of parking  
>  
> controls in Zone R displacement area (Rectory Road)  
>  
>  
>  
> I am writing to make you aware of the negative impact that introducing  
>  
> parking controls on zone R would have on the local community. I am a  
>  
> resident in Saxony Court which is a shared ownership property -  
>  
> affordable housing. When we bought the property we knew we had free  
>  
> parking outside our flat as no residents permits or parking space are  
>  
> available.  
>  
>  
>  
> I am a car owner and have purchased a flat in Saxony court due to the  
>  
> fact that we can park for free in Geldeston Road. The property is a car  
>  
> free property and if we were to have parking restrictions introduced  
>  
> this would have a huge impact due to the fact we may not be able to get  
>  
> a residents permit. This would in effect mean not being able to have  
>  
> any space to park our car.  
>  
>  
>  
> I am a doctor in the NHS, and also work for a charity. My car is  
>  
> essential for my work. My husband and I are both living in a shared  
>  
> ownership property, and this is supposed to be affordable for us. If  
>  
> parking controls were to be introduced this would have a huge negative  
>

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

- > quality of life consequence as well as negative financial consequence
- >
- > for us.
- >
- >
- >
- > In addition it would have a huge impact on our community - the other 20
- >
- > flats in the block would be equally affected, as well as one housing
- >
- > shared ownership properties on Northwold (Hazlitt Court) social housing
- >
- > on Northwold Road and Narford Road. To my knowledge this may mean over
- >
- > 40 families being unable to park their cars where they live.
- >

I have copied in councillor Michael Desmond who I have had some correspondence with on this matter.

I am unable to move house and I will be unable to park my car near the property. I would like again to object to the redesign and introduction of parking permits.

Please can you inform me ASAP on what measures will be taken to support tenants like me?

[Redacted]  
[Redacted]

**Objection: 2.2**  
**Received from:**

[Redacted]

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

**Re: Parking Zone R Extension (rectory road)**

As residents of Saxony Court on Geldeston Road, we would like to register our opposition to the proposed Parking Zone R Extension (Rectory Road). To be clear, generally speaking, we don't believe CPZs are either practical or fair. They're impractical in the sense that they simply pass the issue of congestion onto the nearest area without a CPZ - a short-term approach that can only create more CPZs. They're unfair in the sense that it takes money from residents – on top of their council tax – to pay for things that as a council you should be providing anyway. The fact that you use money from permits for traffic related costs doesn't make this right or somehow 'not money-making'.

General opposition aside though, there are two specific areas we want to raise re: this particular proposal. The results of the consultation, and the denial of permits to shared ownership residents.

**Results of consultation:**

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

The consultation showed a majority of residents voted **against** the proposal. More people voted 'no'. Going ahead is simply overriding these results. You're not introducing CPZs street-by-street, so gauging results street-by-street is just presenting the numbers to make them work for you. Simply put: you don't have a majority.

Related, if you want residents to engage with the process here, don't send voting documents out in blank white envelopes. The results came branded and addressed to us specifically, as does any communication from the council regarding general electoral services or issues regarding council tax. The voting papers for this consultation looked like anonymous junk mail. You know this isn't good practice.

**Denial of permits:**

If the imposition of permits does go ahead, people in 'no car' buildings should be able to apply for a permit. We bought our flat on the understanding that there was free street parking. We were not informed about the 'no car' rule until we saw our lease, by which time we had spent a lot of time and money on the sale and had committed to buying the property.

Our car is not a luxury – it is needed for work that involves long hours and changing locations. It would be a huge impact on our quality of life if we weren't able to park in our own neighbourhood. This feels like we are being discriminated against because we needed affordable housing and could only afford to live in a shared ownership block. We pay the same council tax as other people living in the street and should receive the same rights and services.

We would like to know what measures will be taken to (a) respond fairly to the consultation, and (b) if it comes to permits, to support shared ownership tenants like ourselves.

Copies of this letter will be sent to Diane Abbot MP and Cllr Michael Desmond. The latter we know has been contacted by other residents in Saxony Court, and has supported opposing the CPZ as well as questioning the fairness of denying permits to shared ownership residents.

Thanks for your time,

**Objection: 2.3**

**Received from:**

[REDACTED]

[REDACTED]

Andrew Cunningham  
Head of Streetscene  
London Borough of Hackney  
Hackney Service Centre  
1 Hillman Street  
London  
E8 1DY

Thursday, March 16, 2017

Dear Mr Cunningham,

**Re: Parking Zone R Extension (Rectory Road)**

We are writing to register our objection to the recent decision to extend / implement parking restrictions in the area we live in Clapton / Parking Zone R (Rectory Road).

We were surprised to learn that these new restrictions appear to be going ahead in spite of the fact that well over half (58%) of the responses received from residents in the area in question were not in favour of parking controls.

The results that have been presented indicate that only a majority of 'individual streets' were in favour overall, which is a strange way to interpret such data, as for example, it makes no account of the different sizes / populations per street.

That a majority vote saying 'no' to the changes is to be ignored and parking controls are to be introduced anyway seems to us undemocratic, and in addition it will detrimentally affect [REDACTED] (my partner) in her work as a School Teacher in the borough. Again, therefore we must strenuously object to these changes being introduced.

To provide some context to our objection, we live in Saxony Court on Geldeston Road and have been there for over 5 years. Our property was designated as a 'Car Free Property' at a time when there were no restrictions in place on our street or in the wider area. However, since moving into this property our situation has changed significantly and my partner now has a teaching job requiring her to travel to multiple schools across the borough and to neighbouring boroughs in London every day of the week. Having a car is essential to her being able to fulfil that work and she needs the flexibility afforded by a car to ensure she can travel quickly between schools each day.

Since we have been informed that we will not be eligible to apply for a parking permit, the introduction of controls on Geldeston Road – where there are no restrictions currently and generally plenty of parking spaces - will massively increase her already considerable travel time and commute every day.

I would also point out that we pay exactly the same council tax as other equivalently banded properties in our area, but will not now be afforded the same option as others to park our car and will be restricted from being able to apply for a permit to do so.

In addition, there is a wider impact that will happen within our community - the other 20 shared ownership flats in the block would be equally affected, as well as One Housing Shared Ownership properties on Northwold (Hazlitt Court) and the social housing on Northwold Road and Narford Road. In total this will amount to at least 40 families being unable to park their cars on the streets where they live and have been able to do so for many years until now.

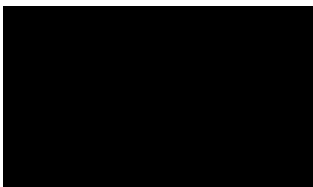
We would be most grateful if you could let me know what measures can be taken to support resident tenants like ourselves?

A possible resolution might be for the Car Free Property status of our buildings be revoked or overridden so that parking permits may be granted to the residents who need cars?

Another alternative might be for the proposed restrictions in Geldeston Road and Narford Road to be lifted and uncontrolled parking to remain on those streets, something that doesn't seem to present a problem at the moment.

We look forward to hearing back from you, and in addition we have copied in councillor Michael Desmond and MP Diane Abbott.

Your sincerely,



#### **Objection: 2.4**

**Received from:**



Hi Andy,

I hope this email finds you well. I'm writing to you on behalf of myself and my partner [REDACTED] who bought and moved into Flat 19 Saxony court on Geldeston road in November 2015. We received the consultation letter at the end of last year asking for our opinion and we replied back saying we didn't want the parking restrictions to come into place. We have looked over the results and it seems that the majority of people did NOT want the restrictions to come into place. When we bought the property in 2015, part of the appeal of it was the fact there was on street parking. We have looked into the permit situation but apparently our flat is deemed as a "no car property". Is this the case? I am a self-employed musician and for about 80% of my work i need the use of a car. Obviously, you can understand why this decision to bring in the permit system is extremely distressful to myself and my partner as if i can't park by my property (i store equipment in the car also) this leaves me in an extremely bad situation for getting to and from work (which is all over the country). I have no idea what i will be able to do. We have been parking on the street since we moved in and have NEVER had any issue finding a parking space.

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

I am more than happy to pay for a parking permit as i will not be able to work if i don't have the use of my car. I also find it completely unfair that Saxony court are unable to apply for a permit as we have never had an issue with parking before. Is there any advice you are able to give us? Or is there anyone else we can contact about the possibility of getting a permit or is it possible to apply for a permit in exceptional circumstances such as this case?

Thank you very much for your time, i look forward to hearing back from you.

Kind Regards,

[REDACTED]

### **Objection 3**

#### **Objection: 3.1**

**Received from:**

[REDACTED]

The balance of numbers won. I disagree with the decision to impose restrictions on the street view.

Please supply a current email address if this is not the correct address. Soon. Please

[REDACTED]

#### **Objection: 3.2**

**Received from:**

[REDACTED]



10/03/2017

Dear Mr CUNNINGHAM

I am writing to object to the parking controls which you want to introduce for KENNINGHALL ROAD ES. TT1200

I am a resident of Kenninghall Rd, me and my children all drive, and this would be an added expense to us, I am currently unemployed.

I have received the booklet regarding wanting this parking control, the outstanding response against this scheme has been documented.

I hope my views and the views of my family and other residents, will stop this parking enforcement to go ahead.

Kind Regards

[Redacted signature]

#### Objection 4

#### Received from:

[Redacted name]

[Redacted address line 1]

[Redacted address line 2]

Dear Andrew,

Cc:

Micheal Desmond  
Anna Joy Rickard  
Sem Moema

Dear Andrew Cunningham,  
I am a resident of Reighton Road Clapton E5 which is currently under consideration for Parking Control. Please find below my concerns and objections against the proposal.

#### **Objection One:**

Why has there been such a delay in posting the consultation document to residents on Reighton Road? The Traffic Management Order Notice was advertised in Hackney Today on 27 February 2017, but the consultation outcome document was received in the afternoon of 9th March 2017. Clearly, this has not given me and definitely other residents ample time to put together a meaningful defence.

#### **Objection Two:**

In the consultation outcome document the restrictions being proposed for implementation on Reighton Road is a 4 hour period (i.e. 7am to 11am Monday to Friday). However, the Council wants to charge the maximum for the permit in the same way it does where 12+ hours (Monday to Saturday) operational hours are in place across Hackney.

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

Surely, rather than maximising an income stream for the Council, you should provide a service that is reasonable and reflective. In this case there is no correlation between what you want to charge against what you intend to deliver.

**Objection Three:**

The decision on whether to introduce parking restrictions and the designs were made under delegated authority. Please demonstrate whether there is a legal basis for such an action? There is a Cabinet and an appointed Mayor who Officers would present the proposal and recommendation(s) for approval. This is the governance process in place, but has been clearly absent.

**Objection Four:**

How can you approve a proposal if overall 58% of residents that participated in the survey objected to the introduction of such parking controls? In the case of Reighton Road, residents clearly voted against such proposals and restrictions.

Furthermore, residents from only four roads out of eight supported the proposals. There were three roads that did not and one road was split. How could the Council had arrived at a decision to introduce parking controls?

**Objection Five:**

I personally do not think a 4 hour restrictions will make any difference in the volume of cars parked on Reighton Road.

I hope and would appreciate if all the above points are considered seriously before any implementation.

Thank you

**Objection: 5**

**Received from:**

[REDACTED]

Att  
Andrew Cunningham  
Head of streetscene

Hi Andrew

As a resident of Evering Road for 40 years I am pleased that hackney has finally come around to implementing parking zones to my side of the road.

The initial implementation of parking permit bays to a third of Evering road has caused chaos to the rest of the street whereby residents just parked their cars on our section of the street causing mayhem and escaping the fee on their part of the road.

We also have commuters who use rectory road and Clapton stations that park their vehicles in the non parking payment zones to add to the overcrowded streets and cause accidents by tightly parking into small spaces which then the other cars cannot get out of .

I would also like to bring to your attention pamphlets we received to either reject the parking scheme and another to reduce it to up to 11 am. Now this would only suit NON Residents 'ghost residents' or Commuters ! ( I am dubious as these phamlets have gone door to door and also put up on lampposts, also I noticed some of the council ones were torn off ) my elderly mother had someone knock on her door trying to scare her saying that under the scheme it would cost hundreds ( totally untrue I know ) and would be cheaper to limit the time till 11 am .

I have advised her to ignore this for obvious reasons one of just her security.

Document Number: 18177066

Document Name: Decision Audit Report Zone R & S displacement

As a resident who understands the logistics of the new scheme working as a project manager I can give my humble opinion to say that having a variable parking time on the same street and nearby streets will only alleviate the congestion to a small degree, the timings should be Inline with the rest of Evering Road and the local areas .

I would appreciate your thoughts as you will understand the issue of parking in the area is horrendous and as a resident with a family and disabled mother it's imperative this gets done right so we can have some order to the parking fiasco on Evering road .

Many thanks

Kind regards

[Redacted signature]

**Objection: 6**

**Received from:**

[Redacted name]

I am writing to object to the announcement in the above notice on the grounds that Benthall Road has been placed in the wrong parking zone. Benthall Road should be in Zone E, with Jenner Road, and not in Zone R. This is apparent from the fact that a majority of residents of Benthall Road have NOT voted for the hours proposed for the operation of Zone R. Below is a table obtained from the Parking Department giving details of how Benthall residents voted in the 2016 consultation on the various proposals for hours of operation:

In response to your request, please find below the breakdown of support for the different operational hours for Benthall Road:

Operational Hours	Support
Monday to Friday 10am – 12 noon	5
Monday to Friday 7am – 11am	16
Monday to Friday 8.30am – 6.30pm	10
Monday to Saturday 8.30am – 6.30pm	28
Not Answered	2

The table shows that a total of 38 people voted for the two long hours alternatives combined as opposed to a total of 21 for the two short hours alternatives: nearly twice as many people voted for a long hours zone as for a short hours zone. This comes as no surprise given that by 2013 (at latest) Benthall Road south of Brooke Road already voted with an absolute majority in favour of joining Zone E and the north of Brooke Road was almost a 50:50 split. The case for Benthall to join Zone E was undeniable by the time of the zone's introduction. Yet the Council failed to respond to this clearly expressed demand.

As the largest group of votes shown above is for a 60 hours per week zone (Mon-Sat 830 am - 630 pm) it makes sense to place Benthall Road in the Zone which most closely corresponds to that number of hours and days, i.e. Zone E which is a 72 hours per week zone (Mon-Sat 7 am - 7pm). It makes no sense at all to place Benthall Road in a 20 hours per week zone - it is neither democratic nor even rational. When the information on voting becomes public knowledge, the consequences for the Council will be very grave if it continues to disregard the results of the consultation. When Benthall Road residents find out that their parking permit buys them 28% of the protected parking that their neighbours in the next street (Jenner Road) enjoy for the same price - even though they specifically voted AGAINST such an arrangement - how can the Council possibly defend itself?

The 2016 parking hours consultation document inexplicably failed to give residents the option to vote for the 72 hours zone which Jenner Road enjoys so no doubt the Parking Department will claim Benthall Road has not voted to join Zone E. But that is no reason to put us in a 20 hours zone! We would have voted to join Zone E had we been given the opportunity. The votes cast in favour of a long hours zone are sufficient to justify reassignment of Benthall Road to Zone E.

I would point out that there have always been additional reasons, arising from the local one-way system, for placing Benthall Road in a zone with Jenner Road. To summarise: Benthall residents who cannot find a space in their own road can easily enter Jenner Road but not Maury and Norcott Roads, whereas both parkers and through-traffic constantly clog up Benthall Road. It is therefore essential that Benthall residents be permitted to park in Jenner Road as an alternative when their own road is full.

The Parking Department has already announced that it plans to review Zone E in 2017/18 so there is all the more reason for taking the opportunity to incorporate Benthall Road into it. The additional parking stress which will be caused by the major developments planned for Benthall Road south of Evering Road, together with the arrival of increasing numbers of "park and ride" cars until late in the evening following adoption of the railway line by TFL, make it absolutely essential to bring relief to this beleaguered street.

If the Council had listened to us ten years ago when we first requested relief from parking stress and created a small zone where the pressure was being felt instead of seeking to create a much larger zone where it was not wanted we could have been spared years of parking misery and neighbourhood conflict. Although the boundaries of zones are arbitrary designations, certain streets can be grouped together because of features in common. The voting on operational hours clearly shows that Jenner Road and Benthall Road form a coherent zone which is distinct from Norcott and Maury Roads.

██████████  
████████████████████

**Objection: 7**

**Received from:**

██

## Web, Media & Communications

20 March 2017

Head of Streetscene  
Hackney Council  
1 Hillman Street  
London  
E8 1DY

RE: Traffic Order TT1200 (Zone R/S displacement)

Dear Mr Cunningham,

I write to you in regards to the above Traffic Order published in Issue 397 of Hackney Today (27 February 2017), which proposes a controlled parking zone covering the Hackney Downs area.

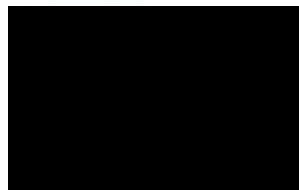
Throughout the consultation period, hundreds of Muslim residents have expressed concerns about the proposed introduction in light of the fact that the majority of the residents in the area had chosen to reject a controlled parking zone as well as the manner in which the final parking design will undergo little to no change despite many residents expressing the view that the designs do not suit their needs.

Whilst we recognise and understand that residents only form one part of stakeholders being consulted, we do not understand why there has been a total disregard for their views especially in the Hackney Downs area which is almost exclusively a residential area, with a smattering of local shops within walking distance used by local people. As such, there is minimal input in regards to traffic flow and/or congestion.

As a mosque which serves as a focal point for the 3000 Muslims living within the Hackney Downs ward, we urge Hackney Council to reconsider the proposed introduction of a controlled parking zone in the areas which have been highlighted, and to respect and adhere to the views expressed by residents who are the primary stakeholders in this consultation.

We do have hope that Hackney Council will make the correct decision and not proceed with introducing controlled parking and in future consultations, reassure residents that where their views are sought in a consultation, they will not be disregarded or overridden on non-relevant grounds as they were in this consultation.

Yours sincerely,



**Madina Mosque Trust**  
Charity Number: 291809

---

**PROFILE**

Established in 1994, MMT is a registered charity catering to the spiritual needs of the Muslim community within Hackney.

Situated in a prime location just off Leabridge Roundabout, our Masjid can accommodate up to 2000 worshippers and more than 250 children are enrolled in our evening classes.

MMT is administered by the Board of Trustees who supervise the work of the Management Committee to ensure the smooth operation of the charity.

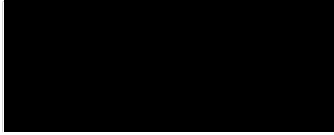
---

**OFFICE BEARERS**

- Abdus Sattar Kaji
- Abmad Elaminir
- Ibrahim Baiyat
- Imam Dawood
- Imam Ahmad Farooq

2% Leabridge Row, E8 1DD  
+44 (0) 208 085 8204  
info@madina-masjid.org.uk  
www.madina-masjid.org.uk

Report Author:



# Zone R/S Displacement Parking Zone

Traffic Order TT1200 Representation/Opposition  
– Hackney Today – 27th February 2017

Officials working for London Borough of Hackney Council are recommending that a Controlled Parking Zone (CPZ) is introduced in the Hackney Downs Ward, despite the majority (overwhelmingly in some cases), firmly rejecting the proposed idea.



# Zone R/S Displacement Parking Zone

Traffic Order TT1200 Representation/Opposition –  
Hackney Today – 27th February 2017

## Background & Results

London Borough of Hackney Officers initiated a consultation in October 2016 apparently on the basis of residents requesting a Controlled Parking Zone, and in accordance with the borough's Parking Enforcement Policy (2015-2020). The consultation closed on the 2nd December 2016 and though the results were expected at the end of January, there was an unexplained 2-week delay in its publication.

As per the report's recommendation, a statutory notice was advertised in the Hackney Today newspaper on the 27th February 2017 with interested parties given 21 days to make representations or raise objections.

## Consultation Results (Zone R/S Displacement)

Zone R Road	Said Yes	Said No	% No
Alconbury Road	34	10	23%
Erving Road	25	15	36%
Geldewton Road	17	17	50%
Ickburgh Road	23	119	84%
Nairford Road	29	12	29%
Northwold Road	0	5	100%
Reighton Road	13	16	55%
Upper Clapton Road	4	3	43%
<b>Total</b>	<b>145</b>	<b>197</b>	<b>58%</b>

Zone S Road	Said Yes	Said No	% Said No
Brooke Road	23	52	69%
Kenninghall Road	7	76	92%
Nightingale Road	4	5	56%
Upper Clapton Road	0	2	100%
Walsingham Road	20	5	20%
<b>Total</b>	<b>54</b>	<b>140</b>	<b>72%</b>

## Background & Results • 1

## Comments from Residents



This report contains  
comments made by  
residents (edited):

"It is disgraceful that the opinions of residents were requested as part of a democratic process but that the views of the majority were ignored by Hackney Council. It makes a mockery of the system and cannot be allowed."

"It's a flagrant abuse of a public consultation to ignore residents' opinions."

"Utterly disgusted that the council are thinking of going against the wishes of its residents!"

"This is completely wrong and shows how Hackney council is only interested in monetary gain."

"We don't need controlled parking in our area. This is just another way of taking from the public."

"Or have full day control hours of permits rather than short morning hours"



### *Summary Comments on Consultation Report*

This section will provide an overview of the comments and objections to the report recommendations that will be further detailed on the following pages. Paragraph references are taken from the Zone R/S Displacement Parking Zone Consultation Results Report.

2.1 – Council Officers have recommended a parking zone be introduced in Zone R displacement areas. This is contrary to the views of majority of residents who reside on these roads.

2.2 – The design of the parking restrictions in the Zone R displacement area has not taken into consideration the views of residents who were consulted on the introduction of a controlled parking zone, barring a small amendment to bays on Geldeston Road. A large number of residents, including those who have requested a CPZ, are completely unsatisfied with the final design.

2.3 – As per 2.2, the final design has not taken into consideration residents views, and whether a shared use bay is even appropriate or needed on Ickburgh Road.

2.4 – See above.

2.5 – As has been the general trend, the views of residents have been completely ignored in this consultation process. Residents in this area find it more difficult to park at night, rather than the daytime thus suggesting the recommended hours are not entirely appropriate to achieve the desired outcome for residents in the Hackney Downs area.

2.6 – 2.11 – As per the above, but applicable to the Zone S Displacement area.

3.1 – It must be made clear that this informal feedback consultation, certainly for Zone R/S Displacement areas, extended to what I have learnt are two roads in the Zone R area and consisted of door-knocking and scare-mongering residents to be more pliable to a CPZ. These tactics are completely underhand in light of the fact that an official Freedom of Information (detailed below) to LBH demonstrates the lack of official requests for a CPZ.

3.2 – Although this Section 3 is unclear as to what particular zones this is in reference to, I have recently learnt through an official FoI request that no parking stress surveys was carried out by LBH or on behalf of LBH, for the roads that were consulted. This is in direct contradiction to what is stated on the report and contradicts what I had been told by LBH officials.

3.3 – Again, this is unclear as to what Stage 1 & 2 consultation was carried out in what zones.

**Overall, there seems to be a general trend towards unclear and generic information and a total and utter disregard for the views of residents residing in Zone R/S Displacement areas.**

## Consultation Feedback Results (Detailed)

3.4 – My own analysis of the consultations sent out for Zone R Displacement residents/business illustrates a different picture. Using Royal Mail's address searcher, as well as Companies House records, I have tried to see how many resident properties or businesses there are in the area concerned and my results have informed me that out of the 1546 consultations sent out, and assuming one consultation per property, there were 440 non-residential consultations of which only 207 could be deemed businesses meaning there is a discrepancy of 237 "extra" consultations. **Could LBH give a detailed breakdown of how many consultation packs were sent to residents and how many were sent to businesses?**

3.5 – **Could LBH please answer how many businesses responded to the consultation in Zones R/S Displacement areas?**

3.13 – Whilst it is useful to have street by street analysis, it is far more appropriate to do so when there has been a proper plan in place. Carrying out a Stage 1 & 2 combined consultation (a rarity in Hackney's consultation and I believe it was the only one – apart from Zone S Displacement) means a rushed process with not enough time to scrutinize the results and make amendments or detail changes that residents have highlighted to the council.

3.14 – See 3.13.

3.19 – Despite the majority of residents being completely unhappy with the proposed parking design for the area, the final design has not undergone any major changes suggesting an ill-thought out and rushed process.

3.20 – Whilst it is useful to ask what type of bays residents would like to see more of, the questionnaire failed to even have a check box for "No type of bays" (i.e. no CPZ). Perhaps the LBH's Consultation Team can take a look at presenting the questions in an unbiased manner.

3.22 – I must strenuously object to this. Having spoken to a large number of residents in the area, they are of the view that the proposed parking controls will not suit the area, even if they were to support controlled parking. On Ickburgh Road alone, residents are finding it more difficult to park at night yet there are Shared Use Bays in addition to only 4 hours of morning operation which if controlled parking was introduced, residents will still not be able to find parking.

3.23 - As an area, the majority of residents were not in favor of controlled parking either on their own road, or if they were introduced in nearby roads. **If there was to be some semblance of fairness in this process, then why can the area as a whole be taken, instead of a street-by-street analysis?** Such actions are only disingenuous and serve no purpose other than indicate a desperation to introduce CPZ's.

## Zone R/S Displacement Parking Zone

•••

3.25 – As 3.23 above, the level of disingenuity demonstrated by LBH officers in writing this report does a great disservice to residents who have lived in the area for a long time. To exclude roads as well has override the primary responses of residents is appalling. The majority of residents in the area have stated that they **DO NOT** want controlled parking, even if introduced on nearby roads.

3.26 – I am disgusted by the way LBH officers are treating the validity of its residents' views. The parking design that is to be approved does not suit the needs of the area or the road in question. No parking stress surveys have been carried out on these roads, as disclosed by the Head of Parking Design.

3.27 – The need for logical boundary is not applicable to the road in question, Ickburgh Road, which is sufficiently far enough away, and a closed road to deter residents from surrounding roads to come to park. The nearest road (measuring end to end) is Evering Road which is approximately 300 meters away.

3.28 – The vast majority of residents have firmly refused to stand-by the proposed parking design.

3.29 – Again, the vast majority of residents have firmly refused to stand-by the proposed parking design and the hours of operation do not meet the needs of residents.

3.30 – There are no businesses in the local area, or near to where the Shared Use bay is being proposed, which would require residents to arrive by car. There is a sandwich bar, a minicab office, 3 small grocery stores, a betting shop and a salon in the immediate vicinity – visits to premises which local people visit on foot.

3.36 – 3.62 – **The majority of which I have stated above similarly applies to that of Zone S Displacement area residents. Not wishing to duplicate sections, I have merely concentrated on a selected few paragraphs.**

3.51 – I object to the biased use of language in this paragraph, paying particular attention to "Parking Services will soon be...introducing parking restriction in the R displacement areas." This is clearly a false statement as it is a pre-supposition which may not necessarily come about.

4.1 – This is categorically untrue. **LBH officers have not taken into account practical measures which would alleviate any parking stress.**

4.2 – **The legislation also requires Local Authorities to produce annual reports for Parking. I see on the website that the last time such a report was published was in 2013-2014 meaning that Hackney Council are in breach of their statutory obligations.**

4.3 – Again, this is demonstrably false given the fact that feedback from the residents have not firstly been taken into account, and the parking needs have not been amended accordingly.

## Zone R/S Displacement Parking Zone

•••

5.2 – Although residents do sometimes find difficulty parking, there have been 27 requests from Zone R displacement area residents in the previous 16 years. However, when these areas have been consulted, nearly 200 residents have rejected the need for controlled parking.

5.3 – Having been initially told by the Head of Parking that parking stress surveys were presented to the Cabinet as a basis for initiating a consultation, it transpires that no parking stress surveys were carried out by LBH or on behalf of LBH in the Zone R displacement area, prior to consultation.

5.4 – See comments to 5.3.

5.6 – Residents were suitably concerned as to why a Stage 1 & 2 combined consultation was taking place. Having spoken to a few councilors, they were also concerned that the process had been rushed. Perhaps London Borough of Hackney could inform residents why the stages were combined in light of the fact that the majority of residents have overwhelmingly rejected the notion of controlled parking in Zones R/S and even if they hadn't many expressed their displeasure at the actual parking design?

5.7 – Whilst residents were free to add comments, there was no selection box for residents that did not want any type of bays.

5.8 – This is demonstrably false. My own data, collected from the results of previous consultations shows an average of 28% response rate. In actual fact, I don't believe there has been a combined Stage 1 & 2 consultation ever carried out in Hackney prior to that of Zone R/S displacement areas.

5.10 – Where residents have complained about parking, it has been in the context of too many vehicles. As Zones R/S displacement areas are mainly residential, the problem has not been parking in the daytime, but in the evenings/nights which suggests that residents on a road have too many cars. There has been nothing in this report which deals with this issue.

5.12 – In the areas with which we are concerned with, there has been little support from the public for a CPZ, there are hardly any issues with road safety or traffic flows given that these are largely residential areas and it is pure irony to mention supply and demand for parking when parking designs do not meet the needs of users in the area.

5.13 – As mentioned above, no parking stress surveys have been carried out by LBH or its behalf.

5.14 – Again, this is largely inapplicable given the nature of residential streets that is present.

5.15 – This may be somewhat true but as Hackney Council do not guarantee a parking space for those who purchase permits or for times where a PZ is not in operation, it is therefore unable to effectively manage the supply and demand for parking, contrary to what has been clearly stated here.

5.18 – No such data exists for Zone R/S displacement areas.

## Zone R/S Displacement Parking Zone

• • •

5.22 – However, it is not limited to “transport related initiatives” given the fact that legislation currently allows for surplus funds to be used in the “public realm” which Hackney Council counts parking as one of its categories, but not the only category. Other categories include Waste and Streetscene and this information has not been disclosed in the consultation.

6.4 – As per 5.22 above.

## Other Comments

### Consultation Leaflet

1. This claims that a number of streets in Cazenove and Hackney Downs Wards are in support of controlled parking. However, it then goes on to say that CPZ's will be introduced in these areas which is plaintively false in the case of Cazenove. This misdirection by Hackney Council has meant that many residents may have based their support for controlled parking on information which is categorically untrue and speaking to residents on many occasions, I have had to clarify that this was clearly not the case.

### Freedom of Information Requests

1. Hackney Council Parking Services did not carry out Parking Stress surveys for Zone R/S displacement areas – Technical Services Manager
2. Official Requests for CPZ (Zone R displacement) – A total of 27 over a 16 year period:

Road Name	Number of requests (received via emails, letters or via the website)						Total
	2003	2004	2009	2011	2012	2015 - 16	
Alconbury Road	0	1	0	0	0	4	5
Evering Road	0	0	0	0	0	1	1
Geldeston Road	0	0	2	0	1	1	4
Ickburgh Road	1	1	1	0	0	1	4
Narford Road	0	0	0	1	1	4	6
Northwold Road	0	0	0	0	0	3	3
Reighton Road	0	2	0	0	0	2	4

3. Official Requests for CPZ (Zone S displacement) – **OUTSTANDING**
4. LBH's Annual Parking Reports post 2014 – **OUTSTANDING**



## Representation

I have chosen to write this report as an official objection out of the concerns that many local residents have made me aware of, both in terms of the process by which this combined Stage 1 & 2 consultation was conducted, as well as the biased manner in which conclusions have been drawn in an effort to override the views of the majority of residents, who neither care for nor want a controlled parking zone.

Many residents have also made me aware that the parking design of the proposed CPZ does not take into account the changes that could possibly be made without the need for a CPZ and although they are greatly concerned that the current timings are not suitable, many understand that the problem are residents in multi-occupancy flats having more than one car per house and no amount of alteration to the hours of operation will lead to fewer cars on what is largely a residential area.

Furthermore, the non-guarantee of parking space has done nothing to alleviate their fears and it is extremely troubling that unelected Hackney Council officers have overridden the views of residents and have generally not taken the area and usage of the area into account when conducting this consultation and subsequent report.

There have been a lot of points raised in this, particular in relation to the way the consultation was carried out as well as nonchalance manner in which residents have been treated throughout this process, simply because Hackney Council have chosen to push the problems out of the borough, instead of choosing to address them.

Moreover, the lack of transparency as well as the budgetary considerations in relation to controlled parking has been a significant factor in residents opposing this haphazard manner of consultation. Hackney Council have been lax in publishing their annual report which I understand to be a statutory obligation, as well as informing residents of where the parking surplus has been diverted to.

In this representation, I am objecting to the Traffic Order 1200 for, or on behalf of:

- 150 residents who formally filled out the consultation response form
- 139 residents who have approached me to object to their views being overridden by unelected bureaucrats (incl. 59 from Reighton Road which is 2x more than those who officially responded).

A few comments that were made by other residents (edited for clarity):

"What is the point of consulting if you (LBH) were going to override the opinions of those that have been consulted?  
Complete waste of time and money!"

"I object to the disingenuous behaviour exhibited by LBH Officers over this issue."

"If Hackney Council does not intend to respect and act on the views expressed by local residents, why are you using valuable resources to carry out consultations?"

"This whole process is an infuriating waste of precious public resources."

"It boggles belief that HBC to simply ignore the clear result of their own consultation - shamefully undemocratic."



## Appendix 2 – Correspondence sent to the Zone R displacement area.



Parking Services  
Health & Community Services  
London Borough of Hackney  
89-115 Mare Street, Keltan House  
London. E8 4RU

020 8356 8877  
[consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)

Address 1  
Address 2  
Postcode  
London

Our ref: Stage One consultation.

Date: 14<sup>th</sup> August 2015

Dear Resident/Business,

**Re: Stage One consultation on nearby roads in Cazenove and Hackney Down wards.**

Parking Services will soon be carrying out a 'Stage 1' consultation on nearby roads in the Cazenove and Hackney Downs Wards proposing the introduction of parking controls. This is as a result of a high number of local resident requests, for the introduction of parking controls.

A 'Stage 1' consultation only asks residents and businesses whether controls are supported. If the feedback received shows support for controls, then a 'Stage 2' consultation is carried out to consult residents on the proposed design of parking controls and the hours of operation.

We recognise that if controls are introduced in these areas, nearby uncontrolled areas in the north east section of the area such as Narford Road, would be impacted as they would suffer from displacement parking from these areas.

To ensure that we minimise the impact of parking pressure in these areas, we are writing to advise that following the 'Stage 1' consultation, if there is support for parking controls, the Council will make a recommendation to carry out a combined Stage 1 and 2 consultation on the introduction of parking controls in the displacement roads in the North east section of the area which will include the following roads:



- Northwold Road
- Alconbury Road
- Narford Road
- Reighton Road
- Ickburgh Road
- Geldeston Road (southern section)
- Evering Road (northern section)

This will ensure that if supported, parking controls will be implemented at the same time for the entire area.

If you have any questions regarding any of the information contained in this letter, please contact Hackney Service Centre on 020 8356 8877 or email us on [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk).

Yours faithfully,

Seamus Adams



Head of Parking Services/Markets  
London Borough of Hackney



Parking Services  
Neighbourhood and Housing Services  
London Borough of Hackney  
89-115 Mare Street, Keltan House  
London. E8 4RU

Address 1  
Address 2  
Postcode  
London

020 8356 8877  
[consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)

Our ref: Stage One Consultation.

Date: 27/05/2016

Dear Resident/Business,

**Re: Stage One consultation results on nearby roads in Cazenove and Hackney Down wards.**

Parking Services recently wrote to you regarding the 'Stage 1' consultation on nearby roads in the Cazenove and Hackney Downs Wards proposing the introduction of parking controls.

A 'Stage 1' consultation only asks residents and businesses whether controls are supported. If the feedback received shows support for controls, then a 'Stage 2' consultation is carried out to consult residents on the proposed design of parking controls and the hours of operation.

The results of the consultation showed that a number of streets have a majority support for the introduction of parking controls. You can view the results of the consultation at [www.hackney.gov.uk/parking-hys](http://www.hackney.gov.uk/parking-hys). A 'Stage 2' consultation will now take place after June 2016.

As explained in our previous correspondence Parking Services recognise that if controls are introduced in these areas, nearby uncontrolled areas in the north east section of the area such as Narford Road, would be impacted as they would suffer from displacement parking from these areas.

To ensure that we minimise the impact of parking pressure in these areas, we are writing to advise the Council will be carrying out a combined Stage 1 and 2 consultation after June 2016 on the introduction of parking controls in the displacement roads in the North east section of the area which will include the following roads:



- Northwold Road
- Alconbury Road

Document Number: 16892975

Document Name: Stage Two consultation

- Narford Road
- Reighton Road
- Ickburgh Road
- Geldeston Road (southern section)
- Evering Road (northern section)

This will ensure that, if supported, parking controls will be implemented at the same time for the entire area.

If you have any questions regarding any of the information contained in this letter, please contact Hackney Service Centre on 020 8356 8877 or email us on [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk).

Yours faithfully,

Seamus Adams



Head of Parking Services/Markets  
London Borough of Hackney

Parking Services  
Health & Community Services  
London Borough of Hackney  
89-115 Mare Street, Keltan House  
London. E8 4RU

Address 1  
Address 2  
Postcode  
London

020 8356 8877  
[consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk)

Our ref: Stage One consultation.

Date: 14<sup>th</sup> August 2015

Dear Resident/Business,

**Re: Stage One consultation on nearby roads in Cazenove and Hackney Down wards.**

Parking Services will soon be carrying out a 'Stage 1' consultation on nearby roads in the Cazenove and Hackney Downs Wards proposing the introduction of parking controls. This is as a result of a high number of local resident requests, for the introduction of parking controls.

A 'Stage 1' consultation only asks residents and businesses whether controls are supported. If the feedback received shows support for controls, then a 'Stage 2' consultation is carried out to consult residents on the proposed design of parking controls and the hours of operation.

We recognise that if controls are introduced in these areas, nearby uncontrolled areas in the north east section of the area such as Narford Road, would be impacted as they would suffer from displacement parking from these areas.

To ensure that we minimise the impact of parking pressure in these areas, we are writing to advise that following the 'Stage 1' consultation, if there is support for parking controls, the Council will make a recommendation to carry out a combined Stage 1 and 2 consultation on the introduction of parking controls in the displacement roads in the North east section of the area which will include the following roads:



- 
- Northwold Road
  - Alconbury Road
  - Narford Road
  - Reighton Road
  - Ickburgh Road
  - Geldeston Road (southern section)
  - Evering Road (northern section)

This will ensure that if supported, parking controls will be implemented at the same time for the entire area.

If you have any questions regarding any of the information contained in this letter, please contact Hackney Service Centre on 020 8356 8877 or email us on [consultparking@hackney.gov.uk](mailto:consultparking@hackney.gov.uk).

Yours faithfully,

Seamus Adams



Head of Parking Services/Markets  
London Borough of Hackney