

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 parking zone T displacement area.

Agree to:-

- Overrule the objections received and proceed with the making of traffic proposals to introduce parking controls in the following roads; Belfast Road(western section only), Kyverdale Road (between Cazenove Road and Northwold Road), Osbaldeston Road (between Cazenove Road and Northwold Road), Fountayne Road, Durliston Road, Geldeston Road, Rossington Street, Charnwood Street, Rossendale Street, Northwold Road and Cazenove Road.

Reasons;

- 1 Parking Services carried out its duties to consult and introduce parking controls in the parking zone T area in line with the Parking Enforcement Plan (PEP) 2015 - 2020.
- 2 The proposals to introduce parking controls in the zone T displacement area was based on three main reasons;
 - Feedback received from the stage one and two consultation carried out in the area between 20th November 2017 and 5th January 2018.
 - To protect the parking needs of the residents and businesses in the area from high parking stress caused by commuter parking and displacement parking from nearby parking zones.
 - Existing Council parking policy (PEP 2015 – 2020) on introducing parking controls in displacement areas joining existing parking zones.

Consultation process

Zone T

- 3 Parking Services consulted residents in the zone T area in line with parking policies and the Council's consultation charter.
- 4 A stage one consultation was initially carried out in the Stamford Hill area in 2015 to gauge support for parking controls in the area.
- 5 In line with our process, where a stage one consultation is carried out in an area, residents and businesses are only asked if they support parking controls. This helps identify if there is support for parking controls in the area.
- 6 The feedback is analysed on a street by street basis and if support for controls is established, a stage two 'detailed' consultation is carried out to consult residents and businesses on parking design and hours of operation (in new areas only).
- 7 As the hours of operation implemented may impact the design of parking controls for the area, it is useful to consult residents on both aspects at the same time once support for controls are established.
- 8 Information regarding how we consult and the consultation process was provided in the stage one consultation leaflets sent out to residents in the area. A copy of the leaflet is available on the council website; <https://consultation.hackney.gov.uk/parking-services/stamford-hill-consultation/>
- 9 Residents in the original zone T boundary were consulted on the hours of operation for their area between May and June 2017 and were given the opportunity to have their say on their preferred hours of operation from a choice of hours which were in line with our standardised hours of operation.
- 10 The hours of operation implemented in the zone T area were based on majority support received from the area.
- 11 Majority of respondents (56%) were in favour of Monday to Saturday 8.30am to 6.30pm operational hours. See delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-t/results/dpr---stage-2-parking-consultation-zone-t--stamford-hill--signed-by-kw.pdf>

Zone T displacement

- 12 Parking Services consulted residents in the zone T displacement area in line with our parking policies and Council's consultation charter.
- 13 A number of requests and two petitions were received from some of the roads requesting for parking controls as they were concerned that they would be impacted by the introduction of parking controls in the zone T area.
- 14 In line with the Council's parking policy (PEP 2015 – 2020), displacement areas joining existing parking zones inherit the same hours of operation as the parking zone they are joining.
- 15 The area consulted was a displacement area of parking zone T due to its close proximity to Zone T. As a result this area would inherit the same hours of existing Zone T which is in line with our policies.
- 16 Merging the displacement area into existing Zone T makes it easier for local residents from this area to park in all roads within Zone T and prevents intra zone displacement.
- 17 The method of determining parking zone boundaries is documented in the Council's PEP. Parking Services try to ensure that all parking zones have clear logical boundaries to ensure that it less confusing for drivers to park.

'Where possible, the boundary of a PZ will be set to utilise a main road or other barrier to discourage displaced parking. The area for inclusion in a PZ will be set with regard to traffic management grounds and the need for a clear and logical boundary, which may mean that there is not majority support for the PZ within that boundary'
- 18 Based on the above, it would not have been possible to create a new zone in the zone T displacement area as there is no logical boundary between existing zone T and the T displacement area.
- 19 The consultation documents sent to the zone T displacement area were in line with the approved standard for parking consultations.
- 20 The consultation documents provided information regarding why the Council consulted the area, information about the proposed design, hours of operation and how a decision will be made by the Council to introduce controls.

- 21 Parking zones have shown to improve accessibility and safety in different areas across the borough. These have been effectively done by implementing hours of operations which suit the needs of an area.
- 22 In line with our consultation standards, Parking Services ensure that clear unbiased information is provided within the consultation documents to allow residents and businesses to make an informed decision about parking in their area.
- 23 The area was consulted for a period of 6 weeks. During this time, all residents and businesses had the opportunity to provide their feedback via the freepost envelopes and online via the Council website.
- 24 The stress surveys completed in the zone T displacement area indicated that the parking stress was constant throughout the day within the majority of the roads in the area. This means that shorter hours will not resolve the parking stress in the area.
- 25 The same hours of operation have been implemented in other areas within the borough which have similar characteristics as that of zone T. These include zones, N, S and Q which all have standardised hours of operation ending at 6.30pm in the evening.
- 26 In line with our policies, Parking Services review new parking zones one year after implementation to ensure that they suit the needs of the residents. At this stage, the hours of operation may be revised based on the feedback received from the area.
- 27 Officers from Parking Services have met with residents from the zone T displacement area and committed to review the controls in the area within 8 months after they have been implemented.
- 28 As part of the review, all residents and businesses will be consulted on the hours of operation and given the opportunity to have another say on their preferred hours of operation.

Policy considerations

- 29 Parking and Enforcement Plan (PEP) 2015-2020 outlines all parking related policies and procedures including parking zones, enforcement and the hierarchy of need which was last consulted on in 2015.
- 30 There is greater demand for parking than space available, so the Council uses the hierarchy of parking need which shows the general priorities across Hackney to determine parking need.

Priority	Road user
1	• blue badge holders' parking
2	• residents' parking
3	• car clubs
4	• local business / service operational parking / servicing
5	• short-stay shopper / visitor parking
Other factors affecting priority include	<ul style="list-style-type: none"> • impact on traffic flow / road safety • impact on air quality / climate change • size of vehicle / effect on local environment

- 31 Reviewed every five-years, the PEP allows all residents', local businesses and visitors to the borough to provide feedback on proposed policies as well as provide general feedback on how the council can improve the PEP. The PEP is due to be reviewed from 2019.
- 32 The Council recognises that loneliness affects our residents especially those who are vulnerable, elderly and disabled. The Council's Parking and Markets Service offer a 50% discount to residents who are disabled and/or aged 60 and over. Residents can purchase one day or two hour visitor vouchers books or on street parking and one day estate vouchers for off street parking on estates. Both allow residents visitors to park in their home parking zone.
- 33 The Parking and Enforcement Plan (PEP) 2015-2020 is clear on what prioritising the hours of control to reflect the characteristics of the area to protect local parking need means. Section 2.30 goes on to provide two examples, please see below an extract from the PEP:

'Extending controls until the evening may be suitable for areas with a night-time economy. The event-day parking scheme increases the hours of control on the days of football matches and other events at Arsenal Football Club's stadium in Islington.'

Consultation Feedback

- 34 In line with our policies, the consultation feedback was analysed on street by street basis due to this area being a displacement area as this allows us to include those roads into the existing zone which support parking controls.
- 35 The consultation included all roads in the area whether private or public. The feedback received showed that majority of the public highway roads consulted were in favour of parking controls (6 out of 11 public highway roads) if they were introduced on nearby roads.
- 36 Although there were a cluster of roads to the west of Fountayne Road and south of Rossington Street which were not in favour of parking controls, Parking Services recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.
- 37 The feedback received from majority of the private roads were not in favour of controls.
- 38 Unfortunately, there will be occasions where parking controls need to be introduced in an entire area even if there is no support from particular streets. This is either to create a logical boundary or to ensure that where there is high parking pressure, we can avoid displacement parking from nearby areas.
- 39 From previous experience, excluding certain streets from parking zones can have a detrimental impact on the parking needs of the residents as a result of high parking pressure caused by commuters and displacement parking. This can also lead to safety concerns and traffic flow issues.
- 40 By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.
- 41 See the delegated report for more information;
[https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated authority report-zonetdisp-final signed version 200218.pdf](https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated%20authority%20report-zonetdisp-final%20signed%20version%20200218.pdf).

42 Although the hours of operation were stipulated in the consultation document, all respondents were still welcome to provide further information in the comments sections of the consultation document if they did not agree with any section of the consultation.

43 66% of respondents provided their additional comments within the consultation questionnaires.

44 When the comments were analysed, although 65% of the comments received requested for shorter hours, overall, only a minority (44%) of the overall responses received during the consultation period requested for shorter hours. See delegated report for more information; https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated_authority_report-zonetdisp-final_signed_version_200218.pdf.

45 The Council's consultation process is not a referendum. It takes into account the needs of those who are experiencing parking difficulties and looks at ways to resolve their parking concerns by providing a logical solution.

46 Parking Services recognise that the introduction of controls in one area is likely to cause displacement parking in other nearby areas and as a result have based its final decision on protecting the parking needs of the residents in those roads which were not in favour of controls.

Traffic Order process

47 The traffic order proposals were advertised on the 26th February 2018. During this time, members of the public were able comment or object to the proposed scheme.

48 The process includes advertising the traffic order in the local newspaper (Hackney Today) on the same day.

49 In addition, site notices were displayed on lamp columns in each street affected by the proposed changes to make all residents and members of the public aware of the Council's proposals.

50 Parking Services have revisited Durlston Road and can confirm that on-street notices were displayed in the road as well as other surrounding roads to make members of the public aware of our proposals to implement parking controls in the zone T displacement area.

51 The date when the traffic order was advertised was also included in the summary leaflet sent to all addresses in the area.

52 Unfortunately, due to delays with our printing service, the summary leaflets were slightly delayed when sent out to residents. The summary leaflets were sent out to residents on the 2nd March 2018 via first class post.

53 However, to ensure that residents had ample time to provide their feedback, the closing date for the statutory consultation was extended by a week to the 26th March 2018. This information was provided on all notices displayed in the area as well as in the summary leaflets sent to residents.

54 Members of the public were able to provide their feedback to the statutory consultation via various means. This included the Council's traffic order webpage, by post in writing to the head of Streetscene (quoted on the notices) or by email to the email address quoted on the notices or on the summary leaflet sent to residents.

55 Information regarding how to object to the Council's proposals were provided on the posters displayed in all roads in the area and in the summary leaflets sent out to all residents.

Car Free Developments

56 The Section 106 agreement has been agreed under the Town and Country Planning Act 1990.

57 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.

58 Residents in car free developments however have other parking options available to them including purchasing visitor vouchers, renting a garage from the Council or parking outside of a controlled parking zone (CPZ).

Permit Prices

59 The price of permits were communicated to residents and businesses in the consultation booklets sent out to the residents.

60 Hackney Council promotes the greenest methods of travel such as walking, cycling and public transport over private car use plus the shift from petrol / diesel vehicles to electric vehicles with help to improve air quality.

61 Every London borough has different priorities and challenges when it comes to offering parking services. For example Islington Council has a resident roamer scheme from 11am to 3pm daily, however their one day visitor vouchers cost £14.80 compared to £3.50 in Hackney.

Belfast Road

62 The parking design for the area have been completed in line with regulations as well as the Council's approved design standards.

63 Parking Services have tried to maximise parking on Belfast Road by ensuring that parking spaces are implemented where it is safe to do so. Double yellow lines have been implemented only in areas where it is unsafe for vehicles to park.

64 In addition, based on advice from the Fire Services, Parking Services have to maintain a running width of 3.5metres in all roads to ensure that larger vehicles and Fire appliances are able safely access and travel down a road.

65 The current width of Belfast Road is not sufficient to support parking on both sides hence why parking has only been implemented on one side of the road.

66 Parking Services have investigated the status of the eastern section of Belfast road with the highways department based on feedback received. They have confirmed that although the street lighting in that section is managed by the Council, the road is privately owned.

67 Based on this information, the parking design for this section has been revised to exclude the eastern section of Belfast Road.

68 The road will still be included within the parking zone boundary and the residents and businesses will be able to purchase permits to park in the nearby public highway roads within zone T.

Parking Income

69 Councils cannot use parking as a revenue-generating tool. The statutory guidance states that councils should not set targets based on revenue, the number of PCNs issued or the number of vehicles removed. The use of any surplus that results from parking is strictly governed by legislation and is tightly controlled. This money can only be used for activities specified in Section 55 of the Road Traffic Regulation Act 1984 (as amended). These activities include:

- public realm improvements
- road safety initiatives
- freedom passes for disabled people and people over 60

The Council does not collect or share information on people who receive a penalty charge notice in order to maintain data protection protocols.

70 All Council voucher types are already separated into residential, estates, all zone business voucher and health and social care vouchers. The Council's parking and Markets Service do not collect additional information on residents, local businesses or visitors to the borough who may use pay and display for data protection reasons.

71 Carrying out a borough-wide survey every year to obtain this information is not the best use of public resources. As above, the Council cannot use parking as a revenue-generating tool.

Background

Following the approval to implement parking controls in the zone T area in October 2016, Parking Services received requests for parking controls from some of the uncontrolled roads surrounding zone T.

Two petitions and a number of requests for parking controls were received from the roads to the south of Cazenove Road between December 2016 and May 2017.

Based on the requests received, Parking Services requested for authorisation from Cabinet to consult residents in the displacement roads located to the east of Alkham Road and south of Cazenove Road. Authorisation was granted by Cabinet in July 2017.

To ensure that the roads close to zone T do not suffer from the effects of displacement parking for too long, a 'combined' stage one and two consultation was completed in the displacement roads between November 2017 and January 2018. This ensured that if residents were in favour of parking controls in the area, so parking controls can be implement in the quickest time possible.

In line with our policies, as this is a displacement area joining an existing parking zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation due to the fact that they would inherit the same hours as the zone they are joining (zone T).

Approval to introduce controls in the zone T displacement area was granted via delegated authority from the Group Director on the 22nd February 2018. See a copy of the delegated report for more information; https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated_authority_report-zonetdisp-final_signed_version_200218.pdf.

The Traffic Management Order (TMO) statutory consultation proposal to introduce parking controls in the parking zone T displacement area commenced on 26th February 2018 with a three week objection period ending on the 18th March 2018. However, due to delays sending out the summary leaflets, the consultation closing date was extended by a further week and closed on the 26th March 2018.

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 high number of objections against the proposed Traffic Management Order proposals were received from residents who lived within and outside the parking zone T displacement area. In addition, a petition containing over 700 signatures was also received by the Council which requested for different hours of operation to be implemented in the area and a review of the existing Parking Enforcement Plan (PEP) 2015 – 2020.

Majority of the objections were against the proposal to introduce parking controls in the zone T displacement area and the hours of operation which were proposed for the area.

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

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 and correspondence received against the TMO notice issued on 26th February 2018.

A high number of objections and a petition containing over 700 signatures against the proposed Traffic Management Order proposals were received from residents who lived within and outside the parking zone T displacement area.

Majority of the objections were against the proposed to introduction of parking controls and the hours of operation in the zone T displacement area.

A number of objections with similar objection reasons were submitted from the area. Those objections, which raised similar issues, have been grouped together and a response provided accordingly.

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]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The residents objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback was not in favour of controls and contravened the existing parking policy (PEP 2015 – 2020).
- The consultation documents and process were unclear and misleading and will need to be reviewed and restarted.

- Proposed hours of operation for the area as majority of the feedback requested for shorter hours of operation which would suit the area and would be better for businesses in the area.
- Start the consultation process again and kindly provide vital information, social & financial implications of the CPZ and current planned short & long operational hours on the residents, in particular on the "Vulnerable, Lonely, Sick, Disable and Elderly" residents, so that the respondents are able to make informed decision.

Response:

Zone T consultation

Parking Zone T was created as a result of the stage one consultation carried out in the Stamford Hill area between October and November 2015. During the consultation, Parking Services consulted addresses between Amhurst Park and Cazenove Road on the introduction of parking controls.

The consultation feedback showed that Alkham Road was in favour of parking controls and from Margaret Road was undecided. Based on this feedback, Parking Services recommended to implement parking controls in those roads as well as in Lampard Grove and Windus Road to create a logical boundary.

In line with our consultation process, all addresses in the area were sent consultation packs which included a leaflet, questionnaire, user friendly map of the proposed area and a freepost envelope.

The consultation leaflet provided information regarding why we consulted the area, how a decision is made on the introduction of parking controls and how residents can provide their feedback and how parking zones work. The leaflet also provided clear information regarding the price of visitor vouchers and provided a link for residents to be able to calculate the exact price of a permit if controls were introduced in their area. A copy of the Stage one consultation leaflet can be found on the Council website; <https://consultation.hackney.gov.uk/parking-services/stamford-hill->

consultation/supporting documents/PJ60887 Stamford Hill consultation letter and questionnaire HR.pdf.

Unfortunately as the price for resident permits were being reviewed and subject to change when the Stage One consultation was completed in the Stamford Hill area, Parking Services were unable to provide a clear table showing the exact price of permits as it was calculated by a combination of engine size and vehicle emissions. Indicative prices were provided however within the consultation documents and a link to a permit calculator which residents could use to find out the exact cost of a permit for their vehicle was also provided on the consultation document. Clear prices for the visitor vouchers were provided.

A similar leaflet was sent to residents in nearby zone R area when the area was consulted between August and October 2015. See link for a copy of zone R stage one consultation document; <https://consultation.hackney.gov.uk/parking-services/zone-e-displacement-consultation/supporting documents/Zone E displacement consultation letter and questionnaire.pdf>.

In line with the Council process on parking consultations published in the Parking Enforcement Plan, a stage one consultation is carried out in new areas in order to gauge support for parking controls.

Where a stage one consultation is carried out in an area, residents are only asked if they support parking controls to identify if there is support for parking controls in the area. The feedback is analysed on a street by street basis and if support for controls is established, a stage two 'detailed' consultation on the parking design and hours of operation (excluding displacement areas) is carried out in the area.

As the hours of operation has a direct impact on the parking design for an area, it is useful to consult residents on both aspects at the same time once support for controls are established.

Information regarding how we consult and the consultation process was provided in the stage one consultation leaflets sent out to residents in the area and is also available on the council website; <https://hackney.gov.uk/pep>

Following the feedback received to the stage one consultation and approval from Cabinet to create parking zone T, Parking Services carried out a Stage Two 'design' consultation in the approved Zone T boundary between 8th May 2017 and 23rd June 2017. See cabinet report for more information; [http://mginternet.hackney.gov.uk/documents/s51436/v%20Cabinet_Report - Stamford Hill Area Stage 2 consultation - August 2016.pdf](http://mginternet.hackney.gov.uk/documents/s51436/v%20Cabinet_Report_-_Stamford_Hill_Area_Stage_2_consultation_-_August_2016.pdf)

As part of the consultation, residents and businesses were asked for their feedback on the proposed parking design for the area. In addition, as a new parking zone was being created the residents were consulted on the hours of operation for the area.

Three options for the hours of operation were provided as part of the consultation. These were in line with our standardized hours for parking zones with similar characteristics in other area and included the option of longer hours (8.30am to 6.30pm) and shorter hours (10am to 12noon). Residents and businesses were able to provide their preferred hours of operation from the options provided.

Similar to the stage one consultation, stage two consultation packs which included consultation leaflets, questionnaire, user friendly map and freepost envelope was sent out to all addresses in the consultation boundary. The consultation leaflet also provided information regarding why we are consulting, how we make decisions and frequently asked questions including how much a permit would cost.

In addition to the above, the Ward Councillors were consulted on the proposals for the area before they were sent to the residents and businesses. Copies of the consultation materials along with our proposed parking design were sent to the Councillors to review and provide feedback.

The majority feedback (56%) received from the area were in favour of Monday to Saturday 8.30am to 6.30pm operational hours. Based on this feedback, the existing hours of operation were implemented in the area. See stage two delegate report for more information; <https://consultation.hackney.gov.uk/parking->

Zone T displacement consultation

Shortly after the zone T parking zone was approved by Cabinet in October 2016, Parking Services received a number of requests and two petitions requesting for parking controls from the uncontrolled roads surrounding zone T.

Based on the requests received, Parking Services requested for authorisation from Cabinet to consult residents in the displacement roads located to the east of Alkham Road and south of Cazenove Road.

In line with our policies, when proposing a parking consultation boundary, parking services have to consider the impact parking controls have on nearby roads and where possible include them in the consultation boundary to provide them with the opportunity to have a say on whether they would like parking controls. Authorisation to consult this boundary was granted by Cabinet in July 2017.

To ensure that the roads close to zone T do not suffer from the effects of displacement parking for too long, a 'combined' stage one and two consultation was completed in the displacement roads between November 2017 and January 2018.

As part of the consultation, residents were asked for their feedback on the proposed introduction of parking controls on their roads and nearby roads as well as the proposed parking design for their area.

This ensured that if residents were in favour of parking controls in the area, we would be able to implement controls in the quickest time possible.

In line with our policies, as the area is a displacement area and would be joining an existing zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation for the area as they would inherit the same hours of zone T (Monday to Saturday 8.30am to 6.30pm) if controls were introduced.

The above information was made clear in the consultation documents which were sent to all residents and businesses in the area. Residents and businesses were however welcome to provide further information in the comments sections of the consultation document if they did not agree with any section of the consultation or wanted to suggest changes to the proposed design for the area.

Parking Services consulted 19 roads in the zone T displacement area. 11 of those roads were public highway roads and parking controls could be introduced in those roads. The remaining 8 roads were private roads where parking controls cannot be introduced. The residents in those roads will however be included in the zone T displacement boundary and be able to purchase permits.

The consultation feedback received from the zone T displacement consultation was analysed on a street by street basis. When asked if they would support controls in their road, the majority of the roads were not in favour of parking controls (5 out of 11 public highway roads).

However, when asked if they would support parking controls if introduced on nearby roads, majority of the public highway roads (6 out of 11 roads) were in favour of parking controls.

There were a cluster of roads to the west of Fountayne Road and south of Rossington Street which were not in favour of parking controls. Parking Services have recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.

Unfortunately, controls cannot be introduced only in the roads which were in favour as the introduction of parking controls in one street typically results in displacement parking in adjacent unrestricted streets as commuters and motorists move their vehicles to avoid the parking controls.
https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated_authority_report-zonetdisp-final_signed_version_200218.pdf

By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.

Hours of operation

The Parking and Enforcement Plan (PEP) 2015-2020 is clear on what prioritising the hours of control to reflect the characteristics of the area to protect local parking need means. Section 2.30 goes on to provide two examples, for clarity, on how section 2.30 in the PEP is used, please see below:

- Extending controls until the evening may be suitable for areas with a night-time economy.
- The event-day parking scheme increases the hours of control on the days of football matches and other events at Arsenal Football Club's stadium in Islington.

As highlighted in paragraph 15 and the Council's parking policy (PEP 2015 – 2020), the area will be joining an existing parking zone (zone T) as it is a displacement area, therefore it will inherit the same hours of operation as the zone it is joining. This is irrelevant of the size of the existing parking zone or displacement area. This ensures that drivers better understand the parking restrictions in the area and prevents displacement parking from nearby areas with longer operational hours.

A number of residents and businesses in the area provided feedback in the comments section requesting for shorter hours of operation (7am to 11am) to be implemented in the area.

Although 66% of the comments received during the consultation requested for shorter hours of operation, of the overall feedback received, only a minority (44%) of respondents requested for shorter hours of operation. In addition, not all comments requested for 7am to 11am hours of operation as some of the feedback also requested for other variations of shorter hours of operation such as 1 hour controls in the area.

As the majority of feedback of responses received did not make any comments regarding the hours of operation for the area and the Council's policy on implementing controls in displacement areas, the hours of operation Monday to Saturday 8.30am to 6.30pm were proposed in the displacement area.

Other Considerations

The Parking and Enforcement Plan (PEP) 2015-2020 guides all parking related policies and procedures including parking zones, enforcement and the hierarchy of need and it was last consulted on in 2015. There is greater demand for parking than space available, so the Council uses the hierarchy of parking need which shows the general priorities across Hackney to determine parking need.

The PEP is reviewed every five-years and allows all residents', local businesses and visitors to the borough to provide feedback on proposed policies as well as general feedback on how the Council can improve the PEP. The PEP is due to be reviewed from 2019.

The area consulted is a displacement area of the original zone T which was implemented in January 2018. Requests for parking controls and petitions received from the area advised that they were concerned about the increase in parking stress which would result from the introduction of zone T displacement and not the introduction of controls in zone R area.

Parking Services introduced controls in the zone R area in April 2017, however request for parking controls were not received from the zone T displacement area until the decision was made to implement controls in zone T area in January 2018 as the residents were aware that they would suffer increased parking stress from the introduction of controls in those roads. As the area is a displacement area of the original zone T, the roads will inherit the same hours of operation to ensure that it is easier for drivers to understand the restrictions in the area and avoid intra zone displacement. This is in line with Council policy.

A similar approach was taken in relation to the zone R displacement area which were subsequently consulted after controls were approved in the original zone R area. As the area was a displacement area they inherited the same hours of operation (shorter hours of operation) as the original zone R.

In addition, we have received complaints regarding the existing zone R hours of operation from some residents in this zone. Parking Services will be reconsulting the zone R area and giving residents and businesses the opportunity to have their

say on whether they want the hours of operation to be revised or remain the same.

The stress surveys completed in the zone T displacement area indicated that the parking stress was constant throughout the day within the majority of the roads in the area. This means that shorter hours will not resolve the parking stress in the area.

The hours of operation reflect the characteristics of the area. Similar hours of operation have been implemented in other residential areas nearby with success.

The method of determining parking zone boundaries is documented in the Council's PEP. Parking Services try to ensure that all parking zones have clear logical boundaries to ensure that it is less confusing for drivers to park:

'Where possible, the boundary of a PZ will be set to utilise a main road or other barrier to discourage displaced parking. The area for inclusion in a PZ will be set with regard to traffic management grounds and the need for a clear and logical boundary, which may mean that there is not majority support for the PZ within that boundary'

In this situation it would not have been possible to create a new zone in the zone T displacement area as there is no logical boundary between existing zone T and the T displacement area.

Parking zones have shown in different areas across the borough to improve accessibility and safety. These have been effectively done by implementing hours of operations which suit the needs of an area. Parking Services ensure that we provide clear unbiased information in our consultation documents to allow residents and businesses to make an informed decision.

Parking Services ensured that they engaged with all members of the public in the area being consulted. Consultation documents were sent to all addresses in the area providing clear and detailed information regarding the consultation.

All residents and businesses in the area were able to provide their feedback via the freepost envelope provided in the consultation packs or online via the

Council's website. Consultations posters were also erected in the area to notify residents and businesses of the parking consultation in the area.

Parking Services were also open to meeting members of the public if required to discuss the proposed parking consultation and parking design for the area. Similar to other areas which have been consulted on the introduction of parking controls, places of worship were also sent consultation packs and were able to provide their feedback via the consultation questionnaire and leaflets provided.

The summary leaflets sent to all residents are meant to provide a summary of the outcome of the consultation, recommendations made by the Council and what the next steps will be (including when the traffic order will be advertised). The summary leaflet also refers residents to the delegated report (which is available on the Council website) if they would like further information.

The delegated report contained detailed information regarding the general comments made during the consultation.

Due to delays with our print service, the consultation leaflets were slightly delayed when sent out to residents. The summary leaflets were sent out to residents on the 2nd March 2018 via first class post.

To ensure that residents had ample time to provide their feedback, the closing date for statutory consultation was extended by a week until 26th March 2018 to allow residents additional time to provide their feedback to the scheme. In addition, traffic order posters were also put up in the area to advise members of the public of the statutory consultation and to inform them of the extended closing date of the 26th March 2018. In addition to this, the delegated report provided detailed information regarding the traffic order and was available on the Council website.

In relation to issues of loneliness caused by parking restrictions, the Council recognises that loneliness affects our residents especially those who are vulnerable, elderly and disabled. This is why Parking and Markets Service offer a 50% discount on visitor vouchers to residents who are disabled or aged 60 and over. The Council encourages residents, local businesses and visitors to the

borough to use sustainable modes of transportation like walking, cycling, cycle sharing clubs, using public transportation and car sharing clubs.

The Council is also piloting a resident permit for carers who provide regular care. This pilot will offer carers a way to park close to those they regularly care for by enabling them to buy a resident permit, and for the Council to learn through a feedback questionnaire, how our services can be improved in future. For more information regarding the resident permit for carer's trial please email parking.policy@hackney.gov.uk

The information from Mayor of London, also confirms that air quality in London has improved in recent years as a direct result of the work on policies to decrease emissions primarily from road transportation.

Parking policy - specifically emissions based charging allows residents, local businesses and visitors to the borough to rethink whether they need a vehicle or to use one and also consider how polluting it is, as the more polluting a vehicle is, the more they will pay. Hackney and other London local authorities must continue in their efforts to reduce CO₂ and other harmful pollutants in the atmosphere.

Objection 2 – Durlston Road

Received from:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The residents objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback was not in favour of controls.

- The consultation documents and process as they were unclear and misleading and will need to be reviewed and restarted
- Proposed hours of operation for the area as they do not suit the characteristics of the area.
- Hours of operation should match nearby zone R area.
- The statutory consultation process as the Council did not inform residents of the proposed statutory consultation in time. No posters were put up in roads in the area.

Response:

Parking Services have proposed to implement parking controls in the zone T displacement area based on the consultation feedback received as well as to protect the residents in the area from parking stress which would be caused by displacement parking from nearby controlled areas.

Parking Services consulted 19 roads in the zone T displacement area between November 2017 and January 2018. 11 of those roads were public highway roads and parking controls could be introduced in those roads. The remaining 8 roads were private roads where parking controls cannot be introduced. The residents in those roads would however be included in the zone T displacement boundary and be able to purchase permits if controls are introduced in the area.

In line with our parking policy, the consultation feedback received from the zone T displacement consultation was analysed on a street by street basis. When asked if they would support controls in their road, the majority of the roads were not in favour of parking controls (5 out of 11 public highway roads).

However, when asked if they would support parking controls if introduced on nearby roads, majority of the public highway roads (6 out of 11 roads) were in favour of parking controls.

Although there were a cluster of roads to the west of Fountayne Road and south of Rossington Street which were not in favour of parking controls, Parking Services have recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.

Unfortunately, controls cannot be introduced only in the roads which were in favour of controls as the introduction of parking controls in one street typically results in displacement parking in adjacent unrestricted streets as commuters and motorists move their vehicles to avoid the parking controls. https://consultation.hackney.gov.uk/parking-services/zone-t-disp/results/stage12delegated_authority_report-zonetdisp-final_signed_version_200218.pdf

By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.

In line with our policies, as the area is a displacement area and would be joining an existing zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation for the area as they would inherit the same hours of zone T (Monday to Saturday 8.30am to 6.30pm) if controls were introduced.

This makes it easier for drivers to understand the parking restrictions in the area and avoid displacement parking from nearby areas with longer operational hours.

Parking Services met with residents from the zone T displacement area and have committed to review parking controls in the whole zone T within 8 months after the zone has been implemented. As part of the review, residents and businesses in the area will be consulted and given the opportunity to have their say on their preferred hours of operation for the whole zone.

Unfortunately, due to delays with our print service, the consultation leaflets were slightly delayed when sent out to residents. The summary leaflets were sent out to residents on the 2nd March 2018 via first class post.

To ensure that residents had ample time to provide their feedback the closing date for statutory consultation was extended by a week to the 26th March 2018 to allow residents additional time to provide their feedback to the scheme.

In addition, traffic order posters were also put up in all roads in the area to advise members of the public of the proposed traffic order in the area and advised members of the public of the extended closing date of the 26th March 2018.

The posters put up in the area provided information regarding the proposed changes being made by the Council as well as how members of the public and make representations to the Council against the scheme. Pictures of posters put up in all roads in the area were taken by our engineers as proof that the notices were made available to members of the public.

In addition to the above, the delegated report which provided detailed information regarding why the traffic order was proposed was made available on the Council website before the traffic order was advertised.

Objection 3 – Belfast Road

Received from:



The resident objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback from Belfast Road was not in favour of controls.
- Majority of the residents were not in favour of the proposed design for Belfast road.
- Proposed hours of operation for the area as majority of the feedback requested for shorter hours of operation which would suit the area and would be better for businesses in the area.
- Introduction of parking controls would be detrimental for the businesses in the road and further consultation is required to determine the best way to protect the valuable businesses.
- Too many yellow lines have been introduced in the road which removes a high number of parking spaces and will only increase traffic speeds.
- Eastern section of Belfast Road is privately owned and parking controls cannot introduced in that section.
- Additional disabled bay is required in the road as part of the design.

Response:

Document Number: 18134131

Document Name: Decision Audit Report Zone T displacement

Parking Services have proposed to implement parking controls in the zone T displacement area based on the consultation feedback received as well as to protect the residents in the area from parking stress which would be caused by displacement parking from nearby controlled areas.

In line with our parking policy, the consultation feedback received from the zone T displacement consultation was analysed on a street by street basis. When asked if they would support controls in their road, the majority of the roads were not in favour of parking controls (5 out of 11 public highway roads).

However, when asked if they would support parking controls if introduced on nearby roads, majority of the public highway roads (6 out of 11 roads) including Belfast Road were in favour of parking controls being introduced on their road.

Although there were a cluster of roads to the west of Fountayne Road and south of Rossington Street which were not in favour of parking controls, Parking Services have recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.

In line with our policies, as the area is a displacement area and would be joining an existing zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation for the area as they would inherit the same hours of zone T (Monday to Saturday 8.30am to 6.30pm) if controls were introduced.

This makes it is easier for drivers to understand the parking restrictions in the area and avoid displacement parking from nearby areas with longer operational hours.

This information was provided and made clear in the consultation leaflets which were sent to all residents and businesses in the area to help residents make an informed decision.

Parking Services have subsequently met with residents from the zone T displacement area and have committed to review parking controls in the whole zone T within 8 months after the zone has been implemented. As part of the review, residents and businesses in the area will be consulted and given the

opportunity to have their say on their preferred hours of operation for the whole zone.

Parking Services have implemented visitor parking close to the businesses in the area to ensure that visitors to the businesses in the area are still able to park and are not affected by the parking controls.

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

As required by the Highway Code and Council policies, we have proposed to implement yellow lines at junctions and bends in the roads to prohibit parking and improve visibility.

In addition, in line with recommendations from the Fire Services, we have to ensure a running width of 3.5 metres is maintained in all roads to allow easy passage for Fire appliances and vehicles during an emergency.

As part of our design, we have tried to retain the majority of parking spaces in Belfast Road and have only upgraded the single yellow lines to double yellow lines on one side of Belfast Road as the road width falls below the acceptable minimum running width if vehicles park on both sides of the road. Observation carried out in the road have shown large vehicles experiencing difficulty when driving down the road.

Based on feedback, we have investigated the status of the eastern section of Belfast road with our highways department. They have confirmed that although the street lighting in that section is managed by the Council, the road is privately owned.

Based on this information, we have revised our design for zone T displacement parking zone area and excluded the eastern section of Belfast Road from the design.

The private section of Belfast road will still be included within the parking zone boundary and the residents and businesses will be able to purchase permits to park in the public highway sections / roads within zone T.

Disabled Bays are implemented by the Council based on request. Residents who would like a disabled bay implemented for them will need to apply to the Council and will have to be assessed by our mobility services team to ensure that they meet the criteria before a bay can be implemented. More information regarding how to apply for a disabled bay can be found on the Council website; <https://hackney.gov.uk/parking-bays-for-disabled-drivers>

Objection 4 – Northwold Road and Car free developments

Received from:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The residents objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback was not in favour of controls.
- Residents in car free properties will be impacted by the introduction of parking controls as they will not be able to purchase permits to park their vehicles.
- Parking Controls would have a negative quality of life consequence as well as negative financial consequence for residents.
- If the restrictions cannot be overridden I recommend parking permits be granted to the residents of car free properties (for those who need cars).

Response:

Parking Services have proposed to implement parking controls in the zone T displacement area based on the consultation feedback received as well as to protect the residents in the area from parking stress which would be caused by displacement parking from nearby controlled areas.

In line with our parking policy, the consultation feedback received from the zone T displacement consultation was analysed on a street by street basis. When asked if they would support controls in their road, the majority of the roads were not in favour of parking controls (5 out of 11 public highway roads).

However, when asked if they would support parking controls if introduced on nearby roads, majority of the public highway roads (6 out of 11 roads) were in favour of parking controls being introduced on their road.

Although there were a cluster of roads to the west of Fountayne Road and south of Rossington Street (including Northwold Road) which were not in favour of parking controls, Parking Services have recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.

Not introducing parking controls on Northwold Road and other roads which were not in favour of parking controls, would result in an increase in parking stress in those roads. This could potentially lead to unsafe conditions in those roads.

In line with our policies, as the area is a displacement area and would be joining an existing zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation for the area as they would inherit the same hours of zone T (Monday to Saturday 8.30am to 6.30pm). This makes it easier for drivers to understand the parking restrictions in the area and avoid displacement parking from areas with longer operational hours.

This information was provided and made clear in the consultation leaflets which were sent to all residents and businesses in the area to help residents make an informed decision.

Parking Services have subsequently met with residents from the zone T displacement area and have committed to review parking controls in the whole

zone T within 8 months after the zone has been implemented. As part of the review, residents and businesses in the area will be consulted and given the opportunity to have their say on their preferred hours of operation for the whole zone.

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's 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>.

Objection 5

Received from:

[REDACTED]

The resident objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback was not in favour of controls.
- The introduction of parking controls will be detrimental to the residents in the area as they have to pay for permits

Response:

Parking Services have proposed to implement parking controls in the zone T displacement area based on the consultation feedback received as well as to protect the residents in the area from parking stress which would be caused by displacement parking from nearby controlled areas.

In line with our parking policy, the consultation feedback received from the zone T displacement consultation was analysed on a street by street basis. When asked if they would support controls in their road, the majority of the roads were not in favour of parking controls (5 out of 11 public highway roads).

However, when asked if they would support parking controls if introduced on nearby roads, majority of the public highway roads (6 out of 11 roads) were in favour of parking controls being introduced on their road.

Although there were a cluster of roads to the west of Fountayne Road and south of Rossington Street (including Northwold Road) which were not in favour of parking controls, Parking Services have recommended that these roads be incorporated into existing Parking Zone T to protect the residents in those roads from displacement parking and to create a logical boundary.

Not introducing parking controls in the roads which were not favour of parking controls would result in an increase in parking stress in those roads. This could potentially lead to unsafe conditions in those roads.

In line with our policies, as the area is a displacement area and would be joining an existing zone (zone T) if in favour of controls, residents in the area were not consulted on the proposed hours of operation for the area as they would inherit the same hours of zone T (Monday to Saturday 8.30am to 6.30pm). This makes it easier for drivers to understand the parking restrictions in the area and avoid displacement parking from areas with longer operational hours.

This information was provided and made clear in the consultation leaflets which were sent to all residents and businesses in the area to help residents make an informed decision.

Parking Services have subsequently met with residents from the zone T displacement area and have committed to review parking controls in the whole zone T within 8 months after the zone has been implemented. As part of the review, residents and businesses in the area will be consulted and given the opportunity to have their say on their preferred hours of operation for the whole zone.

In terms of permit prices, these are based on a vehicle's emissions. Permit prices aim 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
- review of controlled parking zones through consultation with residents as and when they are needed

When compared to other local authorities who are similar or neighbouring boroughs, the Council's Parking and Markets Service median parking permit prices are one of the lowest.

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 £46,301. The scheme is fully funded from the capital costs budget for 2018/19.

Conclusions

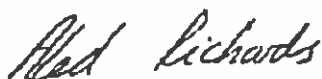
Recommendation:-

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 introduce parking controls in the following roads; Belfast Road(western section only), Kyverdale Road (between Cazenove Road and Northwold Road), Osbaldeston Road (between Cazenove Road and Northwold Road), Fountayne Road, Durlston Road, Geldeston Road, Rossington Street, Charnwood Street, Rossendale Street, Northwold Road and Cazenove Road.

Approval

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



Signed.....

09/05/2018

Dated.....

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

APPENDIX 1

Objection: 1a

Received from:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

Date: 7th March 2018

Dear Sir/Madam,

Subject: To object the introduction of a Controlled Parking Zone in Stamford Hill, Zone-T Displacement area, proposed operational hours of which are 8:30am to 6:30pm Monday to Saturday.

Before I make my objections, I would like to bring to your attention some passages which are taken from the section "Background" of the "Right to challenge parking Polices, Traffic Management Act 2004: Network management Duty Guidance (published by Department for Communities and Local Government)"

“Parking strategies cannot simply be about restricting parking. They need to meet the best interests of road users, communities and businesses. Inappropriate parking rules, over-zealous enforcement and high parking charges drive people out of town centres, push up the cost of living, harm local shops and make it harder for people to park responsibly and go about their everyday lives.”

‘The current processes for considering and implementing parking strategies are not easily understood or accessed by local residents or businesses. The timeframe for reviewing policies is not linked to, or required to respond to, changes in local circumstances. This creates a perception that people have no say on parking in their area.

‘We hope the end result should be to remove unnecessary or excessive parking restrictions and unfair parking practices, to the benefit of the local economy and local shops.’

- Below are passages from the article published on BBC on 11th Feb 2018 by Mark Easton, “How should we tackle the loneliness epidemic?”

“The research David Halpern referred to is a meta-analysis of 148 studies into the effects of social isolation on mortality conducted by academics at Brigham Young University and the University of North Carolina.

‘The researchers were able to look at the lives of almost 309,000 people for an average of seven-and-a-half years - a seriously big sample.

‘What emerged was that those with stronger social relationships had a 50% increased likelihood of survival than those who lived more solitary lives. A seriously powerful finding.

‘If you have got someone who loves you, someone you can talk to if you have got a problem, that is a more powerful predictor of whether you will be alive in 10 years’ time, more than almost any other factor, certainly more than smoking.

‘An article in Science magazine in 1988 noted that “social relationships, or the relative lack thereof, constitute a major risk factor for health - rivalling the effect of well-established health risk factors such as cigarette smoking, blood pressure, blood lipids, obesity and physical activity.”

‘Theresa May has spoken of her determination to reduce the loneliness that so many people say they feel. “More than nine million of us say that we always, or often, feel lonely,”

‘The commission has assembled survey evidence suggesting that 200,000 older people had not had a conversation with a friend or a relative in more than a month and up to 85% of young adults with disabilities say they feel lonely most days.

‘Robinson, Chief Officer of Age UK Barnet said:

‘Loneliness can kill. It’s proven to be worse for health than smoking 15 cigarettes a day, but it can be overcome and needn’t be a factor in older people’s lives.

“The more recent research concludes that, if the impact of isolation is potentially so great on our health, we should do more to prevent it.”

The bolded quote above is a strong indication that this is not something the council can disregard or take lightly. While it is laudable that the council is dedicated to issues regarding climate change, air pollution and its associated health implications, there should also be a balanced effort to tackle the epidemic of loneliness.

- **Health Impact of Air Pollution:**
- **Facts from Mayor of London web page**
- At: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/health-and-exposure-pollution>

“In London, most pollutants are not at levels that affect human health. You can read more about air quality and health at World Health Organisation (WHO) and Committee on the Medical Effects of Air Pollutants.

‘Updated September 2017 – Please note that these calculations are currently being remodelled with an updated figure expected in 2018. King’s College has advised that we change the 9000 figures to “thousands” in the interim.

‘Other key findings from the study include:

- In 2010 nearly half the health effects of long term exposure to air pollution were caused by pollution from outside London, as well as 75% of cardiovascular hospital admissions associated with PM2.5
- Reductions in pollutant levels between 2010 and 2020 will result in nearly 4 million life years being saved. This excludes the expected impact of the Ultra-Low Emission Zone, which will lead to significant reduction in the number of people living in areas of poor air quality (where levels of NO2 exceed legal limits) – by 72 per cent in central London and 54 per cent London wide
- There have also been average reductions in NO2 levels at roadside sites of more than 12 per cent (with weather effects removed)
- The report also includes a 2010 borough breakdown highlighting the estimated number of attributable deaths associated with air pollution in each area based on the number of the local population”

Social & Financial impact of the CPZs on, Venerable, Loneliness, Sick, Disable and Elderly Residents

CPZs alienate and restrict socialisation of citizens as it prevents family and friends from being with their loved ones (in particular the Venerable, Loneliness, Sick, Disable and Elderly) because of the overzealous parking enforcements with long operational hours specifically in residential areas. The risk of PCNs & it’s unacceptable level of high cost, and to pay for P&D vouchers or asking for visitor vouchers followed by the hassle of correctly & promptly displaying the scratch and display every two hours will not only put

additional financial burden on the “Venerable, Loneliness, Sick, Disable and Elderly” loved ones, but it will also deter family members and friends from making frequent visits as they become more reluctant to ask for visitor vouchers. Family members that visits frequently already on a daily basis or several times weekly) will bear the additional financial burdens as they will have to pay for vouchers regularly.

Sir/Madam, as we do not believe the Council have considered the social & financial impact of the CPZs on the “Venerable, Lonely, Sick, Disable and Elderly residents in the area and for the reasons discussed in the above we suggest avoiding implementing all-day hours wherever possible in residential areas.

Objections: Zone-T Consultation (Oct-Nov 2015 Stage One

1, a) Contravening of Policy 2.24

2.24 Stage one consultations will utilise some or all of the techniques described in section seven. The consultations set out the following:

- the reasons why the Council is proposing a PZ
- how the scheme would work
- a summary of the major parking permits and indicative prices
- how the resident or business can have their say
- a summary of what happens next
- the draft design of the zone (if the consultation combines stages one and two) and the reasons behind its key features.

b) Requirements of a lawful consultation

‘If holding a consultation, it must meet certain requirements

The ‘Gunning’ or ‘Sedley’ criteria, from R v Brent London Borough Council, ex p Gunning (1985) 84 LGR 168:

1. a) ‘Consultation when proposals still at a formative stage;
2. b) **Public given sufficient reasons for a proposal to permit of intelligent consideration and response;**
3. c) Adequate time must be given for consideration and response;
4. d) Product of consultation must be conscientiously taken into account in finalising the proposal’

In this consultation vital information that would impact people’s day-to-day life and their personal finances was not given in the consultation letters, specifically:

- a) Complete Cost of Parking Permits, cost of Visitors Vouchers, PCNs etc. which could have influence the outcome of support or no support of CPZ.
- b) If CPZ implemented then recommended operational days and hours and its implications was not mentioned at stage one which helped residence making intelligent consideration on whether to support or not support CPZ.

During Stage One (Consultation period 9 Oct to 29 Nov 2015) Council failed to disclose the complete and latest (higher prices) price list in the information pack while Council was able to provide latest prices in the consultation which took place just a few months prior (14 Aug to 11 Oct 2015) to Zone R residents. Evidence below:

Information pack Stage One - Zone T (09 Oct to 29 Nov 2015)

How much will a permit cost?

The Council has introduced a fairer policy for parking permits in the Borough according to the size of the vehicle and its engine size. As a guide, an annual resident permit for a normal engine size car currently costs £112.00 (1200-2000cc). The equivalent permit for a business vehicle costs £540.00.

Residents are also able to purchase visitor vouchers for their visitors. These cost £20.00 for a book of 20 two-hour vouchers and £17.50 for a book of five one-day vouchers. Discounted rates are available for blue badge holders and people over 60.

Please note that as part of our drive to reduce pollution within the borough, from 2016 the price of permits will be based on vehicle emissions rather than the engine size. To find out how much your permit will cost over the next two years please visit our website; www.hackney.gov.uk/parking-permit-price-calculator

For more information about our permits please call 020 8356 8877 or visit www.hackney.gov.uk/ek-residents-permits

Information Pack – Stage One consultation, Zone R (14 Aug to 9 Oct 2015)

How much will a parking permit cost?

The Council has introduced a fairer policy for parking permits in the Borough according to the size of the vehicle and its engine size. As a guide, an annual resident permit for a normal engine size car currently costs £112.00 (1200-2000cc). The equivalent permit for a business vehicle costs £540.00

Resident permit prices, using engine size (cc) until 31 August 2016

Engine size (cc)	3 months	6 months	12 months
Greenest vehicles	£10	£10	£10
Greener fuels and smaller engines (under 1200cc)	£26.50	£38.50	£61.00
Normal sizes (1200 - 2000cc)	£43.00	£67.00	£112.00
Large engine (2001 - 3000cc)	£59.50	£95.50	£163.00
Very large (3001 - 4000cc)	£76.00	£124.00	£214.00
Extremely large (4001 plus cc)	£92.50	£152.50	£265.00
There is a £10 discount when purchasing resident permits online or by post.			

Resident permit prices – 1 September 2016 to 31 August 2017

Please note: as part of our drive to reduce pollution within the borough, the price of permits will be based on vehicle emissions rather than the engine size from September 2016

Resident permit prices during this period will be based on the midpoint between your vehicle's permit price based on its engine size, and its future price based on emission based charging. For example, if your permit price is currently £163, and will fall to £112 from 2017, your permit price will be halfway between the two (£137.50). To find out how much your permit will cost over the next two years please visit our website: www.hackney.gov.uk/parking-permit-price-calculator.htm

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

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

Band		3 months	6 months	12 months
1	No local emissions	£10.00	£10.00	£10.00
2	Up to 120 g/km	£26.50	£38.50	£61.00
	Price including diesel supplement	£39.00	£63.50	£111.00
3	121 - 185 g/km, or under 1200cc*	£43.00	£67.00	£112.00
	Price including diesel supplement	£55.50	£92.00	£162.00
4	186 - 225 g/km, or 1200-2000cc*	£59.50	£95.50	£163.00
	Price including diesel supplement	£72.00	£120.50	£213.00
5	226 g/km +, or 2001cc*+	£76.00	£124.00	£214.00
	Price including diesel supplement	£88.50	£149.00	£264.00

There is a £10 discount when purchasing resident permits online or by post.
The diesel supplement will be £50 per year, and will be pro-rated for 3 and 6 month permits.
*Where no information is held on a vehicle's CO2 emissions, permit price will be calculated on engine size.

2, Contravening of PEP, Policy 2.33 (part 1)

Policy 2.33 states, 'At stage two and during reviews consultation questioners propose standardising

times with other zones, where appropriate, **although local need and demand will continue to be taken in to account before a decision is made'**

Despite this, in the question of operational hours Council failed to provide a blank box where respondents could state operational hours other than standard hours and according to their wish. Nether were residents guided in the question of hours that they can state their desired hours in the general comment box. Residents were misled to believe they have limited choices of hours (only from standard hours provided). Many residences will not read through the information pack provided separately and go directly to fill the questioner. This way council skew the consultations in order to achieve their desired results.

3, Contravening of PEP, Policy 2.33 (Part 2)

Policy 2.33 states, 'While in some parts of Hackney there are circumstances that necessitates local hours of control, there are many areas that shares characteristics and are suitable for similar hours of control. This is to help motorists understand the times of control in each area and increase the service efficiency by making storage and maintenance of signs easy'

In an effort to create areas with uniform hours as advised in the policy above, it would have made more sense and been in line with council policy to propose and encourage residence to select operational hours 7am till 11am hours to CPZ-T as its neighbouring zone R shares the same hours all along its south side border. 7am till 11am hours would help motorists understand the time of control in the area and increase the service

efficiency by making storage and maintenance of signs easy as well as residents life easy. Or when is council going to start thinking residents interest and make their life easy?

4, Contravening of PEP, Policy 2.30

a) Policy 2.30 says, 'The hours of control should prioritise local parking needs and reflect the characteristics of area to protect local parking need'.

b) Traffic Management Act 2004 Operational Guidance for Local Authority

" 3.9 'Enforcement authorities should run their CPE operations (both on- and off-street¹⁵) efficiently, effectively and economically. The purpose of penalty charges is to dissuade motorists from breaking parking restrictions. **The objective of CPE should be for 100 per cent compliance, with no penalty charges'.**"

"5.14 Authorities should cover the following subjects:

- changes to parking enforcement including what people will experience and how the system will differ (where relevant);
- the benefits of CPE and what it will mean for people;
- where motorists can park, both on-street and off;
- exemptions, waivers and dispensations;
- when vehicles might be immobilised or removed;
- PCNs and how to avoid getting one – do not assume that people know what a PCN is or that they know all the parking rules;
- a succinct summary of the representations and appeals process;
- how to pay a PCN, including contact numbers; and
- where to get more information."

The Council have again failed to propose operational hours (7am till 11am) more suitable for residential areas and helped residents to save more on buying Visitors Vouchers and also lessen the chances of their visitors incurring PCNs,

Shorter hours would:

- a) **Stop regular commuters parking** (those who board public transport from Stamford Hill station and Stoke Newington Common Bus Depot).
- b) **Stop 'over spill' parking** (overnight parking from non-residents) due to parking control with early 7am start.
- c) **Stop people parking cars and going to work locally** (Stoke Newington High St.)
- d) **Decrease the impact on displacement areas** due to shorter hours, rather than unnecessary longer hours which council recommends.
- e) **Be less of a deterrent to our visitors, family and friends, and the inconvenience of keeping up to date with buying visitors vouchers from the Hackney Town Hall.** Tradesmen, electricians and plumbers will also require visitor's vouchers.
- f) **Decrease the probability of our visitors being two minutes late and incurring a Penalty Charge Notice (PCN) of up to £130.00 each, which would be an unfair cost and will deter our family and friends from visiting.**

All of these amount to almost the same impact as all day controls with added benefits and savings to the residents.

Zone -T Displacement Consultation Nov-Dec-Jan 2017(Stage One and Two)

5, Contravening of PEP, policy 2.37

Council misinformed and misled residents during the consultation period with the details in their information pack so that they were only informed of part of the policy, illustrated below:

'As your area forms part of a displacement consultation, if the final decision of this consultation is to introduce parking restrictions, you will join existing parking Zone T and will adopt the same operational hours. The operational hours of parking Zone T are Monday – Saturday, 8:30 am to 6:30pm'

While actual PEP, Policy 2.37 states that,

'Displacement area would join an adjacent PZ rather than become an independent zone. The hours of controls would default to those of the parent PZ unless there is a clear reason to differ the hours'

By giving incorrect information, one can also argue Council had assumed respondent's views and predetermined the outcome of the consultation.

However regardless of what Council informed, an overwhelming majority (65%) of respondents including local businesses who commented in parking consultation demanded shorter 7am to 11am Monday to Saturday hours. If we look at it from the viewpoints of local campaigners who, unlike Council, did not have facilities or resources to send out over 3000 survey forms, instead residents were only able to reach out to about **500 people, out of which 441 replied in favor of their campaign**. These figures do not include survey forms which Council rejected for being slightly late, that amount to over 135 in total.

Council's policy 2.37 can also be considered unfair and biased: operational hours chosen by a minority of the original Zone-T (74 people in this case, made up of two or three small streets, usually the nearest streets next to the busy area when they were facing enormous parking difficulty and the hours were chosen out of frustration) are then imposed upon a large displacement area (19 streets, over 3000 households). Lack of information about future implications on day to day life of CPZ certainly may have contributed to them choosing long operational hours.

Council this type of policy's does not help local democracy and certainly not fair that tail wags the dog.

6, Traffic Management Act 2004 Operational Guidance for Local Authority

5.5 Local authorities will need to publicise their consultation document and make it available in hard copy and on the web. They need to set a deadline for feedback – central government consultations usually allow 12 weeks. **In any broad consultation like this, local authorities will need to show that they have made every effort to gain representative feedback from stakeholders.**

5.10 Authorities are likely to get a relatively large number of queries or complaints when CPE is first introduced and need a comprehensive communication plan. The Cabinet Office²⁶ gives guidelines on communication with the public. This cover:

- media campaigns on plans for CPE;
- **email/direct mail to key stakeholders;**
- briefing events;
- public speaking opportunities;
- **one-to-one meetings with key organisations;** and
- public events and engagement opportunities for staff.

Please note that this area has a several organisations located within its geographical boundary including North London Muslim Community Centre (NLMCC), a large mosque, a large synagogue, a large church and three primary schools. Council has made no effort to engage with them. By not engaging with them Council creates a perception that people have no or very little say on parking in their area. Hence residents were denied the chance to state their preferred operational hours.

7, Impact on businesses

Traffic Management Act 2004 Operational Guidance for Local Authority

4.4 The appraisal should take account of:

- existing and predicted levels of demand for parking;
- the availability and pricing of on- and off-street parking places;
- **the impact on the local economy and the viability of local shops and high streets;**
- the justification for, and accuracy of, existing traffic orders;

The Council has failed to provide the breakdown of consultation results of Business in the area and have not made any mention of local businesses in their delegated report or in the summery booklet sent out to the residents. Local authorities must ensure that the need to restrict parking and manage congestion does not stifle the ability of businesses to trade and help grow the economy.

However, through the Freedom of Information request we have managed to acquire the information about views and feedback of businesses in the area. And the results are as follows;

‘From the overall feedback received, 41 respondents classified themselves as a business or ‘both’ (resident and business). Of the 41 responses received, 14 were in favour of parking controls if introduced on their road and 27 were not. When asked if they would support parking controls if introduced on nearby roads, 19 were in favour of parking controls and 21 were not. 1 respondent did not answer this question.

Of the 41 businesses that feedback was received from, 25 provided additional comments on the questionnaire. Of the 25 that provided comments, 19 provided feedback on their preferred operational hours for the area. **Majority (14) preferred hours of operation of 7am to 11am to be implemented in the area whilst the remainder provided other variations of shorter hours’**

Above results gives a very clear indication of which operational hours majority (100%) of businesses (of who left comments) would have preferred. 'When businesses were not given an option to select the times of operation, this level of response suggests a very strong level of feeling across the community that as a resident and tax payer I hope will be heeded'. (Normally percentages of comments in the comment box is under 5% on preferred operational hours)

8, Traffic Management Act 2004 Operational Guidance for Local Authority

1.8 You should also learn from other authorities and the police.

Here I would like to make few suggestions as follows,

1, Given that the Council makes over £6.1 Million a year on Penalty Fines PCN (Total turn over 21 Million), it should collect and present data on where this money comes from, and how many of these fines are paid by residents and their visitors, children, grandchildren or children's parents and grandparents?

2, Council makes over £6.3 Million a year by selling visitor's vouchers and pay and display (Total turnover 21 Million): Council should carry out survey, how much is paid by residents and their visitors, children, grandchildren or children's parents and grandparents?

3, Refer to examples of other boroughs such as LB of Islington, LB of Tower Hamlets which have a more linear policy for locals and have a Roaming Schemes to make parking easy for locals.

4, Refer to examples of other boroughs such as LB of Newham and LB of Waltham Forest who are able to sustain parking schemes which do not penalize their residents. Newham Council, for example, gives first registered car free per household and visitors voucher much cheaper.

5, It is also to be noted at stage one consultation overwhelming majority 91% rejected CPZ. Only Alkham Rd and one small streets on the south west of the whole area supported PZ and council (using their controversial and biased policy to analyse results street by street and part street bases) implemented CPZ in those streets. As a result of the impact on displacement area now council started another displacement consultation and this time 57% respondents rejected CPZ (13 streets out of 19 streets including major streets like Fountain Rd, Cazenove Rd, Northwold Rd, Galdeston and Durlston Rd) opposed CPZ. However it is to my utter dismay and disbelief that this time council not only propose CPZ in the whole consulted area but propose it with long Dracula 8:30 to 6:30 hours ignoring the majority 66% of residents and businesses suggestions in the comment box of the 7am till 11am hours.

'When people were not given an option to select the times of operation, this level of response suggests a very strong level of feeling across the community that as a resident and tax payer I hope will be heeded'. (Normally percentages of comments in the comment box is under 5% on preferred operational hours)

9, Road Traffic Management Act 1984 as amended:

Statutory Consultation 21 day period undermined:

Local newspaper 'Hackney Today' may have come out on 26th February but would not necessarily arrive on same day to the resident's door steps. When talking to some residents they confirmed that they received it as late as 10th of March along with the leaflet about Cazenove Ward forum meeting, that were to be held on 12th March (One

day notice of meeting to residents) where officers from parking services was also going to attend. Although Statutory Consultation notices appeared on lamp post on 26th February, the consultation result summary booklet started to arrive by post from 12th March. Clearly if people were to make objections they would need to study results summary booklet beforehand. Later council realised the fact and extended the statutory consultation period by only 7 Days to 26th March while the days lost are around 13 days.

Furthermore, necessary and vital information which would encourage residents to make objections if any, were missing or concealed or misleading in the results summary book, like

1, Responses from businesses and results on their views are absent from results summary booklet.

2, Residents responses and views and statistics under 'General Comments' box missing from results summary booklet. On page 4 of results summary book council mislead and states, Majority of respondents (64%) were not in favour of the proposed parking design' 'The majority of respondents who had responded to this question (Parking Design) did not specify the changes they would like to see'. While the fact is majority (about 65%) people respondents from who left comments specified very clearly and demanded 7am to 11am Mon to Fri/Sat operational hours to be implemented.

3, The language and tone used to write the result summary booklet in a way that creates a perception that that is the Final decision from the Council. i.e. term used 'Final Recommendation', How can recommendation be final. (Decisions can be final)

Summary:

The Council have undermined several sections of the 'Traffic Management Act 2004' and the Council's Parking Enforcement Policies and consistently failed to take the stakeholders views into account.

Residents were provided with website links and phone numbers and expected to obtain information which the experience shows that very few people would do so. Rather it should be that vital information about cost and operational hours, the two most important details which will impact cost of living and the ease with which residents go about their everyday life, are provided first hand. Instead the information pack is focused on details of lesser importance such as explaining the consultation process and why they have been consulted and what happens next.

It seems Council skewed their Parking Policy and Parking Consultations in order to achieve their desired results: systematically implements CPZs with long operational hours in order to generate revenue. Councils consultation process was not transparent, lacked consistency and most importantly lacked common sense approach.

Once the consultation has been analysed, the results should be sent out to residents along with delegated report. This will mean greater transparency on the proposal being made and give people more information and allow to raise objections at the statutory consultation period should they wish to.

Once the CPZ is implemented the effects of commuter parking will disappear from the area, however it is the local residents who will still suffer as long as they live in the area and who were not the cause of the problem.

In conclusion,

- 1) I ask that the Council suspend the current plan to proceed with the CPZ Zone-T implementation.**
- 2) I ask that the Council starts the consultation process again and kindly provide vital information, social & financial implications of the CPZ and current planned short & long operational hours on the residents, in particular on the “Venerable, Lonely, Sick, Disable and Elderly” residents, so that the respondents are able to make informed decision,**
- 3) OR, kindly implement 7am to 11am operational hours for Zone-T(Displacement), for all the reasons outlined in this letter.**

I look forward to your response. I will appreciate if you would reply in the form of point-by-point basis, as it will make it easier to understand the reply.

Yours Sincerely,

Objection 1b

Received from:

[REDACTED]

London Borough of Hackney
Hackney Parking Services
1 Hillman Street
London E8 1DY

Date: 18th March 2018

Dear Sir/Madam,

Subject: To object the introduction of a Controlled Parking Zone in Stamford Hill, Zone-T Displacement area, proposed operational hours of which are 8:30am to 6:30pm Monday to Saturday.

We the undersigned residents,

- a) Firmly oppose the proposed operational hours 8:30am to 6:30pm Monday to Saturday in Zone-T Displacement area.
- b) Support the shorter 7am to 11am Monday to Saturday hours, demanded by an overwhelming majority (66%) of respondents who commented in parking consultation. Council Policy 2.37 permits the option of varied operational hours in any one single controlled parking zone if there is a 'clear reason'. Currently 5 CPZs exist with varied operational hours in Hackney.
- c) Request the review of the Councils PEP 2015-20 specifically content from 21 to 41. Please consider this request under the Traffic Management Act 2004: Right to Challenge the Parking Policy.

Please note: We the residents have managed to collect over 700 signatures (Businesses and residents) from within the proposed CPZ-T displacement area which is overwhelming and also meets required 500 signatures (from within the Hackney Ward) for the consideration of the review of the councils current Parking Enforcement Policy(PEP) as stated in request (C) above. The residents overwhelmingly demand 7am till 11am hours-Mon to Sat now, when Zone-T is first being implemented and not after few years when council have decided to review the CPZ-T design. Please respond to lead petitioners, their contact details are as below.

Name:	[REDACTED]
Address:	[REDACTED]
Telephone number:	[REDACTED]
e-mail address:	[REDACTED]

Name:	[REDACTED]
Address:	[REDACTED]
Telephone number:	[REDACTED]
e-mail address:	[REDACTED]

Objection 2

Received from:

[REDACTED]

[REDACTED]

Document Number: 18134131

Document Name: Decision Audit Report Zone T displacement

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir/Madam,

I would like to object to the new parking restrictions proposed in the T Zone for the reasons outlined below:

1. This area is not commercial and there is no need to introduce such long hours of 8.30-6.30pm Monday to Saturday. Even Stoke Newington and Islington's parking restrictions aren't so long. Stoke Newington is 8.30-5.50pm Monday to Friday and Saturday 8.30-1.30pm and they are a commercial areas. Islington's hours are until 6.30 Monday to Friday and on Saturday, they finish at 1.30pm. It is unfair to implement such long hours to a residential area
2. People on Durlston Road do not want the restriction. It is apparent from the consultation that residents of Cazenove, Rossington Street, Fountayne also do not want this. We have been included because the Council proports to wish to 'protect residents...from increased pressure.' Clearly, we do not want to be 'protected' - especially if this means charging us to park our cars outside our homes. This isn't fair
3. Alconbury Road is one road away from Durlston and their hours are 7-11am. I assume it is because they are in a different 'zone.' How can there be such a dramatic difference in parking times in roads that were so close to one another? Geldeston Road connects to Alconbury and they are going to have completely different restrictions
4. If you are going to propose restrictions to the roads that clearly do not want this and have objected, why not introduce the same 7-11am hours as Alconbury Road? That way residents can still have friends and family visit. Furthermore, it will stop commuters parking on our roads and causing the congestion the Council refers to
5. I object because the Council did not notify residents of Durlston Road of the statutory consultation. We received the stage 2 results on 12th March and were told that the notice of the consultation was in our residential newspaper dated 28th February 2018 - 11 days prior to receiving the consultation. Not everyone reads that newspaper. And how can you tell people to participate in something that has passed? Some people will give up or will not know/have the means to object to the restrictions as I am doing now. Has the Council taken this into consideration? I have communicated with your office about this and was informed that notices are on Durlston Road. Where are they? Why can't I see them? Are they on the trees? This is an important community issue and every effort should be made to bring this to our attention and this has not happened. If the Council cannot even manage to follow procedure and get things out on time, how can I have faith that this matter is be handled in the appropriate way? Surely the Council should do better?
6. Durlston Road is not close to either Clapton or Stoke Newington Station. We don't need the restrictions.

I would like to request an investigation into these notifications of the statutory consultation on Durlston Road. I haven't seen anything.

Yours sincerely,

Objection 3

Received from:

[REDACTED]

15/3/2018

Dear [REDACTED]
London Borough of Hackney

Re: Parking consultation, zone T displacement, Stamford Hill.

We are writing to you to express our concerns ahead of the deadline on 26th March 2018, over the proposed parking controls for our street as there are a number of issues of concern. Following the consultation for Belfast Road, your summary leaflet states clearly that residents voted 19 against and 3 for, the proposed design, and despite this, it appears that these resident views are being ignored. In addition the residents requested fairly unanimously for restricted operational hours, and some special arrangements for the Garage business at the eastern end of the street.

Please find below a copy of our previous letter to LBH which further outlines our concerns. You will see that we previously requested a site meeting with a representative from Street Scene, and we would really appreciate if this could be organized with yourself or another member of the street scene team to discuss these issues?

Extract from previous letter dated 31/12/17

Belfast Road is a unique street having a very particular mix of residential and business premises and as such needs a system that allows the flow of changing traffic/parking needs through the day.

The proposed operational hours of 8.30 to 6.30 would be severely detrimental to all concerned in the street and was unanimously rejected at a resident meeting we held at Campbell Works on Belfast Road in late December.

At the meeting, the residents voted unanimously to request that should any parking controls be introduced, that the operational hours should be:

7.00 am - 11.00am Mon-Frid

The residents present at the meeting also unanimously voted to request special dispensation for the 'Vee Kay Car Garage' located at the eastern end of the street. This business has been the ears and eyes of Belfast Road for decades, and is a highly valued asset within our community both by car and non car owners. The current proposal within the consultation pack would be catastrophic for this business, and we therefore request that further consultation with LBH is made together with the residents in our street as to the best way to protect this valuable business.

The introduction of so many proposed yellow lines appears completely unnecessary, and would result in an unacceptable reduction in available parking spaces, and will only have the effect of significantly increasing traffic speeds as already witnessed in the neighbouring street, Windus Road, since the removal of over 60% of the parking from that street.

Furthermore, we understand that the eastern end of the street (the whole length of street that still retains its cobbles) is not a public highway as it is still privately owned

being within the title deeds of one of the freeholders, so it may not be possible to legally impose any restrictions within this section of the street?

There were also major concerns raised at the resident meeting, regarding the significant reduced available parking spaces within the proposed scheme, and also the need for an additional disabled bay parking.

* Given the unique issues and concerns raised regarding the scheme at the resident meeting we would strongly request that we could have the opportunity to meet as a group with a member of the LBH team to discuss these particular concerns, before any decision is made by LBR regarding this scheme. (we have a meeting room available at Campbell Works, at no cost, to facilitate this)

I have lived and worked on Belfast Road for 20 years and have informally run a resident group during this time.



info@campbellworks.org

Objection 4a

Received from:

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

Hi,

I would like to make an objection to ORDER 201 TT1278 & TT1281 as published in the Hackney Today on 26th Feb '18.

My grounds for objecting are broken down below;

- Support for parking controls for the road I live on (Northwold Road) was **only 23%**
- Support for parking controls for all roads consulted was **only 43%**
- Support for parking controls on nearby roads for the road I live on (Northwold Road) was **only 31%**
- Support for parking controls on nearby roads for all roads consulted had a very close majority at **just 51%**

I believe the purpose of consultations is to let the residents have a say, given the majority of resident responses are **against** introducing parking controls on their road, and very strongly

Document Number: 18134131

Document Name: Decision Audit Report Zone T displacement

against this for Northwold Road, I'm struggling to understand why this is going ahead despite responses to the consultation.

Thanks

Objection 4b

Received from:

[REDACTED]

To whom it may concern

I would like to make an objection to ORDER 201 TT1278 & TT1281 as published in the Hackney Today on 26th Feb '18.

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 uncontrolled parking outside, and on the adjacent streets.

In addition we pay council tax and should have the same rights to parking permits as all other residents.

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 (and surrounding streets). The property is a car free property and if we were to have further 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.

My husband and I are both living in a shared ownership property, and this is supposed to be affordable for us and the only way we could use a car would be to purchase visitor passes at a very high price. If parking controls were to be introduced this would have a huge negative 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 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. My grounds for objecting are additionally:

- Support for parking controls for the Northwold Road was **only 23%**
- Support for parking controls for all roads consulted was **only 43%**
- Support for parking controls on nearby roads was **only 31%**
- Support for parking controls on nearby roads for all roads consulted had a very close majority at **just 51%**

I believe the purpose of consultations is to let the residents have a say, given the majority of resident responses are **against** introducing parking controls on their road, and very strongly against this for Northwold Road, I'm struggling to understand why this is going ahead despite responses to the consultation.

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

If the restrictions cannot be overridden I recommend parking permits be granted to the residents of car free properties (for those who need cars)

OR

Restrictions in Geldeston Road, Narford Road and adjoining roads be lifted and uncontrolled parking be allocated.

[REDACTED]

Objection 4c

Received from:

[REDACTED]

I would like to make an objection to ORDER 201 TT1278 & TT1281 as published in the Hackney Today on 26/02/2018.

I'm not sure what it will achieve now but am very angry that our consultation requests seem to have been ignored:

- Support for parking controls for the road I live on (Geldeston Road) was **only 50%**
- Support for parking controls for all nearby roads consulted was **only 37%**

Just because the residents in roads that objected did not specify the type of bay changes they required does not mean that we approve ANY changes. We wanted the situation to remain as was.

What is the purpose of a consultation with residents if you ignore their views? We pay our council tax too, but are a no-vehicle property - this makes it prohibitively expensive to have any workmen, guests etc. to visit.

[REDACTED]

Objection 5

Received from:

Document Number: 18134131

Document Name: Decision Audit Report Zone T displacement

[REDACTED]

Dear Peter,

I wrote in a personal capacity as a resident (Northwold Road), and my concerns are:

- 1) Whether the Council has reasonable justification to decide to both consult and then separately go ahead with implementation of the CPZ (bearing in mind costs incurred of these actions).
- 2) I struggle to see how the results of the consultation give reasonable justification to implement the CPZ in question.

<http://mginternet.hackney.gov.uk/documents/s51437/CDM-17438726-v1->

[Stamford Hill Cabinet Report 2016 - Appendices 1 - 3.pdf](#)

- 3) Implementation of the CPZ means lots of people who did not want it will soon have to pay to park outside their own homes – a significantly larger number than actually wanted a CPZ in the first place, with 149 NO responses compared to 97 YES responses within the four roads included – Alkham Road, Margaret Road, Windus Road and Lampard Grove. I would be seriously upset had I been one of the households included inside the CPZ.
- 4) The CPZ will create further displacement parking issues, as alluded to in your email, and doubtless will require extending in the future, impacting more households, and incurring costs to more families.
- 5) I'm concerned at the money spent on this issue by the Council, in my opinion, unnecessarily.

As a resident in the area for four years, living in a three car household until July 2016, we were both surprised at the consultation, and then the resulting action from the Council. I'm not worried that Parking Services has followed Council policy, its whether that policy has led to the correct conclusions or requires reviewing.

I don't have any knowledge of the legal framework required to challenge this action, nor do I wish to, but I felt it important to express concern at the choices made in something I have reasonable evidence to make a judgement on myself (consultation data and local knowledge).

Best,

[REDACTED]

This e mail carries a disclaimer, to read it click [here](#).

