

DECISION AUDIT FORM

For use by Head of Parking and Markets in Exercising (NH338 and NH339) 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 extension area.

Agree to:-

Overrule the objections received and proceed with the making of traffic proposals to introduce parking controls in the following roads; Braydon Road, Broadway Mews, Chardmore Road, Clapton Common (odd numbers between Upper Clapton road and Amhurst Park), Clapton Terrace, Clarke Path, Darenth Road, Feldman Close, Filey Avenue, Firsby Road, Forburg Road, Gilda Crescent, Kyverdale Road (between its junction with Cazenove Road and Portland Avenue), Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road (between its junction with Cazenove Road and Clapton Common), Portland Avenue, Stamford Grove East, Stamford Grove West, Stamford Hill (even numbers between Lampard Grove and Clapton Common), Upper Clapton Road (odd numbers between Cazenove Road and Clapton Common), Walsham Close and Windus Walk.

Reasons;

- 1 Parking Services carried out its duties to consult in order to introduce parking controls in parking zone T displacement 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 between September 2018 and November 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 extension areas joining existing parking zones.

Consultation process

- 3 Parking Services consulted residents in the zone T extension area in line with our parking policies and Council's consultation charter.
- 4 A number of requests for parking controls were received from the area following the decision to implement parking controls in nearby roads south of Cazenove Road (Zone T Displacement) and in the original Zone T.
- 5 In line with the Council's parking policy (PEP 2015 – 2020), extension areas joining existing parking zones adopt the same hours of operation as the parking zone they are joining.
- 6 The area consulted was an extension area of parking zone T due to its close proximity to Zone T. As a result, this area would adopt the same hours of existing Zone T of Monday to Saturday 8.30am to 6.30pm, this is in line with our policies.
- 7 Merging the extension 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.
- 8 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 so that it is less confusing for motorists 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'

- 9 Based on the above, it would not have been possible to create a new zone in the zone T extension area as there is no logical boundary between existing zone T and the consultation area.
- 10 The consultation documents sent to the zone T extension area were in line with the approved standard for parking consultations.
- 11 The consultation documents provided information explaining why the Council consulted the area, information about the proposed design, hours of operation and the Council's decision making process.
- 12 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.
- 13 The area was consulted for a period of 9 weeks. During this time, all residents and businesses had the opportunity to provide their feedback by completing the questionnaires and submitting them using the freepost envelopes and online via the Council website.
- 14 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.
- 15 Officers from Parking Services have met with residents from the Zone T extension area and committed to review the controls in the whole of Zone T, following the implementation of T extension.
- 16 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

- 17 Parking and Enforcement Plan (PEP) 2015-2020 outlines all parking related policies and procedures including parking zones, enforcement and the hierarchy of needs which was last consulted on in 2015.
- 18 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

- 19 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.
- 20 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.
- 21 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

- 22 In line with our policies, the consultation feedback was analysed on a street by street basis due to this area being an extension to Zone T. This allows us to include only those roads which support parking controls into the existing zone rather than an entire area.
- 23 The consultation included all roads in the area whether private or public. The feedback received showed that 11 out of the 24 roads consulted were in favour of parking controls or were in favour if they were introduced on nearby roads.
- 24 Although there were roads which were not in favour of parking controls, Parking Services recommended that these are incorporated into existing Parking Zone T to create a logical boundary and to protect the residents from increased parking pressure due to displacement parking.
- 25 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.
- 26 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 motorists who will move their vehicles to avoid parking controls. This can also lead to safety concerns and traffic flow issues.

- 27 By implementing parking restrictions in all roads consulted, Parking Services would ensure free flow and safe movement of traffic is maintained in the area.
- 28 See the delegated report for more information;
<https://consultation.hackney.gov.uk/parking-services/zone-t-ext/results/stage12delegatedreport-zonetextensiont3signed.pdf>
- 29 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.
- 30 When the comments were analysed, 23% of respondents advised that they would prefer the shorter hours of operation to be introduced in the area. Of those who responded, 17% suggested Monday to Friday controls. See delegated report for more information;
<https://consultation.hackney.gov.uk/parking-services/zone-t-ext/results/stage12delegatedreport-zonetextensiont3signed.pdf>
- 31 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.
- 32 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.
- 33 Parking Services will review Zone T after the implementation of T extension. At this state the hours of operation may be revised based on the feedback received from the area.
- 34 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.

Traffic Order process

- 35 The traffic order proposals were advertised on the 13th May 2019. During this time, members of the public were able to comment or object to the proposed scheme.
- 36 The process includes advertising the proposed traffic order in the local newspaper (Hackney Today) on the same day.
- 37 In addition, street notices were displayed on lamp columns in each road affected by the proposed changes to ensure that all residents and members of the public were made aware of the Council's proposals.
- 38 The advertisement date of the proposed traffic order was also included in the summary leaflet sent to all addresses in the area on 25th April 2019 via second class post.
- 39 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.
- 40 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

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

- 42 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.
- 43 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 parking zone (PZ).

Permit Prices

- 44 Permit prices were communicated to residents and businesses in the consultation booklets which were sent to them via post.
- 45 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.
- 46 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 £4.00 in Hackney.

Parking Income

- 47 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.

- 48 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.
- 49 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

- 50 Following the approval to implement parking controls in the zone T displacement area in January 2018 and the original Zone T in October 2016, Parking Services received requests for parking controls from some of the uncontrolled roads in T extension.
- 51 Based on the requests received, Parking Services requested for authorisation from Cabinet to consult residents in the extension roads. Authorisation was granted by Cabinet in July 2018.
- 52 To ensure that the roads close to zone T did not suffer from the effects of displacement parking for longer than necessary , a 'combined' stage one and two consultation was completed in the displacement roads between September 2018 and November 2018. This ensured that if residents were in favour of parking controls in the area, parking controls can be implemented in the quickest time possible.

- 53 In line with our policies, as this is an extension area joining an existing parking zone (zone T), residents in the area were not consulted on the proposed hours of operation due to the fact that they would adopt the same hours as the zone they are joining (zone T).
- 54 Approval to introduce controls in the zone T extension was granted via delegated authority from the Group Director on the 25th February 2019. See a copy of the delegated report for more information; <https://consultation.hackney.gov.uk/parking-services/zone-t-ext/results/stage12delegatedreport-zonetextensiont3signed.pdf>
- 55 The Traffic Management Order (TMO) statutory consultation proposal to introduce parking controls in the parking zone T extension area commenced on 13th May 2019 with a three week objection period ending on the 3rd June 2019. The notice was advertised in the local newspaper (Hackney Today). In addition, site notices were displayed on each street affected by the proposed changes.
- 56 A number of objections against the proposed Traffic Management Order proposals were received from residents who lived within the parking zone T extension area.
- 57 Majority of the objections were against the proposal to introduce parking controls in the zone T extension area and the hours of operation which were proposed for the area.
- 58 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:

- 59 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 13th May 2019.

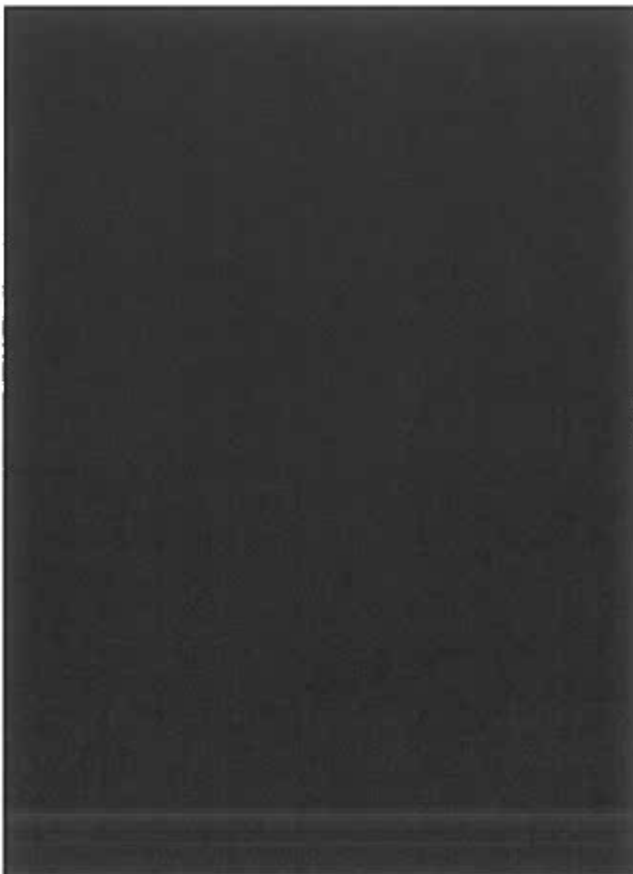
- 60 A number of objections against the proposed Traffic Management Order proposals were received from residents who lived within the parking zone T extension area.
- 61 Majority of the objections were against the proposed introduction of parking controls and the hours of operation in the zone T extension area.
- 62 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.
- 63 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:





The residents objected to the below;

- The proposed parking restrictions in the zone T extension area as majority of the feedback was not in favour of controls.
- Hours of Operation are too long, would prefer for restriction times to be limited.
- Saturday controls impacting Jewish Sabbath
- Introduction of controls will have a negative impact on the local community and visitors, Orthodox Jewish residents, Charedi community and Polish community.
- Revoke consultation decision

Response:

'A PZ can be introduced on a street-by-street or part-of-street basis. While local feedback is very important to the Council, it must by law consider traffic management grounds before public opinion. While mathematical analysis is required to understand the extent of local support and its variation within the area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a 'first past the post' basis'
Parking Enforcement Plan 2015-2020 para 2.26

While the majority (62%) of valid responses received during the consultation process were not in favour of the introduction of parking controls, as part of the consultation, residents were asked for their feedback on the proposed introduction of parking controls on their roads and nearby roads.

the Council, it must by law consider traffic management grounds before public opinion.” In such circumstances, the Council must consider these factors ahead of public opinion.

With regard to the operational hours of the zone, the Council's policy as specified in para 2.41 of the PEP states,

“As displacement consultations relate to the proposed expansion of an existing zone, the area will automatically inherit the hours of operation of that PZ and will not be consulted on the hours of operation for the area” *Parking Enforcement Plan 2015-2020 para 2.41*

In line with our policies (PEP para 2.41), as the area is a displacement area and would be joining an existing zone (zone T), residents and businesses were not consulted on the hours of operation as they would adopt 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 document (page 4 para 2.3 of the consultation booklet) which was 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

As operational hours of the zone had been an issue in both this consultation and the previous expansion consultation, it has been decided to carry out a Stage 4 review consultation once the whole area is included in Zone T. The review consultation will give the residents and businesses of the whole zone the opportunity to comment on the operation hours.

The introduction of parking controls usually has a positive impact on all road users (motorists, pedestrians and cyclists) by creating a safer road environment. Parking controls can also make it easier for residents and their visitors to park closer to their homes. While there is a cost to residents for the purchase of visitor vouchers in Hackney compare favorably with neighbouring boroughs (see table below)

When analysed on a 'street-by-street' basis, support for parking controls was received from 6 of the 24 roads consulted. 5 of those roads were public highways (Chardmore Road, Darenth Road, Filey Avenue, Gilda Crescent and Stamford Grove West) the sixth road, Walsham Close, is an estate road with existing controls.

Further breakdown of the analysis (between road junctions) showed that the sections of Kyverdale Road, Oldhill Street and Osbaldeston Road south of Lynmouth Road also supported the introduction of parking controls. As the majority of these roads (or sections of roads) are located in the southern section of the consultation area, this indicates an issue with displacement parking from Zone T and commuters and the support from residents and businesses in the area for the introduction of parking controls.

When the responses to the question of whether there was support for parking controls on your road if introduced on nearby roads were analysed on a 'street-by-street' basis, five roads which had not supported controls now supported the introduction of controls. 4 of the 5 (Broadway Mews, Clapton Terrace, Forburg Road and Stamford Grove East) are public highway, whilst Feldman Close is an estate road with existing controls. When the responses to this question were analysed between road junctions, the sections of Oldhill Street and Osbaldeston Road south of Lynmouth Road and the section of Kyverdale Road between Cazenove Road and Firsby Road also supported parking controls.

In accordance with the Council's policy as specified in the PEP "*A PZ can be introduced on a street-by-street or part-of-street basis.*" it was decided to incorporate those roads which either supported or supported controls if introduced on an adjacent road into Zone T.

With regard to those roads which did not support the introduction of controls, the decision was made to also incorporate them into Zone T as excluding these roads would lead to increased displacement parking, traffic congestion and road safety issues. In addition, as stated in the PEP "*While local feedback is very important to*

Borough	All day voucher	Hourly voucher
Islington	£14.25	50p per 30 mins
Hackney	£4 (book of 5 for £20)	£1.15 (2 hour minimum)
Haringey	£3.60	83p
Waltham Forest	£4.00 (8hrs and over) if bought online	50p

With regard to revoking the consultation, there is no reason for this to happen because:

1. Parking Services consulted residents in the zone T displacement area in line with our parking policies and Council's consultation charter.
2. The consultation documents sent to the zone T extension area were in line with the approved standard for parking consultations.
3. 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.
4. The consultation results were analysed and a Delegated Report was drafted, the recommendations were approved and report was signed by the appropriate council officers

<https://consultation.hackney.gov.uk/parking-services/zone-t-ext/results/stage12delegatedreport-zonetextensiont3signed.pdf>

Objection 2 – Proposed Design

Received from:



The residents objected to the below;

- Lack of pay & display bays in the entire zone, including near Synagogues and Community Centres.
- Start the consultation process again and reconsult genuinely the local residents

Response:

The consultation feedback was that 40 (5%) respondents wanted more shared use parking. When looking at the comments made, 7 respondents mentioned synagogues and of these, 2 did not want controls stating it would make it difficult for visitors to park, 3 supported controls to stop people parking at the synagogue, 1 supported controls and wanted shared use bays and 1 objected to Saturday controls. There were no comments received regarding community centres. Based on the feedback received Parking Services decided to proceed with the proposed design. There are currently shared use bays proposed in the Zone T extension area in order to cater for the needs of visitors.

Parking Services will be carrying out a Stage 4 review of Zone T shortly after it has been fully implemented. During this time, residents and businesses will have another opportunity to comment on the bay allocation and propose changes.

Objection 3 – Walsham Close

Received from:



The resident objected to the below;

- The inclusion of Walsham Close in the consultation.
- Trial out the implementation of parking controls for 6 months, as opposed to implementing it indefinitely.

Response:

In accordance with Council policy as stated in PEP para 2.48 is 'Properties on housing estates and private roads are currently included in PZ consultations even though they may have separate parking controls - or no controls at all. This is because residents will still be affected by controls – albeit often to a lesser degree – and will be able to buy permits and vouchers. The Council will consider responses in the context of the supply and demand for parking in and around the estate.'

At the present time the Council does not have a policy regarding the implementation of trial parking controls the costs involved with implementing the scheme would be prohibitive.

Objection 4 – Braydon Road & Portland Avenue

Received from:



The residents objected to the below;

- The proposed parking restrictions in the zone T displacement area as majority of the feedback from Braydon Road and Portland Avenue was not in favour.

Response:

'A PZ can be introduced on a street-by-street or part-of-street basis. While local feedback is very important to the Council, it must by law consider traffic management grounds before public opinion. While mathematical analysis is required to understand the extent of local support and its variation within the

area consulted, the consultation should not be confused with a referendum, where the most popular option is chosen on a 'first past the post' basis'
Parking Enforcement Plan 2015-2020 para 2.26

The majority (84%) of valid responses received during the consultation process from Braydon Road were not in favour of the introduction of parking controls. As part of the consultation, residents were asked for their feedback on the proposed introduction of parking controls on their roads and nearby roads and nine public highway roads were in support of the introduction of parking controls.

The decision was made to also incorporate those roads which did not support parking controls including Braydon Road into Zone T as excluding these roads would lead to increased displacement parking, traffic congestion and road safety issues. As stated in the PEP, *"While local feedback is very important to the Council, it must by law consider traffic management grounds before public opinion."* In such circumstances we must consider those factors ahead of public opinion.

<https://consultation.hackney.gov.uk/parking-services/zone-t-ext/results/stage12delegatedreport-zonetextensiont3signed.pdf>

Objection 5 - Concerns with the consultation process and Labour Cllrs.

Received from:



The resident objected to the below;

- Requests for drop in session close to consultation Zone
- Labour Cllr viewed documents before Ward Cllrs of consultation zone

Response:

A drop-in session was held at the Stamford Hill Library on Portland Avenue on 24th October 2019.

As per Parking Services procedures, all consultation documents are sent to the Cabinet Member for Neighbourhoods and Housing ahead of ward members. The statement regarding the cabinet member being from a particular political party (which may be different to the ward members) is out of the control of Parking Services. However, this is not a consideration when making a final decision on the introduction of parking controls.

Objection 6 - TMO process, notices being put on 1st June when dated 13th May on corner of Braydon Road, Kyverdale Road, corner of Portland Avenue and Darenth Road.

Received from:



The resident objected to the below;

- Notices were installed on corner of Braydon Road, Kyverdale Road, corner of Portland Avenue and Darenth Road, date 13th May however installed on 1st June.
- Full 21 day objection period not upheld by Council

Response:

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states in regulation 7.

“7.—(1) An order making authority shall, before making an order,—

(a) publish at least once a notice (in these Regulations called a “notice of proposals”) containing the particulars specified in Parts I and II of Schedule

1 in a newspaper circulating in the area in which any road or other place to which the order relates is situated;

and continues in sub para

(c) take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions and, without prejudice to the generality of this sub-paragraph, such other steps may include—

(ii) the display of notices in roads or other places affected by the order; or”

This requires that the Council as an order making authority, advertises the ‘notice of proposal’ in a local newspaper. In this case, The Hackney Today issue 450 (13/05/2019) was used to advertise the proposed traffic order. The advert is considered to be the start of the 21 day objection period.

As sub para c of the regulation states order making authorities may also consider placing notices on the streets affected (but this is not a requirement). Parking Services did arrange for street notices to be up in the consultation area between the 13th and 15th of May. The assertion that the notices were not seen until the 1st of June cannot be considered sufficient grounds to restart the statutory consultation period.

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; Braydon Road, Broadway Mews, Chardmore Road, Clapton Common (odd numbers between Upper Clapton road and Amhurst Park), Clapton Terrace, Clarke Path, Darenth Road, Feldman Close, Filey Avenue, Firsby Road, Forburg

Road, Gilda Crescent, Kyverdale Road (between its junction with Cazenove Road and Portland Avenue), Leweston Place, Lynmouth Road, Oldhill Street, Osbaldeston Road (between its junction with Cazenove Road and Clapton Common), Portland Avenue, Stamford Grove East, Stamford Grove West, Stamford Hill (even numbers between Lampard Grove and Clapton Common), Upper Clapton Road (odd numbers between Cazenove Road and Clapton Common), Walsham Close and Windus Walk.

Approval

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

Signed..........

Dated..........

Kevin Keady - Head of Parking and Market Services

CC. Aled Richards – Director Public Realm

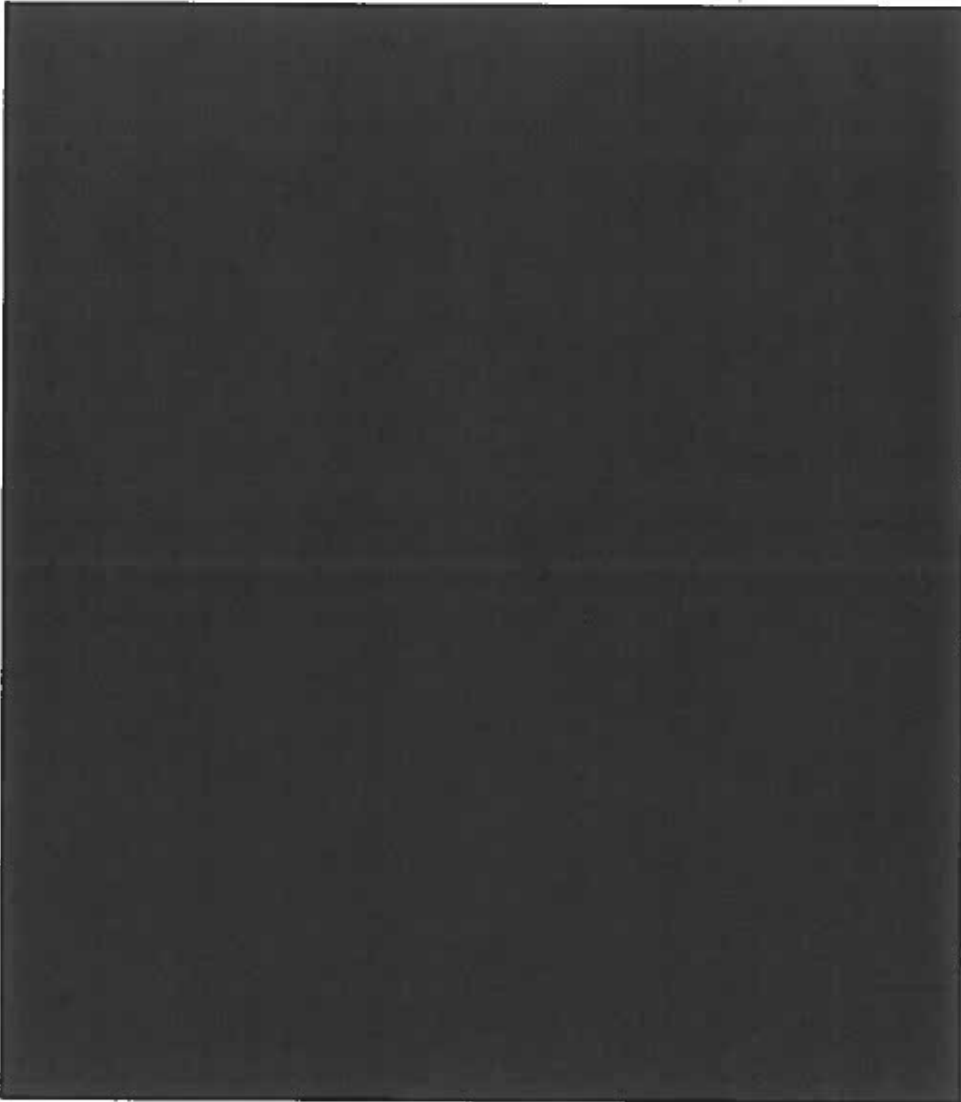
CC. Councillor John Burke – Cabinet Member for Neighbourhoods

CC. Andrew Cunningham – Head of Streetscene

APPENDIX 1

Objection: 1, 2, 3, 4, 5, 6

Received from:



From:



Date: Fri, 31 May 2019 at 12:41

Subject: Zone T

To: <streetworks@hackney.gov.uk>

- Dear Sirs, with regards to your proposals, may I ask ... 1) how can a minority vote affect the opposing majority ? 2) Walsham Close has NEVER been open for public parking so take them out of your results! 3) If you have concerns regarding neighbouring streets – give it a 6 month trial to see before the heavy handed orders from management. Imposing rules on UNWILLING residents is an infringement on the lifestyle both financially and socially as visitors/friends will be reluctant to come over. At present we are managing very well, so why don't you use your expertise where you are appreciated. [REDACTED]

- From: [REDACTED]

Date: Sun, 2 Jun 2019 at 01:01

Subject: Traffic order TT1343 dated 13th May 2019

To: Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk>

Cc: [REDACTED]

To whom it may concern,

I strongly object to the implementation of this traffic order on several grounds:-

1). The level of objections in the vast majority of roads in the area consulted far outweighed the number of people who agreed with the implementation of this scheme. In particular in Braydon Road [REDACTED] 84% of 44 responses in a road of 48 houses, a phenomenal response rate, were against the scheme, in Portland Avenue, 92% of 90 responses in a road of 60 houses and a block of 12 flats, again a phenomenal response rate, were against the scheme.

This overwhelming rejection of the scheme was repeated in 14 out of the 22 roads consulted, furthermore 2 roads with very low response were 50 50 and 2 of the remaining 6 roads, again with high response rates, were 49% against the scheme.

Whilst I realise that the Council no longer has a legal obligation to decide the outcome of such consultations solely on residents' responses I strongly feel that going ahead with the scheme against such an overwhelming level of opposition from residents is counter to natural justice and almost certainly contravenes the Human Rights Act on several grounds.

2) The fact that this is being treated as an extension to Zone T, whereas the makeup of this area differs considerably from that of the existing Zone T, inasmuch as this area has a far higher proportion, I would go so far to say a majority, of Orthodox Jews, for whom the imposition of parking controls on Friday afternoons in the winter and on Saturdays, the Jewish Sabbath, when they are not allowed to move their cars, would cause a great deal of hardship.

3) The ways the consultation was run, namely the accession to Labour Councillors', whose ward only constitutes a small proportion of the consultation area, requests for a drop in in the Library, when a previous request from Conservative Councillors, who represent the vast majority of the consultation area, was refused.

Additionally the release of the results of the consultation to the Labour Councillors two days before the Conservative Councillors is an indication to me of an expectation that the results of the consultation would be ignored unless they were in favour of the Labour led Council's desire to implement a money making scheme.

4) The putting up of notices on 1st June, dated 13th May, on the corner of Braydon Road and Kyverdale Road and on the corner of Portland Avenue and Darenth Road advertising the implementation of the scheme, giving a 21 day period for objections from the publication date of the notice is totally wrong and this date has to be extended to 21 days from the date when new notices are put up.

Regards

[REDACTED]

Councillor Springfield ward, London Borough of Hackney

email: [REDACTED]

mobile: [REDACTED]

- From: [REDACTED]

Date: Sun, 2 Jun 2019 at 23:44

Subject: cpz t3

To: <streetworks@hackney.gov.uk>

I would like to object to the cpz it is going to effect the whole Jewish community and this is despite most of the people saying no .being a community where people come and go it will effect the whole day to day activities of our community taking away our rights of getting on with our day to day duties .the hours and days proposed is also going to effect the Jewish community both in money and in our way of life I therefore ask for the way of our life not to be put in jeopardy yours truly

[REDACTED]
- From: [REDACTED]

Date: Sun, 2 Jun 2019 at 23:14

Subject: CPZ T3

To: <streetworks@hackney.gov.uk>

Cc: [REDACTED]

Dear officers.

I write to object to this traffic order, since most people said "NO" we should honour the will of the people.

You have also not considered the diffrent needs for different people. As you are going to make it also on Saturdays wich will clearly effect the jewish community. It is going to cost us an unbelievable amount of money.

I therefore ask you to scrap this idia.

[REDACTED]
- From: [REDACTED]

Date: Mon, 3 Jun 2019 at 00:02

Subject: Objection

To: <streetworks@hackney.gov.uk>

I object to the CPZ coming in my area. This will have a devastating effect on me and my family's well being.

Please do not introduce this.

[REDACTED]

[REDACTED]

- From: [REDACTED]

Date: Sun, 2 Jun 2019 at 23:43

Subject: CPZ - T3

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

Cc: [REDACTED]

Dear Streetworks

I strongly object to this proposed CPZ, as a local resident and a local councillor, Since most of the residents said no to this scheme. not only will it cost them to get a permit, those visiting without being able to get a visiting permit, will be slapped with a fine. Further more, the Jewish Sabath will be very hard for the younger generation who visit their parents, to celebrate it with them. And during the week, it will adversely affect the elderly, disabled and disadvantaged. Which is very disturbing, as they already find it hard as it is, and this scheme will only make it even harder. I wonder if there was a proper equality impact assessment, and if yes can we please see it.

Kind regards

[REDACTED]

Sent from my iPad

- From: [REDACTED]

Date: Sun, 2 Jun 2019 at 17:49

Subject: Tt1343

To: Streetworks <Streetworks@hackney.gov.uk>, [REDACTED]

[REDACTED]

Dear sir / madam

as both a local councillor and a resident I am writing to object to this proposal. The residents have said no to this money making scheme and you have ignored the

wishes of the residents.the whole way this scheme was run through the beginning of the consultation until reaching its out come was run so to get it implemented. If you look at your scrutiny report which is a vehicle for labour party to implement all there crazy ideas it was decided clearly they want to implement the whole borough with a cpz .so why ask the public on a consultation which has already been made up. furthermore from the beginning of this cpz idea even though we are local councillors we where not involved in the process. When we asked for a walk in to be done in the library locally we where told no way it has to be done in the town hall even though we begged saying it's a waste of time .in the town hall the was more officers then people that came ,of the people that came nearly half where the local councillors. When the Labour councillors asked for it to be done in the library it was agreed and they time to bring there people there however we the other councillors had very short notice.we asked for meetings as we had alot of concerns regarding the consultation process how it was run including the company employed to go knocking doors and we where waiting for answers only to get told doesn't matter what the answer will be the cpz has been decided in other words even if the is problems with the reponds of the consultation we still want to do it .we asked if the would be a cpz the community want in our part of zone 12- 1 which we where told yes we can look at that has anything be done no.what are they doing taking the respond of the 1st part of t zone which was 4 roads of which there is a very small percent of Jewish people .and implementing the same hours to t3 which is a large Jewish community further more even in t zone the was more people who said they want 10-12 and because it came a few days later even though according to the consultation papers it wasn't late so 10- 12 should have been t zone hours .I question the fact that since you are doing it Friday and Saturday you have not taken into any consideration what this will do to isolate elderly Jewish parents from the children the costs that this will have on our community I question if you have done a equality impact assement. the is a law cpz is not supposed to make money clearly hackney think differntly and trying to make money.I would also question why did the Labour councillors get the decision more then 2 days before we springfield councillors . the council has also to consult with local communities could you point me to which jewish community you approached the answer is none i ask this scheme to be scrapped i for 1 will not hesitate as a councillor and a resident to go to legal if this is not stopped I hope to get a positive respond otherwise we shell do it the legal way regards councillor [REDACTED]

Sent from my Samsung Galaxy smartphone.

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 23:12
Subject: re: consultation
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

To whom it may concern

In response to your Consultation Outcome, please note that we strongly object to the CPZ Zone T Extension Stamford Hill.

As most of the residents do not want the CPZ. we do not understand why you are going against the will of the majority of residents.

It is discriminatory as we cannot choose the hours and Fridays and Saturdays/Shabbat impact on our community as we cannot park or move the cars in the area. as you have included Saturday in the restrictive hours. As you know our hours are dependent on hours of daylight which change throughout the year.

We can't choose the hours and it does not work with our Friday and Shabbos.

As large vans/trucks park after these hours for the whole night it does not help us at all as your restrictions relate to daytime hours.
It will incur extra expense for those who cannot afford it. and those households who have more than one car including disability.
The elderly and children won't be able to visit their friends and family and as you have included the whole surrounding area therefore it is impacting unfairly on the community.
It's undemocratic not to use the views of those who live here.

Yours sincerely

[REDACTED]

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 22:20
Subject: CPZ T3
To: <streetworks@hackney.gov.uk>

Dear sirs,
I'm writing to formally object the CPZ implementation which you propose for this area.
Listen to the majority who voted NO .
It's going to effect the Jewish community both in money and in and in its day-to-day necessities.
The hours you propose without even consulting with the residents is also terribly unfair on our local community and will disturb house our celebrations of our weekly Sabbath.
I ask you to revoke this idea and treat everybody equally.

Yours faithfully

[REDACTED]

Sent from my iPhone

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 22:20
Subject: Cpz t3
To: Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk>

Dear sirs,
I'm writing to formally object the CPZ implementation which which you propose for this area.
Listen to the majority who voted NO .
It's going to affect the Jewish community both in money and in And in its day-to-day necessities.
The hours you propose without even consulting with the residents is also terribly unfair on our local community and will disturb house our celebrations of our weekly Sabbath.
I ask you to revoke this idea and treat everybody equally.

Yours faithfully

[REDACTED]

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 22:00
Subject: CPZ T3
To: <streetworks@hackney.gov.uk>

Dear Sir/Madam

I write to formally and strongly object to the implementation of the new CPZ T3.

Most people objected to it and it seems to me that the will of the public is being ignored. The needs of both Jewish as well Polish communities seem to be at all considered.

Should this scheme be implemented, it will surely affect the elderly and the disabled as they will not be able to get the family visitors whenever they chose to have them. It could be detrimental to their health.

I am quite appalud that the voting which was carried out and its results are being made mocker out of. Do the wishes of the majority of residents not count anymore?

I look forward to a positive response.

Yours faithfully

[REDACTED]

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 17:40
Subject: Traffic Order TT1343
To: <streetworks@hackney.gov.uk>
Cc: [REDACTED]

Dear Sirs,

I have been contacted by many residents, who have informed me that they find this Traffic order unfair, unjustified and strenuously object to its introduction, to which I add my own strong objections, as it has been clearly demonstrated that a large majority of residents were not in favour of the extension to Zone T, as the proposed area is considerably different in resident makeup, where the majority of residents who are members of the Charedi Community will have great hardship with the introduction of parking controls on Friday afternoons in the winter and continuing into Saturdays, after the onset of the Sabbath.

Additionally, the introduction of the CPZ on Alkham Road, that has relatively fewer Charedi residents, the hours of operation was set from 8.30am to 6.30pm, but the hours of operation on the extension, where if the majority of residents requested a CPZ at all, the control was to be from 12pm to 1PM only, has been ignored, despite assurances that this proposal would receive serious consideration, as the Council understood that a large proportion of residents, if not the majority are from the Charedi community.

What evidence is there that a full Equality Impact Assessment has been carried out that and what impact the Zone T extension will have on the Charedi community.

Furthermore, what are the cost implications to the community if a CPZ operating for 1 hour only were not introduced.

I look forwards to hearing that on reflection the Council will agree to scrap the Zone T CPZ extension.

Regards



- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 21:28
Subject: Traffic order TT1343 dated 13th May 2019
To: <streetworks@hackney.gov.uk>

To whom it may concern,

I write to express my strong objections to the implementation of this traffic order for the following reasons:-

- 1) I am aware from my investigations and researches that in Braydon Road [REDACTED] the vast majority of households were against the scheme. So too in Portland Avenue, a neighbouring street, in which an overwhelming majority of residents were opposed to this scheme. In my view, surely this can only be a breach of our rights as residents to have our voices heard.
- 2) this scheme plainly and simply ignores the needs of the Orthodox Jewish residents who constitute the majority of households in the area. The council should be aware that in the winter months Friday is "short" whereby our Sabbath starts as early as 3.30pm by which time car owners will not be allowed to move their cars. This places them in great difficulty and as such the council demonstrates that it fails to meet the diversity needs of its constituents by ignoring their expressed opinions.
- 3) Most concerning is the fact that the notices which are dated 13th May, were put up on 1 June on the corner of Braydon Road and Kyverdale Road and on the corner of Portland Avenue and Darent Road advertising the implementation of the scheme. Yet they stipulate a 21 day period for

objections from the publication date of the notice. How is that fair and transparent? an extension date therefore is imperative

A concerned resident

[REDACTED]

- From:

[REDACTED]

Date: Sun, 2 Jun 2019 at 21:24

Subject: Traffic order TT1343 dated 13th May 2019

To: Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk>

[REDACTED]

[REDACTED]

To whom it may concern,

I write to express my strong objections to the implementation of this traffic order for the following reasons:-

- 1) I am aware from my investigations and researches that in Braydon Road, [REDACTED] the vast majority of households were against the scheme. So too in Portland Avenue, a neighbouring street, in which an overwhelming majority of residents were opposed to this scheme. In my view, surely this can only be a breach of our rights as residents to have our voices heard.
- 2) this scheme plainly and simply ignores the needs of the Orthodox Jewish residents who constitute the majority of households in the area. The council should be aware that in the winter months Friday is "short" whereby our Sabbath starts as early as 3.30pm by which time car owners will not be allowed to move their cars. This places them in great difficulty and as such the council demonstrates that it fails to meet the diversity needs of its constituents by ignoring their expressed opinions.
- 3) Most concerning is the fact that the notices which are dated 13th May, were put up on 1 June on the corner of Braydon Road and Kyverdale Road and on the corner of Portland Avenue and Darenth Road advertising the implementation of the scheme. Yet they stipulate a 21 day period for objections from the publication date of the notice. How is that fair and transparent? an extension date therefore is imperative

A concerned resident

[REDACTED]

- [REDACTED] 09.05.2019

Parking Services London Borough of Hackney

136-142

Lower Clapton Road

London E5 0QD

consultparking@hackney.gov.uk

Dear Sir I have received your communication giving the results of the consultation regarding the proposed introduction of a CPZ in my street and the surrounding areas. Every time you send out communications and consultations there is some

strap line like "Have your say". What is the point of allowing residents to "have their say" when no one is listening to what they have to say? Despite it being perfectly clear that the majority of respondents are against the introduction of a CPZ you are apparently going ahead with the scheme. The testing of public opinion is clearly a sham presumably to comply with some regulation that requires such consultation. The CPZ is clearly a revenue generating device rather than a genuine attempt to improve traffic flows and the environment. If the authority is so short of funds why waste them on pointless consultations that are ignored? I have previously indicated that if a CPZ were to be introduced then this should not be an all day restriction but limited to one or two hours perhaps in the middle of the day to deter long term parking/commuter parking. Please confirm that this proposal will be given appropriate consideration and indicate to me how I may seek to influence this decision. I would ask you to consider the particular mix of the population that will be affected by these proposals. Many residents, like myself, are practicing Jews. We are a tight knit community with strong family ties and extended family links that provide support to less fortunate/mobile members of our family/community. The introduction of an all-day CPZ would greatly limit these contacts and support. In addition there are specific faith based restrictions on the operation of machinery from dusk on Friday to sunset on Saturday and on other religious festival days. How can these needs be accommodated? I would have thought that with the poor record of the Labour party with regard to anti-Semitism the last thing the council would want is to demonstrate further disregard for the Jewish community. Please let me know the process by which the times for the operation of the CPZ will be determined.

Your sincerely

[REDACTED]

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 18:27
Subject: TT 1343
To: <streetworks@hackney.gov.uk>

To whom this may concern:

I would like to object to the above traffic proposal since most of the residents in the area consulted have fiercely objected to the implementing of the proposed CPZ bays.

It will have a tremendous negative impact on the local community.

Furthermore, the proposed design of the bays with almost no PAY AND DISPLAY bays in the entire zone even near Synagogues and Community Centres is completely unacceptable.

I call on the council to please re-consult GENUINELY the local residents for the benefit of all of us.

[REDACTED]

- From: [REDACTED]
Date: Sun, 2 Jun 2019 at 20:56
Subject:
To: streetworks <streetworks@hackney.gov.uk>

dear sir madam i write to object to the new cpz propoasl its not supported by our road or most of the roads you are not listening to us .i wonder if you realise the is a big

polish community in the area did you consult our church or local shops or anyone
from the community we also dont understand why dont you ask us what time it
should be its not right regards [REDACTED]

