
From: [REDACTED]
Sent: 19 August 2020 20:21
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: TT1426 - Objection to the proposed changes for parking in Zone T

Dear Streetscene Networks Team

Re: TT1426 - Objection to the proposed changes for parking in Zone T

I am writing to object to the proposal to change the controlled parking zone times to 10-12 Monday-Friday.

[REDACTED] Prior to the introduction of the CPZ, to leave my house we had to run the gauntlet of vans parked on corners, double-parked cars and angry honking horns in daily traffic snarl-ups. It was not safe for my 7- and 10-year-old children to walk or cycle to school. Since the CPZ was introduced, we have seen a huge improvement in our local area — it is much safer and more pleasant to walk around. I am concerned the reduction in hours will see a return to the original chaos. A warden presence for two hours on a weekday will not be adequate to curb this antisocial behaviour. The needs of people trying to walk round the borough — especially children, residents with mobility issues and parents/carers pushing buggies — don't seem to have been considered with the same weight as those of car drivers.

[REDACTED] is filled with shoppers' cars and delivery vans. I don't understand how you can be encouraging residents to use public transport or walk to local shops for environmental reasons; while at the same time supporting people who want to drive to their local shops. The reduction in CPZ hours will lead to more traffic and therefore more pollution.

If the CPZ hours are reduced, congestion will again increase and I think it's only a matter of time before a resident experiences real harm from an emergency vehicle not being able to attend. I am really seriously concerned about the ability of emergency vehicles to enter my street and the surrounding streets.

The proposed 83% reduction in hours of the CPZ from 60 to 10 hours has not been accompanied by a 83% reduction in the fee charged to residents for a parking permit. It is completely unfair to ask residents to pay more for less.

I am also very concerned about irregularities in the consultation process conducted earlier this year and I do not think the process was fair, or properly explained to everybody. This makes the data unreliable. In particular there appears to have been a duplication of paper and online replies. In their responses to subsequent complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, a number of concerns remain, e.g.:

- Did the Council verify the eligibility of all responses, especially with the unusually high response rate and pattern from some areas?
- Multiple responses were received per household, which suggests minors and temporary residents responded and that their responses were accepted. Is this correct?
- If so, all potential respondents, ie other residents, were not made aware of this scope. Many restricted their replies to one or two adults per household. This has resulted in inequity.
- Places of worship requested more consultation papers and were accommodated. Can you explain how many were completed this way and where these respondents lived?

In the review report, the council states that the decision to reduce controlled hours rests on "the need of the local community". However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner. Therefore I feel that the decision to reduce controlled hours is based on flawed evidence.

I support the compromise proposition of Monday-Thursday 8.30-6.30 and Friday 8.30-12.00, which I think will meet the needs of everybody in the community.

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

From: [REDACTED]
Sent: 19 August 2020 19:04
To: streetworks@hackney.gov.uk
Subject: Proposed changes to CPZ - Ref: 201*TT1426 - Not in favour

Dear Sir / Madam,

[REDACTED]

[REDACTED] and until Hackney Council instituted the CPZ the parking situation was a nightmare and a frequent cause of stress for me, my family and my neighbours.

Since the CPZ has been in operation the situation has greatly improved and I am able to go about my daily affairs much more easily with the benefit of my parking permit.

I am thankful to Hackney Council for their efforts in this regard and so are many of my neighbours and local friends.

I am therefore writing to let you know that I am not in support of the changes to the CPZ scheme that are currently being proposed in the name of the 'local community'.

I can attest to the fact that many of my neighbours and local friends and colleagues feel the same way - that the CPZ scheme is broadly working very well and should be left as it stands for the moment.

Thank you

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 19 August 2020 18:48
To: streetworks@hackney.gov.uk
Subject: TT1426 - objection to zone T parking proposals

I object to the proposal to change controlled parking times to 10-12 Mon-Fri.

My main objection is that this will encourage driving to the school run, which is already a danger for non car owners like myself, when cycling.

It is already fairly impossible for visiting tradesmen to park in the area.

I support the compromise position of Mon-Thurs 8.30-6.30 and Friday 8.30-12.00

Yours,

[REDACTED]

From: [REDACTED]

Sent: 19 August 2020 18:11

Cc: [REDACTED]

Subject: order No. 201* ft 1426

To whom this may concern:

1. I strongly support the new timings of 2 hours daily that were applied Monday to Friday, from 10am till 12pm, and I do not want to see this changed.

2. I am asking that Jewish holidays should have the same timings as the regular national holidays.

3. PLEASE remove the double yellow lines from Clapton Terrace, Braydon Road, and where not necessary. The same is for Portland Avenue, Leweston Place, Darent Road & Windus Walk.

4. I very kindly beg you to stop charging so much for CPZ. This is a real unnecessary burden for all the regular hard working people who are trying to cover their basic costs in order to live no more than a standard life.

Thank you

From: [REDACTED]
Sent: 19 August 2020 17:42
To: streetworks@hackney.gov.uk
Subject: TT1426 - objection to Zone T parking proposals

Dear Sir/Madam,

I am writing to voice my objection to the proposal of amendment to parking restrictions in Zone T. I believe it will increase unwanted factors including more traffic, increased risk of COVID-19 due to more air pollution and reduced access for emergency vehicles.

Many thanks,

[REDACTED]

From: [REDACTED]
Sent: 19 August 2020 17:42
To: streetworks@hackney.gov.uk
Subject: TT1426 - objection to Zone T parking proposals

Dear Sir/Madam,

I would like to state my objections to the proposed amendment to the zone T parking restrictions.

This would cause increased Congestion, noise and pollution.

Reduced spaces for paying residents.

Blocked pavements.

Restriction of access for emergency vehicles.

Yours sincerely,

[REDACTED]

From: [REDACTED]
Sent: 19 August 2020 17:39
To: STREETWORKS@HACKNEY.GOV.UK
Subject: TT1426 - objection to Zone T parking proposals

Dear Sir/Madam,

I would like to state my objections to the proposed amendment to the zone T parking restrictions.

This would cause increased Congestion, noise and pollution.

Reduced spaces for paying residents.

Blocked pavements

Restriction of access for emergency vehicles.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Students:

Unless your enquiry is *urgent* your tutor will be happy to answer queries in timetabled classes.

Student A-Z [REDACTED]

Moodle [REDACTED]

Timetable [REDACTED]

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opinions of the sender and do not necessarily constitute those of [REDACTED]

[REDACTED] Where the sender's signature indicates that the email is sent on behalf of [REDACTED] Short Courses Limited the following also applies: [REDACTED] Short Courses Limited is a company registered in England and Wales under company number 02361261. Registered Office: [REDACTED]

From: [REDACTED]
Sent: 19 August 2020 17:37
To: streetworks@hackney.gov.uk
Subject: TT1426 - Objection to Zone T Parking Proposals

Dear Sir/Madam,

I would like to state my objection to the proposed amendments to the zone T parking restrictions. Pollution, noise and congestion among many other factors will be increased because of the change in parking hours.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 23:52
To: Streetworks (Shared Mailbox); Andy Cunningham
Cc: Michael Levy (Cllr); Simche Steinberger (Cllr); Harvey Odze (Cllr)
Subject: CPZ zone T

[REDACTED] i would like to express my strong support for the new changes that the council is now proposing, to have the cpz zone t operating 2 hours a day monday to friday 10am till 12pm. i wish the council would have done this from day one, as we pleaded with the relevant department in the beginning.

i would like to request that the jewish holidays should be treated in this zone just like the general holidays and the cpz shall therefore not be operating in those days at all, it shall be treated just like the council has now proposed for saturday.

as i have mentioned many times to the relevant department, the excessive double yellow lines in many roads, for example portland avenue - outside the synagogue 99 clapton common, darenton, braydon etc. need to be removed as soon as possible.

the local residents have complained to me that the permit prices and the visitors permits, are just insane. that needs to come down immediately.

kind regards
[REDACTED]



www.nhs.uk/coronavirus

Disclaimers apply, for full details see: <https://hackney.gov.uk/email-disclaimer>

From: [REDACTED]
Sent: 20 August 2020 23:06
To: streetworks@hackney.gov.uk
Subject: 201*TT1426

I would like to take this opportunity to thank the council for being so accommodating with the local residents in the T zone by changing the times of restricted parking for only 2 hours a day 5 days a week enabling us to have ample parking and not taking away the privilege to have our children or visitors parking outside our house but in the same time keeping away people of out of the area polluting our streets.

I would strongly recommend that they should also take into consideration the local Jewish people by taking off the restriction on the Jewish holidays just the same as regular holidays, as we have hardships with moving our cars on the holidays.

Also if it would be possible to reduce the double yellow lines outside local shops i.e. in Oldhill street etc. thus making it more convenient to do our shopping and would also help our local shops.

Thanking you for being so considerate

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 22:53
To: Streetworks (Shared Mailbox)
Subject: T ZONE CHANGE

Dear Sirs,

Please ensure that the 2 hours from Monday to Friday is kept as per the overwhelming response of the consultation. This is obviously what the majority of people wish as you can see from the strong response to the consultation.

As this area has many orthodox Jews as residents, can we request that the Jewish holidays should have the same exempt parking restrictions as regular holidays. please.

There is also an issue of the double yellow lines in our local shopping area of Oldhill street. We are asked to support our local shops but the parking restrictions are making this difficult. Please shorten the double yellow lines in this road.

Yours
[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 22:47
To: streetworks@hackney.gov.uk
Subject: Order 201*TT1426

Dear Sirs,

I am very glad that the people's voices were heard and their view was taken into consideration. The 2 hours from Monday to Friday is just fine. It ensures that the working people do not park their cars here all day and allows the residence to have visitors.

As this area has many orthodox Jews as residents, can we request that the Jewish holidays should have the same exempt parking restrictions as regular holidays please.

There is also an issue of the double yellow lines in our local shopping area of Oldhill street. We are asked to support our local shops but the parking restrictions are making this difficult. Please shorten the double yellow lines in this road.

Yours

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 22:46
To: streetworks@hackney.gov.uk
Subject: Order 201^TT1426

Dear Sirs,

All zone T residents had a chance to give their opinion on the parking options that were in place during the recent consultation. A whopping 40% responded. As you yourself wrote, the response was significantly above the usual response rate of 5-7%. The reason there was such a high response rate is because many of the people find the current (before the change) parking restrictions very restrictive.

Can I put in a plea to include the Jewish Holidays as exempt as the regular holidays please.

While I am at it, can I point out that the double yellow lines in Oldhill Street are double the size they should be putting a burden on the residents who would like to shop locally.

Yours

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 22:41
To: Streetworks (Shared Mailbox)
Subject: Re T Zone change

Dear Sirs,

I am very glad that the people's voices were heard and their view was taken into consideration. The 2 hours from Monday to Friday is just fine. It ensures that the working people do not park their cars here all day and allows the residence to have visitors.

As this area has many orthodox Jews as residents, can we request that the Jewish holidays should have the same exempt parking restrictions as regular holidays please.

There is also an issue of the double yellow lines in our local shopping area of Oldhill street. We are asked to support our local shops but the parking restrictions are making this difficult. Please shorten the double yellow lines in this road.

Yours

[REDACTED]



Re: Zone T Statutory Consultation ref. TT1426

Sent by email to: streetworks@hackney.gov.uk

20 August 2020

1. The Council's Environmental Achievements

We are proud of Hackney council's achievements in taking determined action to tackle the climate emergency as outlined in such key documents as Hackney's Air Quality Action Plan (2015-2019), Transport Plan (2015-2025), Corporate Plan (2018-2022) and Liveable Neighbourhood Plan (2014-2024). The principles contained in these documents are the backbone of the council's Parking Enforcement Plan (PEP, 2015-2020). Alongside this the council passed a Climate Emergency Motion at full council on the 26 June 2019 renewing their commitments to the Administration's 2018 manifesto but also promising to go further.

- Producing a 100% clean electricity bill for Hackney Council
- Launching a publicly owned energy company
- Introducing an ambitious free water fountain scheme
- Installing the largest amount of free cycle storage in London
- Planting 36,000 trees, on streets and in parks, by 2022
- Delivering 100% L.E.D. lights on our streets
- Opposing the Silvertown Tunnel and Heathrow and London City Airport climate-wrecking expansion plans

Controlled Parking Zones are an essential element in achieving the principles outlined in these documents and in the Council's motion. That is why we welcome the fact CPZ's now cover 90% of the borough and we share the council's aspiration to achieve full coverage as soon as possible to ensure that we reduce short car journeys, encourage fewer polluting vehicles and move to alternative forms of transport such as walking, public transport and cycling.

2. The Impact the Proposed Changes will have on these Achievements

In the PEP section 1.44, p16 outlines the Council's parking objectives. Objective 4 and 5 state:

- 4) Reduce emissions from motor vehicles to help reduce climate change and reduce early deaths and poor health amongst residents.
- 5) Improve the local environment - the look and feel of Council car parks and Hackney streets.

and

“Section 1.45 Objectives 1-5 can be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips.” 1.45, PEP, p16

Finally, in point 9.1:

“The PEP shares with the Council’s other policy documents a strategic aim to reduce the need to travel by private car, and support for initiatives to reduce air pollution, improve public health, increase social inclusion and economic activity in the borough.”

The Cazenove councillors believe that a reduction in hours will make these objectives much harder to achieve for several reasons: -

“Unnecessary Trips”

1. By stopping restrictions at 12pm we believe that this will encourage drivers from outside Cazenove ward to park across Zone T thus encouraging short journeys within the borough but also journeys from outside the borough.
2. Starting restrictions at 10am will enable non-residents to leave their cars overnight in the ward, meaning that permit holders may need to make short journeys to other wards in the borough to park, as they may find it difficult to park outside **their own home**.
3. We believe this will likely lead to greater parking stress in **this** area with the ensuing stress on social relationships and community cohesion.

Air Pollution

1. We believe that the significant decrease of controlled parking hours will increase “unnecessary trips” by both permit holders and non-permit holders and will in all probability lead to an increase in emissions in the area and thus once again not contribute to the council’s policy objectives to “reduce air pollution” and Improve public health” as outlined in section 9.1 of the PEP
2. We note the council does not currently hold ward specific measures of air pollution pre-or- post controlled parking restrictions coming into place. We request that the council undertake to do this pre-and -post the introduction of CPZ’s in the future.

Thus, we believe the introduction of 10am-12pm will mean that the parking objectives relating to sustainable transport, air pollution and car use outlined in the PEP, will not be achieved in our ward.

3. COVID-19 and its Impact upon Proposals

Government Guidance

On the 9th May 2020 the Secretary of State for Transport announced additional statutory guidance under section 18 of the Traffic Management Act 2004 (“the act”)

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

In the foreword to the guidance the Secretary of State asserts:

“We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

“Active travel is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits.”

Mayor of London Guidance

On the 15th May, the Mayor of London Sadiq Khan published the “London Streetspace Plan: Interim Guidance to Boroughs”

In the section entitled Background the Mayor of London outlined the challenge London faces in the light of COVID-19

“As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges:

- TfL will need to run public transport at much lower levels of capacity than pre-COVID-19 in order to continue to provide space for social distancing
- Travel by car is likely to become more attractive (initially when congestion levels are low but this may continue if people are anxious about using public transport)
- A car-based recovery has significant risks to:
 - safety (and meeting our Vision Zero aim);
 - public health (COVID-19 related, physical activity, poor air quality etc.);
 - economic recovery (delayed journey times for e.g.);
 - the environment (due to increased carbon emissions);
 - and contradicting the Mayor’s Transport Strategy. “

“It is estimated there will need to be around an 80 per cent reduction in public transport capacity in order to support social distancing for those who need to use it. If all 80 per cent

of public transport journeys were switched to active modes instead, some boroughs would need to accommodate almost double the pre-COVID-19 levels of walking and cycling by their residents.

Conversely, if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues.”

In *APPENDIX 11: SUPPLEMENTARY GUIDANCE ON CAR PARKING* of the *London Streetspace Plan* it states:

- “Fulfil our network management duties as London highway authorities under the Traffic Management Act by discouraging discretionary car journeys as far as possible during this period” p1

Hackney Emergency Transport Plan

Below are the emergency transport measures the council has introduced as a result of COVID-19:

- Council to introduce emergency road safety measures to help maintain social distancing - 28 April 2020
- Emergency road safety measures: Barnabas Road to close to through-traffic - 11 May 2020
- Traffic to be banned outside 40 schools as part of emergency plan - 12 June 2020
- Emergency road safety measures: Further 20 roads set to close to through-traffic - 30 June 2020

Cllr John Burke, Cabinet member for energy, waste, transport and public realm, has stated the aim of the measures:

“As a result of the pandemic, people are walking and cycling more, but there is a clear danger that traffic will increase as people continue to avoid public transport. We’ve widened pavements and closed Broadway Market to through-traffic to help people maintain social distancing, but we’re now launching the first of what will be a series of new road closures to protect the public from additional motor vehicle traffic and reclaim more public space to address what could be a radical long-term shift in levels of walking and cycling.”

We welcome the pioneering measures that will be introduced in the borough and our ward to ensure that there isn’t a car based recovery in Hackney. Especially the school streets, with Cazenove receiving two new school streets, an innovative scheme which started in Hackney and now has been adopted across the country.

Air Pollution and COVID-19

A recent study from John Hopkins University in America found "An increase of just 1 microgram per cubic metre corresponded to a 15% increase in Covid-19 deaths". Similar findings have also been established in a study in Italy. In another study in America it was found members from some black and minority ethnic backgrounds were disproportionately affected by the effects of air pollution

Proposed Measures and COVID-19

As outlined in section 2 of our submission we believe that a reduction of hours will increase "unnecessary trips", and in all likelihood, increase air pollution in the ward. We believe that meeting the government, Mayor of London and Hackney guidance on COVID-19 and avoiding a car based recovery in Cazenove ward means ensuring that meaningful hours of operation, e.g. standard hours of operation 8.30am-6.30pm should be maintained to the largest possible degree in our ward.

4. Equalities and the Officers' Recommendations

Since becoming Cazenove Ward councillors in 2018, we have championed the principles of equalities and the environment and sought out ways to respond to the Climate Emergency that will bring local communities on board.

We asked officers to come to visit the ward on numerous occasions to address the concerns of the community.

Ensuring that community cohesion is the centre of our approach to the climate emergency is a pivotal aspect of PEP and Hackney's Liveable Neighbourhood Plan:

"Section 1.40 - key Supplementary to the Transport Strategy is the Liveable Neighbourhoods Plan October 2015 which aims to achieve the following objectives by 2025:

- the most liveable and sustainable neighbourhoods and streets in London
 - neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background
 - neighbourhoods and streets foster and support community cohesion
 - neighbourhoods and streets will be prepared for the implications of climate change"
- PEP, p15

Officers Equalities Impact Assessment Form for Zone T Review

In the Delegated Report of the Parking Zone T Stage 4 Review consultation, appendix 6: equalities impact assessment p62 under section 4, 4a "What positive impact could there be overall on different equality groups and on cohesion and good relations?" officers stated:

"Prior to the consultation, the existing hours of operation of Monday to Saturday 8:30am-6:30pm raised concerns from members of the Orthodox Jewish faith as they felt the Saturday controls made it more difficult and potentially imposes an additional cost on them to observe their religious practice across the Sabbath period on Friday/Saturday. In addition,

visitors to the synagogue from outside of the borough were required to pay for parking or use visitor vouchers during the hours of operation. The Council's recommendation to reduce the hours of operation to Monday to Friday 10:00am-12:00pm (noon) will reduce the application of controls on a Friday and completely remove Saturday controls. The Orthodox Jewish community will experience a positive impact as it enables them to observe the Sabbath without having to navigate parking controls during this period; this will apply to both residents and businesses within the zone as well as visitors from outside of the borough.

The reduction in the hours of operation will also positively impact visitors to the local mosques, as they will not be required to pay for parking during attendance for prayers."

Officers acknowledge how a reduction of hours in particular on Fridays would address the need of the Charedi and Muslim communities. A key need that we had previously outlined to officers. This would add to the ability of faith groups to apply for dispensations for Religious holiday as outlined in 7.17 and 7.18 of PEP, p65. We would request that the guidance outlined in 7.17 and 7.18 is (post-COVID-19 restrictions) applied to large funerals which is a key request particularly for the Muslim community.

Split Zones and Equalities:

An email the Cazenove councillors received in response to a member's enquiry, from council officer Sevim Karakas on the 29th May 2020, outlines the council's approach to split zones:

"I will begin by explaining that the hours of operation vary from zone to zone depending on the needs of the area and where there isn't going to be a significant impact of displacement parking to other nearby areas"

Mrs Karakas goes on to refer to Zone B, in her email of 29th May, as an example of a zone with a particular need:

"For example, Zone B, there is a significant amount of night time economy, therefore a large proportion of Zone B has controls up to midnight. This does not impact the other half of Zone B as this is predominantly residential and parking restrictions are in place until 6.30pm. With regards to Zone P, a large number of streets have 10-noon parking restrictions due to the fact that there are a large number of small businesses in this area which attract visitors from all over London"

As has been established the council has to give "due regard" to specific needs around prayers and religious holidays during this statutory consultation. Furthermore, it has been acknowledged in the equalities impact assessment that prayer times are a "particular need of the area". Thus it is clear that like Zone B and Zone E, there is a specific need in Zone T that could be addressed through a split zone. Looking at the PEP we can see no specific definition of what the council would see as a clear need to require to have a split zone and we see no evident reason why this would not be included as a justification for a split zone.

Equalities and our Proposals

We are supporting the compromise hours of operation proposed by numerous Zone T residents for **Monday to Thursday 8.30am-6.30pm and Friday 8.30am-12pm**. We believe that this addresses the community equalities needs surrounding prayer times and Shabbat, whilst upholding our commitment to tackling the climate emergency by ensuring that there are meaningful hours of operation that discourage "unnecessary trips" and reduce air pollution.

5. Achieving CPZ's across the North of the Borough

We believe that the only way we can fully deliver on the council plans surrounding the climate emergency is by achieving full CPZ coverage across the borough as soon as possible.

We note that neighbouring wards that currently don't have a CPZ have a very similar demographic makeup to Cazenove ward, based upon the most recent census as outlined in the council's ward profiles:

<https://hackney.gov.uk/hackney-ward-profiles>

Concerns around prayers are a major issue particularly for the Charedi and Muslim communities in these wards. We believe the compromise proposal we are putting forward would address a large part of the community concerns whilst maintaining times that would meet the council's aims in terms of tackling the climate emergency. We are concerned that if 10am-12pm became the standard timing for the North of the borough that the council would see major parking stress, an uptake in short car journeys and increase in damaging air pollution.

Sincerely,



Copied to:

Mayor Philip Glanville

Cllr John Burke, Cabinet member for energy, waste, transport and public realm

Aled Richards, Director of Public Realm

Kevin Keady, Head of Service, Parking, Markets and Street Trading

Gulgun Chelikhhan, Service Area Manager, Parking, Markets and Street Trading

and my ward colleagues, Cllr Sam Pallis and Cllr Anthony McMahon



Re: Zone T Statutory Consultation ref. TT1426

Sent by email to: streetworks@hackney.gov.uk

20 August 2020

1. The Council's Environmental Achievements

We are proud of Hackney council's achievements in taking determined action to tackle the climate emergency as outlined in such key documents as Hackney's Air Quality Action Plan (2015-2019), Transport Plan (2015-2025), Corporate Plan (2018-2022) and Liveable Neighbourhood Plan (2014-2024). The principles contained in these documents are the backbone of the council's Parking Enforcement Plan (PEP, 2015-2020). Alongside this the council passed a Climate Emergency Motion at full council on the 26 June 2019 renewing their commitments to the Administration's 2018 manifesto but also promising to go further.

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Controlled Parking Zones are an essential element in achieving the principles outlined in these documents and in the Council's motion. That is why we welcome the fact CPZ's now cover 90% of the borough and we share the council's aspiration to achieve full coverage as soon as possible to ensure that we reduce short car journeys, encourage fewer polluting vehicles and move to alternative forms of transport such as walking, public transport and cycling.

2. The Impact the Proposed Changes will have on these Achievements

In the PEP section 1.44, p16 outlines the Council's parking objectives. Objective 4 and 5 state:

- 4) Reduce emissions from motor vehicles to help reduce climate change and reduce early deaths and poor health amongst residents.
- 5) Improve the local environment - the look and feel of Council car parks and Hackney streets.

and

“Section 1.45 Objectives 1-5 can be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips.” 1.45, PEP, p16

Finally, in point 9.1:

“The PEP shares with the Council’s other policy documents a strategic aim to reduce the need to travel by private car, and support for initiatives to reduce air pollution, improve public health, increase social inclusion and economic activity in the borough.”

The Cazenove councillors believe that a reduction in hours will make these objectives much harder to achieve for several reasons: -

“Unnecessary Trips”

1. By stopping restrictions at 12pm we believe that this will encourage drivers from outside Cazenove ward to park across Zone T thus encouraging short journeys within the borough but also journeys from outside the borough.
2. Starting restrictions at 10am will enable non-residents to leave their cars overnight in the ward, meaning that permit holders may need to make short journeys to other wards in the borough to park, as they may find it difficult to park outside **their own home**.
3. We believe this will likely lead to greater parking stress in **this area** with the ensuing stress on social relationships and community cohesion.

Air Pollution

1. We believe that the significant decrease of controlled parking hours will increase “unnecessary trips” by both permit holders and non-permit holders and will in all probability lead to an increase in emissions in the area and thus once again not contribute to the council’s policy objectives to “reduce air pollution” and Improve public health” as outlined in section 9.1 of the PEP
2. We note the council does not currently hold ward specific measures of air pollution pre-or- post controlled parking restrictions coming into place. We request that the council undertake to do this pre-and -post the introduction of CPZ’s in the future.

Thus, we believe the introduction of 10am-12pm will mean that the parking objectives relating to sustainable transport, air pollution and car use outlined in the PEP, will not be achieved in our ward.

3. COVID-19 and its Impact upon Proposals

Government Guidance

On the 9th May 2020 the Secretary of State for Transport announced additional statutory guidance under section 18 of the Traffic Management Act 2004 (“the act”)

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

In the foreword to the guidance the Secretary of State asserts:

“We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

“Active travel is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits.”

Mayor of London Guidance

On the 15th May, the Mayor of London Sadiq Khan published the “London Streetspace Plan: Interim Guidance to Boroughs”

In the section entitled Background the Mayor of London outlined the challenge London faces in the light of COVID-19

“As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges:

- TfL will need to run public transport at much lower levels of capacity than pre-COVID-19 in order to continue to provide space for social distancing
- Travel by car is likely to become more attractive (initially when congestion levels are low but this may continue if people are anxious about using public transport)
- A car-based recovery has significant risks to:
 - safety (and meeting our Vision Zero aim);
 - public health (COVID-19 related, physical activity, poor air quality etc.);
 - economic recovery (delayed journey times for e.g.);
 - the environment (due to increased carbon emissions);
 - and contradicting the Mayor’s Transport Strategy. ”

“It is estimated there will need to be around an 80 per cent reduction in public transport capacity in order to support social distancing for those who need to use it. If all 80 per cent

of public transport journeys were switched to active modes instead, some boroughs would need to accommodate almost double the pre-COVID-19 levels of walking and cycling by their residents.

Conversely, if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues."

In *APPENDIX 11: SUPPLEMENTARY GUIDANCE ON CAR PARKING* of the *London Streetspace Plan* it states:

- "Fulfil our network management duties as London highway authorities under the Traffic Management Act by discouraging discretionary car journeys as far as possible during this period" p1

Hackney Emergency Transport Plan

Below are the emergency transport measures the council has introduced as a result of COVID-19:

- Council to introduce emergency road safety measures to help maintain social distancing - 28 April 2020
- Emergency road safety measures: Barnabas Road to close to through-traffic - 11 May 2020
- Traffic to be banned outside 40 schools as part of emergency plan - 12 June 2020
- Emergency road safety measures: Further 20 roads set to close to through-traffic - 30 June 2020

Cllr John Burke, Cabinet member for energy, waste, transport and public realm, has stated the aim of the measures:

"As a result of the pandemic, people are walking and cycling more, but there is a clear danger that traffic will increase as people continue to avoid public transport. We've widened pavements and closed Broadway Market to through-traffic to help people maintain social distancing, but we're now launching the first of what will be a series of new road closures to protect the public from additional motor vehicle traffic and reclaim more public space to address what could be a radical long-term shift in levels of walking and cycling."

We welcome the pioneering measures that will be introduced in the borough and our ward to ensure that there isn't a car based recovery in Hackney. Especially the school streets, with Cazenove receiving two new school streets, an innovative scheme which started in Hackney and now has been adopted across the country.

Air Pollution and COVID-19

A recent study from John Hopkins University in America found "An increase of just 1 microgram per cubic metre corresponded to a 15% increase in Covid-19 deaths". Similar findings have also been established in a study in Italy. In another study in America it was found members from some black and minority ethnic backgrounds were disproportionately affected by the effects of air pollution

Proposed Measures and COVID-19

As outlined in section 2 of our submission we believe that a reduction of hours will increase "unnecessary trips", and in all likelihood, increase air pollution in the ward. We believe that meeting the government, Mayor of London and Hackney guidance on COVID-19 and avoiding a car based recovery in Cazenove ward means ensuring that meaningful hours of operation, e.g. standard hours of operation 8.30am-6.30pm should be maintained to the largest possible degree in our ward.

4. Equalities and the Officers' Recommendations

Since becoming Cazenove Ward councillors in 2018, we have championed the principles of equalities and the environment and sought out ways to respond to the Climate Emergency that will bring local communities on board.

We asked officers to come to visit the ward on numerous occasions to address the concerns of the community.

Ensuring that community cohesion is the centre of our approach to the climate emergency is a pivotal aspect of PEP and Hackney's Liveable Neighbourhood Plan:

"Section 1.40 - key Supplementary to the Transport Strategy is the Liveable Neighbourhoods Plan October 2015 which aims to achieve the following objectives by 2025:

- the most liveable and sustainable neighbourhoods and streets in London
 - neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background
 - neighbourhoods and streets foster and support community cohesion
 - neighbourhoods and streets will be prepared for the implications of climate change"
- PEP, p15

Officers Equalities Impact Assessment Form for Zone T Review

In the Delegated Report of the Parking Zone T Stage 4 Review consultation, appendix 6: equalities impact assessment p62 under section 4, 4a "What positive impact could there be overall on different equality groups and on cohesion and good relations?" officers stated:

"Prior to the consultation, the existing hours of operation of Monday to Saturday 8:30am-6:30pm raised concerns from members of the Orthodox Jewish faith as they felt the Saturday controls made it more difficult and potentially imposes an additional cost on them to observe their religious practice across the Sabbath period on Friday/Saturday. In addition,

visitors to the synagogue from outside of the borough were required to pay for parking or use visitor vouchers during the hours of operation. The Council's recommendation to reduce the hours of operation to Monday to Friday 10:00am-12:00pm (noon) will reduce the application of controls on a Friday and completely remove Saturday controls. The Orthodox Jewish community will experience a positive impact as it enables them to observe the Sabbath without having to navigate parking controls during this period; this will apply to both residents and businesses within the zone as well as visitors from outside of the borough.

The reduction in the hours of operation will also positively impact visitors to the local mosques, as they will not be required to pay for parking during attendance for prayers."

Officers acknowledge how a reduction of hours in particular on Fridays would address the need of the Charedi and Muslim communities. A key need that we had previously outlined to officers. This would add to the ability of faith groups to apply for dispensations for Religious holiday as outlined in 7.17 and 7.18 of PEP, p65. We would request that the guidance outlined in 7.17 and 7.18 is (post-COVID-19 restrictions) applied to large funerals which is a key request particularly for the Muslim community.

Split Zones and Equalities:

An email the Cazenove councillors received in response to a member's enquiry, from council officer Sevim Karakas on the 29th May 2020, outlines the council's approach to split zones:

"I will begin by explaining that the hours of operation vary from zone to zone depending on the needs of the area and where there isn't going to be a significant impact of displacement parking to other nearby areas"

Mrs Karakas goes on to refer to Zone B, in her email of 29th May, as an example of a zone with a particular need:

"For example, Zone B, there is a significant amount of night time economy, therefore a large proportion of Zone B has controls up to midnight. This does not impact the other half of Zone B as this is predominantly residential and parking restrictions are in place until 6.30pm. With regards to Zone P, a large number of streets have 10-noon parking restrictions due to the fact that there are a large number of small businesses in this area which attract visitors from all over London"

As has been established the council has to give "due regard" to specific needs around prayers and religious holidays during this statutory consultation. Furthermore, it has been acknowledged in the equalities impact assessment that prayer times are a "particular need of the area". Thus it is clear that like Zone B and Zone E, there is a specific need in Zone T that could be addressed through a split zone. Looking at the PEP we can see no specific definition of what the council would see as a clear need to require to have a split zone and we see no evident reason why this would not be included as a justification for a split zone.

Equalities and our Proposals

We are supporting the compromise hours of operation proposed by numerous Zone T residents for **Monday to Thursday 8.30am-6.30pm and Friday 8.30am-12pm**. We believe that this addresses the community equalities needs surrounding prayer times and Shabbat, whilst upholding our commitment to tackling the climate emergency by ensuring that there are meaningful hours of operation that discourage "unnecessary trips" and reduce air pollution.

5. Achieving CPZ's across the North of the Borough

We believe that the only way we can fully deliver on the council plans surrounding the climate emergency is by achieving full CPZ coverage across the borough as soon as possible.

We note that neighbouring wards that currently don't have a CPZ have a very similar demographic makeup to Cazenove ward, based upon the most recent census as outlined in the council's ward profiles:

<https://hackney.gov.uk/hackney-ward-profiles>

Concerns around prayers are a major issue particularly for the Charedi and Muslim communities in these wards. We believe the compromise proposal we are putting forward would address a large part of the community concerns whilst maintaining times that would meet the council's aims in terms of tackling the climate emergency. We are concerned that if 10am-12pm became the standard timing for the North of the borough that the council would see major parking stress, an uptake in short car journeys and increase in damaging air pollution.

Sincerely,



Copied to:

Mayor Philip Glanville

Cllr John Burke, Cabinet member for energy, waste, transport and public realm

Aled Richards, Director of Public Realm

Kevin Keady, Head of Service, Parking, Markets and Street Trading

Gulgun Chelikhhan, Service Area Manager, Parking, Markets and Street Trading

and my ward colleagues, Cllr Sam Pallis and Cllr Anthony McMahon

From: [REDACTED]
Sent: 20 August 2020 22:07
To: Streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com; Adrian Holiday
Subject: RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

From: [REDACTED]
[REDACTED]

To: Streetscene Networks Team

1 Hillman Street London E8 1DY

streetworks@hackney.gov.uk;

cc: cazenove.residents@gmail.com

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

I object to the proposals to change CPZ times to 10-12 Mon- Fri. This would return us to the mayhem that used to exist in this zone and give parking priority to non-residents.

- Local residents will struggle to find parking
- Increased traffic will aggravate air pollution
- Air pollution is linked to increased risk of Covid-19
- Road safety will decrease, especially for children
- There will be reduced access for emergency vehicles, school buses and bin lorries
- I should add that as well as being the father of a [REDACTED] I am also the father of [REDACTED] who is with me at weekends. The current parking system has made the [REDACTED] much safer and predictable. I am genuinely concerned that to return to the old chaos would make visits more dangerous. He also fairly regularly needs an ambulance called out [REDACTED] and the old free for all makes ambulance access much less predictable

I am also concerned that the earlier consultation process was not fair, done correctly or properly explained to residents.

I support the compromise proposition of Monday - Thursday 8.30 - 6.30; Friday 8.30 - 12.00 which will meet the needs of everybody in the community.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 21:37
To: Streetworks@hackney.gov.uk
Subject: Parking

Dear Streetscene,

I'm emailing to object to the recent proposals to change CPZ times to 10-12 Mon-Fri.

Changing the current parking arrangement will result in the problems that long existed before the recent well-planned changes to parking rules came into effect.

The proposed change of parking hours in this area will see a return to:

- Problems finding parking spaces
- Increased traffic
- Increased aggravation by motorists due to the above, and the increased difficulty in traffic movement (always a problem on Kyverdale Road until the recent changes in parking rules)
- Increase in air pollution
- Heightened risk of traffic injury, especially to the many children who play on this street

- Reduced access to emergency vehicles

I also feel that this consultation process was not carried out fairly, due to the spectacularly high return rate from people who voted for greatly relaxed parking referenced on the consultation report itself, as there are very few residents I know who want the proposed new rules to come into effect.

Although ideally I would like the parking scheme to remain as it is, I support the proposition of Mon - Thurs 8.30am - 6.30pm and Friday 8.30 - 12pm, which will allow for visiting members to the community for Friday Mosque and Synagogue attendance, and general weekend visits, without risking a reduction in the overall community's well being, peace and safety throughout the week.

It will also prevent people from using the area as a car-park for work in the City and for travel to Stansted airport, as was happening before with such reduced restrictions.

Yours sincerely,

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 21:02
To: streetworks@hackney.gov.uk
Subject: Re: Order Number 201*TT1426

Dear Sir,

Re: Order Number 201*TT1426

I urge you to listen and respect the proposed changes to CPZ which facilitates the communities needs.

I strongly support the changes to CPZ Monday to Friday 10:00am - 12:00pm two hours daily and Jewish Holidays should be included to general holidays where parking is suspended. Double yellow lines in the zones where it is unnecessary should be removed.

Thank you for supporting our communities needs.

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 21:00
To: streetworks@hackney.gov.uk
Subject: Order Number 201*TT1426

Dear Sir,

Re: Order Number 201*TT1426

I urge you to listen and respect the proposed changes to CPZ which facilitates the communities needs.

I strongly support the changes to CPZ Monday to Friday 10:00am - 12:00pm two hours daily and Jewish Holidays should be included to general holidays where parking is suspended. Double yellow lines in the zones where it is unnecessary should be removed.

Thank you for supporting our communities needs.

Kind regards

[REDACTED]



From: [REDACTED]
Sent: 20 August 2020 19:03
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com; 'familybecker'
Subject: TT1426 - Objection to the proposed changes for parking in Zone T

To whom it may concern.

I object to reduce to 2 hours parking for the whole of Zone T as it's reversing Hackneys pledge to make Hackney greener.

After many years we finally could notice a significant improvement in our as well as surrounding streets since the parking controls had been introduced mon-sat 8.30am - 6.30pm. We feel much safer, especially with our children. We also notice much less traffic in our street, which improved the air quality. This all is such a great achievement by our council.

This new 2 hour proposal makes no logical sense and is in fact a retraction of the pledge Hackney council made to make the Borough greener.

I object to the new proposals.

However I would be happy if we compromised and changed the hours to Mon-Thu 8.30am-6.30pm and Fri 8.30am-12.00pm. This would allow different faith groups to drive to their worship places and respect **everybody's** needs in this diversity rich borough. It has to be fair, make sense and meet the set targets / objectives. This compromise would tick all these boxes.

Kind regards
[REDACTED]



Virus-free. www.avast.com

From: [REDACTED]
Sent: 20 August 2020 19:01
To: streetworks@hackney.gov.uk
Cc: [REDACTED]
Subject: TT1426 - Objection to the proposed changes for parking in Zone T

To whom it may concern.

I object to reduce to 2 hours parking for the whole of Zone T as it's reversing Hackneys pledge to make Hackney greener.

After many years we finally could notice a significant improvement in our as well as surrounding streets since the parking controls had been introduced mon-sat 8.30am - 6.30pm. We feel much safer, especially with our children. We also notice much less traffic in our street, which improved the air quality. This all is such a great achievement by our council.

This new 2 hour proposal makes no logical sense and is in fact a retraction of the pledge Hackney council made to make the Borough greener.

I object to the new proposals.

However I would be happy if we compromised and changed the hours to Mon-Thu 8.30am-6.30pm and Fri 8.30am-12.00pm. This would allow different faith groups to drive to their worship places and respect everybody's needs in this diversity rich borough. It has to be fair, make sense and meet the set targets / objectives. This compromise would tick all these boxes.

Kind regards
[REDACTED]



Virus-free. www.avast.com

From: [REDACTED]
Sent: 20 August 2020 18:09
To: streetworks@hackney.gov.uk
Subject: TT1426 - Objection to Zone T parking proposals

Dear Streetworks,

I am writing to oppose the proposed change to Zone T's CPZ times to 10-12 Mon- Fri. Since the introduction of the CPZ, traffic volumes in the area have noticeably decreased. I and my neighbours find it much easier to park. These are major benefits for local residents, and they enhance the existing Windus Streets for People scheme in the centre of the Zone T Extension. The neighbourhood is calmer and safer for pedestrians and cyclists.

A move to only 2 hours enforcement would dramatically increase non-resident parking for the high street and undermine attempts to reduce car use. The increased traffic will produce more noise and air pollution - the situation we had before. Both types of pollution are linked to increased risk of disease.

I note that the previous consultation invited multiple comments from a single address. It would be more representative to provide the survey data on a per-household basis in order to understand local response. Otherwise higher density households hold more say over the streets.

I support the compromise enforcement hours of 8:30-6:30 Mon-Thurs and 8:30-12 Friday.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 17:52
To: Streetworks@hackney.gov.uk
Cc: diane.abbott.office@parliament.uk; mayor@hackney.gov.uk;
kevin.keady@hackney.gov.uk; sam.pallis@hackney.gov.uk;
anthony.mcmahon@hackney.gov.uk; caroline.woodley@hackney.gov.uk;
jon.burke@hackney.gov.uk; marie.gallagher@hackney.gov.uk;
guy.nicholson@hackney.gov.uk; caroline.selman@hackney.gov.uk;
aled.richards@hackney.gov.uk; cazenove.residents@gmail.com
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours and the introduction of additional parking bays on Alkham Road (Outside No's 49-53). I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The reasons for my objection are as follows:

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. This is unacceptable when you expect the residents to revert back to experiencing immense difficulty without reflecting the reduction in hours in the fee for the permit. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

There are currently double yellow lines outside No's 49-53 Alkham Road. These were originally installed to assist with passing and turning of emergency vehicles due to the bend in the road. The engineer who was onsite when the parking zones were introduced stressed that importance of the double yellow lines and said that due to the bend in the road and its width they have to allow for a turning/passing point for emergency vehicles. Clearly the council is now unwilling considering the safety of road users or access to the emergency services.

Since the installation of these yellow lines the congestion of cars trying to pass each other and damage being cause to parked cars in the process has dramatically decreased. This has had the desired effect.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T, residents were unequally represented and therefore the original consultation process is flawed.

Residents who need to park near their homes particularly those with mild disabilities or young children will again struggle to find places outside the controlled hours.

Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

Increased car use decreases road safety in roads that are predominantly residential with several schools and nurseries in the area.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week. Those travelling on public transport into the city therefore parking in the area to avoid parking charges of the city and saving money for their travel.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution ([London.gov.uk](https://www.london.gov.uk));
- Drive up safety risks for children and families walking in the area;
 - Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

The reduction of the hours is not to suit the residents but those travelling from out of the area

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.00AM-18.30PM,

FRIDAY 08.00AM-12.00 NOON THEN 14.00-18.30PM. SATURDAY 08.00-18.30pm.

ALSO, the double yellow lines outside No's 49-53 are not turned into parking bays as they serve as passing/turning points for emergency vehicles. They also assist in easing congestion on the road and reducing damage being cause to parked cars.

If the double yellow lines lines must be converted into bays to provide extra parking then Alkham Road (south) and Kyverdale Road (south) should be changed into 'one way' streets.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Thank you

Yours sincerely,



From: [REDACTED]
Sent: 20 August 2020 16:14
To: streetworks@hackney.gov.uk
Subject: 201*TT1426

Hi

I strongly support changes to the CPZ to two hours daily and jewish holidays should be included to general holidays where parking is suspended.

Also all double yellow lines in the zone where unnecessary should be removed.



From: [REDACTED]
Sent: 20 August 2020 15:41
To: streetworks@hackney.gov.uk
Subject: Order 201^TT1426

Dear sir madam

1. I strongly support the new timings of the CPZ zone T 2 hours daily Monday to Friday 10am till 12pm which serves the purpose perfectly, I really feel this is much better for all the residents in the area,
2. All Jewish Holidays should be the same as the regular non-Jewish Holidays,
3. Please remove the double yellow lines where not necessary on Portland Ave. , the same for Leweston place, Darenth Road and Windus Walk .
4. Stop charging so much for CPZ

Thank you

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 15:41
To: streetworks@hackney.gov.uk
Subject: Order 201^TT1426

Dear Sirs,

Please ensure that the 2 hours from Monday to Friday is kept as per the overwhelming response of the consultation. This is obviously what the majority of people wish as you can see from the strong response to the consultation.

As this area has many orthodox Jews as residents, can we request that the Jewish holidays should have the same exempt parking restrictions as regular holidays. please.

There is also an issue of the double yellow lines in our local shopping area of Oldhill street. We are asked to support our local shops but the parking restrictions are making this difficult. Please shorten the double yellow lines in this road.

Yours

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 15:07
To: streetworks@hackney.gov.uk
Subject: RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

To: Streetscene Networks Team, 1 Hillman Street London E8 1DY

Dear Sir/Madam,

I object to the proposals to change CPZ times to 10-12 Mon- Fri. This is a retrograde step at a time when the Borough should be looking to disincentivise driving and encourage non-motorised modes of transport. The health and societal benefits of reducing car dependency are clearly established. The amount of public space occupied by parked cars is huge, especially given the low levels of car ownership in Hackney. This space should be re-allocated to allow Hackney residents access to more outdoor space. Reducing the parking restrictions, as proposed, would be a step in the wrong direction.

The proposed changes would risk a return us to the mayhem that used to exist in this zone and give parking priority to non-residents.

- Local residents will struggle to find parking
- Increased traffic will aggravate air pollution
- Air pollution is linked to increased risk of Covid-19
- Road safety will decrease, especially for children
- There will be reduced access for emergency vehicles, school buses and bin lorries

I support the compromise proposition of:
Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
which will meet the needs of everybody in the community.

Yours sincerely

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

From: [REDACTED]
Sent: 20 August 2020 15:02
To: streetworks@hackney.gov.uk
Subject: RE CPZ: Order number 201*TT1426

Good afternoon

To whom this may concern.

We strongly support the changes to CPZ Monday to Friday 10 am -12 pm two ours daily, Jewish Holidays should be included in general holidays where parking is suspended. And double yellow lines in the zone where unnecessary should be removed

[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 14:48
To: streetworks@hackney.gov.uk
Subject: Re order: 201 ^TT1426

I would like to welcome the new hours for zone T Monday- Friday 10am-12pm which is 2 hours a day. It would be great if we can get, that on jewish holidays it should be like regular holidays and parking should be exempt.
The double yellow lines on Oldhill street by the shopping parade are double the size it should be. This keeps us needing to go much further away for local shopping.

Kind Regards

[REDACTED]

Subject: TT1426 - objection to Zone T parking proposals

?


to streetworks@hackney.gov.uk

Thu, 20

You are viewing an attached message. Click on the subject of the message to view the full text of the message.

subject TT1426 - objection to Zone T parking proposals

Dear Sir/Madam,

I would like to state my objections to the proposed amendment to the zone T parking restrictions.

This would cause increased congestion, noise and pollution.

Reduced spaces for paying residents.

Blocked pavements.

Restriction of access for emergency vehicles.

Yours sincerely,





FTAO: Streetscene Network Team
Hackney Service Centre
1 Hillman Street
London
E8 1DY

Our Ref: ParkingTT1426/0820

Wednesday, 19th August 2020

Dear Sir or Madam,

RE: TT1426 – Objection to Zone T Parking Consultation and Proposals

[Redacted] and in the main the immediate residents and members' of our congregation; I write to convey the sentiments of the people on the ground that your proposals to reduce the Zone T CPZ operation hours from the current effective arrangements to the hours of Monday to Friday 10am – 12 noon is adversely impacting.

[Redacted] to the proposed changes. We reiterate that voices of residents and members of the local-congregation must be considered carefully as the consequence of the decision impacts their daily-lives. A wrong conclusion will lead to serious congestion and chaos that previously prevailed which the residents had to suffer and it adversely impacts the quality of their lives.

In summary, the [Redacted] are supportive of the alternative proposal to introduce CPZ operational hours on Monday–Thursday 08:30AM - 18:30PM and on Friday, between, 08:30 - 12:00 Noon. This is closer to the middle-ground and away forward for all stakeholders.

We are grateful for your consideration of the views of the [Redacted] and our local congregation in this important matter. I look forward to reviewing the outcome.

Yours faithfully,

[Redacted signature]

[Redacted signature]

For, and on behalf of [Redacted]

From: [REDACTED]
Sent: 20 August 2020 14:13
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

The proposal to change the CPZ times is mad. We all suffer too much already from the crazy traffic and air pollution around here. The proposed changes will make it much worse.

This would return us to the mayhem that used to exist in this zone and give parking priority to non-residents.

- Local residents will struggle to find parking
- Increased traffic will aggravate air pollution
- Air pollution is linked to increased risk of Covid-19
- Road safety will decrease, especially for children
- There will be reduced access for emergency vehicles, school buses and bin lorries

I am also concerned that the earlier consultation process was not fair, done correctly or properly explained to residents.

I support the compromise proposition of:
Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
which will meet the needs of everybody in the community.

Yours sincerely

[REDACTED]
[REDACTED]

Subject: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

?

[REDACTED]
to streetworks

Thu, 20

You are viewing an attached message. London Borough of Hackney / Mail
can't verify the authenticity of attached messages

Iman Street London E8 1DY Name
streetworks@hackney.gov.uk; Address

Date:

From: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Date:20/8/2020

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

I object to the zone T parking proposals TT1426

I believe they should stay as they are now.

Yours sincerely

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: 20 August 2020 13:43
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: RE: TT1426 - Objection to Zone T Parking Proposals

Dear Sir/ Madam

I am writing to you to express my disappointment in the council's decision to change CPZ timings for Zone T to 10am-12pm. The proposed new timings make no sense whatsoever and serve no benefit to the majority of the residents of the zone. It is obvious that the council has taken this decision with a view to appeasing a minority group within the community, and with total disregard for the opinions of others who also live here and are long-term residents. It begs the question why Hackney council wasted taxpayer money in the first place with an initial consultation that was clearly nothing more than a formality and box-ticking action to make it (falsely) appear it had followed protocol.

If the council is so adamant to serve the needs of only part of its community, then the right and fair thing is to not charge residents within Zone T for a yearly parking permit – this, after all, isn't what most of us asked for. How the council can justify charging the same price for a yearly permit whilst reducing the controlled parking hours from 60hrs/week to 10hrs/week is beyond justification and completely unethical. Not to mention, when the CPZ was originally proposed, the council claimed it was being implemented to make Hackney greener, lower pollution and so forth. The sudden U-turn and decision to now reduce the CPZ timings for Zone T makes it quite clear that this was never the case.

I must add to this, the change in timings, and the attempt to push it through without first and fully informing residents in the obvious hope that the majority would remain unaware of the changes until too late (and therefore, unable to rightly object and potentially block any amendments), is frankly despicable. Hackney council has alienated loyal, long-serving residents of Zone T. I hope the council will reconsider its position on the matter and ultimately, does the right thing for the wider community it purports to serve.

I support the following compromise proposition, which will meet the needs of everybody in the community:

Mon-Thurs 8.30 – 6.30pm & Friday 8.30 – 12 noon

Kind regards,
[REDACTED]

From: [REDACTED]
Sent: 20 August 2020 10:12
To: streetworks@hackney.gov.uk
Subject: Cpz

order 201*tt1426

Dear sir/madam

I strongly support the new timing of cpz zone to 2 hours daily Monday to Friday 10 am to 12 pm. Jewish holiday should be same as other holiday.

Please remove double yellow lines not necessary.

Kyverdale Road and Portland Avenue and Leweston Place and Darenth Road and Windus Walk.

Please stop charging so much for cpz.

Thanks

[REDACTED]

From: [REDACTED]
Sent: 21 August 2020 20:37
To: Streetworks@hackney.gov.uk
Subject: Cazenove Zone T parking changes

Dear Hackney Council

I do hope that since I am emailing on the date you gave as the last day for objections to parking changes in Zone T, that you will accept and consider this email and my reasons for objecting to your proposed changes.

You introduced parking controls on Windus Road against the public consultation, for reasons of public safety, emergency access and (I think) environmental improvement. The controls have worked and Windus and the other roads with parking controls are far more pleasant, safer, and easier for residents to park.

People on Windus and the original Zone T are now actually in favour of the controls, since they've bedded in and residents have seen the benefits, and so we are deeply disappointed that the Council is apparently bowing to car-focussed pressure from elsewhere in the Zone, in opposition to the Council's own environmental and safety aims, and proposing to reduce the hours of operation of our CPZ to some spurious 10-12. I object strongly and completely to this change.

The Council does not find difficulty in overriding public consultation elsewhere (around William Patten School for example), but for some reason won't stick to its own stated policies and enforce proper parking controls on roads in parts of the borough which are narrow, busy and under extreme pressure.

[REDACTED] They both had pneumonia in January and I am deeply concerned about their lung health as they have residual breathing problems. We want more, not less, control on parking with the aim of reducing car use, and we want proper enforcement too, as it calms the drivers and the traffic generally. I do not want a return to pre-CPZ cruising vehicles with road rage drivers getting increasingly annoyed at the lack of parking, driving without adequate care and attention, stopping suddenly, honking and yelling, leaving vehicles on footways and double yellows, accelerating and braking hard and being generally aggressive.

The parking problems in Cazenove aren't station- and commute-related, they are local traffic, all hours of the day and night, and it has been obvious that enforcement has been relaxed recently as we have had double parking all the way from A10 to Margaret Road most days, during the day and after 6pm. You know this.

Please don't push ahead with the reduction in CPZ hours. The pro-car lobby is very vocal but doesn't have our best interests at heart. In these pandemic times, air pollution, with its link to COVID susceptibility and severity, should be being reduced - you're introducing school streets because of it.

Why the double standard with parking controls around us? And will our precious school streets be subject to the same kind of U-turning later in the year when you have a statutory consultation on those too?

Yours in hope
[REDACTED]

--



From: [REDACTED]
Sent: 24 August 2020 14:34
To: streetworks@hackney.gov.uk
Subject: TT1426 - objection to Zone T parking proposals

Hello there

I was away last week and unfortunately believe that I have missed the deadline for the above referenced objection to be raised. I would be grateful if you would accept the following comments.

We have been residents in the area for the last 6 years. Before parking restrictions were put in place, the local area was a nightmare for residents' parking. I do not believe that the proposed 10 hours will be sufficient to stop this happening again.

My strong preference would be for the remaining restrictions to remain in place. If not, then dropping the need for permits on a Saturday but maintaining the Monday to Friday restrictions would probably solve most of the problem.

I should add that we are a household that often hosts guests and we have needed to provide visitor permits. Despite the extra cost to us, I would still prefer to follow the existing approach.

Best regards

[REDACTED]

Be More.

Subject: FW: Zone t objection

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 11:17
Subject: Zone t objection
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

I am writing to object the new proposed times for zone T.
I have attached a letter.

Thanks



[Get Outlook for Android](#)

02/10/2020

The Hackney (Parking Places) map based (consolidation) amendment no. order 201*TT1426 - keith.connell@hackney.gov.uk

Subject: The Hackney (Parking Places) map based (consolidation) amendment no. order 201*TT1426

?

[REDACTED]
to streetworks

Sat, 15 Aug, 22:12

You are viewing an attached message. [View the full message](#) or [View the full message](#).

Subject: The Hackney (Parking Places) map based (consolidation) amendment no. order 201*TT1426

To whom this may concern,

I strongly support the new timings of 2 hours daily Mon to Fri 10am to 12pm – it has been long awaited for.

Please provide a disabled parking bay outside either no [REDACTED] (preferably the corner space) due to the disabled residents living on this road.

Kindly acknowledge my requests.

Kind regards

[REDACTED]



Sender notified by
[Mailtrack](#)

From:

Sent:

To:

Subject:

[REDACTED]
16 August 2020 21:39

streetworks@hackney.gov.uk

order 201*tt1426

dear sir madam i strongly support the new hours for the cpz monday to friday 10 am to 12 pm 2 hours daily its great news for all of us can i ask that the jewish holidays should be the same as normal hoildays and the should be no parking restrictions also can you review the double yellow lines in the following roads portland ave dameth road leweston place and old hill street kind regards [REDACTED]
[REDACTED]

Subject: FW: Order Number: 201*tt1426 (Zone T)

From: [REDACTED]
Date: Tue, 18 Aug 2020 at 19:33
Subject: Order Number: 201*tt1426 (Zone T)
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

To whom it may concern

After reviewing the new booklet in the post earlier this month I would like to Congratulate the Hackney Council and staff members for listening to the local communities.

I am hereby confirming in writing that I'm fully in support of the new hours Monday to Friday from 10am until 12 noon. (2 hours Daily).

I would like to ask that the Jewish holidays should be the same as the English holiday's and parking charges should be suspended for the period of the Jewish holidays. The double yellow lines that all over sudden jumped in to the zone should

be reviewed and removed as its not helping nor for the residents or even the emergency services.

With esteem regards, and best wishes

[REDACTED]

[REDACTED]

Subject:

FW: Order Number 201*TT1426

From:

Date: Tue, Aug 18, 2020 at 2:37 PM

Subject: Order Number 201*TT1426

To:

Dear Sir/Madam

Re; order Number 201*TT1426

I strongly support the changes to CPZ Monday to Friday 10:00AM 12:00PM two hours daily, and Jewish holidays should be included to general holidays where parking is suspended. And double yellow lines in the zone where unnecessary should be removed.

Thanks v Much

(Write Full Name And Address)

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Sat, 1 Aug 2020 at 21:32
Subject: Re: TT1426 Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>
Cc: <diane.abbott.office@parliament.uk>, <kevin.keady@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <mayor@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <cazenove.residents@gmail.com>, <caroline.woodley@hackney.gov.uk>, <anthony.memahon@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>

Dear Streetscene Networks Team,

Please note this email should have been signed

[REDACTED]

Please let me know if you need me to send this again as I would like to ensure this objection is counted.

Kind regards
[REDACTED]

Sent from my iPhone

On 1 Aug 2020, at 13:06 [REDACTED] wrote:

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. General objections
2. Objections to the original consultation process

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week.

The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses.

However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the

consultation? How were such individuals defined?

2. We understand that multiple responses were accepted from single households, which indicates that

responses came from minors and possibly temporary residents and were included. Is this normal

practice and how widespread was this practice in this consultation? More importantly can the council

disclose how many responses over two respondents per households were accepted?

3. Were all potential respondents made fully aware that multiple responses (over 2) from the same

household were acceptable? This information does not appear to be highlighted or indeed known to

many of the community members who responded, thus resulting in inequity.

4. "Members of religious communities submitted various requests for additional consultation packs, the

Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the

Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%.

The proposed change

from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one

another. The council should therefore have been particularly scrupulous in ensuring that the consultation

process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is

lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which

is cited in the review report. However, it appears that the Council has not sought the views of all the local

community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on

flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents

can be found. If this is not the case, residents, who have no faith in the validity of the original consultation

process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL

RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S

STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.

2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation

develops if these changes are indeed ratified.

Most importantly, these street parking changes will deeply impact on the quiet, residential environment on Alkham Road. I have a young child who will be negatively affected. The local celebrations for Eid yesterday created a high volume of cars parked and traffic on the street which resulted in arguments between motorists. The street is simply too narrow to cope with having cars parked on either side of the road - it leaves no room for cars to pass each other. I'm surprised that you haven't already identified that this is not a suitable area for such minor parking restrictions. And I seriously question what the money that I pay through my taxes is being used for. I am also shocked that you would look to make such changes that impact local resident at a time of national crisis, where we are forced to spend more time in our local community. It seems like a completely unnecessary added pressure on local people at a time when people's mental health is already seriously at risk.

I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 12:49

Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <kevin.keady@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <mayor@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <cazenove.residents@gmail.com>, <caroline.woodley@hackney.gov.uk>, <anthony.mcMahon@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. General objections
2. Objections to the original consultation process

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
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3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week.

The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;

- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses.

However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?

2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?

3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.

4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

**TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:
MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.**

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

Most importantly, these street parking changes will deeply impact on the quiet, residential environment on Alkham Road. I have a young child and if these changes were to take place, I will be deeply upset about a change in circumstances to the area that has the potential to endanger his young life (through pollution or accidents). This is not an exaggeration; just yesterday the local celebrations for Eid caused a

high level of traffic on our street and resulted in high levels of tensions between motorists, which is dangerous.

After having invested a significant amount of money to buy a property in this area, it will cause me extreme distress by moving the goal posts and changing the profile of my home and this street. Please consider the impact of this your businesses agenda on the lives of real people who work hard and live in this area everyday of their lives.

As a long standing member of the labour party, I will seriously consider my support for the party if this goes ahead.

I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

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

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T, residents were **unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that [air pollution is linked to far higher Covid-19 death rates around the world](#) (The Guardian) and even without covid-19, it is estimated that [9,400 deaths every year in London is due to air pollution](#) (London.gov.uk);
- Drive up safety risks for children and families walking in the area;

- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filed them?

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I look forward to hearing from you.

Yours sincerely,

Name:



Signature:





Re: Zone T Statutory Consultation ref. TT1426

Sent by email to: streetworks@hackney.gov.uk

20 August 2020

1. The Council's Environmental Achievements

We are proud of Hackney council's achievements in taking determined action to tackle the climate emergency as outlined in such key documents as Hackney's Air Quality Action Plan (2015-2019), Transport Plan (2015-2025), Corporate Plan (2018-2022) and Liveable Neighbourhood Plan (2014-2024). The principles contained in these documents are the backbone of the council's Parking Enforcement Plan (PEP, 2015-2020). Alongside this the council passed a Climate Emergency Motion at full council on the 26 June 2019 renewing their commitments to the Administration's 2018 manifesto but also promising to go further.

- Producing a 100% clean electricity bill for Hackney Council
- Launching a publicly owned energy company
- Introducing an ambitious free water fountain scheme
- Installing the largest amount of free cycle storage in London
- Planting 36,000 trees, on streets and in parks, by 2022
- Delivering 100% L.E.D. lights on our streets
- Opposing the Silvertown Tunnel and Heathrow and London City Airport climate-wrecking expansion plans

Controlled Parking Zones are an essential element in achieving the principles outlined in these documents and in the Council's motion. That is why we welcome the fact CPZ's now cover 90% of the borough and we share the council's aspiration to achieve full coverage as soon as possible to ensure that we reduce short car journeys, encourage fewer polluting vehicles and move to alternative forms of transport such as walking, public transport and cycling.

2. The Impact the Proposed Changes will have on these Achievements

In the PEP section 1.44, p16 outlines the Council's parking objectives. Objective 4 and 5 state:

- 4) Reduce emissions from motor vehicles to help reduce climate change and reduce early deaths and poor health amongst residents.
- 5) Improve the local environment - the look and feel of Council car parks and Hackney streets.

and

"Section 1.45 Objectives 1-5 can be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips." 1.45, PEP, p16

Finally, in point 9.1:

"The PEP shares with the Council's other policy documents a strategic aim to reduce the need to travel by private car, and support for initiatives to reduce air pollution, improve public health, increase social inclusion and economic activity in the borough."

The Cazenove councillors believe that a reduction in hours will make these objectives much harder to achieve for several reasons: -

"Unnecessary Trips"

1. By stopping restrictions at 12pm we believe that this will encourage drivers from outside Cazenove ward to park across Zone T thus encouraging short journeys within the borough but also journeys from outside the borough.
2. Starting restrictions at 10am will enable non-residents to leave their cars overnight in the ward, meaning that permit holders may need to make short journeys to other wards in the borough to park, as they may find it difficult to park outside **their own home**.
3. We believe this will likely lead to greater parking stress in **this area** with the ensuing stress on social relationships and community cohesion.

Air Pollution

1. We believe that the significant decrease of controlled parking hours will increase "unnecessary trips" by both permit holders and non-permit holders and will in **all probability** lead to an increase in emissions in the area and thus once again not contribute to the council's policy objectives to "reduce air pollution" and Improve public health" as outlined in section 9.1 of the PEP
2. We note the council does not currently hold ward specific measures of air pollution pre-or- post controlled parking restrictions coming into place. We request that the council undertake to do this pre-and -post the introduction of CPZ's in the future.

Thus, we believe the introduction of 10am-12pm will mean that the parking objectives relating to sustainable transport, air pollution and car use outlined in the PEP, will not be achieved in our ward.

3. COVID-19 and its Impact upon Proposals

Government Guidance

On the 9th May 2020 the Secretary of State for Transport announced additional statutory guidance under section 18 of the Traffic Management Act 2004 ("the act")

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

In the foreword to the guidance the Secretary of State asserts:

"We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling."

"Active travel is affordable, delivers significant health benefits, has been shown to improve wellbeing, mitigates congestion, improves air quality and has no carbon emissions at the point of use. Towns and cities based around active travel will have happier and healthier citizens as well as lasting local economic benefits."

Mayor of London Guidance

On the 15th May, the Mayor of London Sadiq Khan published the "London Streetspace Plan: Interim Guidance to Boroughs"

In the section entitled Background the Mayor of London outlined the challenge London faces in the light of COVID-19

"As lockdown lifts, demand for travel will increase. This is likely to be phased and incremental and will pose a series of challenges:

- TfL will need to run public transport at much lower levels of capacity than pre-COVID-19 in order to continue to provide space for social distancing
- Travel by car is likely to become more attractive (initially when congestion levels are low but this may continue if people are anxious about using public transport)
- A car-based recovery has significant risks to:
 - safety (and meeting our Vision Zero aim);
 - public health (COVID-19 related, physical activity, poor air quality etc.);
 - economic recovery (delayed journey times for e.g.);
 - the environment (due to increased carbon emissions);
 - and contradicting the Mayor's Transport Strategy. "

"It is estimated there will need to be around an 80 per cent reduction in public transport capacity in order to support social distancing for those who need to use it. If all 80 per cent

of public transport journeys were switched to active modes instead, some boroughs would need to accommodate almost double the pre-COVID-19 levels of walking and cycling by their residents.

Conversely, if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues.”

In *APPENDIX 11: SUPPLEMENTARY GUIDANCE ON CAR PARKING* of the *London Streetspace Plan* it states:

- “Fulfil our network management duties as London highway authorities under the Traffic Management Act by discouraging discretionary car journeys as far as possible during this period” p1

Hackney Emergency Transport Plan

Below are the emergency transport measures the council has introduced as a result of COVID-19:

- Council to introduce emergency road safety measures to help maintain social distancing - 28 April 2020
- Emergency road safety measures: Barnabas Road to close to through-traffic - 11 May 2020
- Traffic to be banned outside 40 schools as part of emergency plan - 12 June 2020
- Emergency road safety measures: Further 20 roads set to close to through-traffic - 30 June 2020

Cllr John Burke, Cabinet member for energy, waste, transport and public realm, has stated the aim of the measures:

“As a result of the pandemic, people are walking and cycling more, but there is a clear danger that traffic will increase as people continue to avoid public transport. We’ve widened pavements and closed Broadway Market to through-traffic to help people maintain social distancing, but we’re now launching the first of what will be a series of new road closures to protect the public from additional motor vehicle traffic and reclaim more public space to address what could be a radical long-term shift in levels of walking and cycling.”

We welcome the pioneering measures that will be introduced in the borough and our ward to ensure that there isn’t a car based recovery in Hackney. Especially the school streets, with Cazenove receiving two new school streets, an innovative scheme which started in Hackney and now has been adopted across the country.

Air Pollution and COVID-19

A recent study from John Hopkins University in America found "An increase of just 1 microgram per cubic metre corresponded to a 15% increase in Covid-19 deaths". Similar findings have also been established in a study in Italy. In another study in America it was found members from some black and minority ethnic backgrounds were disproportionately affected by the effects of air pollution

Proposed Measures and COVID-19

As outlined in section 2 of our submission we believe that a reduction of hours will increase "unnecessary trips", and in all likelihood, increase air pollution in the ward. We believe that meeting the government, Mayor of London and Hackney guidance on COVID-19 and avoiding a car based recovery in Cazenove ward means ensuring that meaningful hours of operation, e.g. standard hours of operation 8.30am-6.30pm should be maintained to the largest possible degree in our ward.

4. Equalities and the Officers' Recommendations

Since becoming Cazenove Ward councillors in 2018, we have championed the principles of equalities and the environment and sought out ways to respond to the Climate Emergency that will bring local communities on board.

We asked officers to come to visit the ward on numerous occasions to address the concerns of the community.

Ensuring that community cohesion is the centre of our approach to the climate emergency is a pivotal aspect of PEP and Hackney's Liveable Neighbourhood Plan:

"Section 1.40 - key Supplementary to the Transport Strategy is the Liveable Neighbourhoods Plan October 2015 which aims to achieve the following objectives by 2025:

- the most liveable and sustainable neighbourhoods and streets in London
 - neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background
 - neighbourhoods and streets foster and support community cohesion
 - neighbourhoods and streets will be prepared for the implications of climate change"
- PEP, p15

Officers Equalities Impact Assessment Form for Zone T Review

In the Delegated Report of the Parking Zone T Stage 4 Review consultation, appendix 6: equalities impact assessment p62 under section 4, 4a "What positive impact could there be overall on different equality groups and on cohesion and good relations?" officers stated:

"Prior to the consultation, the existing hours of operation of Monday to Saturday 8:30am-6:30pm raised concerns from members of the Orthodox Jewish faith as they felt the Saturday controls made it more difficult and potentially imposes an additional cost on them to observe their religious practice across the Sabbath period on Friday/Saturday. In addition,

visitors to the synagogue from outside of the borough were required to pay for parking or use visitor vouchers during the hours of operation. The Council's recommendation to reduce the hours of operation to Monday to Friday 10:00am-12:00pm (noon) will reduce the application of controls on a Friday and completely remove Saturday controls. The Orthodox Jewish community will experience a positive impact as it enables them to observe the Sabbath without having to navigate parking controls during this period; this will apply to both residents and businesses within the zone as well as visitors from outside of the borough.

The reduction in the hours of operation will also positively impact visitors to the local mosques, as they will not be required to pay for parking during attendance for prayers."

Officers acknowledge how a reduction of hours in particular on Fridays would address the need of the Charedi and Muslim communities. A key need that we had previously outlined to officers. This would add to the ability of faith groups to apply for dispensations for Religious holiday as outlined in 7.17 and 7.18 of PEP, p65. We would request that the guidance outlined in 7.17 and 7.18 is (post-COVID-19 restrictions) applied to large funerals which is a key request particularly for the Muslim community.

Split Zones and Equalities:

An email the Cazenove councillors received in response to a member's enquiry, from council officer Sevim Karakas on the 29th May 2020, outlines the council's approach to split zones:

"I will begin by explaining that the hours of operation vary from zone to zone depending on the needs of the area and where there isn't going to be a significant impact of displacement parking to other nearby areas"

Mrs Karakas goes on to refer to Zone B, in her email of 29th May, as an example of a zone with a particular need:

"For example, Zone B, there is a significant amount of night time economy, therefore a large proportion of Zone B has controls up to midnight. This does not impact the other half of Zone B as this is predominantly residential and parking restrictions are in place until 6.30pm. With regards to Zone P, a large number of streets have 10-noon parking restrictions due to the fact that there are a large number of small businesses in this area which attract visitors from all over London"

As has been established the council has to give "due regard" to specific needs around prayers and religious holidays during this statutory consultation. Furthermore, it has been acknowledged in the equalities impact assessment that prayer times are a "particular need of the area". Thus it is clear that like Zone B and Zone E, there is a specific need in Zone T that could be addressed through a split zone. Looking at the PEP we can see no specific definition of what the council would see as a clear need to require to have a split zone and we see no evident reason why this would not be included as a justification for a split zone.

Equalities and our Proposals

We are supporting the compromise hours of operation proposed by numerous Zone T residents for **Monday to Thursday 8.30am-6.30pm and Friday 8.30am-12pm**. We believe that this addresses the community equalities needs surrounding prayer times and Shabbat, whilst upholding our commitment to tackling the climate emergency by ensuring that there are meaningful hours of operation that discourage “unnecessary trips” and reduce air pollution.

5. Achieving CPZ’s across the North of the Borough

We believe that the only way we can fully deliver on the council plans surrounding the climate emergency is by achieving full CPZ coverage across the borough as soon as possible.

We note that neighbouring wards that currently don’t have a CPZ have a very similar demographic makeup to Cazenove ward, based upon the most recent census as outlined in the council’s ward profiles:

<https://hackney.gov.uk/hackney-ward-profiles>

Concerns around prayers are a major issue particularly for the Charedi and Muslim communities in these wards. We believe the compromise proposal we are putting forward would address a large part of the community concerns whilst maintaining times that would meet the council’s aims in terms of tackling the climate emergency. We are concerned that if 10am-12pm became the standard timing for the North of the borough that the council would see major parking stress, an uptake in short car journeys and increase in damaging air pollution.

Sincerely,



Copied to:

Mayor Philip Glanville

Cllr John Burke, Cabinet member for energy, waste, transport and public realm

Aled Richards, Director of Public Realm

Kevin Keady, Head of Service, Parking, Markets and Street Trading

Gulgun Chelikhhan, Service Area Manager, Parking, Markets and Street Trading

and my ward colleagues, Cllr Sam Pallis and Cllr Anthony McMahon

Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 11:38

Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.memahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. General objections
2. Objections to the original consultation process

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week.

The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council

has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
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[REDACTED]
[REDACTED]

Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 11:42

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Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

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[REDACTED]

[REDACTED]

Subject:

FW: CAZENOVE CPZ

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 11:55

Subject: CAZENOVE CPZ

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

[REDACTED]

1st Aug 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk

Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking

Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk

Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk

Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk

John Burke-Councillor jon.burke@hackney.gov.uk

Marie Gallagher-Sustainable

Transport Planner marie.gallagher@hackney.gov.uk

Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk

Caroline Selman- Councillor caroline.selman@hackney.gov.uk

Aled Richards - Director of

Public Realm aled.richards@hackney.gov.uk

Cazenove Residents cazenove.residents@gmail.com

k

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

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The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

Subject:

FW: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Subject: Re: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Date: 1 August 2020 at 15:25:28 BST

To: kevin.keady@hackney.gov.uk

Cc: Ahmet Bulutoglu <ahmet.bulutoglu@blueyonder.co.uk>, beatrix.r@hotmail.co.uk, diane.abbott.office@parliament.uk, Mayor <Mayor@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.memahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk, mari.gallagher@hackney.gov.uk, guy.nicholson@hackney.gov.uk, cazenove.residents@gmail.com, aled.richards@hackney.gov.uk

I forgot to add

Reference: The Traffic Order number is TT1426.

Sent from my iPhone

On 1 Aug 2020, at 14:25, [REDACTED] wrote:

I forgot to add my address and details:

[REDACTED]

Begin forwarded message:

From: Kristin Sherman <kristin.sherman@gmail.com>

Subject: RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Date: 1 August 2020 at 14:17:27 BST

To: kevin.keady@hackney.gov.uk

Cc: Ahmet Bulutoglu <ahmet.bulutoglu@blueyonder.co.uk>, beatrix.r@hotmail.co.uk, diane.abbott.office@parliament.uk, Mayor <mayor@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.memahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk, mari.gallagher@hackney.gov.uk, guy.nicholson@hackney.gov.uk, cazenove.residents@gmail.com, aled.richards@hackney.gov.uk

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM

AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

Subject:

FW: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Subject: RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
Date: 1 August 2020 at 14:30:45 BST
To: kevin.keady@hackney.gov.uk
Cc: "[REDACTED]"
diane.abbott.office@parliament.uk, Mayor <mayor@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk, mari.gallagher@hackney.gov.uk, guy.nicholson@hackney.gov.uk, cazenove.residents@gmail.com, aled.richards@hackney.gov.uk

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[REDACTED]

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as*

motorists would park in these streets to avoid paying for parking” [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *“The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes”* further adding *“This will result in them having to park further from their home or their destinations and experience possible walking difficulties”* [4(b) Page 63].

The Parking Consultation booklet states *“Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough”* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be **highly irregular**, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were

accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has **not also been accompanied by a reduction in the resident parking fee**. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM

AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: 

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T
Attachments: page1image9491136.png; page1image9499008.png; page1image9498624.png; page1image9496704.png; page1image9490944.png; page1image9494592.png; page1image9497088.png; page1image9497280.png; page1image9498432.png; page1image9498816.png; page1image9499200.png; page2image9649536.png; page2image9649344.png; page2image9649152.png; Short objection letter Parking Hackney Craille.pdf

From: [REDACTED]
Date: Sat, 1 Aug 2020 at 14:32
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>
Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <afed.richards@hackney.gov.uk>, <anthony.memahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

This letter is also attached and signed in PDF form. lurge

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever. Additional and significant objections are noted below – specifically, I am concerned about traffic flow, increased car use and decreased road safety, and the inability to find a parking spot for my car near my flat.

The restrictions that you now propose to change were implemented to improve these issues.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were **unequally represented** and therefore the **original consultation process was flawed**.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with such a massive reduction in hours is that the mayhem that used to exist in the zone (why the parking controls were introduced) will return on *every day of the week*. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;

NAME: [REDACTED] ADDRESS: [REDACTED]

DATE: 1 August 2020

- • Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- • Drive up safety risks for children and families walking in the area;
- • Drive up congestion resulting in difficulties for emergency vehicles navigating these narrow roads;
- • Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all of the potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes, including legal challenges.

**TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:
MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.**

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Twitter: [@craillie](#) | [craillie.com](#) | [the guardian](#)

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 1 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times,

uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 1 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
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Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

As a resident of [REDACTED] I am particularly concerned by these proposals as the existing operational hours prevent a huge impact from parking stress during business hours, Saturday trading and school drop off / pick up.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections

3. Objections to the original consultation process
4. Meetings
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3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure

during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 10am-2pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?

2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:


1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]



Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

Council Parking Policy

General objections

Objections to the original consultation process

Meetings

Parking fees

General objections

I object to the proposed changes for the reasons set out below.

Residents who need to park near their homes will struggle to find places outside the controlled hours.

Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

Increased car use necessarily decreases road safety in roads that are predominantly residential.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?

We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?

Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.

"Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

Carry out an air quality analysis.

Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the signature of the recipient.

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 15:29

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, Diane Abbott MP <diane.abbott.office@parliament.uk>, mavor@hackney.gov.uk <mavor@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.galagher@hackney.gov.uk <marie.galagher@hackney.gov.uk>, guy.nicolson@hackney.gov.uk <guy.nicolson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, Caroline Woodley (Cllr) <caroline.woodley@hackney.gov.uk>, casenove.residents@gmail.com <casenove.residents@gmail.com>

[REDACTED]
[REDACTED]
[REDACTED]

02/8/2020

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.
6. The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips. The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

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In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Conclusion

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However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.

Subject: FW: Reference Zone T changes to parking restrictions - TT1426.

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 16:45

Subject: Reference Zone T changes to parking restrictions - TT1426.

To: <Streetworks@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>

Cc: Caroline Woodley <caroline.woodley@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Mr. Keady, and Streetworks Hackney, and relevant others cc'd.

I have a strong objection to the recommendation of the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed ineffective hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. In addition, it was not made at all clear that the feedback form could end up altering the existing parking arrangements, which many people felt they had already voted on and were living with the consequence of that vote. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The started aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;

2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use, provides encouragement to park in these roads, and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025]. It is also not actually policeable by wardens.

The risk with wholesale reduction in hours is that the mayhem, and danger that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing anyone free parking across the zone for most of the week. That is free parking in this zone, surrounded by other Zones where parking is restricted, so even more chaos.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately

between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone;
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.6] Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 11am-12am
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm

Zone S Hackney North Mon-Sat 8.30am-6.30pm

Zone T Stamford Hill Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses from minors and possibly temporary residents were included and tolerated. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 48 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected? This is an unacceptable bias.

5. Parking Fees

The current proposed reduction from 48 hours to 10 hours per week, has not also been accompanied by the reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is abundantly cited in the review.

However, it appears that the Council has not sought the views of all of the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

To serve a community with a variation of needs a compromise must be sought - whilst most of those who object to the process and the outcome of the latest consultation prefer keeping the parking to current times, as previously voted for, we also acknowledge that a change to help accommodate others needs is a fair compromise.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Subject:

FW: Objection to the Zone T parking scheme change proposals

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 18:10

Subject: Objection to the Zone T parking scheme change proposals

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee, which is **frankly outrageous**. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will, therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London are due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines/passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence. **How can opening up parking to people who are not local residents, while increasing pollution, traffic and hitting local residents economically, possibly reflect any of the needs of the local community?**

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS AND ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE, I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.

2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

[Redacted]

[Redacted]

LinkedIn: [Redacted]

Click here to schedule a meeting with me: [Redacted]

Subject:

FW: Order Number TT1426

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 19:53

Subject: Order Number TT1426

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

Cc: kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streets Scene team

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
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1. Council's Parking Policy

The started aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips. The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

2

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone;
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer

hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking” [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges “The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes” further adding “This will result in them having to park further from their home or their destinations and experience possible walking difficulties” [4(b) Page 63].

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The Parking Consultation booklet states “Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough” [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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4

4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 48 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected? 5. Parking Fees The current proposed reduction from 48 hours to 10 hours per week, has not also been accompanied by the reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is abundantly cited in the review.

However, it appears that the Council has not sought the views of all of the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

Yours sincerely,



Subject: FW: TT1426

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 20:04

Subject: TT1426

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

Cc: Caroline Woodley (Cllr) <caroline.woodley@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk> <mayor@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, Kevin Keady <kevin.keady@hackney.gov.uk>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

A large black rectangular redaction box covering the signature area of the letter.

Sent from [Mail](#) for Windows 10

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 30/07/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

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The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and

5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment.*

reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report).** This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly. having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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I look forward to hearing from you.

Yours sincerely,

Name: 

Signature:

Subject:

FW: OBJECTION TO ZONE T PARKING

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 20:27

Subject: OBJECTION TO ZONE T PARKING

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

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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Yours sincerely,

[REDACTED]

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 30/07/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and

5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment,*

reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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Zone P (at Victoria Park)

Mon-Fri 7am-2pm

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Zone R [b] [redacted]	Mon-Fri 8.30am-6.30pm
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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

Yours sincerely,

Name: 

Signature:

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 23:04

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 02/08/2020

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk

Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking

Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk

Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk

Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk

John Burke-Councillor jon.burke@hackney.gov.uk

Marie Gallagher-Sustainable

Transport Planner marie.gallagher@hackney.gov.uk

Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk

Caroline Selman- Councillor caroline.selman@hackney.gov.uk

Aled Richards - Director of

Public Realm aled.richards@hackney.gov.uk

Cazenove Residents cazenove.residents@gmail.com

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Name: [REDACTED]

Signature: [REDACTED]

[REDACTED]
.....
[REDACTED]

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: [REDACTED]

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Mane Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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Name:

[Redacted Name]

Signature

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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 12:46

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 3rd August 2020

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4. Meetings
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4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
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The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
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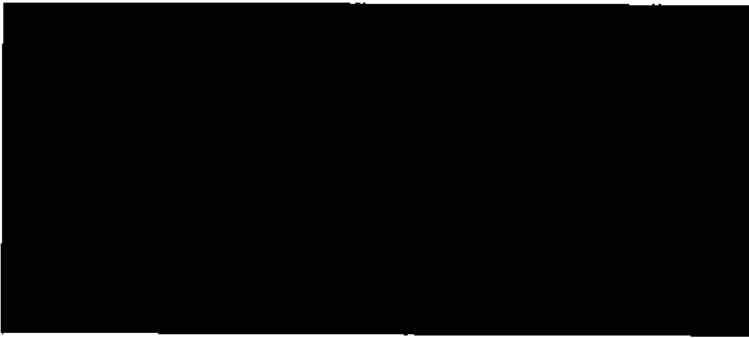
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In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution



Health and exposure to pollution

See <https://www.london.gov.uk/transport-and-roads/transport>

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- Drive up safety risks for children and families walking in the area;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "*Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality*". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "*is not a referendum and the Council has to make the best decision to*

protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 12:49

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

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From: [REDACTED]

Date: Mon, 3 Aug 2020 at 13:34

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NAME: [REDACTED]

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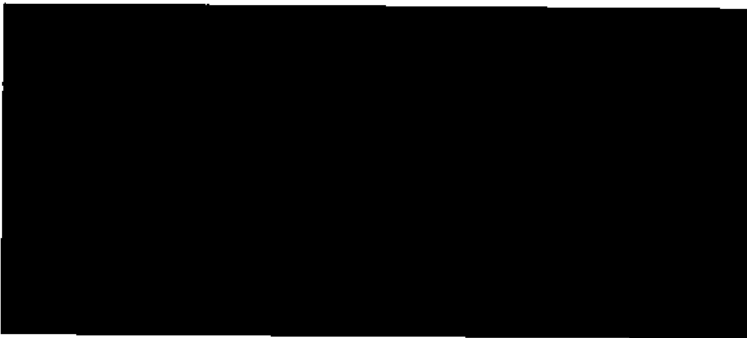
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The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution



Health and exposure to pollution

As collected, it is not clear how many children are exposed to air pollution in the area.

(London.gov.uk);

- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" **further adding** "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. **Objections to the original consultation process**

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?

3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.

4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A thick black horizontal bar redacting the signature of the sender.

Subject: FW: Objection to T zone CPZ changes

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 11:34
Subject: Objection to T zone CPZ changes
To: <Streetworks@hackney.gov.uk>
Cc: <cazenove.residents@gmail.com>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, Kevin Keady <kevin.keady@hackney.gov.uk>, Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>, <anthony.memahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Conclusion

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However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 12:31

Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: Head of Service - Public Realm <kevin.keady@hackney.gov.uk>, Dianne Abbott MP <diane.abbott.office@parliament.uk>, Philip Glanville <mayor@hackney.gov.uk>, Councillor for energy waste transport and public realm Councillor for Energy <jon.burke@hackney.gov.uk>, Sustainable Transport Planner <marie.gallagher@hackney.gov.uk>, Councillor for planning Culture and inclusive economy <guy.nicholson@hackney.gov.uk>, Councillor for Community safety policy and the voluntary sector <caroline.selman@hackney.gov.uk>, Cazenove Ward Councillor <sam.pallis@hackney.gov.uk>, Director of Public Realm <aled.richards@hackney.gov.uk>, Casenove Ward Councillor <anthony.mcmahon@hackney.gov.uk>, Cazenove Ward Councillor <caroline.woodley@hackney.gov.uk>, Cazenove Residents Group <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 3 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](mailto:Diane.Abbott), [Philip Glanville](mailto:Philip.Glanville), [Kevin Keady](mailto:Kevin.Keady), [Sam Pallis](mailto:Sam.Pallis), [Anthony McMahon](mailto:Anthony.McMahon), [Caroline Woodley](mailto:Caroline.Woodley), [John Burke](mailto:John.Burke), [Marie Gallagher](mailto:Marie.Gallagher), [Guy Nicholson](mailto:Guy.Nicholson), [Caroline Selman](mailto:Caroline.Selman), [Aled Richards](mailto:Aled.Richards) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed

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1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
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I object to the proposed changes for the reasons set out below.

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2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
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The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

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Yours sincerely,

Name: 

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 14:11
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: streetworks <streetworks@hackney.gov.uk>

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2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states *"Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough"* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
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Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 7.30am-1.30pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. “Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated” (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned “tolerance” is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:


MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.


Sent using Zoho Mail

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 14:05

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <streetworks@hackney.gov.uk>

Cc: Kevin Keady <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, Anthony McMahon (Cllr) <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley (Cllr) <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

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close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

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Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

--



Subject:

FW: TT1426 Objection to change in parking controls in Zone T

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

----- Forwarded message -----

From: [REDACTED] <[REDACTED]@hackney.gov.uk>

Date: **Monday, 3 Aug 2020 at 14:28**

Subject: TT1426 Objection to change in parking controls in Zone T

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

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, Kevin Keady <kevin.keady@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Jon Burke (Cllr) <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, Caroline Selman <caroline.selman@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Street Scene Team,

I am extremely concerned about the proposed reduction of Zone T CPZ operation hours from 60 hours per week to 10, as outlined in the recent Zone T review Outcome Report. Therefore I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

One of my main concerns is that the recommended reduction followed a flawed public consultation. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. Objections to the original consultation process
3. Meetings

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic and pollution in an area already under huge stress.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. I understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The process undertaken by the Hackney Council in the Timing Review, lacks rigour and renders the original consultation process invalid.

3. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, and the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

In a spirit of pragmatism and goodwill, I hope a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

Therefore, I propose that a compromise is sought which respects all residents including faith groups. This compromise is:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

I look forward to hearing from you.

Best wishes,

[Redacted signature block]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 14:29

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

To prioritise parking according to need;

1. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
2. To uphold road safety;
3. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and

To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

1. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
2. Increased car use necessarily decreases road safety in roads that are predominantly residential.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week.

The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
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- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "*Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality*". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
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4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

Yours sincerely,



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From: [REDACTED]
Date: Mon, 3 Aug 2020 at 14:34
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: <streetworks@hackney.gov.uk>
Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 03/08/2020

To: Streetscene Networks Team,
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Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk

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Kevin Keady - Head of Parking

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Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk

Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk

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Cazenove Residents cazenove.residents@gmail.com

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Subject:

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From: [REDACTED]

Date: Mon, 3 Aug 2020 at 16:35

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

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4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

[REDACTED]
[REDACTED]



3rd August 2020

To: Hackney Council - Head of Parking Services Kevin Keady kevin.keady@hackney.gov.uk
London Borough of Hackney.
89-115 Mare Street, Keltan House.
London. E8 4RU

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Mr. Keady,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T, residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;

2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
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Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone O [a] Victoria Park	Mon-Fri 8.30am-5pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R [a] Redwood Square	Mon-Fri 8.30am-5pm
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
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4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

To this end I propose that there is a compromise sought, one which respects all residents including faith groups, and largely adheres to Hackney Council's stated aims. Therefore, I propose the following times be introduced:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name:



Signature:



Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 18:07

Subject: TT1426 Objection to the proposed changes for parking in Zone T

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, Caroline.selman@hackney.gov.uk <Caroline.selman@hackney.gov.uk>, alcd.richards@hackney.gov.uk <alcd.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]
[REDACTED]

DATE: 3rd August 2020

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk

Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking

Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk

Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk

Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk

John Burke-Councillor jon.burke@hackney.gov.uk

Marie Gallagher-Sustainable

Transport Planner marie.gallagher@hackney.gov.uk

Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk

Caroline Selman- Councillor caroline.selmana@hackney.gov.uk

Aled Richards - Director of

Public Realm aled.richards@hackney.gov.uk

Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
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The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

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TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

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I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 18:25

Subject: TT1426 Objection to the proposed changes for parking in Zone T

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 3rd August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;

- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states *"Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough"* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm

Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

Subject: FW: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS TT1426

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 18:47
Subject: RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS TT1426
To: <Streetworks@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <diane.abbott.office@parliament.uk>

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS TT1426

Dear Mr. Keady, and Streetworks Hackney, and relevant others cc'd.

I have a strong objection to the recommendation of the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed ineffective hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. In addition, it was not made at all clear that the feedback form could end up altering the existing parking arrangements, which many people felt they had already voted on and were living with the consequence of that vote. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;

2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use, provides encouragement to park in these roads, and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025]. It is also not actually policeable by wardens.

The risk with wholesale reduction in hours is that the mayhem, and danger that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing anyone free parking across the zone for most of the week. That is free parking in this zone, surrounded by other Zones where parking is restricted, so even more chaos.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately

between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone;
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.6] Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states “Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough” [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
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Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
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Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm

Zone S Hackney North

Mon-Sat 8.30am-6.30pm

Zone T Stamford Hill

Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses from minors and possibly temporary residents were included and tolerated. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 48 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected? This is an unacceptable bias.

5. Parking Fees

The current proposed reduction from 48 hours to 10 hours per week, has not also been accompanied by the reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is abundantly cited in the review.

However, it appears that the Council has not sought the views of all of the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

To serve a community with a variation of needs a compromise must be sought - whilst most of those who object to the process and the outcome of the latest consultation prefer keeping the parking to current times, as previously voted for, we also acknowledge that a change to help accommodate others needs is a fair compromise.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:


I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,





Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

3/8/20

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "*Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality*". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "*is not a referendum and the Council has to make the best decision to protect the parking needs of the area*". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Hornerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Hornerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 8.30am-5pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Mobile: 

CC:

The Rt. Hon. Diane Abbott- MP	diane.abbott.office@parliament.uk
Philip Gianville -Mayor of Hackney	mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services	kevin.keady@hackney.gov.uk
Sam Pallis - Councillor	sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor	anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor	caroline.woodley@hackney.gov.uk
John Burke-Councillor	jon.burke@hackney.gov.uk
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Caroline Selman- Councillor	caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm	aled.richards@hackney.gov.uk
Cazenove Residents	cazenove.residents@gmail.com

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 20:09

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 03-08-20

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours and the introduction of additional parking bays on Alkham Road (Outside No's 49-53). I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

There are currently double yellow lines outside No's 49-53 Alkham Road. These were originally installed to assist with passing and turning of emergency vehicles due to the bend in the road. The engineer who was onsite when the parking zones were introduced stressed that importance of the double yellow lines and said that due to the bend in the road and it's width they have to allow for a turning/passing point for emergency vehicles.

Since the installation of these yellow lines the congestion of cars trying to pass each other and damage being cause to parked cars in the process has dramatically decreased.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

I. Council Parking Policy

2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
 - Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

ALSO, the double yellow lines outside No's 49-53 are not turned into parking bays as they serve as passing/turning points for emergency vehicles. They also assist in easing congestion on the road and reducing damage being cause to parked cars.

If the double yellow lines must be converted into bays to provide extra parking then Alkham Road (south) and Kyverdale Road (south) should be changed into 'one way' streets.

In addition:

I ask that the Council undertake the following studies before making a final decision:

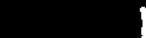
1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Thank you

Yours sincerely,

Name: 

Signature: 

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 20:14

Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. General objections
2. Objections to the original consultation process
3. Meetings

1. General objections

I object to the proposed changes for the reasons set out below.

1. Removing parking controls encourages car use, and goes directly against Hackney's Council's stated aim of tackling climate change as per the "[Climate Emergency Declaration](#)" (March 2020).
2. By encouraging car use, the proposed changes directly contravene Hackney Council's own Transport Strategy 2015-2025 vision: "*By 2025, Hackney's transport system will be a model for sustainable urban living*"
3. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles and public buses.
4. Increased car use necessarily decreases road and pedestrian safety in roads that are predominantly residential.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Encourage people to drive rather than using sustainable and healthy modes of transport: walking, cycling or using public transport;
- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that [air pollution is linked to far higher Covid-19 death rates](#) around the world (The Guardian) and even without covid-19, it is estimated that [9,400 deaths every year in London is due to air pollution](#) (London.gov.uk);
- Drive up safety risks for children and families walking and cycling in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents and were included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid

3. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Carry out an analysis of how to encourage residents to use more sustainable modes of transport.
3. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 03/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Zone P [a] Victoria Park	Mon-Fri 8.30am-5pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
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Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name:

Signature

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Wed, 5 Aug 2020 at 10:44

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: Diane Abbott <diane.abbott.office@parliament.uk>, Mayor <mayor@hackney.gov.uk>, Kevin Keady <kevin.keady@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, Jon Burke <jon.burke@hackney.gov.uk>, Marie Gallagher <marie.gallagher@hackney.gov.uk>, Guy Nicholson <guy.nicholson@hackney.gov.uk>, Caroline Selman <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, Cazenove.residents@gmail.com <Cazenove.residents@gmail.com>



Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were **unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.

4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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Conclusion

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1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Sent from my Samsung Galaxy smartphone.

Subject:

FW: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 09:24

Subject: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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3. Objections to the original consultation process

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which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Conclusion

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However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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Yours sincerely,



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 09:42

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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In addition:


I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,





Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

3/8/20

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "*Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality*". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "*is not a referendum and the Council has to make the best decision to protect the parking needs of the area*". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
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Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
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Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
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Zone P [a] Victoria Park	Mon-Fri 8.30am-5pm
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Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



E-mail: 
Mobile: 

CC:

The Rt. Hon. Diane Abbott- MP	diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney	mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services	kevin.keady@hackney.gov.uk
Sam Pallis - Councillor	sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor	anthony.mcmahon@hackney.gov.uk
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Caroline Selman- Councillor	caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm	aled.richards@hackney.gov.uk
Cazenove Residents	cazenove.residents@gmail.com

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Sent: 04 August 2020 13:38

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

Cc: diane.abbott.office@parliament.uk; mayor@hackney.gov.uk; Kevin Keady <kevin.keady@hackney.gov.uk>; Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>; Anthony McMahon (Cllr) <anthony.mcmahon@hackney.gov.uk>; Caroline Woodley (Cllr) <caroline.woodley@hackney.gov.uk>; Jon Burke (Cllr) <jon.burke@hackney.gov.uk>; Marie Gallagher <marie.gallagher@hackney.gov.uk>; Guy Nicholson (Cllr) <guy.nicholson@hackney.gov.uk>; Caroline Selman (Cllr) <caroline.selman@hackney.gov.uk>; Aled Richards <aled.richards@hackney.gov.uk>; cazenove.residents@gmail.com

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 4th August 2020

Dear Streetworks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

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The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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I also object to the proposed changes for the reasons set out below.

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In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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Health and exposure to pollution

Health and exposure to pollution in London

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2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A thick black horizontal bar redacting the signature of the sender.

Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Mon, 17 Aug 2020 at 20:05

Subject: Re: TT1426 Objection to the proposed changes for parking in Zone T

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

Cc: cazenove.residents@gmail.com <cazenove.residents@gmail.com>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>

To:

Streetscene Networks Team,
Streetworks@hackney.gov.uk

1 Hillman Street, London E8 1DY

CC:

The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
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Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE:**TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS**

Dear Streetscene Team

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to tell you of my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon, which I find to be quite ridiculous.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed. I'm not remotely happy with the way this review has been conducted and feel that you've clearly set up a system that's designed to produce a desired result.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections

3. Objections to the original consultation process
4. Meetings
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The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips. The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a 'green borough' [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

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Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9].

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1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?

2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?

3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.

4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them? Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence, and an overwhelming bombardment of responses to your consultation from one very specific group of people within the catchment area. This has led to a narrow and skewed view of who the local community are.

Before the parking restrictions in the T zone area, the streets were incredibly busy, with each side of the road lined with parked vans and trucks because all the mini busses for the schools and construction workers could get away with parking there.

This led to single file traffic down two way streets, with no drivers willing to give way until forced to. There was constant reversing, tucking into small corners, parking on corners, leaving cars unable to see anything oncoming. There was the endless and tireless beeping of horns which never ever ever stopped. All of this drove us to the end of our tether. We constantly had to walk out into the street and shout at drivers to shut up the honking.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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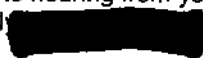
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1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 13:53

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cacznove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

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General objections

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Meetings

Parking fees

Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

- To prioritise parking according to need;
- To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
- To uphold road safety;
- To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
- To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

General objections

I also object to the proposed changes for the reasons set out below.

It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

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Increased car use necessarily decreases road safety in roads that are predominantly residential.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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Name: 

Sent from my iPhone

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 12:15

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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Name: [REDACTED]

Signature [REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 11:57

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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I also object to the proposed changes for the reasons set out below.

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Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

Increased car use necessarily decreases road safety in roads that are predominantly residential.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 11:55

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <cazenove.residents@gmail.com>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, Marie Gallagher <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>

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Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcMahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Team,

I have just become aware of your recommendation to reduce parking restrictions in Zone T to encompass only the hours of 10-12pm Monday to Friday — and **I STRONGLY OBJECT to such proposals.** In fact, I'm extremely upset at the recklessness of this suggestion - I'm beside myself at the horrible thought of this neighbourhood returning to the polluted, dangerous, horn-honking mess that it was before the parking restrictions came in.

My **MANY** reasons for objecting to the reduction of parking restrictions are as follows:

1. Air pollution

Traffic has dropped and air pollution has greatly reduced since the restrictions were imposed — but you are now recommending an almost total return to the situation as it previously was.

An increase in air pollution is proven to shorten life expectancy - and proven to increase many health concerns — including Covid.

2. Noise pollution / a peaceful and civilised neighbourhood

Prior to the parking restrictions, the traffic in this area was horrendous - there was constant beeping and hostility from drivers who couldn't pass each other a stuck 2 way system where cars were bumper to bumper.

It was unpleasant to live here. Dangerous to cross the road (particularly at our end of the street where children are trying to get to the playground on Stoke Newington common) and the general disarray brought other anti-social behaviour like rampant drug dealing - with dealers parking at the end of Kyverdale road.

3. Damage to cars

As a result of the atrocious driving and parking in the neighbourhood, our car sustained thousands of pounds of damage during the time before restrictions were imposed. It was damaged on both sides from cars trying to squeeze past as well as from either end — from cars trying to park in spaces clearly not large enough.

4. Zone boundaries

Results from the initial consultation clearly show different streets (or parts of streets) having very different views to others. [REDACTED] which has a very different view to the roads north of Cazenove Road. If this latest consultation really is intended to serve 'the need of the local community' then it should take into account the wishes and desires of the entire community. The area below Cazenove Road should be considered a different zone than the area above it — given how much views differ from one street to the next.

5. Fees

These are not my major concern as the annual damage caused to my car prior to the restrictions cost more than ten-fold what the parking fees cost. *However* — if you are to reduce parking restrictions so greatly, then the fees associated should be reduced dramatically too. Though once again, this feeds back into Point 1. I happen to believe parking permits based on emission levels are a very good thing. Without them, the incentive to buy/drive less polluting cars is further eroded.

In short, I believe this latest recommendation to be extremely short sighted and wrong.

Further, I believe the way in which the responses to the consultation were collected grossly distorts the information gathered. It strongly favours religious groups who can more easily coordinate responses than it does people like myself who don't belong to any such organisation. It also seems to have allowed for multiple responses from within the same households — and the unusually high response rate suggests that the criteria from which responses were sought was deeply flawed.

Although my view is that restrictions as they currently exist are optimal, I am aware that one of my neighbours has suggested a compromise that, in the interest of pragmatism and goodwill, seems a suitable compromise. That is:

Monday - Thursday 08.30am-18.30pm and Friday 08.30am-12.00 noon.

Yours,

A large black rectangular redaction box covering the signature area.



4 August 2020

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1 Hillman Street
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Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
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RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
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3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;

- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control. therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states *"Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough"* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
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Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 8.30am-5pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Hackney Road	Mon-Fri 8.30am-6.30pm
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact

on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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I ask that the Council undertake the following studies before making a final decision:

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I look forward to hearing from you.

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4 August 2020

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[REDACTED]

[REDACTED]

Subject: FW: TT1426

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 14:06
Subject: RE: TT1426
To: <streetworks@hackney.gov.uk>

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Zone Q Well Street	Mon-Fri 8.30am-6.30pm
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Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact

on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

Yours sincerely,

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4th August 2020

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Mr. Keady,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

- 1. Council Parking Policy
- 2. General objections
- 3. Objections to the original consultation process
- 4. Meetings
- 5. Parking fees

1. Council's Parking Policy

The started aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

- 1. To prioritise parking according to need;
- 2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
- 3. To uphold road safety;
- 4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
- 5. To improve the local environment.

The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I object to the proposed changes for the reasons set out below.

- 1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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As a [redacted] think this will cause a huge problem for residents parking and additional congestion on Stamford Grove West and Stamford Grove East. We already often have to find parking on adjacent streets since one side of each of our streets was made into double yellow lines. This will create more emissions trying to find somewhere nearby to park or waiting for shoppers (possibly with engines running) to leave their temporary space. It would make sense for these roads to remain residents parking during business hours. We already have to endure those less familiar with the layouts using our street to turn around in or whizz down because they think it's a cut through to avoid the one way system. We have had vehicles and property damaged because of these drivers. Less restrictions would only encourage drivers to enter SGW and SGE.



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Subject: FW: T zone parking objection

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 12:24
Subject: T zone parking objection
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 3rd August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

- CC:** The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking
Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable
Transport Planner marie.gallagher@hackney.gov.uk

Guy Nicholson-Councillor

guy.nicholson@hackney.gov.uk

Caroline Selman- Councillor

caroline.selman@hackney.gov.uk

Aled Richards - Director of

Public Realm

aled.richards@hackney.gov.uk

Cazenove Residents

cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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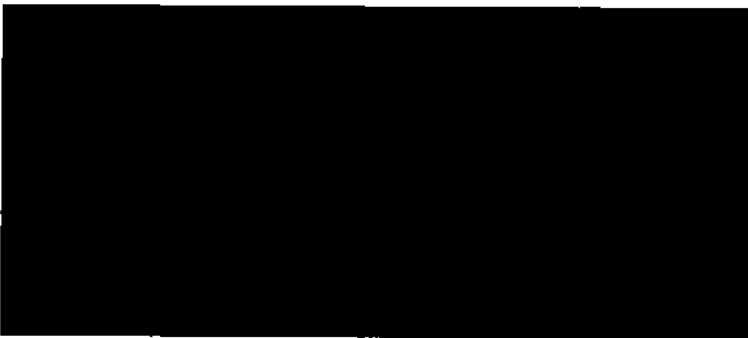
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In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately

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Reducing the hours for parking restrictions will therefore:

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Health and exposure to pollution

As per the <https://www.london.gov.uk/what-we-do/transport-and-roads/road-traffic>

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney’s stated aim for *“Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality”*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner

which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.

2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature [REDACTED]

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 04 August
2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections

3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

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1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

1. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety

at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes' further adding 'This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

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I look forward to hearing from you.

Yours sincerely,

Name: 

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Tue, 4 Aug 2020 at 15:51
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>
Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 4th August 2020

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk

Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk

Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

Please do not underestimate the strength of local feeling on this issue. Nearly everyone I know in my road is talking about this and there is a real sense of unfairness and anger. When the CPZ hours were first introduced with the hours of Monday to Saturday 8.30am - 6.30pm it made a profound improvement to the lives of people in my road. Significantly less cars left parked for days on my road. Significantly less traffic in my road. Reduced noise and noticeably less pollution.

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours and the impact the change will have on my quality of life. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a

reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name:

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 16:10

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: mayor@hackney.gov.uk <mayor@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.sclman@hackney.gov.uk <caroline.sclman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm - currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report - Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how

- widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
 4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Tue, 4 Aug 2020 at 16:14
Subject: Re: TT1426 Objection to the proposed changes for parking in Zone T
To:
Cc: aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

RE:
TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to tell you of my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon, which I find to be quite ridiculous.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed. I'm not remotely happy with the way this review has been conducted and feel that you've clearly set up a system that's designed to produce a desired result.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
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2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles. Plus the constant beeping of horns due to the high rate of traffic backing up on the streets was unbearable.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a 'green borough' [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence, and an overwhelming bombardment of responses to your consultation from one very specific group of people within the catchment area. This has led to a narrow and skewed view of who the local community actually is.

Before the parking restrictions in the T zone area, the streets were incredibly busy, with each side of the road lined with parked vans and trucks because all the mini busses for the schools and construction workers could get away with parking there.

This led to single file traffic down two way streets, with no drivers willing to give way until forced to. There was constant reversing, tucking into small corners, parking on corners, leaving cars unable to see anything oncoming. There was the endless and tireless beeping of horns which never ever ever stopped. All of this drove us to the end of our tether. We constantly had to walk out into the street and shout at drivers to shut up the honking.

I actually never received post from the council regarding a review of the parking, and what a ridiculous thing to ask anyway - you're asking people who own the multiple mini busses and construction vans if they'd like to be able to park of course they will say yes. This is madness.

The constant noise, PA systems, celebrating and singing, never ending late night events that happen in my street is too much to bear as it is, and on top of all that you're now going to turn back the parking to what it was before, meaning the previous traffic problems return.

If you could only watch from my window the sheer volume of cars honking each other so very constantly through the day you'd understand how awful these streets were. Its all been drastically reduced with the parking enforcement and now you're going to completely reverse it again.

Would you ask council tax payers if they'd like to pay less council tax and expect them to say no? Then why would you ask the owners of the vehicles that used to plague these streets around here if they'd like to pay less to park? Of course they'll say yes! Restricting the paid times from all day to 10am-12pm is basically giving the vans license to park for cheap again.

It'll ensure all the previous problems return, and it'll mean that at weekends, the raves and parties that happened around here will return in full force but worse because so many more people will be able to park along the streets to attend them. You're basically giving license to turn these streets back into party and pollution central and the noise will never end. I can't condemn the proposed revisions strongly enough.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

**TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:
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I look forward to hearing from you.

Yours sincerely,



--

// [REDACTED]

// [REDACTED]

[REDACTED]

NAMES:



ADDRESS:



DATE: 4 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
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2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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Conclusion

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I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

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2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

[REDACTED]

Subject:

FW: Objection to T zone CPZ changes

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 18:30

Subject: Objection to T zone CPZ changes

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

Cc: cazenove.residents@gmail.com <cazenove.residents@gmail.com>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>

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The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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[REDACTED]
[REDACTED]

NAME: [REDACTED]
ADDRESS [REDACTED]

DATE: 04/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mavor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
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Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

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Name: 

Signature: as per email.

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 19:17

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Team,

As a Hackney Council Resident living at Flat 8 Grove House Stamford Grove West N16 6LL, I have read the recommendation from the recent Zone T review Consultation Outcome report and am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner

which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:


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I look forward to hearing from you.

Yours sincerely,


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FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 19:38

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General objections

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Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

[Redacted signature]

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Note for our clients: During the time that businesses are affected by COVID-19, the safety of our employees and clients, as well as business continuity, are our primary focuses. Our teams are currently working remotely. As an agency, our operational status is largely unaffected. We are already set up for virtual working across our studios and project teams.

As you may know, we've had a flexible working policy for a few years now which is embedded in our culture and working practices. You can read more about this here [Redacted link]

If there's anything Beyond can assist with to keep your business moving, please feel free to get in touch.

[Redacted signature]



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 21:04

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

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The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 21:10

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 21:13

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <dianc.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 10am-12pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner

which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Subject:

FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 22:35

Subject: TT1426 Objection to the proposed changes for parking in Zone T

To: <streetworks@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 04.08.20

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made

expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

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2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

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- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
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I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]
Signature: [REDACTED]

Sent from my iPhone

NAME: [REDACTED]

DATE: 05/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

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3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment, *especially around the area of Jubilee Primary School.*

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

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I look forward to hearing from you.

Yours sincerely,

Name:

[REDACTED]

Signature:

[REDACTED]

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 3rd AUGUST 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

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MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

Subject: FW: Fw: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 10:21
Subject: Fw: TT1426 Objection to the proposed changes for parking in Zone T
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

Re-send of earlier mis-sent.

From: Tricia Y. George <tricia.george@hotmail.co.uk>
Sent: 03 August 2020 10:17
To: Tricia Y. George <tricia.george@hotmail.co.uk>
Cc: kevin.keady@hackney.gov.uk Head of Service - Public Realm diane.abbott.office@parliament.uk Dianne Abbott MP mayor@hackney.gov.uk Philip Glanville, Mayor jon.burke@hackney.gov.uk Councillor for Energy, waste, transport <kevin.keady@hackney.gov.uk Head of Service - Public Realm diane.abbott.office@parliament.uk Dianne Abbott MP mayor@hackney.gov.uk Philip Glanville>; Mayor jon.burke@hackney.gov.uk Councillor for Energy <Mayor jon.burke@hackney.gov.uk Councillor for Energy>; waste; and public realm marie.gallagher@hackney.gov.uk Sustainable Transport Planner guy.nicholson@hackney.gov.uk Councillor for Planning, Culture and Inclusive Economy kevin.keady@hackney.gov.uk Head of Service - Public Realm caroline.selman@hackney.gov.uk Councillor for Community safety, policy, and the voluntary sector sam.pallis@hackney.gov.uk Cazenove Ward Councillor aled.richards@hackney.gov.uk Director of Public Realm anthony.mcmahon@hackney.gov.uk Cazenove Ward Councillor caroline.woodley@hackney.gov.uk Ca <and public realm marie.gallagher@hackney.gov.uk Sustainable Transport Planner guy.nicholson@hackney.gov.uk Councillor for Planning>; Culture and Inclusive Economy kevin.keady@hackney.gov.uk Head of Service - Public Realm caroline.selman@hackney.gov.uk Councillor for Community safety <Culture and Inclusive Economy kevin.keady@hackney.gov.uk Head of Service - Public Realm caroline.selman@hackney.gov.uk Councillor for Community safety>; policy; and the voluntary sector sam.pallis@hackney.gov.uk Cazenove Ward Councillor aled.richards@hackney.gov.uk Director of Public Realm anthony.mcmahon@hackney.gov.uk Cazenove Ward Councillor caroline.woodley@hackney.gov.uk Cazenove Ward Councillor cazenove.residents@gmail.com Cazenove <and the voluntary sector sam.pallis@hackney.gov.uk Cazenove Ward Councillor aled.richards@hackney.gov.uk Director of Public Realm anthony.mcmahon@hackney.gov.uk Cazenove Ward Councillor caroline.woodley@hackney.gov.uk Cazenove Ward Councillor cazenove.residents@gmail.com Cazenove>

Subject: RE: TT1426 Objection to the proposed changes for parking in Zone T

[REDACTED]

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](mailto:diane.abbott.office@parliament.uk), [Philip Glanville](mailto:Philip.Glanville@hackney.gov.uk), [Kevin Keady](mailto:kevin.keady@hackney.gov.uk), [Sam Pallis](mailto:sam.pallis@hackney.gov.uk), [Anthony McMahon](mailto:anthony.mcmahon@hackney.gov.uk), [Caroline Woodley](mailto:caroline.woodley@hackney.gov.uk), [John Burke](mailto:jon.burke@hackney.gov.uk), [Marie Gallagher](mailto:marie.gallagher@hackney.gov.uk), [Guy Nicholson](mailto:guy.nicholson@hackney.gov.uk), [Caroline Selman](mailto:caroline.selman@hackney.gov.uk), [Aled Richards](mailto:aled.richards@hackney.gov.uk) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the

proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

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1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

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I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

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2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name 

Subject:

FW: Consultation T zone

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 09:43

Subject: Consultation T zone

To: <Streetworks@hackney.gov.uk>

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

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blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

3. Increased car use necessarily decreases road safety in roads that are predominantly residential.

4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

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- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution(London.gov.uk);
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I look forward to hearing from you.

Yours sincerely,



Subject: FW: TT1426

From: [REDACTED]
Date: Sun, 2 Aug 2020 at 23:21
Subject: TT1426
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

My name is [REDACTED]
[REDACTED]

I am not in favour of the 10 to 12 cpz for t zone

This would only make our lives difficult and we will be in the same position as we were prior to cpz in our area

How can the council justify charging us the full price for permit with only two hours of controlled parking this is not fair and will have detrimental effect on our lives

I dont mind making it mon to fri

Please consider this

Thank you

Sent from my iPhone

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 10:12

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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Yours sincerely,

Name: 


Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Fri, 14 Aug 2020 at 15:49
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

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Name: 

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FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 15:08

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 03/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals

prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
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3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

[REDACTED]

Signature:

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sun, 2 Aug 2020 at 10:21

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world. (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
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3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review, p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report. However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

A large black rectangular redaction box covering the signature area.

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 18:06

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Strcctworks@hackney.gov.uk>

Dear Streetscene Networks Team,

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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sat, 1 Aug 2020 at 18:11

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

--

[REDACTED]

Sent from mobile - please excuse typos and brevity.

Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Fri, 31 Jul 2020 at 13:21
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>
Cc: kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, Diane Abbott MP <diane.abbott.office@parliament.uk>

NAME [REDACTED]

ADDRESS [REDACTED]

DATE: 1st August 2020

Ref: **TT1426**

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk

Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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1. Council Parking Policy
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are

proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having large hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states *"Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough"* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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Conclusion

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However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

3. 

4

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 31/07/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

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1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;

3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that [air pollution is linked to far higher Covid-19 death rates around the world](#) (The Guardian) and even without covid-19, it is estimated that [9,400 deaths every year in London is due to air pollution](#) (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

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The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

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Name: [REDACTED]

Signature: [REDACTED]

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Fri, 31 Jul 2020 at 10:59
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>
Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.selman@hackney.gov.uk <caroline.selman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE:
31/07/20

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
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Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

1. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: 

Signature: 

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Thu, 30 Jul 2020 at 20:02

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 30/07/20

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T, residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

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2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

Get [Outlook for Android](#)

[REDACTED]

5th August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

- Council Parking Policy
- General objections

- Objections to the original consultation process
- Meetings
- Parking fees

- **Council's Parking Policy**

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

- To prioritise parking according to need;
- To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
- To uphold road safety;
- To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
- To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

- **General objections**

I also object to the proposed changes for the reasons set out below.

- It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
- Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety in roads that are predominantly residential.
- To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation

being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states "Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough" [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 10am-12pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

- **Objections to the original consultation process**

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?

- Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
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Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

[REDACTED]

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Wed, 5 Aug 2020 at 15:50
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: <streetworks@hackney.gov.uk>
Cc: Kevin Keady <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, Jon Burke (Cllr) <jon.burke@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley (Cllr) <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

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Subject: FW: TT1426

From: [REDACTED]
Date: Wcd, 5 Aug 2020 at 13:42
Subject: TT1426
To: <streetworks@hackney.gov.uk>
Cc: <kevin.keady@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <diane.abbott.office@parliament.uk>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

Please do not underestimate the strength of local feeling on this issue. Nearly everyone I know in my road is talking about this and there is a real sense of unfairness and anger. When the CPZ hours were first introduced with the hours of Monday to Saturday 8.30am - 6.30pm it made a profound improvement to the lives of people in my road. Significantly less cars left parked for days on my road. Significantly less traffic in my road. Reduced noise and noticeably less pollution.

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours and the impact the change will have on my quality of life. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

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could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes” further adding “This will result in them having to park further from their home or their destinations and experience possible walking difficulties” [4(b) Page 63].

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I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
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4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

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Whereas representatives from the council have met with religious leaders prior to the consultation process,

they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,





09/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

- 1. Council Parking Policy
- 2. General objections
- 3. Objections to the original consultation process
- 4. Meetings
- 5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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I look forward to hearing from you.

Yours sincerely,



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 3 Aug 2020 at 15:55

Subject: Fwd: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>; mayor@hackney.gov.uk <mayor@hackney.gov.uk>; kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>; sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>; anthony.mcmahon@hackney.gov.uk ; <anthony.mcmahon@hackney.gov.uk>

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 31 Jul 2020 at 09:11

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

NAME [REDACTED]

ADDRESS [REDACTED]

DATE:

31/07/20

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk

Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk

Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk

Sam Pallis - Councillor sam.pallis@hackney.gov.uk

Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk

Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk

John Burke - Councillor jon.burke@hackney.gov.uk

Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk

Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk

Caroline Selman - Councillor caroline.selman@hackney.gov.uk

Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk

Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;

- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"*. [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

The Parking Consultation booklet states *"Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough"* [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock Mon-Fri 8.30am-6.30pm

Zone B Shoreditch Mon-Sat 8.30am-midnight

Zone C Dalston Mon-Sat 8.30am-6.30pm

Zone D [a] Hackney Central Mon-Sat 8.30am-6.30pm

Zone D [b] Hackney Central Mon-Sat 8.30am-11pm

Zone E [a] Stoke Newington Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm

Zone E [b] Stoke Newington Mon-Sat 8.30am-6.30pm

Zone F Hoxton Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm

Zone G Brownswood Mon-Fri 8.30am-6.30pm

Zone G2 Finsbury Park Mon-Sat 7am-6pm

Zone H De Beauvoir Mon-Fri 8.30am-6.30pm

Zone J Queensbridge Mon-Fri 8.30am-6.30pm

Zone K Hackney Wick Mon-Fri 8.30am-6.30pm

Zone L South Homerton Mon-Fri 8.30am-6.30pm

Zone M Clissold Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm

Zone N Homerton and Lower Clapton Mon-Fri 7.30am-6.30pm

~~Zone P [a] Victoria Park Mon-Fri 10am-12pm~~

Zone P [b] Victoria Park Mon-Fri 8.30am-5pm

Zone Q Well Street Mon-Fri 8.30am-6.30pm

~~Zone R Rectory Road Mon-Fri 7am-11am~~

Zone S Hackney North Mon-Sat 8.30am-6.30pm

Zone T Stamford Hill Mon-Sat 8.30am-6.30pm

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Name: [REDACTED]

Signature: [REDACTED]

[REDACTED]
[REDACTED]

30 July 20

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

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The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

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I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

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I look forward to hearing from you.

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A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

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My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

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1. To prioritise parking according to need;

2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
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The over-arching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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I object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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Summarising the likely result in reducing the hours, the report acknowledges *'The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes'* further adding *'This will result in them having to park further from their home or their destinations and experience possible walking difficulties'* [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of all the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

To this end I propose that there is a compromise sought, one which respects all residents including faith groups, and largely adheres to Hackney Council's stated aims. Therefore, I propose the following times be introduced:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name:



Signature:



Subject: FW: TT1426

From: [REDACTED]
Date: Mon, 3 Aug 2020 at 22:04
Subject: TT1426
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team.

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T, residents were unequally represented and therefore the original consultation process was flawed.

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The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

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I look forward to hearing from you.

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4th August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC:

The Rt. Hon. Diane Abbott- MP	diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney	mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services	kevin.keady@hackney.gov.uk
Sam Pallis - Councillor	sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor	anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor	caroline.woodley@hackney.gov.uk
John Burke-Councillor	jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner	marie.gallagher@hackney.gov.uk
Guy Nicholson-Councillor	guy.nicholson@hackney.gov.uk
Caroline Selman- Councillor	caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm	aled.richards@hackney.gov.uk
Cazenove Residents	cazenove.residents@gmail.com

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Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Tue, 4 Aug 2020 at 11:19
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>
Cc: <cazenove.residents@gmail.com>

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 4th August, 2020

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1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
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4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
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The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic

resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
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- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council aims to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality."* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
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3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

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In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.

2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS .

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 11:48

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicholson@hackney.gov.uk <guy.nicholson@hackney.gov.uk>, caroline.sclman@hackney.gov.uk <caroline.sclman@hackney.gov.uk>, alcd.richards@hackney.gov.uk <alcd.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

Council Parking Policy

General objections

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Meetings

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General objections

I also object to the proposed changes for the reasons set out below.

It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

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To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

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The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

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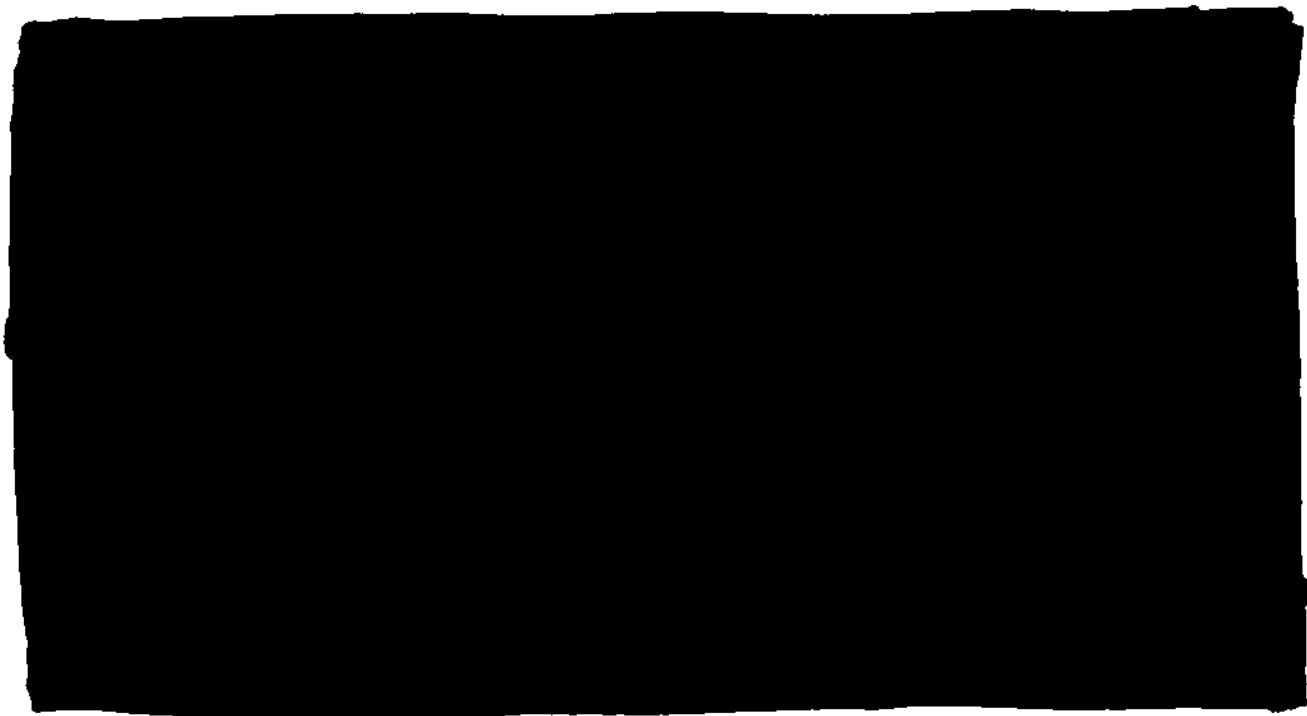
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I look forward to hearing from you.

Yours sincerely,

Name: 

Signature



NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE:

3rd August 2020

To: Hackney Council - Head of Parking Services Kevin Keady kevin.keady@hackney.gov.uk
London Borough of Hackney.
89-115 Mare Street, Keltan House.
London. E8 4RU

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Mr. Keady,

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It will result in the opposite effect to the stated aims of introducing the parking controls and will run contra to Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In*

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Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website these proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

Zone A Wenlock	Mon-Fri 8.30am-6.30pm
Zone B Shoreditch	Mon-Sat 8.30am-midnight
Zone C Dalston	Mon-Sat 8.30am-6.30pm
Zone D [a] Hackney Central	Mon-Sat 8.30am-6.30pm
Zone D [b] Hackney Central	Mon-Sat 8.30am-11pm
Zone E [a] Stoke Newington	Mon-Fri 8.30am-6.30pm and Sat 8.30am-1.30pm
Zone E [b] Stoke Newington	Mon-Sat 8.30am-6.30pm
Zone F Hoxton	Mon-Fri 7.30am-6.30pm and Sat 7.30am-1.30pm
Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm

Zone P [a] Victoria Park	Mon-Fri 10am-12pm
Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses from minors and possibly temporary residents were included and tolerated. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two per households were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 48 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 48 hours to 10 hours per week, has not also been accompanied by the reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is abundantly cited in the review.

However, it appears that the Council has not sought the views of all of the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature [REDACTED]

NAME:

ADDRESS:

DATE:

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
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1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
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- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
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Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

Conclusion

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I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

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Signature:

[REDACTED]
[REDACTED]
4/8/2020

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I look forward to hearing from you.

Yours sincerely,



Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Tue, 4 Aug 2020 at 21:04

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all residents** that every person within a property could submit a response including children. Consequently, **over half of Zone T residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
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1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
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It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process *"is not a referendum and the Council has to make the best decision to protect the parking needs of the area"*. [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives *"are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"*; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. **This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.**

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets *"secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking"* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *"The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes"* further adding *"This will result in them having to park further from their home or their destinations and experience possible walking difficulties"* [4(b) Page 63].

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Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



Subject: FW: TT1426 Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Tue, 4 Aug 2020 at 22:28
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>
Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 04.08.20

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. [Diane Abbott](#), [Philip Glanville](#), [Kevin Keady](#), [Sam Pallis](#), [Anthony McMahon](#), [Caroline Woodley](#), [John Burke](#), [Marie Gallagher](#), [Guy Nicholson](#), [Caroline Selman](#), [Aled Richards](#) and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to **all** residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

I object to the proposed changes for the reasons set out below.

1. Residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing as they would free parking across the zone for most of the week..

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution(London.gov.uk);
- Drive up safety risks for children and families walking in the area;
- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;

- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

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I look forward to hearing from you.

Yours sincerely,



Sent from my iPhone

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Date: 4 August 2020 at 17:16:33 BST

To: "mayor@hackney.gov.uk" <mayor@hackney.gov.uk>

Cc: "diane.abbott.office@parliament.uk" <diane.abbott.office@parliament.uk>,

"sam.pallis@hackney.gov.uk" <sam.pallis@hackney.gov.uk>,

"anthony.mcmahon@hackney.gov.uk" <anthony.mcmahon@hackney.gov.uk>,

"caroline.woodley@hackney.gov.uk" <caroline.woodley@hackney.gov.uk>,

"jon.burke@hackney.gov.uk" <jon.burke@hackney.gov.uk>,

"marie.gallagher@hackney.gov.uk" <marie.gallagher@hackney.gov.uk>,

"guy.nicholson@hackney.gov.uk" <guy.nicholson@hackney.gov.uk>,

"aled.richards@hackney.gov.uk" <aled.richards@hackney.gov.uk>,

"cazenove.residents@gmail.com" <cazenove.residents@gmail.com>

Dear Streetscene Team,

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This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.

My objections to the original consultation and the proposed changes are outlined below under the following headings:

Council Parking Policy

General objections

Objections to the original consultation process

Meetings

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Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

To prioritise parking according to need;

To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;

To uphold road safety;

To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and

To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

General objections

I also object to the proposed changes for the reasons set out below.

It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.

Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.

Increased car use necessarily decreases road safety in roads that are predominantly residential.

To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-

residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

Drive up the number of vehicle journeys made from outside the zone;

Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution ([London.gov.uk](https://www.london.gov.uk/press-releases/npr/2019/09/air-pollution));

Drive up safety risks for children and families walking in the area;

Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;

Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for "Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality". [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

In the Council's own Stage 1-2 Delegated Report for the extension of the Zone T control area, dated February 2019, the conclusions state that the consultation process "is not a referendum and the Council has to make the best decision to protect the parking needs of the area". [Stage 1-2 Delegated Report Zone T extension T3_3.61 Page 12]. It can still do this and make the best decision for the ward.

Further it states [3.3 page 2 Stage 1-2 Delegated Report] that the Council's objectives "are to be achieved by encouraging the use of sustainable transport and discouraging unnecessary car trips"; whereas the Stage 4 report appears to be taking every opportunity to make parking for non-residents easier and cheaper on every day of the week, not just Friday and Saturday. This includes converting existing permit bays to 1 hr maximum stay shared use and reducing the number of double yellow lines (p.7 Summary report). This increases non-resident use and car trips.

The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets “secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking” [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges “The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes” further adding “This will result in them having to park further from their home or their destinations and experience possible walking difficulties” [4(b) Page 63].

The Parking Consultation booklet states “Residents and businesses have been provided with a choice of standardised hours of operation which we currently have on other areas across the borough” [Page 27, page 4 of leaflet] this, along with other statements, appears to indicate that the proposed hours for Zone T are in common use throughout the borough.

However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

Current Parking Zones and hours of operation in Hackney Borough area as follows with anomalies highlighted:

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Yours sincerely,

A solid black rectangular redaction box covering the signature.

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 5 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott - MP diane.abbott.office@parliament.uk
Philip Glanville - Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
Marie Gallagher - Sustainable Transport Planner marie.gallagher@hackney.gov.uk
Guy Nicholson - Councillor guy.nicholson@hackney.gov.uk
Caroline Selman - Councillor caroline.selman@hackney.gov.uk
Aled Richards - Director of Public Realm aled.richards@hackney.gov.uk
Cazenove Residents - cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

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I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
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The Stage 1-2 Report clearly sets out that reducing the hours will increase parking stress and used this rationale as the reason not to have longer hours of controls on certain streets "secondly, having longer hours of control in these streets would have a direct impact on all nearby roads with shorter hours as motorists would park in these streets to avoid paying for parking" [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "The shorter hours of operation could increase displaced parking outside the hours of control, therefore making it harder for residents within Zone T to park close to their homes" further adding "This will result in them having to park further from their home or their destinations and experience possible walking difficulties" [4(b) Page 63].

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However, looking at the Parking Zones on the Hackney website, the proposed changes would be an anomaly with only one other zone limiting restrictions to a mere 2 hours being present in the Borough, namely a small sub-section of Zone P around Lauriston Road adjacent to Victoria Park.

There is only one other Zone, Zone R Rectory Road that has shorter hours of restrictions than 8.30am-6.30pm and, in that case, it is for 4 hours – 7am to 11am.

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Zone G Brownswood	Mon-Fri 8.30am-6.30pm
Zone G2 Finsbury Park	Mon-Sat 7am-6pm
Zone H De Beauvoir	Mon-Fri 8.30am-6.30pm
Zone J Queensbridge	Mon-Fri 8.30am-6.30pm
Zone K Hackney Wick	Mon-Fri 8.30am-6.30pm
Zone L South Homerton	Mon-Fri 8.30am-6.30pm
Zone M Clissold	Mon-Fri 8.30am-5.30pm and Sat 8.30am-1.30pm
Zone N Homerton and Lower Clapton	Mon-Fri 7.30am-6.30pm
Zone P [a] Victoria Park	Mon-Fri 10am-12pm

Zone P [b] Victoria Park	Mon-Fri 8.30am-5pm
Zone Q Well Street	Mon-Fri 8.30am-6.30pm
Zone R Rectory Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
Zone T Stamford Hill	Mon-Sat 8.30am-6.30pm

3. Objections to the original consultation process

I am also extremely concerned about the process of the original consultation which appears to be highly irregular, in particular the duplication of paper and online replies. In their responses to complaints, the Council has given general assurances about the number of paper consultations and checking of IP addresses. However, some questions require an answer:

1. Because of the unusually high response rate, and unusual pattern of response, can the Council explain exactly what it did to verify that all responses were from individuals eligible to participate in the consultation? How were such individuals defined?
2. We understand that multiple responses were accepted from single households, which indicates that responses came from minors and possibly temporary residents yet were also included. Is this normal practice and how widespread was this practice in this consultation? More importantly can the council disclose how many responses over two respondents per household were accepted?
3. Were all potential respondents made fully aware that multiple responses (over 2) from the same household were acceptable? This information does not appear to be highlighted or indeed known to many of the community members who responded, thus resulting in inequity.
4. "Members of religious communities submitted various requests for additional consultation packs, the Council ensured that these requests were accommodated" (Stage 4 zone T Review. p.59). Can the Council provide the number of requests made as well as who filled them?

Normally consultations of this type have a 5-7% return. In this case the return was 40%. The proposed change from 60 to 10 hours of parking restrictions is highly controversial and pitches communities against one another. The council should therefore have been particularly scrupulous in ensuring that the consultation process was conducted in a manner which was rigorous and fair to all. The above mentioned "tolerance" is lacking in rigour and renders the original consultation process invalid.

4. Meetings

Whereas representatives from the council have met with religious leaders prior to the consultation process, they did not find it necessary to have a public meeting open to all residents. Given the impact on the lives of all, the strong opposition to the restrictions considered, why was such an opportunity, as requested by Cazenove Ward councillors, rejected?

5. Parking Fees

The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic hardship more than ever.

Conclusion

The Council's decision to reduce controlled hours apparently rests on "the need of the local community" which is cited in the review report.

However, it appears that the Council has not sought the views of **all** the local community in a fair and impartial manner and therefore their decision to reduce controlled hours is based on flawed evidence.

I very much hope that, with pragmatism and goodwill, a solution acceptable to the majority of Zone T residents can be found. If this is not the case, residents, who have no faith in the validity of the original consultation process, are likely to explore other options to challenge the proposed changes.

TO THIS END I PROPOSE THAT THERE IS A COMPROMISE SOUGHT, ONE WHICH RESPECTS ALL RESIDENTS INCLUDING FAITH GROUPS, AND LARGELY ADHERES TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 NOON.

In addition:

I ask that the Council undertake the following studies before making a final decision:

1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Name: 

Signature:

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE:

05/08/2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.office@parliament.uk
Philip Glanville -Mayor of Hackney mayor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley- Councillor caroline.woodley@hackney.gov.uk
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Caroline Selman- Councillor caroline.selman@hackney.gov.uk
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Cazenove Residents cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

This recommendation follows a public consultation that took place over a six-week period earlier this year. During this consultation it was not made expressly clear to all residents that every person within a property could submit a response including children. Consequently, **over half of Zone T. residents were unequally represented and therefore the original consultation process was flawed.**

My objections to the original consultation and the proposed changes are outlined below under the following headings:

1. Council Parking Policy
2. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. Council's Parking Policy

The stated aims of Hackney Council in introducing the parking restrictions in Zone T originally were as follows:

1. To prioritise parking according to need;
2. To ensure smooth traffic flow, improve emergency vehicle access and bus journey times;
3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
5. To improve the local environment.

The overarching objective was for sustainable transport within Hackney Borough and to reduce car trips.

The new proposal is directly contradictory to these aims in that a two hour restriction can only have the effect of increasing traffic flow in an area already under considerable pressure from vehicular traffic resulting from the proximity of Stoke Newington Station and a variety of schools and religious centres within Zone T.

2. General objections

I also object to the proposed changes for the reasons set out below.

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

A reduction to 2 hours of controlled parking during weekdays is also not consistent with the Council's objectives to have a sustainable transport system, to discourage car trips and to position itself as a "green borough" [Hackney Council Transport Strategy 2015-2025].

The risk with wholesale reduction in hours is that the mayhem that used to exist in the zone (the reason the parking controls were introduced in the first instance) will return with vengeance but on every day of the week. The proposals prioritise the parking needs of non-residents over residents, allowing free parking across the zone for most of the week.

In addition, how do the proposals align with the Council's policy of re-zoning traffic around primary schools in Hackney? There are numerous primary schools in Zone T so traffic will be forced on to the surrounding roads in the area. This will massively increase pressure during the hours of school drop off and collection times - approximately between 8.30am-9.30am and 3pm-4pm – currently times when no restrictions are proposed. The result of the proposed hours of operation being 10am-12 noon would therefore not meet the Council's stated aims in the PEP i.e. ensure smooth traffic flow during these times, uphold road safety at times when children will be around in numbers, nor prioritise the parking according to need.

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
- Drive up air pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);
- Drive up safety risks for children and families walking in the area;

- Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

It will result in the opposite effect to the stated aims of introducing the parking controls and will run against Hackney's stated aim for *"Discouraging car use in favour of more sustainable forms of transport. In doing so, the council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality"* [Stage 1-2 Delegated Report – Zone T extension T3 3.47 Page 9]

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