

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

From: [REDACTED]
Date: Wed, 5 Aug 2020 at 21:03
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,

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 [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.

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Subject: FW: TT1426

From: [REDACTED]
Date: Wed, 5 Aug 2020 at 21:26
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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I look forward to hearing from you.

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

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

From: [REDACTED]

Date: Fri, 7 Aug 2020 at 09:15

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>, <maric.gallagher@hackney.gov.uk>, <guy.nicholason@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>, <aled.richards@hackney.gov.uk>

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Subject: FW: Proposed changes to CPZ zone T

From: [REDACTED]
Date: Thu, 6 Aug 2020 at 19:49
Subject: Proposed changes to CPZ zone T
To: <Streetworks@hackney.gov.uk>, diane.abbott.office@parliament.uk
<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>

[REDACTED]
6th August 2020

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

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

Dear Sirs

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

The situation prior to the introduction of the CPZ was terrible, there were altercations, on the road every day, there was a huge amount of bad tempered circling, and fighting over the rarely available spaces, and life was problematic.

My elderly father in law felt unable to come over, as he couldn't park close by, or even in the same street. Deliveries were very difficult, particularly of large items, which caused the street to be blocked, and it was extremely unsafe to cycle, especially with children.

There is barely enough space for two cars to pass, and definitely not sufficient if one vehicle is a van. There are not enough passing places, and this is not an issue whilst there is a properly functioning CPZ, but this is to change.

It feels that the interests of those who actually live here, are subservient to wider concerns, and I fail to understand why a limited exemption for the sabbath, rather than a wholesale redesign of the scheme is not proposed.

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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 (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 "The management of roads and traffic to ensure the most efficient use of the road network, to help to improve road safety, reduce congestion, improve the local environment and to provide a high level of service and improve overall quality of life." [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 "should not be taken as a final decision, but 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 by managing motor vehicle traffic"; 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 *... as well as the long periods of control in an attempt to control the number of cars on the roads with about 100 cars in an area which is not a major road for the area.* [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *... the current hours of operation of all the roads with parking outside the hour of control, but there is no way to find out what is within Zone T except to go to the council's website* further adding *... the likely result of them having more hours than their hours of their alternatives, and experience possible, will improve.* [4(b) Page 63].

The Parking Consultation booklet states *... the current hours of operation of all the roads with parking outside the hour of control, but there is no way to find out what is within Zone T except to go to the council's website* [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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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.

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,

Name:

Signature:



06/08/2020

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.

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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.

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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

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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:

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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,

[REDACTED]

[REDACTED]

NAME
ADDRESS

DATE: 06.08.20

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.**

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1. Council Parking Policy
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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.
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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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Yours sincerely,

Name:

[REDACTED]

Signature:

[REDACTED]

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

From: [REDACTED]
Date: Fri, 7 Aug 2020 at 09:33
Subject: TT1426 Objection to the proposed changes to parking in Zone T
To: maric.gallagher@hackney.gov.uk <maric.gallagher@hackney.gov.uk>, streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

Fri, Aug 7 at 9:15 AM

[REDACTED]

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1. General objections

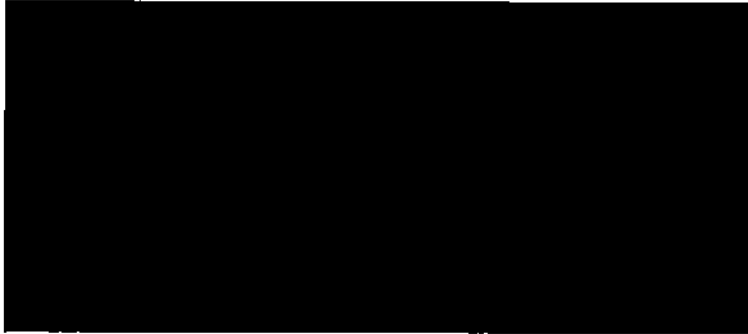
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- Drive up pollution in the zone. Many studies found that air pollution is linked to far higher Covid-19 death rates around the world (The Guardian) and even without covid-19, it is estimated that 9,400 deaths every year in London is due to air pollution (London.gov.uk);



London.gov.uk - Mayor of London, Sadiq Khan | London Assembly

Official website of the Mayor of London, Sadiq Khan, and the London Assembly. www.london.gov.uk



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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.

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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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:

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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]

ADDRESS: [REDACTED]

DATE: 4/8/25

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, *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:

- 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.

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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]

6.08.2020

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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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.
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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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.

Yours sincerely,

Name: 

Signature: 



06/08/2020

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

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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.

This is on top of a period of non administration of parking restrictions over lockdown which has not been refunded.

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,

[REDACTED]

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Thu, 6 Aug 2020 at 13:52

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 <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley <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 <cazenove.residents@gmail.com>

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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.
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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- 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 *“Providing a new mix of uses in more sustainable forms of transport, by 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 decision maker 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 *“... to increase the proportion of road-side parking spaces and to make them more, and easier, to use”*; 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 *“... will increase parking stress at certain times of the day, which would have a negative impact on the local environment, safety and health of those who use the roads”*. [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges *“... that the impact of a shorter control period, disrupted parking, reduced the hours of control, increased parking stress and increased the number of cars in the Zone T, to park, pass, to bus stops”* further adding *“This is likely to result in an increase in the number of cars in the zone, and a potential increase in traffic”*. [4(b) Page 63].

The Parking Consultation booklet states *“... that the impact of a shorter control period, disrupted parking, reduced the hours of control, increased parking stress and increased the number of cars in the Zone T, to park, pass, to bus stops”* [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

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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.

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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,



6 August 2020

For the attention of Streetscene Network Team, Hackney Council

TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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.**

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.
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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:

- 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;
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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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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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I hope that the council will keep the hours as they are currently (8:30am-6:30pm Monday-Saturday) as the parking zone is working very well.

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: Thu, 6 Aug 2020 at 14:19
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>, <maric.gallagher@hackney.gov.uk>

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;

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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.

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[REDACTED]
[REDACTED]

6 August 2020

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NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 7.8.2020

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;
- 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?

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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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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
Attachments: Long Objection Letter.pdf

From: [REDACTED]
Date: Thu, 6 Aug 2020 at 17:07
Subject: Fwd: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: <streetworks@hackney.gov.uk>

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 6 August 2020 at 5:06:11 pm BST
To: diane.abbott.office@parliament.uk, mayor@hackney.gov.uk,
kevin.keady@hackney.gov.uk, sam.pallis@hackney.gov.uk,
caroline.woodley@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: Fwd: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

[REDACTED]

6th
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 john.burke@hackney.gov.uk
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Reducing the hours for parking restrictions will therefore:

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6th 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
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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:

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,



To: **Streetscene Networks Team,**
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk
cazenove.residents@gmail.com

Name: [REDACTED]
Address: [REDACTED]
Date: 06/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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 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 are feeling economic hardship more than ever.

1. 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. Before the CPZ it was very difficult to move down the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.
- Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

Reducing the hours for parking restrictions would therefore:

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

2. Objections to the original consultation process

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.

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,

Signature: [REDACTED]

To: **Kevin Keady**
Head of Service-Public Realm

Address: [REDACTED]

Date: 07/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Mr Keady,

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.

I supported the implementation of the current CPZ hours because the quality of life for residents in Windus Road was significantly affected by the previous parking chaos! The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

1. 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. Before the CPZ it was very difficult to move around the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are largely residential and have a very high population of young children.
- Reducing the hours will encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. The COVID-19 pandemic has shown the significant impact of air pollution on people's health and associated risk levels.

Additionally reducing the hours for parking restrictions would therefore increase the:

- number of vehicle journeys made from outside the zone
- pollution in the zone affecting children attending school in the area
- risks for children and families walking in the area,
- congestion in these residential streets resulting in difficulties for school buses and emergency response vehicles navigating these narrow roads
- incidence of parking on double yellow lines / passing bays, reducing accessibility for emergency response vehicles, bin lorries and school buses.

2. Objections to the original consultation process

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.

3. Objections to charging proposals

These proposals prioritise the parking needs of non-residents over residents, as they would allow free parking across the zone for most of the week. The proposed reduction from 60 hours to 10 hours per week has not 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 are feeling economic hardship more than ever.

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

I look forward to hearing from you.

Yours sincerely,

[REDACTED]

Subject: FW: CPZ Zone T: objection to proposed changes

From: [REDACTED]
Date: Sat, 8 Aug 2020 at 17:24
Subject: Re: CPZ Zone T: objection to proposed changes
To: <streetworks@hackney.gov.uk>
Cc: <cazenove.residents@gmail.com>, <consultparking@hackney.gov.uk>

Apologies for my address omitted - 65 Northwold Road, N16 7DS

On 8 Aug 2020, at 17:23 [REDACTED]

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

CC: 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;
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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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I look forward to hearing from you.

Yours sincerely

A large black rectangular redaction box covering the signature and name of the sender.

Subject:

FW: TT1426

From: [REDACTED]

Date: Thu, 6 Aug 2020 at 20:53

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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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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- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

2. Objections to the original consultation process

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

Get Outlook for iOS

NAME: [REDACTED]
ADDRESS: [REDACTED]
Email: [REDACTED]
DATE: 6/8/20

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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I look forward to hearing from you.

Yours sincerely

Name 

Signature: Online 6/8/20

Subject: FW: Changes to parking restrictions

From: [REDACTED]
Date: Thu, 6 Aug 2020 at 21:36
Subject: Changes to parking restrictions
To: Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk> [REDACTED]
[REDACTED]

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 2,400 deaths every year in London is due to air pollution (London.gov.uk); London has illegal levels of pollution that are known to cause sickness and premature death.

There is also evidence that obesity and lack of exercise, are huge contributory factors to CV2 death rates. This is not a time to abandon policies encouraging people to walk short journeys rather than drive! Why undermine all Labours stated policies, when comprising to accommodate the needs of all the community, by suspending restrictions from noon Friday until Monday 8.30am would address everyone's needs, for family and friends to visit at weekends?

The councils proposed reduction of restrictions will

- 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-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

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: T zone parking

From: [REDACTED] m>
Date: Thu, 6 Aug 2020 at 16:51
Subject: T zone parking
To: <Streetworks@hackney.gov.uk>

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

Streetworks@hackney.gov.uk
cazenove.residents@gmail.com

Name: [REDACTED]
Address: [REDACTED]
Date: 06/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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 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 are feeling economic hardship more than ever.

1. 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. Before the CPZ it was very difficult to move down the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.
- Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

Reducing the hours for parking restrictions would therefore:

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

2. Objections to the original consultation process

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.

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

I look forward to hearing from you.

Yours sincerely,


Signature: To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

Streetworks@hackney.gov.uk

cazenove.residents@gmail.com

Name

Address

Date

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Yours sincerely,



Sent from my iPhone

Subject: FW: TT1426Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Thu, 6 Aug 2020 at 15:44
Subject: TT1426Objection to the proposed changes for parking in Zone T
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

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

CC: The Rt. Hon. Diane Abbott, Philip Gilroy, Kevin Keady, Sam Pellis, 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 promise the parking needs of non-residents over residents, allowing us they would free parking across the zone for most of the week.

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Name:

Signature:

In the Subject line of your email please state:TT1426Objection to the proposed changes for parking in Zone T

Address the email to streetworks@hackney.gov.uk and copy all of the following:

kevin.keady@hackney.gov.uk	Head of Service - Public Realm	
diane.abbott.office@parliament.uk	Diann Abbott MP	
mayor@hackney.gov.uk	Philip Glanville, Mayor	
jon.burke@hackney.gov.uk	Councillor for Energy, waste, transport and public realm	
marie.gallagher@hackney.gov.uk	Sustainable Transport Planner	
	guy.nicholson@hackney.gov.uk	Councillor
	or for Planning, Culture and Inclusive Economy	
kevin.keady@hackney.gov.uk	Head of Service - Public Realm	
	caroline.selman@hackney.gov.uk	Councillor
	r 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 Residents Group	

Sent from [Outlook](#)

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 7.8.2020

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
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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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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]
Clapton, [REDACTED]

DATE: 7th 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
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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
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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;
- 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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Name:

Signature:

Subject:

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

From: [REDACTED]

Date: Fri, 7 Aug 2020 at 12:22

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

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>, <carolinec.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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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]

--
[REDACTED]
[REDACTED]
Email: [REDACTED]

LinkedIn: [REDACTED]

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 7/8/20

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
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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 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 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

~~Responses to the original consultation process were not fully considered and the original proposals were not fully explained to respondents.~~

2. It appears that many of the original responses were submitted by individuals who were not residents of the area. How did the Council ensure 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?

~~Meeting minutes from the original consultation process were not fully reviewed and the original proposals were not fully explained to respondents.~~

4. Meetings

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

Which Council decision is better? The current controlled hours apparently rests on "the need of the local community" however it appears that the Council decision to control the hours of all the bases on fairness, equity and 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: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 7 Aug 2020 at 14:50

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <cazenove.residents@gmail.com>, <aled.richards@hackney.gov.uk>,

<diane.abbott.office@parliament.uk>, <kevin.kcady@hackney.gov.uk>,

<anthony.mcmahon@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>

[REDACTED]
[REDACTED]
[REDACTED]

7th 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 due to:

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;
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- Drive up parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles.

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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Yours sincerely,



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

From: [REDACTED]
Date: Fri, 7 Aug 2020 at 15:55
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>, <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>

[REDACTED]
[REDACTED]
07/08/2020

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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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- 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.
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In addition:

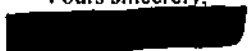
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1. Carry out an air quality analysis.

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 black rectangular redaction box covering the signature of the sender.

Signature:



7 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
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Aled Richards	Director of Public Realm	aled.richards@hackney.gov.uk
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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.** I would be very interested to know:

Why were people who are **not** listed on the Electoral Register allowed to vote in the consultation?

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:

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- 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.
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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 (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].

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 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

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 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?
- 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.

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?

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:

- 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,





6th 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);
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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.

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3. Objections to the original consultation process

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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.

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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,



Address: [REDACTED]

Date: 08/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Charlotte Connell and Kevin Keady

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.

I supported the implementation of the current CPZ hours because the quality of life for residents in Windus Road was significantly affected by the previous parking chaos! The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

1. 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. Before the CPZ it was very difficult to move around the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are largely residential and have a very high population of young children.
- Reducing the hours will encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. The COVID-19 pandemic has shown the significant impact of air pollution on people's health and associated risk levels.

Additionally reducing the hours for parking restrictions would therefore increase the:

- number of vehicle journeys made from outside the zone
- pollution in the zone affecting children attending school in the area
- risks for children and families walking in the area,
- congestion in these residential streets resulting in difficulties for school buses and emergency response vehicles navigating these narrow roads
- incidence of parking on double yellow lines / passing bays, reducing accessibility for emergency response vehicles, bin lorries and school buses.

2. Objections to charging proposals

These proposals prioritise the parking needs of non-residents over residents, as they would allow free parking across the zone for most of the week. The proposed reduction from 60 hours to 10 hours per week has not 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 are feeling economic hardship more than ever.

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,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

7th 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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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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I also object to the proposed changes for the reasons set out below.

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Reducing the hours for parking restrictions will therefore:

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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,



Subject: FW: TT1426Objection to the proposed changes for parking in Zone T

From: [REDACTED]
Date: Fri, 7 Aug 2020 at 17:55
Subject: TT1426Objection 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>, Office of Diane Abbott <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 (Cllr) <sam.pallis@hackney.gov.uk>, aled.richards@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 <cazenove.residents@gmail.com>

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 07/08/2020

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

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?
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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.

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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,

Name: [REDACTED]

Signature: [REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From [REDACTED]

Date: Fri, 7 Aug 2020 at 22:54

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: Diane Abbott <diane.abbott.office@parliament.uk>, Mayor <mayor@hackney.gov.uk>, Kevin Keady <kevin.keady@hackney.gov.uk>, Caroline Selman (Cllr) <caroline.selman@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, Caroline Woodley <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

From [REDACTED]

To:

Streetscene Networks Team,
1 Hillman Street
London E8 1DY

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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4. Meetings
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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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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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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 black rectangular redaction box covering the signature of the sender.

Subject:

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

From: [REDACTED]

Date: Sat, 8 Aug 2020 at 11:27

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>, "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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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
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3. Objections to the original consultation process

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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.

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I look forward to hearing from you.

Yours sincerely,







4th August 2020

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

CC:

The Rt. Hon. Diane Abbott- MP
Philip Glanville -Mayor of Hackney
Kevin Keady - Head of Parking
Services

diane.abbott.office@parliament.uk
mayor@hackney.gov.uk

Sam Pallis - Councillor
Anthony McMahon - Councillor
Caroline Woodley- Councillor
John Burke-Councillor
Marie Gallagher-Sustainable
Transport Planner
Guy Nicholson-Councillor
Caroline Selman- Councillor
Aled Richards - Director of
Public Realm
Cazenove Residents

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jon.burke@hackney.gov.uk

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guy.nicholson@hackney.gov.uk
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aled.richards@hackney.gov.uk
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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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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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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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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].

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.

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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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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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A 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, 8 Aug 2020 at 11:02
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>

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[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

8th 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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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: CPZ – Zone T Statutory Consultation

From: [REDACTED]
Date: Sat, 8 Aug 2020 at 13:22
Subject: Re: CPZ – Zone T Statutory Consultation
To: <Streetworks@hackney.gov.uk>

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

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 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.

Please acknowledge receipt of this objection. I look forward to hearing from you.

Yours sincerely,



[REDACTED]

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

From: [REDACTED]
Date: Sat, 8 Aug 2020 at 13:33
Subject: TT1426 Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>
Cc: <kevin.keady@hackney.gov.uk>, <cazenove.residents@gmail.com>, <diane.abbott.office@parliament.uk>, <maric.gallagher@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <caroline.seiman@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <mayor@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 08/08/2020

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

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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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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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 black rectangular redaction box covering the signature of the sender.

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sat, 8 Aug 2020 at 15:00

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: 8th August 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:

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](https://www.london.gov.uk/press-releases/narrative/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:

- 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

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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?

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.

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I look forward to hearing from you.

Yours sincerely,





8th August 2020

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

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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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 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.
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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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- 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.

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.

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

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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.
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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,



CC: The Rt. Hon. Diane Abbott- MP
Philip Glanville -Mayor of Hackney
Kevin Keady - Head of Parking Services
Sam Pallis - Councillor
Anthony McMahon - Councillor
Caroline Woodley- Councillor
John Burke-Councillor
Marie Gallagher-Sustainable Transport Planner
Guy Nicholson-Councillor
Caroline Selman- Councillor
Aled Richards - Director of Public Realm
Cazenove Residents

Subject: FW: TT1426

From: [REDACTED]
Date: Sat, 8 Aug 2020 at 17:42
Subject: TT1426
To: <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);
- 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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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.

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I look forward to hearing from you.

Yours sincerely,

[Redacted signature]

Sent from my iPhone

Subject:

FW: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sun, 9 Aug 2020 at 09:01

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]

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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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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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[REDACTED]

Subject:

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

From: [REDACTED]

Date: Sun, 9 Aug 2020 at 09:04

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: 09/08/2020

To: Streetscene Networks Team,

1 Hillman Street

London E8 1DY

RE: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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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.

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 Redfern 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:

[REDACTED]
[REDACTED]
9/8/2020

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:

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- 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.

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.

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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]

Signature:

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Sun, 9 Aug 2020 at 16:36

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Cc: aled.richards@hackney.gov.uk <aled.richards@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>, caroline.woodley@hackney.gov.uk <caroline.woodley@hackney.gov.uk>, anthony.mcmahon@hackney.gov.uk <anthony.mcmahon@hackney.gov.uk>, sam.pallis@hackney.gov.uk <sam.pallis@hackney.gov.uk>, kevin.keady@hackney.gov.uk <kevin.keady@hackney.gov.uk>, mayor@hackney.gov.uk <mayor@hackney.gov.uk>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>, Cazenove.residents@gmail.com <Cazenove.residents@gmail.com>

To: Streetscene Networks Team,

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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; cazenove.residents@gmail.com

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Yours sincerely,





Subject:

FW: TT1426

From: [REDACTED]

Date: Sun, 9 Aug 2020 at 16:39

Subject: TT1426

To: <Streetworks@hackney.gov.uk>

Cc: <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, Sam Pallis <sam.pallis@hackney.gov.uk>, Anthony McMahon <anthony.mcmahon@hackney.gov.uk>, Caroline Woodley (Cllr) <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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Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS. Lets keep hackney a great place to live.

From: [REDACTED]
Date: Sun, 9 Aug 2020 at 16:56
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS. Lets keep hackney a great place to live.
To: <Streetworks@hackney.gov.uk>
Cc: <aled.richards@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <mayor@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <Cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: [REDACTED]

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London E8 1DY

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Dear Streetscene Networks Team,

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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.

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 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,

Name:

Signature:

NAME:
ADDRESS:



DATE: 8 August 2020

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

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetworks 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

1. 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 exceedingly 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?

The proposed change from 60 to 10 hours of parking restrictions especially considering current COVID-19 restrictions where majority of residents are now working from home 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 most 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 CONTROLLED HOURS THAT RESPECT ALL RESIDENTS AND ADHERE TO HACKNEY COUNCIL'S STATED AIMS. THEREFORE, I PROPOSE THE FOLLOWING TIMES BE INTRODUCED:

MONDAY – FRIDAY 08.30AM-18.30PM

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]
ADDRESS: [REDACTED]

DATE: 8 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
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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 outright 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 cannot go ahead as proposed. You wouldn't make this change to the areas south of Church Street.

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 [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. The original consultation proposals split the vote as the options weren't very well spread out.

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: 

Subject:

FW: Zone T parking review proposal: objection

[REDACTED]

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
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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:

- 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 "to ensure that the borough is a sustainable borough, with a high quality of life, and that the Council's policies and actions are consistent with the Council's commitment to the environment." [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 "has to make the best decision to protect the parking needs of the borough." [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 ensure that the borough is a sustainable borough, with a high quality of life, and that the Council's policies and actions are consistent with the Council's commitment to the environment"; 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 "and to ensure that the borough is a sustainable borough, with a high quality of life, and that the Council's policies and actions are consistent with the Council's commitment to the environment." [3.28 page 7].

Summarising the likely result in reducing the hours, the report acknowledges "the Council's objectives are to ensure that the borough is a sustainable borough, with a high quality of life, and that the Council's policies and actions are consistent with the Council's commitment to the environment." further adding "the Council's policies and actions are consistent with the Council's commitment to the environment." [4(b) Page 63].

The Parking Consultation booklet states "The Council's policies and actions are consistent with the Council's commitment to the environment." [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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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.

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I look forward to hearing from you.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

Subject:

FW: Parking

From: [REDACTED]
Subject: Parking
Date: 6 August 2020 at 10:53:25 BST
To: diane.abbott.office@parliament.uk, mayor@hackney.gov.uk, Kevin Keady <kevin.keady@hackney.gov.uk>, sam.pallis@hackney.gov.uk, anthony.mcmahon@hackney.gov.uk, marie.gallagher@hackney.gov.uk, guy.nicholson@hackney.gov.uk, caroline.selman@hackney.gov.uk, aled.richards@hackney.gov.uk, caroline.woodley@hackney.gov.uk, jon.burke@hackney.gov.uk

NAME: [REDACTED]

DATE: 6.8.20.

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,

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

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.

3

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,

Name:

Signature:

Subject:

FW: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 10 Aug 2020 at 10:23

Subject: RE: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@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@hackney.gov.uk>, <maric.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <alcd.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 10/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

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Name: [REDACTED]

Signature: [REDACTED]

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Mon, 10 Aug 2020 at 10:37
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>
Cc: major.pipe@hackney.gov.uk <major.pipe@hackney.gov.uk>, kevin.keady@hackney.gov.uk <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@hackney.gov.uk <jon.burke@hackney.gov.uk>, marie.gallagher@hackney.gov.uk <marie.gallagher@hackney.gov.uk>, guy.nicolson@hackney.gov.uk <guy.nicolson@hackney.gov.uk>, caroline.zelman@hackney.gov.uk <caroline.zelman@hackney.gov.uk>, aled.richards@hackney.gov.uk <aled.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>, diane.abbott.office@parliament.uk <diane.abbott.office@parliament.uk>

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 8th 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@parliament.uk), [Philip Glanville](mailto:Philip.Glanville@parliament.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:John.Burke@hackney.gov.uk), [Marie Gallagher](mailto:Marie.Gallagher@hackney.gov.uk), [Guy Nicholson](mailto:Guy.Nicolson@hackney.gov.uk), [Caroline Selman](mailto:Caroline.Selman@hackney.gov.uk), [Aled Richards](mailto:Aled.Richards@hackney.gov.uk) and cazenove.residents@gmail.com

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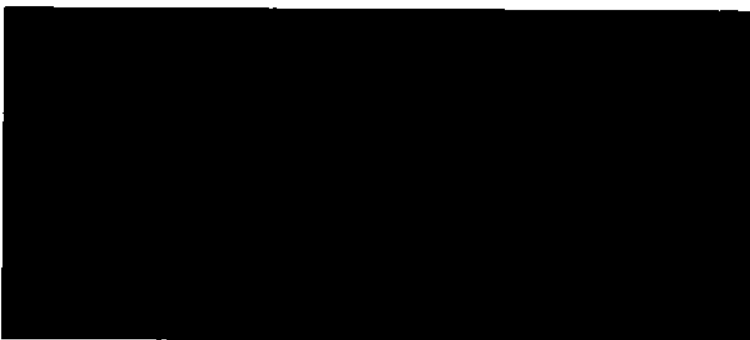
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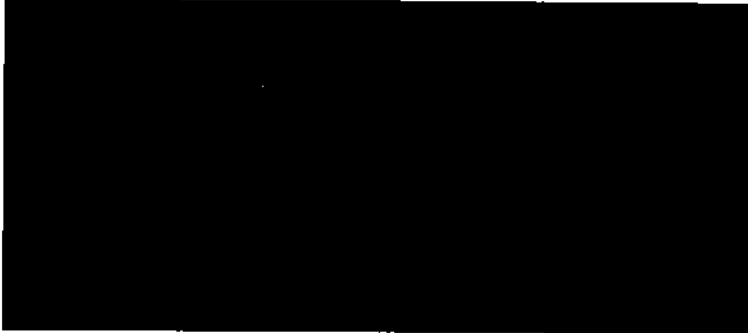
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Air pollution linked to far higher Covid-19 death rates, study finds

2. Health and exposure

Identify the health and exposure risks for children and families walking in the area.



Health and exposure to pollution

Are there any health and exposure risks for children and families walking in the area?

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I look forward to hearing from you.

Yours sincerely,

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Signature: [REDACTED]

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 8th 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,

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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.

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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 look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature [REDACTED]

Subject:

FW: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 10 Aug 2020 at 10:18

Subject: RE: TT1426 -OBJECTIONTO 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>

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DATE: 10/08/2020

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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;
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.
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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;
- 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.

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 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 Redoubt Road	Mon-Fri 7am-11am
Zone S Hackney North	Mon-Sat 8.30am-6.30pm
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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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Signature: [REDACTED]

Subject:

FW: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 10 Aug 2020 at 11:37

Subject: RE: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@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@hackney.gov.uk>, <marie.gallagher@hackney.gov.uk>, <guy.nicholson@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, Aled Richards <aled.richards@hackney.gov.uk>, <cazenove.residents@gmail.com>

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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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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.

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In addition:

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

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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]

Subject:

FW: TT1426 -OBJECTIONTO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 10 Aug 2020 at 10:20

Subject: RE: TT1426 -OBJECTIONTO 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: 10/08/2020

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.

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Name: [REDACTED]

Signature: [REDACTED]

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

From: [REDACTED]
Sent: 11 August 2020 01:55
To: Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk>
Cc: aled.richards@hackney.gov.uk; anthony.mcmahon@hackney.gov.uk; caroline.selman@hackney.gov.uk; caroline.woodley@hackney.gov.uk; cazenove.residents@gmail.com; diane.abbott.office@parliament.uk; guy.nicholson@hackney.gov.uk; jon.burke@hackney.gov.uk; kevin.keady@hackney.gov.uk; marie.gallagher@hackney.gov.uk; mayor@hackney.gov.uk; sam.pallis@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

NAME:

[REDACTED]

ADDRESS:

[REDACTED]
[REDACTED]
[REDACTED]

DATE:

11/08/2020

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 kevinkeady@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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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.

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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature [REDACTED]

From: [REDACTED]
Sent: 11 August 2020 01:49
To: Streetworks (Shared Mailbox)
Cc: aled.richards@hackney.gov.uk; anthony.mcmahon@hackney.gov.uk;
caroline.selman@hackney.gov.uk; caroline.woodley@hackney.gov.uk;
cazenove.residents@gmail.com; diane.abbott.office@parliament.uk;
guy.nicholson@hackney.gov.uk; jon.burke@hackney.gov.uk;
kevin.keady@hackney.gov.uk; marie.gallagher@hackney.gov.uk;
mayor@hackney.gov.uk; sam.pallis@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

NAME:

[REDACTED]

ADDRESS:

[REDACTED]
[REDACTED]
[REDACTED]

DATE:

11/08/2020

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

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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.

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);

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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.

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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Name: [REDACTED]

Signature: [REDACTED]

From: [REDACTED]
Sent: 11 August 2020 01:41
To: Streetworks
Cc: aled.richards@hackney.gov.uk; anthony.mcmahon@hackney.gov.uk;
caroline.selman@hackney.gov.uk; caroline.woodley@hackney.gov.uk;
cazenove.residents@gmail.com; diane.abbott.office@parliament.uk;
guy.nicholson@hackney.gov.uk; jon.burke@hackney.gov.uk;
kevin.keady@hackney.gov.uk; marie.gallagher@hackney.gov.uk;
mayor@hackney.gov.uk; sam.pallis@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

NAME:

[REDACTED]

ADDRESS:

[REDACTED]
[REDACTED]
[REDACTED]

DATE:

11/08/2020

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

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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,

Name: [REDACTED]

Signature [REDACTED]

From: [REDACTED]
Sent: 11 August 2020 01:32
To: Streetworks (Shared Mailbox)
Cc: aled.richards@hackney.gov.uk; anthony.mcmahon@hackney.gov.uk;
caroline.selman@hackney.gov.uk; caroline.woodley@hackney.gov.uk;
cazenove.residents@gmail.com; diane.abbott.office@parliament.uk;
guy.nicholson@hackney.gov.uk; jon.burke@hackney.gov.uk;
kevin.keady@hackney.gov.uk; marie.gallagher@hackney.gov.uk;
mayor@hackney.gov.uk; sam.pallis@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

NAME:

[REDACTED]

ADDRESS:

[REDACTED]

DATE:
11/08/2020

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
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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 on these streets would have a direct impact on all nearby roads with shorter hours as motorists would park on 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 are currently in use 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.

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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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I look forward to hearing from you.

Yours sincerely,

Name: [REDACTED]

Signature: [REDACTED]



10th 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

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A solid black rectangular redaction box covering the signature area.

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Tue, 11 Aug 2020 at 11:10
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

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Name:

[REDACTED]

Signature:

[REDACTED]

My address is:

[REDACTED]

From: [REDACTED]
Sent: 10 August 2020 20:18
To: streetworks@hackney.gov.uk
Subject: TT 1426-OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Begin forwarded message:

From: [REDACTED]
Subject: CPZ hours
Date: 10 August 2020 at 13:46:51 BST
To: streetworks@hackney.gov.uk

Dear Streetscene Networks Team,

As a mother and grandmother to the family at 24 Kyverdale Road, 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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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 large black rectangular redaction box covering the signature area.

From: [REDACTED]
Sent: 10 August 2020 18:38
To: streetworks@hackney.gov.uk
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. 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:

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:

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.

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Please acknowledge receipt of this objection. I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

From: [REDACTED]
Sent: 10 August 2020 18:47
To: Streetworks@hackney.gov.uk
Cc: kevin.keady@hackney.gov.uk; diane.abbott.office@parliament.uk;
mayor@hackney.gov.uk; sam.pallis@hackney.gov.uk;
anthony.mcmahon@hackney.gov.uk; caroline.selman@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; caroline.woodley@hackney.gov.uk
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. 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.

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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

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..

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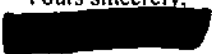
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1. Carry out an air quality analysis.
2. Undertake a full analysis to determine the parking stress in the area as it is currently and how the situation develops if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,



From: [REDACTED]
Sent: 10 August 2020 14:54
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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 10.08.20

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

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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);

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

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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?

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.

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[Redacted signature]



Virus-free. www.avg.com

From: [REDACTED]
Sent: 10 August 2020 14:44
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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 10.08.20

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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:

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I look forward to hearing from you.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED]
Sent: 10 August 2020 14:35
To: Streetworks (Shared Mailbox)
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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 10.08.20

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]

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Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From:

Date: Tue, 11 Aug 2020 at 08:25

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

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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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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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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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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].

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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.

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,



Sent from Yahoo Mail on Android

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Tue, 11 Aug 2020 at 14:16
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: <Streetworks@hackney.gov.uk>

[REDACTED]
[REDACTED]
11 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;
- 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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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.

Yours sincerely,

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

Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]
Date: Tue, 11 Aug 2020 at 11:31
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS
To: Streetworks@hackney.gov.uk <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
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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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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:

- Increase the number of vehicle journeys made from outside the zone;
- Increase pollution in the zone;
- Increase safety risks for children and families walking in the area;
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A large black rectangular redaction box covering the signature area.

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 11.08.20

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 Palfis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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Yours sincerely,

Name:

[REDACTED]

Signature:

[REDACTED]

NAME: [REDACTED]
ADDRESS: [REDACTED]

DATE: 11.08.2020

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

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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:

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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.

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I look forward to hearing from you.

Yours sincerely,

Name:

Signature:

NAME: [REDACTED]

ADDRESS:
[REDACTED]

DATE: 11.08.2020

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

CC: The Rt. Hon. Diane Abbott- MP diane.abbott.officer@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].

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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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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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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.

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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Signature: 

NAME [REDACTED]

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John Burke-Councillor jon.burke@hackney.gov.uk
Marie Gallagher-Sustainable Transport Planner marie.gallagher@hackney.gov.uk
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I look forward to hearing from you.

Yours sincerely,

Name: 

Signature: 

Subject: FW: Objection to Zone T parking consultation proposals

From: [REDACTED]<[REDACTED]>
Date: Wed, 12 Aug 2020 at 07:36
Subject: Objection to Zone T parking consultation proposals
To: <streetworks@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 11/8/20

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,

As I do not own a car, and was preoccupied with caring responsibilities at the time, I did not respond to the original consultation about the proposed changes, and have to admit I was not fully aware of the implications. However, having read the Outcome report, I am dismayed 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 residents 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. But I realize this change will have a huge detrimental impact on all in the area, not just those with parking permits.

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:

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

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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: 
due to being sent by email

Signature: Unsigned

Subject:

FW: PARKING ZONE T STAGE 4 REVIEW CONSULTATION, March 2020

From: [REDACTED]

Date: Sun, 31 May 2020 at 11:55

Subject: PARKING ZONE T STAGE 4 REVIEW CONSULTATION, March 2020

To: <philip.glanville@hackney.gov.uk>, <jon.burke@hackney.gov.uk>, <marie.galagher@hackney.gov.uk>, <guy.nicolson@hackney.gov.uk>, <kevin.keady@hackney.gov.uk>, <caloline.zelman@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <alcd.richards@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>

Cc: [REDACTED]

Dear all,

RE: PARKING ZONE T STAGE 4 REVIEW CONSULTATION, March 2020

We have recently moved on Alkham road at the end of last year and would like to oppose the suggested reduction of the CPZ times in Zone T (as extended) from the current 8.30am - 6.30 pm, to 10am -12pm, on the following grounds.

- 1. We have moved on this street because it is quiet with limited traffic** - living on a quiet street was an important point for us when we picked the area to find our new house. There are only few cars and trucks driving around and local residents can park near to their home. Our neighbours told us that the reduction in traffic and parked cars makes it easier for the bin lorries to do their work without staff getting yelled at and abused and easier for Jewish school buses to pick up and drop off young toddlers and children from the pavement without risking their lives. There is less double parking, improved access for emergency vehicles and improved road safety. All these accord with the priorities you set out in your review report under para 3.2. Why do you want to reverse that?
- 2. Environmental.** As well as the reduction in stress and road rage, the current CPZ helps reduce the air pollution from exhaust fumes and the sound pollution. Another important reason why we moved in the area. Para 3.2 of your review report lists reducing car emissions and air pollution and improving the local environment as the council's 'key objectives'. Introducing a 2- hour parking limit will undermine these. Air and sound pollution will be increased by more vehicle emissions, not only from vehicles driving around in circles again for ages, but, in addition, you would perversely encourage people to use their cars more, e.g. to drive children to school, and to attend synagogues, mosques and other places of worship. All of these are within walking distance for local people. We understood that discouraging car driving on the school run is a hackney objective. The current Covid-19 crisis is pushing local government to re-think massively transportation in cities, encouraging walking and cycling. Encouraging traffic and car transportation seem to go against the trends and what the majority of the population is looking for.
- 3. Health and health inequality.** If Hackney encourage driving you will be directly undermining the health of children and adults in the area. A decision like this would directly injure the health of those who have pre-existing illnesses, such as asthmatic, cardio-vascular and auto-immune conditions. It is also known that air pollution can help trigger these conditions on the first place. So, whilst religious observance may have been one equality consideration in relation to CPZ hours, other issues including health, disability, poverty and the likelihood of contributing to or aggravating health conditions and disabilities and for some of the most disadvantaged people in the UK, are also equality considerations which need to be taken into account.
- 4. Even on the grounds of religious equality, the proposal to change the CPZ hours is disproportionate.** We were told by local people that most of the men attending the synagogues and Mosque live locally. In

other words, most are within walking distance. Even if that were not the case, the proposed changes are disproportionate to address complaints on scope to drive and park: it would surely be possible to propose some minor amendments of the current CPZ hours, so that people can drive and park at religious institutions to some extent e.g. because of restricted mobility. Dramatically reducing the CPZ hours, from 60 a week to ten, is extreme.

5. **The latest consultation exercise was severely flawed making the results highly questionable. It should be declared null and void.** Your report states that consultations normally get a 5-7% response rate. Surely the high number of responses to the last consultation raised your suspicions as to their authenticity, not least when many streets gave returns in excess of 100%? Local people are saying that they know first-hand of mass encouragement / pressure to complete forms a certain way and mass form completion in places of worship, including by people who do not live in the area. It is striking that to apply for a parking permit or voucher, local residents have to send LBH proof of residency and ID, including Council Tax Bills and other identification. In contrast, no checks were required when completing the consultation returns. Nor did you limit how many responses you received from any one computer, let alone each household! In other words, local residents are saying that they have absolutely no faith in your consultation. We suggest this means it is null and void, if you don't think it is robust enough, e.g. to stand up to contest in a court action. If you decide to conduct another consultation, you need to protect against fraud and people being pressured to respond in a certain way and also ensure that only local residents respond. Alternatively, it might be better all around, including for community cohesion, to think of a different method to arrive at a system which work relatively well for all sections of the local population, e.g. negotiation and mediation, rather than alienation large groups of people at a time.

Please let us know your thoughts.

Best wishes

A large black rectangular redaction box covering the signature area.

Hackney Parking & Market Service
Received

NAME
ADDRESS

13 AUG 2020

DATE: 6/8/2020

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:

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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 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;
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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.

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.

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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:

Signature:

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ADDRESS:

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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
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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
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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:

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: Tue, 18 Aug 2020 at 09:06

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>

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](https://www.london.gov.uk/press-releases/narrative/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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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:

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 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?

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.

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?

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,

[REDACTED]

Subject:

FW: OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Mon, 17 Aug 2020 at 20:25

Subject: 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>, 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>, jon.burke@hackney.gov.uk <jon.burke@hackney.gov.uk>

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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:

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- Objections to the original consultation process
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- **Council's Parking Policy**

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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.

- **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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Reducing the hours for parking restrictions will therefore:

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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,



Subject:

FW: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Thu, 13 Aug 2020 at 12:23

Subject: RE: TT1426 -OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: 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>, alcd.richards@hackney.gov.uk <alcd.richards@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>, Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk>

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 13/08/2020

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.

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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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3. To uphold road safety;
4. To reduce carbon dioxide emissions from motor vehicles to help fight climate change; and
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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.
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 in 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
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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
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Zone K Hackney Wick	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
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 Red Lion 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]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 11:17

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <cazenove.residents@gmail.com>

Dear Streetscene Networks Team,

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 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 are feeling economic hardship more than ever.

1. 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. Before the CPZ it was very difficult to move down the congested roads in the area, particularly for emergency vehicles.

Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.

Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

Reducing the hours for parking restrictions would therefore:

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

- Drive up pollution in the zone
- Increase the risks for children and families walking in the area
- Increase congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads and
- Increase the incidence of parking on double yellow lines / passing bays, reducing accessibility for emergency response vehicles, bin lorries and school buses.

2. Objections to the original consultation process

I am also very concerned about irregularities in the consultation process conducted earlier this year and I do not think the process was properly explained to everybody.

I prefer to keep the current parking hours of Monday to Saturday 8.30am - 6.30pm; however, I would support the compromise proposition of Monday-Thursday 8.30-6.30 and Friday 8.30-12.00.

I look forward to hearing from you.

Kind regards,

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



13 August, 2020


By Email

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

cc: 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,  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 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 its 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.

My absolute preference is for the current CPZ hours to remain in place but in an attempt to reach broad agreement I am prepared to accept the compromise proposal that the CPZ hours be adjusted to the following:

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

I believe this more than deals with any issues which Faith groups may have and goes some way towards adhering to Hackney Council's stated aims.

In addition, I urge the Council to 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 to ascertain how the situation would be affected if these changes are indeed ratified.

I look forward to hearing from you.

Yours sincerely,

Signature:

A large black rectangular redaction box covering the signature area.

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 14:07

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <streetworks@hackney.gov.uk>

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

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?
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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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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
Attachments: Signature.jpg

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 12:57

Subject: Fwd: 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

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NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 14/08/2020

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

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 O [b] 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: [REDACTED]

Signature:

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 12:48

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>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.selman@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>, <caroline.woodley@hackney.gov.uk>

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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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Subject: FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 12:40

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetscene@hackney.gov.uk>

Cc: <kevin.keady@hackney.gov.uk>, <diane.abbott.office@parliament.uk>, <mayor@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <anthony.mcmahon@hackney.gov.uk>, <caroline.selman@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>, <caroline.woodley@hackney.gov.uk>

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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:

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 large black rectangular redaction box covering the signature and name of the sender.

Subject: FW: Objection to zone T parking chnges

From: [REDACTED]
Date: Thu, 13 Aug 2020 at 17:29
Subject: Objection to zone T parking chnges
To: <Streetworks@hackney.gov.uk>

[REDACTED]
13th July 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;
- 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.

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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: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 14:50

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <cazenove.residents@gmail.com>

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

[REDACTED]
14/08/2020

Dear Streetscene Networks Team,

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 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 are feeling economic hardship more than ever.

1. 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. Before the CPZ it was very difficult to move down the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.
- Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

Reducing the hours for parking restrictions would therefore:

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

2. Objections to the original consultation process

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.

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

I look forward to hearing from you.

Yours sincerely,



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 15:07

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

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
- 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.

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I look forward to hearing from you.

Yours sincerely,

[REDACTED]

[REDACTED]

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

From: [REDACTED]
Sent: 16 August 2020 15:38
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com; anthony.mcmahon@hackney.gov.uk; caroline.woodley@hackney.gov.uk; sam.pallis@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

NAME: [REDACTED]
ADDRESS: [REDACTED]
DATE: 16/08/2020

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 Burge, Marie Gallagher, Gilly Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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The current proposal 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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Yours sincerely,

Name:

[REDACTED]

Signature

Address the email to and copy all of the following:

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

kevin.keady@hackney.gov.uk

caroline.selman@hackney.gov.uk

Cazenove Ward Councillor

aled.richards@hackney.gov.uk

Cazenove Ward Councillor

Cazenove Ward Councillor

Cazenove Residents Group

Head of Service - Public Realm

Dianna Abbott MP

Philip Glanville, Mayor

Councillor for Energy, waste, transport

and public realm

Sustainable Transport Planner

Councillor for Planning, Culture and Inclusive Economy

Head of Service - Public Realm

Councillor for Community safety, policy, and the voluntary sector

Director of Public Realm

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From:

Sent: 16 August 2020 08:38

To: Streetworks@hackney.gov.uk

Cc: Streetworks@hackney.gov.uk

Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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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3. Objections to the original consultation process
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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.
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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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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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In addition:

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.



15/08/2020

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
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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?
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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.

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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, 

Signature: 

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Sent: 15 August 2020 13:40

To: Streetworks@hackney.gov.uk <Streetworks@hackney.gov.uk> <Streetworks@hackney.gov.uk>;
cazenove.residents@gmail.com <cazenove.residents@gmail.com> <cazenove.residents@gmail.com>

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

[REDACTED]

15/08/20

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- Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.
- Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

Reducing the hours for parking restrictions would therefore:

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2. Objections to the original consultation process

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.

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

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Yours sincerely,



Sent from [Mail](#) for Windows 10

Subject: FW: Objection to zone T parking changes

From: [REDACTED]
Sent: 20 August 2020 19:25
To: Keith Connett <keith.connett@hackney.gov.uk>
Subject: Re: Objection to zone T parking changes

[REDACTED]
10 August 2020

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

CC: The Rt. Hon. Diane Abbott, Philip Gianville, Kevin Keedy, 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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To: **Streetscene Networks Team,**
1 Hillman Street
London E8 1DY

Name: [REDACTED]

Address [REDACTED]

Date 11 / 08 / 2020

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Signature: [REDACTED]

To: **Streetscene Networks Team,**
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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 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 are feeling economic hardship more than ever.

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

I look forward to hearing from you.

Yours sincerely,

Signature: [REDACTED]

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

Name: [REDACTED]

Address: [REDACTED]

Date 11.08.20

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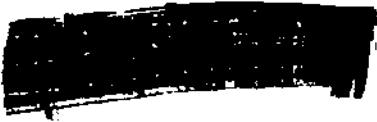
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Yours sincerely,

Name:

[Redacted Name]

Signature:

[Redacted Signature]

NAME:

ADDRESS:

DATE: 08 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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NAME

ADDRESS:

DATE:

07/08/2010

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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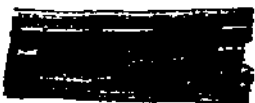
In addition:

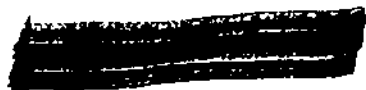
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NAME: [REDACTED]

ADDRESS: [REDACTED]

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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.

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2. General objections
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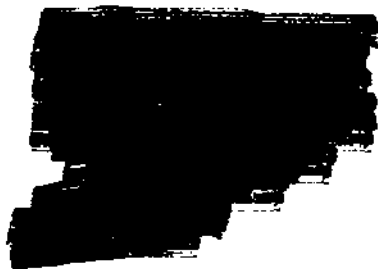
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I look forward to hearing from you.

Yours sincerely

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

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

Name

Address

Date 19/08/20

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- Traffic flow will be impaired due to an increase in traffic in the area. Before the CPZ it was very difficult to move down the congested roads in the area, particularly for emergency vehicles.
- Increased car use necessarily decreases road safety. Our roads are mostly residential and have a very high population of young children.
- Reducing the hours would encourage car use and does not support the Council's stated aim of reducing carbon dioxide emissions and improving the local environment. At present the COVID-19 pandemic has shown the dreadful impact of air pollution on people's health and risk levels.

The proposed reduction in hours would return us to the mayhem that used to exist in this zone (the reason the parking controls were introduced in the first instance).

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

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2. Objections to the original consultation process

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.

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

I look forward to hearing from you.

Yours sincerely,

Signature:

To: Streetscene Networks Team,
1 Hillman Street
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Streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com

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2ND AUG 2020

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Signature:



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ADDRESS: [REDACTED]

DATE: 4-8-2020

To: Streetscene Networks Team,
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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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DATE: 02-07-20

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3/8/20

To: Streetscene Networks Team,
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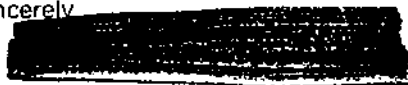
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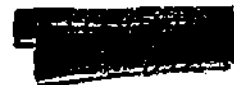
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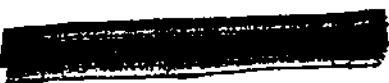
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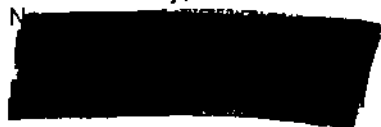
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ADDRESS: [REDACTED]

DATE: 3-28-20

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3rd AUG. 2020

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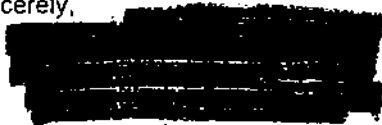
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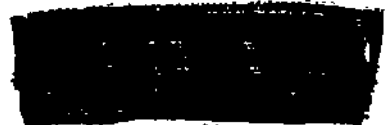
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Signature: 

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ADDRESS: [REDACTED]

DATE: 04/08/22

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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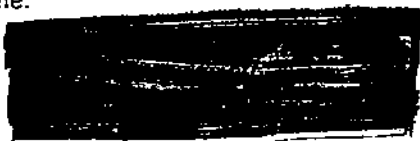
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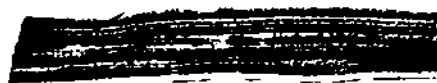
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DATE: 10/8/2020

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ADDRESS: [REDACTED]

DATE: 4-28-20

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

CC: The Rt. Hon. Drane Abbot, Philip Glanville, Kevin Keady, Sam Palls, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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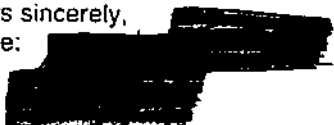
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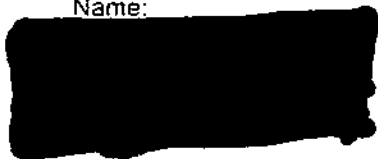
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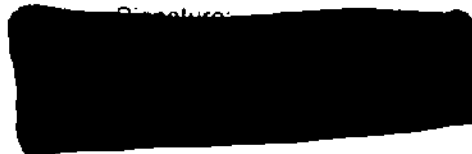
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NAME: [REDACTED]

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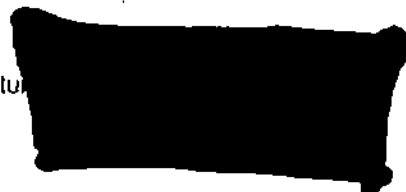
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Yours sincerely,

Name:

Signature:

NAME

ADDRESS

DATE: 18/8/20

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

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05/08/2020

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CC: The Rt. Hon. Diane Abbot, 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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3.8.2020

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1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

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Name



NAME

ADDRESS

DATE:

5/8/20

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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10.08.2020

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11 August 2020

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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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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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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?

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,

Name



Signature



NAME:

ADDRESS:

DATE:

16.8.20

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:

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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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,
Name:

[Redacted Name]

Signature

[Redacted Signature]

NA

AD

DATE: 14-8-2020

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,

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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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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.

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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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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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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:



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](#),
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RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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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.

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:

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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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Conclusion

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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 large black rectangular redaction box covers the signature area of the letter.

Subject: FW: Objection to Zone T parking consultation proposals

From: [REDACTED]
Date: Tue, 18 Aug 2020 at 15:23
Subject: 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>, 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>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

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

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team

I am writing to express my objection to the proposal to reduce the CPZ hours in Zone T.

After reading the recommendation from the recent Zone T review Consultation Outcome report, I am concerned about the suggested reduction of Zone T CPZ operation hours from Monday to Saturday 8.30am to 6.30pm to the proposed hours of Monday to Friday 10am to 12 noon.

You did a good thing for residents in introducing these parking restrictions and now you're undoing them.

The current proposed reduction from 60 hours to 10 hours per week, has not been accompanied by an equivalent reduction in the resident parking fee. Residents are therefore being asked to pay more for less. And to also pay for all the changes in signage associated with this proposed change.

My objections to the original consultation and the proposed changes are on the grounds of:

1. Council parking policy
2. General objections
3. Parking fees

1. Council's parking policy

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

- 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
- To improve the local environment

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

The parking restrictions made a huge difference to the quality of living in Zone T with less traffic, less congestion, less noise and an increase in safety.

The new proposal is directly contradictory to these aims in that a 2-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 these reasons:

- 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 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 the reduction in hours is that the **return of 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:

- Increase the number of vehicle journeys made from outside the zone
- Increase pollution in the zone
- Increase safety risks for pedestrians in the area
- Increase congestion from buses and emergency vehicles navigating these narrow roads
- Worsen the current parking on double yellow lines / passing bays reducing accessibility for emergency response vehicles

3. Parking Fees

The current proposed reduction, from 60 hours to 10 hours a 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.

Conclusion

You did a good thing in introducing these parking restrictions and now you're undoing them.

I very much hope that with pragmatism and goodwill a solution acceptable to the majority of Zone T residents can be found.

To this end I propose the following times for permit parking in Zone T:

- **Monday to Friday 8.30am to 5.30pm**

I ask that the Council undertake a full analysis to determine the parking stress in the area as it is currently and how the situation will change if these changes are implemented.

I look forward to hearing from you.

Yours sincerely

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

18 August 2020



18 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk
Sent by e-mail due to the limited response time for reactions to be received by 20 August

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,

I am a regular visitor to my family who live in Zone T with our grandchildren. Consequently, having appropriate access to and use of their parked vehicle, for which they pay Hackney a not inconsiderable sum for parking, is an essential element of our stay. In addition it is also relevant that my daughter, her husband and their family continue to enjoy the mobility facilities that they pay the Council for. Given the irregularities as set out in 2 below, I believe I have an equal right to respond.

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.

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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

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. With a growing young family this issue is a critical one to which no apparent consideration has been given by the Council.
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. I have frequently witnessed the serious traffic flow issues in and around Oldhill Street, the effects of the indiscriminate use of 'rat runs' by out of area vehicles

3. Increased car use necessarily decreases road safety in roads that are predominantly residential. This is of fundamental concern given the witnessed high speed of vehicles already using the surround road network and has not been properly considered in the unrealistic Council proposals.
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. This surely must be of concern to the Council, particularly due to the proven effects on the Zone's children (see below) – or is it simply the case that the Council is willingly promoting the known causes of ill-health on the basis that the additional created burden by its actions will readily be passed to and absorbed by an already overstretched NHS.

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.

How such proposals can be put forward by a supposedly caring Hackney Council, without serious underlying and comprehensively researched backup support information and proven data, is verging on the unbelievable. Likewise, it is as equally unbelievable that each and every individually elected Councillors could even think about allow such ill thought through set of proposals to be even officially considered, let alone be launched, for a supposed effective consultation. Should the ill-considered proposals progress, it is an earnest hope that such Councillors are fully reminded of their civic duties at the next Council elections, with appropriate results being delivered by the electorate.

In summary therefore, and underpinning this objection, reducing the hours for parking restrictions will:

- 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.

As a result, the proposals should be abandoned now.

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.

I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

18 August 2020

To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk
Sent by e-mail due to the limited response time for reactions to be received by 20 August

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,

I am a regular visitor to my family who live in Zone T with our grandchildren. Consequently, having appropriate access to and use of their parked vehicle, for which they pay Hackney a not inconsiderable sum for parking, is an essential element of our stay. In addition it is also relevant that my daughter, her husband and their family continue to enjoy the mobility facilities that they pay the Council for. Given the irregularities as set out in 2 below, I believe I have an equal right to respond.

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. With a growing young family this issue is a critical one to which no apparent consideration has been given by the Council.
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. I have frequently witnessed the serious traffic flow issues in and around Oldhill Street, the effects of the indiscriminate use of 'rat runs' by out of area vehicles

3. Increased car use necessarily decreases road safety in roads that are predominantly residential. This is of fundamental concern given the witnessed high speed of vehicles already using the surround road network and has not been properly considered in the unrealistic Council proposals.
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. This surely must be of concern to the Council, particularly due to the proven effects on the Zones children (see below) – or is it simply the case that the Council is willingly promoting the known causes of ill-health on the basis that the additional created burden by its actions will readily be passed to and absorbed by an already overstretched NHS.

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..

How such proposals can be put forward by a supposedly caring Hackney Council, without serious underlying and comprehensively researched backup support information and proven data, is verging on the unbelievable. Likewise, it is as equally unbelievable that each and every individually elected Councillors could even think about allowing such ill thought through set of proposals to be even officially considered, let alone be launched, for a supposed effective consultation. Should the ill-considered proposals progress, it is an earnest hope that such Councillors are fully reminded of their civic duties at the next Council elections, with appropriate results being delivered by the electorate,

In summary therefore, and underpinning this objection, reducing the hours for parking restrictions will:

- 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.

As a result, the proposals should be abandoned now.

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.

I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box covering the signature area.



18th 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.** This seems to be fundamentally against the idea of using a consultation to gain the majority view.

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. Surely reducing the hours of restriction means that this encourages more short car journeys as there is no limitation on parking, and also there is nothing to put people off parking on the roads near the stations/other transport hubs or merely to walk into Stoke Newington.

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. How is this fair when residents are being forced to pay in order to park on their own roads?

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. I am deeply concerned for safety of all individuals involved during these times.

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. This was a huge problem prior to the introduction of parking restrictions – and if this should return it really jeopardises the lives of those who may desperately need the emergency 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].

If there is no incentive to use public/greener forms of transport, and there are minimal limitations to parking then how is this in any way discouraging car use?

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]. **If your own findings state this, then how can you say that this is an acceptable decision to take.**

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.

If there is this significant a discrepancy between hours of operation then surely logic would suggest that any traffic and non-resident parking would be unequally distributed, and affect this zone much more severely than the others. How is this a fair move in terms of availability of parking, safety and also environmentally?

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?
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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?

This does not strike me as being terribly democratic.

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.

Please could you let me know the reasoning behind this choice?

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 with more information about how you are going to address this issue.

Yours sincerely,





DATE: 19/08/2020

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

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.

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 prioritize 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:

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.

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.

From: [REDACTED]
Sent: 20 August 2020 21:13
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; kevin.keady@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
Subject: TT1426 Objection to the proposed changes for parking in Zone T

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 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.

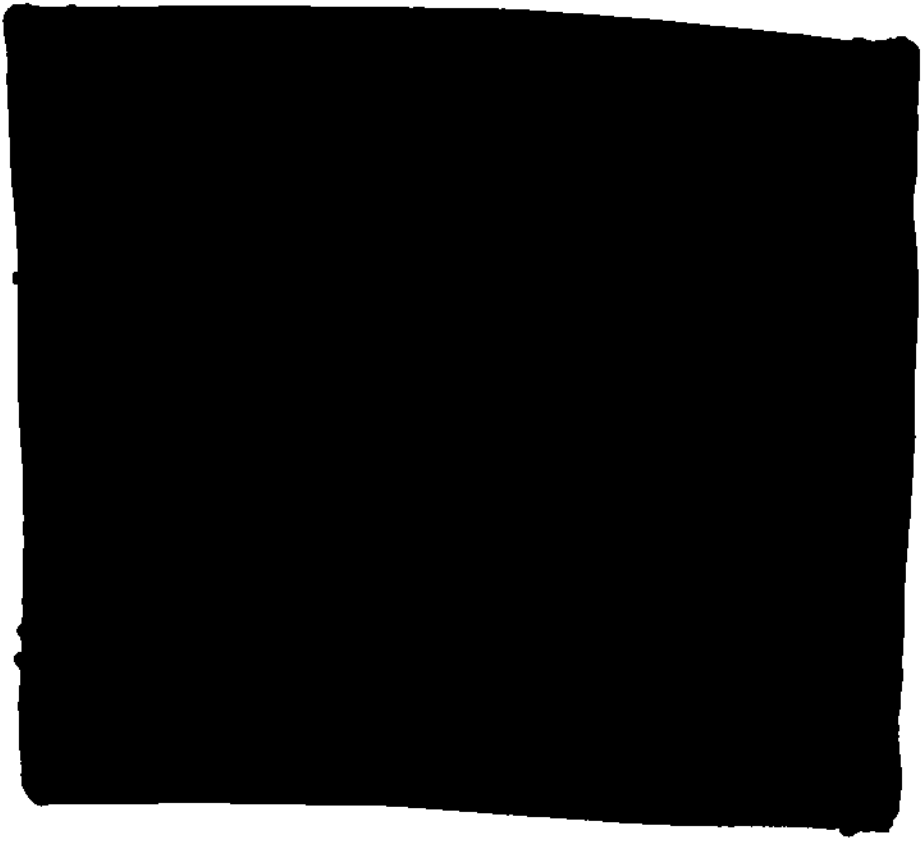
In addition:

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,




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Subject:

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

From: [REDACTED]

Date: Fri, 21 Aug 2020 at 18:38

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.mcmahon@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <cazenove.residents@gmail.com>

NAME: Burgundy Applegate

ADDRESS: 78 Alkham Road
London N16 6XF

DATE: 20/08/2020

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

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](https://www.theguardian.com)) 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.

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: Wed, 19 Aug 2020 at 08:39
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>, <mayor@hackney.gov.uk>, <caroline.selman@hackney.gov.uk>, <cazenove.residents@gmail.com>

Dear Streetscene Networks Team,

I grew up on Forburg Road, where my parents still live, and lived there for over 20 years, and so I remember very well how congested the area could become before parking restrictions were implemented.

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.

Instead, I propose the following times:

MONDAY – THURSDAY 08.30AM-18.30PM AND FRIDAY 08.30AM-12.00 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, *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:

- 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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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?

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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:

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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,





DATE: 11.08.20

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

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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. General objections
3. Objections to the original consultation process
4. Meetings
5. Parking fees

1. General objections

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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:

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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);
- 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.

I look forward to hearing from you.

Yours sincerely,

Name: Kai Trew

Signature:

A large black rectangular redaction box covering the signature area.

From: [REDACTED]
Sent: 14 August 2020 22:49
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: TT1426Objection to the proposed changes for parking in Zone T

[REDACTED]
DATE: 14.08.2020

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

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 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 – FRIDAY 08.30AM-18.30PM AND SATURDAY 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:

From: [REDACTED]
Sent: 14 August 2020 22:34
To: streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: TT1426Objection to the proposed changes for parking in Zone T

Name: Awbullah Muhammad
Address: My grandparents live in 4 Belfast Rd
Tel:
Streetscene Networks Team
1 Hillman Street
London E8 1DY
Streetworks@hackney.gov.uk

CC: The Rt Hon Dame Abbott, Philip Garville, Kevin Keedy, Sam Pallas, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Gray Stenofson, Caroline Sefton, 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 00 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 this is 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 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](https://www.london.gov.uk/press-releases/narrative/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

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, this 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 1 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 00 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.

Every 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 - FRIDAY 08.30AM-18.30PM AND SATURDAY 08.30AM-12.00 NOON,

In addition:

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

From: [REDACTED]
Sent: 14 August 2020 22:08
To: Abubaker Sayed
Cc: Streetworks@hackney.gov.uk; 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: Re: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

[REDACTED]
DATE: 14-08-20

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 an dit'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:

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;
- 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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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 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



From: [REDACTED]
Sent: 17 August 2020 10:40
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 the proposed changes for parking in Zone T

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

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
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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 on these streets would have a direct impact on all nearby roads with shorter hours as motorists would park on these streets to avoid having to park"* [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

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]

From: [REDACTED]
Sent: 17 August 2020 10:23
To: streetworks@hackney.gov.uk
Cc: sam.pallis@hackney.gov.uk; cazenove-residents@gmail.com
Subject: RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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 Monday to Saturday 8.30am - 6.30pm, to Monday to Friday 10am - 12 noon.

During the public consultation that took place earlier this year, it was not made expressly clear that every person within a property could submit a response, including children. Consequently, most Zone T residents were unequally represented and therefore that consultation process was flawed. Nor was it clear that the current hours could so easily be changed.

My objections to the consultation and the proposed changes are on the following grounds:

1. General objections
2. Objections to the original consultation process
3. Parking fees

1. General objections

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

- a) Residents who need to park near their homes will struggle to find places outside the controlled hours.
- b) 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.
- c) Increased car use necessarily decreases road safety in roads that are predominantly residential.
- d) 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.

Reducing the hours for parking restrictions would:

- Increase the number of vehicle journeys made from outside the zone;
- Encourage parents to do the school run by car
- Drive up pollution in the zone. Many studies have established a link between air pollution and increased likelihood of Covid-19 death rates around the world (The Lancet; The Guardian). Even before Covid-19, it is estimated that 9,400 deaths every year in London are due to air pollution (London.gov.uk);
- Exacerbate safety and health risks for children and families walking in the area;
- Aggravate congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;
- Enable parking on double yellow lines / passing bays and reduce access for emergency response vehicles., bin lorries and school buses.
- Make it more difficult for residents and visitors who are ill or disabled and have mobility impairments to access their homes.

2. Objections to the consultation process in early 2020

I am extremely concerned about the process of the original consultation, as it appears to have been highly irregular. 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 resident's, 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.

3. Parking fees

The proposed reduction from 60 hours to 10 hours per week, has not 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 are feeling severe economic hardship.

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. An air quality analysis.
2. A full analysis of parking stress in the area as it is currently, and how the situation would develop if these proposals are ratified.

I look forward to hearing from you.

Yours sincerely,



Sent from Mail for Windows 10

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>

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

NAME
ADDR

DATE: 17.08.2020

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

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 [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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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 

From: [REDACTED]
Sent: 17 August 2020 08:53
To: Streetworks@hackney.gov.uk
Subject: TT1426- objection to Zone T parking Zone

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 16/08/2020

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

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:

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.

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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,

Name: [REDACTED]

Signature: [REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: 17 August 2020 07:12
To: streetworks@hackney.gov.uk; diane.abbott.office@parliament.uk;
mayor@hackney.gov.uk; jon.burke@hackney.gov.uk;
marie.gallagher@hackney.gov.uk; kevin.keady@hackney.gov.uk;
sam.pallis@hackney; cazenove.residents@gmail.com;
caroline.woodley@hackney.gov.uk; anthony.mcmahon@hackney.gov.uk;
aled.richards@hackney.gov.uk
Subject: TT1426 - Objection to the proposed changes for parking in Zone T

From:
[REDACTED]
[REDACTED]
[REDACTED]

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

I am extremely concerned about the suggested reduction of Zone T CPZ operation hours: from Monday to Saturday 8.30am - 6.30pm, to Monday to Friday 10am - 12 noon and wish to register my objection to this proposed change.

I live in Forburg Road, a narrow residential street which suffered many years of parking problems until the introduction of the CPZ in September 2019. We now face the threat of a return to the congestion and disruption caused by displaced parking from other areas.

During the public consultation that took place earlier this year, it was not made expressly clear that every person within a property could submit a response. Therefore that consultation process was flawed. Nor was it clear that the current hours could so easily be changed.

My objections are based on a number of concerns, set out below under three headings.

I. General objections

The proposals prioritise the parking needs of non-residents over residents, and would enable free parking across the zone for most of the week. They are markedly different from most of the other parking zones in the borough, thereby encouraging 'spill over' parking of cars from outside the immediate area.

- 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.

Reducing the hours for parking restrictions would:

- Increase the number of vehicle journeys made from outside the zone.
- Encourage parents to do the school run by car
- Drive up pollution in the zone. Many studies have established a link between air pollution and increased likelihood of Covid-19 death rates around the world (The Lancet; The Guardian). Even before Covid-19, it is estimated that 9,400 deaths every year in London are due to air pollution (London.gov.uk);
- Exacerbate safety and health risks for children and families walking in the area.
- Aggravate congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads.

2. Objections to the consultation process in early 2020

I am extremely concerned about the process of the original consultation, as it appears to have been highly irregular. 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, concerns remain, e.g.:

- Did the Council verify the eligibility of all responses, especially given the unusually high response rate and pattern from some areas?
- Multiple responses were received per household in some instances - did these include responses from minors and temporary residents, and were these accepted?
- If so, all potential respondents, ie the other residents in the area, 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.

3. Parking fees

The proposed reduction from 60 hours to 10 hours per week, has not 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 are feeling severe economic hardship.

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:

- An air quality analysis
- A full analysis of parking stress in the area as it is currently, and how the situation would develop if these proposals are ratified.

I look forward to hearing from you.

Yours sincerely,

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

From: [REDACTED]
Sent: 14 August 2020 17:19
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
Subject: TT1426 Objection to the proposed changes for parking in Zone T

Dear Streetscene Networks Team,

I am writing to express my objection to the proposal to reduce the CPZ hours in Zone T from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon. It is taking a hammer to crack a nut. I understand that some community members have particular views on the controls not being in place on Friday afternoons and Saturdays - this could be implemented without turning the act of parking back into the aggressive, unpleasant and damaging experience prior to the controls, and go some way to meeting the preferences of all members of our community.

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.**

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.

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. 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 and led to a lot of very unpleasant road rage incidents. My vehicle has been damaged three

times by cars trying to squeeze through gaps that are too small because passing places are blocked.

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%. Yet I wasn't even aware the consultation was taking place. 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 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. Respond to the questions above.
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,



From: [REDACTED]
Sent: 14 August 2020 17:03
To: Streetworks@hackney.gov.uk
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 14-08-20

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 an dit'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:

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 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 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: [REDACTED]

Signature: [REDACTED]

[REDACTED]

[REDACTED]

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Registered Office: [REDACTED]

From: [REDACTED]
Sent: 17 August 2020 13:10
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;
caroline.selman@hackney.gov.uk; aled.richards@hackney.gov.uk;
Cazenove.residents@gmail.com; guy.nicholson@hackney.gov.uk
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

[REDACTED]
17/08/2020

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

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 2,400 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.

I look forward to hearing from you.

Yours sincerely,



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>

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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 17/08/20

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

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 R [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: 

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>

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

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 17/08/2020

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

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
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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: 

Subject:

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

From: [REDACTED]

Date: Mon, 17 Aug 2020 at 18:17

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

To: Kevin Keady <kevin.keady@hackney.gov.uk>, Mayor (Shared Mailbox) <mayor@hackney.gov.uk>, Streetworks (Shared Mailbox) <streetworks@hackney.gov.uk>, Sam Pallis (Cllr) <sam.pallis@hackney.gov.uk>, Marie Gallagher <marie.gallagher@hackney.gov.uk>, <cazenove.residents@gmail.com>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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 Monday to Saturday 8.30am - 6.30pm, to Monday to Friday 10am - 12 noon.

During the public consultation that took place earlier this year, it was not made expressly clear that every person within a property could submit a response, including children. Consequently, most Zone T residents were unequally represented and therefore that consultation process was flawed. Nor was it clear that the current hours could so easily be changed.

My objections to the consultation and the proposed changes are on the following grounds:

1. General objections
2. Objections to the original consultation process
3. Parking fees

1. General objections

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

- a) Residents who need to park near their homes will struggle to find places outside the controlled hours.
- b) 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.
- c) Increased car use necessarily decreases road safety in roads that are predominantly residential.
- d) 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.

Reducing the hours for parking restrictions would:

- Increase the number of vehicle journeys made from outside the zone;
- Encourage parents to do the school run by car
- Drive up pollution in the zone. Many studies have established a link between air pollution and increased likelihood of Covid-19 death rates around the world (The Lancet; The Guardian). Even before Covid-19, it is estimated that 9,400 deaths every year in London are due to air pollution (London.gov.uk);
- Exacerbate safety and health risks for children and families walking in the area;
- Aggravate congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;

- Enable parking on double yellow lines / passing bays and reduce access for emergency response vehicles, bin lorries and school buses.
- Make it more difficult for residents and visitors who are ill or disabled and have mobility impairments to access their homes.

2. Objections to the consultation process in early 2020

I am extremely concerned about the process of the original consultation, as it appears to have been highly irregular. 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 resident's, 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.

3. Parking fees

The proposed reduction from 60 hours to 10 hours per week, has not 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 are feeling severe economic hardship.

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. An air quality analysis.
2. A full analysis of parking stress in the area as it is currently, and how the situation would develop if these proposals are ratified.

I look forward to hearing from you.

Yours sincerely,

Signature





Subject: FW: TT1426 - Objection to Zone T Parking proposals

From: [REDACTED]
Date: Tue, 18 Aug 2020 at 15:14
Subject: TT1426 - Objection to Zone T Parking proposals
To: <streetworks@hackney.gov.uk>
Cc: <cazenove.residents@gmail.com>

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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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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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.
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Reducing the hours for parking restrictions will therefore:

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Yours sincerely,

Name/ Signature:

