

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: 17th 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.**

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2. General objections
3. Objections to the original consultation process
4. Meetings
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[REDACTED]

[REDACTED]

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

From: [REDACTED]
Date: Wed, 19 Aug 2020 at 15:39
Subject: TT1426Objection to the proposed changes for parking in Zone T
To: <streetworks@hackney.gov.uk>

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Sent from my Samsung Galaxy smartphone.

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Signature:



Subject:

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From:

Date: Wed, 19 Aug 2020 at 15:53

Subject: RTT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

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

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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: 19-08-20

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 08.00AM-18.30PM,

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

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

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

In addition:

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

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

I look forward to hearing from you.

Thank you

Yours sincerely,

Name:

Signature:

From: [REDACTED]
Sent: 19 August 2020 22:05
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:

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 (<https://www.theguardian.com/environment/2019/feb/14/air-pollution-death-toll-london>);
- 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.

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: 19/08/2020

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

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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

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

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

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

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

1. General objections

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

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

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

Reducing the hours for parking restrictions will therefore:

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

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: 20 August 2020 21:07
To: streetworks@hackney.gov.uk
Cc: <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>; <kevin.keady@hackney.gov.uk>; mayor@hackney.gov.uk
Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Team,

As a Hackney Council Resident living at Flat 8 Grove House Stamford Grove West N16 6LL, I have read the recommendation from the recent Zone T review Consultation Outcome report and am extremely concerned about the suggested reduction of Zone T CPZ operation hours. I am writing to express my objection to the proposal to reduce the CPZ hours from the current hours of Monday to Saturday 8.30am - 6.30pm to the proposed hours of Monday to Friday 10am - 12 noon.

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

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

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

1. Council's Parking Policy

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

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

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

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

2. General objections

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

1. It will be harder to achieve Objective 1 above because residents who need to park near their homes will struggle to find places outside the controlled hours.
2. Objective 2 will not be achieved as traffic flow will be impaired due to an increase in traffic in the area and revert to past behaviour where double yellow lines were regularly parked on and passing places blocked. This made it very difficult to move down the congested roads in the area, particularly for emergency vehicles.
3. Increased car use necessarily decreases road safety in roads that are predominantly residential.

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

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

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

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

Reducing the hours for parking restrictions will therefore:

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

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

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

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

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

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

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

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

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

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. "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

Name: [REDACTED]

Address: [REDACTED]

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

Date: 20th August 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-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] – please accept this electronic signature from my email address

From: [REDACTED]
Sent: 20 August 2020 16:21
To: Streetworks@hackney.gov.uk
Cc: cazenove.residents@gmail.com
Subject: 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. The lack of parking will result, like before CPZ, in vehicles parked on yellow lines, thus blocking access to 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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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]



From: [REDACTED]
Sent: 20 August 2020 16:17
To: kevin.keady@hackney.gov.uk; Streetworks@hackney.gov.uk;
diane.abbott.office@parliament.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;
mayor@hackney.gov.uk
Subject: 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

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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..

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(London.gov.uk):



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

City, London, United Kingdom | Sadiq Khan | Mayor of London | 020 7551 2000
Assembly Members | 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;
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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.

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From: [REDACTED]
Sent: 20 August 2020 16:01
To: kevin.keady@hackney.gov.uk; Streetworks@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 ZONE T PARKING CONSULTATION PROPOSALS

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(London.gov.uk):

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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 15:59
To: Streetworks@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; kevin.keady@hackney.gov.uk
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(London.gov.uk):

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

From: [REDACTED]
Sent: 20 August 2020 21:14
To: 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; streetworks@hackney.gov.uk
Subject: TT1426 Objection to the proposed changes for parking in Zone T

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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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:

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

I look forward to hearing from you.

Yours sincerely,

A black rectangular redaction mark covering the signature area.

NAME

ADDRESS

DATE: 5 AUGUST 2022

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:

[Redacted Name]

[Redacted Signature]

FRANK SOMERS / 1hr Parking for Family

NAME

ADDRESS

DATE: 5 AUGUST 2023

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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Name:

[Redacted signature]

[Redacted signature]

Free 30 min / 1hr parking

NAME

ADDRESS

DATE:

J AUGUST 2021

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Yours sincerely,

Name



Signature:



FREE 30mins/1hr Parking Please!
for aged (caring people) & prayer!!

NA

AD

DATE: 5 APR 2022

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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Name:



Signature



FREE Zoning / 1 hour parking for builders

NAME:

ADDRESS:

DATE: 25/8/20

To: Streetscene Networks Team,
1 Hillman Street
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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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Name: 

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DATE: 15th August 2020

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

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 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.

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.

2. Objections to the original consultation process

I am also very concerned about the process and number of responses per households which were accepted, responses from non residents and duplication between responses on paper and online by the same persons. Most residents were under the impression that returning the consultation paper only, some that two responses (one on the paper and one on line) was required and therefore were grossly under-represented.

Conclusion I support the compromise proposition of Monday-Friday 8.30-6.30 and Friday 8.30-12.00 meeting the needs of all faiths and non faiths communities in our area.

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

I look forward to hearing from you.

Yours sincerely
Name: [REDACTED]

Signature: [REDACTED]

To: Streetscene Networks Team,
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Name: [REDACTED]

Signature: [REDACTED]

NAME:
ADDRESS:

DATE: 16.8.2020

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 mavor@hackney.gov.uk
Kevin Keady - Head of Parking Services kevin.keady@hackney.gov.uk
Sam Pallis - Councillor sam.pallis@hackney.gov.uk
Anthony McMahon - Councillor anthony.mcmahon@hackney.gov.uk
Caroline Woodley - Councillor caroline.woodley@hackney.gov.uk
John Burke - Councillor jon.burke@hackney.gov.uk
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 Rector 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

~~Background information regarding the consultation process is provided in the original consultation pack. This information can be accessed by clicking on the link below.~~

2. ~~Background information regarding the consultation process is provided in the original consultation pack. This information can be accessed by clicking on the link below.~~ It has been stated that the Council has received a number of responses from individuals who are not residents of the area. How can 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?

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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

~~The Council's decision to reduce controlled hours apparently rests on "the need of the local community" however it appears that the Council's decision to reduce controlled hours is based on flawed evidence 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:

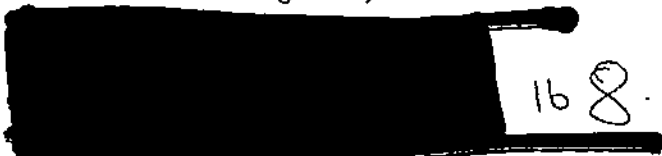
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In addition:

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.



16 8. 2020

NAME:

ADDRESS:

DATE: 17, 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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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:

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2. Objections to the original consultation process

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

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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I look forward to hearing from you.

Yours sincerely,

Name



Signature:




To: **Streetscene Networks Team,**
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cazenove.residents@gmail.com

Name: [REDACTED]

Address [REDACTED]

Date 14 08 2020

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- 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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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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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:



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

Name: [REDACTED]

Address: [REDACTED]

Date: 14.08.2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

Dear Streetscene Networks Team,

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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. The lack of parking will result, like before CPZ, in vehicles parked on yellow lines, thus blocking access to 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:

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DATE [REDACTED]

04/08/2020

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 Gaffagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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Conclusion

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

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

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

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

In addition:

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

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

I look forward to hearing from you.

Yours sincerely,

Name: 

Signature: 

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

Name: [REDACTED]
Address: [REDACTED]
Date: 12/08/2020

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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Conclusion I support the compromise proposition of Monday-^{Thursday}Friday 8.30-6.30 and Friday 8.30-12.00 meeting the needs of all faiths and non faiths communities in our area.

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

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To: Streetscene Networks Team,
1 Hillman Street
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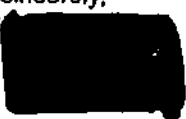
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Signature: 

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London E8 1DY
Streetworks@hackney.gov.uk
cazenove.residents@gmail.com

Name: [REDACTED]

Address [REDACTED]

Date

12/8/2020

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

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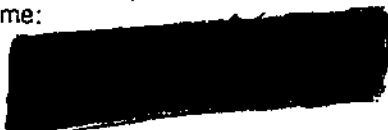
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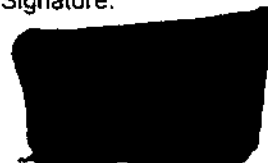
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CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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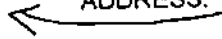




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CC: The Rt. Hon. Diane Abbott, Philippa Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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ADDRESS: [REDACTED]

DATE: 09.08.2020

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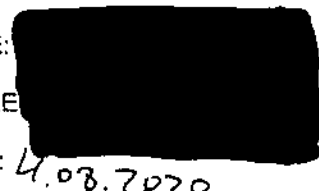
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To: Streetscene Networks Team,
1 Hillman Street
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Streetworks@hackney.gov.uk

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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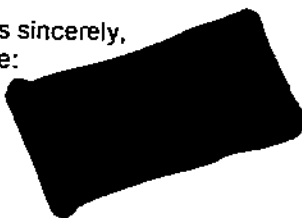
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The current proposed reduction from 60 hours to 10 hours per week, has not also been accompanied by a reduction in the resident parking fee. Residents are therefore being asked to pay more for less, at a time when many residents are feeling economic 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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2. General objections
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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..

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Conclusion

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Signature:



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04/08/2020

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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Conclusion

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I look forward to hearing from you.

Yours sincerely,

Name:



Signature



Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 11:15

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

To: <Streetworks@hackney.gov.uk>

Cc: <cazenove.residents@gmail.com>

Dear Streetscene Networks Team,

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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,



NAME [REDACTED]

ADDRESS [REDACTED]

DATE: [REDACTED]

08/08/2020 [REDACTED]

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

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

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Streetworks@hackney.gov.uk

08/08/2020

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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Name:



Signature:



NAME: [REDACTED]

ADDRESS: [REDACTED]

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

RE: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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4. Meetings
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Yours sincerely

Name: 

Signature: 

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

Name:

Address

Date

5/8/20

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 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.

1. General objections

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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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- 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 very concerned about the process and number of responses per households which were accepted, responses from non residents and duplication between responses on paper and online by the same persons. Most residents were under the impression that returning the consultation paper only, some that two responses (one on the paper and one on line) was required and therefore were grossly under-represented.

Conclusion I support the compromise proposition of Monday-Friday 8.30-6.30 and Friday 8.30-12.00 meeting the needs of all faiths and non faiths communities in our area.

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

I look forward to hearing from you.

Yours sincerely,
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Signature:

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

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Address

Date

6/8/20

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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:



NAME

ADDRESS

DATE:

5/8/20

To: Streetscene Networks Team,
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8/8/20

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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6th August 2020

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DATE: 10/08/2020

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Signature: 

NAME:

ADDRESS:

DATE:

8/8/2020

To: Streetscene Networks Team,
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CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, Marie Gallagher, Guy Nicholson, Caroline Selman, Aled Richards and cazenove.residents@gmail.com

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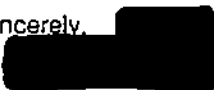
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ADDRESS: [REDACTED]

DATE: 07/08/2020

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Signature: 

NAME: [REDACTED]

ADD: [REDACTED]

DATE: 2/5/20

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[REDACTED]

Signature:

[REDACTED]

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: ~~2/18~~ 2/18/20

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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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Amazing parking as son finds it difficult to park at night

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FREE 30min / 1hrs PARKING

NAME: [REDACTED]

ADDRESS: [REDACTED]

DATE: [REDACTED]

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

CC: The Rt. Hon. Diane Abbott, Philip Glanville, Kevin Keady, Sam Pallis, Anthony McMahon, Caroline Woodley, John Burke, 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. General objections
3. Objections to the original consultation process
4. Meetings
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3. Increased car use necessarily decreases road safety in roads that are predominantly residential.
4. To reduce the hours is to encourage car use and therefore flies in the face of the Council's stated aim of reducing carbon dioxide emissions and improving the local environment.

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

Reducing the hours for parking restrictions will therefore:

- Drive up the number of vehicle journeys made from outside the zone;
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- Drive up safety risks for children and families walking in the area;

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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:

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FREE 30 mins / 1hr parking for guest

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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.
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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);
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- 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?
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- 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.

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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.

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Conclusion

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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,

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Signature:



NAME:

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To: Streetscene Networks Team,
1 Hillman Street
London E8 1DY
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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
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4. Meetings
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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;
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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.

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Cc: cazenove.residents@gmail.com

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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.

Reducing the hours for parking restrictions would therefore:

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- 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:

[REDACTED]

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

Yours sincerely

Signature 

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

Name
Address

Date:

Dear Streetscene,

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Signature

Subject:

FW: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

From: [REDACTED]

Date: Wed, 12 Aug 2020 at 09:38

Subject: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>, cazenove.residents@gmail.com <cazenove.residents@gmail.com>

[REDACTED]

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Subject:

FW: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

From: [REDACTED]

Date: Wed, 12 Aug 2020 at 10:11

Subject: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

Cc: Cazenove.residents@gmail.com <Cazenove.residents@gmail.com>

To: **Streetscene Networks Team**

1 Hillman Street London E8 1DY

streetworks@hackney.gov.uk;

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Yours sincerely

[REDACTED]



Get [Outlook for iOS](#)

From: [REDACTED]
Sent: 12 August 2020 11:14
To: Streetworks@hackney.gov.uk
Cc: Cazenove.residents@gmail.com
Subject: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

[REDACTED]

12th August 2020

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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Signature

[REDACTED]

From: [REDACTED]
Sent: 12 August 2020 11:34
To: streetworks@hackney.gov.uk
Cc: Jon Burke; Kevin.keady@hackney.gov.uk; caroline.woodley@hackney.gov.uk; Sam Pallis (Cllr); anthony.mcmahon@hackney.gov.uk
Subject: RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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- It will encourage people to take short journeys in their car
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I believe that the inception of the Coronavirus pandemic means we need to urgently reduce levels of pollution as there has been much evidence of the link between Covid-19 and air pollution, we also have many BAME residents in Cazenove who have been disproportionately affected by the virus, increased pollution could adversely affect them.

Whilst being very concerned about the impact on the environment I also recognise issues of equality so I am supporting the compromise proposition of

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Yours Sincerely,

A large black rectangular redaction box covering the signature area.

To: **Streetscene Networks Team**

1 Hillman Street London E8 1DY

streetworks@hackney.gov.uk;

cc: cazenove.residents@gmail.com

Date:

12/8/20

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To: **Streetscene Networks Team**
1 Hillman Street London E8 1DY
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cc: jon.burke@hackney.gov.uk

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I would further point out that the inception of the Coronavirus pandemic provides further reason to urgently reduce levels of pollution, as there has been much evidence of the link between Covid-19 and air pollution.

Yours sincerely,

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Name: [REDACTED]

Address: [REDACTED]

Date: 12/08/2020

Dear Streetscene,

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Signature: [REDACTED]

Subject: FW: Zone T

From: [REDACTED]
Date: Thu, 13 Aug 2020 at 11:08
Subject: Zone T
To: <streetworks@hackney.gov.uk>
Cc: <cazenove.residents@gmail.com>

To: **Streetscene Networks Team**
1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
[cc:cazenove.residents@gmail.com](mailto:cazenove.residents@gmail.com)

Name: [REDACTED]
Address: [REDACTED]

Date: 13.08.20

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Subject: FW: TT1426 - OBJECTION TO THE PROPOSED CHANGES TO PARKING IN ZONE T

From: [REDACTED]
Date: Wed, 12 Aug 2020 at 22:24
Subject: RE: TT1426 - OBJECTION TO THE PROPOSED CHANGES TO 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>, <anthony.mcmahon@hackney.gov.uk>, <sam.pallis@hackney.gov.uk>, <caroline.woodley@hackney.gov.uk>, <aled.richards@hackney.gov.uk>, <cazenove.rcsidents@gmail.com>

NAME [REDACTED]

DATE: 10 August 2020

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, OR 3,120 hours per year down to 260 hours per year it 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. We have had a poor random service allowing many flouting the rules knowing this. The double Yellow line have never been completed and tiled

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

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

Council Parking Policy
General objections
Objections to the original consultation process
Meetings
Parking fees

General objections

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

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

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

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

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

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

Reducing the hours for parking restrictions will therefore:

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

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

Drive up safety risks for children and families walking in the area;

Drive up congestion resulting in difficulties for buses and emergency vehicles navigating these narrow roads;

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

2. Objections to the original consultation process

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

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

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

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

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

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

Conclusion

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

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

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

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

In addition:

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

Carry out an air quality analysis.

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

I look forward to hearing from you.

Yours sincerely,

Name: 

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

Name [REDACTED]
Address [REDACTED]

Date: [REDACTED]

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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Yours sincerely [REDACTED]

Signature [REDACTED]

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From: [REDACTED]
Date: Thu, 13 Aug 2020 at 10:08
Subject: Zone T
To: <Streetworks@hackney.gov.uk>
Cc: <Cazenove.residents@gmail.com>



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Yours sincerely [REDACTED]

Signature [REDACTED]

Subject: FW: Parking Objection

From: [REDACTED]
Date: Thu, 13 Aug 2020 at 14:15
Subject: Parking Objection
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

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

[REDACTED]
Date: 13/08/20

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



13/08/20
20

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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

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

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

Yours sincerely

[REDACTED]

To: **Streetscene Networks Team**
1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
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13/08/20
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I am also concerned that the earlier consultation process was not fair, done correctly or properly explained to residents.

I support the compromise proposition of:

**Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
which will meet the needs of everybody in the community.**

Yours sincerely

[REDACTED]

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



13 August 2020:

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

I would ask you to consider this letter carefully. The experience of not being able to park in the same street as my home and carry sleeping toddlers from the car to bed after a long journey is one I experienced regularly before the CPZ measures were installed. Altering the regulations will make that nightmare a reality again for parents throughout Zone T. Please do not do this.

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

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

I am also concerned that the earlier consultation process was not fair, done correctly or properly explained to residents. The result sows division and the council is not doing that.

I support the compromise proposition of:

Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
which will meet the needs of everybody in the community.

Yours sincerely

Signature

A large black redaction mark covering the signature area.

A small black redaction mark covering a line of text.

Subject:

FW: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 13:41

Subject: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

To: <streetworks@hackney.gov.uk>

Cc: <cazenove.residents@gmail.com>

[REDACTED]

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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- There will be reduced access for emergency vehicles, school buses and bin lorries

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

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

Yours sincerely

[REDACTED]

Subject: FW: TT1426

From: [REDACTED]
Date: Fri, 14 Aug 2020 at 13:20
Subject: TT1426
To: <Streetworks@hackney.gov.uk>

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

I object to the proposals that will change the CPZ times to 10-12 Monday to Friday.

This would not be beneficial to local residents, and would give parking priority to non-residents.

In addition:

Local residents will struggle to find parking

Increased traffic will aggravate air pollution - a risk factor for respiratory ailments and Covid-19

Road safety will decrease, especially for children

There will be reduced access for emergency vehicles, school buses and council employees.

I consider the earlier consultation process to be unfair, done incorrectly and improperly explained to residents.

I support the compromise proposition of: Monday-Thursday 8.30 - 6.30 & Friday 8.30 - 12.00 which will meet the needs of everybody

in the community.

Yours sincerely

[REDACTED]

Subject:

FW: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

From: 

Date: Fri, 14 Aug 2020 at 13:16

Subject: RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

To: <Streetworks@hackney.gov.uk>

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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

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

Yours sincerely



Subject: FW: TT1426

From: [REDACTED]
Date: Fri, 14 Aug 2020 at 13:09
Subject: TT1426
To: streetworks@hackney.gov.uk <streetworks@hackney.gov.uk>

To: **Streetscene Networks Team** **Name**
1 Hillman Street London E8 1DY **Address**
streetworks@hackney.gov.uk;
cc: cazenove.residents@gmail.com **Date:**

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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

**I support the compromise proposition of:
Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
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Yours sincerely

Signature

[REDACTED]

Subject:

FW: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

From: [REDACTED]

Date: Fri, 14 Aug 2020 at 13:08

Subject: TT1426 - OBJECTION TO ZONE T PARKING CONSULTATION PROPOSALS

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

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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

I support the compromise proposition of:

Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00

which will meet the needs of everybody in the community.

Yours sincerely,

[REDACTED]

[REDACTED]

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

Name: [REDACTED]
Address: [REDACTED]

Date:15/08/2021

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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Yours sincerely

Signature

[REDACTED]

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

Name
Address

Date: 5/8/20

Dear Streetscene,

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Yours sincerely

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1 Hillman Street London E8 1DY
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Name
Addre

Date:

15/8/20

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Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
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Yours sincerely

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

Name
Address

Date:

17/08/20

Dear Streetscene,

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

Ad

Date:

18/8/20

Dear Streetscene,

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To: Streetscene Networks Team
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Date: 16/08/20

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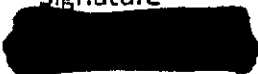
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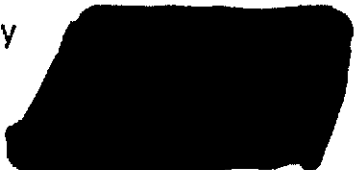
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To: Streetscene Networks Team
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cc: cazenove.residents@gmail.com

Name [REDACTED]
Address [REDACTED]

Date:

16 / 8 / 20

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Date: 16-08-2020

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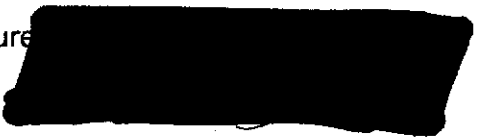
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To: Streetscene Networks Team
1 Hillman Street London E8 1DY
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Date:

16th Aug 2020

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1 Hillman Street London E8 1DY
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Date: 16/03/2020

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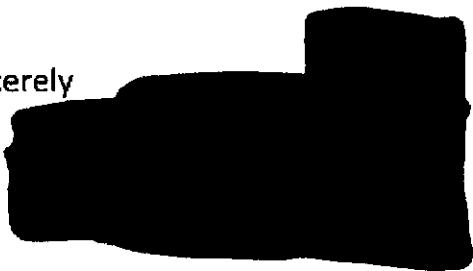
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To: **Streetscene Networks Team**
1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
cc: cazenove.residents@gmail.com

Name [REDACTED]
Address [REDACTED]
Date:

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Name
Address

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15/08/20

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1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
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Address [REDACTED]

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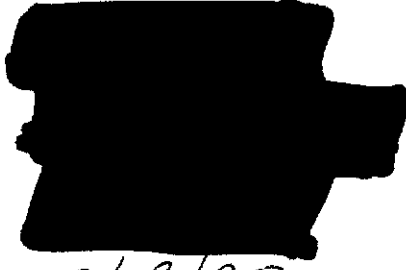
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streetworks@hackney.gov.uk;
cc: cazenove.residents@gmail.com

Name
Address

Date:

17-08-20

Dear Streetscene,

RE: TT1426 – OBJECTION TO ZONE T PARKING PROPOSALS

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

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Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
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Yours sincerely

Signature

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1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
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Name [REDACTED]
Address [REDACTED]

Date: [REDACTED]

17-04-20

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[REDACTED]

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Date:

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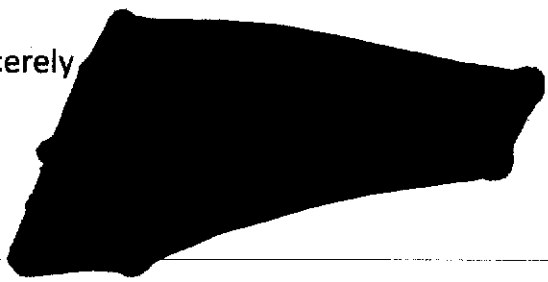
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Name: [REDACTED]
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Date: August 18, 2020

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Yours sincerely

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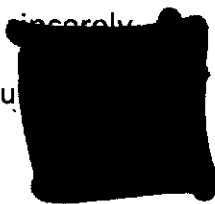
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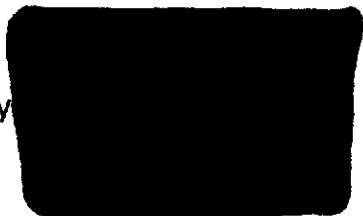
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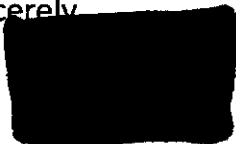
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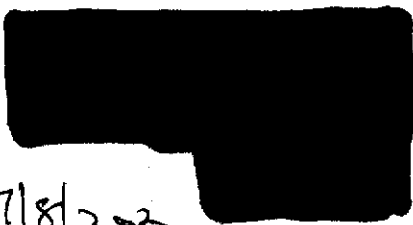
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To: **Streetscene Networks Team**
1 Hillman Street London E8 1DY
streetworks@hackney.gov.uk;
cc: cazenove.residents@gmail.com

Name [REDACTED]
Address [REDACTED]
Date: [REDACTED]

17-08-20

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cc: cazenove.residents@gmail.com

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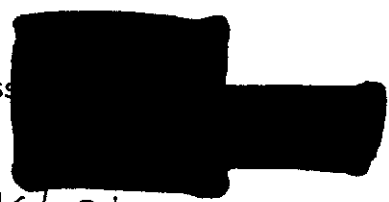
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18/8/2020

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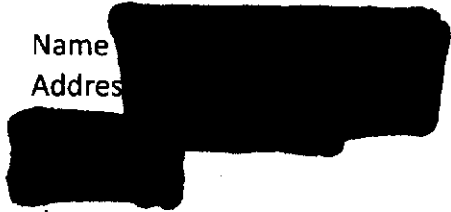
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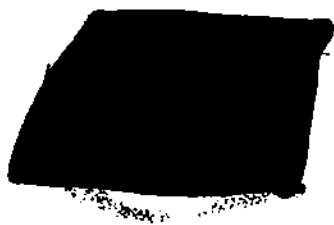
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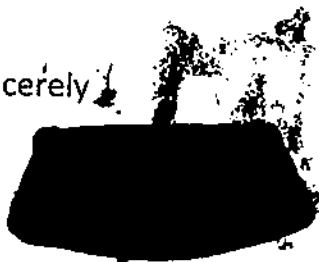
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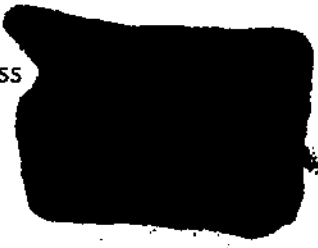
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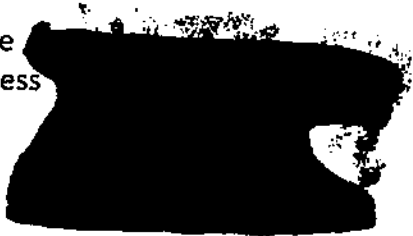
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1 Hillman Street London E8 1DY
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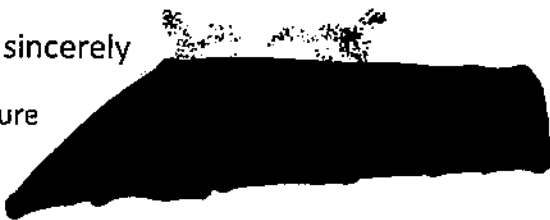
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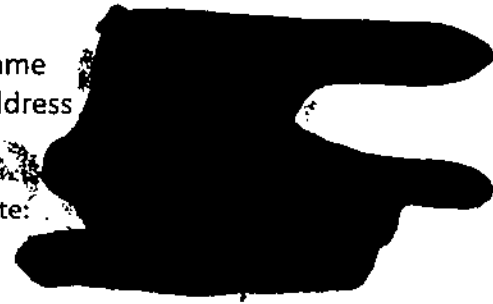
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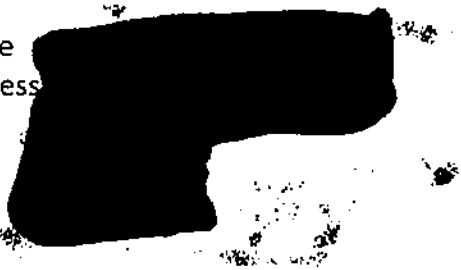
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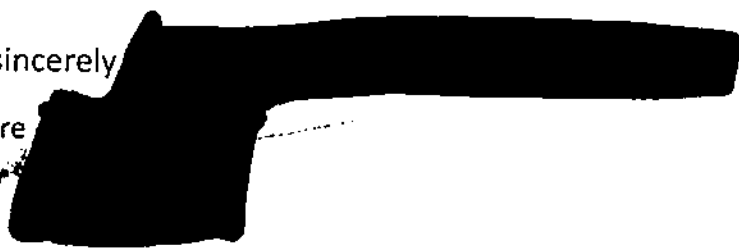
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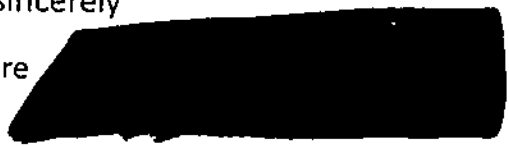
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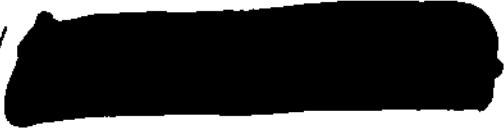
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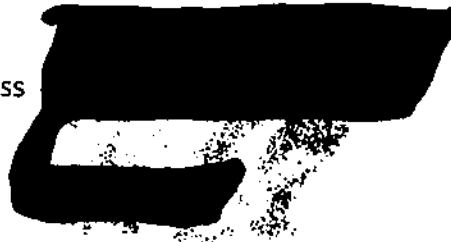
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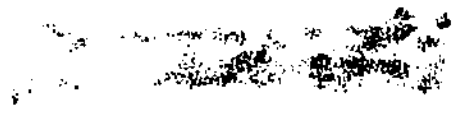
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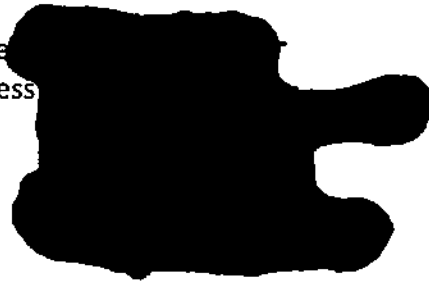
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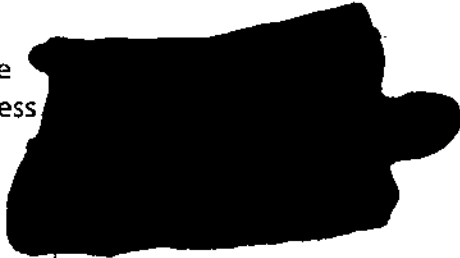
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Mon-Thurs 8.30 - 6.30 & Friday 8.30 - 12.00
which will meet the needs of everybody in the community.**

Yours sincerely

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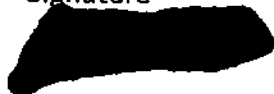
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