



**Hyde Park Estate Association
Annual General Meeting Minutes
Held via Zoom
Monday 12th October 2020**

Attendees are recorded in the separate document “Zoom AGM attendees 12-10-2020” which contains the Zoom report of those who logged into the webinar.

Apologies: Nickie Aiken MP, Councillor Heather Acton

1. Welcome and tributes:

Andy Beverley welcomed all members and guests to the meeting and explained how the format of the evening would run.

2. Voting, including of Officers and Committee Members of the Association

Andy Beverley explained that given the circumstances and the significantly reduced number of attendees (53 registered including 17 guests) that normal voting would not be taking place. This had been discussed and agreed before the meeting by the Officers of the Association. Instead all Officers and committee members would rollover to the following year. There had been no nominations for positions prior to the meeting. This is inline with [government guidance](#) and is what other charities are also doing. Attendees were offered the opportunity to question this in the Q&A session held later in the meeting; no such questions were asked.

3. Treasurer’s Report

Maria Parpou presented the Treasurer’s Report. Year ending 31st March 2020 there was £5,792 of income and £2,325 of expenses. There were no one-off expenses, giving a surplus for the year of £3,465. There was a slight reduction on subscriptions due to Blocks not paying on time. Net assets were £31,050 in the deposit account and £10,917 in the current account giving a total of £41,967 in bank. It was noted that this is a healthy cash balance.

Because of COVID-19 a decision had been made not to send demands for annual subscriptions. All members with a standing order had been written to to advise that they could be refunded. Donations were still accepted.

5. Chairman’s Report

The Chairman Allen Zimble began by thanking all the members of the committee for their time in assisting the HPEA, including Andy Beverley as the Honorary Secretary, Chair of Traffic

Subcommittee and Vice-Chair Sally Martin, Matthew Lindsay heading up the Planning Portfolio, Maria Parpou the Honorary Treasurer, Susan Quinn with the pub evenings, Sandra Brendlor for Communications and other matters, as well as the many other personnel who have helped out. He also thanked the Association's BID partners, Kay Buxton and Chris Peers including their involvement with the Neighbourhood Forum. He also thanked our local police Sgt Amy Washington and her team, as well as the Church Commissioners and St John's Church. He finished by thanking and welcoming our Ward Councillors for their ongoing support and participation at the meeting. He subsequently also thanked John Walton of PRACT.

The Chairman then gave a comprehensive report of the Association's activities for the year. He started by stating that a lot of disinformation on the HPEA had been propagated on NextDoor and this was an opportunity to set the record straight.

The full presentation is available in the separate document "AGM Chairman Report 12-10-2020".

7. Q&A

The remainder of the meeting consisted of a question and answer session. The details of these (some answered subsequently to the meeting) are shown below. There were also some statements made, which are contained at the end of this document.

There were some questions that we had no time to answer. They are in here unanswered and annotated as such and they are copied at the end of this document in the addendum.

Thank you Mr Chair for an excellent report. Your presentation said that the situation will significantly improve for those who do not drive. Given that two thirds of the residents do not, do you accept that the plan will benefit a significant majority of the residents in the HPE?

We are unsure of the exact percentage. We do however know that quite a number who do not drive do use taxis. For these people the price of their fares would increase and also the difficulty of the use of the peripheral roads would increase. We do not have accurate statistics but we do know that many have complained about not being able to access the area. Other than that we are unable to answer this question objectively.

Surely there is a way we can ask that residents be granted permission to drive through the 3 sectors of the Low Traffic Neighbourhood area by way of permits displayed on windscreen? Or even some of the time

No, not under the present scheme. This was the essence of the HPEA's request to the Council and is what would allow the HPEA to support the scheme fully.

Why should we take the Council at their word based on previous disregard of any design changes?

We are not here to do Council bashing. Our Ward Councillors have been helpful. The Council's Traffic Department has not been as helpful and has indeed disregarded the HPEA's suggestions. So we cannot answer this specific question – it is up to residents to make judgement themselves. It has been stated multiple times that this is an Experimental Traffic Order and therefore changes can be made. We must take them at their word on this.

Is it really tenable for the HPEA not to be making a recommendation?

The HPEA is making a recommendation. We would be able to support a scheme which enabled all people to benefit equally. Non-drivers and non-vehicle users would benefit, as would vehicle users.

We would be much happier but we cannot tell you what to do and we are officially neutral. The HPEA could support a scheme that allows freedom of movement for residents.

Antonia Cox: Would you like me to comment on the F zone and B zone exclusion proposal?

Antonia Cox, Hyde Park Ward Councillor: we did think that this would be a good idea as it is obviously very attractive, and it is possible to define residents as a group as the Council has their parking permit data. However, we have been told genuinely that it would be too much of an administrative load to exempt everyone living on the estate using data of car parking permit holders. People of F-zone permit holders would have to be given ticket and then refunded or exempted, which couldn't be done automatically by linking together the council's systems. The only way this could be made to work would be with a lot of manual interventions and that is not a proper use of public money.

The Chairman followed up to say that he felt that it could be made to work and that it just would take some programming in order to do so, and that these are the views of the HPEA.

When is the scheme due to be implemented and for how long? At which point does it become permanent and will there be consultation with the community before it does?

It is due to be implemented in November, in time for Christmas. It will last 6-18 months as an experimental scheme.

Leaving the estate at Victoria Gate: will there always be a prohibition on taking a right turn?

We have been told definitely that a right-turn will not happen as long as Victoria Gate into the park is open.

What might we do to try and put this proposed implementation on hold pending further research?

Ian Adams, Hyde Park Ward Councillor: explained that there has been a lot of number crunching to date, and whilst there are undoubtedly different views around how to implement it that a point has now been reached where we just need to get on with the scheme. A lot of planning has gone onto it and therefore the opportunity should be used to try it out and experience it to see whether the pros outweigh the cons. Ian acknowledged that it will impact on everyone.

Why were we asked to keep the scheme confidential but when made more public we were told it was too late to make changes? Better consultation over a longer period could iron out some of the problems. Can the Council Officers be persuaded to really consult?

This was in the very early stages whilst the Council was doing their engagement with major stakeholders.

It seems we are just moving the noise and air pollution from one area of the estate to another. What in the world are we gaining from this outrageous plan from the Council?

This question was unanswered during AGM, please see addendum below.

Any idea why it appears numerous residents, certainly Connaught Square that I can speak for, have not received the consultation questionnaire through their letter boxes?

We don't know why Connaught Square residents have not received details of the proposal. If you know of any residents that have not received consultation please refer them to website (<https://www.westminster.gov.uk/hydeparkLTN>)

Is there an alternative to this proposal?

We have tried alternatives but in each alternative someone wins and someone loses. We would invite anyone to try and work it out themselves. There is not an easy way to do it. If it was it would have been solved a long time ago. The only way is to allow residents to drive through the zones.

It sounds from what you have said that whatever the result of the Council's survey will make no difference to the scheme. The Council has made up its mind and that at the end of the consultation period we will be left with this totally unacceptable scheme that splits our estate. What is the legality of the Council imposing the scheme on our estate?

We don't know and we don't think the survey questions are unbiased enough to test opinion. As such the HPEA believe the survey questions are flawed. Certainly the proposals have already split the Estate. We don't know the legality.

Ian Adams: assured attendees that the Council is acting within the law.

So get from Sussex Square to the GB practice in Connaught Square, the already very busy Bayswater onto the dreaded Edgware Road to accomplish this trip?

Yes, would need to go via Bayswater Road to Edgware Road.

We are in a pre-implementation phase and the Council has invited reaction so why do you say that the proposals will go ahead regardless, i.e. totally ignoring any reservations made?

We can't say that they will go ahead definitely, although whatever we say appears not to be taken with the gravity that it deserves. We should not dismiss opinions though, and we can only go on the experience of this process so far. Residents should make up own mind.

In which areas property values could be affected, as you mentioned, positively or negatively?

We don't really know. If new or existing rat-runs continue then properties could be negatively affected, as could properties on periphery roads.

And what about our desire to support our local businesses in the village. This plan makes it that much more difficult to accomplish.

There are points on either side of the argument. With less traffic and a piazza Connaught Village will become a destination and more people will visit. On the other hand, another argument says that there will not be enough through traffic and therefore people will not notice the shops or will not stop.

Is it not fair to say that in the absence of an LTN it will not be possible to have the "Connaught Village Green" outside Abasto? Or do you have realistic proposals to at least deliver that?

It is possible to have a village green with the removal of parking bays outside of Le Pain and this is already being progressed as an idea. It would not, however, be possible to have the full extent of it across the whole road.

On what basis is Islington legally contesting their LTN?

Matthew Lindsay: Judicial review, which we may have to do [that] here.

Trust is a very small word. but in dealing with this Council over many years, that word doesn't seem to exist based on past performances., why should this case be different?

This question was unanswered during AGM, please see addendum below.

If one's garage is in one zone and one's front door in another, one has to walk a bit more every day. One of the benefits of LTNs in other parts of London is that is has seen an increase of physical exercise among residents and (according to a King's College study) an increase in life expectation. What is the issue here?

This question was unanswered during AGM, please see addendum below.

Hi Ian [Adams], this very re-assuring `HOWEVER' what if the same argument that was used throughout over the last few weeks? Too expensive. Please let us know why your answer provides the TRUST we all need? Thank you

This question was unanswered during AGM, please see addendum below.

What about the residents of St. George's Fields, many of whom do not have or need parking permits in the two zones. There are 300 flats and too many people will be affected by the LTN.

If there was consideration to using the F-zone parking access scheme, then that would be on the understanding that for those residents who park under buildings a way would be found of issuing parking stickers to those people. We believe this could happen if we [The Council] really wanted it to.

Can you clarify where the "rat run" is going to be in the HPEA's opinion?

Traffic gets funnelled into Stanhope Terrace at the moment. That traffic will still be funnelled in, even though [Council] Traffic Officers say that the green light may be able to be changed to prevent its early release. Then traffic can go out at Brook Street but only if it crosses into the park, otherwise there is no point. If it wants to get further on Bayswater Road then it will take a left at The Victoria Pub, around Gloucester Square and Hyde Park Square and then out onto Bayswater Road via Albion Street.

What were the additional questions that HPEA wanted to add to the questionnaire?

These will be published on our website

Should we be employing some consultants to raise objections?

We are happy to have that discussion outside of the meeting.

Apologies but what exactly is the web site it is utterly impossible on google / Westminster Council / Hyde Park search to find it

<https://www.westminster.gov.uk/hydeparkLTN>

No one has taken into account all those members of the HPEA who do not use computers or who are not able to understand and down load a Questionnaire. Could the Council please let us have printed copies for us to distribute with a stamped addressed envelope. We are all pay Council Tax. My neighbours are foreigners and are waiting for me to report back to them.

Ian Adams: the Council has arranged for anybody who has difficulty accessing the online form to be able to get in touch with the address in the letter that was sent to residences. The Council will then send the individual a hardcopy of the questionnaire to fill in.

I am confused as to the apparent reasoning for disallowing use of number plate recognition when other councils are already using numberplate recognition eg Camden in the Swiss Cottage area and Hammersmith & Fulham Council. In Fulham?

We agree with this point as other councils are using it.

I sense real negativity from tonight's panel. In the interest of "full disclosure" how many members of the panel tonight are personally negatively affected by the Council's plan?

We are all positively and negatively affected. We are simply sensing frustration and we have been criticised by all parties. Ultimately we are just volunteers who are trying to do our best for the common good. We are sorry if it's sounding negative but we desperately want to fix what is happening, but don't want to fix it at extreme costs of those who depend on transport.

I totally support Maria's point; everyone would like air and noise pollution to be decreased but not at the expense of some for the benefit of others. How do we get the Council to accept this point of view?

This question was unanswered during AGM, please see addendum below.

Thank you - my concern is also the tiny Hyde Park Garden Mews which is open at both ends

We have raised this concern and we recommend that residents respond as much on the Council's questionnaire.

Can the Church Commissioners comment on potential negative impact to local businesses?

There are no comments from the Church Commissioners. See the other question in this section for details on impact to businesses.

Would it be possible to circulate all 7000 residents to ask them to respond to questionnaire?

We believe that the Council has circulated the questionnaire to all residents.

Ian Adams: just to reassure there was a door-drop delivery to all residences. If you know of any neighbours that have not received please go to the website <https://www.westminster.gov.uk/hydeparkLTN>.

But how can we have one standard for residents and one standard for everyone else? Either LTNs work or they don't.

This scheme is addressed to residents and local businesses. Whatever standards we have will affect all residents. We need to ensure that effect is equivalent for all and that there are benefits for everyone and that there are not detriments for some people over others. We are trying to optimise it for everyone.

The Victoria Pub would surely massively benefit from the scheme -- the sitting out area which now suffers from noise and pollution would be transformed. Does the panel agree?

Yes and no. If the entrance to Gloucester Square remains open then traffic will still be going past the pub.

The basement flat at no 13 Hyde Park Square have not received anything!

Please visit the Council website <https://www.westminster.gov.uk/hydeparkLTN>.

Bottom line - what are we actually achieving with this proposal?

This question was unanswered during AGM, please see addendum below.

Where is the second version of scheme that was mentioned by the Council involving non implementation?

This question was unanswered during AGM, please see addendum below.

Can our Councillors say whether the WWC Traffic Officers will respond to feedback because they appear not to have done so far.

This question was unanswered during AGM, please see addendum below.

If the Victoria Pub is allowed to use the pavements outside and perhaps even have the small road at the side of us and the other 3 restaurants paved for customers to use then yes..this may be better for us ..our concern is that there will be a rat run around us with traffic just coming past from the RHS and surely we will lose parking too.

This question was unanswered during AGM, please see addendum below.

I have grave concerns about turning out of St George's Fields by car especially tricky during school hours

This question was unanswered during AGM, please see addendum below.

8. AOB & Closing Remarks

As well as the questions above there were a number of statements from panellists as written below.

Ian Adams started by apologising to those who felt that they had not been sufficiently engaged in the process. He said he was fully aware of the frustrations felt. There is no legal requirement to consult residents before putting in such a scheme, as it is being introduced as an experiment. However, despite this, Councillors did insist that residents would receive written information about the scheme before its implementation. He understood that it is quite a polarising topic. He is among those residents who will be severely disrupted as a car driver, especially one with the garage in a different zone to the front of a house. He explained that during the first 6 months there is an opportunity for individuals to formally object to the scheme. If an objection is received, Officers need to fully investigate it and then another 6 months starts. That could carry on for the whole 18 months. At the end of that period everyone will receive a report with all comments and a recommendation to retain or scrap scheme. That is only basis on which Ian would accept the proposal.

Maria Parpou – described one of the issues being of the new emerging rat-runs. One of the principles of the scheme must be that no resident should be left worse off than they are today. She raised concern that residents of Gloucester Square and Hyde Park Square could be left worse off because of the block on Strathearn Place. If traffic advisors are so insistent that there will be no

new rat-running because overall traffic being reduced, then why does there need to be a one-way on Strathearn Place? She thinks this is one of the main flaws of the proposal. Residents in Gloucester Square will now be exposed to additional traffic which cannot be in the spirit of the proposal.

Sally Martin – made observations on other potential rat-runs. Within the northern zone it is still feasible to come up Edgware Road, into Burwood Place, then Norfolk Crescent, then Cambridge Square, then Southwick Street onto Sussex Gardens. Within the Eastern/Southern Zone, traffic can come south on Edgware Road, into Kendal Street, then Connaught Square, then Stanhope Place and then left towards Edgware Road. These rat-runs are not as long as Maria's but they are still rat-runs and still allow corners to be cut-off. She recommended residents to look at their own zones and see if they still have traffic through areas. Enforcement will not be continuous.

The Chairman finished by saying that the HPEA have tried to answer as many questions as possible. He gave an open invitation to contact the HPEA with any further concerns.

Ian Adams – thanked the Chairman for hosting the evening. He is fully aware of the bumpy road so far and that the Council needs to work harder in engaging with the local community. One of the key points is that there will be unintended and unforeseen impacts that will be introduced over the period of the scheme. We need to continue to have open dialogue with the community, including with the HPEA, which is a very important conduit. He will continue to work hard with the community and he thanked Allen for facilitating.

Antonia Cox – is asking Officers to give feedback as far as possible.

Maria Parpou – asked whether the Officers will also address the new rat-run on Gloucester Square before the scheme is implemented. Antonia agreed to take that up with Officers.

Addendum – questions answered subsequently to the AGM

It seems we are just moving the noise and air pollution from one area of the Estate to another. What in the world are we gaining from this outrageous plan from the Council?

It is possible that noise and air pollution will move to the arterial roads and new rat-runs. Please see the pros and cons in the Chairman's report.

Trust is a very small word. but in dealing with this Council over many years, that word doesn't seem to exist based on past performances., why should this case be different?

We are not in a position to answer this question. It is up to individual households to make their own judgement.

If one's garage is in one zone and one's front door in another, one has to walk a bit more every day. One of the benefits of LTNs in other parts of London is that is has seen an increase of physical exercise among residents and (according to a King's College study) an increase in life expectation. What is the issue here?

While this point is undeniable, there are some people who are dependent on motor vehicles.

Hi Ian [Adams], this very re-assuring `HOWEVER' what if the same argument that was used throughout over the last few weeks? Too expensive. Please let us know why your answer provides the TRUST we all need? Thank you

This is not a question that the HPEA is able to answer.

I totally support Maria's point; everyone would like air and noise pollution to be decreased but not at the expense of some for the benefit of others. How do we get the Council to accept this point of view?

We have made this point to the Council clearly and repeatably. We recommend you have your say in the survey and advise Councillors of your opinion.

Bottom line - what are we actually achieving with this proposal?

We have thought long and hard about this. Please see the pros and cons in the Chairman's report.

Where is the second version of scheme that was mentioned by the Council involving non implementation?

The HPEA put forward 2 other schemes to the Council, both of which were rejected. To see any other Council schemes please contact Ward Councillors.

Can our Councillors say whether the WWC Traffic Officers will respond to feedback because they appear not to have done so far.

The HPEA has made a number of recommendations and suggestions which have not been accepted. Please refer to Ward Councillors with any specific feedback.

If the Victoria Pub is allowed to use the pavements outside and perhaps even have the small road at the side of us and the other 3 restaurants paved for customers to use then yes..this may be better for us ..our concern is that there will be a rat run around us with traffic just coming past from the RHS and surely we will lose parking too.

We have objected to the rat-run which would cause this problem. It has not been taken up by the Council. Please feedback any specific concerns to the Council via the website or Ward Councillors.

I have grave concerns about turning out of St George's Fields by car especially tricky during school hours

We have objected to the rat-run which would cause this problem. It has not been taken up by the Council. Please feedback any specific concerns to the Council via the website or Ward Councillors.