

Officer Delegated Decision Report 16 March 2017

Report title: Proposed Controlled Parking Zone - Brixton Hill Area

Wards: Brixton Hill, Thornton, Thurlow Park and Tulse Hill

Report Authorised by: Sue Foster, Strategic Director, Neighbourhoods and Growth

Portfolio: Councillor Jennifer Brathwaite: Cabinet Member for Environment and Transport

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Report summary

This report presents the results of the informal consultation carried out within the Brixton Hill area relating to the Council's proposals to introduce a new Controlled Parking Zone (CPZ).

It seeks approval to implement the following CPZ proposals (as shown in Appendix A Drawing No DES-CPZ-2001-001-01 Rev A and DES-CPZ-2001-001-02 Rev A) subject to statutory consultation:

- introduce a new 'D' CPZ to be operational Monday to Friday between 8.30am and 6.30pm;
- introduce a new 'F' CPZ to be operational Monday to Friday between 12pm and 2pm;
- extend the existing Clapham L CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Mondays to Fridays between 9am and 6pm;
- extend the existing Brixton Hill 'Q' CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Tulse Hill 'H' CPZ, with bays and single yellow lines operating Monday to Friday between 12pm and 2pm.
- implement the new CPZs based on a cashless payment system: Pay-by-Phone and Pay-Point with no on-street ticket machines. (To be reviewed one year post-implementation of the scheme).

An overview plan and a list of road names for permit entitlement for each respective zone is shown in Appendix D of this report.

Original proposals presented as part of the informal consultation are shown in Appendix B (Drawing No DES-CPZ-2001-001-01 Rev A and DES-CPZ-2001-001-02 Rev A)

The recommendations are based on the support expressed by the majority of residents in all the roads within the consultation area who participated in the informal consultation. A visual representation and a detailed breakdown of consultation results is shown in Appendix C. Roads that have opted against parking controls but are likely to be adversely impacted by the proposed CPZ in neighbouring roads have been incorporated into the proposals. It is considered that the statutory consultation will provide residents and other stakeholders with a further opportunity to express their views.

Finance summary

The cost of implementing the proposed measures is estimated at £220,000. This includes the publication of the made Traffic Management Orders, road markings and signage, traffic management, statutory consultation and staff costs.

Recommendations

To implement the Controlled Parking Zone proposals as shown in Appendix A (Drawing No DES-CPZ-2001-001-01 Rev A and DES-CPZ-2001-001-02 Rev A), subject to no material objections resulting from the statutory consultation to:

- introduce a new 'D' CPZ to be operational Monday to Friday between 8.30am and 6.30pm;
- introduce a new 'F' CPZ to be operational Monday to Friday between 12pm and 2pm;
- extend the existing Clapham L CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Mondays to Fridays between 9am and 6pm;
- extend the existing Brixton Hill 'Q' CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Tulse Hill 'H' CPZ, with bays and single yellow lines operating Monday to Friday between 12pm and 2pm.
- implement the new CPZs based on a cashless payment system: Pay-by-Phone and Pay-Point with no on-street ticket machines. (To be reviewed one year post-implementation of the scheme).

In the event that material objections are received as part of the statutory consultation a further delegated report will be prepared that will either overrule the specific objection or explain how the scheme has been changed in response to the objection.

1. Context

- 1.1 The council is in the process of carrying out a borough-wide Parking Feasibility Study associated with the review of the council's CPZs and non CPZ areas. As part of this work it became apparent that there are acute issues with parking in two particular areas of the borough being the uncontrolled Vassall and Brixton Hill areas.
- 1.2 The majority of the issues are created by the demand for parking by commuter vehicles during the daytime period, creating conflict with those that have a local demand for such parking (residents / visitors / businesses). The council receives regular correspondence from residents / businesses in these areas raising concerns about parking. The council has also recently received a petition from a number of streets in the Brixton Hill area.
- 1.3 It was therefore decided to carry out an informal consultation in the uncontrolled Vassall and Brixton Hill areas in order to gauge the views of residents and businesses on the possible introduction of a CPZ.

2. Proposal and Reasons

- 2.1 A three week statutory consultation will be carried out and includes the erection of Notices on lamp columns in the area; the publication of Council's intentions in the Local paper and the London Gazette. In addition, all properties within the consultation area will be sent a newsletter setting out the proposals and explaining how representations can be made. All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Environment & Transport.
- 2.2 The key objectives of parking management include:
- Tackling congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
 - Encouraging the use of more sustainable modes of transport.
 - Improving Air Quality.
- 2.3 Controlled parking zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users.
- 2.4 A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:
- Resident Permit holder bays: - For use by resident permit holders and those with visitor permits.
 - Pay & Display shared use/permit holder bays: - For use by pay & display customers and resident and business permit holders.
 - Shared use/permit holder bays: - For use by resident and business permit holders.
 - Different combinations of parking bays can also be created e.g. Resident and Pay & display customers only or Pay & Display only bays.
 - Other bays are also provided where necessary such as Disabled, Doctors, Police, Motorcycle, Loading, electric vehicle bays and car club bays.

- 2.5 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.6 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate CPZ measures if and when there is a sufficient majority of support and / or there is an overriding need to satisfy some of the key objectives associated with parking management.
- 2.7 Informal Consultation
The informal consultation for the proposals to introduce parking controls in the Brixton Hill area commenced on 22 September 2016 and ended on 20 October 2016. 7660 premises were consulted with documents containing a newsletter explaining the proposals, describing the reasons for the consultation, how a CPZ works and how to participate in the consultation. A Frequently Asked Questions (FAQ's) document was also provided to answer common CPZ related questions and Lambeth's Permit Pricing Structure information showing the cost of the various parking permits at the time of the consultation. Copies of the documents provided is attached as Appendix E.
- 2.8 A webpage was also created which contained all the relevant information with detailed plans of the Council's proposals. On these webpages were links to a survey where properties could complete and submit their views including comments. This was the primary method of participation in the consultation.
- 2.9 For those properties who were unable to access the information on the website, or complete the online survey, a telephone request line was created where respondents could request maps and hardcopy questionnaires. The details of this telephone request line was in the Newsletter sent out to all properties.
- 2.10 A3 posters, as shown in Appendix E, were erected on lamp columns in and around the Housing Estates to raise awareness of the consultation. The poster contained a short link to the council website for detailed information and the telephone request line number.
- 2.11 An exhibition was also held on 1 October 2016 at the Richard Atkins Primary School from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers.

Consultation Results – Appendix C

- 2.12 Of the 7660 properties consulted, we received a total of 580 responses, representing a response rate of 7.6%.
- 2.13 Whilst the response rate is relatively low, it is considered appropriate to recommend proceeding to statutory consultation given the level of overall support for a CPZ from those who did respond, along with the evidence of high levels of parking stress within the consultation area. In summary, a large proportion of the roads in the area have been identified as being in a situation where parking demand exceeds capacity, which can often lead to unsafe parking practices. A full study, available on the Council webpage www.lambeth.gov.uk/bhczp, was undertaken by JMP Consultants on behalf of Lambeth Council to assess parking conditions in the area.
- 2.14 The detailed consultation results shown in Appendix C indicates a majority of 67.2% of all respondents feel that they have a parking problem in their road, as opposed to 28% who feel that they do not.
- 2.15 Of the 580 who responded, 58.4% support a CPZ in their road compared to 35.3% that oppose it.

2.16 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. Results showed a majority of 73.4% of respondents are in favour of Monday-Friday controls, compared to 9.0% who are in favour of Monday-Saturday and 12.2% who are in favour of Monday-Sunday controls.

2.17 Regarding the hours of operation a majority of 45.0% preferred the 2 hour controls, compared to 31.6% in favour of 8.30am-6.30pm and 17.8% opted for the 10am-4pm.

The Formation of Parking Zones in the Brixton Hill Area

2.18 To address potential issues with inter-zonal commuting within the large originally proposed Brixton Hill Area, it is proposed to break this area up into smaller zones. This resulted in two new CPZ's, proposed as Zone D (Brixton Hill East) and Zone F (Brixton Hill West) and the remainder of the area being added as extensions to existing surrounding CPZ's. Appendix D contains a full breakdown of the proposed division of the zones in this area.

2.19 For the two new CPZ areas, the consultation results were revised to only reflect the opinions of those within the new areas respectively. These revised results are shown in Appendix F for Zone D and for Zone F. The revised spreadsheets of results indicate the preferred hours and days of operation for these new zones respectively.

2.20 The areas being proposed as extensions will be adopting the days and hours of operation of the zones they are being added to. These areas will be given a further opportunity to amend their days and hours of operation as part of a program to review all existing CPZ's within the Borough over the next two years.

2.21 It is proposed to;

- introduce a new 'D' CPZ to be operational Monday to Friday between 8.30am and 6.30pm;
- introduce a new 'F' CPZ to be operational Monday to Friday between 12pm and 2pm;
- extend the existing Clapham L CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Monday to Friday between 9am and 6pm;
- extend the existing Brixton Hill 'Q' CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Mondays to Friday between 8.30am and 6.30pm;
- extend the existing Tulse Hill 'H' CPZ, with bays and single yellow lines operating Monday to Friday between 12pm and 2pm.
- implement the new CPZs based on a cashless payment system: Pay-by-Phone and Pay-Point with no on-street ticket machines. (To be reviewed one year post-implementation of the scheme).

2.22 Proposed Measures

The CPZ design comprises mainly of resident permit holder bays and pay shared use bays. Some free bays are proposed that will allow motorists to park for a short period in order to utilise the areas shops, parks etc. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without impacting road safety and the free movement of traffic.

2.23 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams.

2.24 CPZ Design Amendments

Following the informal consultation, officers have made amendments to the original design following comments received from residents, businesses and Ward Councillors.

Solo motorcycle bays have now been included in the revised design at locations where residents and businesses provided feedback from the online questionnaire. These bays are located on Athlone Road, Brading Road, Brockwell Park Gardens, Clarence Crescent, Claverdale Road, Felsberg Road, High Trees, Holmewood Gardens, Kingswood Road, Mackie Road, Ostade Road, Rosebery Road, Sulina Road, Trinity Rise and Upper Tulse Hill.

2.25 Additional parking bays have been proposed at specific locations where it would not compromise safety and traffic congestion on Clarence Crescent and Upper Tulse Hill. Requests from residents to change the type of bays have been made on Brockwell Park Gardens, Kingswood Road, Lyham Road and Upper Tulse Hill.

2.26 Additional double yellow line waiting restrictions have been added on New Park Road, Trinity Rise and Upper Tulse Hill.

2.27 The proposed bays and associated waiting restrictions have been removed in Clarence Crescent slip road due to it being identified as housing land and not public highway upon further investigation.

2.28 High Trees & St Martin's Estate

The consultation results for High Trees shows that a majority of respondents were opposed to parking controls, therefore High Trees is being excluded from the proposed CPZ.

High Trees is different from the other roads who were opposed to controls but are still included in the Statutory Consultation. The geographical location of these other roads mean they would be adversely affected by displacement from the surrounding parking controls with no or minimal alternative parking available in their immediate vicinity.

High Trees is unique in that it is on the edge of the CPZ proposals and it is geographical disconnected from the rest of the proposed CPZ area, with access only available from Tulse Hill. It is also completely surrounded by the St Martin's Housing Estate and Housing Estate roads which offer alternative parking for residents in the immediate vicinity to parking on High Trees.

The CPZ boundary has been amended to reflect the exclusion of High Trees and adjoining estate roads, such as Gaywood Close and Abbots Park which can only be accessed via High Trees.

2.29 It is proposed to proceed with introducing at any time waiting restrictions at key locations such as at junctions and bends on High Trees where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

Permit Criteria

2.30 There a number of different parking permits available depending on personal circumstances. E.g. Vehicle type; resident; business or blue badge holder. See Appendix E for Lambeth's permit pricing structure (subject to change).

Pay by Phone/PayPoint Tariff:

2.31 It is recommended that the charge for parking within the pay by phone shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £3 per hour, with a maximum stay of four hours for Zone D and one hour for the zone extensions and Zone F (price subject to change).

2.32 Cashless Parking Pilot Scheme

Lambeth Parking Services are undertaking a pilot scheme to decommission, disconnect and completely remove parking Pay-and-Display (P&D) ticket machines throughout the borough over a two year period. It will ultimately support long term cost savings by reducing contract and maintenance costs, as well as staff hours required to process aspects of this function, i.e. general maintenance, refunds, reconciliation, contract management.

As part of the pilot study, it is also proposed to introduce these new CPZ's without any P&D ticket Machines, as per the report recommendation.

The alternatives to P&D Ticket Machines:

2.33 Pay by Phone (PbP), the council's cashless parking solution which allows citizens to park by completing a transaction over the phone, via a mobile application or online using the web, currently accounts for 70% (around 65,000) of all short term parking transactions carried out in the borough.

2.34 PayPoint is a card / cash based payment system being considered as an additional alternative to P&D ticket machines as it is accessible and widely available throughout the borough at participating shops.

2.35 **Benefits of using the Pay by Phone (PbP) solutions**

The proposed use of Pay by Phone directly demonstrates Lambeth's ambitions to deliver our residents priorities by being a greener, cleaner and safer borough through:

- Reduction of Carbon Dioxide (CO₂), Nitrogen Dioxide (NO₂) and Particulate Matter emissions as large vans are used to collect cash from machines, as well as transport spare parts and engineers to machines and locations where maintenance and repairs are needed. There are currently also three Lambeth employed technicians who drive around the borough on a daily basis to clean and repair machines.
- De-cluttering of streetscapes by removing unsightly machines and any graffiti or vandalism that is generally associated with these machines.
- Removing opportunities for criminal activity as there are organised crime groups who commit theft from machines across many London boroughs, including Lambeth who use special equipment/machinery to break into the machines. There is also a substantial level of casual theft from machines that is committed by persons acting on their own – generally through tampering with the coin slots.
- Clearing away potential health and safety risks as some older machines have weathered and may have rusty pedestals or exposed wires due to being subjected to the elements for many years – some machines are around 15 years old.
- There is no impact on PbP service delivery should there be a decision to change the format of any currency, i.e. any coins that are currently in circulation. As transactions are electronic, there is no requirement to reconfigure the service.
- Ability for drivers to extend parking stay without returning to the vehicle, potentially reducing the risk of a PCN.
- No issues with overpayment due to not having the correct change.
- Pay-by-phone is a scheme that operates nationally and users only need to register once.

3. **Finance**

3.1 As stated in the Financial Summary section, the cost of implementing the Controlled Parking Zones including statutory consultation and officers' staff costs is anticipated to be £220,000.

3.2 The funding for these proposals will be met in full from Capital Reserves, which are non-statutory, and can be used for any capital related purpose deemed suitable.

3.3 There will be additional costs associated with the administration and enforcement of the new zones – potentially two full-time equivalent back office staff, along with a similar number of enforcement staff. The costs associated with the additional staff are anticipated to be up to £140,000 per annum and will be met in full by permit / penalty charge notice (PCN) income generated by the new CPZ.

4. Legal and Democracy

4.1 Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

4.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

4.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

4.4 A recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

4.5 Once the abovementioned Order(s) is/(are) in place, the council is required to make the necessary amendments to the road markings and signage as soon as practicable to adequately provide information as to the Order that is in place in that area. The requisite sign or signs for these purposes is specified in the Traffic Signs Regulations and General Directions 2016 (TSRGD).

4.6 The history and outcome of non-statutory stakeholder consultation undertaken to date is detailed at paragraphs 2.7 and 5 of this report. The following principles of consultation were set out in a recent High Court case: First, a consultation had to be at a time when proposals were still at a formative stage. Second, the proposer had to give accurate and sufficient reasons for any proposal to permit of intelligent consideration and meaningful response. Third, adequate time had to be given for consideration and response, and finally, the product of consultation had to be considered with a receptive mind and conscientiously taken into account in finalising any statutory proposals. The process of consultation had to be effective and looked at as a whole it had to be fair. Fairness might require consultation not only upon the preferred option, but also upon discarded options. The proposals detailed in this report require the making of a TMO The statutory procedure to be followed

in this connection is detailed above and includes a statutory consultation stage. The Council is obliged to take account of any representations made at that stage and any material objections received will need to be reported back to the decision maker before an Order is made. All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory principles. The 1996 Regulations provides for the holding of a public inquiry in connection with a decision to approve, modify or abandon a TMO. The purpose of such an inquiry would be for the proposal to be examined and for the public to be given the opportunity to make their views known in a public forum. The Council is only obliged to hold a public inquiry if the proposal relates to the prohibition of loading and unloading of vehicles of any class in a road on any day of the week (i) at all times, (ii) before 0700, (iii) between 1000 and 1600 hours, or (iv) after 1900 hours and an objection has been made to the proposed order; or the order relates to the prohibition or restriction of passage of public service vehicles. In all other cases, the decision maker may determine at his discretion whether or not to hold a public inquiry before making an order.

- 4.7 Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation
 - Advance equality of opportunity and
 - Foster good relations between those who share a protected characteristic and those who do not.
- 4.8 Part of the duty to have “due regard” where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.
- 4.9 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken – that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.
- 4.10 In addition to the above, Section 175A of the Highways Act 1980 extends a specific duty upon local authorities to have regard to the needs of disabled and blind in the execution of certain street works (namely the placing of lamp-posts, bollards, traffic signs, apparatus or other permanent obstructions) which may impede such persons.
- 4.11 The Council’s constitution delegates to Directors and Assistant Directors (Delivery) the authority to consider objections received from statutory consultation as part of the TMO making process, (subject to a formal report setting out the objections, with clear recommendations, being submitted for approval) and the power to make, amend or revoke traffic orders, following the consideration of such objections.
- 4.12 The Council’s Constitution requires that all key decisions, decisions which involve resources between the sums of £100,000 and £500,000, and important or sensitive issues must be published on the website for five clear days before the decision is approved by the Director. This report will be published in accordance with these requirements.

5. Consultation and co-production

5.1 Refer to section 2 of this report for details on the informal consultation, along with relevant appendices.

5.2 A statutory consultation will be carried out and include the erection of Notices on lamp columns in the area; the publication of Council's intentions in the Local paper and the London Gazette. A copy of the proposed TMO, complete breakdown of the results, detailed plans of the proposals and the Council's Statement of Reasons can be inspected at the Brixton Library. The documents will also be available on the council website and a newsletter will also be distributed to all properties in the consultation area. The newsletter will detail the results of the informal consultation and the undertaking of the statutory consultation process on the proposed parking controls. An email address will be provided in order for residents and business to make their representation for or against the scheme. All representations along with Officers' comments and recommendations will be presented in a further report to the Cabinet Member for Environment & Transport.

6. Risk management

6.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to address obstructive parking and the high levels of community vehicles driving through and parking in these parts of the borough.

6.2 There are potential risks relating to the public consultation demonstrating limited appetite for new parking controls within the affected areas. As with all public consultations, the council will need to carefully consider the nature of any objections in order to determine the most appropriate way forward.

7. Equalities impact assessment

7.1 The Project Manager has screened the scheme's likely effect on people who have one or more of the protected characteristics (race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment). The screening looked at how the scheme might:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic and those who do not.

7.2 Two of the protected characteristics, age and disability, have been identified as being disproportionately affected by the scheme. Part of the duty to have "due regard" where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.

7.3 The proposals to not include ticket machines will result in a primary reliance on pay-by-phone, with an alternative option of using pay-point in certain local shops in the area. This could increase walking / travel distances for drivers who need to purchase a ticket that do not have access to Pay-by-Phone. The council has committed to review the approach taken to new ticket machines within one year of the scheme being implemented in order to further assess the equalities impact of the scheme.

7.4 Drivers who display a valid disabled badge will be permitted to park in all permit bays and shared bays in the new CPZ areas.

- 7.5 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar order.
- 7.6 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor of London and the borough.
- 7.7 Maintaining clear access points and visibility will thereby improve the safety at junctions; bends and along narrow sections of a road, subsequently reducing potential accidents.

8. Community safety

- 8.1 All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow line waiting restrictions (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. at crossovers for driveways. The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses.
- 8.2 Introducing CPZs also results in uniformed enforcement officers walking the streets in the area, thereby increase natural surveillance.

9. Organisational implications

9.1 Environmental

The introduction of new CPZs has a direct link to initiatives within the council's draft Air Quality Action Plan. There may be some minor measurable benefits over time associated with the proposals, particularly as the number of commuter vehicles travelling to these areas of the borough will reduce. A proportion of these drivers are likely to consider alternative forms of sustainable transport for their journey to and from work.

9.2 Staffing and accommodation

The new CPZ zones will generate increased administration and require enforcement, estimated to be the equivalent of four FTE's (two with the enforcement contractor and two within the performance and development team) at this stage.

A staffing review will take place after 12 months of implementation to assess the resource requirements for enforcement and back office processing.

9.3 Procurement

Project Management, design and consultation associated with the two new CPZ areas will be undertaken in-house using existing staff. There will be external costs associated with the distribution of the consultation material, but this will be a relatively low value (less than £20,000) and will be commissioned in accordance with Lambeth's procurement requirements.

The implementation stage of the CPZ project will be undertaken by the council's term contractor FM Conway or Colas (CVU) via the London Highways Alliance Contract (LoHAC).

10. Timetable

The statutory consultation will be carried out soon after a decision is made. The consultation will include the erection of Notices on lamp columns in the area and the publication of the Council's

intentions in the Local paper and the London Gazette. The documents will also be available at the Brixton Library and on the council website. A newsletter will also be distributed to all households informally consulted.

Description	Date
Delegated Decision	March 2017
Statutory Consultation	March / April 2017
Implementation	July / August 2017

Audit trail				
Name/Position	Lambeth directorate/department or partner	Date Sent	Date Received	Comments in para:
Sue Foster Strategic Director	Neighbourhoods and Growth	28.02.17	03.03.17	
Andrew Burton	Highways, Enforcement & Capital Programmes	31/01/17	12/02/17	Throughout
Ian Speed	Finance	31/01/17	13/02/17	3.3
Jean-Marc Moocarme	Legal	19/01/17	13/02/17	4
Maria Burton	Democratic Services	19/01/17 31/01/17	20/01/17 31/01/17	4
Councillor Jennifer Brathwaite	Cabinet Member for Environment & Transport	01/02/17	11/02/17 08/03/17	Throughout
Raj Mistry	Assistant Director, Neighbourhoods	26/01/17	01/02/17	Throughout
Russell Trewartha	Capital Programmes	31/01/17	-	-
Andrew Round	Sustainability Manager	31/01/17	10/02/17	2.34
Simon Phillips	Transport Manager	31/01/17	-	-
Councillor Florence Eshalomi	Ward Councillor, Brixton Hill	01/02/17	-	-
Councillor Adrian Garden	Ward Councillor, Brixton Hill	01/02/17	-	-
Councillor Martin Tiedemann	Ward Councillor, Brixton Hill	01/02/17	31.01.17	-
Councillor Lib Peck	Ward Councillor, Thornton	01/02/17	-	-
Councillor Diana Morris	Ward Councillor, Thornton	01/02/17	13/02/17	Throughout
Councillor Edward Davie	Ward Councillor, Thornton	01/02/17	-	-
Councillor Mary Atkins	Ward Councillor, Tulse Hill	01/02/17	-	-
Councillor Marcia Cameron	Ward Councillor, Tulse Hill	01/02/17	-	-
Councillor Adedamola Aminu	Ward Councillor, Tulse Hill	01/02/17	-	-
Councillor Anna Birley	Ward Councillor, Thurlow Park	01/02/17	-	-
Councillor Fred Cowell	Ward Councillor, Thurlow Park	01/02/17	-	-
Councillor Max Deckers Dowber	Ward Councillor, Thurlow Park	01/02/17	-	-

Report history

Original discussion with Cabinet Member	April 2016
Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	No
Date first appeared on forward plan	N/A
Key decision reasons	N/A
Background information	<p><u>JMP – Lambeth Parking Surveys, Brixton Hill Area</u></p> <p>The report details findings of the parking stress survey undertaken by JMP consultants on behalf of Lambeth Council. The report can be found on the council webpage, www.lambeth.gov.uk/bhcpz Road Traffic Management Act 1984</p>
Appendices	<p>Appendix A: Revised Proposal Drawings</p> <p>Appendix B: Original Proposal Drawings</p> <p>Appendix C: Informal Consultation Results</p> <p>Appendix D: Formation of the Zones in the Brixton Hill Area</p> <p>Appendix E: Informal Consultation Documents</p> <p>Appendix F: Zone D and Zone F Consultation Results</p>

APPROVAL BY OFFICER OR CABINET MEMBER IN ACCORDANCE WITH SCHEME OF DELEGATION

I confirm I have consulted Finance, Legal, Democratic Services and the Procurement Board and taken account of their advice and comments in completing the report for approval:

Signature: _____ **Date:** _____ 27/02/17 _____

Post: Richard Lancaster
Project Manager - Neighbourhoods

I approve the above recommendations:

Signature: _____ **Date:** _____

Post: Sue Foster
Strategic Director, Neighbourhoods & Growth

Any declarations of interest (or exemptions granted):

Any conflicts of interest:

Any dispensations: