

Officer Delegated Decision Report - 24 July 2018

Report title: Proposed Controlled Parking Zone - Streatham Hill Area

Wards: Streatham Hill, Thornton

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

Portfolio: Councillor Claire Holland: Cabinet Member for Environment & Clean Air

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Report summary

This report presents the results of the statutory consultation carried out between 28 February and 26 March 2018, within the Streatham Hill area relating to the Council's outline proposals to introduce new Controlled Parking Zones (CPZs).

It seeks approval to make the relevant Traffic Management Orders (TMOs) for the implementation of the following CPZ proposals (as shown in Appendix A as Drawing No's DES-CPZ-2002-003 Zone R Extension, DES-CPZ-2002-004 Zone G and DES-CPZ-2002-005 Waiting Restrictions):

- To introduce a new 'G' CPZ (Streatham Hill West) to be operational Monday to Friday between 10am and 12noon;
- To extend the existing Thornton 'R' CPZ, with bays operating Monday to Friday from 10am to Noon and single yellow lines operating Mondays to Fridays between 8.30am and 5.30pm;
- To introduce double yellow line (DYL) waiting restrictions in the Streatham Hill East and Tulse Hill West areas at key locations such as junctions, cul-de-sacs and locations where traffic flow would be impeded by parked vehicles.

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

Proposals presented as part of the statutory consultation are shown in Appendix B (Drawing No DES-CPZ-N-2002-001-01 Rev A)

Finance summary

The cost of implementing the proposed measures is estimated at £130,000. This includes the publication of the Traffic Management Orders (TMO's), road markings, signage and traffic management. All capital implementation costs are to be funded from the existing budget within the Highways Improvement Programme.

Recommendations

- A. Considering the representations and objections received in respect of the proposals as detailed in Appendices C & D, to proceed with the making of the Traffic Management Order (TMO) for the implementation of the Controlled Parking Zone proposals as shown in Appendix A, at a cost of £130,000 to:
- introduce a new 'G' CPZ (Streatham Hill West) to be operational Monday to Friday between 10am and 12noon;
 - extend the existing Thornton 'R' CPZ, with bays operating Monday to Friday from 10am to 12noon and single yellow lines operating Mondays to Fridays between 8.30am and 5.30pm;
 - introduce double yellow line waiting restrictions in the Streatham Hill East and Tulse Hill West areas at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by parked vehicles to include; Amesbury Avenue; Barcombe Avenue; Cricklade Avenue; Daysbrook Road; Downtown Avenue; Emsworth Street; Faygate Road; Hillside Road, Kinfauns Road; Kingsmead Road; Lanercost Road; Leigham Vale; Normanhurst Road; Northstead Road; Nuthurst Avenue; Palace Road; Probyn Road; Roupell Road; Wavertree Road; Wyatt Park Road.

1. Context

- 1.1 In 2016 the Council carried out a 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 were acute issues with parking in two particular areas of the borough, these being the uncontrolled Vassall and Brixton Hill areas. This led to the introduction of three new CPZs and the extension of five existing CPZs in October 2017.
- 1.2 Prior to the introduction of these new zones the Council commissioned an independent parking survey to assess the parking pressures in the Streatham Hill area. The results of this survey showed that the Streatham Hill area was already experiencing high levels of parking stress, at 80% capacity prior to the introduction of the Vassall and Brixton Hill area zones.
- 1.3 In addition to the identified acute parking stress, the Streatham Hill area is also experiencing a further increase in parking stress due to displacement from these new zones. This has become apparent through heightened residents' request for controlled parking in Streatham Hill.
- 1.4 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 / shoppers / businesses). The council receives regular correspondence from residents / businesses in these areas raising concerns about parking.
- 1.5 Free parking encourages car-borne commuting, contributing to congestion and pollution.
- 1.6 Additionally the council has also received a petition (PT17-001) from Sternhold Avenue (located within the consultation area) requesting parking controls.
- 1.7 It was therefore decided to carry out an informal consultation in the uncontrolled Streatham Hill area in order to gauge the views of residents and businesses on the possible introduction of a CPZ. The informal consultation and engagement carried out in November/December 2017 was used to shape Cabinet Member delegated decision of 16 February 2018 to proceed to statutory consultation.

2. Proposal and Reasons

- 2.1 A three week statutory consultation was carried out and included 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 were sent a newsletter setting out the proposals and explaining how representations can be made.
- 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 (see paragraph 9.1).
- 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 As previously with new CPZs, the Streatham Hill East CPZ and Thornton CPZ Extension is being promoted as being a Pay by Phone controlled zone. With no longer a requirement to install ticket machines close to every parking bay, every bay in the proposed zone would be shared use for permit-holders and those who arrive-and-pay.
- 2.5 These zones have been offered with;
- Shared Use Resident permit holders/Pay By Phone: - For use by Pay by Phone customers and resident permit holders.
 - Shared use permit holder bays/Pay By Phone: - For use by Pay by Phone customers and resident/business permit holders.
 - Other bays are also provided where necessary such as disabled, motorcycle, bus and car club bays.
- For arrive-and-pay customers wishing to pay by cash, a Pay Point facility will also be offered.
- 2.6 Double yellow lines ("no waiting at any time") restrictions are introduced 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 and accessibility for refuse and emergency service vehicles.
- 2.7 Single yellow lines are introduced to protect vehicular crossovers (dropped kerbs) and also provides somewhere for loading to take place during restricted hours. The hours of operation are shown on zone entry sign as users enter the zone. These generally operate the same times as the parking bays however, they can operate at different hours.
- 2.8 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.

Informal Consultation

- 2.9 The informal consultation for the proposals to introduce parking controls in the Streatham Hill area commenced on 13 November 2017 and ended on 8 December 2017 (4 weeks). 7,222 premises were sent consultation 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.
- 2.10 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.
- 2.11 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.
- 2.12 A public exhibition was also held on Saturday 18 November 2017 at the Streatham Wells Primary School from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers.

Statutory Consultation

- 2.13 A statutory consultation was carried out between 28 February and 26 March 2018, which included 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 traffic management order (TMO), complete breakdown of the results, detailed plans of the proposals and the Council's Statement of Reasons were available for inspection at Brixton and Tate Streatham Libraries. The documents were available on the council website and a newsletter was distributed to all (7,222) properties in the consultation area. The newsletter detailed the results of the informal consultation, the decision taken to proceed and the undertaking of the statutory consultation process on the proposed parking controls. An email address was provided for residents and businesses to make their representation for or against the scheme.

Area 1 – Thornton R extension – Statutory Consultation Results

- 2.14 No representations were received either in support or against the proposals.

Area 2 – Streatham Hill West (Zone G) – Statutory Consultation Results

- 2.15 The statutory consultation resulted in a total of 91 representations, 68 of which are in support of the proposals, 7 comments and 16 against the proposals.
- 2.16 The main objections received from this area include:
- Respondents consider the permit prices are too high.
 - Prefer longer hours/days of operation.
 - Private and Estate areas should not be entitled to permits.
 - Do not believe they have a parking problem.

All representations pertaining to Zone G with officers' comments are detailed in Appendix C.

Area 3 & 4 – Streatham Hill East & Tulse Hill West

2.17 The statutory consultation resulted in a total of 60 representations, 3 of which are in support of the proposals, 18 comments and 39 against the proposals.

2.18 The main objections received from the area include:

- Respondents consider the implementation of the new 'G' CPZ to cause further difficulties in their areas (3 & 4).
- Waiting restriction proposals will remove available parking places.

All representations pertaining to Area 3 & 4 with officers' comments are detailed in Appendix D.

Petitions

2.19 Two written petitions and one e-petition were received against the proposals to exclude the introduction of the CPZ for Area 3 & 4 and would like to be re-consulted.

Petition 1 (written) – 205 signatures

Petition 2 (written) – 15 signatures

Petition 3 (e-petition) – 129 signatures

2.20 The petitions have been analysed and will be presented in a separate report in order to consider further consultation in these areas.

2.21 Representation received by Metropolitan Police for entire consultation area

No representations were received.

2.22 Ward Councillor comments

All Ward Members were contacted prior to and after the consultation providing them with the results.

Streatham Hill Ward

A meeting was held with Streatham Hill ward councillors on 16 May 2018, where the results of the statutory consultation were discussed and how the council was to proceed. Ward councillors were in agreement.

Thornton Ward

No further comments were received from Thornton Ward Councillors as no objections were received through the statutory consultation process.

Permit Criteria

2.23 A number of parking permits are 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/Pay Point Tariff:

2.24 The cost will be £3 per hour, with a maximum stay of one hour for Zone 'G' and one hour for the zone 'R' extension (price subject to change).

The alternatives to P&D Ticket Machines:

- 2.25 Pay by Phone (PbP), the council's cashless parking solution which allows citizens to park by completing a transaction over their mobile 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.
- 2.26 Pay Point is a card / cash based payment system is an additional alternative to P&D ticket machines as it is accessible and widely available throughout the borough at participating shops.

Finance

- 3.1 The cost of implementing the Controlled Parking Zones, including the making of TMO's is forecast to be £130,000, to be funded from the current Highways Improvement Programme.

Description	Amount (£)
Signage, Posts, Lining	120,000
Traffic Management (inc. Temp. TMOs)	10,000
TOTAL	130,000

- 3.2 Once operational, we will use our current establishment for both on-street and back office in order to provide our service to these new areas. This will be reviewed in the first quarter to ensure it is not jeopardising our ability to maintain the expected service levels. The service will however require 0.5 temporary Permissions Officers for 3 months due to the initial increase in permit holder applications. This is likely to cost approximately £4,000 and will be funded from increased revenue from the permit sales in these new areas.

- 3.3 The annual revenue costs and income arising from the new CPZ are forecast to be:

Description	Income (£)
Permit Sales	80,000
Enforcement (PCN Revenue)	30,000
Paid for Parking Sales (PBP)	40,000
TOTAL	150,000

- 3.4 The forecast income and expenditure detailed in para 3.1 – 3.3 were incorporated into the 2018/19 Budget and no adjustments will be required to either if the CPZ becomes operational in July. If the CPZ is not introduced or is introduced later then there will a proportional reduction in the net income for the Council.

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 RTRA 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 The proposals are in accordance with section 122 of the RTRA, namely that they 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 2.9 to 2.13 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 In cases such as this when an unwithdrawn objection is received in response to the statutory consultation, 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.

4.8 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 or Cabinet Member concerned. Any representations received during this period must be considered by the decision-maker before the decision is taken.

5. Consultation and co-production

5.1 Informal consultation was carried out in November and December 2017. Based on the results of this consultation it was then decided to carry out a further statutory consultation in the area in order to implement the proposed scheme. Refer to section 2.9 to 2.13 of this report for further details on the informal consultation, along with relevant appendices.

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 The risk of not introducing the proposed parking arrangements is that the high level of abandoned vehicles in the area will remain as the Council will have limited authority in which to remove them.

7. Equalities impact assessment

7.1 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.

7.2 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 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.

7.4 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.

7.5 The Project Manager has screened the scheme's likely effect on people who have one or more of the protected characteristics. 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.

- 7.6 The proposal to not provide pay-and-display ticket machines will impact disproportionately on older people. This is because, according to a 2017 survey undertaken by Deloitte, only 77% of the 55-75 age group use a smartphone whereas the average for all age groups is 85%. To enable those who are unable to pay-by-phone to park, the scheme will allow customers to pay with cash at pay point terminals (five shops in nearby Streatham High Road currently offer this facility).
- 7.7 Drivers who display a valid disabled badge will be permitted to park in all permit bays and shared bays in the new CPZ areas without charge.
- 7.8 Double yellow lines (“no waiting at any time”) restrictions are introduced 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. The aim of the proposed double yellow line waiting restrictions at junctions is to improve visibility and to provide clear access for all road users particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions.

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 increasing natural surveillance.

9. Organisational implications

9.1 Environmental

The proposals support our 2017-2022 Air Quality Action Plan; Action 43 to review parking in the borough; and Action 46 reprioritisation of road space.

Road transport is the main source of air pollution in Lambeth; these proposals will help to improve air quality as they will encourage modal shift to more sustainable transport. Furthermore, the Mayor is proposing to extend the Ultra-Low Emission Zone (ULEZ) to the South Circular. These proposals will deter drivers from driving to and leaving their highly polluting vehicles at the ULEZ border.

9.2 Staffing and accommodation

The new CPZ zones will generate increased administration and enforcement, a temporary increase will be required for the implementation period. The operation will require one extra full time employee (FTE) Civil Enforcement Officer on an ongoing basis.

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

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

10. **Timetable**

If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local paper and the London Gazette. A newsletter will be distributed to all premises within the consulted area informing them of the decision. The newsletter and final plans will also be available on the council website.

Description	Date
Publish Decision on Council website for five clear days	July 2018
Decision approved by the Director	July 2018
Publish "Has Made" legal notice	July 2018
Install parking signs and road markings	August 2018
"Soft" launch of CPZ (warning notices issued to errant drivers)	August 2018
Zone operational	September 2018

Audit trail

Name/Position	Lambeth directorate/department or partner	Date Sent	Date Received	Comments in para:
Sue Foster Strategic Director	Strategic Director: Neighbourhoods and Growth	02.07.18	04.07.18	
Councillor Claire Holland	Cabinet Member for Environment and Clean Air	30.05.18		
Neil Wightman	Director: Housing Services	30.05.18	No response	
Andrew Burton	Delivery Lead: Neighbourhood Capital Programmes	30.05.18	06.06.18	
Andrew Ramsden	AD Finance	25.06.18	25.06.18	3
Ian Speed	Accountant: Finance (Capital)	30.05.18	No response	
Dave Goldring	Accountant: Finance (Revenue)	30.05.18	No response	
Jean-Marc Moocarme	Legal	30.05.18	09.06.18	
Maria Burton	Democratic Services	30.05.18	08.06.18	
Raj Mistry	Director, Environment	30.05.18	25.06.18	
Neil Fenton	Delivery Lead: Performance and Development	30.05.18	No response	
Jonathan Pook	Business Development & Operations Manager	30.05.18	No response	
Russell Trewartha	Capital Programmes	30.05.18	06.06.18	
Andrew Round	Sustainability Manager	30.05.18	07.06.18	9.1
Simon Phillips	Transport Manager	30.05.18	No response	
Councillor Liz Atkins	Ward Councillor, Streatham Hill	30.05.18	No response	
Councillor Rezina Chowdhury	Ward Councillor, Streatham Hill	30.05.18	No response	
Councillor Iain Simpson	Ward Councillor, Streatham Hill	30.05.18	No response	
Councillor Lib Peck	Ward Councillor, Thornton	30.05.18	No response	
Councillor Jane Edbrooke	Ward Councillor, Thornton	30.05.18	No response	
Councillor Edward Davie	Ward Councillor, Thornton	30.05.18	No response	

Report history

Original discussion with Cabinet Member	
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>SYSTRA – Lambeth Parking Surveys, Streatham 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/shcpz Road Traffic Management Act 1984</p>
Appendices	<p><u>Appendix A</u> – Implementation plans</p> <p><u>Appendix B</u> – Statutory consultation plans</p> <p><u>Appendix C & D</u> - Statutory consultation correspondence & officer comments</p> <p><u>Appendix E</u> – Parking permit price plan</p> <p><u>Appendix F</u> – Permit entitlement</p>

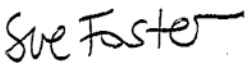
APPROVAL BY OFFICER OR CABINET MEMBER IN ACCORDANCE WITH SCHEME OF DELEGATION

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: 24 July 2018**

Post: Brett Cockin, Senior Parking Engineer, Capital Programmes, Neighbourhoods & Growth

I approve the above recommendations:

Signature:  **Date: 24 July 2018**

Post: Sue Foster, Strategic Director, Neighbourhoods & Growth

Any declarations of interest (or exemptions granted):

Any conflicts of interest:

Any dispensations: