

Officer delegated decision 8 July 2019

Report title: Proposed Controlled Parking Zone in Streatham Hill East

Ward: Streatham Hill

Report Authorised by: Andrew Burton, Assistant Director of Highways, Capital Programmes and Sustainability

Portfolio: Cllr Claire Holland, Deputy Leader of the Council (Environment and Clean Air)

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Report summary

Responses to public consultation earlier this year evidence a case to undertake statutory consultation on expanding controlled parking to include the area bounded by the A23, Palace Road and Hillside Road together with Roupell Road and Probyn Road.

Finance summary

The forecast cost of the recommended statutory consultation is £70,000. This can be financed from a combination of S106 receipts and funding allocated from the Parking Reserve. If the scheme progresses to implementation in the form currently proposed there will be an additional £140,000 cost. This would be financed from the Parking Reserve.

Recommendations

1. To undertake statutory consultation on the following proposed traffic orders, as illustrated as Appendix A to this report:
 - a) a new controlled parking zone “Streatham Hill East (Zone M)” with controlled hours 1000-1200 Monday-Friday across an area bounded by, but not including, the A23, Christchurch Road, Palace Road, Hillside Road, Hillside Passage and the Tulse Hill-to-Streatham Hill Railway line
 - b) extend the Tulse Hill ‘H’ controlled parking zone (controlled hours 0830-1830 Monday-Friday) to include Probyn Road
 - c) extend the Brixton Hill ‘F’ controlled parking zone (controlled hours 1200-1400 Monday-Friday) to include all of Roupell Road
 - d) To introduce at any time (double yellow line) waiting restrictions:
 - i. at both junctions of Palace Road and Coburg Crescent
 - ii. at the junction of Palace Road and Bushell Close
 - iii. at the junction of Palace Road and Presentation Mews
 - iv. across accesses to communal off-street parking areas on Palace Road
 - v. at the junction of Hillside Road and Hillside Gardens
 - vi. on the northern side of Kingsmead Road adjacent to No. 48
 - vii. on the northern side of Leigham Vale from the flank wall of No.91 to a point level with the boundary of Nos. 3 and 5 Kingsmead Road
 - viii. on the southern side of Leigham Vale from the flank wall of No.91 to a point level with the boundary of Nos. 101/102

2. That material objections resulting from the above statutory consultation are considered by way of a separate officer delegated decision report, in consultation with the Cabinet Member for Environment and Clean Air before any decision is made whether to implement, amend or withdraw the proposal.

1. Context

- 1.1 All roads in Streatham Hill ward were initially consulted on the introduction of a controlled parking zone (CPZ) in November 2017. A stage 1 consultation involves a survey that seeks to establish residents' and businesses' views on a specific controlled parking proposal in their road. Officers use the survey results to inform whether to proceed to statutory consultation (in either an unamended or amended form), or whether the proposal should be withdrawn.
- 1.2 The majority of respondents east of the A23 opposed parking controls. In light of this, the decision was taken to withdraw proposals to introduce a CPZ on those roads but to proceed with statutory consultation on the introduction of a CPZ west of the A23.
- 1.3 During the statutory consultation to introduce CPZ in the area west of the A23, the Council received three separate petitions from the area to the east of the A23 demanding that residents be re-consulted.
- 1.4 Responding to petitioners' concerns and in anticipation of increased parking demand resulting from the newly introduced Streatham Hill West CPZ, approval was given in November 2018 to carry out a second stage 1 consultation on the introduction of parking controls in Streatham Hill ward east of the A23.
- 1.5 To address potential issues with inter-zonal commuting, this area was consulted on the introduction of two separate controlled parking zones:
 - a) Zone M: Streatham Hill East (between Streatham Hill and Hillside Road); and
 - b) Zone J: Tulse Hill West (between Hillside Road and Norwood Road).
- 1.6 A total of 3,910 premises were sent consultation documents comprising:
 - a newsletter explaining the reasons for the re-consultation
 - what the proposals were and how a CPZ works
 - the permit pricing structure at the time of the consultation
 - a frequently-asked-questions sheet
 - instructions on how to participate in the consultationCopies of these documents are attached as Appendix B to this report.
- 1.7 A webpage was also created containing all the relevant information with detailed maps of the Council's proposals. A link on this webpage directed residents and businesses affected by the proposal to an online survey. The survey asked set questions and enabled comments to be submitted. This was the primary method of participation in the consultation.
- 1.8 For those unable to access the information on the website, or unable to complete the online survey, a telephone number was provided in the newsletter. This enabled respondents to request that the maps and a paper questionnaire be sent to them.

- 1.9 The second Stage 1 consultation for the proposal to introduce parking controls in the roads of Streatham Hill ward east of A23 commenced on 5 December 2018.
- 1.10 Although initially scheduled to end on 9 January 2019, at the request of residents and with the agreement of ward councillors, this was extended to 14 February. During this extension period officers were alerted to an anonymous campaign, distributing literature urging residents to contact the council and register a 'No' vote against the CPZ proposal (see Appendix C).
- 1.11 The protocol that the council has adopted when deciding the proposed boundary of a new controlled parking scheme is to expand from existing controlled parking zones along an "advancing front". In this case it meant starting at the boundaries of existing CPZs (A23, the A205 and A215) and "advancing the front" east, south and west, analysing responses to the Stage 1 consultation to identify the geographical limits of where the majority of respondents do support the proposal.

2. Proposal and Reason

Streatham Hill East (Proposed Zone 'M')

- 2.1 A detailed breakdown of the consultation results for Zone M is presented in Appendix D, with a visual representation of the results shown in Appendix E.
- 2.2 Of the 2,930 properties consulted in Zone M, 616 responses were received, a response rate of 21%. This compares with 14.2% to the November 2017 Stage 1 consultation. A comparison of the 2017 and 2019 results is provided in Appendix F.
- 2.3 Of these respondents, 372 (60.4%) felt that they do have a parking problem in their road as opposed to 208 (33.8%) who feel they do not. The introduction of a CPZ in the road they live in was supported by 345 (56%).
- 2.4 Both of these figures show a shift in opinion to that recorded during the November 2017 consultation, when only 181 (42.4%) and 166 (39%) of respondents respectively, considered they had a parking problem and supported the introduction of a CPZ.
- 2.5 When asked if they would reconsider and support the introduction of a CPZ in their road if adjacent streets were to be included in a CPZ, 373 (60.6%) of respondents indicated that they would, compared to 194 (45.4%) in November 2017.
- 2.6 Residents were also asked which days and hours of operation they would prefer should a CPZ be introduced in their road. Results showed that 442 (73.3%) of respondents favoured Monday-Friday controls, compared to 71 (11.8%) who would prefer Monday-Saturday and 63 (10.4%) who supported controls every day.
- 2.7 In respect of the hours of operation, 309 (51.2%) preferred the option of 2 hour controls, compared to 157 (26%) in favour of 8.30am - 6.30pm and 110 (18.2%) who opted for 10am - 4pm.

Analysis of roads in Zone M where the majority respondents opposed a CPZ

- 2.8 Despite overall support for a CPZ, there are eight roads in Zone M where the majority of respondents did not consider that they have a parking problem and are also opposed to the introduction of a CPZ in their road.
- 2.9 Of these, six roads are not adopted highways (Coburg Crescent, Bushell Close, Aborfield Close, Limetree Close, Pakefield Mews and Tredwell Close). Highway authorities do not, as a rule, introduce parking controls on unadopted roads.
- 2.10 The other two, Palace Road and Hillside Road, are public highways. As well as being further from current sources of commuter parking, there are fewer residential properties fronting both roads and a higher proportion with access to off-street parking.
- 2.11 In **Hillside Road**, with the exception of St Simon and St Jude's Catholic Church, the majority of properties are residential. On its western side, most properties are terraced maisonettes without off-street parking; on its eastern side, most properties are homes with allocated off-street parking or garaging. This makes it likely that demand for on-street space from residents of the eastern side of Hillside Road is low. As a result, residents owning a vehicle from the western side of the road may not experience issues finding parking space in their road and consequently do not consider that a CPZ is currently required.
- 2.12 The most consensual response to the stage 1 consultation results would be to remove Hillside Road from the proposed Zone M CPZ. Because, given its geographical location on its eastern boundary, this would not reduce the CPZ's integrity, this is this report's recommendation.
- 2.13 In light of the above, the justification for yellow lines that were proposed in the Stage 1 consultation have been reassessed by road safety engineers. Following this assessment, to minimise the risk of refuse trucks and fire appliances being unable to reach residential properties, the following at any time (double yellow line) waiting restrictions are recommended for inclusion in the statutory consultation:
- i. No waiting at any time at the junction of Hillside Road and Hillside Gardens
- 2.14 Similarly, the most consensual response to the stage 1 consultation results would be to remove **Palace Road** from the proposed Zone M CPZ. However, also on the periphery of Zone M is the adjacent **Roupell Road** where 50% of the road's four respondents supported the introduction of controlled parking. To meet both roads' expressed preferences it is recommended that Palace Road be removed from the proposed Zone M CPZ and that the existing Zone F ("Brixton Hill") CPZ be extended to include all of Roupell Road.
- 2.15 As with Hillside Road, the justification for yellow lines that were proposed for Palace Road in the Stage 1 consultation have been reassessed by road safety engineers. Following this assessment, to minimise the risk of refuse trucks and fire appliances being unable to reach residential properties, the following at any time (double yellow line) waiting restrictions are recommended for inclusion in the statutory consultation for the CPZ:

- i. at both junctions of Palace Road and Coburg Crescent
- ii. at the junction of Palace Road and Bushell Close
- iii. at the junction of Palace Road and Presentation Mews
- iv. across the communal accesses to off-street parking areas on Palace Road

Lambeth Council's Housing Estates

- 2.16 In anticipation of increased parking pressure on the council's housing estate roads of **Coburg Crescent** and **Bushell Close**, Housing officers will shortly be sending a Housing Services newsletter to all their residents. The letter will advise them of the decision to proceed to statutory consultation on the proposed on-highway CPZ and outline the possible implications it could have on parking within these estate areas.
- 2.17 The newsletter will offer their residents a further opportunity to indicate if they would like a separate estate-only CPZ to be introduced on Coburg Crescent, Bushell Close and the off-street parking courts on Palace Road. If the majority of respondents support the proposal, statutory consultation will follow.

Tulse Hill West (Zone J)

- 2.18 A detailed breakdown of the consultation results for Tulse Hill West is attached as Appendix G, with a visual representation of the results attached as Appendix E.
- 2.19 Of the 980 properties consulted in Zone J, 141 responses were received, a response rate of 14.5%. This is almost identical to the response rate recorded during the previous consultation of November 2017. A comparison of the 2017 and 2019 consultation results is provided in Appendix F.
- 2.20 Of these respondents, 100 (70.9%) felt that they did not have a parking problem in their road, as opposed to 36 (25.5%) who feel that they did. The introduction of a CPZ in the road they live in road was opposed by 97 (63.8%) compared to 40 (31.2%) who supported it.
- 2.21 As further emphasis of their opposition to the proposals, 90 (63.8%) of respondents in Zone J indicated that they would not support the introduction of a CPZ in their road even if neighbouring roads were included in a CPZ.
- 2.22 Whereas Zone M predominantly consists of terraced properties with limited off-street parking, properties in Zone J tend to be larger with more having off-street parking.
- 2.23 Of the 14 roads consulted in Zone J, only in **Probyn Road**, at its eastern periphery, did the majority of respondents advise that they had a parking problem in their road and would support the introduction of a CPZ. This is the same as in the 2017 stage 1 consultation. Although there was majority support, the number of responses was relatively low: out of the road's 31 households, 7 returned completed questionnaires in 2017 (a response rate of 22%) but in 2019 this had fallen to 3 (10%).
- 2.24 When asked their preferred days and hours of control there was a 3-way split with one respondent each supporting 5, 6 and 7 days. Two of the three indicated they would prefer only a 2 hour controlled period each day.

- 2.25 For a variety of reasons, installing stand-alone controlled parking controls in a single road should be avoided if at all possible. Accordingly, the most consensual and implementable response to the stage 1 consultation results would be to propose extending the existing Zone H CPZ (“Tulse Hill”) to include Probyn Road, with the controlled hours being 0830-1830 Monday-Friday.
- 2.26 The justification for yellow lines that were proposed in the Stage 1 consultation but which lie on roads where a CPZ is no longer proposed have been reassessed by road safety engineers. Following this assessment, to minimise the risk of parked cars causing an unreasonable highway obstruction, the following at any time (double yellow line) waiting restrictions are recommended for inclusion in the statutory consultation:
- i. on the northern side of Kingsmead Road adjacent to No.48
 - ii. on the northern side of Leigham Vale from the flank wall of No.91 to a point level with the boundary of Nos. 3 and 5 Kingsmead Road
 - iii. on the southern side of Leigham Vale from the flank wall of No.91 to a point level with the boundary of Nos. 101/102

Motorcycle bays

- 2.27 In response to feedback provided by residents and businesses to the online questionnaire, a number of solo motorcycle bays have now been included in the draft design. Proposed locations of these bays can be found in Appendix H.

Cycle parking

- 2.28 Several respondents suggested that they would welcome the provision of cycle parking. Accordingly, the next phase of the council’s Bike Hangar initiative will include locations in the proposed Streatham Hill East Zone M. That consultation will be concluded in time to install any new hangars before the CPZ becomes operational. Residents can apply on the council’s website for a space in a cycle hangar.

Disabled bays

- 2.29 Some respondents mentioned that some existing disabled parking bays are not being used. Investigation into current usage of bays within the boundary of the proposed Streatham Hill East CPZ has been undertaken and those thought to be no longer required have been identified. The design of the proposed CPZ has been amended to reflect this, with removal of these bays to be advertised as part of the Statutory Consultation process.

Cashless Parking and Pay by Phone/PayPoint Tariff

- 2.30 Any new CPZ will be introduced without pay-and-display ticket machine. The charge for using Pay-by-Phone to park in the shared use/permit holder bays will be the same as that applied to these types of bays elsewhere in the borough. Under current tariffs, this is £3 per hour, with a maximum stay of one hour

3. Finance

- 3.1 The forecast cost of the statutory consultation recommended by this report is £70,000. If the scheme progresses to implementation in the form currently proposed there will be an additional £140,000 cost:

Project task	2019/20 (£)
Staff time (project management, design, analysis and consideration of objections)	40,000
Statutory consultation	15,000
Implementation and/or Outcome Newsletter	15,000
<i>subject to a separate delegated decision report to proceed:</i>	
Legal costs (writing and advertising traffic orders, etc)	15,000
Implementation cost	125,000
TOTAL	210,000

- 3.2 The above costs can be financed from a combination of S106 receipts arising from covenants attached to nearby planning permissions and the Parking Reserve as set out below.

Funding Stream	Amount (£)
S106	37,996.64
Parking Reserves	172,003.36
TOTAL	210,000.00

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 the use of such places 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 The Council must have proper regard to the matters set out at sections 122(1) and (2) and specifically document its analysis of all relevant considerations when reaching any decision. As required by this legislation, the consultation undertaken to date has been at a time when proposals are still at a formative stage. The council has given accurate and sufficient reasons for its proposals to permit intelligent consideration and meaningful response. Adequate time has been given for consideration and response and the product of consultation has been considered with a receptive mind and conscientiously taken into account in finalising these statutory proposals.
- 4.5 The proposals detailed in this report require the making of a TMO The statutory procedure to be followed in this connection includes a statutory consultation stage. The Council is obliged to take account any representations made at that stage and any material objections received will need to be formally considered by 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 decision maker may determine at his discretion whether or not to hold a public inquiry before making an order. A public inquiry should be held where it would provide further information which would assist in reaching a decision.
- 4.6 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.
- 4.7 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—
- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it, including, in particular, steps to take account of disabled persons' disabilities;

- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 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. 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.
- 4.9 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.
- 4.10 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.
- 4.11 The Council’s Constitution requires that issues of an important or sensitive nature will be published on the Council’s website for five clear days prior to the decision being taken (Constitution, Part 2, Section 3), where this is required by the Cabinet Member or Director concerned. This proposed decision will be published on Officer Decisions in the interests of transparency. 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 The Stage 1 consultation that has informed this report’s recommendations is described in sections 1 and 2 of this report.
- 5.2 This report’s recommendation is to carry out statutory consultation with those who live or have a business in a road where parking controls are still proposed. This engagement will be achieved by delivering a newsletter with a map showing proposals to each address and placing notices on lamp columns in the vicinity of the proposals. Notification of the consultation will be published in a local newspaper and on the council’s website.
- 5.3 Whilst the results of the stage 1 consultation evidence that more people are likely to support the revised proposals than will object to them, the statutory consultation will result in the council receiving objections. Section 4 of this report explains that the council will need to carefully consider the nature of these objections. Upon receipt of such objections, the legal process that must be followed when carrying out statutory consultation on a traffic order restricts the council to one of two actions. Either:

- a) the proposed restriction is reduced in whole or in part to mitigate against the respondent's grounds for objection (the reduction can relate to geographical area, hours of control, permit conditions, etc), or
- b) the objection is over-ruled

5.4 Importantly, the proposed restriction cannot be made more restrictive following statutory consultation. This means, for instance, that no additional restrictions can be implemented on another road or over different controlled hours.

5.5 The three councillors for Streatham Hill ward support this report's recommendations.

6 Risk management

6.1 If controlled parking is not introduced, the council will be unable to mitigate against the existing parking difficulties that some residents experience and will not gain the ability to further deter car-borne commuting in this area.

6.2 Because some drivers will still seek free on-street parking following the introduction of parking controls, increased competition for on-street unrestricted parking in adjacent unrestricted roads sometimes occurs. In light of the above support for a CPZ in Zone M (Streatham Hill East), Probyn Road and Roupell Road, officers have assessed this risk on the boundary roads in Zone J (Tulse Hill West). Whilst the sizeable majority of respondents who expressly opposed inclusion in a CPZ were adjacent roads to be so controlled (see Appendix G), the risk of increased parking pressure on those roads remains.

6.3 Section 5 of this report explains that following statutory consultation the proposed restrictions cannot be made more restrictive than those which were advertised. This means, for instance, that were history to repeat itself and the council were petitioned for controlled parking on roads other than those described in Appendix A, the council would not be able to accede to those requests without carrying out a third Stage 1 public consultation. Because of commitments to consult on CPZ expansion elsewhere in the borough, no resources to undertake such a consultation will be available until 2022. This is a year after the Mayor of London's Ultra Low Emission Zone is scheduled to extend to the South Circular.

7 Equalities impact assessment

7.1 The recommended changes to waiting restrictions have been screened for their effect on people with one or more of the Protected Characteristics. Subject to the potential impact of risks described in section 6 of this report, none would be disproportionately disadvantaged by this report's recommendations.

8 Community safety

8.1 All road space in a CPZ is managed by the introduction of parking controls. Because parking is only permitted where safety, access and sight lines are not compromised, implementation of this report's recommendations would contribute towards a safer environment for all road users.

9 Organisational implications

9.1 Environmental

By deterring car-borne commuting, CPZs align with the council's [2017-2022 Air Quality Action Plan](#) to reduce air pollution and its ambition for Lambeth to be carbon neutral by 2030. The emissions-based tariff for residents' parking permits will encourage owners to drive vehicles that are less polluting.

9.2 Staffing and accommodation

None as a result of this report. However, if the CPZ were to be implemented, there will be a potential increase of up to 0.5 FTE within the Parking Service's team to process permit applications, parking challenges and bay suspensions. The new CPZ zone will generate increased administrating and require enforcement, estimated to be the equivalent of 1 FTEs (0.5 with the enforcement contractor and 0.5 within the performance and development team).

9.3 Procurement

None as a result of this report; existing supply chains will be used.

10 Timetable for implementation

ACTIVITY	DATE
Housing Services' Resident Consultation on Palace Estate (see para 2:14)	July 2019
Commence statutory consultation of this report's recommendations	August 2019
Deadline for receipt of objections to statutory consultation	September 2019
Delegated Decision Report to consider objections to statutory consultation	November 2019
<i><u>Subject to the above November delegated decision report:</u></i>	
Installation of traffic signs and road markings	January 2020
Zone Operational	February 2020

Audit trail

Consultation				
Name/Position	Lambeth directorate/ department or partner	Date Sent	Date Received	Comments in para:
Tim Fairhurst, Assistant Director	Neighbourhood Housing	21/6/19	25/6/19	cleared
Hamant Bharadia Assistant Director	Corporate Resources, Finance	21/6/19	24/6/19	cleared
Jean-Marc Moocarme	Legal	21/6/19	25/6/19	cleared
Maria Burton	Democratic Services	21/6/19	25/6/19	cleared
Andrew Round Sustainability and Road Safety Manager	Environment	26/6/19	27/06/19	9.1
Johnathan Pook	Parking Services	24/6/19	25/6/19	cleared
Councillor Liz Atkins	Ward Councillor, Streatham Hill	29/6/19	30/6/19	cleared
Councillor Rezina Chowdhury	Ward Councillor, Streatham Hill	29/6/19	30/6/19	cleared
Councillor Iain Simpson	Ward Councillor, Streatham Hill	29/6/19	30/6/19	cleared

Report history

Original discussion with Cabinet Member	ongoing since July 2017
Part II Exempt from Disclosure/ confidential accompanying report?	No
Key decision report	No
Background information	27/2/18 – Streatham Hill Area CPZ – Informal Consultation Results Report 24/7/18 – Proposed Controlled Parking Zone – Streatham Hill Area Report 29/11/18 - Proposed CPZ – Re-consultation of Streatham Hill East Area Report
Appendices	Appendix A – Revised Detailed Proposals Statutory Consultation Appendix B – Stage 1 Consultation Material Appendix C – How to vote no Resident Group Campaign Flyer Appendix D – Stage 1 Consultation Results - Streatham Hill East Area Appendix E – Stage 1 Consultation Results - Visual Representation Appendix F – CPZ Consultation Results Comparison 2017-2019 Appendix G – Stage 1 Consultation Results - Tulse Hill West Area Appendix H – Proposed Solo Motorcycle parking bays

APPROVAL BY OFFICER IN ACCORDANCE WITH SCHEME OF DELEGATION

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

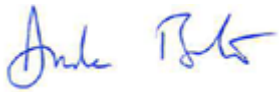


Signature:

Date: 8 July 2019

Post: Caroline Stanyon, Senior Parking Engineer

I approve the above recommendations:



Signature:

Date: 8 July 2019

Post: Andrew Burton, Assistant Director of Highways, Capital Programmes and Sustainability

Any declarations of interest (or exemptions granted): none

Any conflicts of interest: none

Any dispensations: none