

**Officer Delegated Decision Report** 16 March 2017

**Report title:** Proposed New Controlled Parking Zones - Vassall Area

**Wards:** Coldharbour and Vassall

**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 Vassall 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-2000-001-01 Rev A and DES-CPZ-2000-001-02 Rev A) subject to statutory consultation:

- introduce a new 'V' CPZ to be operational Monday to Friday between 8.30am and 6.30pm;
- extend the existing Camberwell 'A' CPZ operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Brixton 'B' CPZ operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Herne Hill 'N' CPZ 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-2000-001-01 and DES-CPZ-2000-001-02)

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 are 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 Traffic Management Orders, road markings and signage, traffic management, statutory consultation and staff costs.

## Recommendations

To implement the CPZ proposals as shown in Appendix A (Drawing No DES-CPZ-2000-001-01 Rev A and DES-CPZ-2000-001-02 Rev A), subject to no material objections resulting from the statutory consultation to:

- implement a new 'V' CPZ to be operational Monday to Friday between 8.30am and 6.30pm;
- extend the existing Camberwell 'A' CPZ operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Brixton 'B' CPZ operating Monday to Friday between 8.30am and 6.30pm;
- extend the existing Herne Hill 'N' CPZ 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 who 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.
- 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.
- 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 Vassall Area commenced on 22 September 2016 and ended on 20 October 2016. 8910 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 (prices correct at time of the consultation) showing the cost of the various parking permits. A copy of the documents provided is shown 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 are links to a survey where households could complete and submit their views including comments. This was the primary method of participation in the consultation.
- 2.9 For those households 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 households.
- 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 A public exhibition was also held on 8<sup>th</sup> October 2016 at the Minet Library on Knatchbull Road from 10am to 4pm allowing residents and businesses to discuss the proposed measures with officers.

#### Consultation Results – Appendix C

- 2.12 Of the 8910 properties consulted, we received a total of 351 responses, representing a response rate of 3.9%.
- 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.
- 2.14 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/vcpz](http://www.lambeth.gov.uk/vcpz), was undertaken by JMP Consultants on behalf of Lambeth Council to assess parking conditions in the area.
- 2.15 The detailed consultation results shown in Appendix C indicates a majority of 78.3% of all respondents feel that they have a parking problem in their road, as opposed to 19.1% who feel that they do not.
- 2.16 Of the 351 who responded, 70.7% support a CPZ in their road compared to 24.8% that oppose it.
- 2.17 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 70.9% of respondents are in favour of Monday-Friday controls, compared to 10.0% who are in favour of Monday-Saturday and 14.0% who are in favour of Monday-Sunday controls.
- 2.18 Regarding the hours of operation a majority of 50.1% preferred the option of 8.30am-6.30pm, compared to 18.8% in favour of 10am-4pm and 26.5% opted for the two hour option.

#### The Formation of Parking Zones in the Vassall Area

- 2.19 To address potential issues with inter-zonal commuting within the large originally proposed Vassall Area, it is proposed to break this area up into smaller zones. This results in one new CPZ, proposed as Zone V, and the remainder of the area being added as extensions to the existing surrounding CPZ's. Please see Appendix D for a full breakdown of the proposed division of the zones in the area.
- 2.20 For the new Zone V, the consultation results have been updated to only reflect the opinions of those within the new area. These revised results for Zone V are shown in Appendix F. The revised spreadsheets of results indicate the preferred days and hours of Zone V is to be operational Mondays to Fridays between 8.30am and 6.30pm.
- 2.21 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.
- 2.22 It is proposed to;
- introduce a new 'V' CPZ to be operational Mondays to Fridays between 8.30am and 6.30pm;
  - extend the existing Brixton 'B' CPZ operating Mondays to Fridays between 8.30am and 5.30pm;
  - extend the existing Camberwell 'A' CPZ operating Mondays to Fridays between 8.30am and 6.30pm;
  - extend the existing Herne Hill 'N' CPZ operating Mondays to Fridays 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).

#### Proposed Measures

- 2.23 The CPZ design comprises mainly of resident permit holder bays and shared use bays. Some free bays are proposed to 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.
- 2.24 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.

#### CPZ Design Amendments

- 2.25 Following the informal consultation, officers have made amendments to the original design following comments received from residents, businesses and Ward Councillors.
- 2.26 Solo motorcycle bays have now been included in the revised design at locations where residents and businesses provided feedback. These bays are located on Akerman Road, Bourbon Road, Brief Street, Cormont Road, Cowley Road, Denmark Road, Elam Street, Lilford Road, Normandy Road, Paulet Road, Upstall Street and Vassall Road.
- 2.27 Additional parking bays have been proposed at specific locations where it would not compromise safety and traffic congestion on Cranmer Road, Evendale Road, Foxley Road, Holland Grove, Lilford Road, Mostyn Road, Overton Road, Patmos Road and Templar Street.
- 2.28 30 minute free bays have been proposed near local shops on Crawshay Road, Loughborough Road, Patmos Road and Vassall Road. Changes to the type of bays (residents only to shared use pay & display) have been made on Crawshay Road to provide a longer stay facility outside local shops and Vassall Road to provide a facility for visitors to the local medical centre and pre-school.
- 2.29 Some double yellow line waiting restrictions have been amended as requested by residents on Cormont Road, Knatchbull Road and Mostyn Road.
- 2.30 Some proposed bays and associated waiting restrictions have been removed in Russell Grove due to it being identified as housing land and not public highway upon further investigation.

#### Oval Quarter Development and P5 Bus route – A Summary

- 2.31 In May 2001, as a result of traffic management measures, the P5 bus route was diverted in the southbound direction to run from Camberwell New Road via Flodden Road and Calais Street to Lothian Road instead of Langton Road. In November 2007, there was a further diversion in the southbound direction due to works associated with the implementation of traffic calming measures. It was diverted to run from Flodden Road via Knatchbull Road and Lilford Road. In the northbound direction, the route did not change and runs via Loughborough Road, Akerman Road, Patmos Road and Vassall Road. Following requests from residents and local councillors, TfL has proposed that the southbound routeing would return to using Vassall Road, Langton Road and Lothian Road. The proposal would result in Akerman Road receiving a two-way service again. Returning to the original route would ensure that the large number of households in and around and the new housing development 'Oval Quarter' on Akerman Road would have a regular two-way bus service.
- 2.32 To facilitate the return of the P5 bus route it is proposed to remove some parking along the route. Lothian Road in particular shows a large amount of parking being removed, approximately 25 parking places. This is however necessary, as the road widths will cause difficulties for the P5 bus to manoeuvre if parking were to be retained, which are issues that arose before it was temporarily rerouted. It was also necessary to remove some parking on Akerman Road where the collection of

the underground Waste Collection pods would cause delay to the service. New bus stops are also proposed along this route on Langton Road, Patmos Road and Akerman Road.

- 2.33 All parking related issues relating to the P5 bus route have been developed and agreed with TfL, Waste Management and other Transport related departments.

#### Permit Criteria

- 2.34 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:

- 2.35 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 (price subject to change).

#### 2.36 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 Pay & Display Ticket Machines:

- 2.37 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.
- 2.38 PayPoint is a card & cash based payment system being considered as an additional alternative to P&D ticket machines as it is easily accessible and widely available throughout the borough at participating shops.

#### 2.39 Benefits of using the Pay by Phone (PbP) solutions

This proposal directly demonstrates Lambeth's ambitions to deliver our residents priorities by being a greener, cleaner and safer borough through:

- Reduction of Carbon Dioxide (CO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>) 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 within 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 orders.
- 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 for 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 administrating 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 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


<b>Consultation</b>				
<b>Name/Position</b>	<b>Lambeth directorate/department or partner</b>	<b>Date Sent</b>	<b>Date Received</b>	<b>Comments in para:</b>
Sue Foster Strategic Director	Neighbourhoods and Growth	28.02.17		
Neil Wightman	Director of Housing	28.02.		
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	31/01/17	01/02/17	4
Councillor Jennifer Brathwaite	Cabinet Member for Environment & Transport	01/02/17	10/02/17	Throughout
Raj Mistry	Assistant Director, Neighbourhoods	26/01/17	01/02/17	Throughout
Andrew Round	Sustainability Manager	31/01/17	10/02/17	2.34
Simon Phillips	Transport Manager	31/01/17	-	-
Councillor Donatus Anyanwu	Ward Councillor, Coldharbour	01/02/17	-	-
Councillor Rachel Heywood	Ward Councillor, Coldharbour	01/02/17	-	-
Councillor Matt Parr	Ward Councillor, Coldharbour	01/02/17	-	-
Councillor Jacqui Dyer	Ward Councillor, Vassall	01/02/17	-	-
Councillor Paul Gadsby	Ward Councillor, Vassall	01/02/17	-	-
Councillor Annie Gallop	Ward Councillor, Vassall	01/02/17	-	-

### Report history

<b>Original discussion with Cabinet Member</b>	April 2015
<b>Part II Exempt from Disclosure/confidential accompanying report?</b>	No
<b>Key decision report</b>	No
<b>Date first appeared on forward plan</b>	N/A
<b>Key decision reasons</b>	N/A
<b>Background information</b>	<u>JMP – Lambeth Parking Surveys, Vassall Area</u> 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, <a href="http://www.lambeth.gov.uk/vcpz">www.lambeth.gov.uk/vcpz</a> Road Traffic Management Act 1984
<b>Appendices</b>	Appendix A: Revised Proposal Drawings Appendix B: Original Proposal Drawings Appendix C: Informal Consultation Results Appendix D: Formation of the Parking Zones in the Vassall Area Appendix E: Informal Consultation Documents Appendix F: Zone V Consultation Results

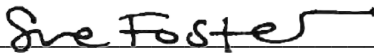
**APPROVAL BY OFFICER OR CABINET MEMBER IN ACCORDANCE WITH SCHEME OF DELEGATION**

**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:** 16 March 2017

**Post:** Sue Foster  
Strategic Director, Neighbourhoods & Growth

**Any declarations of interest (or exemptions granted):**

**Any conflicts of interest:**

**Any dispensations:**