

	London Borough of Hammersmith & Fulham CABINET 27 APRIL 2015
PARKING PROJECTS PROGRAMME FOR 2015/16	
Report of the Cabinet Member for Environment, Transport & Residents Services : Councillor Wesley Harcourt	
Open report	
Classification - For Decision Key Decision: Yes	
Wards Affected: All	
Accountable Executive Director: Mahmood Siddiqi, Director for Transport and Highways	
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1. EXECUTIVE SUMMARY

- 1.1. This report outlines the key parking priorities for the Council and presents a parking projects and policy programme. The report seeks formal approval for these proposals to be agreed for implementation during 2015/16. The projects will be funded from the Parking Reserve account, with the possibility of some additional funding from S106, and work on the housing estates will be funded from the Housing Revenue Account.
- 1.2. The key priorities set out in the proposals for the 2015/16 financial year relate to maintaining and improving existing parking provision with particular emphasis on encouraging use of greener vehicles.

2. RECOMMENDATIONS

- 2.1. That approval be given to the parking projects & policy programme for the 2015/16 financial year and the estimated funding, as set out in Section 5 of this report.
- 2.2. That orders be placed with the Council's term highway contractors for the works outlined in the programme, with each order with a value of £20,000 or greater being signed off by the Cabinet Member for Environment, Transport and Residents Services.

3. REASONS FOR DECISION

- 3.1. In order to ensure that the Council's parking controls are serving the needs of residents, businesses, visitors and other stakeholders and ensure the maintenance of the smooth flow of traffic within the borough it is important to monitor, review and consult on parking schemes.

4. INTRODUCTION AND BACKGROUND

- 4.1. This report relates to Chapter 3 of the second local implementation plan for transport 2011-31 whereby the Council will:
 - Ensure the smooth flow of traffic and alleviate congestion in the borough through the introduction and enforcement of moving traffic contraventions, such as yellow box junctions
 - Review some of the 28 Controlled Parking Zones (CPZs) in the borough depending on annual parking stress surveys, verified problems and issues reported by residents' and businesses such as the effects of the Westfield Shopping Centre and the football grounds in the borough and also developments in the borough
 - Introduce new parking bays within CPZs where safe to do so, and upgrade single yellow lines to double yellow lines at informal crossing points to facilitate pedestrian safety. Additionally, removing/de-cluttering signage to reduce maintenance costs and ensure clarity, and review waiting and loading restrictions to ensure they are still applicable and appropriate for the needs of the area.

The report also relates to the emerging Corporate Plan, with its aims of providing fair parking and encouraging the use of greener vehicles.

- 4.2. The parking projects team covers a broad area of work relating to reviewing parking policy, reviewing and consulting on existing parking provisions within

the Council's 28 CPZs and implementing schemes and policy interventions (a glossary of parking terminology is provided in Appendix 2).

- 4.3. The last parking programme lasted two years between 1 April 2013 and 31 March 2015. During that time, the parking projects team worked on two key priority areas:
1. Investigating, trialling and reporting on the progress of card-only ticket machine trial in Zone K and the Pay-by-phone parking trial in Zone E.
 2. Consulting on, investigating and delivering schemes that provide parking priority to residents and their visitors – we reviewed Zones QQ, J and K and consulted on match-day parking around the QPR football ground.

5. PROPOSALS AND ISSUES

- 5.1. Appendix 1 summarises the proposed parking projects and policy programme for 2015/16, with Table 1 giving expenditure and Table 2 summarising the proposed projects using revenue expenditure. Table 3 identifies projects which would be implemented should the work involved in Table 2 be less than expected, e.g. if as a result of consultation no further work was required, and projects which can be brought forward if there is underspend in the 2014-5 programme.

- 5.2. The main features of the programme are :

*Reviews of CPZs E,F and S, with D,H and T in the “reserve” list. Prioritisation of zones for review is based on a number of factors, including when a zone was last reviewed, the number of representations from residents, businesses and other stakeholders, and changes in local circumstances such as major developments. For example, in Zone E residents are concerned about the increase in Olympia traffic resulting from its increased use for exhibitions following the closure of Earl's Court.

*Introducing Traffic Orders on housing land so that parking controls can be enforced. (Funding for this will be provided by the Housing Revenue Account).

* Better signing of parking controls following revised directives from the government on what types of signs are permitted.

These works are subject to change if Council priorities change and the programme indicated in Table 2, could result in a larger workload than what is detailed if stakeholders in Zones D, E, F and S, H or T opt for changes to the existing parking controls in their respective parking consultations. If changes to the parking controls are required then this would generate additional

projects. Officers will provide a detailed summary of the results to these consultations and provide recommendations based on the results.

6. CONSULTATION

- 6.1 As part of any parking review the Council carries out a consultation by means of a questionnaire that is sent to residents, businesses and other stakeholders by post and it is also made available online. Respondents are encouraged to respond within 21 days, as this is generally the duration of a parking consultation. Consultations are held outside of school holiday periods in order to ensure that stakeholders are available to respond and make their views known.
- 6.2 The statutory traffic management order notices form part of the formal consultation process for the alteration to parking, waiting and loading restrictions on the public highway.
- 6.3 Our consultations are open and accessible online and by post. If requested, the consultations can be made available in different languages and Braille.
- 6.4 Further details of how parking consultations are carried out have been provided in Appendix 1.

7. EQUALITY IMPLICATIONS

- 7.1 Proposals under the programme will undergo consultation. Should adverse impacts be identified, officers will consider mitigating actions and if these are not possible, the overall benefits of any proposal must be considered before members make a final decision including the need to give due regard to the needs identified in the public sector equality duty in s149 of the Equality Act 2010.
- 7.2 The approval of the parking projects programme for 2015/16 is considered to have positive impacts on disabled people, older people with mobility impairments, pregnant women and parents with small children. Any proposals that impact places of worship will be considered as and when proposals are developed and faith groups will be consulted as part of that process. At this stage, any such impacts are not yet known.
- 7.3 A completed Equality Impact Assessment is attached in Appendix 4.

8. LEGAL IMPLICATIONS

- 8.1 Any proposed changes to the Controlled Parking Zones or other Traffic Regulation Orders (TROs) will require the council to comply with and follow the statutory procedure set out in the Road Traffic Regulation Act 1984 and secondary legislation. Any proposals to amend TROs by way of the prohibition of loading or unloading of vehicles may lead to an inquiry if objections are made.
- 8.2 By virtue of section 122 of the 1984 Act, the Council must exercise its powers under the 1984 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.
- 8.3 Where further consultation is to be carried out, this must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.
- 8.4 The proposal to introduce a card-only payment mechanism is not regulated by highways legislation. It is considered possible pursuant to the Local Government Act 1972 and s.1 of the Localism Act 2011 but members should be aware of the equality impacts arising from it in light of its public sector equality duty before making a decision.
- 8.5 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care should be taken to ensure that any new arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people.
- 8.6 Implications completed by Alex Russell, Senior Lawyer, Legal Services, ext 2771.

9. FINANCIAL AND RESOURCES IMPLICATIONS

- 9.1 Parking Projects have funding of £425,000 in 2015/6, of which at least £150,000 must be capital funding. There may be an underspend of up to £33,000 from 2014/5 projects, which can be used to bring forward one or more projects from the reserve list in table 3 or enhance projects in Tables 1 or 2. This funding is provided from the Parking Account. The section 106 funding from Fulham Reach is dependent on the implementation of the

development. The Housing Estates Parking project is funded by the Housing Revenue Account.

- 9.2 The funding is limited to the amounts detailed above. If extra work is required then the mix of projects would need to be reviewed to ensure that the overall programme remains within budget.
- 9.3 Implications completed by Giles Batchelor, Finance Manager, ext 2407.

10. IMPLICATIONS FOR BUSINESS

- 10.1 The roll-out of phone payment for parking will make it easier for shoppers to pay for parking and could encourage shoppers to shop for longer.
- 10.2 Introducing controls on Mitre Way would reduce commuter parking and will enable more visitors to visit businesses in the area by car.
- 10.3 The aim of the CPZ reviews is to achieve the best possible balance between the sometimes conflicting needs of residents and businesses, while ensuring the safe and efficient operation of the road network and improving the environment for residents and businesses by encouraging the use of sustainable transport modes.

11. RISK MANAGEMENT

- 11.1 The project is to be managed within the TTS programme and risks identified and communicated to the Public Accounts Committee Parking Sub-group and Cabinet Member. Moving towards electronic payments will require suitable controls being applied and designed to ensure that adequate counter fraud, continuity and customer service provisions are made in advance of the pilot. Trialling a number of green initiatives contributes positively to the management and control of risk including reducing noise and air pollution. These will form part of the overall management of risk within the project.
- 11.2 Risk Management Implications verified by Michael Sloniowski Principal Consultant Risk Management, ext 2587.

12. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 12.1 The majority of schemes in this report will be covered by the existing Term Contract with Bouygues and Colas and F.M.Conway. Term contractors will be used for the majority of work detailed in this report. For projects not covered

by the term contract officers will seek quotations or tenders in accordance with the Council's Contracts Standing Orders, and this is indicated in Tables 1 to

12.2 Implications verified by Alan Parry, Procurement Consultant, ext: 2581.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No	Description of Background Papers	Name/ext of holder of file/copy	Department/location
	None		

LIST OF APPENDICES:

Appendix 1 - Parking Projects Programme 2015/6

Appendix 2 – Glossary of parking terminology

Appendix 3 – Borough CPZ map indicating controls, P & D tariffs etc

Appendix 4 – Equality Impact Assessment

Appendix 1: Table 1: Proposed capital parking projects and policy programme 2015/16

Area	Project	Expenditure (£)	Description
Moving Traffic Contraventions and Bus Lanes	Yellow box junction enforceability work (Phase 3)	£18,000	We will review waiting and loading restrictions within 300m of box junctions with CCTV enforcement. We may need to alter camera signs and yellow box markings and possibly seek DfT for authorisation.
	Borough wide bus lane enforceability audit and amendments	£22,000	We will be looking at compliance of bus stands and bus cages and modelling of bus lanes borough wide to see if the bus lane times are still relevant and appropriate. We may need to make some adjustments to ensure the smooth flow of traffic along busy corridors. Review of the borough's bus routes will include Fulham Palace Road, Peterborough Road, Shepherds Bush Green and Holland Park Roundabout. DfT guidance may be required and we may need DfT authorisation for some sections of bus lanes which we propose to alter.
	ICO Traffic Enforcement Signage	£40,000	Following an investigation by the Information Commissioners Office (ICO) and with pending changes to the DfT's Traffic Signs and Regulations Guidance and Directions we will be displaying reviewing and improving our parking and CCTV information signage.
Projects	Begin roll out of Pay-by-phone parking to all CPZs	£32,000	Subject to the outcome of the trial in Zone E being successful, we expect to begin the roll out paying for parking using mobile phone to all zones in 2015/16. This is subject to the tender process and a Key Decision Report. The £40,000 cost is based on £20,000 for officer time for the project and £20,000 for the cost of preparing traffic management orders. It is anticipated that the programme will start with CPZ A and focus on zones in the northern half of the borough, with one or two zones per month being activated. This program is subject to change depending on the capacity of the contractor and whether other zones request changes to controls as a result of consultations.
	General Decluttering works	£22,000	As part of the phone payment zonal installation, opportunities will be taken to declutter and improve zone signage where possible. This could include the thinning of existing ticket machine stocks.

Area	Project	Expenditure (£)	Description
	On-going review and streamlining of the Smart Visitors Permit	£13,000	As part of the review of current Smart Visitor Permits (SVP), there will be ongoing works aimed at improving the existing SVP.
	Electric Vehicles charging points	£20,000	The trial of a number of Electric Vehicle charging points. It is anticipated that most of the costs of the scheme will be paid for by Source London, the partner in this scheme. However negotiations with them are currently on-going.
	Expansion of Car Club Network	£30,000	There are currently 26 on-street Car Club bays within Hammersmith & Fulham. Usage data from Car Club operators and the growing number of members within the borough suggests that additional locations are required borough wide.
	Playstreets	£17,000	Report and potential rollout of 20 Playstreets in the borough, following a successful trial Playstreets in 2014 in Roxwell Road.
Total		£214,000	
Section 106 and external funded works (provisional)			
Development related	Fulham Reach	£30,000	The Fulham Reach s106 is for the review of parking controls around the development and if necessary to correct controls. If the Consultation of Zones T and H results in any changes to controls, this money would be used to fund the change in signage in these two zones. There is a total of £60,000 available but it is dependent on the phasing of the development so only half the amount, £30,000, is likely to be available in 2015/6.
Total		£243,000	

Table 2: Proposed revenue parking projects and policy programme 2015/16

Area	Project	Expenditure (£)	Description
Routine	General CPZ correspondence	£90,000	The Parking Project Team receives high levels of correspondence throughout the year. Many of the requests are investigated with site inspections and assessments by officers, and an increased number of Freedom of Information requests that need to be investigated and responded to.
	Annual Parking Report	£5,000	This report is a DfT requirement and details current parking trends, future projects and schemes as well as statistical and financial data about the parking services of LBHF.
	Annual daytime and overnight parking stress surveys	£18,000	The annual daytime and overnight parking stress surveys are required to maintain an accurate picture of the level of demand for parking in the borough. This data is used for a variety of purposes across the authority, particularly in planning and transport policy. This will include a tender for the survey.
	Quarterly amendments to traffic orders	£53,000	To save on advertising costs for individual waiting and loading amendments, the changes to yellow lines and kerb blips are grouped into four larger amendments every year. Yellow line amendments from all groups in the environment department are included in the quarterlies in order to save overall departmental cost. The cost includes fees, works orders and advertising.
CPZ Reviews	CPZ review – Zone E	£10,000	Following the trial of Phone payment and as part of the strategy to periodically review CPZs, it was agreed that CPZ E would be notified about a zone review in mid-2015
	Review of Zone F and S	£20,000	We receive complaints from Fulham Town Centre businesses that the current restrictions on pay and display parking on Saturday afternoons and in the early evenings are detrimental to their viability. The costs of the review will include physical decluttering works as well as the costs of full consultation of all residents and businesses via mail and online. There is also the cost of officer time in analysis and report writing. Additional funding may be required if major changes to signage are required depending on results. There may be future Section 106 funding available to contribute towards these schemes.

Area	Project	Expenditure (£)	Description
Projects	Formulate a borough wide strategy for pay and display parking payment options	£8,000	Based on a comparison of results of phone/card payment technologies, we will formulate a borough wide strategy for pay and display parking payment options and a phased introduction of the removal or replacement of machines. This will include a tender for new ticket machines.
	Emission based resident permit charges	£7,000	A feasibility study into the potential to change the current parking permit structure to include discounts for drivers of low emission vehicles.
Total		£211,000	
External funded works			
Traffic Orders for Housing Land	Costs recovered from the Housing Revenue Account	Even though this project is not funded by TTS, it will occupy a significant amount of officer time. This may mean that other projects in the work programme may not be able to be completed in 2015/16 as this work is prioritised.	

Table 3: Proposed prioritised list of projects which will be implemented if any of the projects identified in Table 2 require less work than expected and/or if funding is available from an underspend in 2014/5.

Area	Project	Expenditure (£)	Description
CPZ reviews	CPZ review – Zones D, H and T	£35,000	CPZ Zone D requires a match day parking review. As CPZ zones H and T have the same hours of control, we propose to extend the CPZ consultation to all three zones so that all three zones in the south of the borough that have Mon-Fri controls are consulted at the same time. Half of the cost is for works, including consultation booklet and postage. The other half is for officer time in analysis and report writing. Additional funding may be required if major changes to signage are required depending on results.
	Potential implementation as a result of review of Zone O	£12,000	Parking controls in Zone O were last reviewed in 1997. It is recommended that a standard review and consultation is carried out which will provide residents and businesses the opportunity to alter the way in which Zone O operates. As part of the Councils standard review, an on-site assessment will be carried to maximise parking provision and installing double yellow lines at junctions to improve junction safety. Signage will also be reviewed to remove excessive street clutter in accordance with the Councils street smart policy. The provisional cost estimate of this project is: Consultation including officer fees £8k, remedial works £4k
	Assessing the introduction of parking controls on Mitre Way (potentially incorporating into Zone N)	£7,000	Residents and Businesses of Mitre way have reported excessive commuter parking and abandoned vehicles. As one of Hammersmith & Fulham’s only uncontrolled roads, it is recommended that a mini consultation is carried out by providing several options to regulate parking in Mitre way including, incorporating it as part of Zone N or introducing standalone parking restrictions such as pay & display or time limited parking bays. The provisional cost estimate of this project is: Consultation including officer fees £5k, remedial works £2k
	Review of Zone I	£12,000	Residents from St Elmo Road and Jeddo Road in the north of Zone I have reported increased parking stress due to the LB of Hounslow altering parking controls in the neighbouring streets. Zone I was last reviewed in June 2010 and results from the consultation were inconclusive at the time and there was no

Area	Project	Expenditure (£)	Description
			overall consensus to alter the way in which the zone operated. It is recommended that a review of the zone is carried out. It is anticipated that the streets north of Cobbold Road are most affected by commuter displacement and may request changes to the operational hours of Zone I. The forecast costs of this project are: Consultation including officer fees £8k, remedial works £4k
Moving Traffic Contraventions and Bus Lanes	Mapping Moving Traffic Orders	£42,500	In order to develop the Traffic Orders Service and provide helpful and readily available information, which would save hours in dealing with queries and FOI requests, the Parking Projects and Traffic Orders Team need to collaborate to bring all Moving Traffic Restrictions / Orders onto ParkMap (a propriety software application). A Privacy Assessment has been completed for these works
Total		£108,500	

APPENDIX 2 – Glossary of parking terminology

Parking Review (Review of controlled parking zone)

This is a full review of all parking restrictions in a controlled parking zone. This is carried out via a consultation with all residents and businesses within the controlled zone. Aspects such as the length and days of operation of the parking bays are reviewed and other options such as a maximum stay for pay and display parking are offered. Changes are made based on a majority support via the consultation. Yellow lines are installed in front of all dropped kerbs in order to facilitate pedestrian movement, and parking bays are extended where possible as part of the review in order to maximise parking in the borough and reduce parking stress. All signage in the area is updated where required.

Consultation –

- **Full Consultation**

A full consultation is carried out for all parking reviews. All residents and businesses of a controlled zone are sent a consultation document with a reply paid questionnaire which gives them the opportunity to either maintain or alter the current parking controls. Consultations usually run for a period of 3 weeks. The statutory consultation period is also observed through the advertisement of the legal traffic order.

- **Local Consultation**

A local consultation is carried out for smaller projects such as the installation of a loading bay, the introduction of short stay shopper bays, the alteration of a significant section of single or double yellow line, etc. This is usually in the form of a letter requesting comments or objections. The statutory consultation period is also observed through the advertisement of the legal traffic order.

- **Statutory Consultation**

For all minor amendments such as the installation of a double yellow line in front of a private crossover or other small changes to waiting and loading restrictions the statutory consultation process is observed. All changes to waiting, loading or parking restrictions must be accompanied by an amendment to the legal traffic order. The amendments are advertised in two local papers for 4 weeks whereby objections to the changes can be made in writing to the Highways Department.

Legal Traffic Order (TRO)

All on street restrictions are covered by a legal traffic order. This includes waiting restrictions (single and double yellow lines), loading restrictions, parking

restrictions (including loading bays, disabled bays, doctor bays, and motorcycle bays), bus lanes, 20mph zones and so on. The legal traffic order states the extent of the restrictions, their operating times, etc and is a vital part of parking and traffic enforcement. Without a legal traffic order detailing the restriction, it cannot be enforced. Therefore any change on street must be accompanied by a change to the legal order.

Traffic Order Consolidation

For traffic orders such as the waiting and loading order, or a parking place order for a specific zone, minor amendments are made on a regular basis. In order to combine all the amendments back in to one document again, the order can be consolidated. To ensure traffic orders are easy to manage and refer to, consolidations should be carried out on a regular basis.

Smart Visitor Permit

An electronic visitor permit that is currently available in all controlled parking zones. The permit acts as a cashless alternative to the on-street pay and display machines. Residents can top up the permit with credit then activate it and deactivate it over the phone when their visitor arrives and leaves. It charges by the minute (P+D machines charge by the half hour) and offers a small reduction on the on-street tariff.

APPENDIX 3 – Borough CPZ map indicating controls, Pay and Display tariffs etc

LONDON BOROUGH OF HAMMERSMITH AND FULHAM



APPENDIX 4: EIA Document

LBHF Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2014/15 Q4
Name and details of policy, strategy, function, project, activity, or programme	PARKING PROJECTS & POLICY PROGRAMME: APPROVAL OF THE 2015/16 PROGRAMME To note and approve the 2015/16 parking projects & policy programme. This report is produced every year.
Lead Officer	Name: Antoneta Horbury Position: Interim Parking Projects & Policy Manager Email: Antoneta.Horbury@rbkc.gov.uk Telephone No: 020 7361 2094
Date of completion of final EIA	03/02/2013

Section 02	Scoping of Full EIA
Plan for completion	Timing: By March 2015 Resources: Parking Projects Team
Analyse the impact of the policy, strategy, function, project, activity, or programme	Examples of works that are likely to impact more on older and disabled people include: Improving Pedestrian Environment - Street Decluttering During the planned maintenance schemes streets are analysed for 'Decluttering'. This involves reducing and consolidating, where possible, the amount of street furniture. Removal of redundant signs posts and attaching signs to lamp columns as well as the removal of bollards all helps reduce the 'clutter' on the street. These small improvements can make the street easier to negotiate for vulnerable road users such as the disabled and elderly by removing potential obstructions. Improving pedestrian environment - Ensure dropped kerbs protected from parked cars

During the review of CPZs road markings are reviewed to ensure they are DDA compliant. Single yellow lines at informal crossing points are upgraded to double yellow lines. These small improvements can make the street easier to negotiate for vulnerable road users such as the disabled and elderly because they ensure that vehicles do not obstruct the crossing points.

As a result of the overall works, there may be benefits associated with certain groups and not others as detailed below:

Protected characteristic	Analysis	Impact:
Age	Older people are more likely than others to benefit from resurfaced carriageways and footways, as it provides a smoother ride and reduces the likelihood of trip hazards. Making it easier for disabled people to get about removes barriers and encourages participation in public life.	+
Disability	Disabled people are more likely than others to benefit from protection of informal crossing points. Making it easier for disabled people to get about removes barriers and encourages participation in public life.	+
Gender reassignment	N/A	Neutral
Marriage & Civil Partnership	N/A	Neutral
Pregnancy & maternity	Continued upgrading of single yellow lines at informal crossing points to double yellow lines will ensure that vehicles do not obstruct crossing facilities for prams/pushchairs	Neutral
Race	N/A	Neutral

	Religion/belief	Places of worship within a controlled parking zone are consulted when the parking controls within that Zone are reviewed. Any impact would be unknown until a full consultation is carried out and the responses are assessed.	Unknown	
	Sex	N/A	Neutral	
	Sexual Orientation	N/A	Neutral	
<p>Human Rights or Children's Rights</p> <p>Will it affect Human Rights, as defined by the Human Rights Act 1998? No</p> <p>Will it affect Children's Rights, as defined by the UNCRC (1992)? No</p>				
Section 03	Analysis of relevant data			
	Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.			
Documents & data reviewed	Annual parking stress survey data helps to determine which controlled parking zones are reviewed as part of the annual parking projects programme. Those Zones that have consistently high level of parking demand are given priority.			
New research	N/A			

Section 04	Consultation
Consultation	Our consultations are open and accessible online and by post, and can be made available in different languages and Braille when requested.
Analysis of consultation outcomes	N/A

Section 05	Analysis of impact and outcomes
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Analysis	Following any parking consultation the results are analysed and presented to the Cabinet Member for a decision.
Section 06	Reducing any adverse impacts and recommendations
Outcome of Analysis	N/A
Section 07	Action Plan
Action Plan	N/A
Section 08	Agreement, publication and monitoring
Chief Officers' sign-off	Name: Chris Bainbridge Position: Head of Transportation Policy & Network Management Email: Chris.Bainbridge@lbhf.gov.uk Telephone No:0208 7533354
Key Decision Report (if relevant)	Date of report to Cabinet/Cabinet Member: 20/02/2013 Key equalities issues have been included: Yes