


<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">9 MAY 2016</p>	
<p>PARKING PROJECTS & POLICY PROGRAMME 2016-2017</p>	
<p>Report of the Cabinet Member for Environment, Transport and Residential Services: Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification - For Decision</p> <p>Key Decision: Yes</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Mahmood Siddiqi – Director Highways and Transport</p>	
<p>Report Author: Edward Stubbing</p>	<p>Contact Details: Tel: 020 8753 4651 E-mail: edward.stubbing@lbhf.gov.uk</p>

1. EXECUTIVE SUMMARY

- 1.1. This report outlines the key parking priorities for the current administration and presents the parking projects and policy programme that will support these objectives. The report seeks formal approval for these proposals to be approved for design, consultation and implementation during the 2016/17 financial year.
- 1.2. The key priorities set out in the proposals for the 2016/17 financial year relate to maintaining and improving existing parking provision, improving local air quality, helping to reduce CO² and NO_x emissions, & congestion. These priorities are in line with the commitments outlined in the current administrations manifesto for parking and moving traffic.
- 1.3. As part of this year's programme there are projects to support initiatives such as electric vehicle charging and car clubs. There are also two larger projects separate to the programme; to upgrade the existing pay & display infrastructure and to introduce new moving traffic signage. These projects will help improve the

usability of the available parking spaces and local highways network, allow for more innovative and accessible initiatives and will help reduce annual operating/maintenance costs.

- 1.4. The budget for the parking projects and policy programme comes from the parking reserve. It is required that parking revenue is used for improvements to the highway, this programme includes both maintenance of existing schemes and projects that review potential new initiatives and ideas. The budget request for the 2016/17 financial year is £425,000 and represents a similar amount to last financial year.

2. RECOMMENDATIONS

- 2.1. That approval be given to carry out feasibility design and consultation on project 2 as set out in section 5, based on direction from the Cabinet Member for Environment, Transport and Residents Services input as to which CPZ. The results of any CPZ consultation will be reported to the Cabinet member detailing the responses and any recommendations for decision.
- 2.2. That authority be delegated to the Cabinet Member for Environment, Transport and Residents Services in consultation with the Director of Transport and Highways for the design and implementation of the special ICO signage project as detailed in section 6.
- 2.3. That approval be given to deliver projects 1 and 3-9 as detailed in section 5.
- 2.4. That approval be given to place all works orders with one of the council's existing term or framework contractors; and in exceptional circumstances (where the council does not have the specific expertise) design work services through the London Borough of Ealing's framework consultants contract with Project Centre Limited.

3. REASONS FOR DECISION

- 3.1. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council's statutory duties under a variety of acts including the Traffic Management Act 2004.
- 3.2. Where changes to the highway are proposed, these are in line with section 122 of the Road Traffic Regulation Act 1984; securing the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities.

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.

4.2. During the 2015-16 financial year, the parking programme has introduced a number of initiatives based primarily on three principles;

- Maximising parking spaces and reducing clutter – this was achieved by converting unnecessary yellow lines to parking bays, and removing excessive parking signage and sign posts in order to improve the streetscape, reduce obstructions for pedestrians, and reduce the cost of maintenance of signs and posts.
- Helping to ensure the continued vibrancy of local town centres – Schemes we have initiated include installing new phone payment and ticket machines to improve the user experience for parking.
- Developing and incorporating new technologies and ideas that target the growing issue of air quality. This has included commissioning the first on-street EV charging points, expanding the car club network and looking at policies and procedures that can help to improve air quality.

4.3. During the 2015-16 financial year CPZs J, N, B and E have been reviewed, which has included creating additional parking bays by removing redundant yellow lines, resulting in around 40 additional parking bays and around 80 less posts, thereby reducing street clutter and reducing ongoing maintenance costs. Double yellow lines were also introduced at informal crossing points to facilitate pedestrian safety, and waiting and loading restrictions were reviewed.

4.4. Council officers have also been investigating the introduction of cashless parking solutions for visitors to the borough, which would eliminate the need for people to carry coins for parking. The introduction of phone payment has now been approved and officers are preparing a shared services tender with RBKC. A tender for the introduction of new ticket machines is also being prepared. It is anticipated both will be introduced in a phased approach over the next two years.

5. PROGRAMME FOR 2016/17

5.1. This report is intended to seek approval for the programme of works listed in table one on the following pages. The table summarise the proposed projects and anticipated costs associated with the delivery of this year's programme. These works are subject to change if council priorities change.

Ref	Project	16.17 budget	17.18 budget	Description
1	General Parking Correspondence and Amendment works	£100,000	£100,000	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. As part of the solution to some of these queries, minor amendments and small projects are required. This can include physical works, designs and public engagement
2	CPZ Consultations	£60,000	£60,000	This would allow between 4 and 5 parking consultations to be conducted by officers during the financial year. At present none of the CPZs to be reviewed for the year have been determined, these can be chosen based on correspondence and directions from the Cabinet member
3	Quarterly amendments to traffic orders	£40,000	£40,000	To save on advertising costs for individual waiting and loading amendments, the changes to yellow lines and kerb blips are grouped into 4 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.

4	Annual daytime and overnight parking stress surveys	£25,000	£25,000	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.
5	Moving Traffic Reactive Works	£40,000	£40,000	This covers the ongoing review of some bus lanes and the need to amend and update markings, design and signage with new regulations, Camera signs and yellow box junction line adjustments are required as well as working with the DfT for authorisations for continued yellow box junction enforcement. This does not generally fall under the remit of Parking Projects Team but is high priority for the Council
6	EV bays	£15,000		Ongoing development and installation of a network of electric vehicle charging points across the borough.
7	Car Club bays	£20,000		The expansion of the existing network of car club bays and the ongoing review of existing spaces and network
8	P&D review works	£20,000		The ongoing rationalisation and implementation of the new P&D arrangement across the borough
9	Parking Permit Replacements	£35,000		Work to replace the existing Permit and SVP system and structure. These costs include communications and some development cost associated with the transfer.
10	PAC priority projects	£70,000	£160,000	
	Total	£425,000	£425,000	

- 5.2. The indicative budget for the financial year 2017/18 is only to provide information as to which parts of the programme will be likely be committed to in future financial years. The final budget for the 2017/18 financial year is not yet determined, however it is expected that the total budget will be similar to that of the 2016/17 budget.

6. SPECIAL PROGRAMMES

- 6.1. The section above covers the parking projects programme for the 2016-17 financial year, however as well as this programme there are two other special projects that are being led by the parking policy team. These two projects don't form part of the annual programme due to the nature of both projects, however both still require approval from Cabinet.
- 6.2. The first project is the Pay & Display infrastructure project. This project has already been approved in September 2015 by cabinet, however for reference details of this project are included. The project encompasses the removal of the existing on street pay & display ticket machines, with new ticket machines and the introduction of phone payment parking. The new system will also allow for the existing visitor parking permit system to be replaced with a new system that will be easier to access and use.
- 6.3. This project includes tendering for both phone payment and new ticket machines as well as the maintenance contract. The programme includes a roll out borough wide of phone payment parking with a target of 3 CPZs a month being introduced. It also includes the removal of all 1100 existing ticket machines which will be replaced with about 400 new ticket machines that will be more economically spaced to provide full coverage of the borough. Once this new pay & display network is in place we will look to replace the existing SMART visitor permit with a phone based permit system, and also take advantage of new technology available in ticket machines.
- 6.4. A second major project spanning at least the next two years is the introduction of signage for moving traffic offences. This requirement has been introduced by the ICO and requires the usage of special DfT signage around areas where moving traffic is enforced. This project will be funded using the parking reserve, with funding already identified and reserved for this project.
- 6.5. This project is scheduled to begin in the early part of the 2016/17 financial year, and is expected to run for two years. The budgeted cost for this programme is £300,000.

7. OPTIONS AND ANALYSIS OF OPTIONS

- 7.1. The proposed programme for the 2016/17 financial year includes a number of projects that are a mixture of political priorities and initiatives, as well as several key service functions that are an annual commitment.
- 7.2. In section 5 projects 1, 3 and 4 are projects that the team conduct on an annual basis. The team is engaged with a range of small scale reactive works and

correspondence. There is also a need to conduct annual parking stress surveys that are used by several departments in the council.

- 7.3. Project number 2 is aimed at allowing the Cabinet member to recommend which Controlled Parking Zones they want reviewed based on ward councillors and resident feedback. The funding would allow for several parking consultations to take place during the financial year. These consultations would be in the form of a one stage consultation with feedback then reported to the Cabinet member via a report with any recommendations.
- 7.4. The EV charging and Car Club projects are both aimed at encouraging modal shift and working to improve air quality. These schemes along with the number 10 are based on objectives and ideas set out by the current administration.
- 7.5. The remaining projects aim to address current operational issues, such as the P&D review. These projects are primarily targeting a more streamline and smooth service for residents, businesses and other users.

8. CONSULTATION

- 8.1. As part of the development of the parking projects and policy programme for the 2016/17 financial year the proposed schemes are presented to several different groups. These groups help to shape the programme by providing feedback and suggestions on the direction and content of the programme.
- 8.2. Following the Public Accountability Committee meeting in September 2014, a special sub PAC parking taskforce was established. The parking taskforce consists of several councillors who are independent of the usual governance process for transport decisions. These councillors have reviewed the proposals for this year's programme on the 11th of February 2016.
- 8.3. As part of the consultation process with councillors and cabinet members the following three priorities were identified for the coming year:

PRIORITY 1 – Introducing measures designed to encourage and support new low emission modes of transport

- The Council is committed to tackling the issue of air quality and the policies and initiatives in parking are seen as one of the major areas for tackling these measures.

PRIORITY 2 – The review and amendments of CPZ days and hours of controls to suit the needs of residents and business

- The Council is committed to ensuring that residents and businesses parking needs are balanced. This includes reviewing zones around major stadiums

and event centres and introducing measures and legislation that priorities these users.

PRIORITY 3 – Review of the existing legislation and on-street controls to ensure smooth operation of the existing network

- The Highways department is committed to ensuring that network continues to move and ensuring that suitable and enforceable parking and traffic measures exist in appropriate locations is essential to this objective.

- 8.4. As part of any controlled parking zone 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.
- 8.5. 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.
- 8.6. Our consultations are open and accessible online and by post. If requested, the consultations can be made available in different languages and Braille to accord with best practice under the Equality Act 2010 (“The 2010 Act”).

9. EQUALITY IMPLICATIONS

- 9.1. As provided for in section 7 of this report, some proposals in 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 under section 149 of the 2010 Act.
- 9.2. The approval of the parking projects programme for 2016/17 is considered to have positive impacts on several sectors including 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.
- 9.3. A completed Equality Impact Assessment which summarises the impacts given in 8.2 of this report is attached in Appendix 3.

10. LEGAL IMPLICATIONS

- 10.1. The Council has the power under section 84 of the 1984 Act” to make any proposed changes to the Controlled Parking Zones or other Traffic Regulation Order (TROs). The procedure for making an Order in England and Wales is contained within the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“The Regulations”) and is set out briefly as follows:
- 10.2. **Preliminary requirements:** The Council must consult with any body specified in Regulation 6 (depending on the order, other authorities and/or emergency services) and it must publish a notice in a local newspaper. The London Gazette and on its website. Adequate publicity must be provided to those likely to be affected. This may include display of notices in the relevant area and distribute the same to local properties and road users. The relevant documents must be held on deposit from the date that the notice of proposal is first published and must remain on deposit until six weeks after the proposed Order has been made (or a decision has been made by the Council not to proceed with the proposal).
- 10.3. **Public Objections and Inquiries:** Any proposals to amend TROs by way of the prohibition or loading or unloading of vehicles may lead to an inquiry if objections are made. Anyone may object in writing to an Order by the date specified in the notice or if later within 21 days of the notice being given and publicity being adequate. It should be noted that a public inquiry only has to be held in permitted circumstances under the regulations. Should the Council hold an inquiry it must give notice of the fact and the inquiry must begin within 42 days of that notice being made. The Inspector decides how the inquiry is to proceed.
- 10.4. **Making an order:** Orders cannot be made before the statutory period for objections has ended or after a period of **two years** from the making of the initial notice. Within 14 days of making the Order the Council must place a notice in the local press announcing its decision, ensuring again that adequate publicity is given to the making of the Order and write to those who objected to the proposal outlining the reasons for the decision to proceed. Any traffic signs required as a consequence of the Order must be in place before it comes into force. It should be noted that the above requirements are strict and must be complied with in full so as to minimise the risk of judicial challenge on public law grounds, for example procedural impropriety.
- 10.5. The Council has a duty under section 122 of the 1984 Act to exercise its functions 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. Accordingly, factors that the Council must have particular regard to are:-
- Maintaining access to premises
 - Effect on amenities in the area
 - National Air Quality Strategy

- Facilitating the passage of public service vehicles
- Other relevant matters

- 10.6. Where further consultation is required, 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 of time, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.
- 10.7. The proposal to introduce a card-only payment mechanism is not regulated by the highways legislation. However, the Council can use its general power of competence under section 1 of the Localism Act 2011 to achieve this objective. However, Members are reminded of the equality impacts arising from it in light of its public sector equality duty under section 149 of the 2010 Act before arriving at such a decision.
- 10.8. The Council must in the exercise of its functions (in this case as Highway and Traffic Authorities) have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it in accordance with section 149 of the 2010 Act. The Council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take the account of disabled persons' disabilities, and encourage people to participate in public life. The Council must have due regard to the need to tackle prejudice and promote understanding and in the context of parking policy must ensure that any person/s sharing one or more of the nine protected characteristics are not directly or indirectly discriminated against any of the proposed measures as set out in the body of this report.
- 10.9. The Council should take reasonable care 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 the elderly.
- 10.10. The Human Rights Act 1998 incorporates the European Convention on Human Rights and makes it unlawful for a local authority to act in a way that is incompatible with a Convention right. The Council acting as a Highway Authority will have particular regard to its rights and responsibilities under the Human Rights Act 1998 when implementing parking policy across the Borough. The Council will have regard to:
- **Article 6** - that in the determination of civil rights everyone is entitled to a fair and public hearing within a reasonable period of time by an independent and impartial tribunal established by law
 - **Article 8** - that everyone has the right to respect for his home and private life; and

- **Article 1 of the First Protocol** - that everyone is entitled to peaceful enjoyment of his or her possessions

10.11. Implications verified/completed by: (Horatio Chance, Licensing and Highways Solicitor, Deputy Team Leader, 020 8753 1863)

11. FINANCIAL AND RESOURCES IMPLICATIONS

11.1. Parking Projects have funding of £425,000 in 2016/17. This funding is provided from the Parking Account surplus.

11.2. The Pay and Display infrastructure project was approved by cabinet in September 2015, and is to be funded from the Efficiency Projects Reserve. The project to introduce signage for moving traffic offences will be funded from a carry forward of a further £300,000 from the surplus in the Parking account in 2015/16.

11.3. 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.

11.4. Implications verified/completed by: (Amit Mehta, Principal Accountant, ex.3394).

12. IMPLICATIONS FOR BUSINESS

12.1. The parking projects programme for this financial year includes several projects that are anticipated to have a positive impact on business within the borough. The introduction of new pay & display technology and visitor permit parking is likely to make parking easier and more accessible for residents and visitors accessing shops and businesses.

12.2. The introduction of new electric vehicle charging points are also anticipated to improve the type of vehicle using the local highway network. In particular these vehicles are expected to produce less emissions which will help improve air quality and enhance the street environment.

12.3. Implications completed by: (Edward Stubbing, Transport Planner, ext:4651)

12. RISK MANAGEMENT

12.1 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.

13. PROCUREMENT IMPLICATIONS

- 13.1 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.
- 13.2 Implications verified/completed 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
1.	None		

LIST OF APPENDICES:

- Appendix 1 – Glossary of parking terminology**
- Appendix 2 – Borough CPZ map indicating controls, P & D tariffs etc.**
- Appendix 3 – Equality Impact Assessment**

APPENDIX 1 – 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.

Permit Saturation Levels

Permit saturation levels are calculated by dividing the number of permits issued in a zone with the number of parking spaces in that zone. For the purposes of this exercise, parking spaces are taken as 5 metres. For example, the permit saturation of Zone T is 84%, which means there are more spaces than there are permit holders.

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.

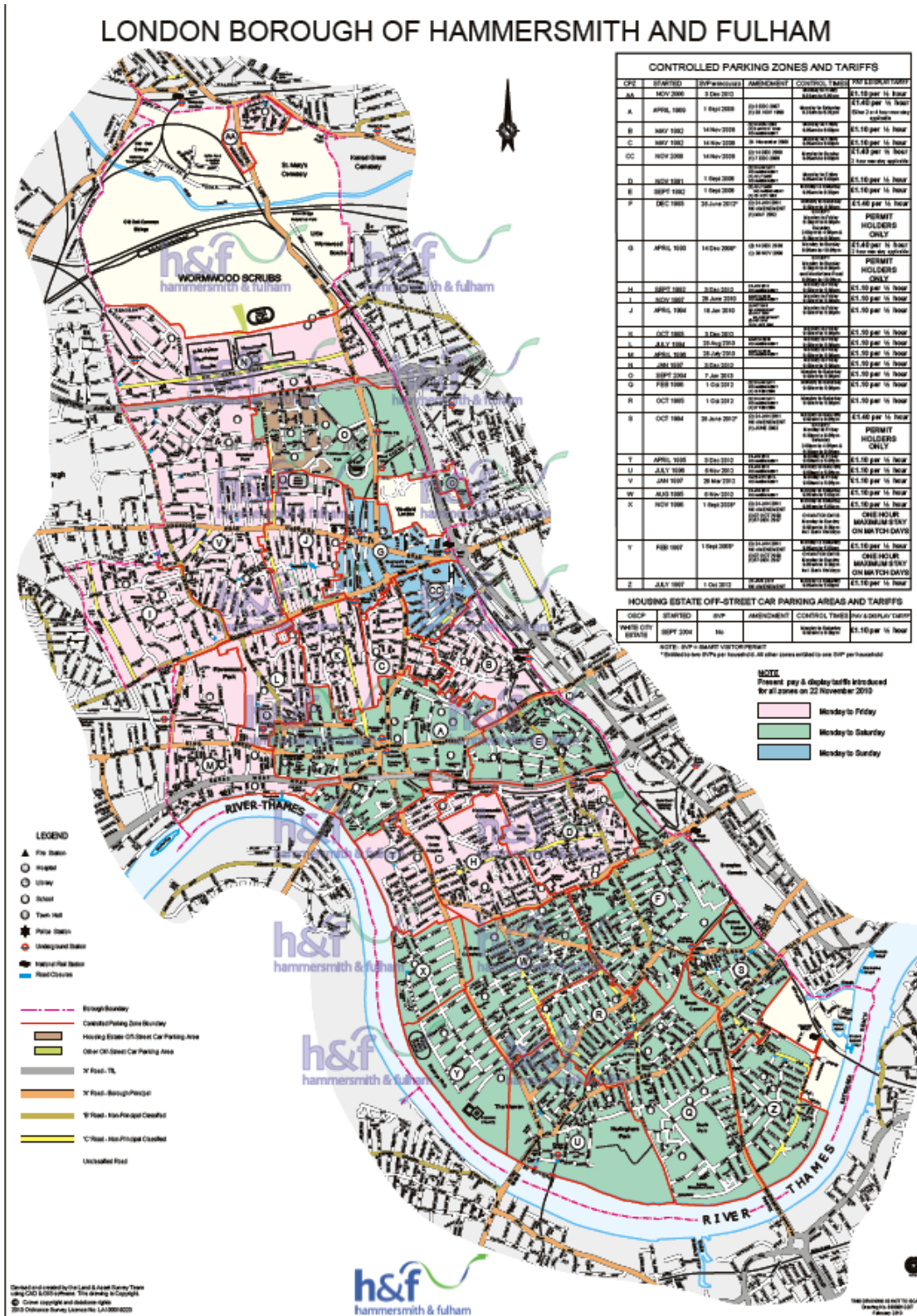
Traffic Order Consolidation

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 2 – Borough CPZ map indicating controls, P & D tariffs etc.



APPENDIX 3: EIA Document

LBHF Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2015/16 Q4
Name and details of policy, strategy, function, project, activity, or programme	PARKING PROJECTS & POLICY PROGRAMME 2016-2017 To note and approve the 2016/17 parking projects & policy programme.
Lead Officer	Name: Edward Stubbing Position: Transport Planner Email: edward.stubbing@lbhf.gov.uk Telephone No: 020 8753 4651
Date of completion of final EIA	14/01/2016

Section 02	Scoping of Full EIA
Plan for completion	Timing: By March 2017 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	Unknown

		out and the responses are assessed.	
	Sex	N/A	Neutral
	Sexual Orientation	N/A	Neutral
	<p>Human Rights or Children's Rights 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	<p>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.</p>		
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		
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: Nick Boyle Position: Chief Transport Planner Email: nick.boyle@lbhf.gov.uk Telephone No: 020 8753 3069
Key Decision Report (if relevant)	Date of report to Cabinet/Cabinet Member: 11/04/2016 Key equalities issues have been included: Yes