

Revised Decision-Making Criteria (Resident Implementation of Controlled Parking Zones Residents Parking Policy)

The following key factors form the essential part of the decision-making criteria.

- Identified need
- Resident feedback and
- Ward Councillor feedback

Identified needs considered	
<ul style="list-style-type: none"> • Safety 	<ul style="list-style-type: none"> - Schools located within the zone - Reported road traffic accident - Concerns identified by Emergency Services / TfL
<ul style="list-style-type: none"> • Congestion 	<ul style="list-style-type: none"> - Community Hubs & shopping parades within zone - Schools traffic - Transport Hubs (trains & buses) - Displacement parking from neighbouring CPZ - Access issues - Commercial vehicle parking
<ul style="list-style-type: none"> • Air Pollution 	<ul style="list-style-type: none"> - Proximity to boroughs most polluting roads - Mayors Ultra Low Emissions Zone (ULEZ) - Mayors Manifesto - LBBD Parking Strategy (area-based approach to parking control)
Resident Feedback Threshold	
<p>Minimum response rate – 30% of which at least 66% (two thirds) must support of object to proposal for scheme to go ahead or be withdrawn based on feedback alone*</p>	
<p>*Specific consideration given to the breakdown of resident’s feedback based upon:</p> <ul style="list-style-type: none"> - Safety - Congestion - Air Quality - Commercial Vehicles parking in road 	
<p>Feedback broken down by:</p> <ul style="list-style-type: none"> a) All properties consulted, of which non-response and/or support, object and comments b) Actual feedback received of which support, object or provided comments only 	
Local Councillors feedback	

Decision Making	<p>Consultation outcome report detailing the above criteria given to the relevant Operational Director to determine decision whether to proceed with scheme.</p> <p>For those instances where the recommendation is based on other factors such as serious safety concerns, severe congestion and/or the concerns of the emergency services, the matter will be referred to the relevant Director for a second-tier review and final determination, in consultation with the relevant Cabinet Member.</p>
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As well as these factors, it is recognised that there may be occasions that concerns related to parking restrictions are so severe that the case for implementing a scheme can be justified irrespective of the outcome of the consultation. Such a situation would be, for example, where there are serious safety concerns or congestion is so severe that it is endangering the lives of pedestrians or other road users. This is especially relevant when concerns are raised by the emergency services or Transport for London.