

LONDON BOROUGH OF BROMLEY

STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for the Environment, Councillor Colin Smith, has made the following executive decision:

PARKING CONTROLS IN RESIDENTIAL AREAS

Reference Report (ES14057):

Parking Controls in Residential Areas, 01/07/2014 Environment Policy Development and Scrutiny Committee

Enc. 1 for Parking Controls in Residential Areas, 01/07/2014 Environment Policy Development and Scrutiny Committee

Enc. 2 for Parking Controls in Residential Areas, 01/07/2014 Environment Policy Development and Scrutiny Committee

Enc. 3 for Parking Controls in Residential Areas, 01/07/2014 Environment Policy Development and Scrutiny Committee

Decision:

The policies on parking controls outlined at Section 3 of Report ES14057 are to be adopted.

Reasons:

In considering the Council's approach to requests for various parking controls, including waiting restrictions, Report ES14057 proposes criteria for determining where parking should and should not be permitted, outlining design considerations for parking controls in residential areas (including minor changes to the highway) and incorporating:

- Waiting Restrictions (yellow lines)
- Flank Boundary Parking
- Footway Parking
- White Bar Access Markings
- Disabled Persons Parking Bays

The report also seeks to reaffirm the Council's position on trying to provide suitable on-street parking places.

The Decision above confirms existing practice across the borough, with the following approach to be taken:

- the standard length of junction treatment restrictions to be 10 metres, with authority to vary in special circumstances depending on individual site circumstances or for engineering / road safety issues;
- where road widths permit, as described at paragraph 3.17 of Report ES14057, to allow flank boundary parking without restrictions;
- for any new scheme promoted, or existing scheme reviewed, to assess locations where flank boundary parking can be provided and where restrictions

- can be removed to provide additional parking places; and
- footway parking to only be introduced in special circumstances and where sufficient footway widths as described at paragraph 3.24 of Report ES14057 can be retained - this only applying where footways are deemed sufficiently robust, or can be upgraded, to withstand the weight of vehicles without excessive damage.

For implementing White Bar Access markings, a new approach will be considered, including agreed criteria to allow a consistent approach borough-wide.

On Disabled Persons Parking Bays, the number of bays across the Borough has increased over the years, along with the Council's costs to install, maintain and process applications for such bays. With the existing process and criteria having been in place for a number of years, a review of the process is considered necessary.

The proposed decision was scrutinised by the Environment PDS Committee on 1st July 2014 and the Committee supported the proposal.

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Councillor Colin Smith
Environment Portfolio Holder

Mark Bowen
Director of Corporate Services
Bromley Civic Centre
Stockwell Close
Bromley BR1 3UH

Date of Decision: 24 November 2014
Implementation Date (subject to call-in): 4 December 2014
Decision Reference: ENV14008