

Decision Maker: Environment Portfolio Holder

**For Pre-decision Scrutiny by the Environment PDS
Committee on**

Date: 28th February 2012

Decision Type: Non-Urgent Executive Non-Key

Title: **PENGE PARKING REVIEW: LINDEN GROVE AND NEWLANDS
PARK CPZ**

Contact Officer: Leon Darrell, Traffic Engineer
Tel: 020 8313 4231 E-mail: leon.darrell@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Penge & Cator

1. SUMMARY

- 1.1 This report sets out the results of consultations for three small Controlled Parking Zones (CPZs) in Penge. These follow on from the initial consultation regarding parking problems throughout the centre of Penge back in early 2011. The report seeks the approval for implementation of one CPZ, although the final design of this CPZ has yet to be determined.
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2. RECOMMENDATION(S)

That the Portfolio Holder agrees that:

Zone 3

2.1 Either:

The scheme shown in plan ESD-10855-3B be implemented (Option 1a); or

The scheme shown in plan ESD-10855-1A be implemented (Option 1b), depending on the outcome of consultation (see Para 3.8).

- 2.2 The proposed disabled parking bay in Cottingham Road is implemented as per plan ESD-11017-1 (Option 2 – see Para 3.6).

- 2.3 Reduce the length of the yellow lines in Kingswood Road near the junction with High Street, as shown in plan ESD-10880-1A (Option 3 – see Para 3.11).**
- 2.4 That authority to make further minor modifications, which may arise as a result of any further consultations or considerations, be delegated to the Director of Environmental Services, in consultation with the Environment Portfolio Holder and Ward Councillors.**

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
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Financial

1. Cost of proposal: Estimated cost Option 1a and Option 2 £2.6k, Option 1b and Option 2 £1.1k
 2. Ongoing costs: Recurring cost. Net income of £1.3k from Option 1a, net nil from Option 1b
 3. Budget head/performance centre: TfL budget for Parking Schemes in Town Centres 2011/12.
 4. Total current budget for this head: £225k is assigned for Parking schemes, the current uncommitted balance for 2011/12 is £106k
 5. Source of funding: Transport for London LIP funding.
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Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 40
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Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): 100.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Cllr Getgood is supportive of the proposals being recommended and will express a view re the two options once the latest consultation is complete.

3. COMMENTARY

CONSULTATION

- 3.1 In early 2010, a number of roads in Penge were identified as having parking problems, including commuter parking in roads surrounding Penge East Train station. The issue was initially identified by concerns raised by residents and Ward Members. A consultation was undertaken to gauge the views of residents in and around this area. Residents were advised that this consultation was only to gauge initial views. Any roads being considered for a parking scheme would be only where the majority of residents felt there was a problem with parking in their road, or where a proposal for a nearby scheme might affect the road.
- 3.2 The results of that consultation were reported at a previous PDS meeting in March 2011. Subsequent to that meeting, three possible small CPZ zones were to be consulted upon. Zone 1 consisted of Cottingham Road, Kingsdale Road and Torr Road. Zone 2 consisted of Raleigh Road, Southey Street Road and Wordsworth Road and the final zone, Zone 3, consisted of Linden Grove and a section of Newlands Park. The results of the consultation are tabled below.

Zone 1

- 3.3 This proposed CPZ has a majority of 77% **against** the proposals. A petition containing 85 signatures was also received from residents of Raleigh Road, Southey Street and Wordsworth Road objecting to a permit parking scheme.

Road Name	Yes	No	Unaffected	No. Dwellings	Response Rate
Raleigh Road	30%	65%	5%	43	41%
Southey Street	45%	45%	10%	24	61%
Wordsworth Road	10%	90%	0%	94	45%

Overall Response Rate 49%

- 3.4 In light of this response, officers do not recommend the introduction of a CPZ in this zone, or the introduction of any other new parking controls.

Zone 2

- 3.5 The proposed permit zone of Cottingham Road, Kingsdale Road and Torr Road has only a slight majority of 52% in favour of proposals from residents in just Cottingham Road, however Kingsdale and Torr Road have majorities of 61% and 93% **against** the proposals respectively.

Road Name	Yes	No	Unaffected	No. Dwellings	Response Rate
Cottingham Road	52%	38%	10%	43	67%
Kingsdale Road	39%	61%	0%	24	75%
Torr Road	0%	93%	7%	19	74%

Overall Response Rate 71%

- 3.6 In light of this response, officers do not recommend the introduction of a CPZ in this zone. However, it is recommended that a single disabled bay be introduced in Cottingham Road, near the junction with the High Street, and adjacent to the Mobility Shop, as shown in ESD-11017-1.

Zone 3

- 3.7 This zone has had two consultations. The initial consultation included only from No.1 to No. 30 Linden Grove, as shown in plan ESD-10855-1A, and did not include the area in the vicinity of

the shops. The consultation showed a majority of 64% of residents to be in **favour** of a CPZ, operational from 12 noon to 2pm.

Road Name	Yes	No	Unaffected	No. Dwellings	Response Rate
Linden Grove	64%	29%	7%	31	42%

- 3.8 However, following discussions with Ward Members, further consideration was given to the shops and as such a second consultation has been issued for consideration for pay & display bays, enforced from 8.30am to 6.30pm with a maximum 2 hour stay, and residential/business permit bays, enforced from noon to 2pm, as shown in plan ESD-10855-3B. If the consultation results for the area in front of the shops return a majority in favour of the proposals, then officers recommend the scheme be implemented as per plan ESD-10855-3B (Option 1a). Should the results return as a majority not in favour then officers recommend the scheme be implemented as per the original plan, ESD-10855-1A (Option 1b).
- 3.9 The proposed scheme provides 32 spaces for permit holders only and 12 pay and display bays during the hours of operation as outlined in 3.7 and 3.8.

Other Areas Initially Consulted

- 3.10 The initial consultation had shown that some residents of Crampton Road, Kingswood Road and Station Road were experiencing problems with parking. After further investigation into the possibility of permit parking being implemented, and site meetings with a Penge Ward Member, it was decided that such measures would not be suitable for this area given the expected take up of permits being low, and the knock-on effect of vehicles parking in adjacent nearby roads. In light of this and the petition submitted by Miss Tencu at the PDS committee in March 2011, no further consultation took place with the surrounding roads of Mosslea Road, Phoenix Road, St Johns Road and Lucas Road.
- 3.11 However, following concerns raised by residents about the lack of available parking in Kingswood Road it is proposed to reduce the existing Monday to Saturday 8.00am-6.30pm from 20m to 10m from the junction of the High Street as shown in Plan ESD-10880-1A.
- 3.12 The possibility of amending the existing parking restrictions in Parish Lane was explored, but given the fact that the restrictions were originally implemented as part of the London Bus Priority Network (LBPN), any changes to existing restrictions would most likely result in delays for buses and lorries along this section due to the increased parking during peak hours. The narrow nature of Parish Lane means that existing 'At Any Time' waiting restrictions are required to allow passage for large vehicles and as such no further amendments would be possible to allow for parking during peak hours.
- 3.13 Parking restrictions were considered for Bailey Place but, following discussions with a Ward Member and given the amount of lost parking involved, which is already at a premium, it would not be beneficial to implement parking restrictions here.

4 POLICY IMPLICATIONS

- 4.1 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe parking provision; and (ii) Improving the road network for all users.
- 4.2 In "Environment Portfolio Plan 2011/14" - Complete the Penge parking review, and undertake a comprehensive review of parking provision in Beckenham town centre.

5 FINANCIAL IMPLICATIONS

- 5.1 The cost of implementing the proposed options will be met from the TfL funding for parking schemes 2011/12 which currently has an uncommitted balance of £106k.
- 5.2 The detailed costs of each option is shown in the table below: -

Details of estimated expenditure & Income	Residents & P & D bays	Residents bays only	Disabled bay
	Option 1a £	Option 1b £	Option 2 £
Estimated one-off implementation costs funded by TfL	2,500.0	1,000.0	100.0
<u>On-going revenue costs for residents permit bays</u>			
Income from residents permits	660.0	630.0	0.0
Administration costs	(660.0)	(630.0)	0.0
	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<u>On-going revenue costs for P & D bays</u>			
Income from P & D bays	(1,800.0)		
Costs re cash collection & maintenance	500		
Net income	<u>(1,300.0)</u>	<u>0.0</u>	<u>0.0</u>
Total net impact on revenue	<u><u>(1,300.0)</u></u>	<u><u>0.0</u></u>	<u><u>0.0</u></u>

- 5.3 The cost of reducing the length of double yellow lines in Kingswood Road is negligible.

Non-Applicable Sections:	Legal implications
Background Documents: (Access via Contact Officer)	