

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: **CLOCK HOUSE - CONTROLLED PARKING ZONE -
PROPOSED EXTENSION**

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Chief Officer: Nigel Davies, Director of Environmental Service

Ward: Clock House

1. Reason for report

This report outlines the background to the implementation of parking controls in the Clock House area. The report explains the recent consultation that has been carried out, the feedback, objections and comments from members of the public. The report seeks a decision from the Portfolio Holder on the proposed amendments to the existing Controlled Parking Zone.

2. **RECOMMENDATIONS**

- 2.1 That the Portfolio Holder confirms that the existing Controlled Parking Zone should be extended with amendments to Clock House Road in Zone 1 and to Belmont Road, Cromwell Road, Colesburg Road, Hampden Avenue, Hampden Road and Balgowan Road all added to Zone 3 of the existing Controlled Parking Zone .
- 2.2 That detail design is to be progressed, with a decision on the final design delegated to the Director of Environmental Services in consultation with the Ward Members and the Environment Portfolio Holder.

Corporate Policy

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

1. Cost of proposal: Estimated cost £3k
 2. Ongoing costs: Recurring cost. Net nil
 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: 20 staff hours to prepare and consult on this scheme
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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): There are approximately 300 residential units in the area for the proposed Controlled Parking Zone extension.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Councillors have been heavily involved in consultation on this scheme and have agreed with the recommended design.

3. COMMENTARY

- 3.1 The Clock House Controlled Parking Zone covers a residential area which includes Blandford Road, Cedars Road, Chaffinch Road, Clock House Road, Elm Road, Queens Road, Rowden Road, Sidney Road and Thayers Farm Road. Clock House station is located in this area and as a result there is a great demand to park on street. Furthermore, as many of the properties have limited off street parking facilities a Controlled Parking Zone was introduced in October 2009.
- 3.2 Six months after implementing the scheme, consultation was carried out in with residents inside the Controlled Parking Zone, to see if there was continued support for the Controlled Parking Zone. This consultation asked whether residents felt permit parking in their road / area had been a success, whether the existing CPZ should remain in place and/or whether changes should be made to the parking arrangements.
- 3.3 Following that consultation the existing scheme was made permanent, and the following roads were included in the Controlled Parking Zone: Durban Road, Hayne Road (south of Beckenham Road) and Westfield Road into Zone 3 of the Controlled Parking Zone. A new zone was created for Turners Meadow Way and Sheridan Way.
- 3.4 However, after the new scheme was introduced, further requests have continued to be received from residents. The main concern relates to the parking connected with the hospital, as a result of the recent hospital extension. Whilst there is an agreement being negotiated between the hospital and a local superstore to provide parking for staff and visitors, this has yet to be finalised. As a result, additional parking pressure has been applied to local roads. Therefore, a third consultation was carried out asking whether residents would like to see the scheme extended now or whether they would wish to wait for the agreement and changes between the hospital and superstore to be implemented. The results were as follows:

CPZ Consultation – December 2011

Proposed Extension of the existing CPZ – Consultation Results

Is there a parking problem in your road?

Road Name	Yes	No	No View	Approx number of properties consulted
Belmont Road	39	2	1	92
Clock House Road	14	1	0	15
Colseburg Road	15	5	0	49
Cromwell Road	16	10	0	83
Hampden Avenue	19	4	1	44
Hampden Road	14	10	0	59
Balgowan Road	10	7	0	47

Is controlled parking needed? Do you wish to see the impact of the changes first?

Road Name	Is Controlled Parking Needed? (Yes)	Wait to see the impact? (Yes)	Approx number of properties consulted
Belmont Road	33	9	92
Clock House Road	14	0	15
Colseburg Road	14	6	49
Cromwell Road	14	6	83
Hampden Avenue	18	2	44
Hampden Road	13	4	59
Balgowan Road	7	4	47

- 3.5 Following this consultation it is clear that there is overwhelming support for the existing Controlled Parking Zone to be extended now. It is therefore proposed to introduce an extension to the CPZ.
- 3.6 Local Ward councillors have been involved in the scheme from the original design through to implementation and subsequent reviews.
- 3.7 Various comments were made by residents as part of the latest (December 2011) consultation. The main comments received from residents are listed below along with the officer response to the comment. All comments can be viewed in the detailed consultation analysis that has been provided to Ward Members and the Portfolio Holder.

	Comment	Officer Response
C1	<p>Parking problems have arisen due to CPZ being introduced to neighbouring streets. Introducing CPZ here will only force the issue elsewhere; I think you'd be better off removing the CPZ restrictions universally.</p> <p>Parking in Sainsbury's will only help us if it is free. The problem here comes from hospital staff etc wanting to park for nothing. Commuters are also a problem.</p>	<p>The CPZ has been introduced to try to improve the parking on street and seeks to strike a balance between allowing some on street parking for commuters, shoppers, those visiting the hospital and also giving some priority to residents.</p> <p>An agreement is being negotiated that could see approximately 80 vehicles that currently park off street being able to use the under utilised local car park. However, this agreement has yet to be made and pressure remains that an extension of the CPZ should be introduced.</p>
C2	<p>I'm fed up with having to park at the bottom end of other roads.</p> <p>I think that CPZ should be between 10am & 2pm. CPZ would no make no difference because of the school. This is a way for LBB to make some more money.</p>	<p>It has become apparent that whilst a number of residents feel the existing CPZ has been of benefit.</p>
C3	<p>All residents should be able to buy a permit not just those that own a car.</p>	<p>It is standard practise for any resident who owns a car in a permit area to purchase a permit for any vehicle registered at the address inside the CPZ. If open permits were issued, this could lead to permits being used by non residents and create a number of problems within the controlled parking zone.</p>
C4	<p>Would be helpful if zones 1, 2 and 3 were interchangeable and we could park in the restricted hours in the adjacent zone.</p>	<p>Different zones have been provided to prevent drivers commuting between zones. Due to the presence of the railway station, the hospital and other local businesses, it is felt that if drivers could park in all zones, then this would encourage drivers with permits to park in other zones on a regular basis and create additional problems within the CPZ.</p>

- 3.8.1 Based on the consultation results, if the various roads are added to the Controlled Parking Zone, it is estimated that approximately an additional 14 resident permits will be purchased in Zone 1 and 110 in Zone 3.

3.9 Given the overwhelming support for the scheme to be extended, it is recommended that the existing zone is extended to incorporate all roads included in the consultation.

4. POLICY IMPLICATIONS

4.1 The principle aims from the Environment Portfolio Plan 2011-2014 are to improve the road network for all users and to promote safe and secure parking provision.

5. FINANCIAL IMPLICATIONS

5.1 The table below summarises the impact of the proposed changes to the residents parking scheme: -

Net impact of proposed changes to CPZ	
	£
Estimated one-off implementation costs funded by TfL	3,000
Estimated on-going revenue costs for residents bays	2012/13
	£
Zone 1	(800)
Zone 2	0
Zone 3	(3,000)
Total income	(3,800)
Less additional administration/enforcement costs	3,800
Net impact of proposed changes	0

5.2 The estimated implementation costs of the proposed changes will be £3k and will be funded from the TfL budget for parking schemes 2011/12 which currently has an uncommitted balance of £106k.

6. LEGAL IMPLICATIONS

It will be necessary to make Traffic Management Orders under Sections 9 of the Road Traffic Regulation Act 1984.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation Results & Replies – October 2008 Consultation Results & Replies – May 2009 Consultation Results & Replies – May 2009 Report: ES10134 – 28/09/10 – Clock House Controlled Parking Zone – Consultation Results