

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: **BECKENHAM PARKING REVIEW**

Contact Officer: Joe Burbidge, Traffic Engineer
Tel: 020 8313 4544 E-mail: joe.burbidge@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Copers Cope

1. Reason for report

- 1.1 This report outlines proposals to introduce a new Controlled Parking Zone (CPZ) in Beckenham town centre.
 - 1.2 Concerns had been expressed over recent years by residents from a number of roads in the area, and by Members, that led to the decision to carry out an area wide review of parking.
-

2. **RECOMMENDATION(S)**

That the Portfolio Holder agrees to the following proposal:

- 2.1 **The CPZ shown in drawing number ESD-10858-5-01 (scheme 1) be introduced**
- 2.2 **The extension to the CPZ shown in drawing number ESD-10858-5-02 (scheme 2) be introduced if support is received during consultation (see paragraph 3.4)**
- 2.3 **Authority to make any minor modifications which may arise as a result of any considerations is delegated to the Director of Environmental Services, in consultation with the Environment Portfolio Holder and Ward Members.**

Corporate Policy

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

Financial

1. Cost of proposal: Estimated cost Scheme 1 £10.3k and Scheme 2 £18.8k
 2. Ongoing costs: Recurring cost. net income of £6.6k for scheme 1 and £1.7k for scheme 2
 3. Budget head/performance centre: TfL budget for Parking Schemes in Town Centres
 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
-

Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 100
-

Legal

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

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approximately 200 households.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: The Ward Councillors and Portfolio Holder have been kept informed at every stage of the consultation process and have shown support for the proposals.

3 COMMENTARY

BACKGROUND

- 3.1 Beckenham town centre is a high street environment with many services including shops, restaurants and places of worship. The area is well served by public transport including buses, trains and trams that provide links to a number of locations including London Victoria and East Croydon train stations. Many visitors also travel into the area by private car. There are a number of car parks in the proximity of the town centre including 3 public pay and display car parks. However, many visitors park in residential streets and this has created some parking difficulties for residents.
- 3.2 In June 2011 a consultation was carried out with over 5,500 properties in the Beckenham and Eden Park area. The aim of this consultation was to help clarify which roads were experiencing parking difficulties and what the residents believed a suitable solution may be. The results revealed that difficulties were being experienced around Beckenham town centre and Eden Park Station and the decision was made to split the review and look at the two areas separately. In September 2011 letters were delivered to residents explaining this decision and the timescale for progress.
- 3.3 This report is about the proposals for Beckenham town centre. The Eden Park proposals will be addressed at a later date.

PROPOSED SCHEMES

- 3.4 The proposed designs for a CPZ near Beckenham town centre including Downs Road, Manor Grove, Bevington Close, Bevington Road, Manor Road, Kelsey Park Road, Stanmore Terrace, Burnhill Road, Lea Road and Fairfield Road were drafted and are shown in drawing number ESD-10858-4. A second consultation was carried out with the residents of these roads in December 2011.
- 3.5 This second consultation revealed that the roads around Stanmore Terrace, shown in drawing ESD-10858-5-01, supported the proposed introduction of a CPZ but that the residents of Bevington Close, Bevington Road, Manor Grove and Downs Road did not.
- 3.6 It is therefore proposed to install the CPZ in the Stanmore Terrace area. However, due to the risk of displaced parking, further consultation is currently being carried out with residents of Bevington Close, Bevington Road, Manor Grove and Downs Road. The consultation explains the risk of displacement and asks whether the residents would want to be included in the proposed new zone. The results of this additional consultation will be reported to the Environment PDS on 28th February.
- 3.7 The proposed designs in drawing number ESD-10858-5-01 (scheme 1) will create 48 residents' only parking spaces and 9 shared use (pay and display and residents') spaces. For the purpose of this report pay and display refers to both pay by phone parking and the more traditional method of purchasing a ticket from a machine to display in a vehicle's windscreen. The distribution of payment methods will be defined in the detailed design pending approval.
- 3.8 The proposed designs in drawing number ESD-10858-5-02 (scheme 2) will create 59 residents' only parking spaces and 40 shared use (pay and display and residents') spaces.
- 3.9 This proposal has been developed on the basis that any new CPZ will operate Monday to Saturday 8am to 6:30pm however discussions are on going with the local resident groups as these hours may be extended as a result of the evening trade in Beckenham Town Centre and

the traffic this trade attracts. Any such changes will be addressed during the detailed design stage.

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 to implement the two schemes detailed in this report is estimated to be £29.1k. The costs are to be met from the 2011/12 TfL budget for Parking Schemes in Town Centres, which currently has an uncommitted balance of £106k.
- 5.2 The detailed costs of the two schemes are shown in the table below: -

	Scheme 1	Scheme 2
	£	£
Estimated one-off implementation costs funded by TfL	10,300	18,800
<u>On-going revenue costs for residents permit bays</u>		
Income from residents permits	(2,500)	(1,500)
Administration costs	2,500	1,500
	0	0
<u>On-going revenue costs for P & D bays</u>		
Income from P & D bays	(7,600)	(2,000)
Costs for cash collection & maintenance	1,000	300
	(6,600)	(1,700)
Net revenue impact of proposals	(6,600)	(1,700)

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