

Decision Maker: Environment Portfolio Holder

For pre-decision scrutiny by the Environment PDS Committee on

Date: Tuesday 25 September 2012

Decision Type: Non-Urgent Executive Non-Key

Title: GREEN STREET GREEN PARKING REVIEW

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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Chelsfield and Pratts Bottom; Darwin

1. Reason for report

This report outlines the background to a proposal for the implementation of new parking controls in the Green Street Green area. The report explains the consultation carried out and the proposed design of the scheme. The report seeks a decision from the Portfolio Holder to implement a parking scheme.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder agrees:

2.1 To the implementation of parking changes, as shown per the consultation plan, and as described in paragraphs 3.4 to 3.6 of this report.

2.2 To delegate the decision on the final design of the scheme to the Director or Environmental Services, in consultation with the Environment Portfolio Holder and the Ward Members.

2.3 To a review of the scheme after six months to determine if it has met its objectives, and to discover if parking issues need to be addressed in any roads currently outside of the affected area.

Corporate Policy

1. Policy Status: Existing Policy

2. BBB Priority: Quality Environment

Financial

1. Cost of proposal: £34k:
 2. Ongoing costs: Recurring Cost – Net income of £8k per annum
 3. Budget head/performance centre: Transport for London LIP funding for Parking in Town Centres
 4. Total current budget for this head: £179k of which £44.,75k is set aside for the parking review in Green Street Green, with an uncommitted balance remaining of £35k
 5. Source of funding: Transport for London LIP funding
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Staff

1. Number of staff (current and additional): 2
 2. If from existing staff resources, number of staff hours: 60 staff hours to prepare scheme design and report
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Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
 2. Call-in: Applicable
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Approximately 116 on street parking bays will be provided. Additional benefits to traders and residents in the area
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Ward Members have been extensively consulted on the scheme. Ward Members have advised on the design of the proposed scheme and have consulted local resident groups on the various parking issues.

3. COMMENTARY

- 3.1 The Green Street Green area encompasses a large residential area and the High Street. The High Street has a number of small business units and as a result there is a great demand to park on street from shoppers, workers and residents. Furthermore, many of the properties located close to the High Street have limited off street parking facilities and therefore it can be very difficult for residents to find a suitable place to park.
- 3.2 The Council and Ward Members have received correspondence from residents about the level and manner of parking in this area. Council officers attended a resident meeting in 2011 where concerns were raised regarding various on street parking issues.
- 3.3 As a result, and following informal consultation with Ward Members, traders and resident groups, a formal consultation was carried out in August 2012 with all those affected in the area, to see if there was general support for the introduction of a parking scheme. This consultation asked whether residents would support changes, including introducing some resident permit parking bays, waiting restrictions (yellow lines) and sections of Pay and Display for the shops. The proposal plans are attached. Results of the consultation will be presented to the committee on the 25th September 2012.

3.4 Proposed Resident Parking Permit Bays

A number of properties located close to the High Street have limited or no off street parking. Therefore there is great demand to park on street from residents, shoppers and workers in the area. Consequently it is proposed to provide some resident only parking permit bays outside of the properties without off street parking. It is also proposed to allow resident permit holders to use the Pay and Display parking bays located in Lezayre Road and Laxey Road.

In regards to the hours of operation, the residents have been consulted on two options:

- a. A resident parking permit operating Mon – Sat 8.30am – 5pm (£80 p/a per vehicle)
- b. A resident parking permit for a maximum of 4 hours Mon – Sat (£40 p/a per vehicle)

The two options would have different permit prices. £80 per annum per vehicle for an all day permit (option a) and £40 for a shorter term permit (option b). Parking permit prices are linked to the enforcement required and therefore a permit that operates for longer than 4 hours per day would require enhanced enforcement, more visits by Civil Enforcement Officers and as a result a higher cost for permits.

3.5 Proposed Pay and Display Parking Bays (P&D)

The proposed P&D parking bays will be of two types: Pay and Display aimed at short term parking (under 3 hours); and P&D for longer term on-street parking. This is to cater for shoppers using the area for short visits, whilst also appreciating that some shoppers, commuters and workers park on-street for longer periods of time.

The short term P&D bays are proposed on the High Street to the front of the shops. This is to allow turnover of the bays and hopefully make it easier and more convenient for passing trade. Currently the High Street area has on street parking for long periods of time. This creates limited spaces and turnover for shoppers. The proposal is for Pay and Display rates to be set at 60p per hour and is proposed to operate Monday – Saturday 8.30 am – 5.00pm. This falls in line with charging policy for other similar medium sized High Streets and Town Centres located elsewhere in the borough.

The longer term parking bays will be located in the side roads off the High Street, including Laxey Road and Lezayre Road. This will allow workers and those using the area for longer periods to park on street. These bays will be located in roads that are predominately residential and therefore resident permit holders will also be allowed to use these bays. The Pay and Display rates for these bays would be set at 50p per hour and would operate Monday – Saturday 8.30am – 5.00pm. This falls in line with other similar bays in areas located borough-wide. The slightly lower tariff could encourage users to park in these bays first, rather than the short term parking bays provided by the shops.

3.6 **Waiting Restrictions and Free Parking Bays**

Currently large parts of the northern section of Green Street Green (Glentrammon Avenue) are not restricted (no yellow lines). As a result these areas can suffer from an overspill of parking related to the High Street and residential properties. Therefore, it is proposed to introduce waiting restrictions (yellow lines) to the roads and where there is space to do so, free parking bays will be provided. These will help alleviate any displaced parking and provide additional spaces for residents and their visitors. Furthermore it is proposed to introduce alternate waiting restrictions that operate between the hours of 11am – 12noon to one side of the road and 1pm – 2pm on the other. These have worked successfully in other areas which allow residents to always be able to park on one side of the road at any time during the day.

3.7 **Other Issues**

During the scheme design a few separate issues have been raised in the Green Street Green area. This includes the use of the current bus stops located at the lower end of the High Street and the parking associated with the nearby bus garage. Therefore, we are currently looking at the parking issues in the Beechwood Estate, the location of the bus stops to the south of the High Street and the use of Shire Lane for parking. These will be investigated separately to this proposed parking scheme.

3.8 **Implementation and Review**

The recommendation of this report is to introduce changes to Green Street Green to address the various parking issues in the area. The final design will be guided by the results of the formal consultation with residents and traders, with the agreement of the Portfolio Holder and Ward Members. If this new parking scheme is introduced, it will be subject to review approximately six months after implementation. The impact of the scheme will be investigated and any amendments felt necessary will be made. Any major alterations will be subject to re-consultation with residents and traders.

4. **POLICY IMPLICATIONS**

- 4.1 The recommendations of this report are within existing Council policy set out in the Environment Portfolio Plan: to promote safe and secure parking; and to ensure that good parking facilities and reasonable charges support the vitality of the borough's town centres..

5. **FINANCIAL IMPLICATIONS**

- 5.1 There will be a cost of approximately £34k to add the necessary road markings, signs and P&D machines to the area. Where possible, the Council will make use of re-located machines. There will also be a cost associated with advertising the necessary Traffic Management Order.
- 5.2 These one-off costs of £34k will be met from the TfL budget for Parking Schemes in Town Centres for 2012/13 which has a budget allocation of £44.75k and an uncommitted balance of £35k.

- 5.3 It should be noted that the level of resident permit income will be dependent on resident uptake and the option progressed.
- 5.4 For the Pay and display parking area, there will be 29 short term bays provided and 22 long terms bays. The expected income has been estimated using information from similar schemes within the borough.
- 5.5 The financial implication of each option is shown in the table below:-

	Option A	Option B
	£	£
Estimated one-off implementation costs funded by TfL	34,000	34,000
<u>On-going revenue costs for residents permit bays</u>		
Income from residents permits	(3,000)	(1,600)
Administration and enforcement costs	3,000	1,600
	<u>0</u>	<u>0</u>
<u>On-going revenue costs for P & D bays</u>		
Income from P & D bays	(11,500)	(11,500)
Costs for cash collection & maintenance	3,500	3,500
	<u>(8,000)</u>	<u>(8,000)</u>
Net revenue impact of proposals	<u>(8,000)</u>	<u>(8,000)</u>

- 5.6 Should the scheme be fully operational from January 2013, the part year effect would be Cr £2k.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to make amendments to the Traffic Management Orders.

Non-Applicable Sections:	PERSONNEL IMPLICATIONS
Background Documents: (Access via Contact Officer)	Consultation Letter dated 13 th August 2012 Consultation Replies