

Decision Maker: **Environment Portfolio Holder**

Date: **Following Environment PDS Committee on 1st July 2014**

Decision Type: Non-Urgent Executive Non-Key

Title: **CHELSEFIELD PARKING REVIEW**

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
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Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: Chelsfield and Pratts Bottom

1. Reason for report

The Council has received a series of complaints about parking problems in the residential area around Chelsfield Railway Station. Local residents suggest that the situation has been aggravated by a rise in the number of commuters now using the station. This report details the result of a public consultation undertaken to determine the views of local residents on proposed changes to local parking restrictions.

2. **RECOMMENDATION(S)**

That the Environment Portfolio Holder agrees:

- 2.1 **The proposed changes to the current parking arrangements as detailed in the drawings labelled 11051 - [101 to 112] attached; and**
- 2.2 **That authority is delegated to the Executive Director of Environment and Community Services, in consultation with the Portfolio Holder and Ward Members, for any specification changes considered necessary at the detailed design stage.**

Corporate Policy

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

1. Cost of proposal: Estimated Cost £4,000
 2. Ongoing costs: Net nil
 3. Budget head/performance centre: LIP funding for Individual Parking Assessments (IPAs)
 4. Total current budget for this head: £25,050 is assigned to the Chelsfield parking scheme, of which £22,900 is the uncommitted balance
 5. Source of funding: Transport for London LIP Funding 2014/15
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Staff

1. Number of staff (current and additional): Two
 2. If from existing staff resources, number of staff hours: 500
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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): Residents, shoppers and commuters would benefit from increased parking
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: All three Ward Members are supportive of the scheme, so long as final details can be agreed upon.

3. COMMENTARY

- 3.1 Over many years the Chelsfield area has experienced problems with commuter parking, mainly on Windsor Drive and locations close to Chelsfield railway station. Commuter vehicles make it difficult for local residents to find parking.
- 3.2 The Council recognises the need to facilitate some commuter parking, but measures are needed to ensure that residents' and shoppers' needs are also considered. In May 2005 it was decided to implement a parking scheme in the hope of addressing the increasing parking problems.
- 3.3 Following implementation of the 2005 scheme regular complaints have continued to be received. The problem seems to have become worse following Sevenoaks Council's decision to introduce parking charges at Knockholt Railway Station, which may have displaced commuters to Chelsfield.
- 3.4 A design for a revised parking scheme was put together for consultation with residents and businesses in the Chelsfield area in November 2013. The area of the consultation exercise can be seen in the attached scheme drawing labelled 11051-01.
- 3.5 Although the majority of residents were in favour of the scheme there were many differing and conflicting views.
- 3.6 The scheme's final design has taken into account the views of residents and some modifications have been made to the initial design.

Results of Consultation

| No of questionnaires circulated | No of questionnaires returned | Those in favour | Those against | undecided |
|---------------------------------|-------------------------------|-----------------|---------------|-----------|
| 1400 | 309 (22%) | 166 (54%) | 98 (32%) | 45 (14%) |

- 3.7 Due to the number of concerns raised in the returned consultation documents, a spread sheet has been used to capture the views and locations of those responding.
- 3.8 The detailed feedback from the consultation is extensive and is not contained in this report, but is available to Members from the contact officer upon request. The revised scheme proposed is summarised below. It includes:
- The provision of a residential parking permit scheme in Russett Close. It is proposed that eight Permit Bays will be marked up in Russett Close, covering the period between 08:30 to 18:30hrs, at a cost of £80 per year.
 - The provision of a residential parking permit scheme in Windsor Drive, outside number 59 – 69, this to be combined with time-limited free parking to aid shoppers. It is proposed that six Permit Bays will be marked up on Windsor Drive, outside number 59 to 69, covering the period between 11:00 to 13:00hrs, at a cost of £40 per year.
 - Corner Protections be marked at four junctions, to keep the junctions clear of parked vehicles.
 - Deletion of various sections of Yellow Lines, thereby creating free parking spaces at locations where it is safe to park.

- Various sections of Double Yellow Lines are marked at locations where it is deemed unsafe to park, also for the purpose of creating pull-in areas.
 - Two Bus Cages are installed on Warren Road near number 143 to create a clearance area for buses to pull in.
 - A Disabled Parking Bay is provided outside the Pharmacy in Crescent Way.
 - Parking Restriction times be staggered at two locations to give more options to shoppers and residents.
- 3.9 That the authority to make further minor modifications , which may arise as a result of any further consultation or consideration, be delegated to the Executive Director of Environment and Community Services, in consultation with the Environmental Portfolio Holder and ward Councillors.
- 3.10 Details of the proposals can be seen in the accompanying drawings labelled 11051- [101 to 112].

4. POLICY IMPLICATIONS

- 4.1 The draft Environment Portfolio Plan 2014-17 includes the objective “Ensure that parking provision near town centres and railway stations balances the needs of residents, visitors and commuters”. This report addresses this objective in the context of Chelsfield.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of £4,000 for the implementation of the proposal will be met by funding from the TfL LIP allocation for Individual Parking Assessments. £25,050 was set aside for this scheme and an uncommitted balance of £22,900 is available to fund this expenditure.
- 5.2 The on-going administration cost of the new residents permit parking scheme is estimated to be £880 which will be fully funded from the estimated income from the permits of £880.

6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to make traffic orders under Section 6 and 45 of the Road Traffic Regulation Act 1985, to give effect to the provisions referred to in this report.

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| Non-Applicable Sections: | Personnel Implications |
| Background Documents: (Access via Contact Officer) | Returned Consultation Documents |