

**Decision Maker:** Environment Portfolio Holder

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

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** EDWARD ROAD - PROPOSED WAITING RESTRICTIONS

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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** Plaistow and Sundridge

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1. Reason for report

This report outlines the background on a proposal for waiting restrictions to be introduced in Edward Road, near Sundridge Park railway station. The report explains the reason for the proposed changes, the consultation carried out with ward Members and residents, and the proposed design of the scheme. The report seeks a decision from the Portfolio Holder on the most appropriate solution for Edward Road and authority to implement any agreed changes.

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2. **RECOMMENDATION(S)**

**That the Environment Portfolio Holder:**

- 2.1 **Considers whether to agree the proposed changes to the current parking arrangements in Edward Road as detailed in the drawing labelled 11588-01.**
- 2.2 **Agrees to delegate the authority to make further modifications, which may arise as a result of any further consultations or considerations, to the Executive Director of Environment and Community Services, in consultation with the Environment Portfolio Holder and ward Councillors.**

## Corporate Policy

1. Policy Status: Not Applicable
  2. BBB Priority: Quality Environment
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## Financial

1. Cost of proposal: Estimated Cost: £1,300
  2. Ongoing costs: Non-Recurring Cost
  3. Budget head/performance centre: TfL LIP funding for Local Parking Schemes
  4. Total current budget for this head: £3,000 is allocated to this scheme, of which £1,300 is the uncommitted balance
  5. Source of funding: TfL LIP Funding 2014/15
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## Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 25
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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): 70 residents.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:

Councillor Peter Morgan has advised that he supports the proposed scheme, and the amendments suggested by residents to: extend the double yellow lines at the junction of Edward Road; and to extend the single yellow line in front of number 4 Edward Road.

### 3. COMMENTARY

- 3.1 Edward Road is a primarily residential road located off Plaistow Lane. The road is located within walking distance from Sundridge Park station and local shops.
- 3.2 The majority of properties along Edward Road have off-street parking available to them and do not park on-street. The road currently experiences heavy parking at the southern end nearest the junction with Plaistow Lane. It is understood that most of the parking is by commuters using Sundridge Park Station as well as parents collecting children from the nearby school. It has also been reported that some residents living within the neighbouring CPZ zone have chosen not to purchase resident permits and are parking in Edward Road.
- 3.3 Following receipt of a petition and numerous concerns from residents and the local ward Member a meeting was arranged with the residents group to discuss possible solutions. Residents are concerned about the level and manner of parking along this road and the effect it is having on road safety. They have stated that vehicles are parking nose to tail along the road, very close to driveways and also around the junction with Lodge Road thus causing visibility issues for vehicles exiting their driveways and also for pedestrians crossing the road, particularly at the junction with Lodge Road. Available data shows that over the past 3 years there have been no recorded personal injury crashes for this road .
- 3.4 Following discussions with representatives of the residents group, the scheme shown in drawing number 11588-01 has been drafted showing a proposed parking scheme for Edward Road. Residents were keen to remove as much all day parking from the road as possible. However, the Council seeks to balance residents' interests with those of other motorists. The proposed scheme aims to ensure there is sufficient protection for residents, whilst making available a reasonable amount of all day parking for visitors and commuters. Despite concerns from residents, there is no evidence that there is a significant safety problem along Edward Road. The scheme shown in drawing number 11588-01 seeks to balance the various parking needs of residents, visitors and commuters.
- 3.5 Whilst Edward Road is located just outside the conservation area, residents were keen that any proposal was sympathetic to the conservation feel of the area. In order to help in this respect, the intention is to use low level posts for the signs associated with each agreed section of yellow lines, where an existing lamp column cannot be utilised, and to use narrow primrose lines in place of the standard yellow.

#### Consultation

- 3.6 Following informal consultation with ward Members on the proposals, a formal consultation was carried out in April 2014 with all those affected in Edward Road, Lodge Road and Plaistow Lane. This consisted of approximately 70 properties.
- 3.7 Of the 70 properties consulted 36 responses were received, 23 in support (64%), 10 objections (28%) and 3 declaring no preference for or against (8%). Specific objections and comments regarding the scheme, with officer comments, have been summarised below:

<b>Objection/Comment</b>	<b>Officer Response</b>
A resident permit scheme should be introduced in the road.	The aim of the proposal is not to remove all day parking for commuters in its entirety.  A resident permit scheme would not be viable in this location as the majority of residents have off road parking available to them.

<p>The double yellow lines at the junction with Plaistow Lane should be extended further into the road to avoid conflict between vehicles entering and existing Edward Road.</p>	<p>The double yellow lines at the entrance to Edward Road already extend well in excess of the 10 meters advised in the highway code. There is not a recognised personal injury crash problem at this location to justify extending the double yellow lines further.</p>
<p>Reconfigure the junction of Edward Road with Plaistow Lane to allow a left and right turning lane.</p>	<p>There is not a recognised personal injury crash problem at this location, nor a congestion issue to justify such a scheme.</p> <p>In addition the carriageway width and vehicle swept path movements would not allow for this to be introduced safely.</p>
<p>Parking restrictions do not offer protection to all properties meaning all day parking will be unfairly located in front of these properties. One particular property of note is number 4 Edward Road which would be surrounded by restrictions if the scheme was to go ahead.</p>	<p>Whilst there is no automatic right to park on the highway, the Council tries to provide as much on-street parking as is reasonable.</p> <p>Number 4 Edward Road currently has no off road parking; when originally designing the scheme it was requested that all day parking was left here to allow residents somewhere to park near their home.</p>
<p>The parking situation in Edward Road is no different to many other roads in the Borough and is not causing an obstruction.</p>	<p>Some of the current parking in Edward Road, especially at the Lodge Road junction, creates a risk to drivers and pedestrians. The other proposed yellow lines are not for safety reasons but are to break up the parking along the road, to get a balance between keeping the heritage nature of the road whilst still allowing commuter parking.</p>

### Conclusions

- 3.8 Although the design of this scheme is unusual, in that it removes more parking from the road than is necessary purely for safety reasons, in light of support from the majority of residents it is suggested that the scheme progresses as designed.
- 3.9 Members are advised to consider the report elsewhere on this agenda regarding on-street parking restrictions policy in reaching a conclusion on this proposal, to determine whether it is appropriate to limit available on-street parking capacity on aesthetic grounds as well rather than just on the grounds of improving safety or reducing congestion.

## **4. POLICY IMPLICATIONS**

- 4.1 The draft Environment Portfolio Plan 2014-17 includes the key aim to “Promote safe and secure travel and parking”, and the specific objective “Ensure that parking provision near town centres and railway stations balances the needs of residents, visitors and commuters”.

## 5. FINANCIAL IMPLICATIONS

- 5.1 There will be a cost of approximately £1,300 to add the necessary road markings, signs and the cost associated with advertising the necessary Traffic Management Order. This can be funded from the 2014/15 TfL funding for Local Parking Schemes which has an allocation of £3,000 set aside for this scheme. An uncommitted balance of £1,300 is available to meet the implementation costs.
- 5.2 There is flexibility within the current parking contract to absorb the enforcement of these new restrictions at no extra cost to the Council. The small area covered by this report would generate no significant income from the small number of penalty charge notices that may be issued

## 6. LEGAL IMPLICATIONS

- 6.1 It will be necessary to introduce a Traffic Management Order to permit enforcement.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation Plan: 11588-01 Consultation letter to residents dated 9 <sup>th</sup> April 2014 Petition from residents Consultation responses