

**QUESTIONS TO THE ENVIRONMENT PORTFOLIO HOLDER FOR ORAL  
REPLY FROM MR RUPERT MORRIS**

1. Five years ago 77% of residents of Wordsworth Road opposed any scheme for their road. In this year's survey only 43% wanted a scheme. With no mandate for a scheme, can we ask for Wordsworth Road to be taken out and treated like Penge Lane and Queen Adelaide?

**Reply**

Subject to possible further thoughts emerging later this evening, Southey Street and Raleigh Street will be approved for inclusion within the emerging Penge Controlled Parking Zone.

If that is confirmed, residents of Wordsworth Road would then be advised accordingly and asked whether in light of the changed facts on the ground, similarly the risk of additional displaced parking the change would likely cause them, they wished to re-consider their original position.

The Council will respect that expressed opinion, whatever it might be, and a subsequent decision as to whether Wordsworth Road itself would join the scheme too, will be based solely on the majority of wishes expressed in response to that consultation.

**Supplementary Question**

Noting specific road by road consultation results outlined in Report ES16046 (to be later considered by Members during the meeting), Mr Morris sought confirmation that of all roads listed in the consultation results, Wordsworth Road secured the highest number of residents (at 21) expressing opposition to permit parking in their road, so indicating the strongest level of opposition to such a scheme for a road in the area of consultation.

**Reply**

The Portfolio Holder confirmed that Wordsworth Road was the most strongly opposed road to a parking permit scheme.

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2. In Wordsworth Road we don't have a parking problem, apart from Friday am when worshippers are attending the mosque for prayers. We fear the scheme will create a parking problem if introduced into neighbouring roads. Can you reassure residents that it is not the intention to transfer the problem?

### **Reply**

I would respectfully refer you to my previous response. There will almost certainly be displacement of parking into Wordsworth Road, were residents living there to vote against joining the scheme being implemented in neighbouring roads.

### **Supplementary Question**

Mr Morris thought there would not be that much displacement, taking account of low kerbs in reaching his conclusion.

### **Reply**

The Portfolio Holder confirmed that ultimately it would be a choice by local residents. If a majority wanted assistance, the Council would provide support and any displacement would be managed by permit parking.

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### **QUESTION TO THE ENVIRONMENT PORTFOLIO HOLDER FOR WRITTEN REPLY FROM TRACY SPEECHLEY**

I would like to pose a question regarding the dangerous junction where Parish Lane meets Lennard Road. This is in no way linked to the accident there recently. I have not put a question forward before, however I would like the Council to review the junction with regards to the safety aspect which has been raised on numerous occasions over the years.

1. What traffic calming measures are available which could facilitate the following:

- Reduction of speeding on Lennard Road & Parish Lane;
- Poor visibility when pulling out from Parish Lane onto Lennard Road.

### **Reply**

It is important to note that investment in any traffic calming engineering works, is strictly driven by the number of recurring personal injury related accidents happening at any given location to ensure maximum return is made on the limited public monies provided for such measures.

To that end, prior to the tragic crime committed locally on 31<sup>st</sup> August, I am advised that there have thankfully only been 2 personal injury accidents at this junction since 2011 (in January and February 2016), which would in all candour exclude it from any list requiring early engineering intervention.

To answer your specific questions:

1. Were speeding assessed to be an issue on either road, the Council could provide additional signage (either rotational posters or Vehicle Activated Signs (VAS). Furthermore, if either road were deemed to be a 'Ward Priority' by the local Safer Neighbourhood Panel and Team, it could then benefit from periodic spot checks enforcement by the Police.

2. Save possible future redevelopment of either property most adjacent to the junction, the only obvious opportunity to improve the sightline(s) would be to build out the entrance by increasing the area of what is currently pavement.

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