

PART 1 - PUBLIC

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**Decision Maker:** Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS  
Committee on**

**Date:** 11th January 2011

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

**Title:** BROMLEY TOWN CENTRE CPZ PARKING REVIEW

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**Chief Officer:** Nigel Davies - Director of Environmental Services

**Ward:** Bickley, Bromley Common & Keston, Bromley Town, Copers Cope, Hayes & Coney Hall, Plaistow & Sundridge, Shortlands

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1. Reason for report

1.1 This report details the findings of the parking review carried out to establish whether the Bromley Controlled Parking Zone (CPZ) is still fit for purpose.

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2. **RECOMMENDATIONS**

2.1 **The Portfolio Holder agree that no major changes are made to the shape, size or subdivisions of the Bromley CPZ;**

2.2 **The Portfolio Holder agree that the various individual parking requests received from residents and Members during the Review are subsequently addressed as separate proposals, along with proposals to install new parking bays in locations identified.**

2.3 **The Portfolio Holder agree that officers review the shared use bays in the town centre.**

## Corporate Policy

1. Policy Status: Existing policy. Existing Policy
  2. BBB Priority: <please select>. Quality Environment
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## Financial

1. Cost of proposal: No cost
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Transport for London budget for Parking Schemes 2010/11
  4. Total current budget for this head: £297,000 of which £150,000 is allocated to this scheme. An uncommitted balance of £116,000 is available.
  5. Source of funding: Transport for London.
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## Staff

1. Number of staff (current and additional): One.
  2. If from existing staff resources, number of staff hours: 100 staff hours to prepare and consult on this scheme.
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## Legal

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

1. Estimated number of users/beneficiaries (current and projected): This scheme will mainly benefit local residents; businesses and shoppers to Bromley Town Centre.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: No response has been received from Members of Bromley Town Ward, but other local Members who attended the consultation meeting are not in favour of any major changes to the CPZ.

### 3. COMMENTARY

#### Current CPZ

- 3.1 There are currently 3 CPZ's within the Bromley Area: zone 'A' covers the main Bromley Town Centre and is mainly made up of commercial and residential properties; zone 'B' is predominately residential properties to the north of the town centre and zone 'C' is predominately residential properties to the south of the town centre (see attached plan). Bromley's two rail stations are within the Bromley CPZ area. There are a number of free parking bays in zones 'B' and 'C', which means that the area is popular for people working or undertaking leisure activities within Bromley Town Centre.
- 3.2 The CPZ times of operation vary between the inner and outer zones. Zone 'A' (inner) is operable between Monday to Saturday from 8.30am to 6.30pm and on Sundays between 10.00am and 5.00pm. The outer zones 'B' and 'C' are operable from Monday to Saturday from 8.30 am to 6.30pm. Within Zone A there is a mix of parking comprising Pay & Display, Permit Holders Only bays and some Share Use bays. The majority of Pay & Display, Permit Holders and Shared Use bays are enforceable for the duration of the controlled parking periods. In the outer zones, permit bays are only restricted between Noon and 2.00pm on Monday to Saturday.

#### Purpose of this Review

- 3.3 The Bromley CPZ was regularly reviewed after it was installed, but was last reviewed in 2000. As Bromley town centre is the main commercial heart of the Borough, officers considered that another review should be carried out, and this has been done this year. The purpose of the review was to see if parking could be better managed for the benefit of commuters and visitors to the town, along with residents in the CPZ or just outside the CPZ. Possible changes to be considered were:
- Changing the overall size of the CPZ (to help manage displaced parking)
  - Changing the subdivisions of the CPZ – i.e. creating more than the 3 zones (to prevent intra-zone commuting – i.e. people using their residents' permit to park near amenities)
  - Increasing the number of on-street spaces in the CPZ (especially as the Westmoreland Road MSCP is due to close)

The review was also an opportunity to ensure that all signs and markings in the existing CPZ were fully compliant with current regulations.

- 3.4 A parking stock survey was undertaken for two reasons; (i) to quantify the current on-street parking stock and (ii) to identify areas where additional parking could be provided, the results were as follows:

| Zone         |   | Pay & Display | Shared Use | Permit Holders | Free Bay    | Possible new bays | Total       |
|--------------|---|---------------|------------|----------------|-------------|-------------------|-------------|
| Inner        | A | 339           | 382        | 47             | -           | 4                 | 772         |
| North        | B | 53            | -          | 1555           | 408         | 6                 | 2022        |
| South        | C | 26            | -          | 2741           | 929         | 4                 | 3700        |
| <b>Total</b> |   | <b>418</b>    | <b>382</b> | <b>4343</b>    | <b>1337</b> | <b>14</b>         | <b>6494</b> |

There was not much scope to provide additional bays as capacity was maximised at the time of the original CPZ design. However, additional parking might be accommodated in Farwig Lane, Station Road, Ethelbert Road, Hayes Road, Aylesbury Road and North Street.

- 3.5 Parking surveys were also undertaken to ascertain the parking capacity of each street throughout the day. A snap shot of the level of commuting between zones was also analysed and the results are as follows:

| Zone | Weekday      |               |            |       |
|------|--------------|---------------|------------|-------|
|      | 250m to 500m | 500m to 1000m | Over 1000m | Total |
| B    | 8            | 12            | 8          | 28    |
| C    | 6            | 17            | 8          | 31    |

| Zone | Saturday     |               |            |       |
|------|--------------|---------------|------------|-------|
|      | 250m to 500m | 500m to 1000m | Over 1000m | Total |
| B    | 6            | 5             | -          | 11    |
| C    | 7            | 11            | 7          | 25    |

- 3.6 Although the number of intra-zone commuters identified from the parking surveys is quite low, the locations where regular intra-zone parking is taking place tend to be limited to areas where demand for parking is already high, due to both high levels of permit take up and/or limited capacity. This makes the impact on some residential streets quite high, resulting in localised annoyance.
- 3.7 However, this is probably not justification for a re-zoning of the Bromley CPZ. As the scale of intra-zone commuting is fairly small, changing the zones and all the related permits would be an expensive exercise that would provide little benefit.

### Consultation

- 3.8 Ward Members have been consulted from Bromley Common & Keston Ward, Bromley Town Ward, Copers Cope Ward, Bickley Ward, Hayes & Coney Hall Ward, Plaistow & Sundridge Ward and Shortlands Ward. Members from Hayes & Coney Hall, Plaistow & Sundridge, Shortlands and Bickley Wards attended a meeting in October to discuss the findings of the review.
- 3.9 The general view of Members was that issues identified during the research should be addressed as individual matters, but there was little support for a major overhaul of the CPZ. However, a Bickley Ward Councillor has asked for consideration to be given to an extension of the CPZ into the area beyond Tylney Road to Bird In Hand Lane. Members have also asked that the shared use bays in Zone 'A' be reviewed, as they can cause confusion for visitors.
- 3.10 Although there has been no formal consultation of residents in the Bromley area, there have been a number of road-specific requests during the period of the review, such as for double yellow lines, fewer free bays or more bays overall. None of these have been addressed, pending the outcome of this review. It is recommended that these requests be investigated to see if any can be actioned and the outcome of these will be reported separately, if necessary.

Any local alterations subsequently proposed would involve consultation with Ward Members, local residents and businesses.

3.11 During internal consultation with the Parking Enforcement team, a request has been received to make changes to the shared use bays in the town centre, as enforcement of these has generated a high level of complaints from motorists who do not understand the regulations, even though the signage is correct.

**Recommendations**

3.12 In light of the research and the views of Members, officers recommend that:

- o No major changes are made to the shape, size or subdivisions of the Bromley CPZ;
- o The suggestion to extend the CPZ boundary in Bickley Ward, and the residents’ individual parking requests, are subsequently addressed as separate schemes;
- o That the design/designation of the shared use bays in zone ‘A’ be reviewed.

**4. POLICY IMPLICATIONS**

4.1 Policy T5 of the Unitary Development Plan states: “The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes”.

4.2 Bromley’s agreed Parking and Enforcement Plan refers to the need ‘to regulate the location and use of on-street parking facilities where this is necessary to safeguard the efficiency and safety of the road network for all road users, to support the local economy, or to meet the needs of residents or other priority users.’

4.3 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.

**5. FINANCIAL IMPLICATIONS**

5.1 There are no financial implications at this stage, however any net cost/income changes resulting from the investigation into the individual schemes will be addressed as and when the schemes are developed.

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| <b>Non-Applicable Sections:</b>                       | Legal and Personnel Implications  |
| Background Documents:<br>(Access via Contact Officer) | Parking Review Report: Bromley Town Centre CPZ, August 2010.<br>Individual parking requests list. |