

PART 1 - PUBLIC

Decision Maker: Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment
PDS Committee on**

Date: 1st March 2011

Decision Type: Non-Urgent Executive Non-Key

Title: **PETTS WOOD PARKING SCHEME**

Contact Officer: Lisa Allen, Team Leader - Traffic
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Chief Officer: Nigel Davies - Director of Environmental Services

Ward: Petts Wood & Knoll and Bromley Common

1. Reason for report

- 1.1 Following feedback from residents and Ward Members, this report details the proposals to amend and introduce additional parking restrictions within the Petts Wood area.

2. **RECOMMENDATIONS**

- 2.1 That the proposed restrictions in Petts Wood, as shown on plans ESD-10289-6D (1 – 16) be implemented; subject to the results of the consultation. These plans will be on display at the meeting.
- 2.2 That the scheme implementation cost of £12,000 be funded from Transport for London budget for Parking Schemes.
- 2.3 That authority to make further minor modifications, which may arise as a result of any further consultations or considerations, be delegated to the Director of Environmental Services.

Corporate Policy

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

1. Cost of proposal: Estimated cost - The estimated cost of these proposals are £12k
 2. Ongoing costs: Non-recurring cost. Net additional income of less than £1k
 3. Budget head/performance centre: Transport for London budget for Parking Schemes 2010/11
 4. Total current budget for this head: £297k of which £20k is allocated to this scheme. An uncommitted balance of £12k 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: 75 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 the Petts Wood area.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Meetings have been held with the Ward Members and they support the implementation of the proposals, as set out in plans ESD-10289-6D (1-16).

3. COMMENTARY

- 3.1 The Petts Wood area of Orpington is a residential area, which also houses a significant number of businesses. Petts Wood Rail Station is located to the rear of Station Square and Queensway. The provision of plentiful free parking means that this is a popular station for people travelling to London for both business and leisure purposes.
- 3.2 In 2008, a major review of parking within Petts Wood was undertaken and the works were implemented in the summer of 2009. Since then, Bromley Council has received requests to amend existing parking restrictions in Petts Wood, as well as implement additional parking restrictions.
- 3.3 The Council consulted with residents in the area in 2010 and, as a result of the feedback received from local residents and businesses, the proposals detailed in 3.4 have been designed to address as many local concerns as possible.

Public Consultation

- 3.4 In February 2011 consultation letters were delivered to local residents and businesses, proposing the following measures in Petts Wood. The proposed alterations are outlined in the table below:

| Location | Proposed Amendment / Alteration |
|---|--|
| Station Square | Install an additional P&D bay |
| Petts Wood Road (Bluston Parade) | Change 2 disabled bays to P&D bays and install an additional permit bay |
| Petts Wood Road (between Crossway and Chislehurst Road) | Introduce double yellow lines either side of refuge and single yellow line each side of the road, just past brow of hill |
| Priory Avenue | Instead of a single yellow line one side of the road, create a mix of single yellow lines and free parking bays that are staggered to allow passing places |
| St Georges Road | Introduce free parking bays and single yellow line both sides of the road |
| Shepperton Road (between Crescent Drive and Transmere Road) | Introduce a single yellow line to improve visibility and better access for buses |
| Crescent Drive (between Lakeswood Road and Chesham Avenue) | Extend double yellow lines; introduce free parking bays and single yellow lines |
| Chesham Avenue | Extend double yellow lines at the junction of Woodhurst Avenue |
| Crest View Drive (section leading to Merton Gardens) | Introduce free parking bays and single yellow lines |
| Hazelmere Road | Introduce a section of double yellow line (between 6 and 8 Hazelmere Road) and single yellow line in Birchwood Road and Hazelmere Road. |

| Location | Proposed Amendment / Alteration |
|--|---|
| Crossways | Introduce free parking bays and single yellow line |
| Ladywood Avenue | Extend existing double yellow lines in Ladywood Avenue |
| Crofton Lane | Extend existing double yellow line to outside 131/133 Crofton Lane and alter layout of free parking bays outside 149-155 Crofton Lane |
| St Johns Road | Extend single yellow line up to bus stop |
| Willett Way junction with Princes Avenue | Extend double yellow lines at junction, by 6 metres. |
| Lakeswood Road | Install double yellow line across access road to the side of 2a. |
| Fairway | Change single yellow line to double line between 15 and 21 Fairway. |
| Westway | Introduce free parking bays to the southern side of Westway. |

Results of Consultation

3.6 The results of the consultation will be presented to Members at the meeting.

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

The estimated cost of the scheme is £12k and will be funded from the Transport for London budget for Parking Schemes for 2010/11, which has a total budget head of £297,000 and £12k is available as an uncommitted balance.

The scheme will result in additional annual net income of less than £1k taking into account the extra pay and display bays and the cost of cash collection. There is flexibility within the current parking contract to absorb the enforcement of these new yellow lines at no extra cost to the Council.

6. LEGAL IMPLICATIONS

It will be necessary to make traffic orders under Sections 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 |
| Background Documents: (Access via Contact Officer) | Consultation Letters: Petts Wood Parking Review, February 2011. Detailed list of responses and comments received. |