

Decision Maker: Environment Portfolio Holder

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

Date: 19 July 2011

Decision Type: Non-Urgent Executive Non-Key

Title: NUGENT AREA PARKING REVIEW

Contact Officer: Ismiel Alobeid, Traffic Engineer
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Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Cray Valley West & Cray Valley East

1. Reason for report

- 1.1 Officers have received ongoing complaints regarding congestion and parking difficulties in and around the Nugent shopping area – an area previously highlighted in the Members Congestion Working Group and also part of the diversionary route during the Chislehurst Bridge rebuilding work, scheduled for October 2011.
 - 1.2 A review of parking in the area was undertaken and a parking scheme has been designed for the Cray Valley Road area to help remedy part of the problem.
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2. **RECOMMENDATIONS That:**

- 2.1 **The Portfolio Holder agrees the plan to implement parking restriction on various roads around the Nugent retail park, and install inset parking on Cray Valley Road as detailed in drawings labelled ESD 10857-1 (1 to 3).**
- 2.2 **The scheme construction costs of £43k are met from the Transport for London funding for Congestion Relief and Casualty Reduction Schemes and for Town Centres.**
- 2.3 **Authority to make any minor modifications which may arise as a result of any considerations be delegated to the Director of Environmental Services.**

Corporate Policy

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

1. Cost of proposal: Estimated cost £43,000.
 2. Ongoing costs: N/A. There will be no additional enforcement costs and minimal impact on income.
 3. Budget head/performance centre: Transport for London 2011/12 Funding for Congestion Relief and Casualty Reduction Schemes
 4. Total current budget for this head: £823,000 of which £30,000 is currently available for the Nugent area parking review. The additional £13,000 will be allocated from the LIP funding 2011/12 for Town Centres, which currently has an uncommitted balance of £164,660.
 5. Source of funding: TfL LIP funding 2011/12
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Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 35
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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): Cray Avenue is part of the Strategic Road Network and is heavily trafficked. The proposed parking restrictions and inset parking will ease congestion and reduce inconsiderate parking.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillor Peter Fortune is supportive of the scheme.

3. COMMENTARY

- 3.1 Bromley Council have received ongoing complaints concerning congestion and parking difficulties in and around the Nugent shopping area. Comprehensive traffic surveys have identified that a large number of Nugent shoppers and commuters are parking in this area.
- 3.2 Consequently, a parking scheme has been designed to remedy the various problems on site.
- 3.3 Additionally, residents and motorists are concerned about the congestion on Cray Valley Road; this is in part due to overspill parking from the Nugent Centre. This restricts the road width, and adds to local congestion.
- 3.4 Cray Valley Road is equipped with wide grass verges on both sides. Officers therefore propose to reduce the western grass verge by 2 meters in order to provide inset parking. This will create wider running lanes on Cray Valley road.
- 3.5 The wider running lanes will be helpful to diverted traffic following the Chislehurst Bridge re-build work, schedule to commence in October, 2011.
- 3.6 Drawing ESD-10857-1 shows both aspects of this proposal – the waiting restrictions and the inset parking.

Consultation

- 3.7 Pre-consultation documents were sent to Ward Members on 18 May, 2011, inviting their comments.
- 3.8 Councillor Peter Fortune responded and is supportive of the scheme as congestion in this area is a problem.
- 3.9 Cllr Fortune supports the inset bays as they will provide non-obstructive parking. He is supportive of the waiting restrictions, as there are not many proposed so should cause little displacement.
- 3.10 On 16th June 2011 local businesses and residents were asked for their views concerning this proposal.

Summary of Consultation Response

No of questionnaires circulated	No of questionnaires returned	In favour	Against	Undecided
200	22 (11%)	11 (50%)	8 (36%)	3 (14%)

Comments received and responses

Comment	Officer Response
We have not had a parking problem here. Why don't you remove the grass verge on the other side of the road?	The proposed scheme would create wider running lanes and reduce inconsiderate parking at this location. This will also reduce congestion on Cray Valley as parked vehicles will be positioned farther away from moving traffic.
I have never seen any parking or congestion problem. If more parking are required for Nugent Customer why not use Sun Chemical's car park	This scheme was designed following complaints from local residents concerning slow moving traffic on Cray Valley Road. Local businesses also complained about congestions at various junctions in the area.
I don't support this scheme as it would reduce the amount of parking. Why not have parking bays on both sides of the road?	This scheme design is sufficient to move the current parked vehicles away from moving traffic, thus reducing the current congestion.
By imposing restrictions it will have an impact on local business.	The proposed restrictions will aid the movement of large vehicles by restricting parking at junctions and areas where lorries turn.
Bays should be placed either side of the road, with speed bumps to control the speeds.	The proposed scheme is to create wider running lanes which can be achieved by providing inset parking on one side only. Currently we don't have a speed issue on this road therefore speed reduction measures are not required.
There will be less parking available due to this proposal. There's no overflow area nearby so the people who already park in Cray Valley are restricted to one side. This will leave residents on one side of the road with nowhere to park.	We are not intending to remove parking from one side of Cray Valley Road; the proposal is to install inset parking to widen the road - vehicles will be permitted to park in the inset bays.
It would be best to implement permits for 1 car per property. I find it difficult to get a space due to company vans etc here - and this is before you limit our parking space!	The proposal is intended to help people park in less obstructive locations, not to limit parking per se. This proposal does not include any recommendation for the issue of permits.
DYL's from junction of Lynton Avenue to Cray Ave to assist HGV access to companies in Cray Valley Rd. Vehicular access is continually impeded by shoppers / commuter parking.	Parking restriction will be used to deter shoppers from parking where it is unsafe to park. Double yellow lines will be used to keep junctions clear for large vehicles to manoeuvre.
If you widen the road, the grass would be removed which would be a shame to lose. I fear widening the road will only increase the speeding problem.	The grass verge is over 3.9 meters wide, with a footpath of 1.7meters. We are only proposing to remove about a half of the verge. The width of the road will be wide enough for vehicles to manoeuvre safely, but not enough to promote speeding.

Conclusions

3.11 Due to the scheme's potential to relieve congestion in the area, and the responses to consultation, officers are seeking the approval of the Portfolio Holder to allow the scheme to progress.

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 In "Building a Better Bromley 2020 Vision – Quality Environment", two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of the Nugent parking review is approximately £43k and will be funded from the Transport for London 2011/12 Funding for Congestion Relief and Casualty Reduction Schemes, £823,000, of which £30k is currently available for the Nugent area parking review. The additional £13k will be allocated from the LIP funding 2011/12 for Town Centres, which has a currently balance of £164,660.
- 5.2 There is flexibility within the current parking contract to absorb the enforcement of these new yellow lines 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 A Traffic Management Order will be required under Section 9 of the Traffic Regulation Act 1984.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Consultation document filed in room B71