



Environment & Public Protection

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Bromley Town Centre Controlled Parking Zone-A Review (Proposed Area AA) Update on Final Design

Dear Resident,

You may recall that we consulted you in May 2019 on proposals to review the current structure and operation of Bromley Town Centre CPZ-A with the aim of creating a new controlled area AA. The purpose of this letter is to update you on the progress of the scheme and inform you of the estimated timeline for its implementation. We would like to thank everyone who responded to the consultation, particularly those that have continued to engage with us as we finalise the design of the proposed new controlled area.

The updated Zone-AA will:

- a) Be a sub-zone of Zone-A and operate new controlled times of Monday to Saturday 8am-8pm and Sunday 10am-5pm with these times prominently displayed at all entry points to the area. The area will remain part of the existing Zone-A as permit bays will display Zone-A signs and existing permits continue to be used there
- b) Have no visible display of the term "AA" on either permits or signs as it is for internal operational purposes only
- c) Operate within the existing Zone-A permitting system so that options A+B (AB), A+C (AC), B or C will still be available to residents to choose their preference
- d) Residential permit cost will remain unchanged at £100 per year for AC or AB permit
- e) Comprise the following roads: Palace View (part), Elmfield Road, Elmfield Park, High Street (part), Churchill Way, Ethelbert Road, Ringers Road, Ravensbourne Road, Newbury Road and Aylesbury Road
- f) Conditions will still apply in shared-use bays i.e. permit holders not allowed free parking Monday to Saturday between 9.30am and 4.30pm
- g) Provide overall improved parking conditions for permit holders through the extension of Monday to Saturday controlled times up to 8pm
- h) Be ready for implementation in January 2020

We have fully considered feedback from respondents to the consultation and modified the proposals where possible. The table below summarises the most frequent issues raised by respondents together with officers' responses. Officers had discussions with Ward Councillors and a group representing residents to resolve these issues, following which the scheme design was finalised. The updated drawing can be viewed on the Council website at: www.bromley.gov.uk/consultations; select "**Closed Consultations**" then "**Bromley Town Centre Controlled Parking (Zone-A Review)**" and then "**Final Design**".

SUMMARY OF MOST FREQUENT COMMENTS

Item	Respondent's Comment	Officers' Response
1	Permit costs are too high, considering that parking space is not guaranteed	This is to cover the increased enforcement cost for the extended controlled hours of 8am to 8pm. Permits cost for areas with longer controlled hours was £80, but following a recent borough-wide review, they have been increased to £100
2	The parking review was never needed	The review was required to address complaints the Council received regarding increasing parking pressure in Ethelbert Road, Ringers Road and Ravensbourne Road as well as Aylesbury Road and Newbury Road as a result of new housing/commercial developments in the area
3	More permit holder bays should be provided and the number of shared-use bays reduced	Surveys indicate that permit holder only bays in the area have spare capacity on Monday to Saturday between 9.30am and 4.30pm. Having too many such bays would result in streets left with empty bays that non-permit holders could not use even for a short time. We have however, reduced the number of proposed shared-use bays in Aylesbury Road, Newbury Road and Ethelbert Road and increased the number of permit holder only spaces in Ravensbourne Road
4	6.30am to 8.30pm or 24-hour control suggested	8am to 8pm is the most popular control period. Controls starting at 6.30am would be too drastic whereas 24 hour controls are very difficult to enforce
5	It is unfair to deny permit holders free parking in shared-use bays between 9.30am and 4.30pm	Permit holder parking demand is lower during this period (see 3 above) and it is sensible to allow non-permit holders to utilise the spaces freed up by permit holders, given the area's close proximity to the High Street.
6	Parking displaced from St Marks Development is a problem	The modified design has directly addressed this issue. Also, operation of the new scheme will be monitored from the very start and its success reviewed after six months

Should you have any queries regarding the updated design, please do not hesitate to contact me by Friday, 18 October 2019 using the details at the top of this letter.

Yours faithfully,

C Nwaodume

Chuks Nwaodume
Traffic & Parking Engineer