

## Briefing Paper – Avery Hill Area Proposed CPZ Results of Parking Attitude Survey

### 1.0 Background

- 1.1 In 2010 Avery Hill residents were consulted on the possibility of implementing a controlled parking zone (CPZ) to address staff/student parking associated with the University of Greenwich (UoG). At that time LB Bexley objected to the proposals, which meant that Royal Greenwich could not proceed with the CPZ without reference to the Greater London Authority (and a costly public enquiry). Officers of LB Bexley have since advised that the objection will be withdrawn if it appears that a 'reduced CPZ' is not likely to result in significant displaced parking to their side of the borough boundary.
- 1.2 The parking problems have not diminished and many local residents have continued to lobby for something to be done. Businesses on Bexley Road have also expressed concern about the loss of customer parking to students. But in view of the time that has elapsed and the increased cost of permits since the previous consultation, it has been necessary to re-consult residents. It was anticipated that some streets initially would opt for exclusion from controls rather than pay for permits, leading to a 'reduced CPZ' in line with LB Bexley's aspirations.

### 2.0 The Challenges

- 2.1 By their nature CPZ proposals invariably are controversial, which can make for difficult decisions. Many people object strongly to permit charges when these are perceived as an "additional tax to park outside my own house" or a "money making scheme". It is not always understood that removing unwanted parking (so residents *can* park near their own homes) carries costs for the Council that, by law, cannot be met from general taxation.
- 2.2 Also controls in one locality will inevitably cause some displacement of parking to another, unless this is also included in the scheme. The needs of residents wanting relief from existing pressures, therefore, often conflict with the interests of adjacent residents, who have no wish to pay to mitigate 'problems' they do not have and would rather not acquire. This "displacement issue" is the most challenging aspect of designing CPZs and one which should be addressed transparently during the early stages of consultation.
- 2.3 The Avery Hill area moreover carries several complexities and additional design challenges which have seldom been encountered when planning other CPZs in Royal Greenwich, viz:
- Strong local perceptions that the current problems are of the Council's making, arising from past planning consents granted to UoG conditioned on a 'green travel plan' (with implied on-site parking constraints), which is widely considered to have failed.
  - The dual nature of the current parking problems - associated with UoG and Falconwood Station - which points to different solutions in the streets where these respective parking demands are most felt. (These appear to be confined to different localities with no appreciable overlap.)
  - The needs of the Bexley Road *commercial* frontage, which requires a completely different solution to other *residential* localities.
  - The close proximity of the borough boundary with LB Bexley and the need to devise solutions in Avery Hill and Falconwood which do not provoke further objections.

### 3 Parking Attitude Survey

- 3.1 In mid-November 2012, a letter describing a possible scheme was sent with a questionnaire to all premises in the consultation area (documents appended). The proposal for a CPZ in the form of a 1½- hour controlled period in the middle of the day (during which “permit holders only” would be allowed to park in marked places) mirrors the existing controls in the adjacent New Eltham CPZ. It was recognised that the Bexley Road commercial frontage and the west side of Avery Hill Road would likely be exceptions to this form of control.
- 3.2 The answers to the first two questions on the questionnaire have provided insight into residents’ attitudes to a CPZ having regard to the displacement issues described above. The returns are summarised below. **Table 1a** shows the response from those streets (or parts of) where most respondents want CPZ controls. **Table 1b** shows the response in all other consulted streets where most respondents have declined controls. Assuming the latter have taken account of the likely displacement (as advised), it is reasonable to conclude that the residents of these streets would prefer to live with some displaced students/commuter parking rather than pay for permits to be inside a CPZ.

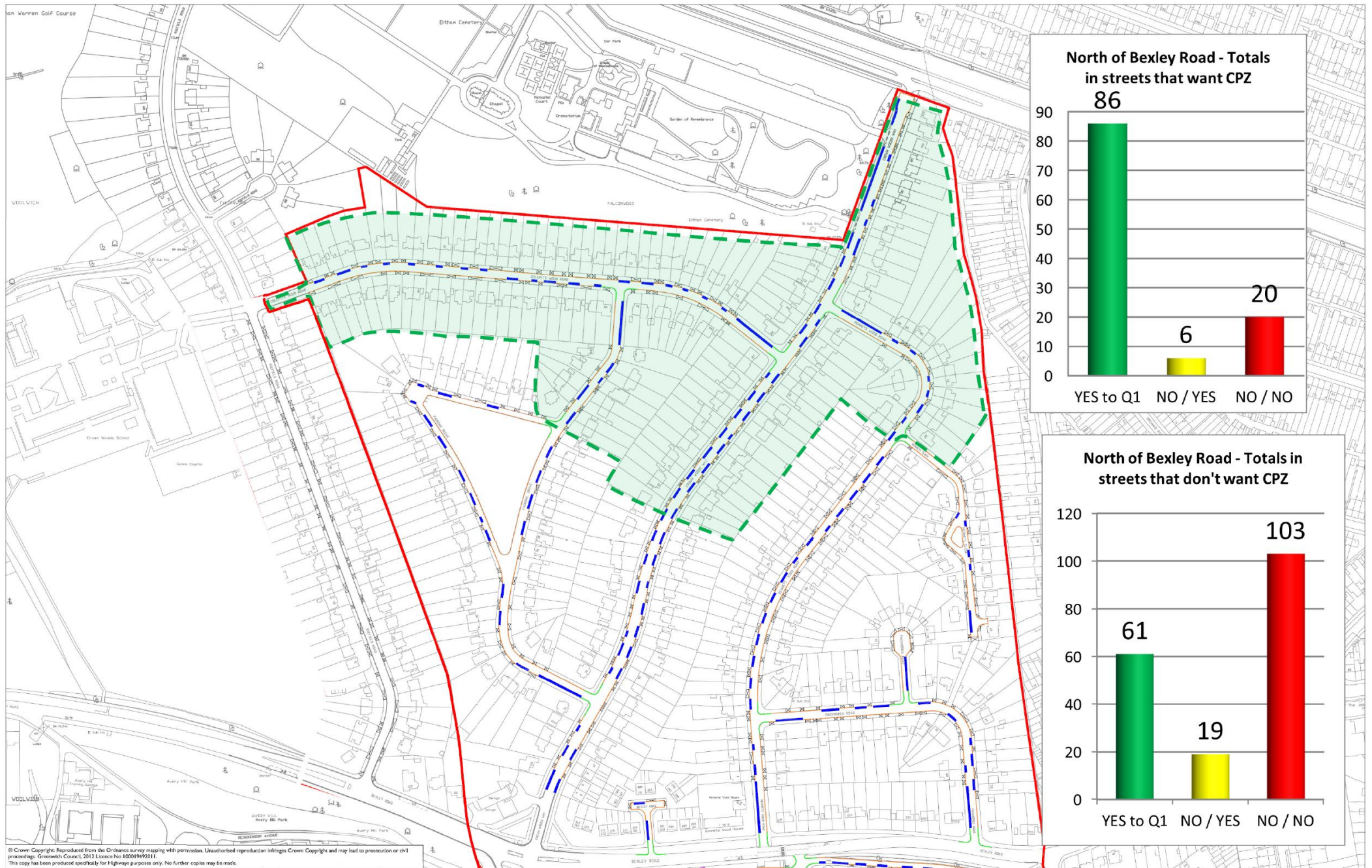
TABLE 1a - Avery Hill CPZ, Public Attitude Survey, Autumn 2012: Streets that want CPZ

DETAILS OF RESIDENTIAL PREMISES			ANSWERS TO QUESTIONS 1 / 2			% response
			YES to Q1	NO / YES	NO / NO	
Street Name	Number					
<b>North of Bexley Road</b>						
Colepits Wood Road	69		44	3	9	81%
Crown Woods Way - north end (59 -105, 54-124)	60		31	1	9	68%
Fairoak Drive (North - 36-50, 75-83 )	13		4	2	0	46%
Rennets Wood Road (N of R Close)	15		7	0	2	60%
<b>North of Bexley Road - Totals in streets that want CPZ</b>	<b>157</b>		<b>86</b>	<b>6</b>	<b>20</b>	<b>71%</b>
<b>North of Bexley Road - Responses in streets that want CPZ</b>	<b>112</b>	<b>% of respondents</b>	<b>77%</b>	<b>5%</b>	<b>18%</b>	
<b>South of Bexley Road</b>						
..	..		..	..	..	...
Avery Hill Road	72		25	4	11	56%
Halfway Street (fronting r'bout, 286-296)	6		3	0	2	83%
Restons Crescent (NW) (1-31, 2-18 & Wooton H-part)	32		7	1	3	34%
Restons Crescent (SW) (181-213, 122-136)	25		4	0	3	28%
<b>South of Bexley Road - Totals in streets that want CPZ</b>	<b>135</b>		<b>39</b>	<b>5</b>	<b>19</b>	<b>47%</b>
<b>South of Bexley Road - Responses in streets that want CPZ</b>	<b>63</b>	<b>% of respondents</b>	<b>62%</b>	<b>8%</b>	<b>30%</b>	

**TABLE 1b - Avery Hill CPZ, Public Attitude Survey, Autumn 2012: Streets that don't want CPZ**

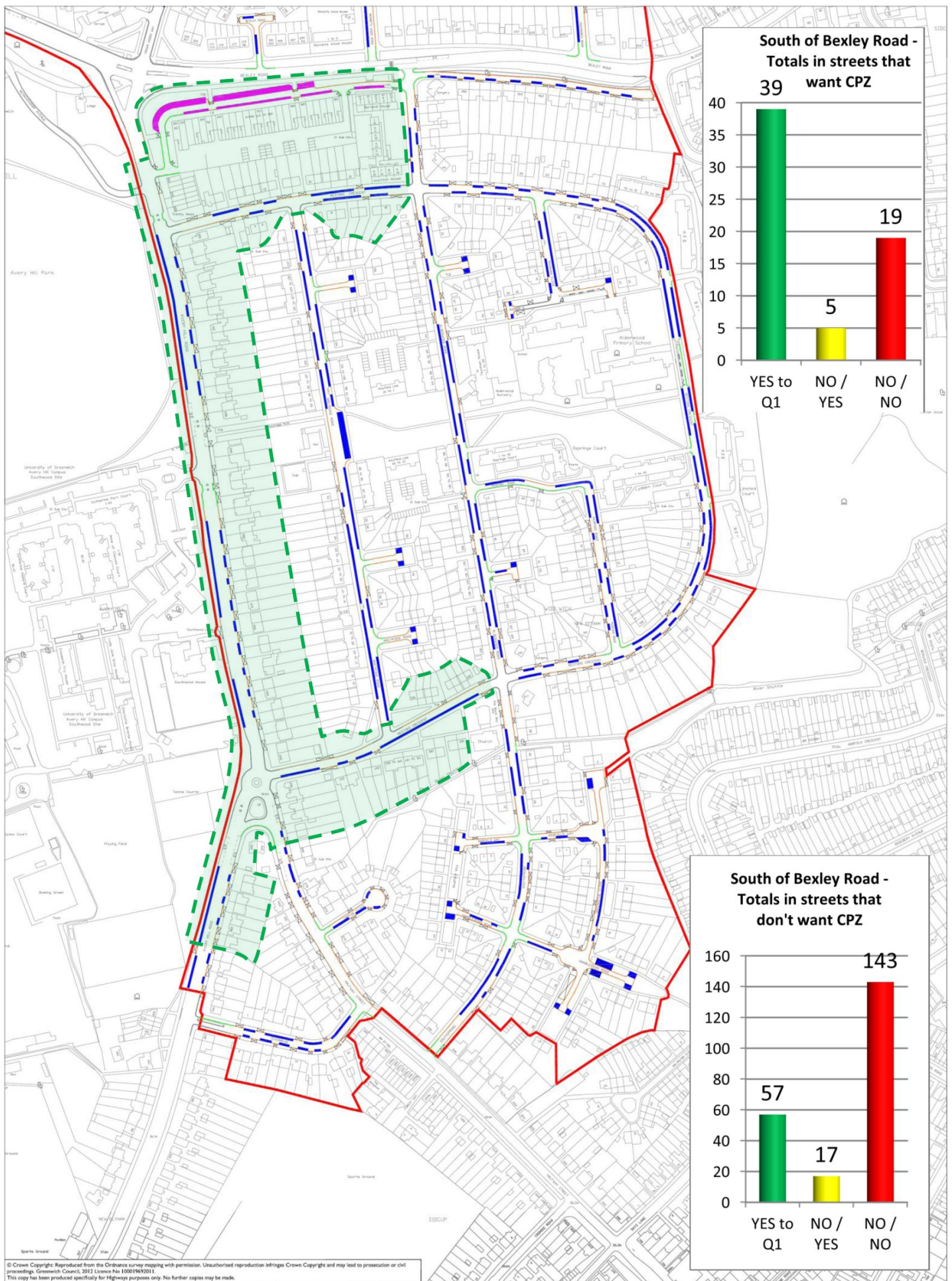
		ANSWERS TO QUESTIONS 1 / 2			
DETAILS OF RESIDENTIAL PREMISES		YES to Q1	NO / YES	NO / NO	% response
Street Name	Number				
<b>North of Bexley Road</b>					
Bexley Road (N - odd nos) (inc Rennets Wood Hs)	56	4	1	15	36%
Crown Woods Way - south end (23-55, 2-52)	44	11	2	22	80%
Fairoak Drive (South - upto 34 & 73)	55	11	6	17	62%
Packmores Road	43	9	1	20	70%
Rennets Close	24	8	2	9	79%
Rennets Wood Road (S of R Close)	65	18	7	20	69%
<b>North of Bexley Road - Totals in streets that don't want CPZ</b>	<b>287</b>	<b>61</b>	<b>19</b>	<b>103</b>	<b>64%</b>
<b>North of Bexley Road - Responses in streets that don't want CPZ</b>	<b>183</b>	<b>% of respondents</b>	<b>33%</b>	<b>10%</b>	<b>56%</b>
<b>South of Bexley Road</b>					
Alderwood Rd (inc Farmdene T, Ospringe Ct, Teynham H & Wooton H-part)	158	15	4	27	29%
Anstridge Road	152	13	3	25	27%
Bexley Road (S - even nos) (inc Darlands Hs)	47	3	1	8	26%
Croyde Close	14	2	2	1	36%
Greenhithe Close	46	1	2	12	33%
Halfway Street (S of r'bout)	30	4	0	10	47%
Hambledown Road (inc Thatchbury Ct)	29	1	0	4	17%
Overmead	19	1	2	7	53%
Perpins Road	26	1	0	8	35%
Radfield Way	30	0	0	6	20%
Rainham Close	23	2	0	5	30%
Restons Crescent (East) (20-120, 49-179) (inc Linsted, Lydden & Thanington Ct)	234	12	2	20	15%
Southspring	37	2	1	10	35%
Wayfield Link (inc Whistlers Gr)	27	0	0	0	0%
Anon		2	0	5	0%
<b>South of Bexley Road - Totals in streets that don't want CPZ</b>	<b>872</b>	<b>57</b>	<b>17</b>	<b>143</b>	<b>25%</b>
<b>South of Bexley Road - Responses in streets that don't want CPZ</b>	<b>217</b>	<b>% of respondents</b>	<b>26%</b>	<b>8%</b>	<b>66%</b>





**Figure 1a: Avery Hill Parking Attitude Survey Interim Result – Area North of Bexley Road favouring inclusion in Permit Scheme (CPZ)**





**Figure 1b: Avery Hill Parking Attitude Survey Interim Result  
Area South of Bexley Road favouring inclusion in Permit Scheme (CPZ)**

## 4 Analysing the Response

- 4.1 The respondents who answered “yes” to Q1 are colour-coded green. Those who answered “no” to both Q1 and Q2 are coded red. Those coded yellow answered “no” to Q1 but “yes” to Q2, indicating a *first choice* for no controls but preferring some controls rather than live with the effects of displaced parking. In the areas wanting controls, it is in order to include the latter with those who support a CPZ. In the areas that want no controls, it is usually appropriate to number them with the dissenters (unless they are very close to the dividing line). The percentage preferences quoted in 4.3 – 4.4 reflect this methodology.
- 4.2 The areas where most want controls are shaded green in **Figures 1a and 1b** and reflect the listings in **Tables 1a and 1b**. As far as possible the boundaries have been positioned to optimise local consensus on both sides of the divide. The percentage response in all cases is considered sufficiently representative as a basis for decision-making.
- 4.3 Using the method of analysis described in 4.1, **Table 1a** shows that in the streets north of Bexley Road that *want* a CPZ, 71% of households have responded, of which 82% favour controls or prefer inclusion to displaced parking. South of Bexley Road the response from the streets that *want* a CPZ is 47%, with 70% preferring inclusion in the controls.
- 4.4 By contrast **Table 1b** shows that in the streets north of Bexley Road that *don't want* a CPZ, 64% of household have responded, of which 66% have expressed a first choice for no controls. South of Bexley Road the response from the streets that *don't want* a CPZ is 25%, with the first choice of 74% being for no controls.
- 4.5 It will be seen that the two areas that support a CPZ either side of Bexley Road are widely separated, suggesting a need for two separate schemes that address the distinctive issues in these localities. L B Bexley officers have been informed of the results of the survey and have advised that they will recommend withdrawing the earlier objection if CPZ proposals are brought forward only for the areas shaded green in Figures 1a and 1b.

## 5.0 Issues and Concerns

- 5.1 The survey has also highlighted a number of issues and concerns, chief amongst which is the apparent ‘failure’ of the UoG ‘green travel plan’ and the exacerbation of problems for residents caused by campus parking charges. It is widely felt that UoG has caused the problems, so UoG should resolve them at no cost to local residents. While the current campus provisions (800 spaces) are well subscribed, presently there are at least 150 free spaces on-site at any time, despite which some 400-500 UoG visitors prefer to park on-street at peak times. Consequently there are strong representations for RBG to abandon the green travel plan and put pressure on UoG to remove the parking charges and/or provide more parking spaces on the campus.
- 5.2 Officers have met with UoG’s Facilities and Transport Managers in this connection to ask for a response to these representations. It was always recognised that the green travel plan would only be fully effective if accompanied by on-street parking controls to address the displacement of campus parking, and for which financial provision was made in a Section 106 Agreement in 2003. The Transport Manager has been requested to submit a report on the observed environmental benefits derived from the travel plan in terms of the reduced car trips (and emissions) that have been removed from the local road network.
- 5.3 The survey has identified other local issues as follows:
- 5.3.1 North of Bexley Road:
- Falconwood Station commuter parking saturates the available kerb spaces in Cole Pits Wood Road as well as the north ends of Crown Woods Way and Fair Oak Drive. This obstructs junctions and private accesses, and impedes safe passage to/from and along the

highway. The prospect of displaced parking to areas that do not want a CPZ promises to relocate these problems unless all junctions are protected with double yellow lines and private accesses are indicated with a white 'bar marking' (to TSRGD Diag. 1026.1), which provision is generally effective but not enforceable.

- The Avery Hill Cemetery and Crematorium has 80 parking spaces on site, but an occasional requirement for additional on-street parking on Crown Woods Way. This suggests a need for a restricted parking period to prevent early-arrival commuters, (8.30 – 10.00 a.m.) so freeing kerb space for occasional Cemetery visitors after 10.00 a.m.

### 5.3.2 South of Bexley Road:

- Ward Members and a number of residents have opined that a 1½-hour controlled period would be insufficient to prevent student parking in the context of a.m. and p.m. teaching sessions. A longer controlled period would mean a 'trade-off' between more effective removal of UoG parking vis-à-vis additional costs/inconvenience to residents' visitors. Analysis of a recent parking survey indicates that a 2-hour controlled period (11.00 a.m. - 1.00 p.m.) should remove about 90% of UoG visitors; while a 3-hour period (10.30 a.m. - 1.30 p.m.) should remove almost 100%. A 'balanced' approach points to a 2-hour controlled period, which issue will be subject to further consultation.
- Residents are not affected by UoG parking on the west side of Avery Hill Road, while restrictions or charges in this location would serve to displace it, so exacerbating the problems in those residential streets that remained uncontrolled. For the present, therefore, it seems sensible to retain free parking provision on the west side of Avery Hill Road.
- The need for customer parking and turnover outside the Bexley Road shops points to a pay-and-display regime for this locality, but local traders also need some business permit provisions. Most of the traders would like 2-3 hours free limited waiting controls, but Parking Services advise that this is not enforceable or economically viable. **Figure 2** therefore, shows a proposed layout on which the traders have been consulted. This comprises 'pay-and-display' controls with some business permit exemptions and a tariff of 80p/hour. However the first 30 minutes will be free of charge, for which there has been representation from a number of local residents and some traders.

## 6 **Conclusions**

6.1 Having regard to the above, a "Provisional Scheme" has been prepared for further consultation comprising:

6.6.1 **North of Bexley Road:** the "Falconwood CPZ" with a 1½-hour controlled period, 8.30 a.m. – 10.00 a.m. (the single yellow lines restriction) during which "permit holders only" would be allowed to park in places so signed.

6.6.2 **South of Bexley Road:** the "Avery Hill CPZ" with a 2-hour controlled period, 11.00 a.m. – 1.00 p.m. (the single yellow lines restriction) during which "permit holders only" would be allowed to park in places so signed. Proposed exceptions to these controls are:

- Bexley Road shopping parade – marked parking places to be pay-and-display (80p/hour but **the first 30 minutes free**) with some 'business permit' exemptions
- Avery Hill Road, the west (park) side – marked parking places to be free and unrestricted.

6.6.3 **In areas outside the CPZs:** both sides of Bexley Road, all road junctions to be provided with double yellow lines consistent with the advice of the Highway Code. All private accesses (without yellow lines) to be indicated by a white "bar marking" unless the affected household requests otherwise in writing.

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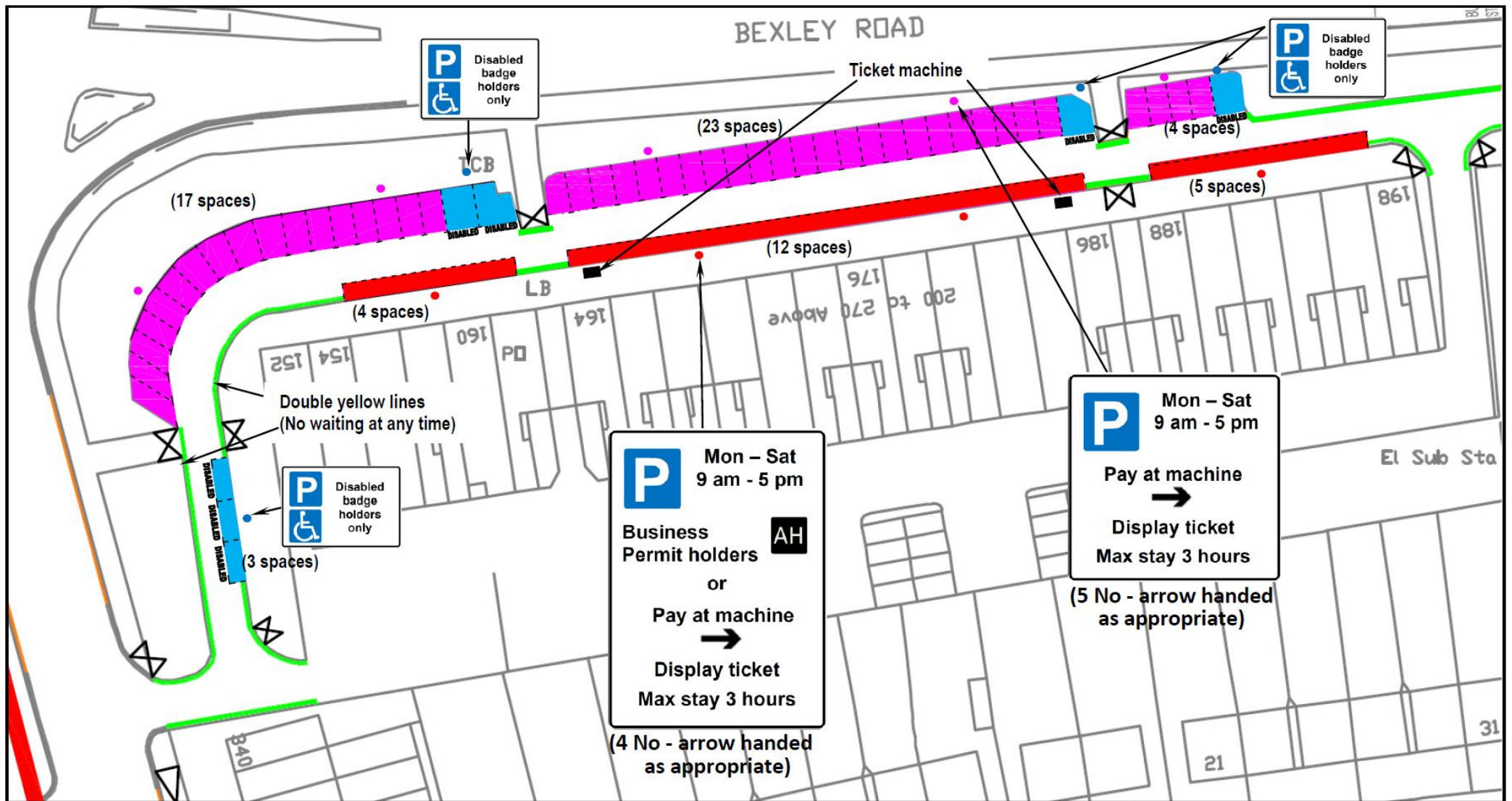


Figure 2: Bexley Road Shopping Parade  
Proposed Parking Arrangements (not to scale)



Contact Brian Hanson  
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Residents and Traders  
Avery Hill CPZ Consultation Area

16 November 2012



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Regeneration, Enterprise and Skills  
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SE18 6HQ

Main number 0208 854 8888  
Textphone 020 8921 5951

Dear Residents

**Avery Hill Parking Attitude Survey**  
**Would you like parking controls in your street?**

As you may recall, in 2010 residents were consulted on a possible Controlled Parking Zone (CPZ) for the Avery Hill area. At that time an objection was received from L B Bexley, expressing concern about the possible displacement of parking across the borough boundary. Royal Greenwich, therefore, was lawfully unable to progress the scheme.

Since then the University of Greenwich (UoG) has announced plans to transfer the School of Architecture to central Greenwich in 2014, so student numbers at Avery Hill will decrease by about 30%. This means that UoG parking demands will also be reduced, so the CPZ should not need to be as large as envisaged in 2010. Under these conditions L B Bexley has indicated that it may be prepared to withdraw its objection.

***Why are we being consulted now?***

Residents living close to the University of Greenwich (UoG) have asked the Council to do something to ease the student parking pressures. Such problems can best be resolved with 'permit holders only' parking controls operating for a few hours on weekdays. In light of the decreasing UoG pressures, and given that resident permits will cost £57.00 per year, we now need to know how far local residents would like these controls to extend. The current consultation area is shown on the attached plan.

***What would the CPZ look like?***

The regulatory signing for a CPZ will have an environmental impact on the street scene which some residents may consider more visually intrusive than additional parked cars. Where it is safe to park, parking places would be marked on street in white paint, with single yellow lines marked to prevent obstruction to private hardstandings and garages etc. All the parking places would have signs advising that these are available to "permit holders only" for a limited period during the day. Double yellow lines (without signs) would be marked to prevent hazardous parking at junctions and other places where inconsiderate parking could impede safe access.

Cont....

### ***How would the controls work?***

By preventing parking to all except permit holders for 1-2 hours around midday, Monday – Friday (the “controlled period” - still to be determined), the controls would prevent these places from being occupied all day by UoG students and staff. The single yellow line restrictions would also operate during the same controlled period, so residents would not be committing an offence by parking in this kerb space at other times. This type of CPZ, therefore, causes minimal inconvenience to residents and their visitors, although the latter would also be required to display a “visitor permit” during the controlled period.

### ***How much would the scheme cost me?***

The costs to residents and their visitors would be in line with those that apply in the adjacent “New Eltham CPZ” (which also operates as described above). Currently these are:

Resident Permit (12 months)	£57.00 per vehicle
Visitor Permits (100 maximum per year) (Concessions are available for persons in need of home help and/or personal care)	£7.00 for ten (all day) “date scratch” cards
Business Permit (12 months)	£101.00 for first permit £216.00 for each additional permit (with limited allocation)

(Note: “visitor permits” will not be made available to businesses or UoG.)

### **You are now kindly asked to complete the attached questionnaire (with pre-paid postage) and return it before 11 January 2013.**

Please answer “Yes” or “No” to questions 1-3 and use the space provided to add whatever comments you wish. In answering Q2, you are advised to consider the likelihood of parking being displaced into your street if you remained outside the CPZ, and how this might affect you.

Once completed, please fold the questionnaire loosely as shown – do not seal with tape, glue or staples.

Residents will be advised of the outcome of this survey in due course. If you would like to discuss any aspect of these proposals please telephone Brian Hanson on 020 8921 6114. If you need a translation of this letter please complete the enclosed ‘translation request’ and return it to the address at the top of this letter.

Yours sincerely,

Alex Djan  
Traffic Group Manager

# Avery Hill Controlled Parking Zone

## Would you like parking controls in your street?

### QUESTIONNAIRE

Please read the attached letter carefully before completing this questionnaire

- |  | Answer<br>"Yes" or "No"  |
|--|--------------------------|
| 1 Would you like the street in front of your house to be included in the Avery Hill CPZ with the parking controls broadly described in the letter? | <input type="checkbox"/> |
| 2 If the neighbouring street was included inside the CPZ, would you prefer your street also to be included?  | <input type="checkbox"/> |
| 3 Would you like to see significant changes to the proposed controls broadly described in the letter? (describe below)                             | <input type="checkbox"/> |

(Note: there is no possibility that that the CPZ would be implemented without the permit charges itemised in the letter.)

#### Comments

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.....

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(Continue overleaf)

**I confirm that I have considered the likelihood of additional parking stress in my street arising from possible parking controls in adjacent areas, and how this could affect me.**

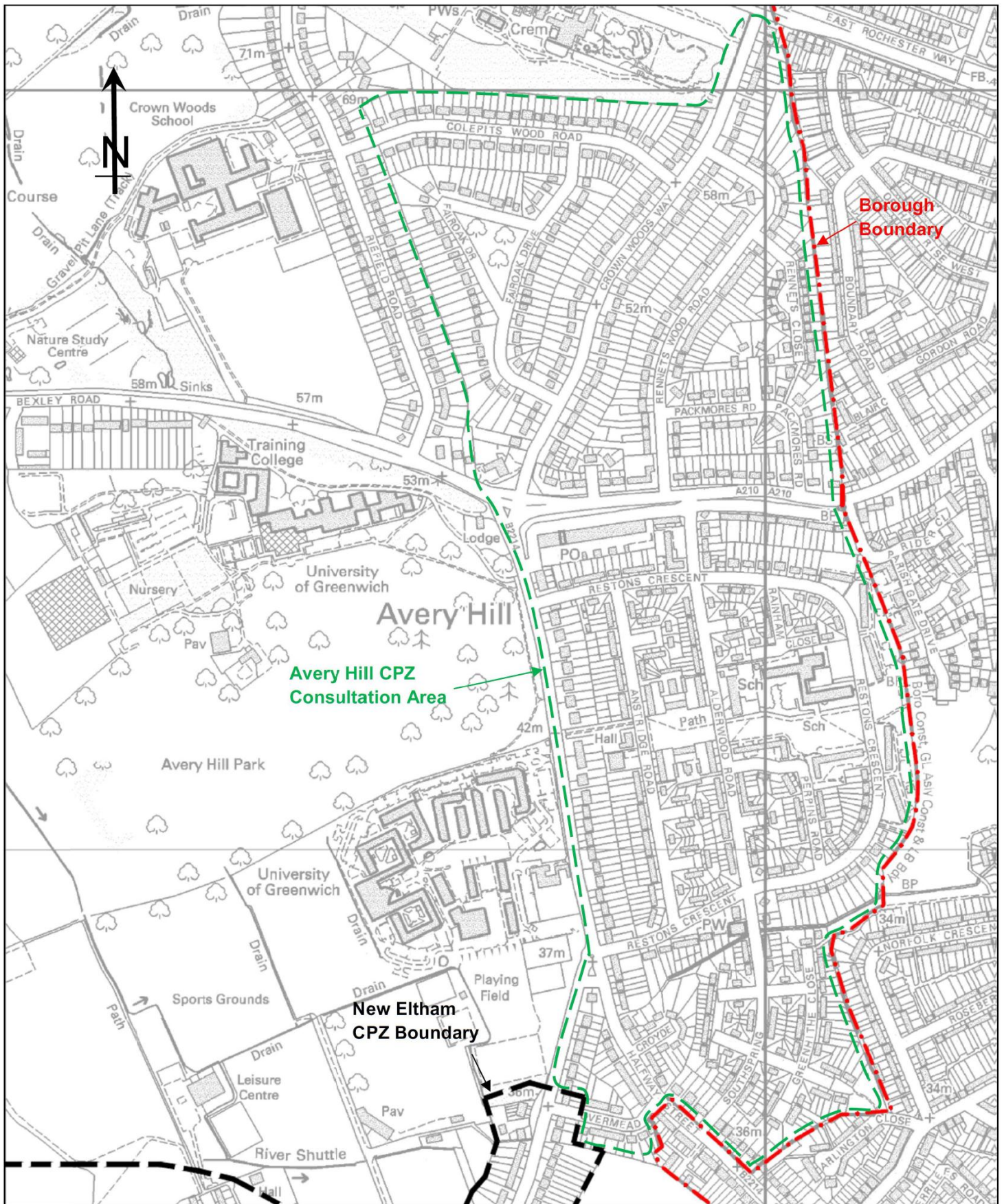
Name\*.....

Address.....

Post Code.....Date.....

\*You may reply anonymously but please state the road you live in so we can register your response





**Avery Hill – Parking Attitude Survey**  
Consultation Area (Not to scale)

