

Babbacombe Road Residents' Association

Association Meeting - 14th June 2017

Minutes

1] Chair's Welcome

New venue for Chairman despite BRRRA meetings being held here previously

2] Welcome the Angus Culverwell, Head of Road and Traffic Safety for London Borough Bromley

2 – 3 months ago at the AGM we asked residents for most pressing local issues. Parking was one of the most commonly cited problems. A list of issues and questions about parking was compiled by the committee and sent to Angus in advance of the meeting.

Angus talks through a Traffic & Road Safety presentation which incorporates Parking:

Apologies from colleague, Sarah Jane Rogers.

Angus been working at Bromley council for 27 years, still many challenges with busier streets and more people owning cars, therefore parking becomes an issue

- The Bromley Highway Authority manages the whole of Bromley (bar two roads managed by TfL). Their purpose is to improve transport links, reduce congestion and improve safety
- There is a target to reduce accidents
- There are schemes to slow down traffic between urban and rural areas – buff area installed and speed humps. Sometimes more complaints about damage to cars than speeders. No new humps have been installed recently. The ambulance service doesn't support the humps, for obvious reasons.
- Virtual speed tables are being installed – these look like a hump but are flat. Flashing signs also an effective reminder of the speed limit. These placed strategically only.
- There is also a scheme to speed drivers up – such as mini-roundabouts, two lanes, removal of 'pinch points' especially at bus stops
- Schemes to assist people to travel by foot such as Zebra Crossings where possible and safe, alternatively islands refuges are put in
- Schemes to help people by bike. Free cycle training for children and adults in place. Cycle pods in place – takes up one parking space as seen in Penge, where there are many maisonettes but no cycle storage
- Schemes to help people stay alive, education in schools and high street – mainly aimed at new drivers, as consistently the statistics show that they cause the majority of accidents

All activities need to demonstrate value for money and so projects are necessarily prioritised.

Traffic data collection:

Anything with more than 5 PICs (Personal Injury Collisions) has data collection – minor (not life changing) injuries are mapped along with major injuries

Trends in collisions are mapped to find priority areas. Non-recurring “spikes” in accident rates could be coincidental or due to short term environmental features such as a building project in the area.

They also look at ‘Stick analysis’ where motorbikes, pedestrians and cars are tracked by area
Using this data, each project can be assessed to see which one can add the most value.

Parking Concerns:

A] Zone boundaries

The Bromley CPZ Map (Controlled Parking Zones) was implemented around 1998. The zones were reviewed in 2011. Research undertaken into car journey starts and destinations. Should there be sub-zones? Noted that the smaller you make the zone, the more restrictive it is. Unfortunately colleague Sarah couldn’t make it tonight to answer many questions in this regard.

Glebe road changed recently from Pay & Display to Residents parking although the signage is out of date. Fortunately, the demarcation can be changed fairly easily.

Tend to review zone boundaries once every 10 years or so, due to cost and complexity. The cost would be around £40 000 to survey the number plate readers to identify patterns. This will probably be redone in 2020. The zones most likely will be tweaked, but it’s still difficult to keep everyone happy.

B] Parking availability vs. Permits sold

Usually a few more permits are sold than there are bays available. In order to avoid annual payment of £80 and not being able to find parking you could take the chance to find a parking spot. Question asked whether parking permits are ever refused? Under current policies LBB are not allowed to refuse new applications and multiple permits can be issued for one address.

Is there a policy about how to deal with this issue? Yes, fewer yellow lines are in place. Parts of the borough have yellow lines and some have none. Areas with off-road parking don’t like to have other cars parked there, ie parking bays are unpopular as it “brings commuters to the area”; recently 2 bays were implemented in a road with off road parking causing multiple complaints.

There are long parking bays where more cars could be allocated, what’s being done about this? Pay and display must, by law, be marked, so fewer cars can park here. A two car bay usually allocates two cars unless they park badly or is a SUV. Research suggests that, on average, MORE cars fit into unmarked bays than in marked bays. It was suggested that as Babbacombe road tends to have large cars, and it would help to allocate bays. **Angus says this will be looked at [ACTION]**. It’s been trialled before as Pay & Display area. Babbacombe road is being assessed.

Signage and road markings aren’t clear in the areas and has not been updated since some recent changes. **Angus to review [ACTION]**.

C] Opportunity sites to allocate Parking

- As suggested via email from Patrick with photo references a number of extra spaces could be located where there are currently yellow lines. Junctions need extra space for visibility but parking allocated closer to curves could save space. Could also squeeze in bays on the permit side. There are vans parked here and the free bays are too big for one vehicle and too small for two. Will look at lengthening bays where possible to accommodate more vehicles. **Angus to review opportunities within 6 months [ACTION].**

D] Vans on Market days

Resident reports that up to 30 vans park there on trading days. BRRRA members suggest that traders do need a dedicated area to park. Angus says they are trying not to punish traders as the market brings revenue into the town. What proper provisions are being made for traders? At the moment there is no solution, or maybe parking could be moved to Shortlands. Kevin Munnelly is interested in maintaining the balance between keeping the town centre alive vs. residents' parking issues. Traders were previously allowed to park in the street at the (cheaper) Station Road car park rates, this has now been stopped. Now they cannot park in the car park as there is a new height restriction designed to stop Travellers parking overnight.

- Suggestion for the Council to do a deal with the Station car park for vans to park here? Or restrict parking times during THE DAY to ensure that the vans don't park in parking needed by residents with permits. Comment that traders are a business and should accept higher parking rates as a cost of doing that business. **Could the cost of the market rental be increased to offset this?** Residents need to park at NIGHT on return from work in the main.
- Note the Continental Market vans are even more of a problem as they stay there and leave a mess in the streets. Angus will report back to his colleague Councillor Morgan on this regarding cleanliness.
- **Suggested that British Rail car park which is always empty gets used! Can LBB broker this? [ACTION]**

D] Revenue collected:

Maybe larger fees for larger vehicles? Network to DVLA and maybe contact head of Service for Enforcement. **Can Angus feedback to his colleague about this? [ACTION]**

Mixed use bays are the main problem (zone AB) for people parking late. Remove the "CONDITIONS APPLY" to prioritise residents over visitors. This communication is also very unclear to understand, even on the website with both residents and visitors getting tickets. There is no obvious solution that suits all users. More pay & display parking will be added where space isn't well allocated at the moment. Seems more commercial vehicles are parking on the street.

E] If they build on Site A and the parking at the station gets replaced, what happens then?

At Bromley South this issue has been addressed as there are the same concerns. The same principles that apply here will apply to protect the residents at Bromley North.

4] Site A: Bromley North Development

The housing zone status was quashed at the High Court and the full development plan at Site A is stalled. The wedge-shaped area by Sherman road is not under shared ownership and may proceed. Landowners were due to apply for planning "in the spring" but nothing forthcoming so far. LBB massing studies located 17 stories on this site.

Patrick awaiting a response to the feedback that was given by BRRRA towards the end of 2016, but it's thought unlikely that the FULL development will go ahead.

5] Town Hall:

The plan was for Cathedral to turn this into a hotel/retail area – this is now defunct as the plan fell through. Some Council services were proposed to move from the Civic Centre site so there may be pressure to utilise the Town Hall as they already own this property. A feasibility study needs to take place and will require funding and as a result this will most likely be a lengthy process.

6] BRRRA Library:

Books donated by Michael Payne were available for loan.

(No books borrowed, so all are with Dee for access if anyone would like to read)

7] Membership:

Please see Tonina our Treasurer to pay subscriptions. Let your neighbours know so that we can reach more members.

8] Thanks:

Many thanks to Angus for his time tonight, the BRRRA committee for pulling the residents' questions together and Diana and Marion for helping with teas and coffees.

9] AOB:

No AOB.

Meeting closed at 20H46