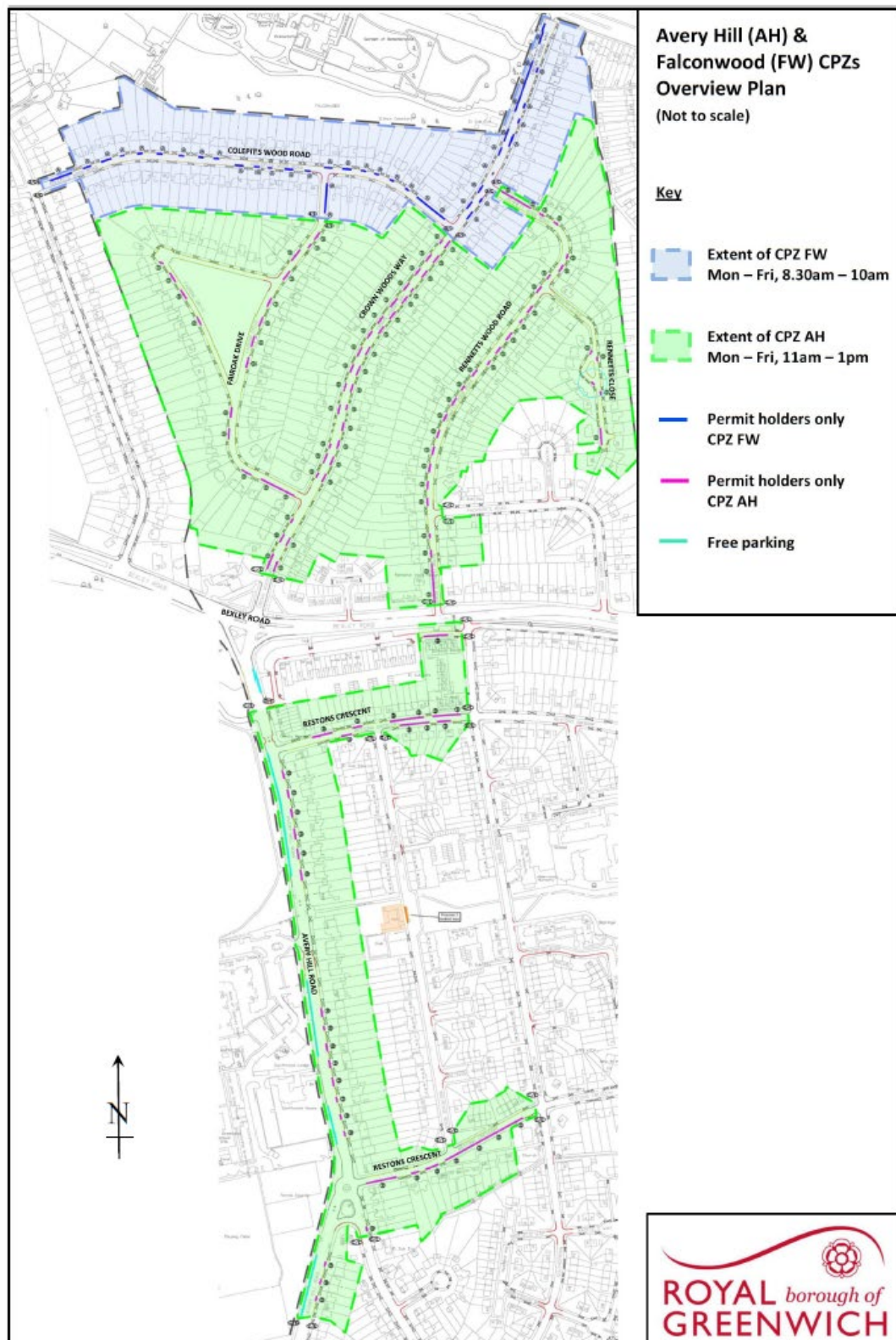


APPENDIX A – Map of Greenwich's proposed CPZ



Contact Tim Jackson

Telephone 020 8921 2268

Facsimile 020 8921 5442

Email tim.jackson@royalgreenwich.gov.uk



Mr Jeff Jacobs
Head of Paid Service
Greater London Authority
City Hall
The Queens Walk London SE1 2AA

Deputy Director
Regeneration, Enterprise and Skills
Floor 5
The Woolwich Centre
35 Wellington Street
Woolwich, London
SE18 6HQ

5th March 2018

Main number 0208 854 8888
Textphone

Dear Sirs,

**RE: Proposed Avery Hill and Falconwood Controlled Parking Zones:
Request for Mayoral consideration of objection received by Bexley Council.**

I am writing to request that, in accordance with Section 121 (3) (d) of the Road Traffic Act 1984, the Greater London Authority considers the objection made by Bexley Council to this Council's proposals to introduce Controlled Parking Zones at Avery Hill and Falconwood within the Royal Borough of Greenwich.

Attached is a note setting out background information etc relating to the proposals alongside a file of relevant supporting information. If this matter is to be dealt with by another officer within the Greater London Authority I would be obliged if you would forward it to that person and provide me with the relevant contact details.

You will see that this matter has taken a number of years to get to the current position. Accordingly I respectfully request that the Greater London Authority expedites a response.

If you have any queries relating to this matter please contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Tim Jackson", with a large, stylized flourish at the end.

Tim Jackson
Deputy Director

Background note for GLA

Request to the Greater London Authority for consent to proposals for the introduction of Controlled Parking Zones at Avery Hill and Falconwood in the Royal Borough of Greenwich.

1. Summary

This (Greenwich) Council has developed proposals to introduce Controlled Parking Zones (CPZs) in the Avery Hill and Falconwood areas of the Royal Borough of Greenwich. Those areas are close to the boundary with the London Borough of Bexley.

In April 2013, Bexley Council objected to the Notice of Proposals, published by the Royal Borough of Greenwich, relating to the CPZs.

Despite extensive negotiations, Bexley Council did not withdraw their objections.

Accordingly, this Council referred the matter to the Mayor for London for a decision in accordance with the Section 121 B of the Road Traffic Act 1984 which states:

“No London borough council shall exercise any power under this Act in a way which will affect, or be likely to affect...a road in another London borough.....and where an objection has been made by TfL or a London borough council and not withdrawn, the Greater London Authority has given its consent to the proposal after consideration of the objection”.

In December 2013 the Mayor for London advised that he would not intervene and suggested that the matter could be resolved between the two Boroughs.

Despite extensive discussion and the undertaking of a number of surveys to assess the likely impact of the proposed CPZs, Bexley Council were unable to withdraw their objection.

In July 2016 this Council approached the Mayor for London with a request (dated 8th July 2016 addressed to Jonathon Morris) that he intervene in the matter.

Subsequently the Deputy Mayor for London advised that, since so much time had lapsed since public consultation into the proposals had been undertaken, the Council should repeat that consultation before progressing the proposals.

The Council undertook public consultation on proposals during summer 2017. Following consideration of the responses to the consultation, the Council decided to implement the proposals with a small modification. Statutory

consultation on the Traffic Management Orders took place during December 2017 and January 2018.

Bexley Council subsequently objected to the Notice of Making related to the proposals. Bexley Council have not withdrawn their objection.

Section 121B of the Road Traffic Act 1984 provides that the Greater London Council may give consent to proposals brought forward by a London borough council (Greenwich Council in this case) after consideration of an objection from another London borough council (Bexley Council in this case).

This Council is requesting that the GLA, having given consideration to Bexley's objection in the context of information provided by this Council, gives consent to the implementation of the proposals.

2. Background

This Council has developed, and undertaken local consultation on, proposals to introduce Controlled Parking Zones (CPZs) in the Avery Hill and Falconwood areas of the Royal Borough of Greenwich. Those areas are close to the boundary with the London Borough of Bexley.

In April 2013, Bexley Council objected to the Notice of Proposals, published by the Royal Borough of Greenwich, relating to the CPZs.

Despite extensive negotiations, Bexley Council did not withdraw their objections.

This Council referred the matter to the Mayor for London for a decision in accordance with the Section 121 B of the Road Traffic Act 1984 which states:

"No London borough council shall exercise any power under this Act in a way which will affect, or be likely to affect...a road in another London borough.....and where an objection has been made by TfL or a London borough council and not withdrawn, the Greater London Authority has given its consent to the proposal after consideration of the objection".

In December 2013 the Mayor for London advised that he would not intervene and suggested that the matter could be resolved between the two Boroughs.

Despite extensive discussion and the undertaking of a number of surveys to assess the likely impact of the proposed CPZs, Bexley Council were unable to withdraw their objection.

This Council wrote to the GLA (Mr Jonathon Morris - Head of Disputes) on 8th July 2016 requesting that the Mayor of London be asked to review the decision of the previous Mayor to decline to adjudicate on this matter.

Local ward Councillors followed up that letter with an email on 1st September 2016. The Deputy Mayor, Val Shawcross, subsequently advised that she was of the view that it would be prudent to undertake further public consultation on the proposals to reflect the updated position.

In response to the Deputy Mayor's advice, this Council undertook out further consultation on proposals with the affected community during summer 2017. Subsequent to that consultation, and consistent with the Council's constitution, a decision was made to implement the proposals (with a modification) – subject to the completion of the statutory (Traffic Management Order) process.

The full outcome of the consultation exercise and details of the decision can be found at:

<http://committees.royalgreenwich.gov.uk/ieDecisionDetails.aspx?ID=4408>

Statutory consultation on the Traffic Management Orders (TMOs) was undertaken during December 2017 - January 2018.

Bexley Council objected to the proposals in a letter dated 18th January 2018. That objection has not been withdrawn.

3. Summary of both Councils' positions

Very little has changed since the matter was first referred to the GLA in 2013. Bexley Council has sustained its objection on the basis that the advertised proposals will affect one or more roads in their Borough.

This Council's is as follows:

- (i) All displaced University of Greenwich (UoG) parking will be contained on roads within the Royal Borough (where no CPZ controls are proposed),
- (ii) The current "railheading" parking problem, associated with Falconwood Station, in the Eltham Heights area of the Royal Borough is largely a consequence of the earlier Falconwood (FW) CPZ introduced by Bexley Council.
- (iii) Introducing a CPZ is a time-honoured solution to the problem of commuter parking.
- (iv) Any displacement of parking associated with Falconwood Station is likely to be dispersed widely both sides of the borough boundary and so unlikely to have an appreciable impact on Bexley roads and residents.

- (v) In the unlikely event that significant displacement occurs in one or more location, Bexley Council has the powers to mitigate that displacement through the introduction of parking controls.

4. Response to content of the objection from Bexley Council dated 18th January 2018.

(i) Parking data and possible displacement

The assertion that Greenwich Council has not shared any new data with Bexley Council is incorrect. Following Bexley's initial objection (26 April 2013), the Council conducted further parking surveys in December 2014. Those survey results were shared with Bexley Council.. At that time the results demonstrated that:

- beyond reasonable doubt all UoG parking could continue to be accommodated in uncontrolled streets in the Royal Borough to the south of Bexley Road,
- approximately 100 rail commuter vehicles would likely be excluded from Eltham Heights, north of Bexley Road, about 50 of which could possibly seek out new parking space in Bexley, but these would spread thinly across several streets outside the existing CPZ.

To address concerns about the latter, this Council offered to work collaboratively with Bexley Council to resolve commuter parking in the interests of residents on both sides of the borough boundary. Bexley Council officers declined this offer.

As it already has its own CPZ (FW) around Falconwood Station, Bexley Council appears content (unreasonably so in this Council's opinion) to leave the current commuter parking problems where they are indefinitely – i.e. firmly in the Royal Borough of Greenwich. They have expressed no interest in reviewing the extent of their own controls. Instead they have suggested an unsatisfactory 'solution' for roads within the Royal Borough that is inconsistent with the Council's Parking Strategy and the expressed wishes of our residents.

(ii) "Simple Waiting Restrictions"

Bexley Council has suggested that *"simple waiting restriction"* could manage parking so traffic can move safely, asserting that *"this would reduce the large parking displacement generated by the CPZ proposals"*.

If by *"simple waiting restrictions"* Bexley Council means only double yellow lines at junctions etc. clearly such limited measures would do little to prevent the commuter parking which impacts severely on the local

environment and the amenities of residents the Royal Borough (not all of whom have ample off-street parking).

However, were Bexley Council to replace its own FW CPZ with “*simple waiting restrictions*”, much of the current station parking in Eltham Heights would return to roads in Bexley, which may then enable this Council to re-visit the current proposals. However, Bexley Council is not minded to make any such relaxation in parking control detrimental to its own residents, so it is unreasonable to expect residents of the Royal Borough to be subject to a ‘solution’ that is any less effective than the current Bexley controls.

The Greenwich AH/FW proposals will afford waiting restrictions where necessary, interspersed, where safe, with permit parking places for local needs (as exists in the Bexley FW CPZ). This is an appropriate time-honoured solution, and one that is demonstrably supported within the affected Greenwich community.

(iii) Drafting Error

The information in the Notice of Proposals was correct and consistent with the draft TMOs on deposit, but the controlled hours of the proposed FW CPZ were wrongly transcribed in the ‘key’ to the plan that accompanied the Notice of Proposals. Bexley Council were duly advised of the correct scheme details. A revised drawing was subsequently sent to them and all other statutory consultees inviting further comment (within 21 days). This Council has duly complied with the statutory requirements and Bexley Council has not suffered any prejudice arising from this drafting error.

(iv) Consultation Process

Bexley Council was inadvertently omitted from the statutory consultation published on 29th November 2017 with a deadline of 20th December 2017. As soon as this became known Bexley Council was notified (on 21st December 2017) and invited to comment on the proposals by an extended deadline of 19th January 2018. The latest Bexley Council objection was submitted on 18th January 2018 and duly acknowledged. As the consultation deadline was extended to afford Bexley Council the same opportunity to respond as other consultees, Bexley Council has not suffered any prejudice from the initial oversight.

5 Conclusion

This Council is of the view that the introduction of CPZ controls in the Avery Hill and Falconwood area represent an appropriate and time honoured solution to the impact of parking in that area.

The Council is of the view that Bexley Council are acting unreasonably by objecting to proposals that the Council has demonstrated, will not have a significant impact on roads within the Borough of Bexley.

This Council is of the view that the Mayor for London, on behalf of the Greater London Authority, should exercise power under s.121B (3) (d) of the Road Traffic Regulations Act 1984 and, after consideration of the objection made by Bexley Council, consent to the introduction of CPZs in the Avery Hill and Falconwood areas of the London Borough of Greenwich as set out in the Notice of Proposals.

Appendices:

- Greenwich Council - 1st referral letter (with appendices), 23rd May 2013
- The former Mayor's reply, 13th December 2013
- Greenwich Council - 2nd referral letter, 1st July 2016
- The Deputy Mayor for London's email response to local ward Councillors, 31st September 2016
- A recent informative to residents that includes the latest scheme plans, November 2017
- Notice of Proposals in respect of the proposals, 29th November 2018
- Bexley Council's letter of objection, 18 January 2018

Other Information (parking surveys, correspondence between the two Councils) is available and can be provided if it would assist the Mayor's decision

Contact Alex Djan

Telephone 020 8921 2105

Facsimile 020 8855 9324

Email alex.djan@greenwich.gov.uk

Mr Jonathan Morris
Head of Disputes
Windsor House
42 – 50 Victoria Street
SW1H 0TL

23 May 2013

Dear Mr Morris

**Road Traffic Regulation Act 1984 Section 121 B
Notice of proposals for the Avery Hill and Falconwood Controlled Parking
Zones. Referral to GLA of an objection from the London Borough of Bexley**

I append a copy of a formal objection made by the LB Bexley to RB Greenwich's Notice of Proposals for controlled parking provisions in the Avery Hill and Falconwood areas of Royal Greenwich. The following paragraphs set out the background, the subsequent developments and the current positions of both Traffic Authorities.

Background

Planning consent was granted to the University of Greenwich (UoG) Avery Hill Campus extension in June 2003. This included a Section 106 Agreement with a requirement for a Green Travel Plan (GTP), and funding for parking controls in Avery Hill Road only. The Campus opened in 2007 and the GTP went "live" in September 2009.

Before the introduction of the GTP, the Campus car parks were over capacity and local streets experienced limited displacement of parking. In 2009 UoG introduced campus parking charges which led to further displacement onto local streets. The tariff was subsequently reduced to improve campus space take-up, but UoG parking still impacts severely in Avery Hill Road and other RBG streets immediately to the east. It also extends a short distance into several streets north of Bexley Road.

North of Bexley Road there has long been a parking issue in streets adjacent to the Eltham Cemetery/Crematorium, that is largely associated with users of Falconwood Station.

In 2010 Avery Hill residents were consulted on a controlled parking zone (CPZ) to address staff/student parking associated with UoG. This also incorporated those streets affected by the railhead problem. The "Avery Hill CPZ" plans brought forward at that time covered a large area bounded by the A2, Riefeld Road, Avery Hill Park and the borough boundary. LB Bexley objected to these proposals on the grounds of probable parking displacement. This meant that RB Greenwich could not proceed without Greater London Authority (GLA) adjudication.

In June 2011 the Councils Highways Committee gave authority to officers to refer the objection to the GLA. The GLA did not call a public enquiry but asked both boroughs to



Strategic Transportation
Regeneration, Enterprise and Skills
Floor 5
The Woolwich Centre
35 Wellington Street
Woolwich, London
SE18 6HQ

Main number 0208 854 8888

Textphone 020 8921 5951

attempt to reach a compromise solution. The guidance given was that, should the Avery Hill CPZ cause parking displacement, LB Bexley should accept the principle of extending parking controls into their borough, but that RBG should attempt to secure the funding for the (extended) proposals.

Agreement between the various parties was not achieved and consequently the proposals were not implemented.

Subsequent Developments

In April 2011, RB Greenwich's resident permit charges increased. In 2012, UoG announced plans to relocate its Architecture faculty from the Avery Hill campus with a 30% (2000 No.) reduction in student numbers by mid-2014. These developments meant that the previous CPZ plans could not be implemented without further consultation.

Following further liaison with LB Bexley it was agreed, in the light of these developments, that RB Greenwich should conduct a 'parking attitude survey' to reassess local desire for parking controls with a view to bringing forward a reduced scheme. It was anticipated that LB Bexley would be able to accept (i.e. not object to) a proposal that was likely to result in significant displaced parking across the borough boundary.

In October 2012, RB Greenwich commissioned a parking duration survey to assess current on street demands, the results of which are summarised in the appended **Table 1** (Columns A-D).

In November 2012, a parking attitude survey engaged all premises within the previous "Avery Hill CPZ" boundary (or 'consultation area'). The response led to a reduced scheme being brought forward for the areas shaded green on the appended **Figures 1a and 1b**. Full public consultation was then conducted on these proposals in February 2013, at which time many residents of excluded streets north of Bexley Road made new representation to be included in the scheme. This resulted in the "Revised Draft Scheme" shown on appended **Figures 2a and 2b**, and approved by the Highways Committee on 26 March 2013, being brought forward for further (and statutory) consultation during April 2013. (A separate plan, not appended, was also approved for the Bexley Road shopping frontage).

In accordance with proper process the Notice of Order Making was published on 9 April 2013. The Notices are attached as **Appendix 2**.

Even though these latest proposals represent an appreciable reduction on the original 2010 CPZ proposals, LB Bexley objected on similar 'parking displacement' grounds as in 2010. This is despite an analysis of the October 2012 parking survey which suggested that any cross-boundary displacement pressures should not be appreciable.

Based on the parking survey, our displacement calculation for the Revised Draft Scheme (see Table 1 - green font), suggests a maximum net shortfall of 21 on-street spaces in RB Greenwich post 2014. The calculation also indicates that before the Architecture faculty is moved, a further 53 vehicles would be immediately displaced in the short term. However the scenario that these would relocate en masse to remote streets in Bexley is very pessimistic. Some proportion of these would likely use the UoG car parks or distribute to the alternative travel modes promoted by the Green Travel Plan, i.e.

- Car sharing
- Public transport
- UoG operated buses
- Cycling/walking

Reasons for the Scheme

The proposed measures are necessary to remove hazardous and obstructive parking and secure a safer traffic environment. They are also needed to improve the amenities of the local area by alleviating parking problems caused both by commuters using Falconwood Station and students attending University of Greenwich. To these ends, the proposed traffic orders would provide;

- (i) Permit holder parking for residents
- (ii) Yellow line waiting restrictions to prevent obstructive parking and maintain sight lines
- (iii) Disabled parking bays to provide facilities for disabled persons
- (iv) Various free parking places in appropriate and safe locations

Current Positions

Bexley Position

The LB Bexley objection (**Appendix 1**) rejects the above in preference for a much more pessimistic parking displacement scenario. Bexley is also concerned that the expected 30% contraction of student numbers (and the corresponding reduction in parking demand), may not be sustained should the affected buildings be brought back into educational uses in the future.

Greenwich Position

RB Greenwich maintains that the current proposed scheme should not cause appreciable impacts in Bexley. **Appendix 3** sets out the RB Greenwich response to the issues identified in Bexley's letter of objection. This response has been shared with Bexley.

The Way Forward

Given that the current CPZ proposals will have no significant impact on streets in Bexley the Council's view is that RBG should be allowed to proceed with its approved scheme, monitor the outcome and carry out an early review.

Summary

- 1) RB Greenwich concedes that there is a risk that new parking controls in the streets adjacent to Eltham Cemetery - "Falconwood CPZ" - could cause some partial displacement to streets in Bexley closer to Falconwood Station; but that this would serve only to restore the original balance of railhead demands between the two boroughs before LB Bexley introduced its own CPZ 'F' controls.
- 2) Based on the evidence of the October 2012 parking surveys and our calculation of likely parking displacement, RB Greenwich considers that there would be no appreciable displacement of parking to streets in Bexley arising from the "Avery Hill CPZ" as currently proposed. All anticipated displacement of UoG demands should be comfortably accommodated in the remaining uncontrolled Greenwich streets and/or the spare capacity in the UoG car parks. Some of these trips could transfer to other travel modes promoted by the UoG Green Travel Plan.
- 3) It is anticipated that the first review of the Avery Hill CPZ will provide the opportunity to analyse the impact of the current proposals and for RBG, in partnership with LB Bexley, to consider any necessary adjustment to parking controls in the wider area.

It is respectfully requested, therefore, that the GLA permits RB Greenwich to proceed with its current approved plans for the Falconwood and Avery Hill CPZs without further delay. Should you require and further information or documents, RBG officers would be pleased to assist.

Yours faithfully,

Tim Jackson

Assistant Director,
Strategic Transportation

North of Boxley Road - Oct 2012 Parking Survey Summary and Displacement Calculation

Street	Conditions: Oct 2012 09.00 - 17.00				Conditions with CPZ				Displacement and available overspill space calculations				
	A Uncontrolled ("possible") space	B Maximum Visitors	C Residences parked at this time	D Possible available space (= A-B-C)	E Estimated CPZ ("safe") space	F Not available space if in CPZ (= E-C-H)	G % visitors staying less than 2 hour ("Total")	H "Local visitors" (assumed do not displace) (= BxG)	I Immediate Estimated displacement if in CPZ (= B-H)	J Post 2014 displacement (no change)	K ASSUMED INCLUSION IN CPZ?	L POST 2014 DISPLACEMENT FROM CPZ STREETS (If K is yes, then = J)	M ESTIMATED AVAILABLE SPACE FOR OVERSPILL POST 2014 (in RBG)
Boxley Road (shops)	90	83	3	4	70	48	23%	19	64	64	YES	64	
Boxley Rd out -de-pac	12	8	3	9	6	2	0%	0	8	8	YES	8	
Harmans Wood Road (North)	40	14	7	22	18	7	32%	4	10	10	YES	10	
Harmans Wood Road (South)	90	14	14	40	28	20	32%	5	10	10	YES	10	
Blackmore Road	45	10	5	70	24	25	40%	4	8	6	NO		64
Fairoak Drive (North)	17	10	0	7	12	8	0%	0	10	10	YES	10	
Fairoak Drive (South)	60	35	6	17	41	19	18%	6	26	26	YES	26	
Harmans Close	30	3	1	26	11	10	0%	0	3	3	YES	3	
Green Woods Way (North)	75	30	6	30	60	48	12%	5	34	34	YES	34	
Green Woods Way (South)	50	20	3	27	26	31	12%	2	18	18	YES	18	
Colony Wood Rd	84	50	11	23	32	12	8%	4	46	46	YES	46	
TOTALS	633	278	61	278	357	235		48	329	329		223	64
										Shortfall		199	

South of Boxley Road - Oct 2012 Parking Survey Summary and Displacement Calculation

Street	Conditions: Oct 2012 09.00 - 17.00				Conditions with CPZ				Displacement and available overspill space calculations				
	A Uncontrolled ("possible") space	B Maximum Visitors	C Residences parked at this time	D Possible available space (= A-B-C)	E Estimated CPZ ("safe") space	F Not available space if in CPZ (= E-C-H)	G % visitors staying less than 2 hour ("Total")	H "Local visitors" (assumed do not displace) (= BxG)	I Immediate Estimated displacement if in CPZ (= B-H)	J Post 2014 displacement (no change)	K ASSUMED INCLUSION IN CPZ?	L POST 2014 DISPLACEMENT FROM CPZ STREETS	M ESTIMATED AVAILABLE SPACE FOR OVERSPILL POST 2014 (in RBG)
Avonlea Crescent	330	153	30	147	190	145	18%	15	138	97	Partial YES (40%)	39	72
Rainham Close	38	25	10	1	24	13	4%	1	24	17	NO		0
Alderwood Rd	150	90	28	32	106	70	8%	7	83	68	NO		24
Parsons Rd	56	14	14	28	37	18	29%	4	10	7	NO		24
Avery Hill Rd	100	121	42	17	100	67	1%	1	120	84	YES	84	
Overmoor	40	9	4	27	22	17	18%	1	8	6	NO		25
Holford Street (partially in LBB)	110	30	1	89	12	10	5%	1	19	13	NO		28
Ansbridge Road	210	128	25	57	122	80	8%	7	121	86	NO		20
Southspring	85	35	10	40	30	3	49%	17	18	13	NO		32
Greenhills Close	32	7	10	15	16	5	14%	1	6	4	NO		11
Ridfield Way	28	1	13	12	15	2	0%	0	1	1	NO		8
Hambledon Rd	32	4	8	20	25	13	25%	1	3	2	NO		18
TOTALS	1280	607	198	485	696	444		54	581	388		123	260
										Surplus		197	

NET DISPLACEMENT CALCULATION		Post 2014	Immediate
NET DISPLACEMENT FROM BOTH CPZs		345	398
EXCLUDED ROADS AVAILABLE OVERSPILL		324	324
NET SHORTFALL IN RBG STREETS		21	74

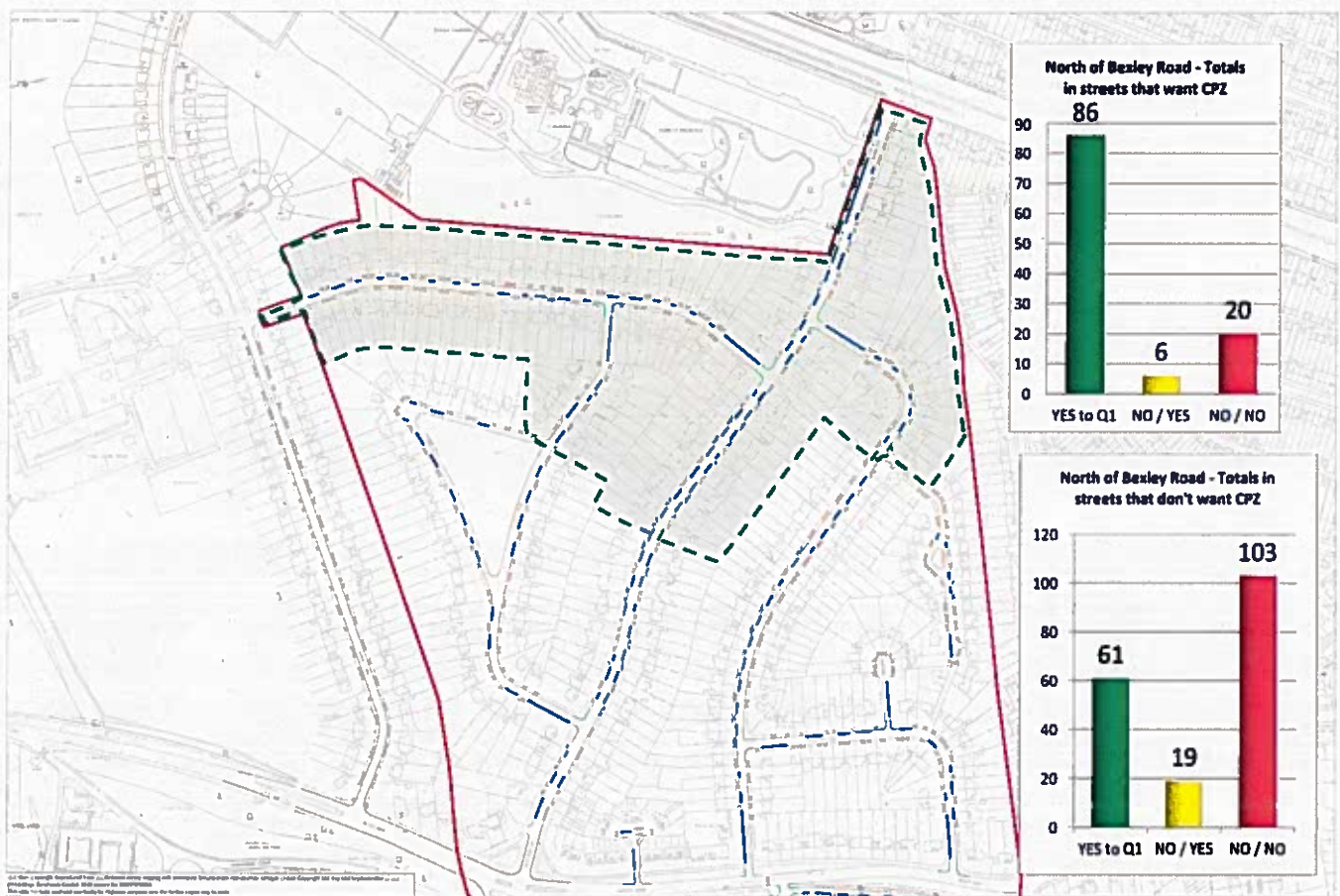


Figure 1a: Avery Hill Parking Attitude Survey Interim Result – Area North of Bexley Road favouring inclusion in Permit Scheme (CPZ)

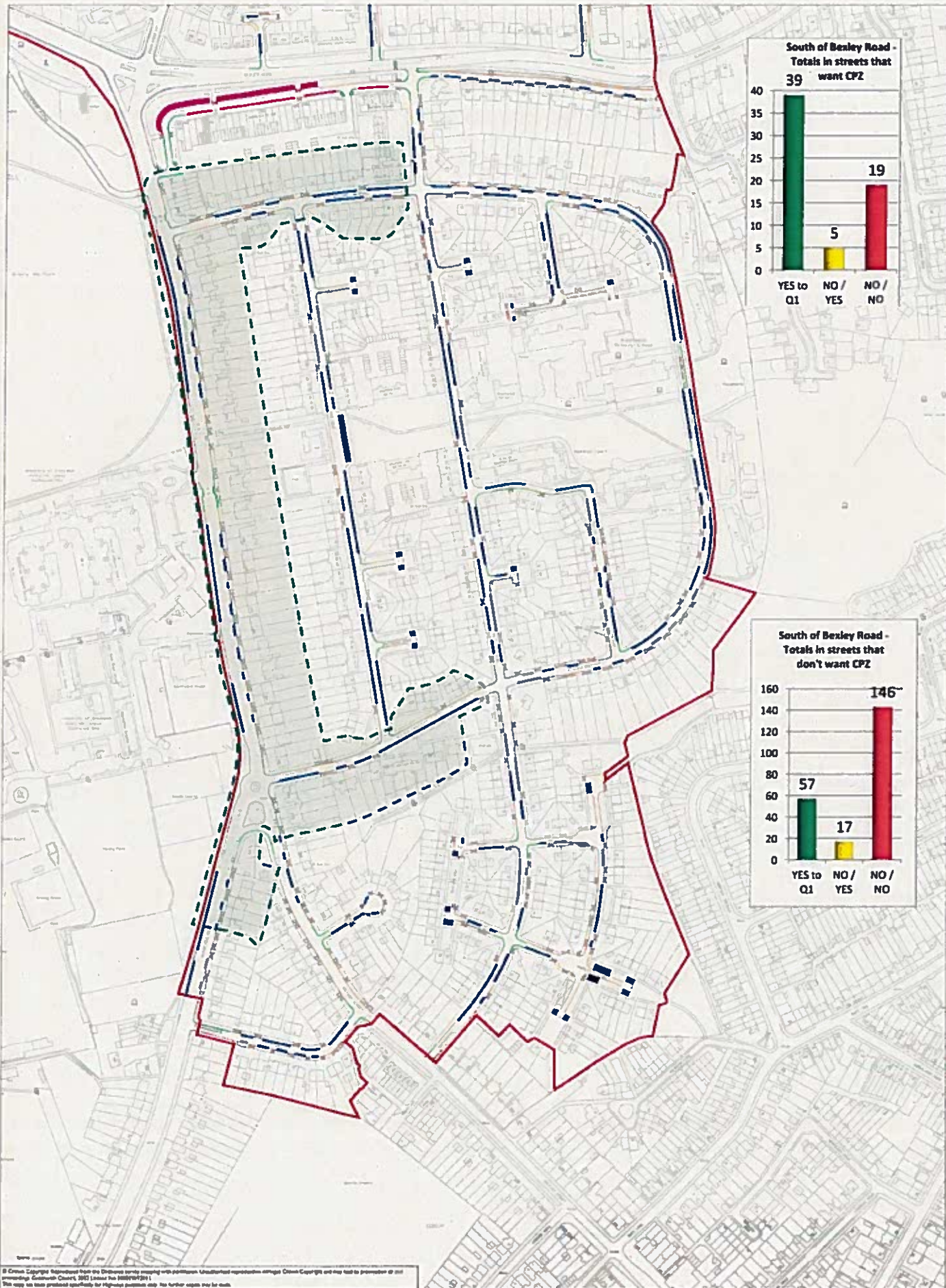


Figure 1b: Avery Hill Parking Attitude Survey Interim Result

Figure 2a – Revised Draft Scheme – North of Bexley Road

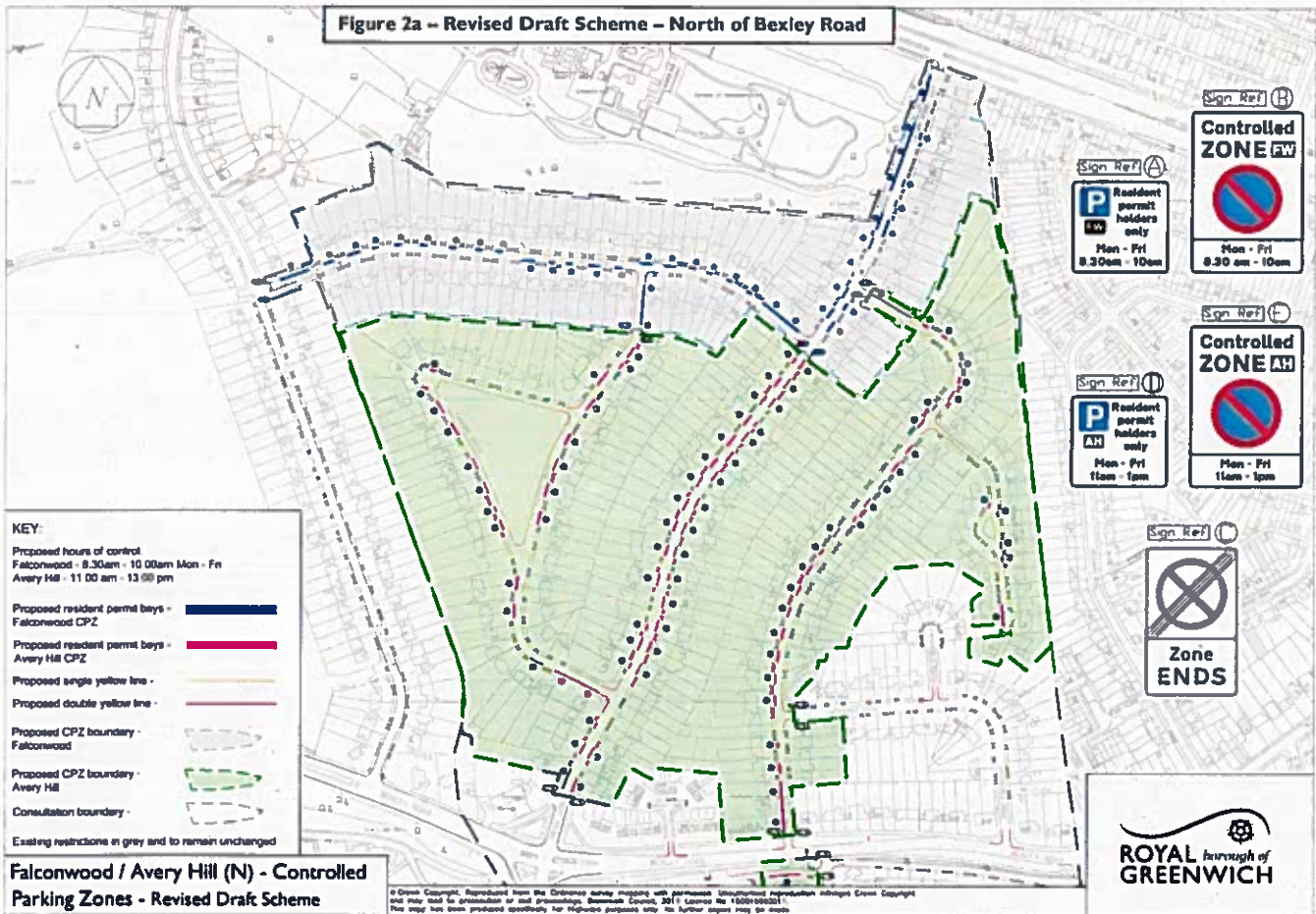


Figure 2b – Revised Draft Scheme – South of Bexley

KEY:


- Proposed hours of control: 11.00am - 1.00pm Mon - Fri
- Proposed resident permit bays - 
- Proposed 'free' parking bay - 
- Proposed single yellow line - 
- Proposed double yellow line - 
- Proposed CPZ boundary Avery Hill - 
- Consultation boundary - 
- Existing restrictions in grey and to remain unchanged

Sign Ref 



Sign Ref 



Sign Ref 



Avery Hill Controlled Parking Zone (S) - Revised Draft Scheme

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Appendix I

Public Realm Management
Bexley Civic Offices, Broadway
Bexleyheath, Kent DA6 7 LB
020 8303 7777
Fax: 020 3045 5450
www.bexley.gov.uk

m/r MW/ Avery Hill
y/r PCL/TMO/JB/1000001117

Direct Dial 020 3045 5812
Date 26th April 2013

Martin Wybraniec
martin.wybraniec@bexley.gov.uk

Royal Borough of Greenwich
P.O. BOX 485
Kemp House
152-160 City Road
London
EC1V 2NX.

Dear Sir,

Objections to Proposed TMOs Associated with the Introduction of Avery Hill CPZ and Falconwood CPZ.

I refer to the public notice dated 9th April 2013 which was forwarded to this Council for inclusion in the formal consultation as required by the Road Traffic Regulation Act 1984.

The public notice covers six associated TMOs which together form the proposed Avery Hill and Falconwood CPZs in Greenwich. I confirm that the London Borough of Bexley objects to the orders proposed in the public notice.

The grounds for the objection are that the restrictions will cause parking to migrate from roads in Greenwich to roads in Bexley. Officers in Greenwich have in the past acknowledged this probable outcome and discussions have taken place to try to address this. A possible solution investigated was for Greenwich to secure funds for restrictions or a CPZ on roads in Bexley, but funding could not be found.

Figures provided by your officers based on surveys carried out in October 2012 are used to predict conditions in 2014 (when the on street demand is due to reduce because of the closure of the School of Architecture at the University of Greenwich). These figures show a shortfall of 17 spaces in 2014, indicating there will be little impact on roads in Bexley. This Council has concerns about this scenario being maintained in the long term.

The figures you have provided also indicate the following shortfall if the CPZs are introduced this summer. The information provided shows the areas being considered as north and south of Bexley Road rather than the proposed Avery Hill and Falconwood CPZs so I have continued with the former for consistency.

North of Bexley Road. The immediate estimated displacement if CPZ restrictions are introduced is 229 vehicles. Only Packmores Road has chosen not to support being included in a CPZ so there are estimated to be 70 available spaces for the 229 displaced vehicles. A shortfall of 159 spaces.

South of Bexley Road. The immediate estimated displacement if CPZ restrictions are introduced is 551 vehicles. There are 276 estimated spaces in the roads outside the proposed CPZ. A shortfall of 275 spaces.

Taken overall there is a deficit of 434 spaces if the scheme is introduced in the summer of 2013. This is clearly a significant number of vehicles to be displaced, and likely to affect roads in Bexley.

The figures only begin to balance when a significant reduction in parking demand (30%) is applied due to the closure of the School of Architecture. Herein is further grounds for our objection. Whilst your Council has been informed by the University there are no plans to re-use the vacated buildings, no reassurances can be given by Greenwich (as the authority promoting these TMOs) that the buildings will not be used again for the same type of activity. This Council is therefore concerned that if the CPZs are introduced, these buildings could be put to similar use at any time and parking demand could return to current levels. The likelihood is that drivers will park in roads in Bexley.

I also wish to record my concern stated in an earlier exchange of emails. A spot check of actual spaces available on six roads was carried out on 5th February 2013. The number of spaces recorded was compared to the "Possible available space" for each road given in your Parking Survey Summary and Displacement Calculation based on the October 2012 survey. During this exchange of emails your response was that spot surveys are of little relevance if taken at the wrong time of day, however I did confirm that the spot survey was carried out before noon – the time you confirmed was used for the displacement calculations. A weekday survey in October 2012 was used to estimate 305 spaces would be available in the six roads considered; the spot survey to count the actual spaces available in the same roads for the same time period indicated 145 spaces available. This difference is significant and raises questions regarding the base data you have used.

I would also record as further grounds for objection that this analysis is a particularly coarse assessment. It assumes that people parking on the roads covered by the Falconwood CPZ would park in the roads outside the Avery Hill CPZ. It is false to assume drivers parking in the roads near Eltham cemetery would choose to park in roads such as Alderwood Road or Anstridge Road when their destination is Falconwood Station. There are roads in Bexley that are closer, and would be a much more likely choice for these commuters.

Although not being promoted formally, your officers have confirmed a desire to promote further restrictions in nearby Rochester Way and Welling Way. This would be to address a commuter parking problem associated with Falconwood Station. This problem is linked to the proposed Falconwood CPZ in this public notice and it is the view of this Council that they should be considered together.

Yours faithfully

Martin Wybraniec
Senior Traffic Engineer
Traffic Services
Engineering Services

Appendix 2

ROYAL BOROUGH OF GREENWICH

The Greenwich (Avery Hill - AH CPZ) (Parking Places) Order 2013
The Greenwich (Falconwood - FW CPZ) (Parking Places) Order 2013
The Greenwich (Free Parking Places) (No. 5) (Amendment No. *) Order 2013
The Greenwich (Free Parking Places) (Disabled Persons) (Revocation No. *) Order 2013
The Greenwich (Waiting and Loading Restriction) (Amendment No. *) Order 2013
The Greenwich (Bus Stop Clearway) (Amendment No. *) Order 2013

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Greenwich proposes to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to:
 - (a) provide a new Controlled Parking Zone (CPZ) called Avery Hill CPZ – Zone AH that would include the roads and lengths of roads listed in Schedule 1 to this Notice that would operate between 11am and 1pm on Mondays to Fridays inclusive. Single yellow line restrictions that operate during the CPZ hours would be provided in every length of road in the CPZ not occupied by parking places or 'at any time' waiting restrictions;
 - (b) provide a new Controlled Parking Zone (CPZ) called Falconwood CPZ – Zone FW that would include the roads and lengths of roads listed in Schedule 2 to this Notice that would operate between 8.30am and 10am on Mondays to Fridays inclusive. Single yellow line restrictions that operate during the CPZ hours would be provided in every length of road in the CPZ not occupied by parking places or 'at any time' waiting restrictions;
 - (c) provide that residents and business users whose postal address is within either AH or FW CPZ would be able to purchase permits and visitors' vouchers for that CPZ only at the following rates: (1) resident's permit - £57.00 each vehicle per year; (2) visitors' vouchers - £7.00 for ten all day vouchers; (3) business permit - £101.00 for the first permit and £216 for each subsequent permit. The permits and visitors' vouchers are only valid in the CPZ for which they are issued. The maximum entitlement of visitors' vouchers is 100 per household per year;
 - (d) provide that the charges for leaving a vehicle in a pay and display parking place would be £0.80 per hour up to a maximum of four hours (with the first half hour free of charge).
 - (e) provide 'at any time' waiting restrictions in the lengths of street referred to in Schedule 3 to this Notice [note these include some lengths of street that are not within Zones AH and FW CPZs];
 - (f) provide free parking bays in Avery Hill Road, the west side, opposite Nos. 250 to 258 Avery Hill Road and opposite Nos. 270 to 286 Avery Hill Road;
 - (g) provide 3 disabled persons parking places on the west side of Anstridge Road, outside the Anstridge Community Hall; and a further 7 disabled persons parking places in Bexley Road service road fronting Darland House and Nos. 152 to 198 Bexley Road;
 - (h) revise the definitions of existing disabled persons parking places, waiting and loading restrictions and bus stop clearways in the AH and FW CPZs to accurately reflect their on-street situations.
3. A copy of the proposed Orders and other documents giving more detailed particulars of the Orders are available for inspection during normal office hours until the end of six weeks from the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, at the Directorate of Regeneration, Enterprise and Skills, Strategic Transportation, Royal Borough of Greenwich, The Woolwich Centre, 35 Wellington Street, SE18 6HQ.
4. Further information may be obtained by telephoning Strategic Transportation on 020 8921 3983.
5. Any person who wishes to object to or make other representations about the proposed Orders should send a statement in writing by 30th April 2013, specifying the grounds on which any objection is made, to Royal Borough of Greenwich, PO Box 485, Kemp House, 152-160 City Road, London, EC1V 2NX (quoting reference PCL/TMO/JB/1000001117).
6. Persons objecting to the proposed Orders should be aware that in view of the Local Government (Access to Information) Act 1985, this Council would be legally obliged to make any comments received in response to this notice, open to public inspection.

Assistant Director, Strategic Transportation
The Woolwich Centre, 35 Wellington Street, SE18 6HQ

Dated 9th April 2013
[INTERNAL REF: 1000001117NOP]

Schedule 1 – lengths of road in Avery Hill CPZ

Avery Hill Road, between No. 340 Avery Hill Road and No. 206 Avery Hill Road
Bexley Road Shopping Parade fronting Darland House and Nos. 152 to 198 Bexley Road
Crown Woods Way, between Nos. 2/4 Crown Woods Way and Nos. 80 and 82 Crown Woods Way
Fairoak Drive, between Crown Woods Way and No. 50 Colepits Wood Road
Halfway Street, between its junctions with Avery Hill Road and Restons Crescent and Nos. 284 and 286 Halfway Street
Rennets Close, the whole length
Rennets Wood Road, the whole length
Restons Crescent: (1) between Avery Hill Road (northern junction) and Alderwood Road; (2) between Avery Hill Road (southern junction) and Alderwood Road

Schedule 2 – lengths of road in Falconwood CPZ

Colepits Wood Road, the whole length
Crown Woods Way, between Nos. 80 and 82 Crown Woods Way and East Rochester Way
Fairoak Drive, between No. 50 Colepits Wood Road and Colepits Wood Road

Schedule 3 – 'At any time' waiting restrictions

Alderwood Road: (1) at its junction with Bexley Road and Bexley Road Shopping Parade; (2) at its junction with the access road to Nos. 17 to 35 Alderwood Road; (3) opposite Nos. 82 to 98 Alderwood Road; (4) at its junction with Perpins Road; (5) at its junction with the access road to Nos. 85 to 99 Alderwood Road
Anstridge Road: (1) at its junction with the access road to Nos. 142 to 168 Anstridge Road; (2) across the access road between Nos. 116 to 132 and 134 Anstridge Road; (3) at its junction with the access road to Nos. 34 to 56 Anstridge Road; (4) at its junction with the access road to Nos. 6 to 28 Anstridge Road
Avery Hill Road: (1) both sides, at the pedestrian crossover outside No. 328 Avery Hill Road; (2) both sides, for approximately 20 metres outside Nos. 288 to 292 Avery Hill Road
Bexley Road: (1) at its junction with the access road to Nos. 183 to 199 Bexley Road; (2) at its junction with Packmores Road; (3) at its junction with Rennets Wood Road; (4) at its junction with Alderwood Road
Bexley Road access road: (1) at its junction with Alderwood Road; (2) adjacent to and opposite Nos. 192 and 198 Bexley Road; (3) outside and opposite Nos. 186 to 188 Bexley Road; (4) outside and opposite Nos. 162 and 164 Bexley Road; (5) outside and adjacent to Nos. 150 to 154 and continuing southwards to its junction with Avery Hill Road
Crown Woods Way: (1) at its junction with Rennets Wood Road; (2) at its junction with Colepits Wood Road; (3) at its junction with Fairoak Drive
Croyde Close: both sides, for 10 metres at its junction with Halfway Street
Fairoak Drive: (1) at its junction with Crown Woods Way; (2) west to east arm, at its junction with south to north arm outside No. 75 Fairoak Drive
Halfway Street: (1) at its junction with Avery Hill Road; (2) at its junction with Overmead; (3) at its junction with Croyde Close
Hambledown Road: at its junction with Southspring
Overmead: (1) at its junction with Halfway Street; (2) adjacent to No. 194 Avery Hill Road
Packmores Road: (1) at its junction with Bexley Road; (2) at its junction with the access road to Nos. 19 to 33 Packmores Road; (3) at its junction with Rennets Wood Road
Perpins Road: (1) west to east arm, at its junction with Alderwood Road; (2) west to east arm, the entire south side; (3) north to south arm, outside No. 25 Perpins Road (4) north to south arm, at its junction with Restons Crescent
Radfield Way: both sides for 10 metres at its junction with Southspring
Rainham Close: both sides, for approximately 10 metres south of Restons Crescent
Rennets Close: at its junction with Rennets Wood Road
Rennets Wood Road: (1) at its junction with Crown Woods Way; (2) at its junction with Rennets Close; (3) at its junction with Packmores Road; (4) at its junction with Bexley Road
Restons Crescent: (1) at its junction with Rainham Close; (2) at its junction with the access road to Thanington Court; (3) outside Alderwood Primary School; (4) at its junction with the access road to Lydden Court; (5) at its junction with the access road to Linsted Court; (6) at its junction with Perpins Road

Appendix 3

Greenwich Position

RB Greenwich maintains that the current proposed scheme should not cause appreciable impacts in Bexley. The Greenwich position can best be supported by rebutting several of the remarks contained in the Bexley letter of objection, viz:

1) "South of Bexley Road. The immediate estimated displacement if CPZ restrictions are introduced is 551 vehicles"...

This assertion (and the subsequent 'parking deficit' deduction) is based on a misunderstanding of the data presented in Table I so is not accurate. Some 551 vehicles would be displaced immediately only if all the roads listed were brought into the scheme (Column I). But Column K indicates the roads proposed for CPZ inclusion at this time. These comprise only Avery Hill Road and some 40% of Restons Crescent which, post 2014, will displace some 123 vehicles (Column L). These will be absorbed by the 260 available spaces in the remaining uncontrolled Greenwich streets (Column M) leaving a net surplus of 137 spaces (which will offset some of the 'shortfall' north of Bexley Road).

2) "The figures only begin to balance when a significant reduction in parking demand (30%) is applied due to the closure of the School of Architecture..."

RB Greenwich trusts the integrity of the information supplied by UoG, but naturally cannot give any assurances about the future use of these buildings. However the significance of this adjustment should not be exaggerated. The 30% 'reduction' (applied only to the parking displacement south of Bexley Road) accounts for only a further 53 vehicles. These could easily be accommodated within the UoG car park, while some may transfer to other modes of travel.

3) "A spot check of actual spaces available on six roads was carried out on 5th February 2013... The difference is significant and raises questions regarding the base data you have used"

The base data RB Greenwich assembled was provided by a reputable independent traffic survey consultant in October 2012 (a month into the UoG Michaelmas term). We are reliably informed that the amount of available parking space was carefully assessed omitting footway crossings, junction bell mouths and existing waiting restrictions, etc. The full results of the survey are available for scrutiny. (We cannot comment on the validity of the "spot check" or the methodology used in LB Bexley's assessment of available parking space.)

4) "... It is false to assume drivers near Eltham Cemetery would choose to park in roads such as Alderwood Road...when their destination is Falconwood Station. There are roads in Bexley that are closer..."

Parking for Falconwood Station - about 80 vehicles - accounts for about half of the anticipated displacement from proposed controlled streets north of Bexley Road (that from the "Falconwood CPZ"). The other ~79 vehicles associated with UoG (displaced by the "Avery Hill CPZ") would not be attracted by remote free parking in Bexley. The remaining uncontrolled streets in Greenwich and/or the UoG car parks (notwithstanding the modest tariff) would be much more convenient for these users.

The letter of objection omits to explain that the railhead problem near Eltham Cemetery is largely a consequence of similar controls that LB Bexley introduced in streets close to Falconwood Station a number of years ago (CPZ 'F'). If the Greenwich proposals now caused some of these 80 vehicles to revert to other streets in Bexley, such would serve only to restore the original balance of railhead demands between the two boroughs.

5) "Although not being promoted formally, your officers have confirmed a desire to promote further restriction in nearby Rochester Way and Welling Way..."

The Notice of Proposals makes no reference to Rochester Way or Welling Way, so this is not a relevant consideration at the present time.

6) "...A possible solution investigated was for Greenwich to secure funds for restrictions or a CPZ on roads in Bexley, but funding could not be found."

LB Bexley has been advised of the outcome of RB Greenwich's negotiations with UoG. It is clearly understood by both authorities why no further funding for work in Bexley can be secured under the 2003 Section 106 agreement (see above). RB Greenwich remains as willing as ever to work with LB Bexley to secure a joint solution to the current parking issues that meets the aspirations of affected residents in both boroughs. However the reality now is that all funding, other than that needed to address the current problems near the UoG campus, will have to be secured from other sources. In this connection RB Greenwich does not accept that its limited resources should finance measures in Bexley. Both authorities are equally capable of accessing funding sources and both have similar roles to play in delivering the desired outcomes in their respective boroughs.

MAYOR OF LONDON



CLlr Chris Roberts
Leader of the Council
Royal Borough of Greenwich
Town Hall
Wellington Street
London SE18 6PW

Date: 13 DEC 2013

Dear Chris

Proposals for Controlled Parking Zones (CPZs) at Avery Hill and Falconwood

I am writing in relation to Controlled Parking Zones proposed by the Royal Borough of Greenwich at Avery Hill and Falconwood, to which I understand the London Borough of Bexley objects.

I have considered the information provided by the Royal Borough of Greenwich and the London Borough of Bexley, as well as the evidence I would require in order to enable me to take an informed decision. However, it is clear that this is a local issue, which I consider could reasonably and preferably be resolved through local collaboration.

I have therefore come to the view that it would not be appropriate for me to exercise the power in s.121B (3)(d) Road Traffic Regulation Act 1984 to consider this matter.

Therefore, I would urge you to make every attempt to arrive at a solution yourselves.

For completeness, I am sending a copy of this letter to Darren Johnson AM and Gareth Bacon AM who recently petitioned me on this and to the Leader of Bexley Council, CLlr Teresa O'Neill.

Yours ever,

Boris Johnson
Mayor of London

Cc: CLlr Teresa O'Neill, London Borough of Bexley
Darren Johnson AM
Gareth Bacon AM

Contact Tim Jackson

Telephone 020 8921 2268

Facsimile

Email tim.jackson@royalgreenwich.gov.uk

Mr Jonathan Morris (Head of Disputes)
Greater London Authority
Windsor House
42 - 50 Victoria Street
SW1H 0TL

8th July 2016



Strategic Transportation
Regeneration, Enterprise and Skills
Floor 5
The Woolwich Centre
35 Wellington Street
Woolwich, London
SE18 6HQ

Main number 0208 854 8888

Dear Mr Morris

**Road Traffic Regulation Act 1984 Section 121B
Notice of proposals for the Avery Hill and Falconwood Controlled Parking Zones.
2nd Referral to GLA of an objection from the London Borough of Bexley**

On 23rd March 2013, I wrote to you in relation to an objection raised by Bexley Council to the publication, by the Royal Borough, of notice of proposals to introduce controlled parking zones (CPZs) in Avery Hill and Falconwood within the Royal Borough of Greenwich.

My letter sought the Greater London Authority's permission to the Royal Borough's plans to make the necessary Traffic Orders and implement our proposals.

Subsequently, on 13th December 2013, the Mayor of London, wrote to the then Leader of the Council stating that he did not consider it appropriate to exercise his powers under s.121B (3)(d) of the Road Traffic Regulations Act 1984 to consider the matter. His view was that the issue "could reasonably and preferably be resolved through local collaboration".

Since that time this authority has made every attempt to reach a solution through collaboration with Bexley Council. However I regret to report that, despite our best efforts, a mutually acceptable agreement has not been reached.

In my opinion Bexley Council has adopted an intransigent position, supported by a recent change in their parking policy, which affords little consideration to the problems experienced by residents forced to live with commuter parking intrusion.

In discussions, Bexley Council has conceded that the introduction of CPZ controls in part of the Avery Hill area is unlikely to produce a significant impact (arising from the displacement of parking) within the Borough of Bexley. By inference they would not be opposed to the introduction of parking controls in part of that area.

However Bexley Council remain firmly opposed to Council's proposals to introduce a CPZ in the area north of Bexley Road. They remain opposed to our proposals to introduce a Falconwood CPZ and to introduce a CPZ in part of the Avery Hill area - because of the prospect that, following introduction of CPZ controls, parking, primarily commuter parking associated with the nearby Falconwood Station, could be displaced into the Borough of Bexley.

It is clear that Bexley Council is content to leave the problems associated with parking in residential streets within the Royal Borough unaddressed. It is also clear that there is no prospect of a cross-boundary solution being reached.

This Council is determined not to implement a partial solution (ie the implementation of a CPZ in part of the Avery Hill area south of Bexley Road) since it would create as many problems as it would solve for residents of this Borough. It would most likely increase existing problems to the north of Bexley Road.

The implementation of controlled parking zones is a time honoured solution to the problems (loss of amenity, local congestion and reduction in road safety) arising from uncontrolled visitor parking. The Council has implemented CPZs elsewhere within the Royal Borough in a way that has addressed those problems successfully. We are of the view that the displacement of parking into Bexley, if the CPZs were to be introduced, is not likely to be significant – but even if our forecasting is flawed Bexley Council has the power to address any problems.

It has not escaped our notice that the volume of commuter parking in the Falconwood area of the Royal Borough increased significantly (and remains high) when Bexley Council introduced a CPZ, within the Borough of Bexley) in the area around Falconwood Station over a decade ago. The Royal Borough did not object to Bexley's proposals at that time out of consideration for Bexley residents. It is disappointing that Bexley Council are not taking the same approach.

We have now reached the stage where a Mayoral intervention is necessary.

I would be grateful if you would arrange for the Mayor to review the decision, communicated to the Royal Borough on 13th December 2013, and recognising the arguments put forward, confirms his agreement to the making of the necessary Traffic Order(s) needed to implement the CPZs.

I have attached a copy of the Council's May 2013 to you for information and a copy of the Mayor's reply dated 13th December 2013. Information (parking surveys, correspondence between the two Councils) is available and can be provided if it would assist the Mayor's decision.

I look forward to hearing from you.

Yours sincerely

Tim Jackson

**Assistant Director,
Strategic Transportation**

Stacey Ousby

From: Valerie Shawcross <Val.Shawcross@london.gov.uk>
Sent: 30 September 2016 13:55
To: Mark Elliott; Nuala Geary; Matt Hartley
Cc: Tim Jackson
Subject: Eltham Heights parking issues

Dear Matt, Nuala and Mark

Thank you for your email of 1 September regarding proposed parking controls in Eltham Heights. I understand that Tim Jackson, Assistant Director Strategic Transportation at RB Greenwich, has also written to Transport for London's legal department on the same issue, and have therefore copied my response to him.

I am aware of the background to this matter and understand that discussion between the boroughs of Greenwich and Bexley about these Controlled Parking Zone (CPZ) proposals has now been ongoing for several years. Given the amount of time that has passed since publication of the notices in 2013, it seems likely that the factual position will have changed in some respects which may be relevant.

For example, I understand there are new CPZs in a number of nearby areas which may be having an impact on local parking levels. In addition, I understand that the relocation of the University of Greenwich's Architecture faculty may have had an impact. There may have also been other relevant changes.

I also understand that the proposals were subject to public consultation in 2013. In the intervening period, it seems likely that new residents will have moved into the affected areas. These people, who may be directly affected by the proposals, are possibly unaware of them and will not have had the opportunity to make their views known.

With all this in mind, my view is that it would be prudent to carry out some further consultation on the proposals which reflects the updated factual position and gives those who may be affected an opportunity to make representations. Following such consultation, notices could be re-published and Bexley would then have the opportunity to submit an objection. At that stage, RB Greenwich could make a formal request for the Mayor to deal with the matter and I would expect that he will agree to do so.

I appreciate that you may not welcome the prospect of having to carry out further consultation but, particularly given the amount of time that has passed, my concern is that all those who could be affected must be given the opportunity to have their say.

I should be grateful if you would consider your position and let me know how you would like to proceed.

Yours sincerely,

Val

Val Shawcross CBE
Deputy Mayor for Transport
#LondonIsOpen

GREATER LONDON AUTHORITY NOTICE:

The information in this email may contain confidential or privileged materials. For more information see <http://www.london.gov.uk/about-us/email-notice>

This letter/leaflet contains important information about new parking controls in your area. If you do not understand the text and would like it translated into another language, please tick the appropriate box and return the complete document to the council address shown below. Please remember to include your name and address so that we can respond.

English

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Punjabi

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Hindi

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Somali

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Turkish

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Chinese

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Vietnamese

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Bengali

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Gujarati

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Arabic

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

Urdu

ਇਸ ਖਬਰ/ਪੱਤਰ 'ਚ ਆਪਣੇ ਖੇਤਰ 'ਚ ਨਵੀਂ ਪਾਰਕਿੰਗ ਕੰਟਰੋਲ (ਜਗ੍ਹਾ 'ਤੇ ਨਵਾਂ ਕੰਟਰੋਲ) ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਬਾਰੇ ਨਿੱਜੀ ਜਾਣਕਾਰੀ ਸਮਝਣ ਵਿੱਚ ਮੁਸ਼ਕਲ ਆਉਂਦੀ ਹੈ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਇਸ 'ਚ ਬਦਲਾਵ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਯੋਗਾ ਸੰਬੰਧਤ 'ਚ ਦਿੱਤਾ ਚੁੱਕੀ ਭਾਸ਼ਾ ਵਿੱਚ ਇਸ ਜਾਣਕਾਰੀ ਨੂੰ ਭੇਜਣ 'ਤੇ ਧਿਆਨ ਦੇਣ ਲਈ ਕਿਹੋ ਕਿਹੋ ਭਾਸ਼ਾ ਅਨੁਸਾਰ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਵਾਓ ਜਦੋਂ ਤੱਕ ਆਪਣੀ ਭਾਸ਼ਾ 'ਚ ਸਹਾਇਤਾ ਨਹੀਂ ਦਿੱਤੀ ਜਾਂਦੀ।

DRES (Strategic Transportation)

Royal Borough of Greenwich

The Woolwich Centre

35 Wellington Street

London SE18 6HQ

Name.....

Address.....

.....

.....

Avery Hill (AH) and Falconwood (FW) Controlled Parking Zones (CPZs)



Strategic Transportation,
DRES, Floor 5
The Woolwich Centre
35 Wellington Street, Woolwich,
London SE18 6HQ

The Latest Proposals

November 2017

Dear Residents / Businesses

In June 2017 we consulted you on proposals for the Avery Hill and Falconwood CPZs. Thank you to everyone who responded. Your feedback has enabled us to finalise the proposals. The latest plans are shown overleaf and comprise:

i) Falconwood (FW) CPZ - to operate from Monday to Friday from 8.30 a.m. to 10.00 a.m. during which only permit holders would be allowed to park in marked bays in the following roads:

- Colepits Wood Road
- Fairoak Drive north end (30m)
- Crown Woods Way north of Rennetts Wood Road.

ii) Avery Hill (AH) CPZ - to operate Monday to Friday from 11.00 a.m. to 1.00 p.m. during which only permit holders would be allowed to park in marked bays in the following roads:

- Crown Woods Way south of Rennetts Wood Road,
- Fairoak Drive (remainder)
- Rennetts Wood Road
- Rennetts Close,
- Packmores Road
- Avery Hill Road east side north of No. 204,
- Halfway Street north of No. 286
- Restons Crescent north arm west of Alderwood Road
- Restons Crescent south arm west of Alderwood Road.

iii) Avery Hill Road (west side) - the introduction of marked free and unrestricted parking places within the AH CPZ.

iv) Bexley Road Shopping Area - the introduction of 2-hour free maximum stay parking bays (no return within 2 hours) to operate from Monday to Friday between 8.30am and 6.30pm.

We now have to follow a legal process of advertising and making the traffic orders. You may shortly see notices displayed on street that will advise you how to object to the proposals if you are concerned.

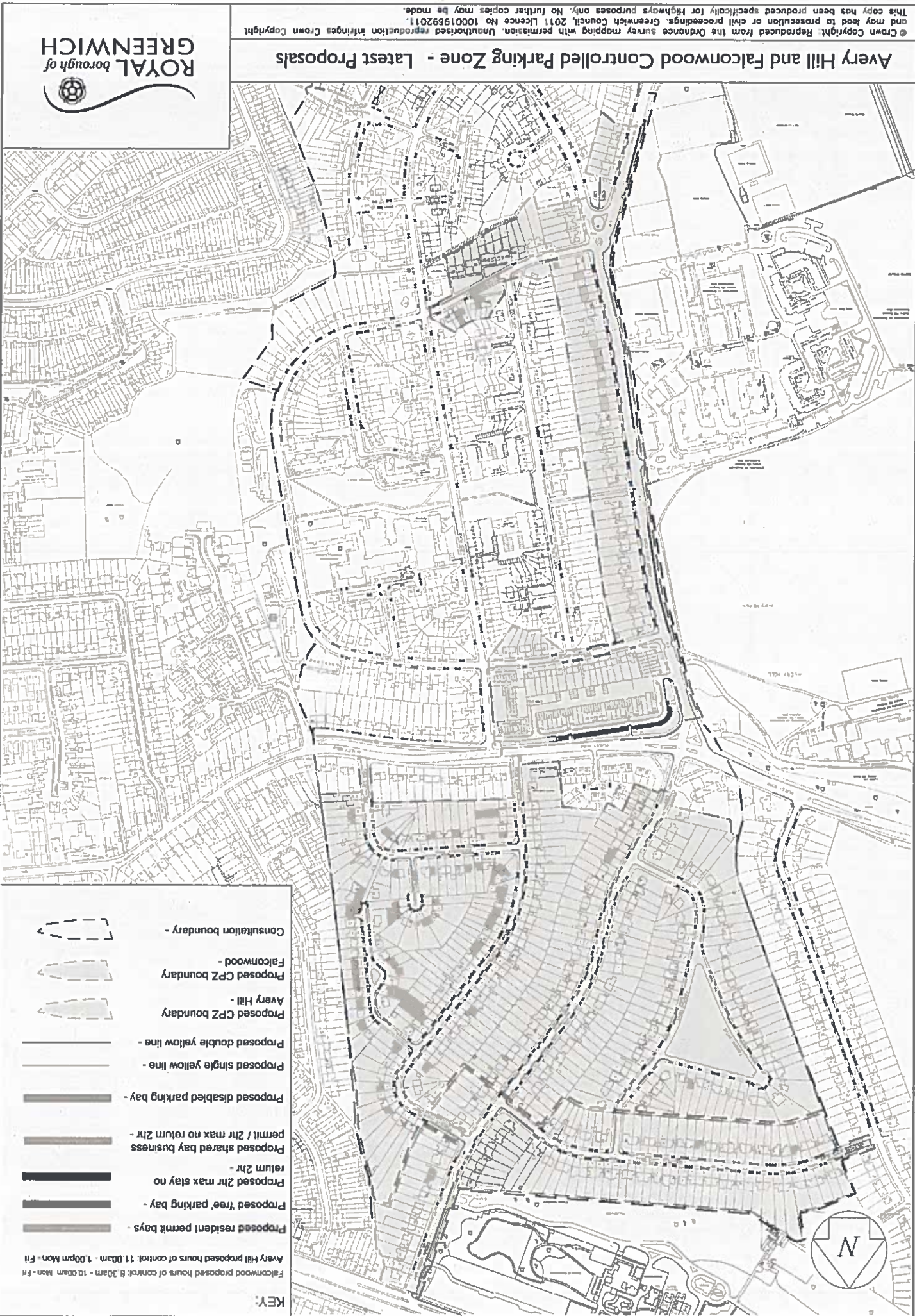
Yours sincerely,

Tim Jackson.

Tim Jackson

Assistant Director of Transportation

If you require this document in larger print please call 020 8921 6114



ROYAL BOROUGH OF GREENWICH

The Greenwich (Avery Hill - AH CPZ) (Parking Places) Order 201*
The Greenwich (Falconwood - FW CPZ) (Parking Places) Order 201*
The Greenwich (Free Parking Places) (No. 5) (Amendment No. *) Order 201*
The Greenwich (Free Parking Places) (Disabled Persons) (Revocation No. *) Order 201*
The Greenwich (Waiting and Loading Restriction) (Amendment No. *) Order 201*

1. NOTICE IS HEREBY GIVEN that the Council of the Royal Borough of Greenwich proposes to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to:
 - (a) provide new Controlled Parking Zones (CPZs) to be called **Avery Hill (AH) CPZ** and **Falconwood (FW) CPZ**;
 - (b) retain double yellow line 'at any time' waiting restrictions where they are currently located within AH and FW CPZs and provide additional double yellow line 'at any time' waiting restrictions:
 - (i) at road junctions and certain other lengths within AH and FW CPZs to prevent obstructive parking; and
 - (ii) in Bexley Road: (1) arm leading to Nos. 183 to 199 Bexley Road, both sides, for 10 metres north of Bexley Road (main west to east arm); (2) main west to east arm: (a) the north side, for 10 metres either side of Bexley Road (arm leading to Nos. 183 to 199 Bexley Road); and (b) north side, for 10 metres either side of Packmores Road; and (3) access road fronting Nos. 282 to 316 Bexley Road, both sides, for 10 metres east of Alderwood Road;
 - (c)
 - (i) provide that AH CPZ would include the roads and lengths of roads listed in Schedule 1 to this Notice, and would operate between 11am and 1pm on Mondays to Fridays inclusive (the AH CPZ hours).
 - (ii) provide business permit holders (or up to two hours free) parking places that would operate during the AH CPZ hours in certain lengths of the Bexley Road service road fronting Darland House and Nos. 152 to 198 Bexley Road;
 - (iii) provide free parking places that would operate 'at any time' in certain lengths on the west side Avery Hill Road;
 - (iv) provide free parking places that would operate between 8.30am and 6.30pm on Mondays to Fridays inclusive (two hours maximum stay, no return for two hours) on the east side of Avery Hill Road, near its junction with Bexley Road and in certain lengths of the Bexley Road service road fronting Darland House and Nos. 152 to 198 Bexley Road;
 - (v) provide disabled persons parking places in certain lengths of the Bexley Road service road fronting Darland House and Nos. 152 to 198 Bexley Road that would be available 'at any time' to blue badge disabled permit holders;
 - (vi) provide a combination of resident permit holders parking places and single yellow line restrictions that operate during the AH CPZ hours in every length of road in the CPZ not occupied by the 'at any time' waiting restrictions in AH CPZ referred to in sub-paragraph 2(b) above or the parking places referred to in sub-paragraphs 2(c)(i) to (v) above;
 - (d)
 - (i) provide that FW CPZ would include the roads and lengths of roads listed in Schedule 2 to this Notice, and would operate between 8.30am and 10am on Mondays to Fridays inclusive (the FW CPZ hours).
 - (ii) provide a combination of resident permit holders parking places and single yellow line restrictions that operate during the FW CPZ hours in every length of road in the CPZ not occupied by the 'at any time' waiting restrictions in FW CPZ referred to in sub-paragraph 2(b) above;
 - (e) provide that residents and business users whose postal address is within AH or FW CPZ (for the purposes of AH CPZ, also including Wootton House, Alderwood Road and No. 1 Anstridge Road but excluding properties on the west side of Avery Hill Road) would be able to purchase permits and visitors' vouchers at the rates set out below:
 - (i) resident's permit (specifying up to two vehicles) – £57 each per year;

- (ii) residents' or business visitors' vouchers, valid for one day: £7.00 for a book of ten vouchers;
- (ii) business permit - £101 for the first permit and £216 for each subsequent permit up to a maximum of 10 permits per business per year.

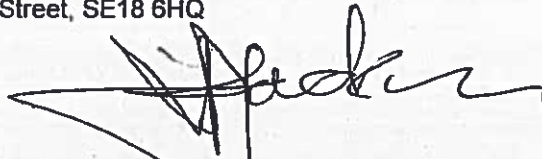
The permits and visitors' vouchers for the controlled parking zone are only valid in the zone for which they are issued. The maximum entitlement of residents' visitors' vouchers is 200 per household per year; *[Note: there would be no parking places for business permit holders in Zone FW introduced with this scheme];* and

- (i) revise the definitions of existing waiting and loading restrictions within the extents of the AH and FW CPZs to accurately reflect their on-street locations.
3. A copy of the proposed Orders and other documents giving more detailed particulars of the Orders are available for inspection during normal office hours until the end of six weeks from the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, at the Directorate of Regeneration, Enterprise and Skills, Strategic Transportation, Royal Borough of Greenwich, The Woolwich Centre, 35 Wellington Street, SE18 6HQ.
 4. Further information may be obtained by telephoning Strategic Transportation on 020 8921 3983.
 5. Any person who wishes to object to or make other representations about the proposed Orders should send a statement in writing, specifying the grounds on which any objection is made, to the TMO Team, Project Centre, Unit 2 Holford Yard, London, WC1X 9HD, or by email to GreenwichTMOconsultations@projectcentre.co.uk (quoting reference PCL/TMO/CW/1000004365), to arrive by 20th December 2017.
 6. Persons objecting to the proposed Orders should be aware that in view of the Local Government (Access to Information) Act 1985, this Council would be legally obliged to make any comments received in response to this notice, open to public inspection.

Assistant Director, Strategic Transportation
The Woolwich Centre, 35 Wellington Street, SE18 6HQ

Dated 29th November 2017

[INTERNAL REF: 1000004365NOP]



Schedule 1 – roads and lengths of road in AH CPZ

Avery Hill Road, between the northern boundary of No. 340 Avery Hill Road and the southern boundary of No. 206 Avery Hill Road; **Bexley Road** service road fronting Darland House and Nos. 152 to 198 Bexley Road; **Crown Woods Way**, between the southern boundary of Nos. 2/4 Crown Woods Way and the common boundary of Nos. 80 and 82 Crown Woods Way; **Fairoak Drive**, between the north-western kerb-line of Crown Woods Way and the southern boundary of No. 50 Colepits Wood Road; **Halfway Street**, between its junctions with Avery Hill Road and Restons Crescent and the southern boundary of No. 286 Halfway Street; **Packmores Road**; **Rennets Close**; **Rennets Wood Road**, and **Restons Crescent**: (1) between the eastern kerb-line of Avery Hill Road (northern junction) and the western kerb-line of Alderwood Road; (2) between the eastern kerb-line of Avery Hill Road (southern junction) and the western kerb-line of Alderwood Road.

Schedule 2 – lengths of road in FW CPZ

Colepits Wood Road; **Crown Woods Way**, between the common boundary of Nos. 80 and 82 Crown Woods Way and the south-western kerb-line of Rochester Way; **Fairoak Drive**, between the southern boundary of No. 50 Colepits Wood Road and the southern kerb-line of Colepits Wood Road.

Major Projects Infrastructure and Delivery
Civic Offices, 2 Watling Street
Bexleyheath, Kent, DA6 7AT
020 8303 7777

www.bexley.gov.uk

m/r G.Ward RBG Objection Avery Hill and Falconwood CPZs *Direct Dial* 020 3045 5812

y/r PCL/TMO/CW/1000004365 *Date* 18th January 2018

The person dealing with this matter is martin.wybraniec@bexley.gov.uk

Royal Borough of Greenwich
Assistant Director, Strategic Transportation
The Woolwich Centre
35 Wellington Street
SE18 6HQ

Dear Sir,

Objections to Proposed RBG TMOs For Avery Hill and Falconwood CPZs.

I refer to your public notice dated 29th November 2017 which was forwarded to this Council on 21st December 2017 requesting comments in writing by 19th January 2018.

The public notice covers five associated TMO's which together form the proposed Avery Hill CPZ and Falconwood CPZ in Greenwich. I confirm that the London Borough of Bexley (LBB) object to these Orders and I have set out the grounds below :

1. The advertised proposals will affect one or more roads in the London Borough of Bexley.

In broad terms very similar proposals were advertised by the Royal Borough of Greenwich (RBG) in April, 2013. LBB objected on the basis that the advertised proposals will affect one or more roads in the area of LBB and the matter was referred to the GLA. The GLA declined to provide a decision, stating it was a local matter for the two authorities to resolve. The matter has not been resolved. As RBG have not shared with LBB any new data either indicating changes in parking demand, or changes in parking habits that mitigate in favour of RBG submitting essentially the same proposals as in 2013, our concern about parking migration to roads in LBB have not been addressed.

As no recent parking data has been provided, spot checks on parking activity have been undertaken and LBB still believe the proposals are very likely to result in parking migration to roads in our Borough. Significant parts of roads in the proposed Avery Hill CPZ north of Bexley Road (Eltham Heights) experience very little 'on-street' parking. It is LBBs view that rather than introducing CPZ controls, simple waiting restrictions could manage parking so that traffic can move safely in the area. This would reduce the large parking displacement generated by the CPZ proposal. Whilst residents of Crown Woods Way for example would experience parking near their homes, these and other properties in the area do have off street parking so would not be disadvantaged if CPZ resident bays are not provided.

The spot checks also revealed a high level of daytime parking on roads outside the proposed Avery Hill CPZ south of Bexley Road, these roads are still unlikely to accommodate the parking that will migrate.

A similar approach could be used instead of the Falconwood CPZ proposals. This alternative approach was discussed between the two authorities after the GLA response had been given. LBB do not understand why they do not form at least part of any new proposals as they address parking and allay our concerns regarding parking migration.

2. The advertised proposals are misleading.

The proposed Avery Hill CPZ is listed as "8.30am-10.00am (Mon to Fri)" in the press notice, but as "8.30am-6.30pm (Mon to Fri)" on the accompanying plan. I do not know if the notice or the plan reflects the actual proposals but in any event this authority has not been informed correctly

For the avoidance of doubt, LBB considers that both proposals would affect one or more roads in the area of LBB.

3. The consultation process has not been carried out in accordance with the legal requirements.

The LBB were consulted after the close of the 21 day objection period. LBB should have received a consultation letter at the latest by the date of the public advertisement (i.e. 29th November 2017). Procedural details relating to this are stated below:-

Regulation 6(1) of the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 requires RB Greenwich to consult with the Council "where the order relates to, or appears to the order making authority to be likely to affect traffic on, a road for which another authority is the highway authority or the traffic authority".

Regulation 7(1) requires a public notice to be published in a local newspaper and the London Gazette. Regulation 7(2) provides that "not later than the date on which paragraph (1) has been complied with, the order making authority shall send a copy of the notice of proposals to each body or person whom it is required to consult under regulation 6(1)".

This response has been emailed to Jerome Pilley at the Project Centre and Brian Hanson at Royal Borough of Greenwich.



Yours faithfully

Graham Ward
Deputy Director Major Projects, Infrastructure and Delivery

MAYOR OF LONDON

Tim Jackson
Deputy Director
Regeneration, Enterprise and Skills
Floor 5
The Woolwich Centre
35 Wellington Street
Woolwich
London SE18 6HQ

Our ref: MGLA130318-6292

Date: 9 March 2018

Dear Tim

Thank you for your letter of 5 March addressed to Jeff Jacobs regarding these proposals, which has been passed to me to respond to.

I am pleased to see that since the last correspondence between RB Greenwich and the GLA (communication with Deputy Mayor for Transport, Valerie Shawcross, dated 30 September 2016) you have carried out further local consultation on the proposals.

You have made a renewed request for the Mayor to exercise his power under section 121B Road Traffic Regulation Act 1984 to give consent to the proposals, following consideration of the London Borough of Bexley's objections to them. You will appreciate, given the time it has taken to resolve this matter so far, that this is a complex issue. Before the Mayor can decide whether it would be appropriate for him to intervene in this matter, he will first need to carry out further investigation and seek the views of both boroughs concerned. This will enable him to determine whether he will intervene.

One issue on which we need more information is whether RB Greenwich has obtained up to date analysis of the likely parking displacement that would result from the proposals. Parking displacement is clearly the key issue between the boroughs and Bexley's letter of objection dated 18 January 2018 complains that RB Greenwich has not shared with it any new data. From the information provided, it appears that the most recent data on parking shared with Bexley dates from December 2014. We will need to understand how RB Greenwich has satisfied itself that it is still appropriate to rely on that data, or whether up to date data should be obtained.

You will also be aware that the Mayor has recently published his new Transport Strategy 2018 (the MTS). In deciding whether he should intervene in this matter, we will need to understand how the proposals comply with the policies set out in the MTS, including specifically the Healthy Streets approach. In that context we would invite you to book a place on one of the forthcoming workshops for boroughs taking place over the next few weeks – details below. These workshops are interactive sessions during which borough officers developing their LIP will be supported in their understanding of Healthy Streets and the application of the approach in their work.

To book a place, you will need to email healthystreets@tfl.gov.uk with the attendee's name, job title, borough and the session they wish to attend.

10th April 09:30 – 12:30, Endeavour Sq, Westfield Avenue, Stratford, Newham

13th April 09:30-12:30, Pier Walk, North Greenwich

20th April 13:30 – 16:30, Palestra, Blackfriars Road, Southwark

23rd April 09:30-12:30, Endeavour Sq, Westfield Avenue, Stratford, Newham

26th April, 13:30-16:30, 55 Broadway, Westminster

27th April 09:30-12:30, Palestra, Blackfriars Road, Southwark

In order to progress this matter, I will separately be inviting Gary Nolan of TfL's Local Communities and Partnerships team to contact you to set up a meeting to discuss this matter. He will also meet with LB Bexley to discuss their concerns.

Please note that in the interests of fairness and transparency, a copy of this letter will be sent to LB Bexley.

Yours sincerely,



Tim Steer
Head of Transport

From: Matt Clare [REDACTED]

Sent: 29 March 2019 08:18

To: Heidi Alexander

Cc: Pat Greenwell ; Nigel Fletcher ; Len Duvall ; Caroline Pidgeon

Subject: Eltham Heights (AKA Falconwood) Controlled Parking Zone

Dear Madam Deputy Mayor,

In 2016 your predecessor and I corresponded on securing a much needed Eltham Heights/Falconwood CPZ near Falconwood Station on the Greenwich/Bexley border.

Following this Greenwich have been trying very hard to partner with Bexley to find a way forward. TfL has been very supportive.

Unfortunately progress is stalled due to a lack of engagement from Bexley.

This CPZ first came close to implementation by Greenwich Council in 1989.

The CPZ has been vetoed by Bexley Council over many years on the grounds of perceived overspill parking into Bexley.

In Southeast London Falconwood is the nearest train station to the City which still has free on street parking nearby.

New and extended CPZs in many nearby areas such as Kidbrooke, Blackheath, Central Eltham and Abbey Wood are pushing more and more commuter parking into Eltham Heights as the last remaining bastion of free on street parking for commuters.

Bexley already have their own CPZ in place around Falconwood station. Moreover roads which border the borough boundary (Boundary Road and Parish Gate Drive) beyond Greenwich's proposed CPZ have very limited free parking (approx. 15 spaces).

With Eltham Heights residents and Greenwich Council Officers we timed walking from the nearest free on street parking spaces in Bexley to Falconwood Station. A reasonable pace would see a 20 minute walk from these approx. 15 parking spaces.

It is therefore seemingly extremely unlikely that allowing Greenwich Council to implement the Falconwood CPZ would cause overspill parking into Bexley.

Indeed, allowing the Falconwood CPZ to be implemented would succeed in obliging many commuters to take the train. This will improve air quality, cut congestion and see more much needed revenue for public transport.

Up to 300 cars would no longer be able to park near Falconwood Station. Each one of those car journeys would be shortened by taking a train further back. Indeed, some commuters would opt to take the train for their whole journey.

Funeral corteges on the approach to Eltham Crematorium would no longer be delayed or disrupted where roads are impassible for hearses or horse drawn carts.

The currently frequent altercations would stop. These are unacceptable for residents and extremely distressing for mourners at such a sensitive time.

Waste trucks would no longer have difficulty navigating Eltham Heights.

In 2017 I worked a refuse collection shift and saw first-hand the hostile environment operatives have to work in there with up to 7 vehicles queuing behind the refuse truck due to it not being possible to pass.

We urge that Greenwich Council be given approval to implement the long overdue Falconwood CPZ without further delay. Residents, Eltham and Bexley's environment and amenity have suffered enough.

My fellow ward councillors, Nigel Fletcher and Pat Greenwell, residents and I would very much like to meet with you to discuss the way forward and hopefully persuade you and colleagues to allow the Eltham Heights CPZ to go ahead.

I have also written to Caroline Pidgeon MLA the Chair of the GLA Transport Committee and Len Duvall, MLA for Greenwich & Woolwich. We would very much like to involve both of them in discussions.

If you wanted to meet one to one pre a larger group I would be very happy to come to City Hall or meet in Eltham Heights at your convenience.

We look forward to hearing from you.

Best Regards

Matt

Matt Clare

Councillor, Eltham South

Royal Borough of Greenwich

From: Ward, Graham [REDACTED]
Sent: 06 August 2019 10:18
To: Nolan Gary
Cc: Councillor Craske, Peter; Jackson, Linda
Subject: RE: Royal Borough of Greenwich Proposed Avery Hill and Falconwood Controlled Parking Zone

Dear Gary:
Bexley's Cabinet Member's response to your letter below,
Regard Graham

Dear Mr Nolan,
I refer to your email of 12th July regarding the above.
I confirm that the London Borough of Bexley do stand by the formal objections raised in response to CPZ proposals put forward by the Royal Borough of Greenwich.
The proposals will adversely affect roads and residents of Bexley, and the proposal appears to do nothing else but try and shift problems with parking that are matters solely resting in Greenwich across the Borough into Bexley with no consideration for Bexley residents or road network.
This is best illustrated by the fact that the November 2017 proposal for a CPZ were not notified to Bexley until 21st December 2017 - the day after the formal consultation ended.
We have always been ready and willing to find a compromise to this issue, and only a few months ago put forward a proposal to do just that, with a more strategic approach to address this specific and wider issues. This plan was developed under the Healthy Streets initiative and would have included looking to improve cycling and walking routes to Falconwood Station and other areas as well as finding a solution to our ignored request for a discussion about the illogical ban on the left hand turn off the A2 at Falconwood - and Greenwich were initially in agreement of this plan. The details of this plan are attached.
However, without informing us of their decision, RGB decided to withdraw their support for this proposal. Indeed, we only found out in passing from a conversation with Transport for London.
Turning to the history of this matter, the responses set out in the letters dated 26th April 2013 and 18th January 2018 are responses to specific proposals but as I am sure you are aware cannot contain the history of this matter that stems from the development of the University of Greenwich which I believe was completed in 2009.
The letter of 18th January 2018 establishes the LBB objection.
I note that you have asked if there are any other documents or information Bexley wish to present to enable the Mayor to understand Bexley's rationale and assist in the consideration of this matter, but also say that in the interests of fairness and transparency you have indicated you will copy the information to RGB. Whilst I am happy with this process, I am surprised that the grounds on which RGB have raised this matter with you have not been provided to me.
I am sure you can appreciate that only then can Bexley consider what relevant additional information needs to be provided.
I will however comment that the timing of this communication is also unfortunate in that my officers do not have the opportunity to fully re-assess if the parking issues have changed as the university is in recess for the summer, and rail commuter parking is also affected by holidays.
The last parking data was collected in autumn 2014 and presented to Bexley for consideration in 2015 and as far as I am aware formed the basis for RGB's CPZ proposals in 2017. This information will now be significantly out of date and cannot be relied upon to design a CPZ. For example I am aware that the university has been involved in green travel initiatives so there may be relevant information to be gained from them.
To summarise, the historic rationale is simply that the RGB proposals will adversely impact on roads and residents within Bexley and they have not presented convincing data that this will not happen. The impact of the early scheme as acknowledged by RGB officers who sought funding from the development of the university to mitigate against this impact.
The latest proposals put forward by RGB attempt to address three separate issues – commuter parking for Falconwood station near Eltham cemetery, parking at the parade of shops and parking by university students on residential roads by proposing two CPZ's. RGB could scale back the proposals to ensure they do not impact on roads outside their borough but consistently refuse to consider this option.
We have also sought to work in partnership with RGB to bring forward a more holistic approach to the whole area and consider alternatives to driving to the station and university such as improved pedestrian and cycle access. However, after some initial discussion RGB have not wanted to progress in this more joined up fashion.
I have set out below the significant points between October 2009 and to the current time.

This is a longstanding matter that started in response to the development of part of the University of Greenwich (U of G). In October and November 2009 the Royal Borough of Greenwich (RBG) arranged parking surveys from which they developed proposals for a Controlled Parking Zone (CPZ) on roads at Avery Hill. RBG made the London Borough of Bexley (LBB) aware of the informal CPZ consultation in the summer of 2010. In turn LBB indicated the concern that these proposals could impact on roads in Bexley as the CPZ was taken to the borough boundary.

RBG and LBB sought ways to mitigate against the impact on roads and residents of Bexley albeit with a period of inactivity whilst RBG officers were occupied by activity associated with the London Olympics. At this stage RBG clearly accepted the negative effect the proposals had on Bexley.

The matter was picked up again in September 2012 when RBG explored a smaller Avery Hill CPZ where roads in RBG would act as a "buffer" and migrated parking would be contained in roads in RBG and not affect LBB.

In November 2012 RBG carried out a public consultation and arranged further parking surveys. The consultation was based around two CPZ's, one for the area near Eltham cemetery addressing parking for Falconwood Station, the second in relation to parking at Avery Hill associated with the expansion of the university. The letter of 26th April 2013 is the formal objection to these proposals.

As you will be aware the response from the Mayor of London in December 2013 was that this was a local matter and referred it back to each borough.

Discussions took place between the boroughs with RBG updating parking surveys in autumn 2014, this was shared with LBB in February 2015, and in May 2015 LBB maintained concerns that the parking would still migrate and adversely affect roads and residents of the borough.

As indicated above, in November 2017 RBG published notices formally proposing two CPZ's and informed LBB by email on 21st December – the day after the public notice closed for comment. The letter of 18th January 2018 establishes the LBB objection.

On 5th March 2018 RBG referred the matter to the GLA to resolve, this time discussions were held between both authorities and TfL to consider a joint initiative under the Healthy Streets initiative, however, RBG were unwilling to progress this. During 2018 RBG again referred the matter to the GLA culminating in your email of 12th July.

The London Borough of Bexley remain opposed to the CPZ proposals but stand ready to work with RBG and TfL to find a cross borough solution to the benefit of all residents and users of the station and university.

To that end, given I understand the Deputy Mayor has met with Greenwich Cllrs on this matter, but has not been to discuss the issue with us, I would like to invite the Deputy Mayor to come and discuss the issue together before any further decisions are taken.

Cllr Peter Craske

Blackfen and Lamorbey Ward

Cabinet Member for Places

London Borough of Bexley

www.bexley.gov.uk



Councillor Peter Craske
London Borough of Bexley
Civic Offices
2 Watling Street
Bexleyheath
Kent
DA6 7AT

Transport for London
Local Communities &
Partnerships

5 Endeavour Square
Stratford
London
E20 1JN

tfl.gov.uk

Dear Councillor Craske,

Royal Borough of Greenwich Proposed Avery Hill and Falconwood Controlled Parking Zone

I am writing to you at the request of the Deputy Mayor for Transport, Heidi Alexander, in connection with the Royal Borough of Greenwich's longstanding proposals to implement a CPZ at Avery Hill and Falconwood.

As you may well be aware, following an unsuccessful attempt by the boroughs to resolve this matter after discussions facilitated by Transport for London last year, the Royal Borough of Greenwich has made a renewed request for the Mayor to consider using his statutory power to approve these proposals.

In order for the Mayor to decide whether he should use his power in this case, he will need up to date information about the rationale for LB Bexley's position.

Having reviewed our papers on this matter, which date back several years, it appears that to date LB Bexley's position has been set out in two pieces of correspondence, dated 26 April 2013 and 18 January 2018. We are not aware of any other document in which LB Bexley has set out the rationale for its sustained objection to the proposals.

I now write to request that you please provide any additional or updated information which you consider relevant to this matter, **within four weeks of the date of this letter**. The information you provide will form the basis of a decision on whether the Mayor will exercise his powers to consider the proposals. That being the case, I would encourage you to set out the borough's position as clearly and comprehensively as possible.

Please note that in the interests of fairness and transparency, we will copy your response to RB Greenwich. We will then ask RB Greenwich to provide any additional information which it considers necessary to respond to the points raised by LB Bexley before a decision is taken on whether the Mayor should exercise his powers. RB Greenwich's response will be copied to you.

If you have any questions about this request or the process outlined above, please do not hesitate to contact me.

I look forward to hearing from you.

Yours sincerely,

Gary Nolan

Community Partnerships Lead – East
Transport for London

c.c. Graham Ward

Falconwood Area Liveable Neighbourhoods Potential Project

Outline of Key Objectives and Potential Treatment

Objectives

To improve accessibility to/from Falconwood Station, local shops and the main destinations within a 10 minute walking distance of the station, these include Harris Academy, Eltham Cemetery & Crematorium, the University of Greenwich, and local public parks, such as Avery Hill Park & Oxleas Meadows.

To reduce vehicle movements directly outside the station to ease congestion and pollution, whilst making the immediate station and local shopping environment more pleasant and reduce noise and pollution.

To improve pedestrian and cyclists access to these key destinations to encourage more sustainable, local trips.

To manage on street parking to reduce congestion in the area, improve pedestrian safety and provide segregated cyclist facilities.

To improve the general street environment to make it more pleasant to use, and encourage people to spend more time in it.

Treatments

Reduce vehicle movements outside the station by removing the need to u-turn in front of it, through changes to nearby junctions, including;

- Removing the banned left turn from the A2 off-slip into Riefield Road and so reduce the travel distance and need for drivers heading west to turn round elsewhere to legally continue their journey. This would include providing a two lane exit or mini-roundabout onto Riefield Road to reduce tailbacks on the slip road down to the A2 itself,

- Introducing a roundabout at the top of the on-slip which would allow the re-introduction of the right turn from Riefield Road onto the A2,

Install new pedestrian crossing facilities, both formal and informal, between the key destinations making use of the reduced u-turning traffic and reductions in speed limits in the area; the area in front of the station, local shops and residential area being made 20 mph with supporting speed reducing measures.

Bus stop access improvements and repositioning so that bus services are as close to the station as possible, as well as spaces for taxis and passenger drop-offs.

Parking controls around the area to reduce congestion and delays at busy junctions, provide for segregated cycle lanes, and allow for improved crossing provision. The reduction of commuter parking levels would be expected to encourage more journeys on foot by those living in the wider catchment or greater use of bus services to the station.

Simplifying vehicle movements at the station through reduced traffic and a re-aligned road network would reduce conflicts and confusion, and open up areas for additional street greening and public realm.

From: Harkes Rachel <[REDACTED]>
Sent: 20 September 2019 12:00
To: Graham Nash <[REDACTED]>; Nolan Gary <GaryNolan@tfl.gov.uk>
Cc: Richard Cornell <[REDACTED]> Clark Julie (nee Dye)
<[REDACTED]>
Subject: RE: Royal Borough of Greenwich Proposed Avery Hill and Falconwood Controlled Parking [REDACTED]
Importance: High

Morning Graham

Sorry I've missed getting you on the phone. I know you're in meetings today but please give me a call if you want to talk through this, I'm on the mobile [REDACTED] until 4.30pm today.

Please can you share this update with Cllr Thorpe, Cllr Scott-McDonald and Cllr Clare and other colleagues as appropriate.

Dear Cllrs

Further to previous correspondence, the Deputy Mayor for Transport has asked TfL to look further into the Royal Borough of Greenwich's request that the Mayor should use his powers in section 121B Road Traffic Regulation Act 1984 to approve the borough's proposals for a CPZ near Falconwood Station. To that end, a letter was sent to Bexley on 12 July requesting an up to date explanation of the grounds of objection to the proposals. Bexley's reply, dated 6 August, has been provided to Greenwich councillors.

As you will have seen, one issue raised by Bexley is that when Greenwich re-consulted on its proposals in 2017 the parking data provided to consultees had not been updated, and therefore dates from December 2014. Given that almost 5 years have passed since then, we consider that the underlying data (including but not limited to parking data) should be updated and shared with LB Bexley and with TfL, if this has not already been done. For the avoidance of any doubt, any data or reports, research etc that Greenwich wishes to rely on to support its proposals should be reviewed and updated as necessary. If Greenwich considers that it is not reasonable or necessary to provide updated data, then we will need an explanation of why that should be the case.

May we please also have sight of the re-consultation materials and any reports or other decision-making documents underlying the re-publication of the proposals and the subsequent renewed request for a Mayoral intervention made in March 2018?

In the interests of transparency, we will be sharing this letter with LB Bexley. Please provide the requested information by Friday 11th October.

Best wishes

Rachel

From: Graham Nash [REDACTED]

Sent: 17 October 2019 11:46

To: Harkes Rachel [REDACTED]

Cc: Nolan Gary [REDACTED] Richard Cornell [REDACTED]

Clark Julie (nee Dye) [REDACTED]

[REDACTED] Danny Thorpe [REDACTED]

[REDACTED] Denise Scott-

McDonald [REDACTED]

[REDACTED] Matt Clare [REDACTED]

[REDACTED] Pippa Hack [REDACTED]

Subject: RE: Royal Borough of Greenwich Proposed Avery Hill and Falconwood Controlled Parking Zone Rachel

I have shared the message below with Cllr Thorpe, Cllr Scott-McDonald and Cllr Clare and we have agreed the following response. My apologies for the slight delay beyond your target response date.

Greenwich Council have always taken a stakeholder, rather than data, led approach to the potential introduction of controlled parking. Our standard process is to start with an attitude survey to determine the level of desire for controlled parking and to utilise this to scope and develop a CPZ proposal for consultation. Our consistent experience is that: a) residents typically do not support the introduction of CPZs if they don't experience any parking pressure in their locality, and conversely b) we have regular petitions coming to Council requesting the introduction of controlled parking where residents do experience parking pressure. The latter is frequently due to some form of parking displacement- our experience is that this is very hard to accurately predict. Even if it could be predicted residents don't tend to support CPZs until they experience real parking pressure.

This general approach applies to Avery Hill/Falconwood, although parking surveys were undertaken in this instance. We have consulted three times and in each instance seen strong support from residents for the introduction of controlled parking, only to be thwarted in implementing due to Bexley Council's repeated objection to the necessary Traffic Management Order. We have attached as requested the decision report, consultation material and analysis of responses in regard to the most recent consultation, whilst re-emphasising that it is this response to consultation, rather than data and analysis, that we rely on in our decision making. The latter shows over 70% of residents (within the proposed zone boundaries) supportive. Although attempts have been made to identify the level of possible displacement, and indeed our proposed scheme has been amended to utilise on-street parking capacity within the Royal Borough to avoid potential displacement into Bexley, it is difficult to predict the level of displacement that would be caused if we implemented our strongly supported CPZ. It is the case that no further surveys have been carried out since those undertaken in 2015 as it seems that it is the principal about displacement, rather than the magnitude, that Bexley have concerns over. It is Greenwich's opinion that further data collection, analysis and discussion etc. will simply add further delay and cost and is unlikely to assist in resolving Bexley's concerns. Greenwich residents are experiencing parking pressures from non-resident and commuter parking now and have indicated their support for the introduction of controls over a period of many years. It is also our contention that Bexley residents would not support any form of parking restriction until such time as they experience real parking pressure. We therefore suggest that Greenwich be allowed to implement this CPZ. Bexley Council can then develop and consult on their own controlled parking scheme- if necessary- in the light of actual parking displacement.

From our joint discussions it has been evident that a key issue for Bexley is one of funding, and indeed the Royal Borough offered to make a contribution to Bexley's costs in undertaking consultation with their residents although this was not taken up. We see no reason why they shouldn't use some of their Corridors, Neighbourhoods & Supporting Measures LIP funding to implement parking controls, as we have done for some years, as such controls help deliver key MTS targets, in particular as a disincentive to commuter driving and rail-heading and as an encouragement to sustainable transport modes and emissions reduction. Once controls are in place they can be self-funding via a modest permit charge. The displacement of both traffic and parking across borough boundaries is not uncommon. For instance we are working closely with Lewisham Council on integrated traffic management and parking controls around Lee station. It is our hope that unlocking this issue can lead to stronger collaboration with Bexley Council on future issues, in particular the need to review parking restrictions around Abbey Wood prior to the opening of the Elizabeth line.

The Deputy Mayor for Transport, the local MP and Assembly Member witnessed the situation first hand when they visited the area on 2nd July and we now call on the Deputy Mayor to bring this issue to a satisfactory resolution for both parties.

With regards

Graham Nash

Assistant Director: Transportation
Royal Borough of Greenwich

Decision- Maker: Leader of the Council	DATE 25/10/2017	ITEM NO 004
TITLE: Proposed Introduction of Avery Hill and Falconwood Controlled Parking Zones	WARD (S) Eltham South	
CHIEF OFFICER: Director of Regeneration, Enterprise and Skills	CABINET MEMBER: Transport, Economy and Smart Cities	
DECISION CLASSIFICATION: Non Key	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS TIME? Yes	

I. Decision required

The Leader of the Council is requested to:-

- I.1 Note the outcome of local consultation on proposals, to introduce controlled parking zones (CPZs) in parts of Avery Hill and Falconwood.
- I.2 Subject to satisfactory conclusion of the statutory consultation process, agree to the advertising and making of Traffic Management Orders to implement the following parking controls, all as shown at Appendix 4 (Figure 4):
 - i. A “Falconwood (FW) CPZ” – the introduction of a new CPZ to operate from Monday to Friday from 8.30 a.m. to 10.00 a.m. during which only permit holders would be allowed to park in marked bays in the following roads:
 - Colepits Wood Road
 - Fair Oak Drive north end (30m)
 - Crown Woods Way north of Rennetts Wood Road.
 - ii. An “Avery Hill (AH) CPZ” - the introduction of a new CPZ to operate Monday to Friday from 11.00 a.m. to 1.00 p.m. during which only permit holders would be allowed to park in marked bays in the following roads:
 - Crown Woods Way south of Rennetts Wood Road,

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- Fair Oak Drive (remainder)
- Rennetts Wood Road
- Rennetts Close,
- Packmores Road
- Avery Hill Road east side north of No. 204,
- Halfway Street north of No. 286
- Restons Crescent north arm west of Alderwood Road
- Restons Crescent south arm west of Alderwood Road.

- iii. Avery Hill Road (west side) – the introduction of marked free and unrestricted parking places within the AH CPZ.
 - iv. Bexley Road Shopping Area – The introduction of 2-hour maximum stay parking bays, with no return for 2 hours, to operate from Monday to Friday between 8.30am and 6.30pm.
- I.3 Note that the proposals have been amended, from those proposed at consultation, to reflect the concerns of residents of Packmores Road and traders on Bexley Road.
 - I.4 Note that the amended proposals are broadly similar to previous proposals that were the subject of an objection from the London Borough of Bexley and that a repeat objection is likely to require a referral to the Mayor for London for a decision.

Agreed/Not Agreed:

Signed: Councillor Denise Hyland, Leader of the Council

Date:

Call-In Deadline:

- 2 Purpose of Report and Executive Summary
- 2.1 Streets near Falconwood Station and the University of Greenwich (UoG) Avery Hill campus are subject to parking stress associated with long-stay parking by rail commuters and University personnel / students.

2.2 Residents of those streets have expressed concern about the impact that parking has on road safety, local congestion and residents' amenity.

2.3 The Council's parking strategy contains 11 key objectives including:

- Balancing the demand for parking with the maintenance of amenity for local residents.
- Improvement of road safety.
- Smoothing of traffic flow to reduce congestion.
- Encouraging a shift from private cars to more sustainable modes of transport.

All of these objectives would be supported through the introduction of CPZ parking controls in the area.

2.4 In 2013 the Council consulted on proposals to introduce Controlled Parking Zones (CPZs) in the area. The proposals were supported by residents but never introduced because:

- (i) the London Borough of Bexley objected to the draft Traffic Orders required to implement the proposals and
- (ii) the then Mayor for London subsequently declined to determine whether the Orders should be made.

2.5 Parking conditions in the area have not improved in the intervening period.

2.6 In order to ascertain whether broad support for the introduction of CPZ controls further consultation has been undertaken. Responses to that consultation have indicated continued support for parking controls.

2.7 The purpose of this report is:

- (i) to set out the results of that consultation and
- (ii) seek approval for the advertising and making of Traffic Orders which would enable the introduction of CPZs to be known as the Avery Hill (AH) and Falconwood (FW) CPZs, subject to the outcome of statutory consultation – notwithstanding the possibility that the London Borough of Bexley might object again to the proposals.

3 Introduction and Background

3.1 The history of this project dates from June 2003 when planning consent was granted to an extension to the UoG Avery Hill Campus. Several attempts

were later made to implement a controlled parking zone, the most recent being in 2012-13.

- 3.2 On 26 March 2013, after extensive consultation, the Highways Committee agreed to implement the Avery Hill (AH) and Falconwood (FW) CPZs as illustrated at Appendix I (Figures 1 & 2). This 'draft scheme' was subsequently approved and the TMOs were advertised.
- 3.3 A formal objection was then lodged by the London Borough of Bexley on the grounds of parking displacement. This meant that the Council could not lawfully implement the approved plans. Under Section 121B of the Road Traffic Regulations Act 1984, the Council was required to submit the objection to the Greater London Authority for adjudication by the Mayor of London. That was done.
- 3.4 The then Mayor responded on 13 December 2013 advising that he did not consider it appropriate to exercise his Section 121B power. Rather he believed that it was a local issue that could "*reasonably and preferably be resolved through local collaboration*". Despite several meetings and more parking survey work, it proved impossible to reach agreement with L.B. Bexley on a satisfactory CPZ solution.
- 3.5 On 8 July 2016, the matter was referred once again to the GLA requesting the current Mayor to review the earlier decision not to adjudicate. The advice received was that, because a number of years had passed since the proposals were first published, the Council should repeat the consultation on the 2013 draft scheme. The advice was that if Bexley again objected to the proposals, the Mayor would be minded to make a decision.

4. Available Options

4.1 In this case there are 3 broad options:

- i. Do nothing – leaving the area without parking controls other than where there are currently "yellow line" parking controls (at junctions).
- ii. Progress the introduction of CPZs in the Avery Hill and Falconwood areas broadly consistent with the proposals developed in 2013.
- iii. Progress the introduction of a scheme of parking controls that differs significantly in some way to those developed and proposed in 2013.

5. Preferred Options and Reasons for Recommendations

- 5.1 The preferred option is option (ii). Option (i) would be contrary to the objectives of the Council's parking strategy and would not address the concerns of local residents. Previous work has determined that option (ii) is the optimum solution and hence option (iii) is sub-optimal and unlikely to meet the wishes of the respondents to the latest consultation.

6. Consultation

6.1 The Draft Proposals

- 6.1.1 The plans shown in Appendix I, Figures 1 & 2, illustrate the following proposals:

- i. The "Falconwood (FW) CPZ" - 1½ hour controlled period, Monday – Friday, 8.30 a.m. – 10.00 a.m. during which "permit holders only" would be allowed to park in parking bays in:
 - Colepits Wood Road
 - Fair Oak Drive north end (30m)
 - Crown Woods Way north of Rennetts Wood Road.
- ii. The "Avery Hill (AH) CPZ" - 2-hour controlled period, Monday – Friday, 11.00 a.m. – 1.00 p.m. during which "permit holders only" would be allowed to park in parking bays in:
 - Crown Woods Way south of Rennetts Wood Road,
 - Fair Oak Drive (remainder)
 - Rennetts Wood Road
 - Rennetts Close,
 - Avery Hill Road east side north of No. 204,
 - Halfway Street north of No. 286
 - Restons Crescent north arm west of Alderwood Road
 - Restons Crescent south arm west of Alderwood Road.
- iii. Avery Hill Road - the west side – the introduction of free and unrestricted parking bays within the CPZ AH and adjacent to Avery Hill Park.

- iv. Bexley Road shopping parade ('stand-alone' controls) - marked parking places to be pay-and-display with some 'business permit' exemptions; the hours of control and tariff were to be determined, but with the first 30 minutes free.

6.2 Material & Distribution

- 6.2.1 On 30 June 2016 the consultation material was distributed to approximately 1,500 premises in the consultation area shown in Appendix 2 - Figure 3. Details of the consultation were also published on the Council's website.

6.3. Response

- 6.3.1 The response to the consultation is shown street by street in Appendix 3, Table 1. Overall, 29% of the consulted households responded to consultation. However, the returns can only be assessed meaningfully in the context of the various proposals for each area. Table 1 distinguishes between north and south of Bexley Road and the consulted streets 'inside' and 'outside' the proposed CPZs. An additional column against the streets 'outside' shows the percentage of respondents who have now expressed a preference to be included in CPZ AH.
- 6.3.2 Unless stated otherwise, it is assumed that respondents from outside the proposed CPZs who support the CPZ (i.e. answered "yes" to Question 2) would now agree to their street being included. Those who answered "no" to Q2 are assumed content to remain outside, unless they raised concerns about displaced parking, in which case they are registered as preferring CPZ inclusion.
- 6.3.3 Packmores Road – There was a high response rate (47%) from residents of Packmores Road. An analysis of the latest responses, considered against previous responses, indicates that there is concern that implementing the proposals (with Packmores Road outside the area of controls) would result in significant displacement of parking into Packmores Road.
- 6.3.4 North of Bexley Road - inside proposed CPZ, the overall response was 59% of which 77% of respondents broadly support proposals to introduce permit parking. All the streets in this area show a clear mandate for the CPZ proposals. However, a minority of respondents in the proposed 'FW' CPZ (about 15%) have expressed a preference for different hours of controls.

- 6.3.5 North of Bexley Road - outside proposed CPZ, the overall response was 33% of which 61% registered opposition to the CPZ proposals. However a majority of respondents from Packmores Road would now prefer to be included than incur displaced parking.
- 6.3.6 South of Bexley Road - inside proposed CPZ, the overall response was 31% of which 72% of respondents broadly support the proposals. All the streets in this area show a clear majority for the proposals presented, but a minority of Avery Hill Road residents would prefer different restrictions.
- 6.3.7 South of Bexley Road – outside proposed CPZ, the overall response was 17% of which 64% have registered opposition to the CPZ. While some are concerned about parking displacement, in none of these streets (or parts of) is there a clear mandate for inclusion in the controls at this time.
- 6.3.8 Consultation exposes various nuances of opinion that are difficult to present in simple tabulated form. The following additional concerns have also been noted.
- 6.3.9 UoG Parking Charges: There is a belief that the UoG car parks are under-used and that the current problems are a direct consequence of parking charges within the UoG campus. A number of respondents insist that the Council should demand that these be removed, so residents need not incur permit costs to resolve a problem that is not of their making.
- 6.3.10 Falconwood CPZ controlled hours: A number of respondents (13) have expressed the view that the proposed controlled period, 8.30 – 10.00 a.m. is too early and offers potential for later parking by commuters, etc. who may work flexible hours or part time. They would prefer the same controlled hours as CPZ AH (or longer).
- 6.3.11 Avery Hill CPZ controlled hours: A small number of AH respondents have expressed concerns that some UoG students arrive only for morning or afternoon teaching sessions and believe that two (split) controlled periods – a.m. and p.m. - are needed to eliminate these demands more effectively.
- 6.3.12 Avery Hill Road - free parking: A small number of respondents have objected to allowing free parking to continue on the west side of Avery Hill Road and would prefer limited waiting controls to prioritise this space for visitors to Avery Hill Park.
- 6.3.13 Avery Hill Road - demands for waiting restrictions: A number of Avery Hill Road residents have objected to parking bays (permit holders only) marked

outside their premises on the grounds that any parking adjacent to their footway crossings can make it difficult to access their premises from a busy main road. They would prefer all-day waiting restrictions.

- 6.3.14 Bexley Road Shops: Only 9 of the Bexley Road traders (38%) have responded to consultation. However, the majority oppose the proposed P&D provisions on their frontage (even with 30 minutes free). Most are concerned that any parking tariff would affect trade. A number of local residents who use these shops have also expressed similar concerns.
- 6.3.15 Land to the rear of Bexley Road Shops: A number of Bexley Road traders have advised that the residents' car park behind their premises is under-used although their customers are prevented from parking in this area. Moreover, they assert that some residents living above the shops tend to park on-street and this further deprives the traders and their customers of space.

6.4 Discussion

- 6.4.1 UoG Parking Charges: UoG has a responsibility to manage parking within its grounds, over which the Council has no control. To this end, and consistent with the terms of a planning consent it has since 2009 levied a charge on its main car park. The charge is modest and equivalent to about 40p/hour. Although there is usually some spare capacity, the UoG advises that the use made of the campus car parks (740 spaces in total) is relatively high with daily take-up reaching 80% during term times. Removing the charges could over-saturate the campus parking provisions leading to new safety problems. Moreover, it would be contrary to the Council's parking strategy objective of encouraging, through controls, the use of more sustainable transport modes. It would be inappropriate for the Council to interfere with the University's parking arrangements.
- 6.4.2 Falconwood CPZ controlled hours: These were previously decided partly by enforcement considerations but also by the needs of the crematorium. Overspill parking is occasionally required for large funerals that could take place any time after 10.00 am. Controls during 8.30 - 10.00 a.m. would eliminate the large majority of commuters who currently arrive much earlier. Other non-residential parking that might then take advantage of the available space later in the day should not be problematic, but this would be monitored.
- 6.4.3 Avery Hill CPZ controlled hours: There is a balance to strike between the effectiveness of parking restrictions and the impact they might have on residents. The AH controlled hours were decided on the basis of parking

surveys showing that the majority of UoG visitors arrive mid-morning and stay well into the afternoon. It became apparent that a single controlled period, 11.00 a.m. – 1.00 p.m. would eliminate the vast majority of UoG demands with less impact for residents than split periods and less strain on enforcement resources. Any non-residential parking that might then take advantage of the available space at other times should not be problematic, but this would also be monitored.

- 6.4.4 Avery Hill Road - free parking: The west side of Avery Hill Road affords safe kerbside parking for around 60 vehicles. Local residents have little need of this space, and so parking associated with the UoG and Avery Hill Park in this location causes minimal inconvenience. It makes sense, therefore, not to displace this to other streets outside the proposed CPZ, where it could cause new problems for different residents.
- 6.4.5 Avery Hill Road – demands for waiting restrictions: There is a balance to strike between on-street parking availability and ease of access to adjacent premises. The proposals show a number of ‘*permit holders only*’ places on the east side of Avery Hill Road. Replacing these with all-day waiting restrictions would deprive the frontages of overspill residential parking, including that needed by visitors and/or service providers. In all cases the bays have been designed to enable safe manoeuvring to/from private hardstandings.
- 6.4.6 Bexley Road Shops: The traders have rejected the P&D proposals but some restrictions are required on this frontage to prevent all day (UoG) parking and provide a turnover of space during weekday shopping hours (typically Monday – Friday, 9.00 am – 5.30 pm). Although more difficult to enforce, free limited waiting (2 hours) is proposed. This would address problems associated with UoG parking whilst having no significant impact on traders.
- 6.4.7 Land to the rear of Bexley Road Shops: This parking area is controlled by the Council for the use of tenants living above the shops, who are provided with free permits. It would not be appropriate or practicable to amend those arrangements.
- 6.4.8 Consultation Summary: The outcome of the consultation is broadly similar to the outcome of the 2013 consultation (into proposals that were broadly similar to those that were the subject of the latest consultation).

Overall, the majority of those that responded are supportive of the proposals. Within the area of proposed controls, in every street the majority of respondents were supportive of the proposals.

Outside of the area of proposed controls the majority of respondents were opposed to the introduction of controls. In the majority of streets, the majority of those that responded were opposed to controls.

7. Recommendations

- 7.1 The proposals are consistent with the objectives of the Council's parking strategy and the responses to the consultation have demonstrated that residents are broadly supportive of the introduction of controls.
- 7.2 The consultation has identified a need to amend the proposals insofar as they relate to Packmores Road and the area outside Bexley Road shops.
- 7.2 The Cabinet member is recommended to agree to the advertising, and making, subsequent to the proper consideration of any objections received, of Traffic Orders required to introduce CPZ parking controls (ie new AH and FW CPZs) as shown at Figure 4.

8. Next Steps: Communication and Implementation of the Decision

- 8.1 Subject to agreement of the recommendations, statutory consultation on the requisite TMOs (as provided by the Road Traffic Regulations Act 1984) would take place and residents would be informed of the approved proposals. A notice of proposals would be posted on street and in the press. Statutory consultees, including LB Bexley, would be informed.
- 8.2 Any objections to the TMOs would need to be given consideration before the Orders could be "made" and the proposals implemented. If the Borough of Bexley were to object, and could not be persuaded to withdraw their objection, the matter would have to be referred to the Mayor for London for a decision.

9. Cross-Cutting Issues and Implications

- 9.1 The estimated cost of the proposals is £75,000. The cost can be met from the Council's 17/18 LIP funding for 'implementation of various CPZs.
- 9.2 Apart from below, this report has no implications for other Council services.

Issue	Implications	Sign-off
Legal	<p>Public consultation was carried out in relation to the proposed extensions to the Avery Hill CPZ and the Falconwood CPZ in 2013 and 2016.</p> <p>The second consultation was required as a result of London Borough of Bexley's objection to the proposals and the former Mayor of London's refusal to adjudicate between RBG and LBB under Section 121B of the Road Traffic Regulations Act 1984.</p> <p>The proposals will be implemented by way of a road traffic order or orders under the Road Traffic Regulation Act 1984. The procedure for making a road traffic order is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. These include a requirement for further statutory consultation. Notice of the proposals will also need to be given to LBB under S121B RTRA 1984.</p> <p>In the event that LBB object again to the proposals, it will be necessary to refer the proposals to the GLA for consideration, as done previously. The GLA may order that a public inquiry is held.</p>	<p>Sarah Wotton 18-08- 7</p>
Finance and other resources including procurement implications	<p>The estimated cost of this work is £75,000 and can be contained within the £233,000 LIP scheme funded provided by TfL.</p>	<p>Sue Rock Date: 08-08-17</p>

10. Report Appendices

10.1 The following appended documents form part of this report:

- Appendix 1: Consultation Leaflet and Questionnaire, June 2017 (including Figures 1 & 2)

- Appendix 2: Figure 3 - Avery Hill and Falconwood CPZ Consultation Area
- Appendix 3: Table 1 – Avery Hill and Falconwood CPZ Consultation, Summer 2017, Summary of Response
- Appendix 4: Figure 4: Revised Draft Scheme for Statutory Consultation
- Appendix 5: Summary of costs for CPZs AH & FW

11. Background Papers

- Parking Strategy for the Royal Borough of Greenwich, July 2014

Report Author: Brian Hanson, Principal Engineer
 Tel: (020) 8921 6114
 Email: Brian.Hanson@royalgreenwich.gov.uk

Reporting to: Richard Cornell, Head of Parking Services
 Tel: (020) 8921 5877
 Email: Richard.Cornell@royalgreenwich.gov.uk

Chief Officer: Pippa Hack, Director (Regeneration, Enterprise & Skills)
 Tel No. 020 8921 5519
 Email: Pippa.Hack@royalgreenwich.gov.uk

Appendix I: Consultation Leaflet and Questionnaire, June 2017

Avery Hill (AH) and Falconwood (FW) Controlled Parking Zones (CPZs)

Consultation Proposals

June 2017



Background

In 2012 we developed and consulted on plans to introduce Controlled Parking Zones (CPZs) to address parking problems in local streets associated with the University of Greenwich, Falconwood Station and, to a lesser degree, Eltham Crematorium.

The plans would have seen the introduction of new Avery Hill (AH) and Falconwood (FW) CPZs in the areas shown on the map overleaf.

The CPZs were not introduced because of objections from Bexley Council that could not be resolved.

Why are we being consulted again?

A number of residents have contacted us to say that they have continued to experience problems with commuter parking in the absence of parking controls.

The Council remains of the view that those problems would be best addressed by the introduction of the two CPZs.

Several years have passed since we consulted on the original proposals and so the responses are out of date – your views may have changed in the meantime.

In order that we can decide how best to proceed we are now undertaking further consultation.

If the response to this consultation shows that most residents remain supportive of our plans, the Council would seek the approval from the current Mayor of London to introduce the CPZs if the previous difficulties with Bexley Council re-emerge.

Cont...

What are we being asked?

We would like to know your views on the introduction of the Controlled Parking Zones as shown on the plan overleaf and described below:

Falconwood CPZ (FW) - We propose to introduce a new “FW” CPZ in the area shown in blue on the plan. This CPZ would operate from Monday- Friday, 8.30am - 10am. During that time motorists would not be allowed to park on single yellow lines, and must display a parking permit or a visitor voucher to park in signed parking bays.

Avery Hill CPZ (AH) - We propose to introduce a new “AH” CPZ in the area shown in green on the plan. This CPZ would operate Monday to Friday, 11am - 1pm. During that time motorists would not be allowed to park on the single yellow lines, and must display a parking permit or a visitor voucher to park in signed parking bays.

On the road outside Bexley Road shopping parade: we are proposing to introduce “pay-and-display” parking, with spaces for a number of business permit parking bays. The first 30 minutes of pay-and-display parking would be free of charge.

On the west side of Avery Hill Road: (adjacent to the University Campus and Avery Hill Park), we propose to keep the parking bays free and uncontrolled.

How much will the CPZ cost me?

The permit charges will be reviewed annually but currently these are:

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

How should I respond?

Please complete and return the questionnaire enclosed with this leaflet. It is important that you respond otherwise we can only assume you are unconcerned about this.

Questionnaires should be returned by 31 July 2017 using the pre-paid postage envelope provided.

Alternatively you may respond on line at the Councils website (“Take part in consultations...”) or by email to brian.hanson@royalgreenwich.gov.uk but please include all the details requested on the questionnaire. If you have any queries please telephone 020 8921 6114 or 020 8921 5584.

**If you require this document in larger print please
telephone 020 8921 6114**

Avery Hill (AH) & Falconwood (FW) CPZs Overview Plan (Not to scale)

Key






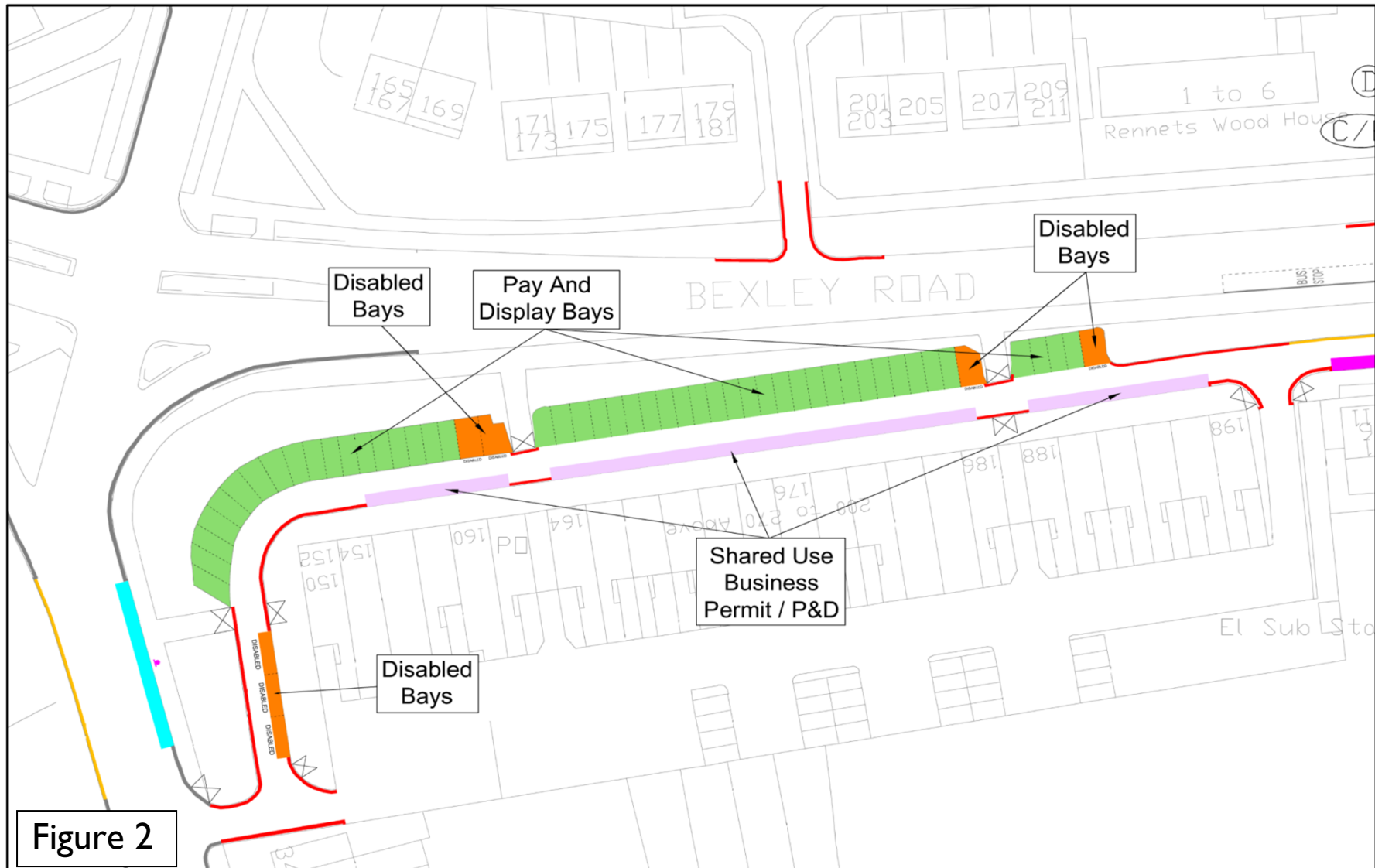
-  Extent of CPZ FW
Mon – Fri, 8.30am – 10am
-  Extent of CPZ AH
Mon – Fri, 11am – 1pm
-  Permit holders only
CPZ FW
-  Permit holders only
CPZ AH
-  Free parking

Figure I - Draft CPZs Proposals





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

Avery Hill (AH) and Falconwood (FW) Controlled Parking Zones (CPZs)



Strategic Transportation,
DRES, Floor 5
The Woolwich Centre
35 Wellington Street,
Woolwich, London SE18 6HQ

Consultation Proposals

Consultation Questionnaire

Response deadline: **31 July 2017**

Name*

Address.....

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

1) Please indicate if your premises are:

a) residential, or ☐

b) business ☐

2) Would you like the Council to introduce CPZ proposals as broadly illustrated and described in the leaflet?

Yes

No

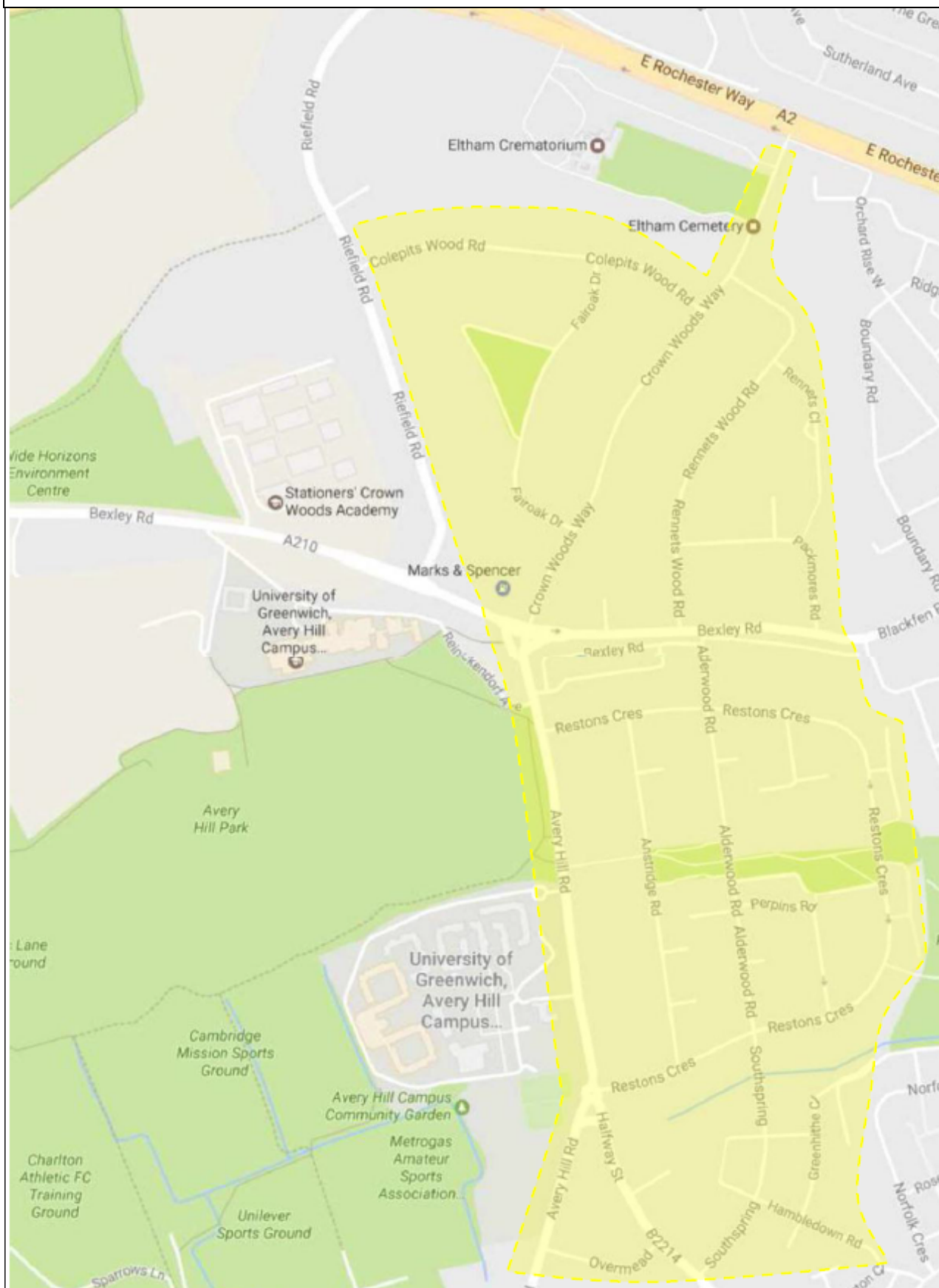
☐☐

(Please add any comments overleaf)

*If you prefer you may reply anonymously but please tell us the road you live in

Appendix 2:

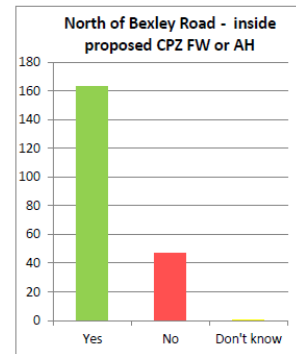
Figure 3 - Avery Hill and Falconwood CPZ Consultation Area



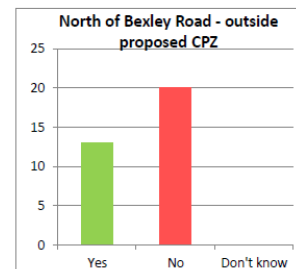
Appendix 3:

**TABLE 1 - AVERY HILL & FALCONWOOD CPZ CONSULTATION, SUMMER 2017
SUMMARY OF RESPONSE**

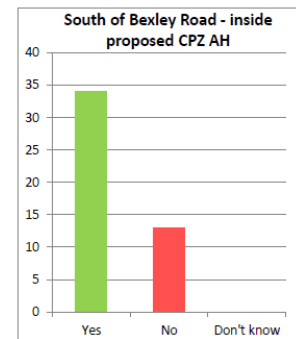
DETAILS OF RESIDENTIAL PREMISES				Would you like the Council to introduce the CPZ proposals?		
Street Name	No. of premises	Responses	% Response	Yes	No	Don't know
North of Bexley Road - inside proposed CPZ FW or AH						
Colepits Wood Road (FW)	69	53	77%	50	3	0
Crown Woods Way - south end (1-87, 2-80) (AH)	84	43	51%	28	14	1
Crown Woods Way - north end (89-105, 82-124) (FW)	31	18	58%	16	2	0
Fairoak Drive (AH)	68	39	57%	28	11	0
Rennets Close (AH)	24	13	54%	8	5	0
Rennets Wood Road (AH)	82	45	55%	33	12	0
North - Inside Totals	358	211	59%	163	47	1
% of respondents				77%	22%	0%



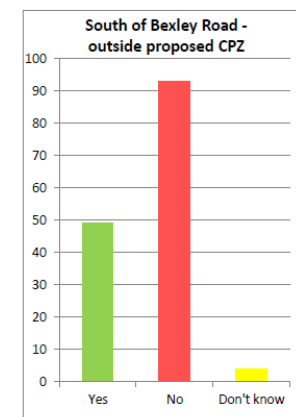
North of Bexley Road - outside proposed CPZ				Yes	No	Don't know	Now prefer to be in CPZ
Bexley Road (N - odd nos) (inc Rennets Wood Hs)	56	13	23%	3	10	0	15%
Packmores Road	43	20	47%	10	10	0	70%
North - Outside Totals	99	33	33%	13	20	0	
% of respondents				39%	61%	0%	



South of Bexley Road - inside proposed CPZ AH				Yes	No	Don't know
Avery Hill Road	72	32	44%	23	9	0
Bexley Road - Darland House	15	1	7%	1	0	0
Halfway Street (286 - 296)	6	3	50%	2	1	0
Restons Crescent (NW) (1-31, 2-18 & Wooton H-part)	32	7	22%	5	2	0
Restons Crescent (SW) (181-213, 122-136)	25	4	16%	3	1	0
South - Inside Totals	150	47	31%	34	13	0
% of respondents				72%	28%	0%



South of Bexley Road - outside proposed CPZ				Yes	No	Don't know	Now prefer to be in CPZ
Alderwood Rd (inc Farmdene T, Ospringe Ct, Teynham H & Wooton H-part)	158	33	21%	13	20	0	39%
Anstridge Road (inc Wayfield Link & Whistlers Gr)	179	26	15%	9	16	1	38%
Bexley Road (S - even nos, 280 -)	32	12	38%	6	6	0	50%
Bexley Road Shops (separate P&D arrangements)	24	9	38%	1	8	0	N/A
Croyde Close	14	2	14%	1	1	0	50%
Greenhithe Close	46	3	7%	1	2	0	0%
Halfway Street (under 284, 311-333)	30	8	27%	1	7	0	13%
Hambledown Road (inc Thatchbury Ct)	29	3	10%	1	1	1	33%
Overmead	19	4	21%	2	1	1	50%
Perpins Road	26	8	31%	2	6	0	25%
Radfield Way	30	3	10%	0	3	0	0%
Rainham Close	23	6	26%	2	3	1	50%
Restons Crescent (East) (20-120, 49-179) (inc Linsted, Lyddden & Thanington Ct)	234	21	9%	8	13	0	38%
Southspring	37	8	22%	2	6	0	25%
South - outside Totals	881	146	17%	49	93	4	
% of respondents				34%	64%	3%	



WHOLE AREA TOTALS	1488	437	29%	259	173	5
WHOLE AREA % OF RESPONSES				59%	40%	1%

Avery Hill (AH) & Falconwood (FW) CPZs Revised Overview Plan (Not to scale)

Key

2013 approved extent of CPZ
FW, Mon – Fri, 8.30am – 10am

2013 approved extent of CPZ
AH, Mon – Fri, 11am – 1pm

Recommended addition to
CPZ AH (Packmores Road)

Permit holders only
CPZ FW

Permit holders only
CPZ AH

Free parking

Appendix 4 - Figure 4: Revised Draft Scheme for Statutory Consultation



Appendix 5 - Summary of costs for CPZs AH & FW

Lining & Signing	£50,000
Professional Fees	
➤ Design Costs	£4,000
➤ Consultation, etc.	£9,000
Other Consultation Costs	£3,000
Traffic Orders	£9,000
Total	£75,000

From: Harkes Rachel [REDACTED]
Sent: 18 November 2019 11:16
To: Graham Nash [REDACTED]
Cc: Nolan Gary <[REDACTED]> Richard Cornell [REDACTED]
Clark Julie ([REDACTED])
[REDACTED] Danny Thorpe [REDACTED] Denise Scott-McDonald [REDACTED]
[REDACTED] Matt Clare [REDACTED]
[REDACTED] Pippa Hack [REDACTED]
Subject: RE: Royal Borough of Greenwich Proposed Avery Hill and Falconwood Controlled Parking Zone

Dear Graham

Thank you for your email of 17 October setting out the borough's response to ours of 20 September 2019.

As you know, we are in the process of gathering up to date information about the RB Greenwich's proposals for a CPZ at Avery Hill/Falconwood (and LB Bexley's objections to those proposals) so that the Mayor can consider whether to exercise his statutory power to approve the proposals. In order to ensure that the Mayor has all relevant information needed to consider this matter, particularly given the period of time that has passed since the proposals were originally published, we requested a review and update of the data and evidence on which RB Greenwich is relying to support the proposals.

In your email of 17 October you explained that the borough's approach to this matter has been stakeholder-led rather than data-led and that the most recent decision to re-publish the proposals was based primarily on the level of support received in response to the public consultation, rather than on data and analysis.

Whilst it is obviously a matter for the borough to determine how to take its decisions, our concern is to ensure that any consideration of this matter by the Mayor is based on the most comprehensive and up to date information available.

We recognise the importance of public consultation in informing decision-making. The response to the borough's consultations is one relevant consideration to be taken into account by the Mayor, however he must consider all relevant considerations and this includes the data and evidence underlying the borough's decision to introduce the proposed CPZs. For example, it was said in the Council report of 25 October 2017 relating to the proposals that "[S]treets near Falconwood Station and the University of Greenwich Avery Hill campus are subject to parking stress associated with long-stay parking by rail commuters and University personnel/students" and that "[P]arking conditions in the area have not improved in the intervening period." You refer in your 17 October email to parking surveys having been carried out but we understand that these have not been updated and the Mayor has not seen any documentary evidence to support the statements in the report.

Another relevant matter is the Public Sector Equality Duty, imposed on public authorities including the borough and the Mayor by the Equality Act 2010. This requires the borough and the Mayor to have due regard to certain matters when exercising their functions. The effect of the duty, in summary, is to require public authorities to consider the impacts of any proposals on groups of people with "protected characteristics" under the Act. There is no reference to the Equality Act in the report of 25/10/17 and we are not aware of any Equality Impact Assessment having been carried out. In order to take a decision, the Mayor would himself need to have due regard to these matters and at present he is not equipped with the information he would require to do that.

In the circumstances we would ask you to arrange for the EQIA and updated parking data to be provided as soon as possible as until we have received it, we will not be in a position to brief the Mayor on this matter.

Best wishes

Rachel

Rachel Harkes

Community Partnerships Lead (South) | Local Communities & Partnerships | Public Affairs & External Relations

Phone: [REDACTED]

Floor 9R, Endeavour Square, Stratford, London E20 1JN | Email: rachelharkes@tfl.gov.uk



From: Graham Nash <[REDACTED]>
Sent: 28 February 2020 07:56
To: Harkes Rachel <[REDACTED]>
Cc: Richard Cornell <[REDACTED]>; Ryan Nibbs
[REDACTED] Pippa Hack <[REDACTED]>
Subject: FW: Proposed Avery Hill & Falconwood CPZs

Rachel

Please find attached as previously requested the new parking survey, including a comparison with the previous survey, and our Equality Impact Assessment.

I met yesterday afternoon with David Bryce-Smith, Bexley's Deputy Director, for the first time- he has taken over the post from Graham Ward, who Gary, Julie Clark and I met with a couple of times to try to unlock this situation. The meeting was very constructive and hopefully the start of a more collaborative relationship between the two departments.

However, due to staff availability, they feel they need two weeks to review the survey data and decide whether to withdraw their objection. Unfortunately this takes them outside the stipulated window for objection.

I would therefore request that the GLA/TfL legal team commence the appraisal of this data as soon as possible so as to be ready to advise the Mayor whether to support our case.

Don't hesitate to contact me if you need any clarification or further information.

With regards

Graham

Graham Nash
Assistant Director: Transportation
Royal Borough of Greenwich
' [REDACTED]

* The Woolwich Centre, 35 Wellington Street, London SE18 6HQ
8 www.royalgreenwich.gov.uk

Avery Hill & Falconwood CPZ Proposal

Parking Survey Analysis 2019

Following the GLA's request for the parking survey data around the Avery Hill and Falconwood areas be repeated, for comparison with the similar survey conducted in December 2014, a parking beat survey was undertaken in December 2019.

The 2019 survey covered the same roads / beat surveys as in 2014 over the same period of the day (7am to 6pm). A survey was also conducted at around 5am to determine the level of resident parking demand and to allow identification of 'non-resident' (i.e. commuter and visitor) parking in the remaining survey period.

The results have been set out using the same format as used in 2014 and a copy of the results from 2014 are attached for convenience. Tables 1 and 2 show the 2014 results and Tables 3 and 4 the 2019 results.

It should be noted that there are some differences between the two sets of tables. These are principally that Packmores Road was previously not included within the proposed controls in 2014, although following requests from residents it has now been included in the proposed Avery Hill (AH) zone. Secondly, in the intervening period since the 2014 survey was undertaken, a number of driveways have been created in the proposed CPZ areas. This is reflected in the current proposed design and hence a small reduction in 'CPZ Capacity' figures shown on Table 3 compared those in Table 1. This increase in off street parking reduces available on street capacity but is to some extent counterbalanced by the increase in off street capacity.

The results shown on Table 3 (2019 data) indicate those non-resident vehicles parking principally around the university and those principally for Falconwood station. Table 4 lists those roads in the Royal Borough to remain uncontrolled in the proposed scheme and shows the current total available capacity (197 spaces).

With regard to vehicles which are shown in Table 3 as 'mostly UoG parking' (University of Greenwich), this is shown to be around 87. It is anticipated that these will park in those neighbouring uncontrolled roads listed in Table 4 and there is ample capacity for this to be achieved, similar to the results of the 2014 survey.

With regard to vehicles which are shown in Table 3 as 'mostly station parking,' this is shown to be around 88, slightly lower than that found in 2014 by 15 vehicles. Given the situation of this parking to the south of Falconwood Station this may originate from Bexley and other areas further afield towards Kent.

In conclusion, comparing the results of the 2014 and 2019 surveys indicates that in that area around the university there is currently less parking demand and any displaced vehicles resulting from the proposed CPZ are likely to park in those neighbouring uncontrolled roads within the Royal Borough and there would be zero or negligible displacement on to roads within Bexley.

With regard to the area around Falconwood Station there is a marginal reduction in the anticipated number of vehicles affected (103 in 2014 compared to 88 in 2019). It was previously assumed in 2014 that around 50% of these vehicles would park on Rochester Way and around 50% on to roads in Bexley and on that same basis 44 vehicles might displace on to roads in Bexley.

Table 3: CPZ Streets - Busiest Weekday (daytime) conditions Early December 2019

	CPZ Capacity	Occupied*	Current Available space	Residents (average)	All Visitors	Short stay visitors	Free Space	Displaced (long stay visitors)	Mostly Station parking	Mostly UoG parking
Avery Hill Road	80	97	-17	21	76	6	60	10		10
Bexley Road (service road)	24	60	-36	16	44	22	0	22		22
Colepits Wood Road	37	50	-13	15	35	2	0	33	33	
Crown Woods Way	93	71	22	12	59	4	0	55	43	12
Fairoak Drive	50	25	25	15	10	4	0	6	3	3
Packmores Road	34	13	21	8	5	0	0	5		5
Rennets Close	7	13	-6	9	4	3	0	1	1	
Rennets Wood Road	52	48	4	32	16	2	0	14	8	6
Restons Crescent	82	48	34	15	33	4	0	29		29
Total	459	425	34	143	282	47	60	175	88	87

Table 4: Non-CPZ Streets - Busiest Weekday (daytime) conditions Early December 2019

	CPZ Capacity	Occupied*	Current Available space
Alderwood Road	114	70	44
Anstridge Road	131	85	46
Croyde Close	7	0	7
Greenhithe Close	21	10	11
Halfway Street	6	13	-7
Hambledown Road	27	18	9
Overmead	23	16	7
Perpins Road	36	35	1
Radfield Way	14	12	2
Rainham Close	25	23	2
Restons Crescent	123	70	53
Southspring	46	24	22
Total	573	376	197

***Note:** The 'Occupied' column shows the average day time occupancy for the busiest day in each street. As the busiest day varies from street to street, the 'Total' is an upper bound estimate and the 'worst case' scenario of district wide parking occupancy.



Equality Impact Assessment – Initial Screening

Proposal: Introduction of Controlled Parking Zones (CPZs) in the Avery Hill and Falconwood Areas.

	Likely Impact			
	High	Low	None	Brief Explanation
Age			✓	Not considered to be disadvantaged by the proposal.
Disability		✓		Residents living within the Controlled Parking Zones (CPZs) who are Blue Badge holders are eligible for a free Resident Permit on application to the Council in accordance with the Council's published guidelines. Residents holding Blue Badges may also apply, in accordance with the Council's published guidelines, to the Council for a disabled parking space to be marked on-street close to their home. All Blue Badge holders can park on-street on single and double yellow lines for up to three hours so long as there isn't a loading ban and don't cause an obstruction. Dedicated disabled parking bays are proposed in the vicinity of shops on Bexley Road. The proposal is therefore anticipated to have limited impact on those with disabilities.
Race			✓	Not considered to be disadvantaged by the proposal.
Sex			✓	Not considered to be disadvantaged by the proposal.
Sexual Orientation			✓	Not considered to be disadvantaged by the proposal.
Religion or belief			✓	Not considered to be disadvantaged by the proposal.
Gender re-assignment			✓	Not considered to be disadvantaged by the proposal.
Preganancy & maternity			✓	Not considered to be disadvantaged by the proposal.
Marriage & civil partnership			✓	Not considered to be disadvantaged by the proposal.

(employment only)				
Caring responsibilities		✓		Where residents require regular care a free Carer Permit is available on application to the Council in accordance with the Council's published guidelines. The proposal is therefore anticipated to have limited impact on those with caring responsibilities.

Background

The proposal is the introduction of on-street parking controls in the Avery Hill and Falconwood areas of the Royal Borough to reduce the number of commuters (primarily to Falconwood Station) and students to the University of Greenwich campus travelling by car and parking on-street in local residential roads.

The Council's Parking Strategy has eleven key objectives which are:

- Sustainable growth and development and the eradication of poverty
- Local business growth – particularly supporting local traders
- Balancing the demand for parking with maintenance of amenity for local residents
- Improvement of road safety
- Smoothing of traffic flow to reduce congestion
- Prioritisation of kerbside space according to need
- Encouraging a shift from private cars to more sustainable means of transport
- Improving air quality
- Maintenance and improvement of the quality of the public realm and local environment
- Provision of a fair, robust, proportionate, efficient, responsive and transparent enforcement service
- Utilisation of technology to provide good and efficient customer service

One of the key supporting arrangements to achieving these objectives is the introduction of parking controls.

Fair and consistent enforcement ensures that only those who contravene the regulations are penalised and motorists who are compliant have the benefit of a properly managed and operational network.

The Traffic Management Act 2004 sets out a robust statutory procedure that must be followed at each stage of the Penalty Charge Notice (PCN) and includes the right of appeal to an independent adjudicator at London Tribunals' Environment and Traffic Adjudicators (ETA).

On the basis of the Initial Screening it is not necessary to carry out an Equality Impact Assessment.

Report Author: Richard Cornell, Parking Services Manager
Tel: 020 8921 5580
Email: richard.cornell@royalgreenwich.gov.uk

Reporting to: Graham Nash – Assistant Director (Strategic Transportation)
Tel No. 020 8921 2268
Email. graham.nash@royalgreenwich.gov.uk

From: Traffic <Traffic@bexley.gov.uk>

Sent: 17 February 2020 12:03

To: GreenwichTMOconsultations <GreenwichTMOconsultations@nslservices.co.uk>;
Richard.Carr@royalgreenwich.gov.uk; Olaseni Koya <Olaseni.Koya@projectcentre.co.uk>

Cc: Bryce-Smith, David <David.Bryce-Smith@bexley.gov.uk>; Jackson, Linda
<Linda.Jackson@bexley.gov.uk>; Wybraniec, Martin <Martin.Wybraniec@bexley.gov.uk>

Subject: Royal Borough of Greenwich – Proposed Avery Hill and Falconwood CPZs

Dear Olaseni Koya ,

I refer to the email below regarding proposals by RBG concerning the introduction of CPZ's at Avery Hill and Falconwood.

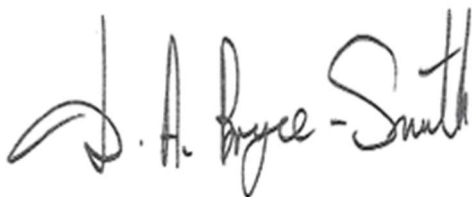
I confirm that the London Borough of Bexley do object to these proposals as we did when they were originally proposed in November 2017.

The grounds for our objection are that the impact of the proposals (if brought into place) will cause parking to migrate to roads within the London Borough of Bexley and adversely affect traffic and parking on roads in Bexley. The Royal Borough of Greenwich are well aware of this position as objections were raised to the two previous formal proposals, the latest proposals have not been revised to mitigate against this impact.

This response has been copied to Richard Carr to ask if RBG are aware of any significant changes that have altered parking demand or activity in the area? The detail of his reply may affect our position and reply. To avoid any doubt the London Borough of Bexley do at this stage object to these proposals for the reason stated above.

I look forward to receiving a response to the above question.

Yours sincerely

A handwritten signature in black ink, reading 'D. A. Bryce-Smith'. The signature is written in a cursive style with a large, stylized initial 'D'.

David Bryce-Smith
Deputy Director (Public Protection,Housing & Public Realm)
London Borough of Bexley
Civic Offices
2 Watling Street
DA6 7AT
Direct dial: 020 3045 5718
Internal Ext. 5718

From: Harkes Rachel <[REDACTED]>
Sent: 06 March 2020 09:03
To: Graham Nash <[REDACTED]>; Richard Cornell
<[REDACTED]>; Pippa Hack <[REDACTED]>; Bryce-Smith, David <[REDACTED]>
Subject: Re: Proposed Avery Hill & Falconwood CPZs

Dear Graham

Thank you for your email last Friday (28 Feb) containing the requested new parking survey, a comparison with the previous survey, and the revised Equality Impact Assessment.

We understand that following re-publication of the notice last month, LB Bexley has renewed its objection to the CPZ proposals. That objection, however, was not informed by the new parking data obtained by RB Greenwich, which was provided to Bexley after the objection had been submitted. In the circumstances, in order to give LB Bexley a fair and reasonable opportunity to consider the revised data and to consider its position in the light of that data, we propose that LB Bexley should be given until Monday 16 March to confirm whether they wish to maintain the objection. Once Bexley's position is clear, a decision can be taken on how to proceed.

Graham – please can you share this update with Cllr Thorpe, Cllr Scott-McDonald and Cllr Clare
David – please can you share this update with Cllr Craske

Best wishes
Rachel

Rachel Harkes

Community Partnerships Lead (East) | Local Communities & Partnerships | City Planning

Phone: [REDACTED]

Floor 9Y3, Endeavour Square, Stratford, London E20 1JN | Email: [REDACTED]

From: Jackson, Linda <[REDACTED]>
Sent: 13 March 2020 10:56
To: Harkes Rachel <[REDACTED]>; Graham Nash <[REDACTED]>
Richard Cornell <[REDACTED]> Pippa Hack
[REDACTED] Ryan Nibbs
[REDACTED] Nolan Gary <[REDACTED]>
Cc: Councillor Craske, Peter <[REDACTED]> Bryce-Smith, David <[REDACTED]>
[REDACTED] Wybraniec, Martin <[REDACTED]>
Subject: Proposed Avery Hill & Falconwood CPZs

All, I feel it is necessary to establish the recent history and the position of LBB in relation to the formal proposals put forward by RBG with regard to CPZ's at Avery Hill and Falconwood.

During the first part of 2018 LBB were involved in discussions with TfL and RBG to seek a joint initiative under the Healthy Streets banner but after initial discussions RBG have not wanted to proceed in this way. Later that year RBG again asked the Mayor to consider this matter.

In July 2019 LBB were asked to provide additional or updated information to enable the Mayor to consider the matter. This was duly provided, with LBB maintaining their objection. A key issue at this point was the age of the base parking data (it was collected in 2014) and RBG were asked to provide new survey data. The deputy Mayor, Heidi Alexander also met with RBG Councillors, and later in the year our Cabinet Member for Places, Cllr Peter Craske.

On 3rd February 2020 RBG again formally proposed the two CPZ's indicating in the covering email that it was because the two year time limit had elapsed and stating the proposals repeated those of November 2017. There was no indication that new parking data had been used to support this repeat proposal.

On 17th February 2020 LBB emailed the RBG consultant and the nominated RBG Project Officer direct stating the objection would be maintained. We also commented about previous proposals and asked if there had been significant changes that altered parking activity.

On 27th February LBB received details of the RBG analysis of the survey data which they hoped to discuss at a meeting with LBB officers that afternoon. LBB commented that there was not sufficient time to consider the information provided and confirmed because of staff holidays we would reply week beginning 9th March.

I have set out below the questions/requests LBB have in relation to the information provided on 27th February.

Can RBG confirm the date or dates of the survey in December?

Can RBG provide the base data? We only have the RBG analysis of the information. We need to understand the scope and methodology of the data collection and how it supports the RBG analysis.

The presentation of the 2019 information follows the format of 2014 information, the following note related to the "Occupied " column on the tables implies surveys over a number of days – please confirm actual surveys undertaken. Please define how "average daytime occupancy" is derived as it could materially affect the number of vehicles affected.

***Note:** The 'Occupied' column shows the average day time occupancy for the busiest day in each street. As the busiest day varies from street to street, the 'Total' is an upper bound estimate and the 'worst case' scenario of district wide parking occupancy.

Tables 1 and 3 have a column "CPZ Capacity" is this the marked parking places or does it include parking on SYL when the restriction does not apply? What assumption has been made regarding the kerbside length a vehicle will take up/require?

Tables 2 and 4 have a column also headed "CPZ Capacity" but relates to roads not proposed to be in a CPZ, is this the available kerb space excluding DYL and dropped crossings? What assumption has been made regarding the space required per vehicle?

Can you help me understand details of table 3, I have extracted the first line for example purposes only.

Table 3: CPZ Streets - Busiest Weekday (daytime) conditions Early December 2019

	CPZ Capacity	Occupied*	Current Available space	Residents (average)	All Visitors	Short stay visitors	Free Space	Displaced (long stay visitors)	Mostly Station parking	Mostly UoG parking
Avery Hill Road	80	97	-17	21	76	6	60	10		10

The CPZ, if introduced, would have the capacity for 80 vehicles to park but 97 vehicles were recorded as parked in the road, however only 10 vehicles are recorded as displaced due to the CPZ. I appreciate there is a reduction in parking numbers when bays are marked but how is the difference accounted for ? This is repeated for other roads.

I confirm that LBB do still maintain the objection as we require clarification of the above. We will comment again after we have had the opportunity to review the RBG analysis in the light of the responses we receive.

Regards

Linda

Linda Jackson
Head of Traffic and Road Safety Services
Traffic and Road Safety Services
Direct Dial [REDACTED]
[REDACTED]

From: Graham Nash <[REDACTED]>
Sent: 16 March 2020 10:46
To: Jackson, Linda <[REDACTED]>
Cc: Councillor Craske, Peter <[REDACTED]>; Bryce-Smith, David
<[REDACTED]> Wybraniec, Martin
<[REDACTED]> Richard Cornell
<[REDACTED]> Pippa Hack
<[REDACTED]> Richard Carr
<[REDACTED]> Ryan Nibbs
[REDACTED]
Subject: RE: Proposed Avery Hill & Falconwood CPZs

Linda

I acknowledge your confirmation of Bexley Council's objection to our TRO related to these CPZs. Consequently by copy of this email I am **requesting that the Mayor of London proceed with his decision.**

Greenwich residents in this area have been requesting parking controls for over ten years and have confirmed so in three public consultations, only to be thwarted by Bexley Council. We know well that residents do not volunteer to pay to park on the roads they live on unless there is genuine parking pressure. Hence we do not need or utilise parking surveys to prove parking pressure- we take a stakeholder, rather than data, led approach to CPZ delivery (see text below from my explanation to GLA/TfL dated 17 Oct 2019).

The parking survey was only undertaken at the request of GLA. It acknowledges potential displacement onto LB Bexley roads so I see no value in further exchange of data. Displacement of parking is difficult to predict and we should be able to proceed with our own CPZs, to afford the same protection that Bexley residents have enjoyed by the introduction of parking controls on Bexley's roads around Falconwood Station.

I have previously explained that we are not interested in pursuing a joint Liveable Neighbourhood bid at Falconwood as we are currently heavily committed to our existing major Liveable Neighbourhood scheme at Greenwich Town Centre and our subsequent priority will be focussed on our growth areas (Woolwich, Thamesmead, Charlton Riverside and Kidbrooke). Additionally such an approach would lead to delay and uncertainty as Liveable Neighbourhood funding is discretionary, competitive and bids are only considered once a year.

Nevertheless you have already discussed with Ryan Nibbs, my Head of Traffic, the opportunity to work collaboratively to deliver safety and pedestrian benefits around Falconwood station, as confirmed when we met on 27th February (see meeting note attached).

I will push for an outcome that allows Greenwich to deliver a long-held aspiration by local residents for controlled parking but trust this does not jeopardise building on the constructive and collaborative tone of our meeting on 27th February.

With regards
Graham

Graham Nash
Assistant Director: Transportation
Royal Borough of Greenwich
[REDACTED]

* The Woolwich Centre, 35 Wellington Street, London SE18 6HQ
8 www.royalgreenwich.gov.uk

From: Jackson, Linda <L [REDACTED]>
Sent: 23 March 2020 11:50
To: Harkes Rachel <[REDACTED]>
Cc: Graham Nash <[REDACTED]> Councillor Craske, Peter
<[REDACTED]> Bryce-Smith, David <[REDACTED]>
Wybraniec, Martin <[REDACTED]> Richard Carr
[REDACTED] Ryan Nibbs
<[REDACTED]> Nolan Gary <[REDACTED]>
[REDACTED]
Subject: Proposed Avery Hill & Falconwood CPZs

Dear Rachel

We have made Bexley's position clear and the response below from Graham Nash has not allowed us to review or reconsider that position.

In your email dated 6th March you state "That objection, however, was not informed by the new parking data obtained by RB Greenwich, which was provided to Bexley after the objection had been submitted. In the circumstances, in order to give LB Bexley a fair and reasonable opportunity to consider the revised data and to consider its position in the light of that data, we propose that LB Bexley should be given until Monday 16 March to confirm whether they wish to maintain the objection."

From the following statement it is clear RBG have no wish to facilitate our understanding of the situation "The parking survey was only undertaken at the request of GLA. It acknowledges potential displacement onto LB Bexley roads so I see no value in further exchange of data."

All LBB have is the analysis presented by RBG regarding a survey undertaken in early December, our questions remain un answered.

Whilst responses can be made to the last email I have declined to do so at this point, instead I would be grateful for clarification of how you intend to proceed in view of the fact that LBB do not have the data requested.

Regards

Linda

Linda Jackson
Head of Traffic and Road Safety Services
Traffic and Road Safety Services
Direct Dial - [REDACTED]
[REDACTED]

Meeting on proposed Falconwood Controlled Parking Zone

Heidi Alexander, RB Greenwich and LB Bexley

Wednesday 9 September 2020; 9am (via Teams)

- Heidi opened the discussion by recapping the situation. Greenwich had a proposal for a Controlled Parking Zone (CPZ) around Falconwood Station. Heidi had met with Greenwich representatives for a walkabout approx. mid 2019, and also met Cllr Craske for Bexley's view at the end of 2019.
- Heidi noted that at TfL's request, Greenwich had updated its parking data, which had been shared by Greenwich. Heidi had seen an exchange between Linda Jackson (Bexley) and Graham Nash in February/March this year regarding Bexley's queries about the December 2019 parking data. TfL had asked for final comments in July 2020 and Heidi said it had now reached a point where a decision was needed on whether the Mayor would intervene or not. Heidi noted that though the Mayor has powers to intervene, the preference is for boroughs to try to resolve these issues, but he hasn't ruled out using the powers.
- Heidi had asked Claire Hamilton to take a note of the meeting, which would give everyone the chance to say anything they wanted considered for when Heidi advised the Mayor on this issue.
- Cllr Craske maintained that Bexley would not withdraw its objection to the scheme. Bexley's objection had always been due to problem of parking displacement from Greenwich into Bexley. He asked about the current situation in the context of the pandemic, noting that on a recent trip to London the 7.30 train was deserted and this therefore suggests the commuter parking issue is different now.
- Cllr Craske stressed that he was happy to try to find a way forward. He noted Bexley had suggested a proposal for a liveable neighbourhood scheme, promote walking and cycling to Falconwood Station and, had that been agreed, Bexley would have been willing to lessen its objection to some of the parking restrictions on surrounding roads. Cllr Craske had hoped for a collective bid to TfL that addressed concerns from both sides (such as the impact of the 'no left turn' for vehicles coming off the A2, which impacts on Bexley).
- Cllr Craske understood that the TfL funding position has changed and that bids like this may not be funded this financial year but would like to meet on site again and work collaboratively on another solution. He noted this was unlikely to be progressed this financial year.
- He felt it would be extraordinary if the Mayor had to get involved in what was such a small local issue
- Cllr James noted the issue had been going on for a very long time and that Greenwich had set out reasons for not progressing with a joint liveable

neighbourhood bid some time ago. He noted that parking levels may be lower around Falconwood Station than before Covid-19, but they are already increasing. He felt that if the levels remained lower, Bexley should have no reason to object to the CPZ as displacement wouldn't be such an issue. He concluded that Greenwich residents have been waiting 10 years for a solution to this issue and asked that we proceed with a referral to the Mayor.

- Heidi said Cllr Craske was right about TfL funding and this was vastly different to a year ago. The current funding deal runs to 17 October and beyond this she noted it was not clear what the agreement would be and acknowledged this is very frustrating to local authorities.
- Heidi asked about the reasons for Greenwich not progressing the liveable neighbourhood scheme. Graham confirmed that Greenwich were already progressing a large scheme in Greenwich Town Centre and that other locations such as Woolwich were a higher priority for RB Greenwich if liveable neighbourhood funding became available again. Graham said RB Greenwich was happy to work better with LB Bexley; he noted there had been meetings with LB Bexley re safety improvements around the station and that RB Greenwich was willing to look at the A2 issues that Cllr Craske mentioned. While the liveable neighbourhood scheme relied on TfL funding, the CPZ could be implemented as it was self-funding.
- Graham noted that Bexley have a CPZ on their side of Falconwood Station, so felt that parking displacement may already be happening but from Bexley into Greenwich. Graham stressed again that this issue has been ongoing for 10 years, that there had been a petition from 800 people, Greenwich had consulted twice and submitted three TROs. While he noted there was currently less pressure for the rail station from commuters, there was more pressure for residents who are working at home.
- Heidi noted that the Mayor hasn't used this power before and this would be first time it was used. The preference would always be for boroughs to resolve but clearly there is an intractable issue here with very opposing views. Heidi felt it was possible to spend another year on this and still have the same discussion.
- Heidi said she would take away the issues and consider in what situation the Mayor may choose to intervene in this sort of issue. She felt it was important that it was only used if there had been a lot of effort to find local resolution but it was proving not possible, that there had been thorough consultations, and where schemes align to the Mayor's Transport Strategy, there may be a case to consider intervention. Given this would be the first time such a decision was taken, if a paper was taken to the Mayor this would also need to set out the occasions in which the Mayor would consider intervening. Heidi was keen this didn't become the default as it was not the Mayor's role.
- Cllr Craske reiterated that he was very happy to consider the wider issues to try to resolve. He noted that he had sent correspondence to RB Greenwich two years ago which received no reply. He also referenced the County Gate scheme in Sidcup which

Bexley had developed and which Greenwich objected to right before the works were due to start. The scheme was never introduced and LB Bexley had never asked the Mayor to intervene as there is always a way forward locally.

- Graham noted he has been in discussion with his equivalents in Bexley for two years and this scheme had never been raised. He hoped the boroughs could develop much more collaborative ways of working but that seeking to resolve this shouldn't stand in way of this CPZ.
- Heidi committed to share the note of the meeting that afternoon and sought comments that week before her leave. Heidi also said she would pull paperwork together and review, to determine whether to give advice to the Mayor and whether he should intervene. She committed to writing to both boroughs if she concluded that she felt the Mayor should intervene.

Attendees:

Heidi Alexander, Deputy Mayor for Transport

Cllr Peter Craske, London Borough of Bexley, Cabinet Member for Places

Rachel Harkes, Local Communities and Partnerships, Transport for London

Claire Hamilton, Transport Team Manager, GLA

Cllr Sizwe James, Royal Borough of Greenwich, Cabinet Member for Transport & Sustainability

Graham Nash - Royal Borough of Greenwich, Assistant Director for Transport

Equality Impact Assessment – Initial Screening

Proposal: Introduction of Controlled Parking Zones (CPZs) in the Avery Hill and Falconwood Areas.

	Likely Impact			
	High	Low	None	Brief Explanation
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Disability		✓		Residents living within the Controlled Parking Zones (CPZs) who are Blue Badge holders are eligible for a free Resident Permit on application to the Council in accordance with the Council's published guidelines. Residents holding Blue Badges may also apply, in accordance with the Council's published guidelines, to the Council for a disabled parking space to be marked on-street close to their home. All Blue Badge holders can park on-street on single and double yellow lines for up to three hours so long as there isn't a loading ban and don't cause an obstruction. Dedicated disabled parking bays are proposed in the vicinity of shops on Bexley Road. The proposal is therefore anticipated to have limited impact on those with disabilities.
Race			✓	Not considered to be disadvantaged by the proposal.
Sex			✓	Not considered to be disadvantaged by the proposal.
Sexual Orientation			✓	Not considered to be disadvantaged by the proposal.
Religion or belief			✓	Not considered to be disadvantaged by the proposal.
Gender re-assignment			✓	Not considered to be disadvantaged by the proposal.
Preganancy & maternity			✓	Not considered to be disadvantaged by the proposal.
Marriage & civil partnership			✓	Not considered to be disadvantaged by the proposal.

(employment only)				
Caring responsibilities		✓		Where residents require regular care a free Carer Permit is available on application to the Council in accordance with the Council's published guidelines. The proposal is therefore anticipated to have limited impact on those with caring responsibilities.

Background

The proposal is the introduction of on-street parking controls in the Avery Hill and Falconwood areas of the Royal Borough to reduce the number of commuters (primarily to Falconwood Station) and students to the University of Greenwich campus travelling by car and parking on-street in local residential roads.

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- Smoothing of traffic flow to reduce congestion
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- Encouraging a shift from private cars to more sustainable means of transport
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- Provision of a fair, robust, proportionate, efficient, responsive and transparent enforcement service
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Fair and consistent enforcement ensures that only those who contravene the regulations are penalised and motorists who are compliant have the benefit of a properly managed and operational network.

The Traffic Management Act 2004 sets out a robust statutory procedure that must be followed at each stage of the Penalty Charge Notice (PCN) and includes the right of appeal to an independent adjudicator at London Tribunals' Environment and Traffic Adjudicators (ETA).

On the basis of the Initial Screening it is not necessary to carry out an Equality Impact Assessment.

Report Author: Richard Cornell, Parking Services Manager
Tel: 020 8921 5580
Email: richard.cornell@royalgreenwich.gov.uk

Reporting to: Graham Nash – Assistant Director (Strategic Transportation)
Tel No. 020 8921 2268
Email. graham.nash@royalgreenwich.gov.uk

Section 121B Road Traffic Regulation Act 1984/Section 301A Highways Act 1980

Guidance on the use of the Mayor's power to consent to borough proposals

Purpose

1. The purpose of this note is to set out guidance which can be applied when the Mayor is requested to exercise his power to approve disputed borough proposals using the power in section 121B Road Traffic Regulation Act 1984 (RTRA) or section 301A Highways Act 1980 (HA). Although each such request will be considered on a case by case basis, regard will in general be had to the matters set out in this note. This will help to ensure a consistent and fair approach to decisions about when the Mayor should intervene in what are generally local issues between boroughs. The Mayor's power, if exercised, must be exercised in accordance with public law principles, namely fairly, reasonably (taking account of relevant considerations) and lawfully.

Statutory context

2. Section 121B Road Traffic Regulation Act (RTRA) and section 301A Highways Act (HA) are set out in full in Appendix 1. They set out a procedure which applies when a London borough council proposes to exercise any powers under the legislation in a way which will or will be likely to affect a road in another London borough (or a GLA/strategic road). Note that there is no threshold for the level of impact required – on the natural wording of the legislation, *any* effect on a road in another borough will trigger the process.
3. The RTRA gives borough councils a range of powers, including the following:-
 - Making traffic regulation orders for controlling or regulating vehicular and other traffic (including pedestrians) (including experimental traffic orders)
 - Imposing temporary restrictions or prohibition of the use of roads
 - Establishing, altering, or removing pedestrian crossings
 - Providing parking places on roads or off-street
 - Designating paying parking places on highways and determining applicable charges
 - Imposing speed limits
4. Section 301A HA contains a provision in virtually identical terms to section 121B RTRA.
5. The HA gives borough councils powers to do the following in their capacity as highway authorities:-
 - Enter into agreements regarding the carrying out of works on highways
 - Consent to the re-designation of roads as GLA roads

- Carry out works to effect the division of carriageways, provision of roundabouts and variation of the relative widths of carriageways and footways;
- Construct cycle tracks
- Carry out traffic calming works (including road humps)
- Stop up/divert highways
- Acquire land for the purpose of construction/improvement works either by agreement or CPO
- Regulatory functions e.g. granting of scaffolding licenses and the licensing of buildings overhanging the highway, prosecuting for obstructions

6. Section 121B/section 301A, in summary, have the following effect.

- The borough cannot exercise its powers unless the following requirements have been met:-
 - The borough has given notice of the proposal to TfL/the affected borough (depending on what category of road it is); and **either**
 - The proposal has been approved by TfL/the affected borough; **or**
 - A 1 month period since receipt of the notice has elapsed with no objection having been received from TfL/the borough; **or**
 - An objection has been made but withdrawn.
 - Where an objection has been made and not withdrawn, **the GLA has given its consent to the proposal after consideration of the objection.**

7. The relevant functions of the Greater London Authority under the RTRA/HA are exercisable by the Mayor of London acting on behalf of the Authority.

Guiding principles/relevant considerations

The matters set out below are those which the Mayor will in most cases expect local boroughs to have had regard to before requesting his intervention.

(i) Local resolution

- It is considered that in most cases, it will be preferable for issues to be resolved at a local level, without recourse to the Mayor. A request for Mayoral intervention should be regarded as a last resort after the relevant boroughs have demonstrated that genuine efforts have been made to come to a resolution between them.

(ii) Mayor's Transport Strategy

- The Mayor is under a statutory duty (section 141 GLA Act) to develop and implement policies for the promotion and encouragement of **safe, integrated, efficient and economic** transport facilities and services to, from and within Greater London. He is under a further duty (section 142 GLA Act) to prepare and publish a transport strategy, setting out those policies and his proposals for implementing them.
- In considering a request to exercise the power in section 121B RTRA/section 301A HA, the Mayor will consider whether the proposals would contribute to the achievement of all or any of the objectives comprised within the general transport duty – namely the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.
- A further relevant factor for consideration will be the extent to which the proposals engage policies set out in the version of the Mayor's Transport Strategy (MTS) which is current at the time.

(iii) Local Implementation Plans

- London borough councils are required by section 145 GLA Act to prepare a local implementation plan (or LIP) setting out their proposals for the implementation of the MTS in their area. The LIPs are submitted to the Mayor for approval. He can only approve a LIP if it is consistent with the MTS; if the proposals contained in it are adequate for the purpose of implementing the MTS; and if the timetable for implementation of the proposals is adequate for the purpose of implementing the MTS.
- The Mayor will therefore consider whether a disputed proposal forms part of proposals that he has already approved as part of a LIP.

(iv) Local consultation

- The views of local people and others who would be affected by the proposals are a key consideration. Before the Mayor considers using his power, he will expect the proposing borough to have carried out appropriate public consultation or engagement and reviewed the proposals in light of the feedback received.
- In some cases, if proposals were first advanced some time ago, it may be necessary to update the consultation to ensure that the views of those affected are captured and that the consultation takes account of any relevant changes in the interim period (e.g. the implementation of other schemes, or other proposals in the area which may have an impact).

(v) Emergency or temporary changes

- As noted above, any request put to the GLA by a borough for approval of proposed measures will be considered on a case by case basis on its own merits.
- Whilst the power to intervene applies to some temporary and emergency measures, in most cases it is considered that intervention by the Mayor is unlikely to be appropriate having regard to the fact that implementation will be for

a limited period and in many cases will be responding to an urgent need such as health and safety.

- In such cases it will be particularly important for boroughs to work together to resolve any issues between them at a local level, having regard to the MTS.

(vi) Public Sector Equality Duty

- The Mayor is subject to the Public Sector Equality Duty set out in section 149 Equality Act 2010 (EA) which provides as follows:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- In other words, in deciding whether to consider the objection and approve the proposals, the Mayor should consider whether the proposals are likely to engage any of the objectives set out in section 149 EA. Where the proposals are likely to contribute to the achievement of any of these objectives, this is a factor which would support a decision to use the power.

(vii) Public Inquiry

- Section 121B (4) and section 301A (4) provide that before deciding whether to give any consent, the Greater London Authority *may* cause a public inquiry to be held. Therefore, in deciding whether to exercise his power to consider the proposals the Mayor must consider whether it would first be appropriate and/or necessary to hold a public inquiry. He may seek the boroughs' views on this.

Proposed process

Although there may need to be some flexibility to ensure fairness in decision-making, the following is the proposed general approach to the Mayor's consideration of whether to exercise his statutory powers to consider proposals under section 121B RTRA or section 301A HA.

1. Mayor receives request from proposing borough for intervention and approval of proposals
2. Mayor refers to TfL officers for investigation and assessment of the request against the principles set out in this guidance: TfL officers request sight of all relevant documentation including notice of proposals; consultation materials and summary of feedback from consultation; and any correspondence with objecting authority
3. TfL officers meet with proposing authority to raise any queries and obtain further information about the proposals

4. TfL officers contact objecting authority and request any relevant evidence about the rationale for their objection to the proposals; TfL officers meet with objecting authority to discuss
5. TfL explore with both boroughs whether there have been any attempts at a resolution of the issues between them; TfL officers facilitate further attempts at local resolution as necessary
6. In the event that no local resolution can be achieved, TfL officers require each borough to set out as fully as possible their respective positions, to inform consideration of whether the Mayor should exercise his discretionary power
7. TfL and GLA officers consider the material provided by the boroughs and apply the guidance set out in this document in making a recommendation to the Mayor as to whether he should use his powers to intervene
8. Following consideration, decision communicated to the boroughs in writing with brief reasons

Appendix 1 – Section 121B Road Traffic Regulation Act 1984 & Section 301A Highways Act 1980

121B London borough council exercising powers so as to affect another traffic authority's roads

(1) No London borough council shall exercise any power under this Act in a way which will affect, or be likely to affect,—

(a) a GLA road, or

(aa) a strategic road,

(b) a road in another London borough, other than a GLA road or strategic road unless the requirements of subsections (2) and (3) below have been satisfied.

(2) The first requirement is that the council has given notice of the proposal to exercise the power in the way in question—

(a) to Transport for London; and

(b) in a case where the road concerned is in another London borough, to the council for that borough.

(3) The second requirement is that—

(a) the proposal has been approved

(i) in the case of a GLA road, by Transport for London;

(ii) in the case of a strategic road, by Transport for London and, where the road concerned is in another London borough, the council for that borough;

(iii) in the case of a road within subsection (1)(b), by the London borough council concerned; or

(b) the period of one month beginning with the date on which Transport for London and, where applicable, the council received notice of the proposal has expired without Transport for London or the council having objected to the proposal; or

(c) any objection made by Transport for London or the council has been withdrawn; or

(d) where an objection has been made by Transport for London or a London borough council and not withdrawn, the Greater London Authority has given its consent to the proposal after consideration of the objection.

(3A) References in paragraphs (b) to (d) of subsection (3) to objections are to objections made by a person who, in the circumstances, has the power to give an approval under paragraph (a) of that subsection.

(4) Before deciding whether to give any consent for the purposes of subsection (3)(d) above, the Greater London Authority may cause a public inquiry to be held.

(5) If Transport for London has reason to believe—

(a) that a London borough council is proposing to exercise a power under this Act in a way which will affect, or be likely to affect,

(i) a GLA road,

(ii) a strategic road, or

- (iii) a road in another London borough other than a GLA road or strategic road, and
- (b) that notice of the proposal is required to be, but has not been, given in accordance with subsection (2) above,

Transport for London may give a direction to the council requiring it not to proceed with the proposal until the requirements of subsections (2) and (3) above have been satisfied.

(6) If a London borough council exercises any power in contravention of this section, Transport for London may take such steps as it considers appropriate to reverse or modify the effect of the exercise of that power.

(7) For the purposes of subsection (6) above, Transport for London shall have power to exercise any power of the London borough council on behalf of that council.

(8) Any reasonable expenses incurred by Transport for London in taking any steps under subsection (6) above shall be recoverable by Transport for London from the London borough council concerned as a civil debt.

(9) The Mayor of London may issue a direction dispensing with the requirements of subsections (2) and (3) above in such circumstances as may be specified in the direction.

(10) A direction under subsection (9) above may, in particular, dispense with those requirements as respects—

- (a) all or any of the London borough councils;
- (b) all or any of the GLA roads or strategic roads;
- (c) all or any of the roads which are not GLA roads, strategic roads or trunk roads;
- (d) the exercise of such powers as may be specified in the direction in such manner or circumstances as may be so specified.

(11) Any direction under subsection (9) above may be varied or revoked by a further direction under that subsection.

(12) For the purposes of this section—

- (a) the City of London shall be treated as if it were a London borough;
- (b) the Common Council shall be treated as if it were the council for a London borough; and
- (c) the Inner Temple and the Middle Temple shall be treated as forming part of the City.

(13) In this section “strategic road” has the meaning given by section 60 of the Traffic Management Act 2004.

301A Highways Act 1980 London borough council exercising powers so as to affect another authority's roads.

(1) No London borough council shall exercise any power under this Act in a way which will affect, or be likely to affect,—

(a) a GLA road, or

(aa) a strategic road,

(b) a road in another London borough other than a GLA road or strategic road ,
unless the requirements of subsections (2) and (3) below have been satisfied.

(2) The first requirement is that the council has given notice of the proposal to exercise the power in the way in question—

(a) to Transport for London; and

(b) in a case where the road concerned is in another London borough, to the council for that borough.

(3) The second requirement is that—

(a) the proposal has been approved

(i) in the case of a GLA road, by Transport for London;

(ii) in the case of a strategic road, by Transport for London and, where the road concerned is in another London borough, the council for that borough;

(iii) in the case of a road within subsection (1)(b), by the London borough council concerned; or

(b) the period of one month beginning with the date on which Transport for London and, where applicable, the council received notice of the proposal has expired without Transport for London or the council having objected to the proposal; or

(c) any objection made by Transport for London or the council has been withdrawn; or

(d) where an objection has been made by Transport for London or a London borough council and not withdrawn, the Greater London Authority has given its consent to the proposal after consideration of the objection.

(3A) References in paragraphs (b) to (d) of subsection (3) to objections are to objections made by a person who, in the circumstances, has the power to give an approval under paragraph (a) of that subsection.

(4) Before deciding whether to give any consent for the purposes of subsection (3)(d) above, the Greater London Authority may cause a public inquiry to be held.

(5) If Transport for London has reason to believe—

(a) that a London borough council is proposing to exercise a power under this Act in a way which will affect, or be likely to affect,

(i) a GLA road,

(ii) a strategic road, or

(iii) a road in another London borough other than a GLA road or strategic road, and

(b) that notice of the proposal is required to be, but has not been, given in accordance with subsection (2) above,

Transport for London may give a direction to the council requiring it not to proceed with the proposal until the requirements of subsections (2) and (3) above have been satisfied.

(6) If a London borough council exercises any power in contravention of this section, Transport for London may take such steps as it considers appropriate to reverse or modify the effect of the exercise of that power.

(7) For the purposes of subsection (6) above, Transport for London shall have power to exercise any power of the London borough council on behalf of that council.

(8) Any reasonable expenses incurred by Transport for London in taking any steps under subsection (6) above shall be recoverable by Transport for London from the London borough council concerned as a civil debt.

(9) The Mayor of London may issue a direction dispensing with the requirements of subsections (2) and (3) above in such circumstances as may be specified in the direction.

(10) A direction under subsection (9) above may, in particular, dispense with those requirements as respects—

(a) all or any of the London borough councils;

(b) all or any of the GLA roads; or strategic roads

(c) all or any of the roads which are not GLA roads, strategic roads or trunk roads;

(d) the exercise of such powers as may be specified in the direction in such manner or circumstances as may be so specified.

(11) Any direction under subsection (9) above may be varied or revoked by a further direction under that subsection.

(12) Any reference in this section to a GLA road includes a reference to a GLA side road, within the meaning of the Road Traffic Regulation Act 1984 (see sections 124A(9) and 142(1) of that Act).

(13) In this section “road” means any length of highway or of any other road to which the public has access and includes bridges over which a road passes.

(14) Subsection (13) above is without prejudice to the construction of references to GLA roads or GLA side roads.

(15) The functions of the Greater London Authority under this section shall be functions of the Authority which are exercisable by the Mayor of London acting on behalf of the Authority.

(16) For the purposes of this section—

(a) the City of London shall be treated as if it were a London borough;

(b) the Common Council shall be treated as if it were the council for a London borough; and

(c) the Inner Temple and the Middle Temple shall be treated as forming part of the City.

(17) In this section “strategic road” has the meaning given by section 60 of the Traffic Management Act 2004.