

REPORT TO COUNCILLOR RICHARD DIMENT, CABINET MEMBER FOR NEIGHBOURHOODS – 4 APRIL 2025

PROPOSED NEW CONTROLLED PARKING ZONE (CPZ), IN THE WEST HEATH AREA

Decision ref. N18/24-25

ISSUES

Since the opening of the Elizabeth Line (Cross Rail), it has been noted that parking patterns have changed. Abbey Wood Station Controlled Parking Zone (CPZ) operates Monday to Friday, 11.00 am – 1.00 pm. This is around the immediate vicinity of the station and is limited to permit holder parking during the hours of operation. It has been brought to the Council’s attention, by residents who live outside of the current CPZ, that there is considerable parking displacement from the CPZ to these areas. There is also an increased element of indiscriminate parking in inappropriate places.

Due to the difficulties residents face, the Council, after discussions with Local Ward Councillors, has undertaken a parking survey with residents south of the Abbey Wood CPZ to assess the issues in the area. Please see the survey area in Plan A.

PUBLIC SURVEY

The survey documents in Appendix 1 were sent to all residents and businesses of the area shown on the attached Plan A.

The survey took 21 days from 10 July to 31 July 2024. Please see the documents in Appendix 1. The following roads were within the survey area.

AMBERLEY ROAD	KNEE HILL
BAYLEY WALK	MILFORD CLOSE
BEDONWELL ROAD	NEW ROAD
BURCHARBRO ROAD	PINEWOOD ROAD
FRIARS WALK	PRIORY DRIVE
GLENVIEW	WEST HEATH ROAD
HARVEL CRESCENT	WESTERGATE ROAD
HEATHVIEW DRIVE	WOOLWICH ROAD
HURST LANE	

OPTIONS

- (a) To introduce the area shown on plan B WH, (West Heath), CPZ.

- (b) To implement Plan B WH CPZ by way of an Experimental Traffic Management Order, (ETMO).
- (c) To abandon the proposal.

DECISION

It is recommended that the area shown in Plan B WH CPZ be implemented under an Experimental Traffic Order.

REASONS

Analysis of the results has indicated that there is a significant concentration of residents who have parking issues in the area shown in plan B WH CPZ. At this point it does not seem there are major parking issues in the areas outside of this proposal.

The ETMO will allow the Council to consult residents whilst they are experiencing the environment that the CPZ creates. It also allows the Council to review the impact of the CPZ and, if needed, make changes to the proposal after up to six months of monitoring. An ETMO cannot last for a period longer than eighteen months.

Proposals for changes to the area shown in Plan WH CPZ are to assist local residents with more ‘exclusivity’ in the period of Monday to Friday 10 am-4 pm, in which permit holders will be able to park. This follows concerns raised by residents outside of the current Abbey Wood CPZ, since the opening of the Elizabeth Line. This has impacted the parking provisions, in the areas near the station and just outside the current CPZ. Current parking provisions are no longer fit for purpose due to the new parking behaviours. Roads to be included in the ETMO are:

BURCHARBRO ROAD	All	
BEDONWELL ROAD	416-446	373-397
HEATH VIEW DRIVE	All	
MILFORD CLOSE	All	
WESTERGATE ROAD	All	
WEST HEATH ROAD	001-33	002-22
WOOLWICH ROAD	103-279	226-322

Additionally, the proposals may cause vehicles to migrate into other roads that currently have no restrictions. However, this will be monitored during the ETMO process, and adjustments will be proposed where required.

Signed: Councillor Richard Diment
Cabinet Member for Neighbourhoods

Date: 11 April 2025

Last date for call-in – 22 April 2025

REPORT TO COUNCILLOR RICHARD DIMENT, CABINET MEMBER FOR NEIGHBOURHOODS – 4 APRIL 2025

PROPOSED NEW CONTROLLED PARKING ZONE (CPZ), IN THE WEST HEATH AREA

1. BACKGROUND

Abbey Wood is one of the major main line stations in Bexley. This is a transport hub that attracts people from outside the area to park close to the station. The Abbey Wood Station CPZ which operates Monday to Friday 11.00am – 1.00pm is around the immediate vicinity of the station and is limited to permit parking during the hours of operation. Since the opening of the Elizabeth Line (Cross Rail), it has been noted that parking patterns have changed. It has been brought to the Council's attention by local residents who live outside of the current CPZ that there is considerable parking displacement from the CPZ to these areas.

2. PUBLIC SURVEY

Owing to the difficulties faced by residents, the Council, after discussion with Ward Councillors of West Heath, has undertaken a parking survey to assess the issues in the area. Please see the survey area in Plan A.

All residents and businesses of the area shown on the attached Plan A were sent the survey documents in Appendix 1

The consultation took place for 21 days from 10th July to 31st July 2024. Please see documents in Appendix 1.

The following roads were surveyed;

AMBERLEY ROAD	KNEE HILL
BAYLEY WALK	MILFORD CLOSE
BEDONWELL ROAD	NEW ROAD
BURCHARBRO ROAD	PINEWOOD ROAD
FRIARS WALK	PRIORY DRIVE
GLENVIEW	WEST HEATH ROAD
HARVEL CRESCENT	WESTERGATE ROAD
HEATHVIEW DRIVE	WOOLWICH ROAD
HURST LANE	

3. SUMMARY OF RESPONSES

A total of 1032 survey documents were sent out to residents in Plan A

There were 424 responses, 290 of those indicated they did not have parking issues, 134 indicated they did have parking issues.

After further analysis of the data, parking seems to be an issue in an area of concentration in West Heath. Please see Plan B WH, (West Heath), CPZ. There are 373 properties in this area, and they generated 204 responses, 121 indicated that they did not have parking issues, while 83 said they did.

The following are the themes of concerns raised

Those who had no parking issues

The majority stated that it's not needed and don't want to pay for permits
Some said it's a tax on the motorist
Plenty said they have off street parking
Worries of displacement

Those who have difficulty parking

Residents stated that it's not needed and don't want to pay for permits
Some said it's a tax on the motorist
Some said they have off street parking
Worries of displacement
St. Joseph's court parking issues
Amberley and West Heath junction parking on bend
New Road parking issues with commuters
Bedonwell Road parking issues
Parking issue in Glenview (west heath end)
Bedonwell School drop off causing issues
Double parking at top of Covelly Road
Parking at junction of Woolwich Road and Harvel Crescent sight lines
People park for holidays using Elizabeth Line and go to Heathrow
Suggestion of mon-fri 11am to 1pm
Residents having too many cars even if they have driveways
Commuter parking affecting district nurse visits
Excess parking in Westergate from Milford close
Westheath reduced to single lane with no passing places
Overhanging of driveways due to commuter issues at various locations around West Heath and Glenview
Milford Close have problems with parents parking over drops and garages

Criticism of the extension to the zebra crossing on Woolwich Road adding to spaces reduced
Carer problems with parking
Milford Close have low loaders with cars on allegedly vans parking in West Heath that live in Amberley Road and Glenview
Clovelly road narrow for parking on both sides
from 6.30am commuters park up in the area
Very dangerous (road bends approaching Westergate Road & parked cars block sight line down Woolwich Rd

4. DISCUSSION

Current parking provisions are no longer fit for purpose due to the new parking behaviours. Roads to be included in the ETMO are:

BURCHARBRO ROAD	All	
BEDONWELL ROAD	416-446	373-397
HEATH VIEW DRIVE	All	
MILFORD CLOSE	All	
WESTERGATE ROAD	All	
WEST HEATH ROAD	001-33	002-22
WOOLWICH ROAD	103-279	226-322

This recommendation comes after extensive discussions with Local Ward Councillors and the Cabinet Member for Neighbourhoods. Ward Councillors indicated that there are regular concerns for parking expressed by residents in plan B WH CPZ area. Implementing an ETMO will enable the amended parking restrictions to be monitored, and impacts assessed. At the end of the period, the scheme can either be subject to changes or completely withdrawn. Further details of ETMO process are detailed in Appendix 2.

5. OPTIONS

- a) To introduce the area shown on plan B WH, (West Heath), CPZ.
- b) To implement Plan B WH CPZ by way of an Experimental Traffic Management Order, (ETMO).
- c) To abandon the proposal.

6) RECOMMENDATION

It is recommended that the area shown in Plan B WH CPZ be implemented under an Experimental Traffic Order.

7) LEGAL IMPLICATIONS

a) Summary of Legal Implications

An experimental traffic order (ETO) can be made pursuant to Section 9(1) of the Road Traffic Regulation Act 1984 for the purposes of carrying out an experimental scheme of traffic control. It can only remain in force for a maximum of 18 months.

Making an ETO requires a traffic authority to comply with a series of procedures, set out in regulations 22 and 23, and Schedule 5 to the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR).

In particular:

An ETO can come into force after seven days have elapsed since the publication of the notice of making the ETO (regulation 22(2)).

The requirements to publish proposals and the right of any person to object prior to making a TRO (under regulations 7 and 8 respectively) do not apply to the making of an ETO (regulation 22(2)). Whilst an authority must consult relevant parties under regulation 6, it does not need to invite objections or representations from any person under regulation 8 before making the ETO.

However, additional requirements concerning notices of making will apply if the traffic authority seeks to make an ETO permanent under the truncated procedure under regulation 23.

Providing certain procedural requirements are met, a traffic authority can make an ETO permanent. Where an ETO has been made for less than 18 months, an ETO can be extended provided that the total period does not exceed 18 months (section 9(4)).

When making a Traffic Management Order, section 122 of the Road Traffic Regulation Act 1984 requires the Council so far as practicable to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway, in doing so the Council can have regard to:

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the Council to be relevant.

The above matters (where relevant) have been taken into consideration in this report.

b) Comments of the Monitoring Officer

None.

8) FINANCIAL IMPLICATIONS

a) Summary of Financial Implications

The cost of implementing this scheme is estimated to be £20,000 and can be met from the Capital budget code CPL2009. We have a total of £520k held in Capital funding for Controlled Parking zones. This comes from a combination of TfL/Crossrail funding as part of the Elizabeth line introduction, as well as a contribution from Bexley Council.

b) Comments of the Chief Finance Officer

None.

9) RISKS AND MITIGATION MEASURES

Risk	Mitigation Measure
A challenge may be made to the decision reached.	The consultation and reporting processes are detailed in national Acts and Regulations. These are followed so that risks are minimised.
Ignoring the responses to the public consultation and proceed with the changes to stop commuter parking causes public upset and complaints	majority of those who responded objected to the proposed changes and going against the public consultation could be seen as undemocratic
Residents remain dissatisfied with lack of control to stop non-residents, commuters parking in residential streets	Any changes will be considered if there is a clear majority consensus to implement new or change existing restrictions

10) SUMMARY OF OTHER IMPLICATIONS

a) **Equal Opportunities**

The proposals would be expected to have no negative impacts for different road users, and may have some positive impacts due to the ability to access parking closer to their property

b) **Community Safety**

The proposals were designed to help improve road safety by removing obstructive on-street parking.

c) Environmental Impact

The proposals were designed to reduce the amount of available parking on-street. As a result, some residents may find it difficult to park as close to their property as had previously been possible.

d) Human Rights

The proposals have been subject to formal consultations, with comments and objections reported to the Cabinet Member in this report. Subject to approval being given, the residents and businesses affected by these proposals will be notified.

e) HR Implications

There are no HR Implications to this report.

f) Health and Well-being of the Borough

There are no issues in respect of this.

g) Asset Management

The new proposed road markings were designed to be included with the existing highway assets/infrastructure.

h) Data Privacy

There are no data privacy issues related to this report.

11) Appendices

Appendix 1 Survey Documents

Appendix 2 Experimental Traffic Management Order Process

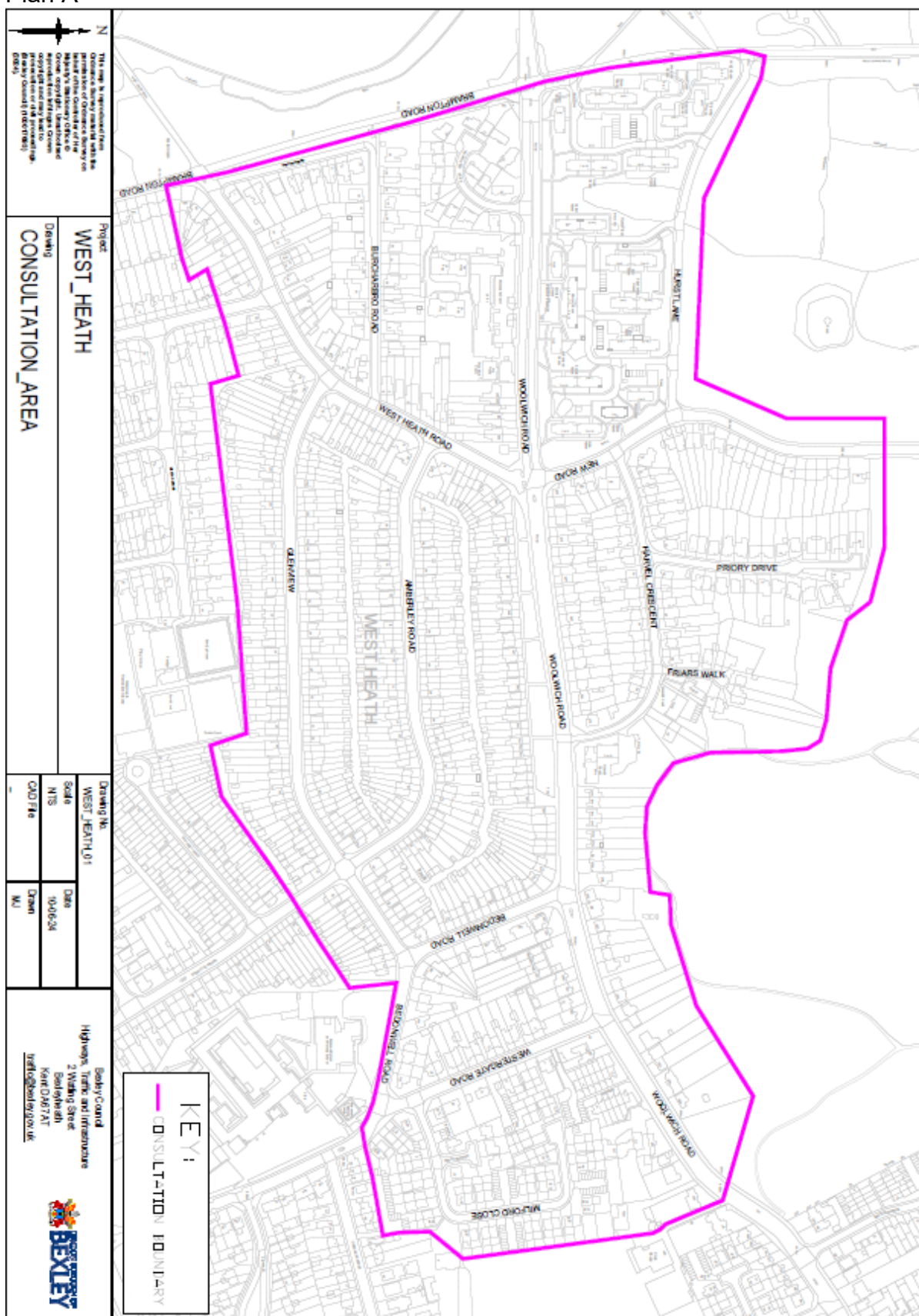
Local Government Act 1972 – Section 100d

List of background documents

None.

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Reporting to:	Andrew Bashford Head of Highways, Traffic & Infrastructure			

Plan A



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Project
WEST_HEATH
Drawing
CONSULTATION_AREA

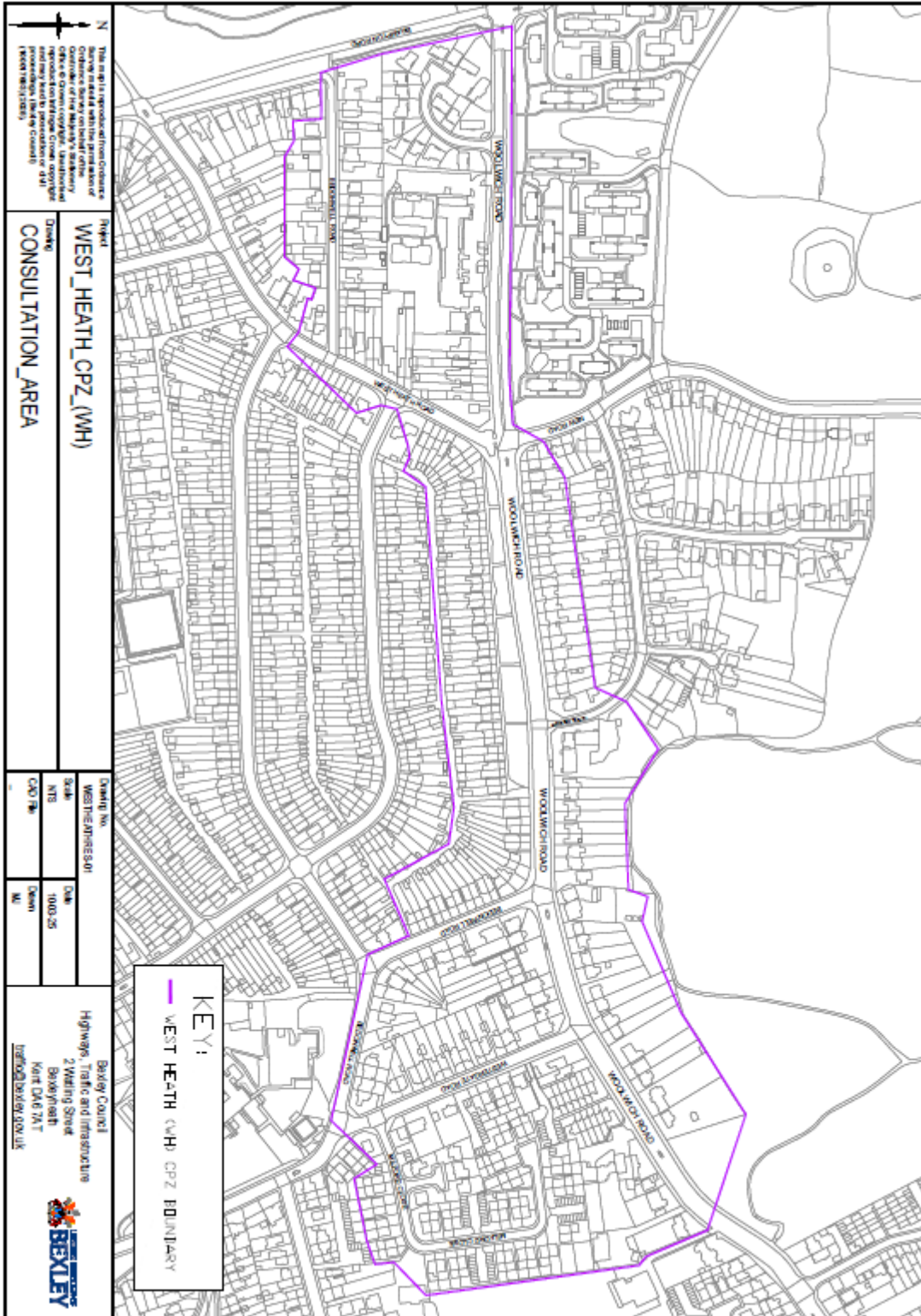
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Scale NTS
CAD File NI
Date 04/06/24
Drawn NI

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KEY:
— CONSULTATION BOUNDARY

Plan B



This map is a representation of the proposed boundaries of the West Heath CPZ (MH) and is not intended to be used as a legal document. It is subject to the provisions of the Planning Act 2008 and the Planning (Listed Buildings and Conservation Areas) Act 1987. The boundaries shown on this map are for information only and may be subject to change without notice. The Council reserves the right to amend the boundaries at any time.

West
WEST HEATH CPZ (MH)
CONSULTATION AREA

Drawing No: WESTHEATH01
 Scale: NTS
 Date: 10/03/25
 Drawn: M

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KEY:
 — WEST HEATH (MH) CPZ BOUNDARY