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| Petition: | Petition against illegal parking |
| Number of signatures: | 84 |
| The petition read as follows: | What action we would like to see taken by Greenwich Council: Regular parking enforcement by attendants; clearer signage to be installed; CCTV to be installed to monitor and enforce the parking: the Bus Lane to be painted as is the Eastbound side of the road (attachment) |

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| Submitted to Council on: | 12 December 2018 |
| Presented by: | Councillor Angela Cornforth |

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| Directorate: | DRES |
| Ward(s): | Plumstead |
| Cabinet Member: | Air Quality, Public Realm and Transport; Community Safety and Integrated Enforcement |

I. Petition Response

- I.1. The current road layout was completed in mid-2017 following extensive public realm improvements along Plumstead Road. Part of the works included the provision of a segregated cycle lane running parallel to the west bound bus lane. Outside 153 / 158 Plumstead Road, just in advance of the west bound bus lane, a lay bye was included to accommodate a loading bay to serve the businesses on this section of road. The loading facility operates at any time and restricts loading to twenty minutes, no return for two hours.
- I.2. A short duration parking bay is located approx. 70m to the west of the loading bay to provide some parking provision for visitors to the shops. This bay operates Monday to Saturday 7am to 7pm with a maximum stay of thirty minutes, no return for one hour.
- I.3. A number of complaints have been received about vehicles parking both illegally and poorly (e.g. at an angle to the kerb, double parking etc.) which can obstruct buses from accessing to the lead in taper to the adjacent bus lane and bus stop. This can lead to buses having to pull up away from the kerb which leads to difficulties for any passengers with mobility issues.
- I.4. Parking enforcement patrols have been significantly increased here and since the beginning of December 2018 sixty Penalty Charge Notices (PCNs) have been issued and 160 vehicles moved on. Although the number of

enforcement staff has been increased significantly recently it is not possible to maintain a permanent presence here, or elsewhere in the borough

2. **Current actions being taken in relation to matter raised in petition**

- 2.1. As stated in 1.4, the number of enforcement patrols has been significantly increased here. Additional enforcement staff have been recruited, both permanent and agency staff, to allow controls to be enforced more robustly across the borough. The impact of these staff can be seen in the level of PCNs being issued and vehicles moved on.
- 2.2. The Council is currently preparing an application to London Councils to adopt the powers to undertake enforcement of moving traffic contraventions (MTCs) in the borough, which is currently the responsibility of the police, using CCTV. It is also proposed to apply to undertake the enforcement of bus lanes and bus stops (as well as school zig-zag markings) by CCTV, utilising the MTC camera infrastructure and back-office notice processing system. The ability to enforce the bus lane and bus stop at this location by CCTV should provide a robust enforcement regime as it won't be dependent on staff patrolling on the ground. It should be noted, however, that enforcement of the loading bay and parking bay, and other restrictions here, will have to remain enforced 'on the ground' as powers to enforce this type of contravention by CCTV were revoked by the Government in 2015.
- 2.3. It is presumed that the request in the petition to paint the west bound bus lane to match the east bound bus lane is a reference to the red surfacing material on the east bound bus lane. Although red coloured surfacing has historically been used elsewhere in the borough this is no longer the case. Red coloured surfacing is generally more expensive than other types of surfacing and its use normally leads to additional joints in the material which can lead to extra maintenance issues and costs. An alternative is the use of thin coloured surfaces applied on top of a standard road surfacing material. However, these can also lead to significant future maintenance issues and their use is now less common. It is not proposed therefore to colour the west bound bus lane surface.
- 2.4. A number of designs, which are at an early stage, are currently being considered as part of the Plumstead Public Realm Improvements scheme. An aspect of the design process will look at the carriageway arrangement here and whether any engineering changes can contribute to reduced instances of illegal parking and better access to the bus lane.

- 2.5. Royal Greenwich officers will shortly be meeting with officers from Transport for London (TfL) and representatives of the bus service operators to discuss the issues here and investigate any other possible actions which may lead to better compliance and improve bus service operations.
- 2.6. It is being recommended to Highways Committee that petitioners are advised that the increased enforcement resources deployed here will be continued to achieve better compliance, although it is not possible to maintain a permanent presence here. Steps are also being taken to provide a more robust enforcement regime of the bus lane and bus stops by CCTV as well as possible engineering measures to further reduce instances of illegal parking. However, it is recommended that no form of coloured surfacing is used in the bus lane or bus stop due to the potential for increased costs and potential long term maintenance issues.