

COUNCIL	DATE 26 October 2016
TITLE Petition Responses	ITEM NO. 12
LEAD OFFICER Chief Executive	WARDS Various

1. Decision Required

The Council is asked to note the action taken in response to petitions presented at recent meetings of the Council.

2. Summary

Under Standing Orders petitions presented to Council are required to be referred to the relevant Chief Officer and reported back to Council within two meetings.

This report is submitted for Members to note the action taken in response to petitions presented to recent meetings of the Council.

The following petition was submitted to the Council on 30 June 2016

3. **Petition – on-going issues with parking and vehicles traveling at speed on Vanbrugh Hill.**

3.1 The petition read as follows;

Parking and speed controls on Vanbrugh Hill -

We are writing to express our concern about on-going issues with parking and vehicles traveling at speed near our homes on Vanbrugh Hill.

We request to remover 2 hour free parking for none EG permit holders on the west side of Vanbrugh Hill (between Annadale and Walnut Tree Road).

3.2 The petition, containing 14 signatures, was presented by Councillor Chris Lloyd and referred to the Director of Regeneration, Enterprise and skills for investigation. The following response is provided.

- 3.3 The petition was considered by Highways Committee at the meeting of the Committee on 28 July 2016.
- 3.4 In relation to petitioners concerns about speeding traffic the Highways Committee was advised that:
- 3.4.1 Vanbrugh Hill is situated within a 20mph zone which was introduced in February 2003. There are several traffic calming features including sets of speed cushions and raised tables in Vanbrugh Hill. A number of the speed cushions towards the northern end of the road (between Humber Road and Woolwich Road) are quite widely spaced at around 100m.
- 3.4.2 Two-way traffic flows on Vanbrugh Hill are around 4,500 to 5,000 vehicles per day. Several speed surveys have been conducted in recent years which indicate that 85%ile speeds (that is the speed at which 85% of traffic travels at or below) is around 24mph - although speeds towards the northern end of Vanbrugh Hill are typically higher and have a significant proportion of vehicles (around 50%) exceeding the 20mph speed limit.
- 3.4.3 Collision data for Vanbrugh Hill for the latest available three year period shows two reported personal injury collisions during that time with the casualties recorded as having "slight" injuries. In neither collision was speed was identified as being a contributory factor by the Police.
- 3.5 In relation to the petitioners concerns about parking the Committee was advised that:
- 3.5.1 Vanbrugh Hill has been within the East Greenwich (EG) Controlled parking Zone (CPZ) since 2001. The zone operates Monday to Sunday between the hours of 09:00 and 18:30. Parking in marked parking bays is restricted to permit holders although non-permit holders can park for a two hour period (no return for two hours) without charge in the majority of bays. The hours of control of East Greenwich have remained unchanged for several years and have been an effective deterrent to commuter parking.
- 3.5.2 In recent years a number of developments have been or are being constructed within the East Greenwich CPZ area. In Vanbrugh Hill the Heart of Greenwich development site has involved the opening of the new Greenwich Centre (with leisure facilities) and a Health Centre. These developments have given rise to increased demand for short term parking in the Vanbrugh Hill Area and has made it increasingly difficult for residents (and/or their visitors) seeking to park in the area.

- 3.6 The Committee noted that:
- 3.6.1 It is proposed to replace a number of the existing speed cushions as they are in need of repair, particularly those speed cushions towards the northern end of Vanbrugh Hill where vehicle speeds are higher.
 - 3.6.2 There are restrictions on the placing of traffic calming upon, and on the approaches to bridges, which constrains what additional measures can be introduced on or close to the Vanbrugh Hill railway bridge. Nevertheless it is proposed to introduce three sets of additional speed cushions to reduce the spacing where appropriate.
 - 3.6.3 In order to carry out these works it is necessary to implement a temporary road closure and divert the bus service. Residents will be notified of the proposed works and associated road closure.
 - 3.6.4 The petitioners request for the removal of the 2 hour free period from the resident's parking bays on the west side of Vanbrugh Hill between Annandale Road and Walnut Tree Road would adversely affect parking availability in other parking bays in the vicinity.
 - 3.6.5 Changes to parking controls to address localised parking issues inevitably result in displacement of some parking into adjacent areas. To avoid pushing a parking problem to neighbouring roads, CPZ reviews are developed on an area basis. Throughout the East Greenwich Parking zone there are a number of construction sites causing similar problems. In dealing with these issues it is important that consideration is given to the whole zone rather than making small localised changes which displace the problem to another area.
 - 3.6.6 A full review of the East Greenwich Controlled Parking zone has been included within the Council's CPZ works programme. The review will include extensive consultation with local residents and businesses, and is scheduled to commence in mid-September 2016.
 - 3.6.7 This comprehensive area wide approach should, once proposed changes have been identified and introduced in consultation with local businesses and residents, provide greater and longer lasting improvements across the East Greenwich area and will be more in tune with the views and needs of the majority of local residents and businesses.

3.7 Subsequent to the report to Highways Committee there have been a number of adjustments to the CPZ works programme such that the review of the East Greenwich CPZ will now commence in late October 2016.

4. **Petition – Restoration of free parking behind Eltham Station.**

4.1 The petition read as follows;

Restore free parking behind Eltham Station - Remove pay and display spaces on western Glenlea Road –

I/We, the undersigned, request that the introduction of pay and display parking on Glenlea Road to the west of Westmount road should be reversed and free parking introduced.

There are no residents facing on to this section of the road and the pay and display parking has simply shifted commuter parking to elsewhere in the area, so this change in classification has actively made life worse for Eltham residents. In addition local residents should be able to use these spaces to shop in the area, protecting our vibrant community.

4.2 The petition, containing 47 signatures was presented by Councillor Matt Clare and referred to the Director of Regeneration, Enterprise & Skills for investigation. The following response is provided.

4.3 The petition was considered by Highways Committee on 28 July 2016.

4.4 The Committee was advised that:

4.4.1 The signatories were chiefly residents living a short distance outside Controlled Parking Zone “E”.

4.4.2 Following extensive consultation, new extensions to parking controls in Eltham took effect in April 2016. The extensions brought all previously uncontrolled streets south of the A2 into permit parking control. Also included was Glenlea Road, west of Westmount Road, which previously had been in CPZ E, albeit that most of the available kerb space had been left as free parking. This was brought into permit control but allows visitor parking at any time with a pay-and-display (P&D) tariff payable 9am – 5.30p.m Monday – Friday.

- 4.4.3 The petitioners are of the view that the controls in Glenlea Road are the cause of a shift in commuter parking to their roads which are just outside the extended CPZ.
- 4.4.4 Officers are of the view that the Glenlea Road (west) controls make only a partial contribution to the recent parking displacement. The full cause is the much wider extension of control that has brought relief from commuter parking for an additional 1,100 households across Eltham.
- 4.4.5 Most of the petitioners live in streets that refused the invitation for CPZ inclusion at the time of the most recent consultation. It is the case that a number of commuters are now parking in the uncontrolled streets nearest the Station and causing new problems.
- 4.4.6 Although the west end of Glenlea Road is not residentially fronted, this was brought into control at the request of residents of the adjacent roads whose demands for parking occasionally exceed the available spaces in their streets. Glenlea Road now provides a welcome overspill facility for these adjacent roads. But “permit holders only” provisions, as seen elsewhere in CPZ E, were not necessary so “shared places” were introduced, available to others with a P&D tariff of 80p/hour. The tariff is capped at a sum broadly consistent with that charged in the nearby Eltham Station car park.
- 4.4.7 Reverting to free parking in Glenlea Road would be popular with rail commuters and may also ease some of the pressures for those living just outside the CPZ but this would be detrimental to those who now benefit from the controls. The Council’s policy focus has always been on protecting the environment and, as far as possible, safeguarding residential amenities by reducing unnecessary traffic intrusion.
- 4.4.8 Officers are of the view that the solution lies in an extension of appropriate controls (subject to consultation) to those streets that are (or could be) under new pressures. These matters will shortly be addressed as part of a forthcoming review, when all uncontrolled streets south of Rochester Way will have a further opportunity to request permit parking.
- 4.4.9 In the meantime there is ample parking space available for shoppers, etc. in Glenlea Road a short distance from the Westmount Road shops, which would not be the case if Glenlea Road reverted to ‘free’ parking. Local residents can now park in this locality much more easily than before.

- 4.5 The Highways Committee noted that:
- 4.5.1 Recent surveys show that about a third of the parking spaces in the west end of Glenlea Road are now in use for most of the day. The more commuters are encouraged to park in this location, the less would be the displacement to other streets, but it would be inappropriate to withdraw the controls completely. The arrangement in Glenlea Road enables effective management of railhead parking demands, which has brought benefit to nearby residents.
- 4.5.2 The problems caused by commuters displaced from the extended Eltham CPZs will be addressed under a planned review of the CPZ extensions. Residents in all streets north of the A2 and south of Rochester Way will have an opportunity to set out their views as part of that review.
5. **Petition – Help local shops survive the building works - Eltham High Street**
- 5.1 The petition read as follows;
HELP OUR HIGH STREET - Calling on the Council to help local shops survive the building work.
- I/we, the undersigned, are aware of the substantial, negative impact that building work (i.e. digging up the High Street) and loss of parking around Eltham has had on local businesses. We call upon the Council to act quickly to encourage visitors to Eltham and to support local businesses so that they are not forced to close for example by creating free parking places in the His Street area.*
- 5.2 The petition, containing 764 signatures was presented by Councillor Matt Clare (on behalf of Councillor Spencer Drury) and referred to the Director of Regeneration, Enterprise and Skills for investigation. The following response is provided.
- 5.3 The petition was considered by Highways Committee at the meeting of the Committee on 28 July 2016.
- 5.4 The Highways Committee was advised that:
- 5.4.1 A public realm improvement scheme is taking place in Eltham Town Centre aimed at transforming and regenerating the Town Centre at a cost of approximately £6.6m. The main works commenced in April 2016 and are on

programme and budget. The works on the High Street are programmed to be substantially complete in time for the “Eltham Lights Up” event with works in various side streets continuing through to 2017.

- 5.4.2 The Committee was provided with details of the scheme and advised that the scheme was developed through a significant amount of public engagement and consultation with many members of the local community, including local businesses contributing to the process.
- 5.5 The Highways Committee noted that:
 - 5.5.1 Major construction schemes inevitably cause disruption and inconvenience but effort had been made and continued to be made, to mitigate that disruption as far as practicable – balancing the need to minimise disruption with the need to complete the work as quickly and safely as possible.
 - 5.5.2 Council had passed a motion on 29th June welcoming the scheme, reaffirming support to work with local businesses to minimise the impact of any disruption and committing to monitor the situation and explore options to high-light that Eltham is “open for business during the works.
 - 5.5.3 The number of parking spaces available on the High Street was reduced whilst the works were in progress and once finished, but recent changes to parking controls in the area had increased the availability of shopper parking by removing commuter parking from the area.
 - 5.5.4 The petitioner’s suggestion of introducing free parking had been considered but officers were of the view that would have a negative impact by reducing “churn” and attracting commuters and local works/shop staff – without supporting local businesses.
 - 5.5.5 That the Council was investigating the possible reduction in Business rates for affected local shops/businesses.

6. **Petition - introduction of a CPZ on Kidbrooke Grove**

6.1 The petition read as follows

Petition for the introduction of a Controlled Parking Zone on Kidbrooke Grove

We, the undersigned residents of Kidbrooke Grove, Blackheath, understand that; Greenwich Council is currently in the process of introducing a Controlled Parking Zone in Kidbrooke Park Road.

Any implementation of controlled parking in Kidbrooke Park road will have a major detrimental effect on the already problematic parking situation for the residents of Kidbrooke Grove.

These problems include; driveways being blocked, no parking available to residents, damage to residents' cars, residents' cars being blocked in, road being used by non-residents (to road and Borough) to park cars on a weekly, monthly and constant basis.

We, the undersigned, request of Greenwich Council that:

(1) Residents of Kidbrooke Grove be consulted about the introduction of formal parking controls in Kidbrooke Grove, akin to those in Lisakeard Gardens.

(2) If a majority of these responses are in favour then formal parking controls will be introduced.

6.2 The petition, containing 70 signatures was presented by Councillor Geoffrey Brighty and referred to the Director of Regeneration, Enterprise and Skills for investigation. The following response is provided.

6.3 The petition was considered by Highways Committee at a meeting of the Committee on 28 July 2016.

6.4 The Highways Committee was advised that:

6.4.1 In 2001 CPZ 'BK', was implemented in Kidbrooke Gardens, Liskeard Gardens and Westbrook Road (west of Kidbrooke Park Road). At that time Kidbrooke Grove was omitted from the CPZ because residents there petitioned to be excluded. Consequently some of the parking demands that previous affected the other streets were displaced to Kidbrooke Grove.

- 6.4.2 In recent years parking pressures in Kidbrooke Grove have gradually increased due to the proximity of Blackheath Station, Blackheath Village, local schools and the Blackheath Standard commercial area. Today much of the available Kidbrooke Grove kerb space is occupied during weekdays. General observations indicate high parking density on the northern section (Shooters Hill – Westbrook Road) and on the southern section closest to Westbrook Road.
- 6.4.3 The petitioners refer to a possible “detrimental impact” from new parking controls for Kidbrooke Park Road, to be implemented as part of the new Kidbrooke North (KN) CPZ.
- 6.4.4 It is appropriate to consult residents on the possibility of introducing parking controls in Kidbrooke Grove but that consultation but this should be undertaken having regard to the possible effects on other adjacent uncontrolled streets, particularly Kidbrooke Park Road and Westbrook Road (east).
- 6.5 The Highways Committee noted that:
- 6.5.1 Arrangements would be made to consult residents of Kidbrooke Grove and nearby streets on the possible introduction of parking controls into their street 4-6 weeks after the introduction of the KN CPZ. That timeframe would ensure that resident’s views could be informed by any issues arising from the introduction of that new zone.

7. **Petition – Opposition to the closure of Concierges on Woolwich Common**

- 7.1 The petition read as follows;
On behalf of the residents and tenants of Woolwich Common, the WCTRA (Woolwich Common Tenants & Residents Association) like to take this opportunity to express out dissatisfaction on your plan to close the concierges.

The concierge serves not only as first port of call for visitors to these building; it also serves as a deterrent for ASB. As such we will appreciate it if you will reconsider your decision.

- 7.2 The petition, containing 14 signatures was presented by Councillor Harry Singh and referred to the Director of Community Services for investigation. The following response is provided.
- 7.3 Members will be aware that as a result of the government requirement that we reduce rents on our tenanted properties by 1% per year for this year and the following three years, the Housing Revenue Account is having to manage a £33m reduction in income over the same period. This year the budget reduction for Housing Services equates to £2m which means difficult decisions have had to be made. Please be assured that no decision of this type is ever taken lightly.
- 7.4 The Enhanced Housing Management Service (Concierge) has been in its current form since 2011 and served just 1500 of the 25,000 Council tenants and leaseholders in this borough, at no additional cost to those tenants enjoying the service. Therefore all tenants were contributing to a service from which very few benefited. The hours of operation were Monday to Friday 1pm to 9pm. The cost of the service was £362,194 per annum.
- 7.5 Importantly an analysis of the service has shown that few residents who had access to the service actually took advantage of that opportunity. The formal contacts equated to less than two transactions per officer per working day at a cost of £ 131.34 per transaction. In the current financial climate this expenditure does not provide value for money and cannot be justified.
- 7.6 On Woolwich Common specifically, 663 residents had access to the service. All 663 received a hand delivered letter seeking their views on the proposal to withdraw the service, and were given 28 days to consider their position and respond.
- 7.7 Only 84 replies (12.6%) were received. Of those 36 sought to retain the service but 48 supported the proposal to withdraw it. This view was also reflected in the survey results following consultation with the residents on the Glyndon and Woolwich Riverside estates wards, where the service was also available.

The following petition was submitted to the Council on 27 July 2016

8. Petition – Objection to the Minor Material Amendment Application for Block 3, Greenwich Square

8.1 The petition read as follows;

Block 3, Greenwich Square, Woolwich Road/ Vanbrugh Hill, Greenwich. SE10 9HE

We, the undersigned, object to the Minor Material Amendment Application (in respect of planning permission 08/0688/F date 31 March 2009), which has been submitted to the Royal Borough of Greenwich, at the above site.

This is a representation and the reasons for this representation are as follows:-

- The additional 41 new homes proposed in Block 3 will raise the building height from 5 to 7 storeys in places. We believe the additional 41 homes and increased building height will have the following detrimental impact;*
- Visual Impact/ appearance of the proposed amendment – a much taller building than planning permission was previously granted for will ruin the original overall design of the development.*
- Overlooking and loss of privacy to numerous residential properties*
- Loss of sunlight to numerous residential properties*
- Overshadowing/loss of outlook to the detriment of residential amenity for numerous residential properties.*
- Will further increase density in an already high density development.*
- Highway issues – additional cars, traffic and strain on local parking*
- Deficiencies in social facilities – e.g. further strain on spaces in local schools, GP appointments, etc.*
- Additional Noise/disturbance from having a further 41 homes in an already high density development*
- Potential adverse impact on nature conservation in the proposed green space inside Block 3 (due to loss of light because of the height increase).*

8.2 The petition, containing 125 signatures was presented by Councillor Chris Lloyd and referred to the Director of Regeneration, Enterprise and Skills for investigation. The following response is provided.

8.3 The petition relates to Planning Application Ref. 16/2591/MA for minor material amendments to construct 41 additional units on top of Block 3 in the Greenwich Square development which was originally granted planning permission in March 2009.

- 8.4 This application is still under consideration and is currently due to be presented to the Planning Board for a decision at the meeting scheduled for 1st November 2016. The planning case officer has received a copy of the petition and the concerns raised in it will be addressed in the report to the Planning Board.
- 8.5 The lead petitioner will be notified of the details of the Planning Board meeting closer to the time and advised of the procedure by which he and other members of the public may register to speak at the meeting.

9. **Petition – Unacceptable levels of non-resident parking in Reventlow/Gaitskell/Novar Roads**

- 8.1 The petition read as follows

Take action on unacceptable levels of non-resident parking in Reventlow /Gaitskell/Novar Roads –

We, the undersigned demand that Greenwich Council urgently address totally unacceptable levels of parking in Reventlow, Gaitskell and Novar Roads. Resident have suffered this now for years (particularly the infirm, their carers and parents of young children).

Some of this parking is from residents who live just a few hundred meters away in the same CPZ and want to park closer to New Eltham Station. This needs to be addressed.

The Council should consider all options (including extended controlled hours, a separate Centre Eltham Zone, decisive action on excessive use of visitors' permits.

The Council should consult with residents to achieve the best outcome for them.

- 9.2 The petition, containing 59 signatures was presented by Councillor Matt Clare and referred to the Director of Regeneration, Enterprise and Skills for investigation. The following response is provided.
- 9.3 The petition was considered by Highways Committee on 28 September.
- 9.4 The Highways Committee was advised that:

- 9.4.1 Reventlow Road, Gaitskell Road and Novar Roads are located close to New Eltham Station within the New Eltham Controlled Parking Zone - CPZ “N”, and adjacent to the Footscray Road shopping parade. The CPZ operates Monday – Friday, 9.30 am to 11 am. It was introduced over a decade ago to address the problems of station commuter parking, to which ends a short controlled period with “permit holders only” provisions was considered adequate at that time. Close to the shops, a small number of free limited waiting bays accommodate shopper parking during the controlled period.
- 9.4.2 Zone ‘N’ is one of the Borough’s largest CPZs for which some 1,630 permits are renewed annually. Residents of Reventlow Road, Gaitskell Road and Novar Roads have expressed concerns about station pressures from other CPZ N permit holders preventing local resident from parking close to their homes. In 2013 the Council undertook ‘snap-shot’ parking surveys over 3 days to assess the extent to which ‘non-local’ permit holders were typically parking in these streets during the controlled hours.
- 9.5 The Highways Committee noted that:
- 9.5.1 A review of CPZ “N” has been programmed for the 2017/18 financial year, at which time the proposition of ‘sub-zoning’ to create a small and separate CPZ in the streets nearest the Station, and the hours of operation, will be given consideration and subject to local consultation.
- 9.5.2 The precise timing of the review will depend on the extent and complexity of work that is required in response to reviews that are being undertaken in the current financial year. It should be possible to provide a better estimate of when the CPZ N review will commence early in 2017.

Background Papers
Submitted Petitions

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