

Chapter Seven

Parking and Enforcement Plan

Introduction

- 7.1 Indiscriminate parking exacerbates congestion on the road network, degrades the reliability of public transport, impacts adversely on the local economy and can create road safety problems.
- 7.2 The London Borough of Bromley has a unique combination of factors that influence travel patterns within and through the Borough. Well thought-out parking policies and effective enforcement can influence travel patterns and contribute to sustainable outcomes.
- 7.3 This Parking and Enforcement Plan (PEP) outlines how the Borough's parking policy supports the Mayor's Transport Strategy at the same time as providing local solutions for the parking problems in the area. It sets out how parking issues have been dealt with to date, identifies the priorities for enforcement and for future investment in parking controls, and explains how they will be taken forward in the next five years. This PEP will build upon existing best practice undertaken within the Borough and refine it to meet the challenges identified within it, including external impacts such as the 2012 Olympics.
- 7.4 The PEP objectives, set out in the Mayor's Strategy as proposal 4G.17, are as follows;
- To be comprehensive, including the consideration of parking provision, charging regimes, on-street controls and parking standards;
 - To show co-ordination and compatibility with neighbouring authorities;
 - To provide a clear strategy for effective enforcement;
 - To support the economic viability of town centres, whilst reducing the overall availability of long-stay parking; and
 - To ensure that the parking needs of disabled people, motorcyclists, buses, coaches, business and freight (together with loading & signing issues) are taken into account; and
 - To demonstrate the provision, location, safety and security of public car parks.

The Borough of Bromley

- 7.5 The Borough's geographic location as an Outer London Borough situated close to the M25 and to the counties of Kent & Surrey gives rise to a number of challenges:
- Rail commuters drive into the Borough to park before they catch trains (this process is known as "railheading"); and

- Car- borne commuters drive through the Borough to destinations in central and southeast London.

7.6 The size, geography and the nature of development within Borough dictate travel patterns:

- Bromley is geographically the largest of all 33 Boroughs in London, and consequently many of the journeys are of considerable distance to and from destinations and attractions.
- The Borough can be divided into three distinct areas. At Crystal Palace / Penge in the north of the Borough, the development is mainly Victorian terraced properties and the lack of off-street parking creates demand for on-street parking. Much of the rest of the Borough can be described as suburbia, with the majority of properties having adequate off-street parking, while the south of the Borough is rural in character and similar to the adjoining parts of Kent and Surrey.
- Bromley Town Centre is a metropolitan shopping centre and major employment centre with a catchment area that covers a significant part of south-east London and north Kent. In addition, the Borough has a number of other shopping centres and retail parks that cater for local shopping needs. As such these are employment centres and destinations for transport journeys.

Car Ownership in Bromley

7.7 The results from the 2001 Census show that residents of Bromley have a relatively high level of access to vehicles, as shown in Table 1 below:

Table 1: Car ownership in Bromley		
Number of Households	Percentage of households with access to one or more vehicles	Number of cars and vans registered in the Borough
125,866	77 %	146,603

The Census indicated that car ownership in Bromley is 0.496 cars per person, compared with a figure for Greater London of 0.365 cars per person. 31% of Bromley households have two or more cars, and there are 16% more vehicles than households. Bromley has the third highest car ownership level in London: only the boroughs of Harrow and Hillingdon have fewer households without a car.

7.8 The availability, frequency and reliability of public transport also influences travel patterns:

- The rail network provides good access to central London and other destinations. However, many residents do not have local access to a railway station as the railway lines are concentrated along certain transport corridors, and many of the journeys do not cater for orbital journeys around London as the rail network connects mostly with destinations in central London.
- Many parts of the Borough are poorly served by public transport not just the rural area of Downe but many of the residential estates have a restricted service. Major destinations such as the Princess Royal University Hospital in Farnborough are poorly connected to the public transport network. As a result of public transport not being readily available there is a higher dependency on car transport for mobility needs. The Borough has the third highest car ownership level in Greater London.
- Increases in traffic congestion and its impact on bus journey times will reduce the attractiveness of Bromley as an employment location and will have an adverse impact on the environment.

7.9 A large proportion of households in the Borough include people of pensionable age. Although this group has access to free travel through the “Freedom Pass” many live in areas that are not well served by public transport and therefore rely on the private car for their mobility needs. In addition as this group is likely to have more acute health problems than younger categories of the community they have a high reliance on the car for their transport needs. As such, the number of vehicle journeys and the requirement for parking at end destinations, particularly health facilities is disproportionately high when compared with other areas in Greater London.

7.10 Mothers with young children are another group within the Borough who are heavily reliant on private transport to move around the Borough.

Policy Background

The Mayor’s Transport Strategy

7.11 The Greater London Authority Act 1999 requires the Mayor to produce a Transport Strategy. This document, known as the Mayor’s Transport Strategy or MTS, was published in July 2001 and has been subject to subsequent amendment, for example to enable the introduction of congestion charging. It takes primary place over previous policy documents produced by Central Government and the Boroughs.

7.12 The Mayor’s Transport Strategy superseded the Traffic Management &

Parking Guidance for London (TMPG) issued by the Secretary of State for Transport, although it draws important elements from that document. In accordance with the MTS, in July 2004, TfL published guidance on the preparation by boroughs of Local Implementation Plans (LIPs). This Guidance included a section providing guidance for the production of Parking and Enforcement Plans.

The London Plan

- 7.13 In addition to the Mayor's Transport Strategy, the London Plan (February 2004), which provides the spatial development strategy for Greater London, includes sections on parking strategy and parking in town centres, as follows:

"Policy 3C.22 - Parking strategy

The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people. UDP policies and transport Local Implementation Plans should:

- Adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic*
- Adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility*
- Reduce the amount of existing, private, non-residential parking, as opportunities arise*
- Recognise the needs of disabled people and provide adequate parking for them*
- Take account of the needs of business for delivery and servicing movements*
- Provide adequate facilities for coaches that minimise impact on the road network capacity and are off-road wherever possible*
- Generally resist the introduction of temporary car parks*
- Encourage good standards of car parking design"*

"Policy 3C.23- Parking in town centres

"UDP policies and transport Local Implementation Plans should set out appropriate parking standards for town centres. These should help to enhance the attractiveness of town centres and reduce congestion. These standards should take into account :

- The current vitality and viability of their town centres*
- Regeneration and town centre management objectives*

- Existing on- and off-street parking provision and control
- Public transport provision and the need to reduce travel by car
- Pedestrian and cycle access.”

The Council's Unitary Development Plan (UDP)

7.14 On 20th July 2006, the Council adopted its new Unitary Development Plan (UDP). The UDP contains transport objectives as listed below, with the objectives specifically relating to parking highlighted:

1. To reduce the growth in the length and number of motorised journeys by integrating land use and transport planning decisions.
2. To maximise the environmental and economic benefits of serving the Borough's travel needs by public transport in preference to the private car.
3. To reduce reliance on the private car, restrain its use and encourage greater use of public and alternative means of transport by:
 - (i) Promoting development in areas well-served or capable of being served by a choice of transport modes in support of the adopted transport hierarchy;
 - (ii) Seeking improvements to public transport interchange;
 - (iii) Seeking improvements to public transport service provision in the Borough;
 - (iv) Seeking safe, convenient conditions and improvements for cyclists, pedestrians and other vulnerable road users;
 - (v) Adopting maximum parking standards and allowing for reduced parking provision in areas of good transport accessibility.**
4. To improve access to transport for all, including people with disabilities.
5. To improve the environment and reduce air pollution by restricting non-essential traffic, particularly in residential areas.
- 6. To improve access to town centres by means of transport other than the car, while continuing to provide a reasonable level of parking for shopping and leisure visits at levels that would enhance the attractiveness of the centre and reduce congestion.**
7. To promote road safety where opportunities arise through the land use planning process.

7.15 The UDP also sets out a transport hierarchy as follows:

- People with restricted mobility
- Pedestrians
- Cyclists
- Buses
- Rail
- Taxis / minicabs
- Motorcycles / scooters

- Freight
- Cars
- Air transport

Parking in new developments

- 7.16 As a land-use document, the UDP does not consider on-street parking policies or operations in any detail. Its primary influence on parking is to set out guidance as to how much off-street parking should be provided in new developments. In doing so, the UDP takes into account public transport accessibility levels (PTALs) and the parking standards set out in the London Plan.
- 7.17 A key aspect of the new-style parking standards required by the London Plan and the UDP is that they are maximum parking standards, compared with the previous approach whereby local authorities tended to apply minimum or prescribed parking standards to new developments. The use of maximum standards puts a greater responsibility on a developer to decide how much parking to provide in a new development, and in some cases this could be zero, particularly in areas like Bromley Town Centre, where levels of public transport accessibility are high.
- 7.18 In turn, it is incumbent on the Council to ensure that developments which offer small amounts of parking or no parking at all remain self-contained in parking terms. It would frustrate the intention of the concept of maximum parking standards if occupiers of these new developments continued to own or use cars and to park them in public car parks or on the street. In effect, this would transfer the responsibility of providing parking in these developments from the private (developer) purse to the public (Council) purse. It would also worsen existing parking conditions for visitors and the disabled, and for residents of older properties which were built before the car era.
- 7.19 These changes in the approach to UDP parking standards have implications for the way parking policy is applied on street. Thus “car-free” developments can be safeguarded by conditions which prevent residents of these properties obtaining residents’ parking permits. There may also be a demand for on-street bays to accommodate car club vehicles should acceptable proposals come forward.

Front garden parking

- 7.20 As pressure on on-street parking grows, there is a tendency for an increasing number of residents who do not already have off-street parking facilities, to seek to convert all or part of their front gardens to hardstanding as a means of guaranteeing a parking space. This is also widely seen as improving vehicle security and possibly even improving the value or saleability of a property.

- 7.21 This process is not fully under the Council's control. Under planning law, a hard surface can be constructed at a single dwelling house without the need for planning permission, although restrictions can apply if the property is a Listed Building or in a Conservation Area. The owner can also construct a means of access to the highway (providing it is not a trunk or classified road) in connection with the hard surface without the need for planning permission. However, the creation of a crossover from the carriageway across the footway is a matter for the highway authority rather than the planning authority, and the Council has some powers to regulate the construction and use of crossovers, particularly to maintain safety and the free flow of traffic (including pedestrians).
- 7.22 However, the conversion of a front garden is not simply a one-for-one exchange of a public on-street residents' parking space for a private off-street resident's parking space. On-street space is available to all residents, not just the occupant of the adjacent house. Thus the outcome of this process is a decline in the number of public parking spaces and a deterioration in townscape.
- 7.23 The Council does not take into account whether a resident has access to off-street parking when considering applications for residents' parking permits. The criteria for obtaining a permit are based on the applicant providing proof of residence within the permit area and showing that they possess a vehicle. Since permits are available to individual residents and not to properties, the Council believes it would be very difficult to draft (and equally importantly, enforce) criteria for the issue of residents' permits which are seen to be fair and which also take account of whether a dwelling has off-street parking. For example, if a dwelling had one off-street space but two car owners, a decision would have to be taken as which of the two residents received a permit (which also gives access to free parking at other residents' spaces within the zone) and which did not.
- 7.24 The current system is, nevertheless, prone to anomalies which are widely seen as unfair. These include residents with off-street parking parking in the street (because it is more convenient than parking off-street) and denying that space to others, and even residents who rent out their off-street space to commuters for a sum considerably in excess of the cost of a resident's permit. It is known that a major employer in Bromley has approached residents make their off-street space available so that employees can travel to work by car.

Parking policies and enforcement strategy

- 7.25 Good accessibility to Bromley for workers and visitors is important for the local economy. However, the majority of drivers seeking long stay parking in and around the Borough travel at peak periods when traffic

levels are at their highest. (Conversely, many drivers seeking short stay parking are shoppers, and tend to avoid travelling in peak periods.) The Council recognises the need to reduce reliance on the car at peak times, in order to improve accessibility and limit traffic congestion. Further increases in traffic congestion will reduce the attractiveness of Central Bromley as an employment location, will have an adverse impact on the environment, and will impact adversely affect the reliability of buses.

7.26 The Council will continue to restrict and control the growth of long-stay parking in its car parks in Bromley Town Centre. Discouraging commuter traffic, allied with improvements to public transport and the encouragement of more sustainable modes of travel, should assist in reducing congestion and in protecting residential amenity and the wider environment. To complement this approach, the Council will seek to improve car parking facilities for shoppers and other short-stay parkers in Bromley and the District and Local Centres, to support the vibrancy of business activities within the Borough.

7.27 The Council recognises that structured use of car parking controls is an essential tool in restraining non-essential traffic, encouraging modal shift towards more sustainable modes of travel, and in helping to balance competing demands for road space. The Council's reasons for introducing and enforcing waiting and loading restrictions on the Borough's streets are:

- To improve the safety of road users;
- To assist the smooth flow of traffic and reduce traffic congestion;
- To assist and improve bus movement;
- To assist in providing a choice of travel mode;
- To ensure effective loading/unloading for local businesses;
- To provide a turnover of available parking space in areas of high demand;
- To assist users with special requirements, such as the disabled;
- and
- To promote and enhance the health of the local economy.

Restrictions are regularly reviewed and upgraded to meet changes that take place within the Borough.

7.28 The delivery of parking services is currently divided between several sections within the Council, with responsibilities as follows:

- Transport Strategy – setting parking policy within the overall transport context;
- Traffic Management – for consultation, design and introduction of restrictions, including making traffic orders;
- Parking Enforcement – for enforcement of restrictions, dealing with

- representations against Penalty Charge Notices, and notice processing; and
- Highways maintenance – for maintaining the infrastructure of both on-street and off-street facilities.

In addition, commercial organisations such as the Glades Shopping Centre in Bromley Town Centre, NCP and other private sector operators, are responsible for a number of off-street car parks within the Borough.

7.29 The Council introduced a new term contract arrangement from October 2006 for on-street parking enforcement, which aims to make greater use of CCTV camera enforcement.

7.30 Bromley has developed a prioritised approach to the enforcement of on-street waiting and loading restrictions through the use of parking attendants, mobile patrols and CCTV cameras. Enforcement is targeted on a hierarchical basis as follows:

- Strategic roads;
- Busy bus routes;
- Town centres;
- Areas of congestion;
- Local shopping parades
- Schools; and
- Other areas.

Introduction of Restrictions

7.31 Due to the competing demands for road space, it is often necessary for the Council to balance the demands of;

- The bus route network.
- The duty to improve road safety.
- The requirement of freight operators to use strategic and local roads for servicing of shops and businesses.
- The needs of disabled drivers and other priority users.
- The desire of residents to park near to their homes.

7.32 The Council sees the introduction of restrictions into residential streets as a last resort, and this only takes place where safety is comprised by anti-social parking, or where the bulk of the demand for kerbside parking is from people from outside the local area and is detrimental to residential and community activities. The views of residents and other frontagers are given a significant weight in deciding whether controls should be introduced.

Town Centres

- 7.33 Within the Borough of Bromley there is one Metropolitan shopping centre, Bromley, and one Major town centre, Orpington and four District Centres – Beckenham, Penge, Petts Wood and West Wickham. There are a number of other shopping centres of varying size and economic significance.
- 7.34 Within the larger town centres, the strategy that has been adopted has been to provide adequate off-street parking (i.e. car parks) to accommodate those who wish to visit the area for shopping business and leisure activities. The tariffs at these cars parks are set so as to favour short and medium stay parking over all-day parking, and more generally it is the Council's policy to favour short-stay parking over long-stay parking both on and off the street. In addition, the Council actively seeks to reduce off-street parking facilities within existing developments, particularly private non-residential, whenever the opportunity arises.
- 7.35 New development in both the Town Centre and the Borough as a whole is now subject to new parking standards in the UDP as adopted in July 2006. This relates parking, and development itself, to public transport accessibility levels (PTALs), and will contribute to limiting any further traffic growth, particularly in areas of high accessibility such as the Town Centre.
- 7.36 The introduction of paid off-street parking often encourages drivers to seek free on-street parking in nearby streets. To protect residents and businesses from the effects of this visitor parking, it is necessary to strike the correct balance between:
- The demand for parking;
 - The need to support the local economy;
 - The need to provide for visitors generally;
 - The need for waiting restrictions (yellow lines) to promote safety and to allow for loading and unloading; and
 - The need to provide reserved space for certain categories of priority user, such as residents and the disabled.
- 7.37 Resident's permit schemes have been introduced in:
- Bromley Town Centre (three zones, A, B and C)
 - Ledrington Road (near Crystal Palace Station – Zone D)
 - Locksbottom (Zone E)
 - Orpington (two zones, H and I)
 - Burnt Ash Lane North (near Grove Park Station – Zone J).

There is a separate business permit zone in Locksbottom (Zone LB), and business permits are also available in Bromley zones B and C. Visitors' vouchers can be purchased by residents in all zones except D and LB for their friends and family to enable them to park whilst visiting.

Smaller areas of parking control

7.38 In the smaller town centres and other controlled parking areas, mixed parking controls have been introduced to meet particular local needs and circumstances. These circumstances include:

- The need to control all day commuter parking to protect kerbside space for local usage;
- The need to reduce long term parking around railway stations;
- The need to protect kerbside space for short term parkers/shoppers near to shopping centres;

and the measures used include:

- The introduction of time-limited waiting restrictions, generally to deter all-day parking by commuters and railheaders and to encourage a turnover of space to support local businesses;
- Short stay free parking bays (30 minutes no return within 1 hours);
- Pay and Display parking.

7.39 To ensure that parking provisions and availability supports the needs of users and the local economy the Council is committed to reviewing these restrictions regularly.

7.40 Bromley's continued approach to parking policies and enforcement is to develop local solutions to meet local issues which support the Council's policies and strategies. This Parking and Enforcement Plan will be thoroughly reviewed on a 5 year cycle, and amended as necessary on a shorter timescale to keep pace with changing priorities, to assimilate new ideas, to reflect changes in attitudes and to take account of new or amended national regulations.

Bromley's Approach to Parking Issues

7.41 The Road Traffic Act 1991 allowed Local Authorities the opportunity to decriminalise parking and take over responsibility for providing enforcement services. Using the powers conferred by this Act, all parking offences in Bromley were decriminalised in 1993.

7.42 Bromley's approach to parking provision and controls is to assess the nature of the problem, consult with affected stakeholders, and implement facilities and restrictions appropriate and proportional to the nature and scale of the problem. The Council believes that its management of both on-street and off-street parking meets the demands of the Mayor's Transport Strategy, and in particular is in accordance with Policy 4G.4 of the MTS, which states:

"All parking and loading controls should be managed fairly and effectively. Whilst recognising statutory requirements and constraints, on and off-street parking charges should as far as possible reflect the overall objectives of the Transport Strategy and take into account the competing needs for kerb side and off-street space in each area."

On-street parking

7.43 Within Bromley there are currently a number of on-street controlled parking schemes, which cover various areas of the Borough, as set out in paragraph 7.22 above. The location of these areas is shown on Plan No 1. In addition to these area-wide schemes, there are some locations where there are limited controls, with both yellow line and marked permit bays. These are centred on “parking hotspots”. The objective of the restrictions is to give precedence for parking to local people over drivers coming into the Borough to park, often to take other modes of transport into the centre of London, for long periods of time.

7.44 The current total on-street parking stock is as follows:

Area	No. of Spaces	No. of Disabled Spaces *	Peak occupancy of paid space
Anerley	35	0	7%
Beckenham	93	19	93%
Bromley	755	32	54%
Chislehurst	75	2	63%
Elmers End	9	1	68%
Hayes	41	2	100%
Locksbottom	72	0	58%
Orpington	538	38	86%
Penge	40	9	85%
Petts Wood	81	4	100%
Total	1,739	107	68%

* Spaces provided for general use by blue badge holders (ie excludes spaces provided outside individual residences).

7.45 The MTS envisages the continued growth of controlled parking, as exemplified by Policy 4G.5, which states:

“The creation of new or extended Controlled Parking Zones will be supported, particularly in inner London, outer London town centres, and around Underground and rail stations where parking pressures and conflicts are acute.”

7.46 The existing on-street controls are under continuous review to in order to respond to changed requirements within the Borough. The Council has plans to extend its Controlled Parking Zone (CPZ) in Beckenham, and to introduce a CPZ to Petts Wood as soon as finance becomes available. Despite accepting that the Council had made a “well-written and

cogent" case, TfL declined to provide funding for these schemes (matched funding in the case of Beckenham) in the 2006/07 Borough Spending Plan (BSP) settlement, citing the Council's existing surplus on its parking account.

Off-street parking

- 7.47 The Council recognises that many people wish to visit the Borough by car, particularly Bromley Town Centre and the other towns in the Borough, for various reasons including business and shopping. Car parks have a number of advantages over on-street parking, including allowing for longer stays than is possible on street, and helping to minimise the volume of traffic circulating looking for a space.
- 7.48 Car parks both in the Borough are operated both by the Council and by private operators. A summary of supply by area is given in the table below.

Table 3: Off-street parking supply			
Parking Stock: Off-street parking spaces by area (including Saturdays)	No. of Spaces	No. of Disabled Spaces	Peak occupancy of paid space
Beckenham/Penge	769	30	60%
Biggin Hill	28	2	45%
Bromley	4,185	29	88%
Chelsfield	70	0	96%
Chislehurst	239	6	70%
Hayes	127	3	58%
Locksbottom	444	26	84%
Orpington	626	20	75%*
Petts Wood	98	2	96%
St Pauls Cray	68	0	free parking
West Wickham	430	8	69%
Total	6,984	126	64%

* occupancy figure excludes 530 spaces in Station Rd MSCP (Due to be closed in Jan2007)

- 7.49 The Mayor's Transport Strategy addresses the question of off-street parking in the form of Policy 4G.6, and Proposal 4G.16. These state that:

"The London boroughs should use their planning powers to limit the amount of parking provided through public off-street car parks (including temporary car parks), in line with the objectives of the Transport Strategy." (Policy 4G.6)

and

“The London boroughs should review the provision and pricing of public off-street parking to ensure that this conforms to the objectives of the Transport Strategy. The London boroughs should ensure that charges for off-street car parking in town centres give priority to short term users.”
(Proposal 4G.16)

- 7.50 In order to create a balance between supply and demand, various charging regimes are in place. These are set out in full at Appendix A. The Council carries out an annual review of all its off-street parking charges, and every two years carries out a wider review of pricing policies in line with local, Londonwide and national transport priorities. This review is linked to the continuous development of a comprehensive approach to management of both off-street and on-street parking. The most recent review of off-street pricing was undertaken in October 2005.

Bromley's main parking services

- 7.51 The Road Traffic Act 1991 introduced a number of changes in connection with traffic and parking regulations and set the principles for a complete change in direction in respect of parking enforcement in London. The Act enabled the decriminalisation of parking offences, thereby allowing local authorities to carry out enforcement by the use of Council-employed Parking Attendants rather than the Police.
- 7.52 Using the powers provided under the Act, Bromley designated the whole of the Borough as a Special Parking Area (SPA) in 1993. With effect from that date, all parking offences in Bromley were decriminalised. This means that the Police and the criminal courts have been removed from most parking infringements (although the Police retain powers to deal with obstruction of the highway). Disputes over the validity of Penalty Charge Notices (PCNs) are dealt with by a central independent adjudication system rather than the courts, although the civil courts are used for debt recovery.
- 7.53 A further significant change arising from the Act was that local authorities were able to retain the income from the issuing of Penalty Charge Notices. Any surplus income over the costs of running the parking service may be retained by the local authority, but expenditure is limited by law to a range of headings related to parking, public transport and other transport improvements.
- 7.54 The Act also made provision for the introduction the Priority “Red Route” controls on the main road network in London. There are two “Red Routes” within the Borough, the whole of the A21 and the A232 west of the A21. The location of these roads is shown on Plan No. 2. Since 2000, Transport for London has been both the Highway and Traffic Authority for these roads, which are part of the Transport for London

Road Network (TLRN). Parking on these routes is enforceable by the Metropolitan Police and Police Traffic Wardens.

Overview of on-street parking operations

- 7.55 Main roads in Bromley which are not part of the TLRN generally have waiting restrictions that are applicable to the working day. Some busy roads that carry bus routes have “at any time” restrictions, to keep traffic moving. Restrictions on loading on these routes are also used where necessary, also to keep traffic flowing effectively. However, where the layout of the road is safe and suitable, parking provision may be considered.
- 7.56 Within town centres, the main priority for on-street parking is given to loading / unloading and short stay parking for shoppers or visitors. Turnover of parking is achieved by pay & display schemes and time-limited parking bays. In areas where residents have problems with parking, due to non-residential long-term parking, permit schemes have been introduced.
- 7.57 Elsewhere in the Borough, the Council aims to regulate the location and use of on-street parking facilities where this is necessary to safeguard the efficiency and safety of the road network for all road users, to support the local economy, or to meet the needs of residents or other priority users.
- 7.58 All on-street parking restrictions include Bank Holidays (with the exception of Christmas Day and Boxing Day), and on these days enforcement is targeted towards areas that have congestion problems.

Consultation

- 7.59 As required by the provisions of the Road Traffic Regulation Act 1984, all restrictions on kerbside parking have to be introduced by making a Traffic Management Order. As part of the order-making process, local authorities are required to carry out statutory consultation with defined stakeholders. These include:
- The emergency services;
 - Adjoining authorities, if affected;
 - Representatives of freight transport operators; and
 - Other known stakeholders who would be materially affected by measures.

This process also involves placing notices in a local newspaper, and placing street notices on street.

- 7.60 In all cases, and in advance of the statutory order-making consultation, the Council always undertakes informal consultation with residents, frontagers and elected Ward Members. In some cases it may be appropriate to consult over a wider area before moving on to the

statutory phase. Depending on the circumstances, and the scale of the proposal, consultees could also include:

- Nearby schools
- Bus operators
- Relevant residents' associations
- Bromley association of people with disabilities (BATH)
- Bromley road safety panel
- Bromley Borough Roads Action Group (BBRAG)
- Rail operators
- Business groups
- Community organisations
- Transport interest groups.

Through this process, stakeholders in the community play a part in developing schemes that provide solutions that address specific local issues.

7.61 Anyone may object formally to a Traffic Management Order. If the objection relates to an issue which has not previously been fully considered, and it cannot be resolved through discussion and is not withdrawn, the objection is reported to the Council's relevant Portfolio Holder for a formal decision.

7.62 Under the Road Traffic Regulation Act 1984, authorities can either introduce experimental orders or permanent orders. The Council makes considerable use of experimental orders, as this process allows the Council the flexibility to change or modify the restrictions that have been introduced to take account of changes in circumstances before making them permanent.

Hours of Parking Demand

7.63 The main demand for both on-street and off-street parking within the Borough's town centres occurs from Monday to Saturday across the working day between 8am and 6.30pm, and on Sundays during the retailing hours of 10am to 5pm. The emerging night-time economy, based around pubs, clubs and restaurants in commercial centres, is likely to place greater pressure on residential kerbside parking at later hours than has previously been the case, and this is an issue that will need to be reviewed in light of changes in local economies.

Waiting Restrictions

7.64 The majority of waiting restrictions in Bromley are on strategic and distributor roads and have largely been introduced to promote safety, assist buses, enable servicing and aid efficient movement of traffic. Where practicable, short-stay parking bays are also provided on these roads. Elsewhere, waiting restrictions have been introduced to remove obstructive or unsafe parking at locations such as close to junctions, on

bends, outside schools and where visibility of other motorists is obstructed. In addition, restrictions are often placed in narrow streets where parking would otherwise take place on both sides, to assist the emergency services in obtaining access.

- 7.65 Pressure on available on-street parking space has led to increasing abuse of the Highway Code's basic principles regarding parking in obstructive or dangerous places. More restrictions, in conjunction with targeted enforcement are, therefore, likely to be required to increase compliance with the Code and thereby to improve road safety.
- 7.66 Waiting restrictions across the Borough apply over many different time bands, although many restrictions were introduced several years ago covering a standard working day from 8.30am to 6.30pm. In the last 10-15 years, with increasing traffic flows and congestion, more flexible working arrangements and evening and Sunday trading, peak traffic periods have spread. In the wake of this process, the peak times for parking demand have also changed.
- 7.67 To address this process of change, the Council is constantly reviewing restriction time bands as part of a wider process by which waiting restrictions are regularly reviewed and amended in order to improve safety, to continue meeting local needs, and to rationalise provision in order to reduce ambiguity or confusion to drivers.

Loading Restrictions

- 7.68 To ensure that businesses can continue to thrive and service their operations, stopping on yellow lines for the purpose of loading and unloading goods is normally permitted. This provision allows for up to 20 minutes for this action, so long as there is a continuous loading or unloading process taking place. However, uncontrolled loading during peak traffic periods can lead to traffic congestion and endanger pedestrians, and it is therefore often necessary to prohibit loading and unloading at times of high traffic flow.
- 7.69 To assist businesses, loading bays are often provided in side streets adjacent to busy main roads so that deliveries can take place in peak time and then be trolleyed short distances to businesses in main thoroughfares.

Controlled Parking Schemes

- 7.70 The approach that Bromley has taken to controlled parking is to introduce uniform controls where kerbside parking for residents and business users is at premium. The principle of such schemes in Bromley is to control parking in order that it is safe, unobtrusive and matched to local needs, ensuring unhindered access to premises and assisting in the economic viability of the local area. The Council installs controlled

parking where there is a defined problem and there is support within local community.

- 7.71 Although controlled parking has been implemented at a considerable number of locations throughout the Borough, there are only three areas where formal Controlled Parking Zones (CPZs) are in operation, namely Bromley town centre, Beckenham and Orpington. Within a CPZ, the hours of control that apply to single yellow lines and to permitted parking bays are usually the same. The distinguishing feature of a formal CPZ (as opposed to an area where some controlled parking operates) is that the hours of operation of the restrictions are displayed on signs at the entrances to the schemes. It is not necessary to provide signs at each separate parking bay or length of yellow line. The main exceptions to the uniform time restriction within a CPZ are double yellow lines, which prohibit parking "at any time" (i.e. 24 hours a day, every day) and no longer require signs in addition to the lines themselves. Any other exceptions have to be specifically signed as having different hours of control to the general hours of the scheme in question.
- 7.72 Throughout Bromley, on-street visitor parking within controlled parking areas is generally controlled by the use of Pay and Display (P&D), which requires a valid ticket or permit to be displayed in the windscreen of the vehicle parked in a defined bay.
- 7.73 In addition to Pay and Display, the main areas of parking control also have resident's permit schemes. Business permits and visitor permits are available in some areas. The areas where parking is controlled through such measures are listed in the table below (see also Plan no1).

Area	Zone or area	Permit letter	Cost of Residents' Permits	Cost of Business Permits	Cost of Visitor Vouchers
Bromley Central	Zone	A	£45	N/A	£25
Bromley North	Zone	B	£25	£75	£25
Bromley South	Zone	C	£25	£75	£25
Ledrington Road	Area	D	£40	N/A	N/A
Locksbottom	Area	E	£55	N/A	£25
Locksbottom	Area	LB	N/A	£200	N/A
Orpington	Area	H	£25	N/A	£25
Orpington	Area	I	£55	N/A	£25
Burnt Ash Lane North	Area	J	£25	N/A	£25

Innovative on-street parking services

- 7.74 In late 2006, the Council introduced two innovative services that aim to improve customer service in its on-street parking services. Currently these services are only available in Orpington. In some roads, motorists

are only able to park using **mobile telephone parking**, and in some other streets there is a mixture of mobile phone parking and conventional payment. Motorists can register to use their mobile phone to pay for parking by going to the Parkmobile website. Membership of this scheme costs £1 per month.

7.75 **Privilege parking** is available to businesses at a cost of £200 a year. This allows members who have overstayed the two hour parking limit to extend their stay by mobile phone up to a limit of three hours, thirty minutes. This additional time is charged at a steeply ramped premium rate, under which it costs an additional £8 to extend a stay beyond two hours and into the period between three hours and three hours, thirty minutes. The Council will monitor these services for user take-up, customer reactions and effectiveness on-street before deciding to retain, modify or extend them.

Residents' parking permits

7.76 The Council will issue a resident's permit on request to those people who:

- Permanently reside at an address within the Permit Parking Area and are able to provide evidence of this;
- Own a passenger or goods carrying vehicle the overall length of which does not exceed 5.25 metres, a motor cycle over 49cc, or an invalid carriage. (Mopeds 49cc and below are exempt); and
- Pay the appropriate fee.

Non-residents are not eligible for a Parking Permit. The full criteria for issuing residents' permits are set out in Appendix B.

7.77 The number of permits currently (November 2006) on issue in those areas where the residents' parking scheme applies are as follows:

Table 5: On-street residents' permits	
Area	No. of Spaces
Anerley	5
Beckenham	86
Bromley	5,584
Locksbottom	20
Orpington	88
Total	5,783

7.78 Permit prices are based on the cost of administration and also the cost of enforcing residents' parking controls. The differential in price reflects the different hours of control which apply in different areas.

Business permits

7.79 Business Parking Permits will be issued on request to qualifying organizations which:

- Have an address in the area of the parking zone where business parking permits apply;
- Are able to show that they permanently employ more than one person;
- Own a passenger or goods carrying vehicle, the overall length of which does not exceed 5.25 metres, a motor cycle over 49cc, or an invalid carriage. (mopeds 49cc, or below are exempt).
- Provide evidence that they are either registered as a business at companies house, vat registered or pay business rates for the premises within the zone specified where business permits apply;
- Do not already hold four current business permits; and
- Pay the appropriate fee.

7.80 In addition, qualifying business users are entitled to up to 10 books of 15 one-day permit parking vouchers per year for use by visitors. The full criteria for issuing business permits are set out in Appendix C.

7.81 The number of permits currently (November 2006) on issue in those areas where the business parking scheme applies are as follows:

Table 6: On-street business permits	
Area	No. of Spaces
Bromley	326
Locksbottom	13
Total	339

Visitor Permits

7.82 To accommodate resident's visitors in areas of controlled parking, a system of visitor permits has been developed. These permits may only be purchased by persons who permanently reside at an address within Permit Parking Area and who are able to provide evidence of this. No more than four books of visitors' vouchers may be issued to each eligible applicant per year.

Disabled Visitor Permits

7.83 A maximum of two free books of Visitors' Vouchers vouchers is available to disabled applicants who can produce:

- A letter or certificate issued by Bromley Council's Social Services Department; or
- A copy of the section of a pension book or a recent DSS payment advice that shows the applicant's name, address and entitlement.

Possession of a Blue Badge is not accepted as sufficient evidence of entitlement to free vouchers. The full criteria for issuing visitor permits are set out in Appendix D.

General considerations applying to permits

- 7.84 Possession of a permit issued under one of the above schemes allows the holder of the permit to park within a designated number of streets, indicated by a zone number shown on the permit. A permit does not guarantee the holder a dedicated space outside of an individual address, nor is it a guarantee that there will be sufficient kerbside parking space available to cater for all those who may have permits to park in any particular road at any one point in time.

Shared Use parking

- 7.85 In order to allow short stay paid parking for visitors in predominantly residential areas, some residents' bays have been converted to shared use through the installation of pay and display machines. This system allows both residents with permits and visitors who park in the area for various reasons to make use of the parking space vacated by residents who take their cars out of the area during the day.

Locations where parking is controlled but free

- 7.86 There are various areas at local parking hotspots where a combination of yellow line and marked bays on street (which are not charged for) discourage long stay non-residential parking.

Disabled parking

- 7.87 There is a national scheme for issuing "Blue Badges" to disabled people, who meet national criteria. Eligibility for a Blue badge is either passported by the receipt of one of a range of benefits, or is determined locally by local authorities who assess applicants' level of mobility. The scheme (which does not apply fully in central London) allows holders of Blue Badges a range of parking concessions to improve their accessibility. These concessions include dispensations from paid on-street parking, and also allows parking in restricted areas (on yellow lines) for up to 3 hours. The badge is issued to the individual, not to the vehicle and can be used in any vehicle so long as the holder is travelling in it.
- 7.88 Legislation allows the introduction of marked on-street disabled parking bays, in which the holders of Blue Badges are entitled to park if their permit is displayed in the windscreen of the vehicle which they are using. Non-holders of a Blue Badge who park in one of these bays are liable to enforcement action through the issue of a PCN.
- 7.89 Bromley has a positive policy towards disabled parking. Within controlled schemes, and in addition to the provision of dedicated

disabled parking bays, it allows Blue Badge Holders to park in any shared use parking bay or pay and display bay, at no charge and without time limit, unless specified by signs.

- 7.90 The use of disabled badges and the above concessions are only permitted if the disabled person, to whom the badge has been issued, is a driver or passenger in a vehicle at the time at which parking takes place. Any misuse of badges is an offence, and the concessionary badge may be withdrawn from the disabled person.
- 7.91 Theft and fraudulent use of badges are an increasing issue and the Council is currently giving consideration to measures for reducing this area of abuse.

Provision of Disabled Bays

On street

- 7.92 As part of the introduction of controlled parking areas within the Borough, consideration is always given to the incorporation of dedicated disabled bays into schemes to cater for the needs of the disabled.
- 7.93 Outside controlled areas, on-street disabled bays are often provided at strategic locations such as stations and health centres where there is proven demand. The Council will normally give positive consideration to the provision of marked on-street bays near residents' homes, if requested to do so by either the disabled person or their representative who is responsible for their mobility. This process is subject to an assessment of the site for suitability (including safety considerations) and to the normal traffic order-making process which allows objections to be made, for example by neighbours or other road users. There are currently more than 250 residential disabled bays marked on street. The Council's criteria for disabled bays are set out at Appendix E.
- 7.94 Although the application for a disabled bay is made by an individual the bay is not specific to that person. Any holder of a "Blue Badge" is permitted to park in these bays if space is available.

Off street

- 7.95 In addition to on-street facilities, the Council places requirements on developers through the planning process to provide stipulated numbers of dedicated off-street parking places for the disabled in new developments. The UDP sets out standards for disabled parking provision in new developments, and more generally the Council applies the standards for disabled parking in developments as set out in Annexe 4 of the London Plan.

7.96 The Council provides disabled parking in many of its car parks. Table 3 above shows the distribution of spaces by area of the Borough, while a more detailed indication of spaces by individual car park is given at Appendix K to this PEP.

Motorcycle Parking

7.97 Motorcycles comprise around 3% of all registered vehicles. Recent large increases in sales of mopeds and other commuter machines have resulted in further demand on existing motorcycle parking places, with indications that this trend will continue.

7.98 In Bromley, motorcyclists can park in standard on-street parking bays by paying and displaying in the same way as a car user. However, displaying the ticket purchased is difficult as it cannot be fastened to a secure or sealed area and the ticket can be easily lost, stolen or even blown away by the wind. Furthermore, because motorbikes take up relatively little space, other vehicles, (either another motorbike or a car) may attempt to park in the same bay and this can incur a penalty charge notice on both parties.

7.99 There are a small number of marked, dedicated, on-street motorcycle parking bays which are well used. There is no charge for parking in these bays. The bays are mainly located in and around Bromley Town Centre, in parking zones A, B and C. In addition there are bays at the following locations:

- 1 bay in Ravensbourne Rd
- 1 bay in Berwick Way, Orpington
- 2 bays in Station Approach, Hayes.
- 1 bay Ringers Road.

7.100 In association with its intended review of waiting and loading restrictions and controlled parking zones, the Council will review the requirements for on-street motorcycle parking. This process will include a review of the siting of motorcycle bays with the aim of ensuring that the bays are not obscure or isolated, in order to improve the security of this type of parking.

Taxi Ranks

7.101 There are 23 taxi ranks in the Borough. The purpose of a taxi rank is to provide residents and visitors with a set location where they can hire a licensed taxi. Ranks are located in places where people most need a taxi, for example, railway stations and busy shopping areas. The ranks are the only places where a taxi may wait for business in a stationary position. It is an offence for any other vehicle to park in a taxi rank

7.102 Within Bromley, near to the Market Square, there is a dedicated taxi rank that caters for three vehicles and is part of a new Taxi Marshall Scheme devised by TfL – Public Carriage Office (PCO), and funded jointly by the Council and the PCO to improve night-time security of passengers that want to use the service late at night.

Doctor Bays

7.103 Bromley provides, where requested, marked on-street doctor bays, at no cost to the applicant. The majority of healthcare premises within the Borough have off street parking provision for doctors. The number of on-street bays is low when compared with other London authorities, currently being four, at the following locations:

- Anerley Rd, Penge;
- Pound Court Drive, Orpington;
- St. James's Avenue, Beckenham; and
- Woodside, Chelsfield.

7.104 Currently doctors who use these bays display the “Health Emergency Badge”. If it becomes apparent that there is increased demand for these bays in Bromley, then consideration could be given to the introduction of specific Doctor Permits. In the meantime, the Council will continue to respond to requests for such bays as required.

Health Emergency Badge holders

7.105 There is a Londonwide Health Emergency Badge (HEB) scheme administered by the London Borough of Richmond upon Thames on behalf of the London Boroughs under the auspices of the Association of London Government (ALG). The HEB scheme is intended to identify doctors' vehicles (and those of other qualifying health professionals) when being used on emergencies. The badge provides no immunity from parking regulations but if a vehicle otherwise parked illegally is observed to be displaying a badge, Parking Attendants have a checklist to run through before deciding whether or not to issue a Penalty Charge Notice (PCN). If a PCN is issued, any challenge must be individually contested.

7.106 In Bromley holders of these badges are allowed to park on yellow lines for 30 minutes, or in paid parking bays without payment for 30 minutes after the paid time has expired in the bay.

7.107 The badge must show the address being visited by the holder and be correctly displayed at all times. The dispensation does not apply if the vehicle is causing serious obstruction, left for an excessive length of time (over an hour) in the same position, or regularly seen in the same place.

7.108 The exemption does not apply in the vicinity of the holder's place of

work. A vehicle displaying an HEB will not normally be penalised without an attempt made to contact the driver at the address shown on the badge.

Other parking services

7.109 In addition to the mainstream activities of controlling on-street parking through waiting and loading restrictions and designated parking bays, the Council provides a complementary range of associated services that regulate parking, promote safety and assist with the flow of traffic. These are detailed below.

Overnight parking restrictions on commercial vehicles

7.110 In 1985, the former Greater London Council introduced restrictions on the overnight parking, on street, of heavy goods vehicles and coaches on all roads in the Greater London area, unless a special exemption had been introduced. The purpose of this was to regulate such parking and to improve the environment in London. The regulations prohibit vehicles of a maximum gross weight which exceeds 5 tonnes from parking in any restricted street, between the hours of 6.30pm on any one day and 8am on the following day, in the whole of the Greater London Area.

7.111 To accommodate the overnight parking of these vehicles, the Council provides three off-street lorry and/or coach parks at the following locations:

- Cotmandene Crescent, St Pauls Cray
- St Georges Road, Beckenham
- Churchill Way, Bromley (coaches)

While this provision is intended to reduce the need for lorry drivers to park on street, there remains a problem with violation of the ban, which results in the actual usage of these lorry parks being relatively low. The Council currently issues about 50 penalty Charge Notices a year for alleged violation of the overnight parking ban.

Footway parking

7.112 The Greater London Council (General Powers) Act 1974 introduced a ban on parking on the footway, or on footway verges, in all roads in London. The ban was enforced to a limited extent by the Police until 1994, when Local Authorities were given powers to enforce this as a decriminalised offence under the Road Traffic Act, 1991.

7.113 Within the context of the Londonwide ban, local Councils can introduce exemptions to prevent obstruction of the carriageway, as long as the Council's criteria regarding carriageway widths and prevention of obstruction of the footway are met. These exemptions

aim to assist in reducing traffic congestion and improve community safety by reducing obstruction of emergency vehicles in residential areas. The Council undertook a review of its approach to dispensations for footway parking through a report (ELS05222) to the Environment Portfolio Holder in August 2005. The criteria are set out in Appendix F.

Cycle Parking

- 7.114 As part of its commitment to modal shift towards sustainable means of travel, and providing a range of travel choices within the Borough, the Council has a continuing programme of providing on-street cycle parking facilities in its town centres. In addition to this, provision is made at health centres, railway stations and in new developments. It is considered that the introduction of such parking could play an important role in encouraging potential users to see cycling as a practical alternative.
- 7.115 The Council has been consistently developing a programme of cycle parking at rail stations with South Eastern trains through the Seltrans partnership. So far, facilities have been provided at Petts Wood, Bromley South, Elmstead Woods and Penge East rail stations.
- 7.116 The Council is continuing to develop a new cycle parking strategy for Bromley Town Centre. This will complement the newly re-designed Bromley High Street and surrounding area.

Facilities to assist bus movement

- 7.117 Transport for London is devoting greater resources to improve the performance and reliability of individual bus routes, in partnership with the operators, boroughs and enforcement agencies. Local authorities are expected to play a part in ensuring that anti-social or obstructive parking does not take place on these routes. Bromley is supportive of this and gives priority to these routes, which are shown on Plan No. 2.
- 7.118 Details of all these routes are shown in Appendix G. This gives a list of those "A roads and busy bus routes" (as defined in LIP Guidance), which are not part of the TLRN. Many of these routes have had the parking controls reviewed as part of the LBPN and LBPI programmes. Those roads which have not been reviewed, will be given priority in the future.
- 7.119 In addition to enforcement of these particular routes, the Council is introducing parking controls at bus stops to provide 24-hour, 7 day a week prohibition on stopping, other than for the purpose of boarding or alighting from a public service vehicle. This action while addressing anti-social parking, also plays a role in support of other Bromley initiatives connected with safety and modal shift.

Access bars

- 7.120 The Council regularly receives requests from either business or residents to introduce short sections of yellow line to prevent drivers from parking across vehicular accesses, which prevent ingress or egress to or from premises.
- 7.121 The introduction of short sections of yellow line is often not practicable, as resources for the enforcement of waiting restrictions are limited. However, the Council is aware of the distress that anti-social parking can cause, and the effects that it can have on business operation.
- 7.122 The Traffic Signs Regulations and General Directions 1994 allow the provision of white access bars (carriageway markings to diagram 1026.1) across driveways where there is the potential for obstruction. The markings are to indicate to drivers that there is a vehicle access or crossover present and that they should not park. However, these markings are advisory and are not enforceable through the issue of a Penalty Charge Notice (although parking in front of a driveway may constitute the criminal offence of obstruction).
- 7.123 The Council makes limited use of these markings, in the circumstances listed below:
- Across access/service roads giving access to multiple garages etc;.
 - Access to blocks of flats etc;
 - Registered disabled drivers' driveways where there is no on-street disabled bay; and
 - Access to businesses / public halls / libraries etc.

No other circumstances will be considered.

- 7.124 There have been recent changes in legislation that may decrease the number of requests for such markings. The London Local Authorities and Transport for London Act 2003 (section 14) now allows the Council to issue penalty charge notices to or remove vehicles parked across dropped footways both within and outside controlled parking zones. Until the Act came into operation it was the responsibility of the Police to take action against motorists who park in front of dropped footways (sloping kerbs).
- 7.125 The legislation makes it clear that, in cases where the driveway is for residential premises and not shared by other premises, and the dropped footway is there to provide access to the driveway, then enforcement action can only be taken when the occupier of the premises requests the local authority to do so. This means that it will not be an offence for a residential occupier to park across his or her own driveway.

Dispensations

- 7.126 Dispensations are issued by the Council's Parking Enforcement section to permit a vehicle to park on yellow lines for a specific period and specified purpose where no alternative parking is reasonably available. This often happens when building works are required to take place to a property. The cost of this is currently set at £12.50: however, this is per occurrence rather than on a daily basis. In addition, where a marked parking bay is suspended this is currently charged on the basis of £25 per week. These costs represent an administrative charge rather than the full economic cost of the service or the loss of income to the Council.
- 7.127 If a dispensation has been granted, the vehicle concerned should display the dispensation certificate clearly on the windscreen and should be used for the specified purpose. Statutory undertakers are permitted to park any vehicles associated with works being carried out on the highway within the area required for the works to be carried out. This area has to be delineated by cones and/or barriers.

On-street coach parking

- 7.128 At the time of producing this PEP, there were no designated on-street coach parking bays in the Borough. The Council will consider requests for such provision as and when it receives them. In addition, the Council will review its coach parking requirements in association with TfL's plans for the Olympics in 2012.

Parking Enforcement

- 7.129 The Council recognises that a practical, common sense approach is needed to carry out its decriminalised parking enforcement responsibilities. However, lack of knowledge or deliberate abuse of the rules by the public is unfortunately common. Contraventions of parking restrictions lead to traffic congestion and have adverse implications for road safety. While many people consider that a breach of the rules only involves a few minutes, they do not appreciate the cumulative effect of such parking on road safety, congestion or traffic flow.
- 7.130 Parking contraventions are dealt with by the issue of a Penalty Charge Notice (PCN) and, in appropriate circumstances, by towing away of the vehicle. In certain circumstances, warning notices are recommended instead of PCNs. The offences for which PCNs can be issued are detailed in the list of offence codes issued by the Association of London Government (ALG), as set out in Appendix H.

Charging regimes

- 7.131 There is a tendency for motorists to seek to park on the street as a matter of first preference. Even when an on-street space is farther from

a destination than a car park, on-street parking is seen as more convenient. In order to encourage people to make use of off-street facilities, and to encourage a high turnover of customers for short-stay parking close to shops, charges in off-street car parks are set lower than on-street parking charges in the surrounding area. Appendices A and M give full details of the charging regimes for both on- and off-street parking.

7.132 The changing nature of shopping and businesses opening hours has resulted in very similar, and sometimes higher, levels of parking on Bank Holidays than on “normal” weekdays or weekends. Parking controls are, therefore, essential on these days to prevent obstruction and congestion.

7.133 The Council carries out an annual review of all its parking charges in line with policy priorities, national and local environmental and transport objectives, and the need to maintain an adequate level of investment in the service. The annual review is linked to the maintenance and further development of a comprehensive approach to management of on-street and off-street parking through consistent and appropriate charges and tariffs. This has proved to produce a good level of compliance from the public and has accomplished fair and consistent enforcement. The aims of the review are:

- To achieve a good level of compliance with the regulations as an aid to fair and consistent enforcement;
- To achieve and maintain a quality parking experience in Council-owned car parks;
- To maintain the economic vitality of the Borough of Bromley;
- To establish and maintain parking charges which are appropriate and effective throughout the Borough;
- To limit excessive demand for commuter and other all-day parking in places where this restricts access for other user groups in need;
- To redistribute demand from locations where there is significant over-demand and queuing, to locations where there is spare parking capacity;
- To meet the costs of the service and finance progressive improvements;
- To maintain price competitiveness with adjoining shopping / business centres; and
- To maintain price competitiveness with comparable privately-operated car parks.

Penalty Charge bands

7.134 The charges incurred via a PCN fall into one of three bands, which apply to all London Boroughs. The Council applies the Penalty Charge bands as follows:

Table 7: Penalty charge bands in Bromley			
Band	Current charge (April 2006)	Discounted charge for early payment	Area
A	£100	£50	Bromley Town Centre <i>and</i> Bus lane offences
B	£80	£40	Remainder of Bromley, on-street
C	£60	£30	Off-street only

Enforcement Services

- 7.135 The Council has contracted its enforcement services to Vinci Park Ltd, and their operatives patrol and undertake on street enforcement services. The current parking enforcement contract came into operation on 1st October 2006.
- 7.136 Under the current Parking Enforcement contract, there are an average of 23 Parking Attendants (PAs) patrolling on a typical working day for enforcement of on-street restrictions. Some of the PAs are mobile (i.e. they are provided with motorcycles to allow them to cover a wide area).
- 7.137 All the Council's Parking Attendants undergo rigorous and thorough training to cover both national and local enforcement policies. Stringent checks on our Parking Attendants are routinely carried out to ensure quality standards are maintained and training given where necessary.

Frequency of enforcement

- 7.138 The frequency of visits to any given street is based on experience, and is adjusted accordingly where compliance is not being met. In addition to on foot patrols, we deploy the mobile Parking Attendants are used to respond to specific enforcement requests.
- 7.139 The performance of the Contractor is monitored on a monthly basis and monthly in house report on enforcement is produced. The table below sets out the number of enforcement actions for the three year period 2002 to 2004.
- 7.140 The table below shows the number of PCNs issued and appeals referred and allowed for the four year period 2002 to 2005. In the table, the column for on- and off-street parking PCNs refers to PCNs issued by the Council's own enforcement contractor, on street and in Council-owned and some privately-owned public car parks, excluding the

Glades centre in Bromley. PCNs in the Glades are issued by the centre's own contractor, but are processed by the Council.

Table 8: Enforcement actions per calendar year							
Year	No. of PCNs issued				Number of PCNs issued	Appeals referred to Adjudication Panel	Appeals allowed
	On & Off Street Parking	CCTV Bus Lane	TfL Bus Lane	CCTV Static Parking			
2002	72,629	0	0	0	76,444	1001	719
2003	63,652	2,543	0	0	68,902	884	140
2004	64,562	11,646	0	0	78,596	964	213
2005	65,966	15,457	1,999	18	85,803	790	199
TOTAL	266,719	29,646	1,999	18	309,745	3,639	1,271

Closed Circuit Television (CCTV) enforcement

- 7.141 There are a number of CCTV installations in Bromley; information about these cameras and their locations is contained in Appendix I. For parking enforcement purposes, Bromley makes use of camera installations provided through CCTV networks that already cover parts of the Borough. Using cameras, operators are able to remotely monitor traffic offences, whilst video tape recorders record whatever is being observed by the operator. The extension of the CCTV network, which is already in place, for traffic surveillance and an enforcement function, is a logical extension of an existing resource.
- 7.142 The London Local Authorities Acts 1996 and 2000 decriminalised moving traffic offences in Bromley's bus lanes, making it possible for enforcement to be carried out using CCTV equipment with penalty charge notices being served by post to the registered keeper. A consistent, fair and sustained level of bus lane enforcement helps to improve the reliability and punctuality of public transport, making it a more viable alternative to individual car use, factors which combine to help reduce traffic levels, congestion and pollution from existing levels.
- 7.143 Most of the bus lanes in Bromley are already covered by CCTV cameras. CCTV Bus Lane Enforcement is currently being carried out at five locations, namely Bromley High Street (from Elmfield Road to Bromley South station), Penge High Street, Crystal Palace Parade, St Mary Cray and Widmore Road, Bromley.
- 7.144 Enforcement officers, who are BTEC qualified operators, use CCTV images to record the registration numbers of vehicles that are seen to be illegally using these lanes. Secure video tape recorders also record what the enforcement officer has seen via the CCTV camera and the images stored on these tapes are used as back up evidence of the offence.

- 7.145 There is scope to increase CCTV enforcement at the other bus lanes in Bromley, which will help to improve compliance with the regulations.
- 7.146 The London Local Authorities Act 2000 has also made it possible to enforce parking contraventions on the basis of information provided by the use of a CCTV camera. The enforcement of waiting and loading restrictions using CCTV cameras is being carried out in a similar way to bus lane enforcement and in accordance with the Road Traffic Act 1991.

Vehicle removal and wheel clamping

- 7.147 The Council does not usually remove illegally parked cars unless it believes that the driver of the vehicle is a “persistent evader”, who has a number of penalty charge notices that have not been paid. The Council does not wheel clamp illegally parked vehicles.
- 7.148 A “persistent evader” is defined as a vehicle with three or more outstanding PCNs. An outstanding penalty charge is defined as ‘a Penalty Charge Notice that has progressed beyond the charge certificate stage and is therefore not subject to appeal, OR in circumstances where no keeper details are available from DVLA, a Penalty Charge that has had a notice been issued would have progressed beyond charge certificate.
- 7.149 A list of persistent evaders is downloaded from the Council’s computer system into the Parking Attendants’ hand held computers the day before the contractor’s removals truck is brought in to attempt to remove the vehicle. When a PA encounters an offending vehicle and keys in a vehicle registration number, and the vehicle has three or more unpaid PCNs, it will flag up a message to tow away. The PA will then relay this message back to the contractor’s offices who will in turn arrange for the vehicle to be towed away. The vehicle will be taken to the car pound at Belvedere, Erith where it will stay until collected by the owner or driver, following payment of the appropriate charges.

Representations

- 7.150 Motorists wishing to object to the issue of a Penalty Charge Notice must do so in writing. This correspondence is known as a Representation. Formal Representations have to be made before the Charge Certificate has been issued and have to be made by the registered keeper of the car or the driver on behalf of the keeper. Once the Charge Certificate has been issued, there is no further right of appeal to the Council although the owner/keeper may make a statutory declaration.
- 7.151 The grounds for successful Representations are the following:

- That the recipient never was the owner of the vehicle in question; had ceased to be its owner before the date on which the alleged contravention occurred; or became its owner after that date.
- That the alleged contravention did not occur.
- That the vehicle had been permitted to remain at rest within the special parking area by a person who was in control of the vehicle without the consent of the owner, i.e. stolen at the time the Penalty Charge Notice was issued.
- That the relevant Traffic Management Order was invalid.
- That the recipient is a vehicle hire firm and the vehicle in question was on hire from that firm under a vehicle hiring agreement at the time and the person hiring it had signed a statement of liability acknowledging his/ her liability in respect of any PCN received during the time of the hiring agreement.
- That the penalty charge exceeded the amount applicable in the circumstances of the case.
- The parking attendant was not prevented from issuing the PCN.
- The Notice to Owner was served more than 6 months after the date of issue of the penalty.

7.152 When making representations on the grounds of (a) above, the representation must include a statement of the name and address of the person to whom the vehicle was disposed of or acquired from, by the person making the representation, if known. Proof of selling or buying the vehicle would prove advantageous to the representation. However the Council will consider every representation even if it does not come within the confines of the statutory grounds.

7.153 It is the duty of the authority to consider any representations made, examine any supporting evidence provided and to inform that person of the decision as to whether the grounds in question have been accepted. If sufficient grounds are established by the representation, the PCN will be written off. If the grounds made by the representation have not been established and are not accepted by the authority, a Notice of Rejection must be served, as follows:

- (a) Explaining the reasons for the rejection, stating that a charge certificate may be served unless the penalty charge is paid or there is an appeal to a parking adjudicator against the penalty charge, to the effect that the penalty charge in question is increased by 50 %.
- (b) Detailing how to appeal to the Parking Appeals Service, indicating the nature of a parking adjudicator's power to award costs against any person appealing to him, describe in general terms the form and manner in which an appeal must be made and any other information as the authority considers appropriate.

Appeals

- 7.154 Motorists who are not satisfied with the decision made, may appeal to the Parking and Traffic Appeals Service. Appeals against the authority's decision must be made in writing the appellant may request a personal hearing, before the end of the 28 day period after the Notice of Rejection has been issued.
- 7.155 On an appeal the parking adjudicator shall consider the representation and any additional representations which are made by the appellant on any of the grounds for representation. If the appeal is allowed, the adjudicator must instruct the Council to cancel the PCN and may give the authority directions, as he considers appropriate. It is the duty of the authority to which the direction is given to comply with it forthwith. If the appeal is declined, the adjudicator must instruct the appellant to pay and give a date by which payment must be made.
- 7.156 The number of appeals allowed for the years 2002 to 2005 is given in Table 8 above.

Debt registration and collection

- 7.157 If no payment is received following the issue of the Charge Certificate, requesting payment of an extra 50% on top of the full price, the Council will register the charge as a debt at the county court. The case will then be put in the hands of bailiffs who will add their own costs to the penalty charge, as described below:
- (a) Order for Recovery of Unpaid Penalty Charge: This notifies the keeper that the Authority has registered a Penalty Charge in their name with the Parking Enforcement Centre at Northampton County Court and requires payment within 21 days or the filing of a statutory declaration.
- (b) Statutory Declaration: This gives the registered keeper a final opportunity to deal with the charge before the bailiffs are instructed, on the following grounds.
1. Did not receive the Enforcement Notice (notification of the Penalty Charge)
 2. Following representation on the PCN to the authority, did not receive a Rejection Notice.
 3. Appealed to the Parking Adjudicator against the authority's decision to reject the representation but had no response.
- (c) Warrant of Execution of Unpaid Penalty Charge: this is given to Bailiffs to grant authority to recover the debt. The bailiff is entitled to

include reasonable costs for executing the warrant and will accept payment or may remove goods to the required value.

Payments

- 7.158 The major payment method for Penalty Charge Notices is by cheque and credit card. Credit card payments are now an option via the Council's parking website. Most other payments, including cash and postal orders, are received via the post or at the reception. Pay and display tickets are currently purchased by cash, mostly coinage. It is possible to purchase in advance utilising either season tickets or value cards.
- 7.159 There are potential alternative methods of accepting payment to both pay & display tickets and Penalty Charge Notices. These include the possibility of using mobile phone technology and utilising other payment facilities such as the Post Office and other agencies, especially in the case of paying for Penalty Charge Notices. Trials of mobile phone payment are due to start during 2006.

Off-Street Parking in Bromley Parking Stock

- 7.160 The total off-street parking stock in the Borough is 6,998 spaces, as set out in Table 3 above, and in more detail in Appendices J and K. Part of this supply is managed by the Council, and part by private operators.
- 7.161 The Council operates three off-street multi-storey car parks in Bromley Town centre, with a further two multi-storey car parks at Beckenham and Orpington. Of this number, one already has "Safer Car Park Award" status and efforts are being made to provide similar status to the others. The Council also operates 30 off-street surface car parks throughout the Borough of which two are used for night-time lorry parking. Appendix K gives details of these.
- 7.162 At the Council's larger car parks, control is by the "pay on foot" method which allows visitors to take as long as is necessary for their visit without having to worry about whether their parking fee has expired. At smaller car parks, pay and display is used.
- 7.163 In addition to these Council-managed car parks, there are a number of privately- managed public car parks in Bromley Town Centre and at railway stations around the borough.

Variable Message Signs (VMS)

- 7.164 Lack of information about the availability of parking spaces can lead to increased congestion and environmental damage as motorists search for parking spaces. Electronically controlled variable message signs (VMS) are an effective way of conveying up-to-the-minute information,

which assists in directing drivers to areas of parking availability. By improving access arrangements, delays for motorists entering and leaving these car parks are minimised, and motorists are encouraged to use parking facilities in an efficient manner.

- 7.165 It is expected that VMS system covering all car parks in Orpington will be fully operational by spring 2007. The Council is also considering the introduction of a VMS system to cover car parks in Bromley Town Centre, as part of the Bromley town Centre Area Action Plan.

Park and Ride

- 7.166 Bromley Town Centre is extremely popular with shoppers at Christmas, and to accommodate this demand the Council has for over 10 years operated a "Park and Ride" scheme in Norman Park with people being transferred by bus to Bromley Town Centre. This scheme is undertaken in conjunction with TfL, which lets tenders for the operation of the bus service. Whilst parking is free, there is a charge on the bus. This charge is reviewed on an annual basis, the objective of which is that the scheme breaks even.
- 7.167 The Bromley Town Centre Area Action plan, which is currently being developed, envisages a significant increase in both the commercial and residential capacity of the Town Centre over the next fifteen years. The Council intends to keep under review the need for a permanent Park and Ride scheme to ensure the continued sustainability of the Town Centre.
- 7.168 Currently there are no dedicated Park and Ride facilities linked to rail stations in the Borough. However, this is something that the Council will consider in the future as and when opportunities present themselves.

Special Event Parking

- 7.169 The Council makes use of orders under the Highways Act 1984, Section 14, for the introduction of temporary parking restrictions in association with special events such as the annual Biggin Hill Air Fair. These orders are subject to the relevant statutory consultation requirement.

Interface with parking in other Boroughs

- 7.170 Officers from Bromley attend the monthly pan-London meetings held by the ALG / London Councils relating to Parking Enforcement.
- 7.171 Generally, the Council ensures that its hours of control and tariffs in the areas bordering other boroughs match, or are similar to, those of the neighbouring authorities. Bromley ensures that the neighbouring boroughs are consulted when a change is proposed.

7.172 Bromley has a Service Level Agreement with the London Borough of Croydon on those boundary roads around the “Norwood Triangle” area, under which Croydon undertakes enforcement actions on Bromley boundary roads in that area.

Future Challenges

7.173 The challenges that the Council's parking service will have to face in future years will be generated from both within the Borough and from outside it. Among the known factors which will contribute to the challenge are:

- The expected national growth in car ownership and usage;
- A rise in the number of single householders;
- the proposed Londonwide Low Emission Zone;
- The extension of the East London Line to Crystal Palace;
- The extension of Croydon Tramlink;
- The possible use of the National Sports Centre at Crystal Palace for Olympic events; and
- The planned expansion in capacity of Bromley Town Centre.

7.174 All these developments will, to a greater or lesser degree, have an impact extending beyond the Borough's boundaries. The Council expects to work with its partners in neighbouring boroughs, within TfL and in the ALG to develop common approaches to these challenges.

7.175 Improved and more secure public transport, measures to encourage walking and cycling, travel awareness campaigns, and better travel information will all have a role to play in managing the increased demand. Nevertheless, the expected changes mean that the direct demand for both on-street and off-street parking in the Borough is certain to increase.

7.176 The general underlying increase in demand will be reinforced by additional pressures at particular localities. Careful management will be required to ensure that new parking provision and new controls create an optimum balance which is closely aligned with the Council's economic, social, planning and transportation priorities.

7.177 Among the measures which the Council will need to consider are:

- Extending existing controlled parking areas;
- The introduction of new controlled parking zones;
- The extension of hours of operation of controlled parking;
- The introduction of new types of permits to allow the provision of services to the public ; and
- Increased tailoring of parking controls to local needs.

- 7.178 It is often the detailed way in which parking policies are applied at the very local, street-by-street, level which requires the most careful consideration and generates most debate. Typically, residents and businesses will oppose changes to local parking arrangements, until, over a relatively short space of time, a change in local conditions will generate a demand for measures to protect residents' parking from commuters or shoppers, or to ensure that short-stay parking is available to support local traders.
- 7.179 One way in which residents react to increasing kerbside parking pressure in their street is to apply for vehicle crossovers to provide off-street forecourt parking. While serving to guarantee some parking for the individual resident, the introduction of more crossovers reduces the availability and flexibility of kerbside space for both other residents and business parking. The creation of hard standings in place of traditional front gardens in many cases does not require planning permission. Nevertheless, this process will have implications for the streetscape, the "green" nature of many of Bromley's streets, for drainage and for the environment in its more general sense.
- 7.180 Currently residents who already have some kind of off-street parking (whether as a garage, or hardstanding or both) are allowed to buy residents' parking permits. Often they use the off-street space for general storage, or to park boats, caravans or second vehicles, whilst parking their first vehicle in a marked resident's space on the street. This action frequently leads to unhappiness in the community as a result of the reduction parking spaces. Some of this problem may be reduced by legislation (referred to above) which will allow residents to park in front of their own driveways without risking prosecution for obstruction.
- 7.181 As well as the "what" of changes to parking regulations and to the physical manifestations of on- and off-street parking, the Council also needs to consider the "how" of the way the parking service is delivered. There is a parallel challenge of developing the operational face of the parking service so that it is, and is seen to be by its customers, fair, efficient, effective and responsive to change.

A developing service

- 7.182 Residents and businesses throughout Bromley have high expectations of the Borough's parking services, both in terms of enforcement and the development of services to meet their aspirations. It is not possible to meet all of these aspirations at one point in time, and therefore prioritisation needs to take place.
- 7.183 On a long-term basis, it will be necessary to ensure that sufficient funding is available to ensure that the Council's parking service is able fully to meet the community's needs. As there is often competition for

the Council's scarce resources, it will be important that the correct level of funding is set for future investment in the parking services and enforcement over the next five to ten years. Nevertheless, funding for work programmes over this period will inevitably be subject to the resources that are available.

7.184 It is considered that parking services within the Borough needs to be developed in a holistic manner using a two strand approach of;

Continuing to deliver the existing enforcement service in a cost-effective manner, whilst seeking to invest for the future through operational improvements, such as:

- More accurate PCN issue, better handling of representations and improved debt recovery;
- Cashless parking, including payment by mobile phone;
- Web information;
- Payment of fines through Web site; and
- Technology improvements generally.

To provide a strategy within the funding stream to;

- Investigate new technologies for parking design provision;
- Undertake a review of existing lines and signs;
- Undertake a review of existing controlled parking areas, including time of operation;
- Consider the introduction of new types of permits to meet local demands (e.g. carer permits etc.);
- Investigate and introduce new areas of parking control;
- Review fees and charges associated with parking services;
- Consider reductions in permit charges for environmentally friendly vehicles;
- Review the case for "city car clubs" ;
- Produce strategies to deal with the implications of the proposed LEZ;
- Produce strategies to deal with the implications of parking generated by the Olympic events; and
- Ensure that Section 106 agreements take full account of parking needs.

The Council's Programme to 2010/ 2011

7.185 The Mayor's Transport Strategy indicates that cars are likely to be the major form of transport to be used in Outer London for the foreseeable future, as such the Bromley Parking and Enforcement Plan is designed to reflect this. The Council recognises the importance of parking provision and controls as a fundamental part of a sustainable transport strategy, and this has been taken into account in establishing policies and strategies for parking.

7.186 Prior to the production of this Parking and Enforcement Plan, the Council had adopted various strategies and operational practices for dealing with different elements of parking provision and controls covering on- and off-street provision, controls and the enforcement regime. In developing and implementing its short to medium term programme, the Council will seek to consolidate its approach and incorporate the best practices from London and beyond..

Delivery and Action Plan

7.187 To deliver the objectives of this plan and meet the requirements of the Mayor's Transport Strategy, it is proposed to set up a Project Board to ensure that the Council's programmes are taken forward and reviewed on a year-by-year basis. The project board will comprise the Council's Assistant Director (Transportation), the heads of the transport strategy group, the traffic group and the parking enforcement group or their senior representatives, and representatives of the new enforcement contractor. The Board will seek advice or participation from any other person whose activities may have a material bearing on the delivery of parking services.

7.188 The terms of reference for the Project Board will be established in order that the first meeting can take place in the early part of the financial year 2006/07 to set programmes on a year-by-year basis for the delivery of the PEP. It is proposed that the Board will meet on a bi-monthly basis and establish working methodologies for the measures set out in the table below.

Table 9: Delivery strategy for parking objectives

Item	Measures	Objectives	Action	Programme for action
1.	<p>Policy and strategy issues</p>	<p>Parking provision and controls are fundamental part of the sustainable transport strategy.</p> <p>To achieve an increase in the usage of more sustainable transport modes and reduce the total number of trips through parking control.</p> <p>To balance parking controls and charges to minimise the impact upon the local economy</p>	<p>To implement parking controls with a view to influencing car usage by managing the parking availability and cost at the destinations of car trips.</p> <p>To undertake a review of the operation of existing controlled parking areas and to assess new schemes in accordance with demand and resources</p> <p>To undertake a review of parking charges to ensure that a balance is achieved between demand and supply that will contribute to the vibrancy of the local economy within Bromley</p> <p>To review the existing controlled areas around Bromley Town Centre</p>	<p>Ongoing + Annual Review</p> <p>Ongoing + Annual Review</p> <p>Ongoing + Annual Review</p>
2.	<p>Residents' Permits</p>	<p>To balance the availability and cost of on-street parking space for local residents, through the issue of permits</p> <p>To promote measures that will support the Councils sustainable transport objectives.</p>	<p>To review on an annual basis the costs of residents permits and visitor permits</p> <p>To evaluate new technological advances.</p> <p>To investigate methods of providing discounts in permit charges for vehicles of less than 1100cc or for gas, electric or hybrid fuel vehicles.</p>	<p>Complete by March 2008</p> <p>Annually</p> <p>Complete by March 2006 and then ongoing</p> <p>To complete review by January 2008</p>

Item	Measures	Objectives	Action	Programme for action
3.	Dual Use Parking Bays	To meet the demand from both local residents and businesses	To consult on the introduction of shared use bays (Pay and Display and permits) in areas, which are close to shops	Ongoing throughout the life of the PEP
4.	Business Permits – Entitlement & Charges	To review the policy regarding business permits to ensure that the scheme meets the needs of regulating all day on street parking whilst meeting the needs of business operators within the Borough.	To review and consult on the usage and charges for business parking permits.	To complete review by Summer 2007
5.	Loading Restrictions	To simplify loading controls such that they are readily understood by the whole community, and operate at appropriate times of day, taking account of traffic conditions, business needs and local circumstances	Loading restrictions on strategic and distributor roads will generally apply from 7.a.m. to 10.a.m. and from 4.p.m. to 7.p.m. “At any time” loading restrictions will be introduced at all locations where there is a potential for dangerous obstruction. To undertake consultations with stakeholders such as FTA, RHA and large operators such as the Glades Shopping Centre.	Ongoing. To Complete Review by June 2007 To be considered as part of all new traffic schemes Ongoing
6.	New Permits	To evaluate the need for additional permits/mechanisms and their costs to ensure that all necessary demand for essential parking such, as that of care workers, is met in areas which are covered by control.	Undertake a review into the need for additional permits in controlled areas.	Review to be undertaken by June 2007 April 2006

Item	Measures	Objectives	Action	Programme for action
7.	Less polluting vehicles	To encourage use of vehicles which are less damaging to the environment	To investigate methods of providing discounts in permit charges for vehicles of less than 1100cc or for gas, electric or hybrid fuel vehicles.	To complete the review by January 2008
8	City Car Clubs	To reduce marginal car ownership and make efficient use of parking space	Respond to developer initiatives in developments with restricted parking space Review role of car clubs in Bromley and other town centres	Ongoing Dependent on programme emerging from Area Action Plan
9.	Traffic Orders	To ensure consistency and effectiveness of parking control.	Map all existing traffic orders on to the parking GIS Consolidate existing orders following a number of reviews ending in summer 2007.	Complete Publish draft order by June 2008
10.	Dispensations and meter bay suspension	To ensure that the Council recovers the full costs of these measures	A review will be undertaken to benchmark Bromley's charges against that of other London Boroughs to assess an appropriate level of charge to cover all costs incurred to the Council	Review to be complete by June 06
11.	Low Emission Zone (LEZ)	Assess the impact of this scheme on parking within the Borough, including overnight lorry parking	To undertake an assessment of the implications of this scheme on the need for the Borough to provide overnight commercial vehicle parking	Preliminary assessment by March 2007 Post-implementation review in 2009

Item	Measures	Objectives	Action	Programme for action
12.	On-street parking for deliveries	To ensure that there is a process in place for providing reasonable servicing access to business locations	To help develop policies on this to assist freight operations for serving business locations within the Borough	Process to commence in 2006/07 financial year
13.	Parking near railway stations and shopping parades	<p>To ensure that all day uncontrolled parking does not impact on environmental conditions of residents around railway stations</p> <p>To ensure that all day uncontrolled parking does not impact on business operations of small parades of shops</p>	<p>Investigate the introduction of paid parking associated with resident's permits at these locations.</p> <p>Investigate the need for local controls to support business operations at such locations</p>	<p>Process to commence in 2006/07 financial year</p> <p>Process to commence in 2006/07 financial year</p>
14.	Review and Introduction of new controlled parking zones	<p>Undertake reviews of the operation effectiveness of existing schemes and implement new schemes as resources permit</p> <p>To ensure that on street parking provisions meets the needs of the community within Bromley</p>	<p>To undertake annual reviews of charges made for the use of on street controlled areas.</p> <p>To undertake operational reviews of existing controlled areas</p> <p>To introduce a formal CPZ in Orpington subject to the release of development funding to achieve this. The programme for this to be subject to resource availability</p> <p>To investigate the introduction of controlled areas in: Beckenham Petts Wood Chelsfield Elmers End</p>	<p>To commence within the 2006/07 financial year</p> <p>To commence within the 2006/07 financial year</p> <p>To commence June 2006</p> <p>To commence June 2006</p>

Item	Measures	Objectives	Action	Programme for action
15.	Coach parking	To ensure that provision for coach and lorry parking remains adequate.	To consider requests for such provision as and when it receives them. To review coach parking requirements in association the Olympics in 2012.	Ongoing By March 2010
16.	Motor Cycle Parking	To ensure adequate parking for powered two wheelers.	Review the requirements for on-street motorcycle parking including security aspects of location. Review need for secure on-street fixings.	Ongoing in association with other area reviews. By March 2009
17.	The Olympics	To ensure that any Olympic activities are adequately serviced and that local residential and shopping areas are protected from Olympic-related parking. To introduce payment methods that are convenient and cost effective	Review initial Olympic needs and develop action plan	By March 2009
18.	Payment methods	To introduce payment methods that are convenient and cost effective	To introduce payments through the use of mobile phone technology	Trials to commence November 2006
19.	New Parking Enforcement Contract	To ensure a consistent approach to "on street" enforcement	Undertake processes to ensure that a new 5 year enforcement contract is in place by 2006 To introduce measures to improve customer care To introduce all measures identified by this contract on a timely basis	Contract commenced October 2006

Funding Issues

Paying for the Council's programme

7.189 It is proposed that the above programme will be financed through a range of funding streams which will include;

- Bromley's parking surplus;
- Funding generated from internal efficiencies on notice processing, better debt recovery and fewer "bad" PCNs;
- The Council's "invest to save" at small shopping parades (justified by the need to maintain the local economy);
- The Council's capital programme (but only if the business case is robust in comparison with other non-transportation schemes);
- Finance linked to new developments (Section 106 agreements)
- Improvements implemented as an integral and necessary part of schemes under TfL-funded programmes; and
- External bids to other funding organisations as opportunities arise.

The Council's parking surplus

7.190 The Council is required by law to maintain a separate account (the Parking Place Reserve Account or PPRA) which accounts for any deficit or surplus made from the provision of on-street parking places, and the enforcement cost and income of off street car parks. Such a surplus may be applied to financing the following areas of expenditure:

- Provision and maintenance of off-street parking accommodation;
- Provision of public passenger transport services; and
- Transport improvements in the local authority area.

Full details of Bromley's Parking Places Reserve Account are set out in Appendix L.

7.191 The Council's surplus on its on-street parking operation was £2.370M in 2004/05 and £2.498M in 2005/06. The following expenditure was offset against this surplus:

Area of expenditure	Expenditure £000	
	2004/05	2005/06
Maintenance of car parks	191	205
Christmas park and ride	36	31
Contribution to Freedom Pass (concessionary fares)	1,861	2,008
Traffic management schemes	61	54
Improvement schemes	221	200
Total	2,370	2,498

Shared LIP/PEP Objectives

7.192 TfL's LIP Guidance outlines a number of objectives for the Council's Parking Service in respect of the LIP/PEP process, and Chapter 5 of the LIP addresses these in detail. These are cross-referenced and summarised in the table below.

Table 11: Linked LIP/PEP Objectives	
Policy Reference	Summary of Objective
4E.Pr14	Park and Ride at railway stations.
4E.Po3	Review of parking at railway stations.
4F.Pr21	Coach parking.
4G.Pr1	Parking for powered 2-wheelers.
4G.Pr2	Development of outline Enforcement Plan for London.
4G.Pr3	The introduction of legislation by Boroughs to take on responsibilities for moving traffic.
4G.Po5	Identification of new Controlled Parking Zones.
4G.Pr15	The need to review parking and loading along all side roads adjoining the TLRN.
4G.Po6	Boroughs should use their planning powers to limit off street car parks.
4G.Pr16	Review of Public Off-street Parking to ensure that charges favour short tem parkers.
4G.Pr17	Requirement to include a Parking and Enforcement Plan in the LIP.
4G.Pr26	Proposal for a long term approach to funding and management of all aspects of Street Maintenance.
4H.Pr2	Parking at railway stations.
4H.Pr3	Review of city car clubs.
4J.Pr7	Secure cycle parking.
4O.Pr13	Provision of disabled parking at key locations.
4O.Pr14	Contributing to a robust Blue Badge scheme.

LIST OF PARKING AND ENFORCEMENT PLAN APPENDICES

PEP APPENDIX A	Bromley Car Parks Price Schedule
PEP APPENDIX B	Criteria for Obtaining a Resident's Parking Permit
PEP APPENDIX C	Criteria for Business Parking Permits
PEP APPENDIX D	Criteria for Visitor Vouchers
PEP APPENDIX E	Bromley Disabled Parking
PEP APPENDIX F	Criteria for Exemptions to Footway Parking
PEP APPENDIX G	Details of "A" Roads and Busy Bus Routes
PEP APPENDIX H	ALG (London Councils) Offence Codes
PEP APPENDIX I	Locations of CCTV Cameras in Bromley
PEP APPENDIX J	Details of Parking Stock, On- and Off-Street
PEP APPENDIX K	Off-Street Parking Places and Prices from July 2006
PEP APPENDIX L	Parking Places Reserve Account
PEP APPENDIX M	On Street Parking Places and Prices