## Contents

### Executive Summary

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Background</td>
</tr>
<tr>
<td>2</td>
<td>The Philosophy of the Transport Strategy</td>
</tr>
<tr>
<td>3</td>
<td>Objectives</td>
</tr>
<tr>
<td>4</td>
<td>The Town’s Current Transport Situation</td>
</tr>
<tr>
<td></td>
<td>Mode of Travel and Journey Purpose</td>
</tr>
<tr>
<td></td>
<td>Public Transport</td>
</tr>
<tr>
<td></td>
<td>Traffic Levels</td>
</tr>
<tr>
<td></td>
<td>Car Ownership</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
</tr>
<tr>
<td></td>
<td>Walking and Cycling</td>
</tr>
<tr>
<td></td>
<td>Overall Network Capacity</td>
</tr>
<tr>
<td>5</td>
<td>Looking Forward</td>
</tr>
<tr>
<td>6</td>
<td>Transport Policy Base</td>
</tr>
<tr>
<td>7</td>
<td>Strategy Elements:</td>
</tr>
<tr>
<td></td>
<td>Promoting Travel Choice</td>
</tr>
<tr>
<td></td>
<td>Walking and Cycling</td>
</tr>
<tr>
<td></td>
<td>Public Transport</td>
</tr>
<tr>
<td></td>
<td>Highways and Traffic</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
</tr>
<tr>
<td></td>
<td>Other Key Transport Issues</td>
</tr>
<tr>
<td>8</td>
<td>The Strategy</td>
</tr>
<tr>
<td></td>
<td>Phase One</td>
</tr>
<tr>
<td></td>
<td>Phase Two</td>
</tr>
<tr>
<td></td>
<td>Phase Three</td>
</tr>
<tr>
<td>9</td>
<td>Targets and Monitoring</td>
</tr>
<tr>
<td></td>
<td>Targets</td>
</tr>
<tr>
<td></td>
<td>Monitoring</td>
</tr>
<tr>
<td>10</td>
<td>Implementation and Delivery</td>
</tr>
<tr>
<td></td>
<td>Developing the Programme</td>
</tr>
<tr>
<td></td>
<td>Investment Programme Structure</td>
</tr>
<tr>
<td></td>
<td>Who Pays and How?</td>
</tr>
<tr>
<td></td>
<td>Effective Management of Existing Assets</td>
</tr>
<tr>
<td></td>
<td>The Investment Programme</td>
</tr>
<tr>
<td></td>
<td>Construction and Mitigation Works</td>
</tr>
</tbody>
</table>

### Appendices:

- One Parking
- Two Summary of AAP Key Development Sites
- Three Transport Policy Base
- Four Indicative Scheme Safeguarding Plan
- Five Transport Strategy implementation “storyboards”
- Six Bromley strategic and local cycle network
- Seven Implementation Programme with Estimated Budget Costs
Bromley Town Centre Transport Strategy –
Supporting the Area Action Plan

Executive Summary

1. The transport strategy for Bromley town centre has been written to support the town centre Area Action Plan (AAP). It also provides a framework for wider transport interventions in the town. Its overriding purpose is to facilitate and support the socio-economic success and sustainable growth of Bromley town centre. Like the AAP, the transport strategy has a 15 year time horizon, broken down into three 5 year phases.

2. The key transport issues facing Bromley Town Centre over the next 15 years are going to be:
   - The need to manage traffic congestion at peak times
   - The need to make most effective use of the town’s car parking stock
   - The need to improve the attractiveness, accessibility and efficiency of public transport in the town, especially at Bromley South and Bromley North stations as key public transport gateways
   - Promotion of travel choice
   - The need to improve walking and cycling routes and facilities
   - Ensuring new development is supported by appropriate transport measures

3. The transport strategy seeks to support the identified development aspirations in the AAP in a way that makes a positive contribution both to enhancing the attractiveness of the town and to addressing the transport issues that have been identified.

4. The transport strategy sets out in some detail the way in which transport proposals will be brought forward to support the regeneration of Bromley town centre. It also explains the reasoning behind the strategy. Four central themes are identified in Section 2:
   - Establish the Base;
   - Effective Management of Existing Assets;
   - Promote Travel Choice; and
   - Capacity Building.

   It is important that each of these themes is addressed in order to achieve a comprehensive transport solution for the town. Ten specific objectives for the transport strategy are then set out in Section 3.

5. The transport strategy has to build on where things are now. The town centre’s current transport position is set out in Section 4, which needs to be seen in the town’s commercial, cultural, heritage and environmental context. That context, along with the lack of foreseeable funding sources, effectively militates against making major comprehensive enhancements to highway infrastructure that might have been contemplated 20 years ago.
6. Different operational issues apply on weekdays compared with Saturdays within the town. Highway capacity acts as a constraining factor in the weekday peaks, whereas on Saturdays parking capacity is a more important parameter. However, increasing parking capacity significantly would worsen peak traffic demand on weekdays – the road network would be unable to support the additional parking. The two factors therefore need to be considered together.

7. Bromley has excellent accessibility by public transport – and the more sustainable modes of travel offer the greatest prospect of increasing footfall in the town centre. But Bromley still needs to support access by car, especially for people who contribute to the town’s economic success – most notably customers for its retail offer.

8. As set out in Section 5, extensive traffic modelling has been undertaken to help understand the implications of the level of development proposed in the AAP. That work has helped to inform both the AAP’s development proposals and the nature and extent of the transport solutions needed to support them.

9. The supporting transport policy base is set out in Section 6. The AAP includes a range of transport policies to help shape the way in which new development will come forward and then operate. Until replaced by a Borough-wide Core Strategy, transport policies will also be carried forward from the Unitary Development Plan.

10. The supporting elements of the transport strategy are set out in Section 7, listed out mode-by-mode. It is important that a wide range of different transport solutions is available to meet the town’s future transport requirements. No single solution will address all travel issues. Public transport may be the right mode for some journeys, the car for others, walking or cycling for others still. The transport strategy therefore sets out the approach to be taken to each transport element.

11. Having set out the elements that make up the transport strategy, the document then sets out the phasing of the measures required, relating the delivery of transport measures and interventions to the three 5 year phases of the AAP. For ease of reference, this phased approach is summarised in the diagrams on pages iii and iv below.

12. It is important that delivery of the transport strategy is monitored. The document sets out monitoring requirements and targets in Section 9.

13. The transport strategy also includes a delivery programme, including outline budget costs and where funding will need to come from – whether from developers, transport providers or the public sector. The investment programme is summarised in Appendix Seven.
Full interchange improvements at Bromley North Station: improve signage, accessibility, forecourt etc. Co-operation required with Network Rail

First stage interchange improvements to Bromley South e.g. DDA compliance, wayfinding, improve public realm of forecourt area. Co-operation required with Network Rail

VMS required when Westmoreland Road car park is demolished

Introduce Saturday “Park & Ride Lite” (regular operation of Christmas Park & Ride scheme) on closure of Westmoreland Road car park

Traffic Management including:
- UTM/C/VMS scheme
- Junction Improvements

Transport Infrastructure Tariff/CIL operational

Full interchange improvements required at Bromley South Station

Bromley North Village street scene improvements

Demonstration Projects for walking and cycling. Including pedestrian crossing improvements (e.g. Market Square), cycle routes, cycle parking, bus stop improvements, bus real time information

Parking Migration Strategy in place

Priority for LBB to develop their Travel Plan.
Kick off town centre wide Travel Plan
Early Car Club

Transport Infrastructure Tariff/CIL adopted

Monitoring

Continued Street scene improvements in Bromley North Village

Comprehensive PT improvements and promotion, building on earlier Demonstration Projects

Full implementation of the town centre wide Travel Plan.

Possible extension to Park & Ride “Lite”.

Comprehensive improvements to walking and cycling building on earlier Demonstration Projects

Town Centre-wide Car Club and cycle hire rolling out

Monitoring
AAP Phase 3 – Up to Year 15

Full active Traffic Management: VMS, ITS, UTMC

600 new public parking spaces

Comprehensive town centre Car Club and cycle hire

If feasible, full Park & Ride in place

Monitoring

A21 Widening
1 **Background**

1.1 The transport strategy for Bromley town centre has been written to support the town centre Area Action Plan (AAP). It also provides a framework for wider transport interventions in the town.

1.2 The overriding purpose of the transport strategy is to facilitate and support the socio-economic success and sustainable growth of Bromley town centre.

1.3 Like the AAP, the transport strategy has a 15 year time horizon. It describes clear transport interventions that Bromley Council considers necessary to support both the future planned development growth in the town centre and the town centre’s ongoing success as a Metropolitan Town Centre. It therefore sets out the Council’s approach to transport for Bromley town centre at both policy and operational levels. The AAP is driving the particular need for the transport strategy at this time.

1.4 Whilst the transport strategy concentrates on the same geographic area as that covered by the AAP (as shown in Figure 1.2), there are some supporting transport measures that will, as a matter of course, need to fall outside the AAP area in order to support the Council’s objectives for both the AAP proposals and the town centre itself; these are also included. A timeline showing the phasing of the key town centre development sites is shown in Figure 1.1 below.

1.5 The transport strategy therefore provides a framework within which necessary transport measures will be brought forward to fulfil that purpose – both to help deliver the proposals in the AAP and to improve the town’s supporting transport network as a whole.

---

![Fig 1.1: Timeline showing proposed phasing of Bromley town centre AAP development sites](image-url)
Fig 1.2: Bromley town centre AAP area and development sites
The Philosophy of the Transport Strategy

2.1 Transport is not an end in itself but a means to an end. People need access to a range of facilities, amenities and services.

2.2 A key challenge facing the town centre is the need to make provision for planned growth and development in order to strengthen Bromley’s competitive position as a Metropolitan centre whilst at the same time respecting the existing character of the town centre. Some parts of the town centre are in need of regeneration and offer significant opportunities for new development whilst other areas have significant cultural and environmental value which needs to be preserved and enhanced. The transport strategy must work in support of this.

Fig 2.1: The central themes of the transport strategy

2.3 The transport strategy has four central themes:

- **Establish the Base:**
  Using the existing transport network base, with some enhancements, to facilitate early development;

- **Effective Management of Existing Assets**
  Getting the best use out of the transport network and other transport assets

- **Promoting Travel Choice**
  Securing a growing awareness programme that promotes information on all modes and travel options.

- **Capacity Building**
  To build capacity in the transport network as a whole to facilitate further levels of development and enable more people to visit Bromley by a choice of means.

2.4 In setting out and expanding on these themes, the transport strategy acknowledges that there are limits to the amount to which the town’s highway network can be expanded, particularly if the valued built fabric and wider environment of the town is not to be compromised. This applies to the
capacity both of the town's highway network and of the town's parking stock. The transport strategy therefore seeks to make important tactical improvements to that capacity over the strategy period, but reflects the fact that much of the capacity building will need to come about through growth in the use of means of travel other than the car. The application of this approach is explained further in later sections of the transport strategy.

2.5 The key emphasis of the transport strategy is therefore to be able to offer real travel choice to people who will want to live in, work in, shop in and enjoy Bromley town centre. This will be achieved through making best use of the transport network and other transport assets, along with building in supporting capacity across the transport modes.
3 Objectives

3.1 The fundamental purpose of the Transport Strategy is:

- To support the delivery of the major development proposals in the town centre; and
- To support and enhance the economy and vitality of Bromley town centre, recognising its role as a place and destination of choice as a Metropolitan Town Centre

3.2 To achieve these points, the Transport Strategy has ten objectives:

Objective 1 To make best use of existing traffic and parking capacity

Objective 2 To build further traffic capacity in support of new development

Objective 3 To ensure that changes to traffic levels can be accommodated and do not have a significant adverse operational impact

Objective 4 To seek to minimise the amount of additional highway traffic generated by the developments subject to commercial viability considerations

Objective 5 To encourage the greater use of public transport for accessing the town centre

Objective 6 To support walking and cycling for local access and travel within the town centre

Objective 7 To raise awareness of wider travel choice

Objective 8 To improve arrangements for deliveries and servicing

Objective 9 To enhance parking provision for short/medium stay to facilitate longer dwell times by shoppers and visitors

Objective 10 To reduce the demand for long stay parking, except where necessary to support local employment.

3.3 These objectives relate to the central themes of the transport strategy as follows:

<table>
<thead>
<tr>
<th>Themes</th>
<th>Directly Related Objective</th>
<th>Other Associated Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish the base</td>
<td>All Objectives</td>
<td></td>
</tr>
<tr>
<td>Effective Management of Existing Assets</td>
<td>Objective 1</td>
<td>All Other Objectives</td>
</tr>
<tr>
<td>Promoting Travel Choice</td>
<td>Objective 7</td>
<td>Objectives 3, 4, 5, 6, 8 and 9</td>
</tr>
<tr>
<td>Capacity Building</td>
<td>Objective 2, 3, 4, 5, 6, 8 and 9</td>
<td></td>
</tr>
</tbody>
</table>

3.4 Specific targets in support of these objectives are set out in Section 9.
4 The Town's Current Transport Situation

4.1 By road, Bromley town centre is well connected by a range of radial routes to a variety of destinations in south and south-east London, west Kent and Surrey. The A21, which is part of Transport for London’s Road Network (TLRN), runs north-south through Bromley, skirting the east side of the town centre. The town is relatively easily accessed from both the M20 and M25 motorways. Bromley’s road network is shown in Figure 4.1 below.

![Fig 4.1: Bromley's road network](image)

4.2 Bromley town centre is well served by public transport – it has a PTAL accessibility rating of 6a – a level only exceeded by major public transport nodes in Central London. There is a range of facilities for cyclists, including cycle routes provided as part of the London Cycle Network.
Mode of Travel and Journey Purpose

4.3 Sample surveys of visitors to Bromley Town Centre were undertaken in March 20081. These surveys reinforced how both means of travel and journey purposes vary considerably between Weekdays and Saturdays.

![Mode Split Thursday](image1)

![Mode Split Saturday](image2)

![Primary Purpose of Visit to Bromley - Thursday](image3)

![Primary Purpose of Visit to Bromley - Saturday](image4)

Fig 4.2: Travel mode and journey purpose for town centre visitors

Public Transport

4.6 Bromley Town Centre has two railway stations that provide connections with central London along with a variety of other destinations in south London and across Kent (see network diagram, Figure 4.3). Bromley South has excellent connections into London Victoria, making the station particularly popular with commuters – it is used by some 5.7 million passengers per year2 (making it one of the busiest South East stations outside central London). Bromley North, used by some 633,000 passengers per year, connects to Grove Park where interchange can be made onto the Southeastern main line to London Bridge and Kent.

4.7 The town enjoys an extensive radial network of nineteen bus routes (along with two Night Bus routes) which tend to be very well used for journeys to and from the town centre (see illustration, Figure 4.4). However, some orbital links – especially for longer distances across south London – are poorly served. Road congestion means that bus service reliability can be an issue. Not all routes run on Sundays, which is an increasingly popular shopping day.

---

1 Survey sample sizes: 1,001 Thursday, 1,065 Saturday.
2 2006/07, DfT
4.8 The roles of both Bromley North and Bromley South stations as key public transport gateways for the town centre must be enhanced, along with considerable improvements to access and interchange. Facilities at Bromley South especially need upgrading for people with mobility difficulties. Generally across the town centre, bus stops are of variable quality and way-finding can be difficult for public transport users.

Fig 4.3: Diagram of rail network serving Bromley

Fig 4.4: Diagrammatic representation of Bromley’s bus network coverage
Traffic Levels

Between 2001 and 2007, overall traffic levels around the town centre fell by 11.7%. Current projections to 2011 suggest the trend continues to remain downward, as shown in the graph below. Despite this, the town centre’s road network still becomes congested – notably in-bound in the weekday morning peak, out-bound in the weekday evening peak and on the peak shopping day, which is Saturday.

![Bromley Town Centre Traffic Trends](chart.png)

**Fig 4.5: Traffic trends for Bromley town centre from 2001**

Car Ownership

According to the 2001 Census (see table below), the London Borough of Bromley has the third highest car ownership level of any London borough, though it is lower in the town centre ward. Across the Borough, there are 16% more cars than households, but this drops to less than 4% for Bromley Town.

<table>
<thead>
<tr>
<th>Cars/Vans per Household (2001 census)</th>
<th>Bromley Town</th>
<th>LB Bromley</th>
<th>London</th>
<th>England</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
<td>No.</td>
</tr>
<tr>
<td>0</td>
<td>1,801 27.32</td>
<td>28,950 23.00</td>
<td>1,130,649 37.49</td>
<td>5,488,386 26.84</td>
</tr>
<tr>
<td>1</td>
<td>3,110 47.17</td>
<td>57,751 45.88</td>
<td>1,298,481 43.05</td>
<td>8,935,718 43.69</td>
</tr>
<tr>
<td>2</td>
<td>1,410 21.39</td>
<td>31,154 24.75</td>
<td>476,185 15.79</td>
<td>4,818,581 23.56</td>
</tr>
<tr>
<td>3</td>
<td>211 3.20</td>
<td>6,180 4.91</td>
<td>86,470 2.87</td>
<td>924,289 4.52</td>
</tr>
<tr>
<td>4+</td>
<td>61 0.93</td>
<td>1,831 1.45</td>
<td>24,212 0.80</td>
<td>284,453 1.39</td>
</tr>
<tr>
<td>No of Households</td>
<td>6,593</td>
<td>125,866</td>
<td>3,015,997</td>
<td>20,451,427</td>
</tr>
<tr>
<td>No Of Cars/ Vans</td>
<td>6,841</td>
<td>146,603</td>
<td>2,616,328</td>
<td>22,607,629</td>
</tr>
<tr>
<td>Cars/Vans per Household</td>
<td>1.04</td>
<td>1.16</td>
<td>0.87</td>
<td>1.11</td>
</tr>
</tbody>
</table>
Parking

4.11 Parking provision in the town has to work in support of Bromley town centre’s role as a Metropolitan Town Centre, in particular as an important destination for comparison shopping as well as employment and as a place to live. This is emphasised in Figure 4.2. Asked what their primary purpose for visiting Bromley town centre was, the majority of respondents stated shopping, followed by working. This applied to both a weekday and a Saturday.

4.12 There are currently over 4,400 off street managed parking spaces across Bromley town centre along with some 750 on street parking bays. Plans showing existing off street and on street parking provision are at Appendix One. These provide both short and long stay functions, at a variety of tariffs dependent on location and ownership/management. Residential streets in and around the Town Centre are protected by Controlled Parking Zones (CPZs). Long stay off street parking is primarily centred on Westmoreland Road and The Hill multi-storey car parks (MSCPs). Weekday long stay demand equates to around half of the capacity at Westmoreland Road and around a third at The Hill.

Maximum Car Park Occupancy

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Max occupied spaces, Thursday</th>
<th>Max occupied spaces, Saturday</th>
<th>Spare capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westmoreland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic Centre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NCP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Glades</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Hill</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Fig 4.6: Use of Bromley town centre’s five multi-storey car parks

4.13 Peak parking demand occurs on Saturdays, with demand concentrating on particular car parks. The bar graph at Figure 4.6 shows the maximum car park occupancy on a Thursday and Saturday in March 2008 for the five key multi storey car parks within the town centre. On Saturday, it can be seen that The Glades, The Hill and the Civic Centre car parks experience the highest demand for spaces whilst the NCP, and Westmoreland car parks show a higher demand on a weekday.
4.14 Across all car parks, peak Saturday parking demand equates to some 85% of overall capacity (compared with 72% on weekdays). At 90% demand, the operation of an individual car park begins to become more unstable as more customers search for vacant spaces; this can lead to greater queuing and driver frustration. The distribution of demand across the town’s car parks is uneven; some individual car parks are therefore already exceeding the critical 90% demand level on Saturdays. A more even distribution would result in better use of the available capacity and fewer operational and user disadvantages.

4.15 To illustrate the different ways in which the town centre car parks are used, the tables below summarise data from The Hill, Civic Centre and Westmoreland car parks (the three MSCP s in the town run by the Council) from March 2008. They compare the proportion of long stay parking (i.e. over 6 hours) with car park capacity; and show the average daily turnover per parking space in each car park.

<table>
<thead>
<tr>
<th></th>
<th>The Hill</th>
<th>Civic Centre</th>
<th>Westmoreland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ave weekday</td>
<td>34%</td>
<td>7%</td>
<td>49%</td>
</tr>
<tr>
<td>Weekday Range</td>
<td>33-35%</td>
<td>7-8%</td>
<td>43-56%</td>
</tr>
<tr>
<td>Sat</td>
<td>21%</td>
<td>3%</td>
<td>11%</td>
</tr>
<tr>
<td>Sun</td>
<td>8%</td>
<td>2%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Long Stay Car Parking (%) (>6 hour / Capacity)

<table>
<thead>
<tr>
<th></th>
<th>The Hill</th>
<th>Civic Centre</th>
<th>Westmoreland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ave weekday</td>
<td>1.71</td>
<td>2.60</td>
<td>1.10</td>
</tr>
<tr>
<td>Weekday Range</td>
<td>1.48-1.99</td>
<td>2.28-3.12</td>
<td>1.01-1.15</td>
</tr>
<tr>
<td>Sat</td>
<td>2.94</td>
<td>2.49</td>
<td>1.70</td>
</tr>
<tr>
<td>Sun</td>
<td>1.60</td>
<td>1.82</td>
<td>0.53</td>
</tr>
</tbody>
</table>

Average Daily Turnover (Total Daily Demand / Capacity)

4.16 Long stay off street parking is primarily centred on Westmoreland Road and The Hill MSCP s. Weekday long stay demand equates to around half of the capacity at Westmoreland Road and around a third at The Hill. Summary graphs showing different levels of duration of stay at these car parks appear at Appendix One.

4.17 Average daily turnover of spaces reflects both overall usage and average duration of stay. Because of the lower level of long stay parking and high popularity, the Civic Centre has a much greater rate of turnover than the other two car parks. The low turnover at Westmoreland Road reflects both the significant proportion of long stay demand and, particularly on Sundays, the lower overall utilisation compared to capacity.

4.18 In the five weeks before Christmas, a temporary Park & Ride service operates, based at Norman Park to the south of the town, which supplements available parking by nearly 200 spaces and reduces potential town centre traffic at this peak shopping period.
Walking and Cycling

4.19 Whilst there is fair provision for walking and cycling to access the town centre, provision could be improved considerably, especially to provide better quality continuous routes for cyclists and better crossing facilities over busy main roads for both cyclists and pedestrians. Some road corridors, notably Tweedy Road/Kentish Way, offer a real barrier to east-west movement. Facilities for these users within the town itself also need to be improved, whether in terms of making the town centre a more pleasant place to walk or of providing better secure cycle parking. A plan of the Borough’s strategic cycle network appears at Appendix Six.

Overall Network Capacity

4.20 Both highway network capacity and parking provision provide constraints to demand for travel to and from the town centre. Whilst overall traffic levels are falling, this is a general picture and not necessarily reflected at all times or in all locations: there is still congestion on routes into, out of and around the town. Similarly, levels of parking demand (and hence spare capacity) vary by location and time.
5 Looking Forward

5.1 As already set out in section 1, the transport strategy needs to support the development proposals set out in the town centre AAP. These development proposals are summarised in Appendix Two.

5.2 Extensive traffic modelling has been undertaken in order to understand the implications of the level of development that has been proposed in the AAP. This modelling has concluded that:

- Traffic generated by AAP Phase One development can be accommodated on the town centre road network with minor adjustments to signal timings.
- Without extensive mitigation measures, traffic generated by development in AAP Phases Two and Three would cause significant increases in congestion and unacceptable levels of delay.
- Assuming no changes to the levels of non-development traffic in the model, a key highway scheme requirement was the widening of the A21 to two lanes in each direction between Kentish Way and Bromley Common (south east of Hayes Lane). For Phase Two at least, this would reduce congestion levels towards base conditions again, though it is not sufficient alone to support overall levels of retail development above 25,500 m².
- There are very limited prospects for further significant highway improvements that will provide a sufficient step change in network capacity above that level of development.
- There is a significant need for capacity building measures that will reduce overall traffic levels, whilst retaining a good level of accessibility for the town centre. This applies not only to new development but also to existing town centre activities.

5.3 Traffic modelling also supported the decision to delete the development proposals at Site D (NW of High Street to Martins Hill).

5.4 Based on the modelling work undertaken and the understanding of the current transport network presented in section 4, the key transport issues facing Bromley Town Centre over the next 15 years can be summarised as follows:

- The need to manage traffic congestion at peak times
- The need to make most effective use of the town’s car parking stock, both on and off street
- The need to improve the attractiveness, accessibility and efficiency of public transport in the town, especially at Bromley South and Bromley North stations as key public transport “gateways”
- The need to improve walking and cycling routes and facilities
- The need to ensure new development is supported by appropriate transport measures

5.5 The last of the conclusions at paragraph 5.2 above is very significant in shaping the transport strategy approach that has therefore emerged. A
strong emphasis of the transport strategy must be to support the town’s economic success and further development by a wide range of measures that will allow a greater and growing volume of journeys to Bromley to be made by means other than the car. This is by no means aimed at stopping people from driving into Bromley. Instead, the key objective must be to provide for growth in travel and activity where capacity is less constrained – recognising that there is limited capacity in the town’s highway network – in order that the town’s economic growth is not similarly constrained.

5.6 Emphasis has therefore been placed on addressing these key transport issues, and identifying a series of transport measures – both policies and other interventions – that will positively support new planned development in and around the town centre.
6 Transport Policy Base

6.1 The transport policy base is set out in both the town centre AAP and in the Borough UDP. Both sets of policies are included in Appendix Three.

6.2 The four central themes of the transport strategy underpin the way in which the transport policy is to be implemented. It is therefore essential that the transport aspects of new developments are taken forward to accord with these themes and play their part in meeting the transport objectives. It is also important that new developments in the town centre contribute to the delivery of key aspects of the transport strategy, in the same way as the transport strategy itself has been set up to support that development.

6.3 As part of the theme ‘Establish the Base’ some early development will be able to proceed, with just some limited enhancements and mitigation on the transport network. Further details are provided in the description of the Phase One developments in Section 8.

6.4 The theme ‘Effective Management of Existing Assets’ will provide the necessary basis for progressing subsequent developments progressing through to Phases Two and Three. The Council will seek to manage the town centre’s transport assets, so that the most effective use is made of them to support the success of the town centre.

6.5 The developments will provide the main means of taking forward the other two themes ‘Promoting Travel Choice’ and ‘Capacity Building’, as discussed below.

6.6 Planning applications for major developments in the town centre must be accompanied by robust Transport Assessments that set out the likely transport implications of the development and how they will be addressed. Proposals will need to demonstrate how potential traffic generation will be reduced through provision and positive promotion of other travel alternatives.

6.7 Travel Plans must also be prepared that set out programmes of measures aimed at maximising the use of more sustainable modes of travel. These must be coordinated with the town-wide Travel Plan and contribute towards and participate in the realisation of its objectives, including the “Ten in Ten” target (see paragraph 9.2). Delivery and Servicing Plans will also be required.

6.8 In order to minimise and to mitigate adverse impacts and to facilitate more positive provision, development proposals will be required to give specific consideration in their Transport Assessments to:

- Access for people with mobility difficulties
- Pedestrians – access, convenient routes, road crossings
- Cyclists – access, routes, crossings, secure cycle parking, facilities for staff/residents
- Public transport operation and public transport users
- Road safety
- Servicing and deliveries (including arrangements for rear servicing)
- All other road users
6.9 Parking provision for new development will have a material impact on the nature of the travel demands that will be generated. The high public transport accessibility of the town centre, together with the emerging measures to improve and promote more sustainable means of travel, will mean that lower parking provision can be made than might otherwise be the case.

6.10 Parking provision for residential development should be set at the lowest level that can be justified operationally and commercially; proper provision should be made for people with mobility difficulties. Some car free development will be encouraged. Provision of alternatives to car ownership – such as Car Clubs that provide shared access to cars – will be expected. Households within new development in the town centre will not be issued with parking permits for neighbouring streets that fall within Controlled Parking Zones.

6.11 Parking for non-residential uses shall be provided by the developer in the form of publicly available, paid parking. The Council will use planning controls to ensure that parking tariffs are co-ordinated across the town.

6.12 A high standard of design will be expected for parking provision within new development, in keeping with the high quality standards expected for the town centre as a whole.

6.13 Supporting the themes ‘Promoting Travel Choice’ and ‘Capacity Building’ transport improvements are required, both on a town centre-wide basis and to meet the needs of specific developments. Section 10, along with supporting Appendix Seven, sets out the measures that are expected will be required and how these might be funded.
7 Strategy Elements

7.1 The key elements of the transport strategy are set out in this section by mode or type of measure. Section 8 then summarises how these measures will be phased, linked with the progress of development in the town centre across the fifteen years of the AAP.

Promoting Travel Choice

7.2 An important component of Bromley Town Centre’s Transport Strategy will be the promotion of travel choice and encouraging greater use of sustainable modes of travel, with a particular view to delivering the “Ten in Ten” target (see paragraph 9.2).

Promotion and Publicity

7.3 It is important not only that the more sustainable modes of travel are made available but also that people are aware of their availability and how they might be relevant and useful to them.

7.4 The Council will continue to raise awareness of different means of travel to and from the town centre, in association with relevant partners and stakeholders. It is important that both the standard and availability of information are raised. The Council will investigate how town centre businesses can be encouraged to improve information they provide about more sustainable means of travel to their premises and, as appropriate, home deliveries (e.g. through their websites).

7.5 It is important that, as time goes on, more sustainable means of access are increasingly and positively associated with the Bromley town centre “brand”.

7.6 Such promotion must be seen as an integral part of this transport strategy. Influencing people’s travel behaviour is at least as important in delivering the Council’s objectives for the town centre as physical measures.

Travel Plans

7.7 Travel planning is a mechanism designed to reduce the impact of traffic generated by premises. In particular, it offers a way of helping to limit or reduce traffic congestion by encouraging a shift away from the use of single-occupancy vehicles at peak times. It can be applied to workplaces for all work-based travel, but especially for the journey to and from work. It has also been successfully applied to schools as a way of tackling the adverse effects of the “school run”.

7.8 Travel planning can apply to a new development or to an existing operation. It may form part of a wider company transport plan which can include a range of issues including commuting, business travel, fleet management and other commercial activity. The travel plan process normally consists of:

- Reviewing existing travel need, demand and patterns;
- Assessing options to reduce the need to travel, especially by car;
• Agreeing a framework for an organisation to manage the transport needs of their employees (or students/pupils); and
• Setting out a policy statement with targets as appropriate.

7.9 When applied to an existing operation, travel planning is a voluntary activity. The Council actively promotes travel planning in the business community through two travel plan advisors, who are employed by Seltrans, the South East London Travel Strategy, which is a partnership between seven southeast London boroughs, together with transport providers and operators. The Seltrans travel planning team is based in Bromley.

7.10 Travel planning activities are also an integral part of the Council’s development control process for larger planning applications. These are often required as part of the outcome of a Transport Assessment, which the Council requires to help assess the impact of a development on the road and public transport networks. Both processes require applicants to demonstrate that they have thought about how their developments will operate in transport terms.

7.11 The travel planning process can potentially allow a developer to use a site more intensively, by reducing the area given over to transport-related activities, and also potentially reduce the scale and cost of any mitigation works which the developer would be required to carry out on the road network.

7.12 The achievement of the objectives of the Bromley Town Centre Action Area Plan will depend heavily on the use of travel planning techniques to control the impact of substantial new development on an already congested road network. It will not be possible to allow new developments to generate car trips to the town centre at the same rate as existing town centre developments without compromising ease of access to the town. Consequently, a target of this transport strategy is to reduce the proportion of car use by 10% in 10 years (“Ten in Ten”), i.e. by the end of AAP Phase Two.

7.13 The Council will seek to maximise the benefits from the travel planning process by promoting the development of a Traffic Management Association or TMA, through which individual businesses would work together, and with the Council, to share facilities or processes which contribute to maintaining a sustainable approach to travel in the Town Centre.

Walking and Cycling

7.14 Whilst there is fair provision for walking and cycling to access the town centre, considerable improvements could be made. Such improvements include better quality continuous routes for cyclists, better crossing facilities over busy main roads for both cyclists and pedestrians and better secure cycle parking, to make the town centre a more pleasant place at the pedestrian scale.

7.15 Walking and cycling will be modes of growing importance as part of the town centre transport strategy. This will be the case especially with the growing quantity of residential development in the town centre, to provide ease of access to the local facilities that people will need and a “walkable neighbourhood”. A key element of the transport strategy must therefore be to ensure that shorter journeys are easy by foot and by bike.
7.16 In their development proposals, developers must pay attention to overcoming barriers to walk and cycle access to and from their developments. In planning routes, there should be regard for desire lines and for minimising risks of conflicts where busy walk/cycle corridors meet busy traffic routes.

7.17 It will be important to provide crossing improvements for walking and/or cycling at key road junctions, including:

- London Road/Tweedy Road
- Tweedy Road/College Road
- Kentish Way/Widmore Road
- High Street/Westmoreland Road
- Kentish Way/Masons Hill

7.18 In addition to routes and crossings, it is similarly important that routes and areas used by pedestrians and cyclists are properly maintained and are properly lit at night. Particular attention will be paid to routes to schools.

Walking

7.19 The key barriers to walking within London are listed below:

- Institutional Issues (inconsistent approach across London)
- Traffic Volume
- Air quality
- The Walking Environment
- Safety
- Security
- Information
- Mobility and Access

7.20 Provision of better quality continuous routes for pedestrians and better crossing facilities over busy main roads will enable a safer and more pleasant walking environment. Some road corridors, notably Tweedy Road/Kentish Way, offer real severance and a barrier to cross-movement, and pedestrian crossings will need to be improved. Links particularly requiring improvement include town centre-Bromley North station and town centre/Queens Gardens-Civic Centre. Sub-standard signalled crossings will need to be upgraded, including proper provision for DDA needs.

7.21 Pedestrian linkages need to be legible to enable people to navigate effectively around the town centre. Improvements to wayfinding and signing throughout the centre, and in particular at public transport hubs such as Bromley North and South Stations, will improve and promote key linkages.

7.22 Alongside improvements to linkages, crossings and facilities, general improvements to both street scene and the wider public realm are important to create a pleasant environment for pedestrians. This includes upgrading of footways, reducing footway clutter, provision of high quality street furniture and creation of open space.

Cycling

7.23 Improvements to infrastructure and facilities for cyclists will provide greater choice for use of this transport mode. Safe linkages and crossing points are
to be made available across the town centre, along with increased cycle parking and storage.

7.24 Public attitudes towards cycling are influenced by the ‘success’ of a cycle parking facility: occupancy is probably the best single measure, but suitability of the arrangement and design; the state of the immediate environment, the condition of the facility and the bikes attached to it are all likely to contribute to the decision whether or not to park.

7.25 Good quality on-street parking should be provided, which is safe, secure and appropriately located. For new developments secure cycle parking should be incorporated that have the potential to attract new cyclists. Similarly, new workplaces will be expected to provide lockers, showers and changing facilities for people who want to cycle to work.

7.26 A number of ways exist to increase security. These include lockable compounds, improved lighting, CCTV, smart card technology, crime prevention audits and community policing and patrols.

7.27 Known locations where improvements to cycle routes and facilities are needed include:

- Cycle Link 20: through from Ridley Road to Ravensbourne Road cycle barrier.
- Cycle link 22: Simpsons Rd to High Street cycle barrier.
- Route along Kentish Way
- Improvements at Bromley North Station (especially cycle parking)
- Improvements at Bromley South station (especially cycle parking)
- Improvements to Westmoreland Road/High Street junction.
- Improvement to Masons Hill (carriageway widening scheme).
- Wendover Road carriageway widening scheme.
- Redesign of London Road/London Lane junction.
- Cycle facilities in the town centre pedestrianised area (especially cycle parking)
- Cycle facilities along Elmfield Road
- Cycle facilities at Harwood Avenue/Murray Avenue towards Freelands Road

Public Transport

Buses and bus priority

7.28 The Council will promote the use of local bus routes that serve the town centre by seeking the continued development of bus services. It is important that services become as attractive as possible, through improvements in convenience, service quality and accessibility. The Council will liaise with Transport for London to this end.

7.29 At present, there are no particular capacity problems on bus routes serving Bromley town centre. However, it will be necessary to keep this under review. Over time, and as patronage increases, further service enhancements will be justified. These are likely to include frequency enhancements and running services at additional times (for example on
Sundays, which have become important shopping days for many people). The need for such enhancements will be monitored.

7.30 The nature of bus operation means that new services can be introduced to deliver improvements quickly. The Council is particularly aware of a need for further orbital public transport links in south east London, bearing in mind the relatively radial nature of the rail network.

7.31 Bus stops in the town centre need to be improved, with more level boarding, better waiting areas and better service information (including real time information displays). The Council will seek improvements to pedestrian access to and cycle parking near bus stops. Bus stop capacity will also need to be kept under review. The Council expects the retention of the bus stands at Bromley North (Site A) and at Westmoreland Road (Site K) unless other equally convenient alternative sites are found.

7.32 The Council will promote bus priority and other public transport improvement schemes in order to improve service reliability and route capacity – and hence the attractiveness of services. Those schemes that will require third party land are indicated in the plan at Appendix Four; appropriate safeguarding for those schemes will be achieved through the AAP. Specific scheme proposals will include:

- “Gateway” scheme for northbound buses at the Kentish Way/Masons Hill junction
- Improved bus priority and bus/rail interchange at Bromley South (Site J), to enhance its role as a public transport gateway/hub, for which land will be safeguarded through the AAP
- Improved bus priority at the Masons Hill/Westmoreland Road junction (Site L), for which land will be safeguarded through the AAP
- A21 Widening between Kentish Way and south of Hayes Lane (see paragraph 7.59).

**Key Public Transport Hubs and Interchanges**

7.33 The principal public transport hubs in the Town Centre are at Bromley South and Bromley North stations, where rail/bus interchange also takes place. Bus-to-bus interchange occurs at both stations and at Elmfield Road.

7.34 TfL’s Interchange Plan of August 2002 examines interchange on a London-wide basis. It defines categories of interchange and ranks interchanges by strategic importance and by priority for investment. Bromley South is Category C (“major strategic interchanges”); this is therefore a location playing an important role in London’s transport network. Bromley North and town centre bus/bus interchange are Category D (“district interchanges”), but are still of more than local significance.

7.35 Current arrangements at these key public transport hubs are less than satisfactory, given the importance of their roles. Increasingly, they must perform an important gateway function for the town centre, offering a real sense of arrival.

7.36 Bromley South is already in line for improvements led by Network Rail, which will address station quality and better access for people with disabilities.
However, more work will be needed to improve wayfinding for people arriving by train, the pedestrian environment around the station, cycle parking and more convenient and better quality bus stops. Land (at Site J) is being safeguarded in the AAP to assist with improving Bromley South’s gateway role, interchanging, bus priority and the environment around the station (see indicative plan at Appendix Four).

7.37 The Council will explore ways of improving direct pedestrian and cycle links between Bromley South station and Kentish Way, particularly focussing on future developments at The Pavilion (Site E) and the Civic Centre (Site F).

7.38 At Bromley North, rail/bus and bus/bus interchange needs to be improved. A particular issue is the walk route between the station and the town centre, especially the crossing of Tweedy Road (A21). Crossing improvements there, along with street scene improvements within Bromley North Village, could provide visitors to Bromley with a much stronger sense of arrival and reinforce the quality of the town. Development at Bromley North (Site A) would need to facilitate such improvements, so that the station fulfils properly its gateway role.

Tramlink and the Grove Park-Bromley North line

7.39 Transport for London has undertaken high-level studies that have indicated that an extension to Tramlink from Beckenham Junction into Bromley (via Bromley South to Bromley North) could be feasible and “may generate a reasonable level of demand”. Considerably more work would need to be done before such a proposal could be realised however. This transport strategy does not therefore assume that a Tramlink extension would arrive in Bromley until around or after the end of the 15-year AAP period.

7.40 The Council has called for the extension of the Docklands Light Railway to Bromley North; indeed, there are several potential approaches to improving links using the Grove Park-Bromley North branch, including heavy rail, light rail and bus-based transit solutions. The Council supports the extension of Tramlink to Bromley, which could continue to Grove Park by taking over the heavy rail line. While it is not clear that any such improvements would be brought forward within the life of this Plan, it will be important that new developments do not compromise the future introduction of tram or other transit schemes that might replace and enhance the current service.

7.41 Development proposals at Bromley North (Site A) must therefore demonstrate that they do not preclude a future link between Tweedy Road and the heavy rail line for through running, whether by tram or a bus-based transit scheme.

Rail

7.42 Rail services to/from both of the town’s stations offer important links into Bromley as well as key links elsewhere (especially for commuting to central London). Along with station improvements and better walk links into the heart of the town, travel by rail should be promoted as a mode of choice for visitors to the town.

7.43 Bromley North station is an underutilised resource: it is constrained at present by the frequency of the current shuttle services, the size of trains and the need for interchange at Grove Park with trains on the Charing Cross/Cannon
Street-Orpington line. As well as seeking improved interchange and walk links, the Council will engage with the rail sector to investigate increasing the frequency of the Orpington service and to the Grove Park shuttle. Alternatively, the Council could encourage restoration of through services beyond Grove Park to replace the Grove Park-Bromley North service – until such time as a tram or transit through link or DLR service might be established at some stage in the future – though it is recognised that this is less likely to be delivered.

7.44 The Thameslink Programme is to deliver the benefit of wider network links for Bromley to north London and beyond (including a direct link to St Pancras International for Eurostar services). An initial service to Bedford is due to start in March 2009, with the full Thameslink upgrade to be completed in 2015.

7.45 The Council remains concerned at proposals for reduction in service frequencies through Bromley South for December 2009, linked to the introduction of High Speed 1 domestic services.

Coaches

7.46 The AAP sees Bromley having an increased cultural and leisure offer in the future. This will lead to increases in visits by private hire coaches. Proposed hotel developments at South Street (Site C) and the DHSS site (Site L) will need to provide coach pick-up/set-down points and, where physically possible, coach parking. Coaches should not obstruct the free flow of traffic.

7.47 Coach parking provision in the town will be kept under review and the need for increased provision will be monitored.

Highways and Traffic

Traffic management

7.48 The Council will seek to make best use of the road network, taking into account the needs of all road users, through provision of information and measures to optimize road use in relation to capacity. Targets for traffic levels are set out in Section 9.

7.49 The Council will promote traffic management schemes in support of its wider town centre objectives. In designing such schemes, the following criteria will be taken into account:

- On the Transport for London Road Network (TLRN) and other A roads, the presumption will be to support their role as corridors for movement.
- On other streets the presumption will be to place an increasing emphasis on “place” rather than movement and, where appropriate, to rebalance the functionality of streets as places.

7.50 Traffic patterns in the town centre will change as the regeneration activity progresses. Traffic signal timings will therefore be kept under review to reflect those changing patterns of demand and to optimise traffic flow.
7.51 Minor junction and other highway alterations will need to be identified in
Transport Assessments for specific development proposals.

Street Scene

7.52 The Council will promote street scene quality improvements to provide
environmental enhancements and to provide better facilities for all highway
users. Particular priority will be given to such schemes in and around Bromley North Village. Schemes will be designed to retain and enhance the
character and appearance of the area, and to encourage the sense that
Bromley is a safe and pleasant place to spend time in.

Variable Message Signing (VMS)/Intelligent Transport Systems (ITS)

7.53 VMS systems can be deployed to make much more efficient use of the
highway network by providing information to drivers. ITS can then be used to
introduce proactive management of that network.

7.54 Motorists who are either searching for a car park, or travelling towards a car
park that is full, add to road congestion. It is a common problem that motorists
with a lack of knowledge of an area will wait and queue for a ‘popular’ full car
park rather than travelling to an alternative. If motorists are better informed of
alternative car parks and how to reach them there should be a corresponding
decrease in queuing and congestion.

7.55 Along with traffic and travel information, there should be additional benefits of
motorist satisfaction, reliable journeys and improvements in air quality and
noise, because of fewer vehicles circulating or sitting stationary with engines
left running.

7.56 The Council will seek to introduce a VMS system prior to the closure of the
Westmoreland car park (Site K), so that users can be readily directed to other
car parks. Closure of the car park and the resultant loss of spaces requires
introduction of a positive system that will assist in the efficient redistribution of
parking demand to car parks with spare capacity.

7.57 Subsequently, other VMS features can be introduced that will provide
motorists with further information about the operation of the town’s road
network – for example warning about congestion or a specific road closure.

7.58 It will be expected that town centre developers will contribute towards
introducing and developing a VMS system, followed by more sophisticated
ITS in due course, linked to an Urban Traffic Management and Control
(UTMC) centre.
A21 Widening

7.59 A scheme is already safeguarded for widening the A21 from Hayes Lane to the southern end of Kentish Way. A widening line along the north eastern side of Masons Hill between the High Street and Kentish Way will also be safeguarded. Both schemes are shown on the indicative plan at Appendix Four. It is expected that these schemes will be required prior to opening of retail development in Phase Three. The balance these schemes provide between enhanced public transport priority and additional traffic capacity will be a matter for further technical work and is also likely to depend *inter alia* on the extent to which the “Ten in Ten” target is achieved.

7.60 Otherwise the transport strategy contains no other proposal for major enhancement of highway capacity.

Parking

Parking Plan

7.61 The Council will prepare a comprehensive Parking Plan for the town centre within three years of the adoption of the transport strategy. The Parking Plan will include detailed implementation proposals for the issues outlined below.

Parking Migration

7.62 Redevelopment of the Westmoreland Road car park (Site K) will result in the temporary loss of parking there. Some 400 parking spaces could be provided as part of the new development and, whilst these should be in the form of publicly available paid parking, a considerable proportion will be required in support of the development.

7.63 It is therefore important to understand what the impacts might be of the car park closure. The Council will undertake a survey of users in good time prior to the car park’s closure to identify the likely different needs for replacement parking provision and how to gear future closure publicity and information. However, it is unlikely that direct replacement of all the spaces currently used will be achieved.
Experience in Orpington with the closure of the Station Road car park shows that, when a car park closes, not all of its users necessarily transfer to nearby alternatives. The Council had been concerned to provide replacement parking during redevelopment, bearing in mind the potential impact on Orpington town centre. Interim provision was therefore made by increasing on street parking. That parking facility has not been used to anything like the extent expected.

The Council will therefore take a view on the extent to which replacement parking should be provided once the survey has been undertaken and there is a better understanding of real need.

Duration of Stay and Pricing

The Council can manage town centre parking in such a way that it better supports the regeneration of the town. This can be achieved by better management of the parking stock, looking at both length of stay and the tariff charged.

On street spaces are likely to be more convenient for short stay use and will be increasingly managed with this in mind. This will support the perception of the town as a convenient place to visit. Off street car parks will still provide for short, medium and long stay.

Long stay (all day) parking uses a parking space less efficiently than if a space can be used by a number of visitors across a day. This is also beneficial in terms of the retail spend per parking space, and hence of the economic benefit of the town. The Council recognises that there is a need for some long stay parking in the town, particularly in support of local employment. But the emphasis in the emerging parking strategy must be to make efficient use of the parking stock on offer. The Council will therefore seek to use parking tariffs to reduce the proportion of long stay parking in town centre car parks.

With an improved retail offer, it can also be expected that people will spend longer in Bromley – this is desirable, to increase spend and hence to support the town’s economy. This will mean that cumulative demand for short to medium stay parking will increase – which needs to be factored in to the balance of how parking spaces are used.

The Council will also investigate ways of applying more sophisticated tariffs that set prices to encourage use at times of lower demand and discourage growing use around the peaks (whether the traffic peak or the parking demand peak). For example, short stay parking could be less expensive for arrivals before 11 am; and a premium price applied for departure between 5pm and 6pm.

On street parking

The Council uses on street waiting and loading restrictions for a variety of purposes, including:

- Improving the safety of road users;
- Assisting the free flow of traffic and reducing traffic congestion;
- Assisting bus movement;
• Ensuring effective loading/unloading for local businesses;
• Providing a turnover of available parking space in areas of high demand;
• Assisting users with special requirements, such as the disabled; and
• Supporting the health of the local economy.

7.72 The Council is able to manage pricing, capacity, maximum stay and user type in support of these. Off-street car parking also contributes to many of these aims, particularly where it is co-ordinated with on-street provision.

7.73 Some motorists prefer on-street to off-street parking because of perceptions of convenience and security. The convenience aspect of on street parking leads to it best being used for shorter stay visits. The current on-street paid parking stock consists of some 750 spaces. The most convenient for the town centre have a 2 hour maximum stay, some have a 4 hour maximum stay and those further away from the heart of the town have no time limit. The Council will reduce the amount of on street parking available for long stay use.

7.74 The size of the town centre means that the walk time to the centre from the uncontrolled residential streets on the fringes of the town is still not perceived as either long or inconvenient. As the regeneration of the town centre takes shape, demand for travel to the town will increase. The Council is concerned that leaving these outer streets uncontrolled will result in much more parking demand from visitors and commuters, to the detriment of local residents. It is important to protect the ability of residents to park as near to their homes as possible.

7.75 The Council will therefore expand the coverage of the Controlled Parking Zones (CPZs) around the town. The opportunity will be taken to review the size of existing Zones, to address the issues arising from “internal commuting” that works to the detriment of streets nearest the town centre. The Council will also review the balance of allocated spaces for residents, visitors and Blue Badge holders – more space will be made available for residents’ parking.

7.76 The Council’s planning policy base allows for car-free and low car residential developments: indeed, the AAP depends on this concept to enable the envisaged increase in town centre living. The Council will not therefore allow residents of these new developments to apply for residents’ on-street parking permits on surrounding streets and may seek supporting undertakings from developers to that effect.

Off street parking

7.77 Whilst on street parking may still be perceived to be the most convenient for short stay visits, the majority of visitors to the town centre will continue to park in off street car parks.

7.78 The redevelopment of Westmoreland Road car park (Site K) will reduce the off street parking stock in the town by 581 spaces. Development is likely to provide a new 400 space public car park at Site K in Phase One and a new 600 space public car park at Site G (West of High Street) in Phase Three. No other major provision of new car park capacity is expected in the town. Whilst
these car parks increase the overall parking stock in the town, the number of parking spaces per square metre of commercial floorspace in the town centre will in fact fall. Other development sites will normally be expected to replace the majority of capacity of existing car parks within those sites.

7.79 In new non-residential development in the town centre, parking should be provided in the form of publicly available paid parking, with agreements in place for parking tariffs to be coordinated with other car parks across the town.

7.80 Operationally, the Council will seek to work towards an average demand level of no more than 90% at off street car parks. This should improve the chances of people finding spaces and minimise searching, which could add to congestion. Car park demand will be monitored with this in mind.

7.81 The Council will encourage reduction of existing private non-residential parking provision, where this is linked to the implementation of a suitable Travel Plan.

7.82 Car park design should meet best current standards in terms of design quality, passive safety, ease of maintenance and lighting.

Park & Ride

7.83 The Council will encourage Park & Ride operations to be developed.

7.84 Implementation of an initial Saturdays-only Park & Ride will be investigated, based on the Christmas Park & Ride site, with a view to services being introduced prior to the closure of Westmoreland Road car park (Site K). If successful, the operation could be extended to operate on weekdays.

7.85 The Council will support a full-time Park & Ride service at a permanent site, subject to identification of an acceptable site and adequate environmental safeguards.

Other Key Transport Issues

Freight and deliveries

7.86 Bromley, like any other major centre, depends on modern, efficient, “just in time” deliveries to ensure that goods are delivered to shops, offices, supermarkets and homes. But goods also go in the opposite direction, whether it be the collection of waste or recycled materials, or the transport by individuals of purchased goods. Many purchases, from the weekly food shop to a duvet or a piece of flat-pack furniture, are too heavy or bulky for individuals to take home except by car.

7.87 The Glades shopping centre has full off-street delivery facilities, and there is rear access to The Mall from Elmfield Park. Some of the shops on the western side of the pedestrianised section of the High Street have delivery access from Tetty Way and Churchill Way. The RBS building and some of the shops further south on the western side have rear access from Simpsons Road.
7.88 The Council’s planning policies state that rear servicing facilities are appropriate where problems would be caused by servicing frontages in town centres. However, even where rear servicing is available, the timing of deliveries can still have a potential adverse impact on the free flow of traffic, particularly where servicing still takes place from the front. It is desirable for delivery journeys to take place outside the times of peak traffic flow, although the Council recognises that deliveries at night (where allowed under the conditions of the Londonwide night and weekend lorry ban) can potentially be more disruptive to residents.

7.89 The emerging concept of Delivery and Servicing Plans (DSPs) seeks to apply similar principles to freight journeys at developments as are applied to person journeys through the more established process of workplace travel plans. This process potentially offers benefits to both industry and the community by seeking to rationalise deliveries and reduce the number of freight journeys. Transport Assessments should consider the way in which goods are carried both to and from the development and the wider town centre, and to state what arrangements will be put in place to offer home delivery to customers. Where appropriate, the Council will require the submission of a DSP as part of any Transport Assessment.

7.90 In Bromley North Village, which is predominantly lower-rise, older development, the opportunities for rear servicing are more limited. The Council will seek to ensure that there are adequate facilities for frontage delivery without compromising access, safety or the free flow of traffic.

7.91 The Council will seek to ensure that developers put in place adequate abatement measures to ensure that noise from delivery vehicles, including vehicles entering, leaving or waiting for access to enclosed delivery areas, is minimised.

Taxis and Private Hire Vehicles (PHVs)

7.92 Taxis and PHVs provide an important service for movement in and around Bromley for a variety of purposes. They offer an on-demand or convenient pre-booked travel solution for small numbers of people. They are particularly important for onward travel from stations and in support of the town’s evening and night-time economy.

7.93 Licensing of PHVs by TfL has led to better reassurance for users about quality and personal safety.

7.94 The Council will monitor and keep under review the needs of this sector and respond to needs for specific measures as they arise.

Disability Discrimination Act (DDA)

7.95 The Disability Discrimination Act 2005 amends or extends provisions in the 1995 Act, including, inter alia, making it unlawful for operators of transport vehicles to discriminate against disabled people.

7.96 Planning Policy Guidance Note 13 (PPG13) also states that Local Authorities, developers and transport providers should work together to seek to meet the accessibility needs of disabled people in all developments by:
1. Taking account of their needs, in terms of access arrangements and parking spaces, in location and parking policies;
2. Giving attention to the needs of disabled people in the design, layout, physical conditions and inter-relationship of uses; and
3. Ensuring developments, including transport infrastructure, are accessible to and usable by disabled people as motorists, public transport users and pedestrians, through decisions on location, design and layout.

7.97 A key vision of the AAP is to promote Bromley as an accessible and inclusive town centre. In this regard, the Council will support improvements to the street scene and public transport facilities such as:

- Designing for the mobility impaired;
- Designing for the visually impaired;
- Increased step free access;
- Improvements to footways – widening and removal of obstructions;
- Improved pedestrian crossings;
- Creating a DDA-compliant station at Bromley South Station; and
- Improving accessibility at Bromley North Station.

**Powered Two Wheelers (PTWs)**

7.98 Riders of powered two-wheelers (PTWs) – motorcycles; motor scooters; mopeds – are classed as a vulnerable road user group, prone to more serious injury. As such they are the most over-represented road user group in serious and fatal crashes in the Borough. The Mayor of London has a target for a 40 per cent reduction in the number of users on powered two-wheelers killed or seriously injured by 2010.

7.99 Bromley has an extensive programme of road user education and rider training in place designed to reduce motorcyclist casualty numbers. The Council is also supporting the recently introduced TfL/Police ScooterSafe programme.

7.100 Despite these inputs, the number of riders seriously injured has not decreased significantly in recent years. Fatal and serious powered two-wheeler casualties are particularly high at 20% of all KSIs (crashes involving people being killed or seriously injured), when motorcycles are estimated to comprise less than 5% of traffic flow. The Council will continue to monitor these statistics and continue to encourage and promote good practice through training.

7.101 Whilst there are currently a number of PTW-dedicated free parking bays available in the town centre, the Council will keep under review whether there is a need to expand those facilities.

**Car Clubs**

7.102 Car Clubs are a successful option for providing people with access to a car without having to own one. Car Clubs have only been introduced into the UK in recent years but are becoming increasingly popular. By associating a Car Club with a non residential development, there is the opportunity to review the
level of parking provision taking account of the likely impact of the Car Club in reducing single occupancy car journeys and reduced demand for parking. Similarly, in residential development Car Clubs can increase travel choice and in some cases reduce the need for car ownership overall. Members of the Car Club are able to hire a car by the hour and by the mile offering greater flexibility than hiring a car for a whole day.

7.103 Experience with Car Clubs show that they work at their most efficient and commercially effective when they can be associated with a combination of residential and non-residential land uses. Local employers can use Car Club cars as substitutes for their own pool cars. Residents tend to use Car Clubs most at evenings and weekends. These uses are complementary. Experience with Car Clubs in the UK indicates that every car provided by a Car Club could remove up to 10 privately owned cars from surrounding roads.

7.104 The larger Opportunity Sites within the AAP will be expected to bring forward Car Club proposals, coordinated with wider Travel Plan initiatives.

7.105 Car Clubs are usually run as commercial businesses, with four main providers in Britain at present. The Council will expect new developments to bring forward Car Club operations in such a way that the wider community will benefit, not only through open membership but also, if possible, through coordinated operations so that membership is inter-available between different cars in the town’s Car Club network.

**Construction Traffic**

7.106 The level of development envisaged in the AAP will give rise to extensive construction activity, including construction traffic movement. It is important that any adverse impacts of such operations are properly mitigated to minimise disruption to people in the town and to the free flow of traffic.

7.107 The Council will expect construction traffic to be managed in accordance with approved Codes of Construction Practice and will encourage the operation of Considerate Contractor Schemes. The Council will also encourage coordination between concurrent developments so that potential impacts can be further reduced.
8 The Strategy

8.1 As set out in section 2 above, the transport strategy has four central themes:

- **Establish the Base:**
  Using the existing transport network base, with some enhancements, to facilitate early development;

- **Effective Management of Existing Assets**
  Getting the best use out of the transport network and other transport assets

- **Promoting Travel Choice**
  Securing a growing awareness programme that promotes information on all modes and travel options.

- **Capacity Building:**
  To build capacity in the transport network as a whole to facilitate further levels of development and enable more people to visit Bromley by a choice of means.

8.2 These themes then relate to activity in each of the three five year phases of the AAP. Within each phase, a variety of supporting transport measures will be required, some directly related to specific developments, some related to supporting development overall and others directed at the town’s transport network as a whole.

8.3 The range of transport measures required for each phase and how they relate to proposed development is explained below and summarised in the “storyboards” in Appendix Five.

**Phase One**

8.4 In Phase One of the AAP, Site K (Westmoreland Road) has the most significant transport effect, in particular on the closure of the existing Council-owned multi-storey car park. Key transport measures in Phase One are outlined below.
8.5 Prior to the closure of Westmoreland Road car park, a number of mitigation measures will be required. These will include:

- A Parking Migration Strategy, which sets out how to manage the loss of car parking for both visitors and workers at Westmoreland Road. Specifically, this is likely to trigger a review of LBB staff parking across the town; more information about other car parks; and promotion of alternative means of travel.

- Pre-paid letter survey to users of the car park to ascertain what they are likely to do after closure of the car park

- Introduction of a town-wide Variable Message Sign (VMS) system to provide information on car park space availability for people driving into the town, with funding from the Site K development. This will enable people who would otherwise have parked at Westmoreland Road to find spaces in other car parks. This will also require a thorough review of town centre car park signing.

- Subject to further investigation, introduction of a Saturday Park & Ride scheme, based on the Christmas Park & Ride operation at Norman Park. This will compensate to some extent for the loss of Saturday shopper parking, bearing in mind the relative lack of spare parking capacity on Saturdays. The car park site is well related to approach routes for people who would naturally use the Westmoreland Road car park. Alternative parking arrangements may need to be found for existing users of Norman Park itself.

8.6 Development at Site A (Bromley North) should include improvement to access and interchange at the station to improve its operation as a key public transport hub and gateway. Interchange improvements should reflect the needs of both rail/bus and bus/bus interchange movements. Improved pedestrian road crossings, access and wayfinding between the town centre and Bromley North station should also be a priority, coordinated with potential street scene improvements in Bromley North Village.

8.7 Similarly, in support of development at Sites K (Westmoreland Road) and L (DHSS), works should be undertaken at and around Bromley South station to improve wayfinding and accessibility. This is likely to be a forerunner of more comprehensive improvements to this public transport hub at a later stage, in keeping with the station’s current and future role a prime gateway to the town centre. Wayfinding proposals here should integrate with similar measures for the wider town centre.

8.8 A town-wide Travel Plan needs to be rolled out as early as possible in Phase One, towards which LBB will also need to commit to its own comprehensive Travel Plan for staff. The town-wide Travel Plan will need to be geared to the needs of both workers and other visitors, to promote access to Bromley by a choice of means and to support delivery of the “Ten in Ten” target. The particular emphasis will be to encourage fewer long stay single-occupancy car journeys – so that more parking spaces can be made available for town centre shoppers and other visitors.
8.9 A series of demonstration projects should be secured and implemented at an early stage. Experience with these demonstration projects should then be taken forward into a series of interventions that lead to step change quality improvements to access to the town by walking, cycling and public transport. These projects should act as examples of initiatives that will then need to roll out increasingly in later stages of the AAP. Examples are likely to include better pedestrian crossings, improved walk and cycle routes and better bus waiting areas and passenger information.

8.10 Changes in traffic patterns are likely as Phase One progresses. It will be necessary to keep traffic signal junction phasing under review to ensure new patterns are properly reflected.

8.11 This Phase should see introduction of a Car Club or clubs, at least in support of Site K. Car Clubs should be progressively introduced in the town centre from Phase One.

**Phase Two**

8.12 Phase Two of the AAP sees the greatest amount of new development of any one phase – in particular the first stage of development (residential and initial retail) at Site G (West of High Street).

8.13 For this phase of the transport strategy, the emphasis is placed on capacity building, so that the town’s overall transport system is prepared to support both existing and future travel needs. Key measures to be implemented at this stage are outlined below.

8.14 Development at Site J and the first phase of Site G will need to be supported by full public transport gateway improvements at Bromley South Station. These will include comprehensive interchange improvements, wayfinding and full accessibility to the station including DDA compliance.

8.15 Station improvements will be also be supported by enhancements to walking and cycling routes and facilities building on the Phase One demonstration projects, as described in 8.10.

8.16 Alongside this a comprehensive programme of bus service improvements, including bus priority, better bus stop facilities and passenger information should be rolled out within the town centre. This will need to be supported by more thorough promotion of public transport services.

8.17 The significant increase in development seen within this phase will also require improved traffic management of the town centre. In particular the existing VMS system will need to be enhanced and critical junction improvements, in particular relating to the first stage of Site G will need to be completed.

8.18 Development at Site P (Sainsburys) will need to be well integrated to the continued street scene improvements in Bromley North Village.

8.19 Park & Ride based on a permanent site to the south of the town will be investigated, which would be supported by increased bus priority measures to
ensure a fast and reliable service. A new Park & Ride operation could be delivered by the end of Phase Two/early Phase Three.

8.20 A full commitment to a high profile town centre wide travel plan and associated Car Club is required in Phase Two in order to encourage mode shift from the private car to more sustainable means of travel. This will need to be supported by a continued commitment from the council. Town centre information points raising awareness of the travel plan and general town centre branding focussed on travel by more sustainable modes will support this.

8.21 It is intended that, by the end of Phase Two, the “Ten in Ten” target – to reduce the proportion of car trips by 10% - will have been achieved.

**Phase Three**

8.22 The key theme for Phase Three is sophisticated network management. The town’s supporting transport network will be substantially in place by the beginning of Phase Three and, whilst further development will be taking place, the emphasis will be on better management of the network. Key interventions are summarised below.

8.23 By the end of the Phase Three all the bus priority, walking, cycling and traffic management measures will be in place to fully support the development in the town centre.

8.24 The key new intervention for this phase will be Comprehensive Intelligent Transport Systems (ITS) that will need to be in place to manage the town centre network including:

- VMS information on parking and incidents
- Real time public transport information at stops and at key locations in the town centre
- A comprehensive Urban Traffic Management and Control (UTMC) system to coordinate traffic signals and provide CCTV monitoring of the performance of the network

8.25 It is expected that the A21 Widening Scheme will be required in support of Phase Three of the AAP, so will need to be delivered prior to the opening of new retail development in that phase.

8.26 A comprehensive town centre wide car club and cycle hire will be in operation, supported by the town centre travel plan.
9 Targets and Monitoring

Targets

9.1 Targets for the transport strategy follow on from the objectives outlined in Section 3, informed by the strategy elements proposed in Sections 7 and 8. These targets should be used to measure the success of the transport strategy.

9.2 Five specific targets have been identified for the transport strategy, namely:

- **Target 1:** Reduce the proportion of car use by 10% over ten years (“Ten in Ten”), i.e. by the end of AAP Phase Two;
- **Target 2:** To manage the level of traffic, so that the following traffic targets are not exceeded (compared with 2001 levels):
  - -1% up to 2011 (which is the Mayor of London’s Transport Strategy target)
  - 0% up to the end of AAP Phase Two
  - +3% up to the end of AAP Phase Three
- **Target 3:** Delivery and Servicing Plan and Codes of Construction Practice to be approved for all new major developments prior to implementation;
- **Target 4:** A Parking Plan for implementation to be approved within 3 years.
- **Target 5:** A Town Centre wide Travel Plan to be implemented within 3 years and associated plans for new developments to be in place upon occupation

9.3 The table below relates these targets to the transport strategy’s objectives set out in Section 3.

<table>
<thead>
<tr>
<th>Transport Strategy Objective</th>
<th>Related Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: To make best use of existing traffic and parking capacity</td>
<td>1, 2, 3, 4 and 5</td>
</tr>
<tr>
<td>2: To build further traffic capacity in support of new development</td>
<td>2</td>
</tr>
<tr>
<td>3: To ensure that changes to traffic levels can be accommodated and do not have a significant adverse operational impact</td>
<td>2</td>
</tr>
<tr>
<td>4: To seek to minimise the amount of additional highway traffic generated by the developments, subject to commercial viability considerations</td>
<td>1, 2</td>
</tr>
<tr>
<td>5: To encourage the greater use of public transport for accessing the town centre</td>
<td>1</td>
</tr>
<tr>
<td>6: To support walking and cycling for local access and travel within the town centre</td>
<td>1</td>
</tr>
<tr>
<td>7: To raise awareness of wider travel choice</td>
<td>5</td>
</tr>
<tr>
<td>8: To improve arrangements for deliveries and servicing</td>
<td>3</td>
</tr>
<tr>
<td>9: To enhance parking provision for longer stays by shoppers and visitors</td>
<td>4</td>
</tr>
<tr>
<td>10: To reduce the demand for long stay parking</td>
<td>4, 5</td>
</tr>
</tbody>
</table>

9.4 Target 2 has been set with a 2001 base so that it is consistent throughout – for comparison purposes – with the Mayor’s town centre traffic target. As set
out in Section 4, traffic has already been reducing in the town centre. This
does offer some headroom in the capacity of the town centre’s traffic network
for additional traffic. However, as time goes on, it will be increasingly
important that effective promotion of all travel choices results in greater use of
non-car modes.

9.5 For the AAP itself, it is proposed that the sole transport target is to be the
level of traffic in the town centre (i.e. Target 2 above). If the socio-economic
health indicators of the town show that other non-transport targets are being
met without exceeding the traffic target, this is sufficient in transport terms.

Monitoring

9.6 It is important that monitoring is undertaken, both to determine whether
targets are being met and to provide more general management information
on the implementation and outworking of the transport strategy. It will be
important to understand the effectiveness of different transport measures and
how the planning of future transport interventions may need to be reviewed.

9.7 Monitoring against Target 1 (reduce the proportion of car use by 10% over ten
years – “Ten in Ten”) will be undertaken through town centre-based sample
interview surveys of visitors to the town centre. Periodic qualitative surveys of
town centre visitors will be necessary in support of the wider aims of the AAP
and these surveys should include questions relating to access mode and
aspects of customer satisfaction with travel to Bromley.

9.8 Target 2 (to manage the level of traffic, so that traffic targets are not
exceeded) will be monitored using a cordon of traffic count sites. The Council
has historically undertaken annual traffic counts at a range of sites around the
Borough; the town centre cordon is currently provided by eight specific sites
in and around the town centre.

9.9 For Target 3 (Delivery and Servicing Plan and Codes of Construction Practice
to be approved for all new major developments prior to implementation),
Target 4 (a Parking Plan for implementation to be approved within 3 years)
and Target 5 (a Town Centre wide Travel Plan to be implemented within 3
years) it will be specifically beholden on the Council to ensure that these
requirements are delivered.

9.10 There will also be a need to monitor wider aspects of the town centre
transport strategy, but this will be for operational and transport planning
reasons: it will be necessary to obtain snapshots of travel behaviour and to
understand how effective different transport interventions have been.
However, such monitoring will be in addition to what will be required for
monitoring the AAP and monitoring the specific targets above. This
monitoring which, where appropriate, will be undertaken in partnership with
relevant stakeholders, is likely to include:

- Bus passenger demand to/from town centre;
- Station use at Bromley North and Bromley South;
- Pedestrians crossing town centre cordon;
- Cyclists crossing town centre cordon;
- Car Clubs: number of cars in operation, number of Car Club members;
• Car occupancy in cars crossing cordon;
• Parking demand and occupancy (off and on street); and
• Qualitative issues – gathering perceptions of Bromley town centre’s transport offer through opinion questionnaires.
10 Implementation and Delivery

Developing the Programme

10.1 The Investment Programme required to deliver the AAP has been identified specifically to support the scale and size of the developments proposed, with regard to their predicted impact on the road network, the local environment and quality of life within the Town Centre. The Programme represents an integrated and deliverable range of projects, which have been prioritised to take into account the planned phasing of developments, the timescale to prepare and implement these works and the strategies needed to mitigate potential impacts.

10.2 Bromley Council is accountable for the delivery of this Programme. The Programme has a critical role to play in meeting the Council’s aspiration for development through the AAP process and the growing transport needs to sustain the size and scope of that development. Both developers and other partners (such as Transport for London and Network Rail) have important contributions to make to ensure that the Programme is developed and delivered.

10.3 The Delivery Plan supporting the Investment Programme will need to be developed in detail in partnership with the relevant stakeholders. The Delivery Plan should be a dynamic document that can respond to changing circumstances across the life of the AAP, so that the required transport interventions can be delivered in a timely and effective manner.

10.4 The process of establishing, reviewing, planning and prioritising suitable financing plans for the delivery of the programme is one that must be undertaken at regular intervals to ensure proper progress is made in support of the AAP’s delivery objectives. Specific measures within the programme can then be timed and designed to respond to changing circumstances, as identified through monitoring (Section 9 refers).

Investment Programme Structure

10.5 The AAP has a 15 year life span and is planned to bring forward developments in three five year phases. The Investment Programme will need to be linked to the level of investment that is required to deliver the plan programme through each of the three phases. Funding will also be needed for studies and other advanced works to support implementation of the key elements of the transport strategy.

Who pays and how?

10.6 It is anticipated that investment will be sought from a number of contributors from both the private and public sector, and from organisations large and small. It is planned to secure funding through the public sector through the normal bid process to Transport for London; investment from Network Rail and the train operating companies for rail and station improvements; and Bromley Council as the local authority and the owner of some of the developments sites.
10.7 The Council will seek private sector developers’ contributions towards the overall implementation of the strategy through two specific mechanisms:

- Where the need for specific transport interventions arises directly from a particular development, those measures will be secured and funded through s106 agreements; and
- Where transport interventions are needed by a number of separate developments, contributions will be made into a single funding pot. The mechanism for this will either be through a locally adopted transport scheme tariff or, once the necessary legislation is in place, a Community Infrastructure Levy.

Effective Management of Existing Assets

10.8 A key element of the AAP is to promote sustainable development and therefore a key priority will be to utilise and manage the existing highway infrastructure assets and the existing parking stock effectively. Priority will be given to utilising and enhancing these assets before investment in any capacity building in these areas.

The Investment Programme

10.9 The Investment Programme consists of eight elements. Appendix Seven provides outline budget costs for different transport measures under those headings, including potential funding sources. This includes an identification of how developer funding might need to be split between s106 contributions and a funding stream through a tariff or CIL.

10.10 The eight elements of the Investment Programme are summarised below:

1. **Annual Programmes**
   Bromley Council invests significant amounts in the transport infrastructure either from its own funds or through funds secured through the bidding process to the Mayor of London and Transport for London.

   The future programme of works will include bus priority measures, the upgrading and maintenance of the infrastructure including traffic signals and bus shelters. In order to promote more sustainable forms of transport the provision of new and improved cycle and walking routes will be required. Some of this work will be contained within the Area Action Plan but there is a need to improve the cycling and walking facilities on the radial routes and approaches to the town centre to encourage residents within this catchment area to use sustainable modes.

2. **Variable Message Signs and Traffic Information**
   A fundamental part of transport strategy is to promote choice for all visitors to the town centre. The promotion of choice will be enhanced by the provision of variable message signs and traffic information systems on the public highway to provide information for motorists. It is proposed that these systems are funded by developers and owners of existing car parks, along with Bromley Council and TfL as the Highway Authorities.

   Passenger information at train stations and bus stops will be improved to provide timely and reliable information for travellers. It is anticipated that these works will be funded by the rail and bus operators. In addition it is
planned that public transport information will prominently displayed in all major shopping developments to promote public transport. These works will be funded by the developers.

3. **Public Realm and Environmental Improvements**
A major element of the AAP is to improve the quality of the public realm and to enhance the appearance of the urban landscape in the town centre. The Council as the highway and traffic authority will bring forward schemes to improve the public realm in Bromley North village. Other improvements to public realm including the creation of new public squares will come forward in association with development proposals. Improvements to the forecourts of Bromley North and South railway stations will be a requirement of the development of these sites.

4. **Improvements to public car parking and the provision of public car parking on and off street**
The existing multi-storey car parks will be upgraded by the owners over the life of the plan. The provision of new public parking places within new developments will be designed to a higher standard to enhance the experience to meet the growing expectation of the customer.

Changes to on street parking controls within the existing controlled parking zone will have to be introduced through the life of the plan to adjust and manage the parking stock available on street. It is anticipated that the CPZ area will have to be extended with the introduction of new controls to restrict the opportunity of residents in new residential development to park on street. It is planned that the developers of these sites will contribute to the introduction of these new restrictions.

5. **Rail & Bus Improvements funded by partners**
The train operating companies and the bus companies are essential partners in improving access to the town centre. Bromley town centre already is one of the most accessible locations by public transport. The Council continues to work with partners to improve the frequency and quality of the journey by public transport.

6. **Promotional Programmes, Travel Plans and Delivery & Servicing Plans**
A key element of the Transport Strategy are our plans to work with all local businesses and residents in the AAP area to promote and develop sustainable travel options to single occupancy car use. It is anticipated that these plans will be developed and implemented throughout the life of the AAP.

Developers will be expected to implement supporting measures from their own travel plans, as well as participating in the town-wide travel plan. Similarly, they will be expected to bring forward Delivery & Servicing Plans in respect of their logistics needs.

7. **Car Clubs**
Car clubs will be an essential element of all the residential developments in the town centre. It is anticipated that car clubs will be set up and funded by the developers.
8. **Major Projects and investment in highway network**

Capacity Building: In order to accommodate all the development proposed over the lifetime of the plan there will be a need to build new capacity on the highway to cope with the demands for access to the town centre.

Major Projects: The A21 Widening Scheme needs to be developed up in good time to cope with the pressures that will arise from the developments in Phase 3. A Park & Ride scheme, based on a permanent site will be investigated fully and, subject to a deliverable scheme being possible, would also be appropriate in support of the transport strategy for the town.

Work will need to start in the planning, design and the application of statutory powers so that start of work on these schemes does not delay commencement of construction of the developments.

The proposed extension of the tram system from Beckenham Junction to Bromley South and onto Bromley North and the separate investigation of improvements of the link from Bromley North through to Grove Park and beyond will be constructed at or around the end of the plan period because of the planning and statutory processes that are required for the development and implementation of such schemes in this country. Preliminary work and further studies will need to be undertaken to develop the business case for these works.

**Construction and Mitigation Works**

10.11 Inevitably, there will be localised disruption during the demolition and construction phase of these developments. The Council will put in place measures to deal with the construction activities and other mitigation measures to accommodate any loss of parking during this period, including use of a VMS system to assist drivers to make informed choices.
Appendix One – Parking

On street parking – Bromley town centre

Key:
- Orange: Pay & Display Bays
- Pink: Shared-Use Bays

Area A (2 hour max)  5 Area B (4 hour max)

Area C (No max)  6 Area D (2 hour max)

1 Aldermary Road  21 Palace Grove
2 Aylesbury Road  22 Palace View (B)
3 Babbacombe Rd  23 Palace View (C)
4 Blyth Road  24 Park Road
5 Church Road  25 Pinewood Road
6 Churchill Way  26 Queens Road
7 College Road  27 Rafford Way
8 Cromwell Avenue  28 Ravensbourne Rd
9 Cromwell Close  29 Ringers Road
10 East Street  30 Sandford Road
11 Elmsfield Park  31 Sherman Road
12 Elmsfield Road  32 Simpsons Road
13 Ethelbert Road  33 South Street
14 Florence Road  34 St Blaise Avenue
15 Glebe Road  35 Station Road
16 Hammerton Road  36 Streamside Close
17 Harwood Avenue  37 The Chase
18 Hayes Road  38 West Street
19 High Street (A)  39 High Street (B)
20 North Street  40

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty’s Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Storage of Ordnance Survey Number 10201701.
Duration of stay at town centre multi-storey car parks run by LBB

The graphs below provide daily profiles for The Hill, Westmoreland and Civic Centre car parks showing numbers of vehicles parked hour by hour and length of stay.

On Thursday (13th March 2008), the greatest number users of The Hill and Westmoreland Road car parks were staying for 8+ hours, i.e. long stay. The Civic Centre by contrast had very few long stay visitors, with the majority parking for 2-4 hours. This confirms that The Hill and Westmoreland car parks are predominantly utilised for long stay on weekdays, while the Civic Centre is more important for shoppers and other visitors.
On the Saturday (15th March 2008), the greatest use was by shorter stay visitors in all three car parks.
### Appendix Two – Summary of AAP Key Development Sites

<table>
<thead>
<tr>
<th>Opportunity Sites</th>
<th>Proposed Development</th>
<th>Development Phase</th>
<th>Indicative Development Areas / parking provision</th>
</tr>
</thead>
</table>
| A. Bromley North Station          | Mixed use development comprising:                                                    | Phase 1/2         | • Residential- 250 units  
• Residential parking not to exceed 200 spaces  
• Business (B1)- 2,000 sq m  
• Community uses 1,000 sq m  
• A3/A5 Ancillary food and drink  
• Replacement of existing public car parking spaces |
|                                  | • Improvements to Station facilities and new ancillary retail                         |                   |                                                                                        |
|                                  | • Public transport interchange- to include public conveniences and bus facilities       |                   |                                                                                        |
|                                  | • Refurbishment of listed building                                                    |                   |                                                                                        |
|                                  | • Decked car park                                                                      |                   |                                                                                        |
|                                  | • Improved public space                                                               |                   |                                                                                        |
|                                  | • Residential                                                                          |                   |                                                                                        |
|                                  | • Offices/businesses                                                                  |                   |                                                                                        |
|                                  | • Associated food and drink                                                            |                   |                                                                                        |
|                                  | • Improved pedestrian access to town centre                                           |                   |                                                                                        |
|                                  | • Improved community, and health facilities                                           |                   |                                                                                        |
| B. Corner of Tweedy Road/London Road | • Residential development                                                              | Phase 1           | • Residential around 70 units subject to acceptable design  
• Residential parking not to exceed 38 spaces |
| C. The former Town Hall and South Street Car park | Mixed use scheme: • Offices/businesses and/or hotel/conference centre | Phase 1           | • Additional Business (B1) - 5,000 sq m  
• 150 bed hotel/conference centre  
• Overall parking on site not to exceed existing number of spaces  
• Pick-up/set-down point to be provided for coaches |
| D The Hill Car Park REMOVED POST CONSULTATION |                                                                                     |                   |                                                                                        |
| E. Pavilion                       | • Retail extension to The Glades                                                      | Phase 3           | • Retail- 22,000 sq m (net additional)  
• No additional parking |
<p>| | | | |
|                                  |                                                                                      |                   |                                                                                        |</p>
<table>
<thead>
<tr>
<th>Opportunity Sites</th>
<th>Proposed Development</th>
<th>Development Phase</th>
<th>Indicative Development Areas / parking provision</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F.</strong> Bromley Civic Centre</td>
<td>Mixed use development comprising elements of the following:  - Reconfigured civic offices and car parking  - Low density residential development including conversion of listed building  - Leisure centre  - Improved pedestrian connections</td>
<td>Phase 2/3</td>
<td>• Residential - 25 units  • Residential parking not to exceed 2 spaces per dwelling average  • Leisure Centre - 5,000 sq m (relocated and reconfigured from Site E)  • Reconfiguration of existing office floorspace</td>
</tr>
<tr>
<td><strong>G.</strong> West of the High Street (incorporates site H after preferred options stage)</td>
<td>Comprehensive mixed use development comprising:  - Redevelopment of existing buildings  - Retail  - Residential  - Car parking  - Bars/cafes/restaurants  - Community (including Faith) and health facilities  - Replacement office floorspace  - Public spaces  - Linkages to the parks</td>
<td>Phase 2/3</td>
<td>• Retail up to 20,000 sq m (net additional) including up to 5,000 sq m 3/A5 food/drink  • Residential - 1200 units  • Residential parking not to exceed 600 spaces  • New public parking - 600 spaces  • Community/health 2,000 sq m (net additional)  • Appropriate operational parking</td>
</tr>
<tr>
<td><strong>J.</strong> Bromley South</td>
<td>Mixed use development comprising:  - Improved station and forecourt  - Improved public transport hub  - Associated Retail, food and drink and improvements or replacements of existing retail  - Improved drop off facilities</td>
<td>Phase 1</td>
<td></td>
</tr>
<tr>
<td><strong>K.</strong> Westmoreland Road Car Park</td>
<td>Mixed use cinema led development comprising the Re-provision of multi-storey car park, cinema and associated leisure uses together with elements of:  - Residential  - Food and drink</td>
<td>Phase 1</td>
<td>• Residential - 280 units  • Residential parking not to exceed 140 spaces  • Cinema - 4,000 sq m  • A3/A4/A5 Food &amp; Drink - 1,000 sq m  • No more than 400 public parking spaces overall</td>
</tr>
<tr>
<td><strong>L.</strong> DHSS building and Bromley Christian Centre, Bromley South</td>
<td>Mixed use hotel-led development comprising:  - Hotel  - Residential  - Community and Faith use</td>
<td>Phase 1/2</td>
<td>• Residential - 50 units  • Residential parking not to exceed 38 spaces  • Hotel - 100 beds  • Community use  • Overall parking on site for non-residential uses not to exceed existing number of spaces  • One coach parking space for the hotel to be provided</td>
</tr>
<tr>
<td>Opportunity Sites</td>
<td>Proposed Development</td>
<td>Development Phase</td>
<td>Indicative Development Areas / parking provision</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>M. Queens Garden</td>
<td>• Cafes and restaurant use along the boundary with the Glades&lt;br&gt;• Improved pedestrian access</td>
<td>Phase 1</td>
<td>• A3 food and drink - 1,000 sq m&lt;br&gt;• No additional parking</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. Central Library Churchill Theatre</td>
<td>Mixed uses comprising:&lt;br&gt;• Community hub/ public facilities/ meeting space&lt;br&gt;• Library (refurbishment and new entrance/ground floor display area)&lt;br&gt;• Churchill Theatre (improved entrance and facilities linked to library)&lt;br&gt;• Improved access from the High Street&lt;br&gt;• Retained or relocated public conveniences</td>
<td>Phase 2/3</td>
<td>• Reuse/extension of existing library and theatre floorspace at ground floor level&lt;br&gt;• A3/A4 food and drink 500 sq m&lt;br&gt;• No additional parking</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P. Sainsbury's, West St</td>
<td>Mixed use redevelopment to comprise:&lt;br&gt;• Replacement/ possible extension of food retail&lt;br&gt;• Replacement retail parking&lt;br&gt;• Residential at upper levels</td>
<td>Phase 2</td>
<td>• More efficient use of land and buildings&lt;br&gt;• Improved retail facilities&lt;br&gt;• Housing including affordable housing&lt;br&gt;• Townscape improvements&lt;br&gt;• Highway improvement to facilitate improved vehicle access and egress&lt;br&gt;• Maximum 15 residential parking spaces&lt;br&gt;• Improvements to Conservation Area</td>
</tr>
<tr>
<td>Bromley North Village</td>
<td>• Improved streetscape&lt;br&gt;• Improved integration with Market Square&lt;br&gt;• Better integration between pedestrians and vehicles&lt;br&gt;• Encouragement of niche/independent traders&lt;br&gt;• Protection of existing entertainment and cultural facilities</td>
<td></td>
<td>• Townscape improvements&lt;br&gt;• Improvements to Conservation Area&lt;br&gt;• Economic benefits</td>
</tr>
<tr>
<td>Town Centre Business Areas</td>
<td>• Improved streetscape&lt;br&gt;• Traffic management scheme to improve access where necessary</td>
<td></td>
<td>• Economic benefits&lt;br&gt;• New business and employment opportunities</td>
</tr>
</tbody>
</table>
Appendix Three – Transport Policy Base

Bromley Town Centre AAP Transport-Related Policies (policies starting BTC)

Policy BTC18 Public Realm
The Council will seek to promote a high quality, well designed and well connected public realm in accordance with the Public Realm Strategy shown in Figure 3.3 in order to improve the appearance and attractiveness of the town centre. Through the design of public realm improvement schemes and the development of the Opportunity Sites, the Council will seek to:

- Improve the quality of streets and public spaces;
- Create a sense of arrival at key entrances to the town centre, including Bromley South and Bromley North stations;
- Improve integration of parks and open spaces with the town centre through the creation of high quality pedestrian green links;
- Enhance the pedestrian environment/ streetscape building on recent improvements to the High Street;
- Protect and enhance existing parks and open spaces and promote the improvement of existing facilities such as the concert bowl in Church House and Library Gardens;
- Create new public spaces as part of development proposals as indicated in the Key Diagram including a new town square outside the Churchill Theatre and Library;
- Improve signage and way finding in the town centre and from the stations;
- Improve the quality of the pedestrian environment including better crossings on A21 Kentish Way/Tweedie Road at the Civic Centre and Bromley North;
- Improve the environment of the A21 Tweedy Road/Kentish Way;
- Require environmental improvements and landscaping in association with new development;
- Enhance the quality of public spaces, streets and building frontages in Bromley North Village Improvement Area;
- Promote the provision of public art in public spaces including Queens Garden.

Policy BTC21 Transport Schemes
The Council will seek to ensure that transport scheme proposals support the new development proposed in each phase of development and:

- Contribute to economic regeneration and development
- Do not result in an increase in net traffic capacity. Development proposals which would result in an increase in net traffic capacity will only be acceptable where it can be demonstrated that the development is essential to the achievement of regeneration objectives and appropriate mitigation measures can be implemented;
  - Provide environmental benefits
- Improve safety for all users
- Improve conditions for pedestrians, cyclists, disabled people, public transport, freight and business
- Integrate with local and strategic land use planning policies.
Policy BTC22 Public Transport
The Council will promote the use of public transport that serves the town centre. The Council will expect:

- Step-change improvements at both Bromley South and Bromley North stations to reflect their increasingly important roles as public transport gateways, including better interchange and disabled access
- The continued development of the London Bus Network
- Improvements to bus waiting areas and bus service information (including real time displays)
- Retention of the bus stands at Bromley North (Site A) and at Westmoreland Road (Site K)
- Improvements to pedestrian access to and cycle parking near the stations and bus stops
- Improvements to interchange between bus services

The Council will promote and support bus priority and other public transport improvement schemes that improve service reliability, route capacity and linkages to poorly served locations.

Policy BTC23 Land Safeguarded for Transport Schemes

Land is safeguarded for the following transport schemes:

- Improvements at Bromley South station to provide a better public transport gateway, interchange, bus priority and disabled access (required before Phase Two of the AAP);
- Bus priority improvements at the Masons Hill/Westmoreland Road junction (required for Phase Three of the AAP);
- Highway improvements on Masons Hill between the High Street and Kentish Way (required for Phase Three of the AAP).

Proposals for the development of Opportunity Site A will be required to protect the ability for a future public transport link to be provided between Tweedy road and the rail track at Bromley North Station.

Planning permission will not be granted where development adversely affects existing public transport infrastructure unless such impacts are satisfactorily mitigated.

Other development will not be permitted on this land if it would be likely to prejudice the implementation of any of these schemes.

Policy BTC24 Walking and Cycling
The Council will promote walking and cycling for shorter journeys. The Council will seek to improve facilities for pedestrians and cyclists, including safe and attractive road crossings, with a view to increasing walking and cycling. The Council will seek to ensure that the pedestrian environment is accessible to people with disabilities. Particular attention will be paid to routes to schools.
Policy BTC25 Parking
Parking provision for non-residential development will be provided in the form of publicly available paid parking. A high standard of build quality and operational design (both for vehicles and pedestrians) will be expected for new car parks in the town centre, including personal security requirements.

The Council will seek to reduce existing non-residential parking provision where this is linked to the implementation of an approved Travel Plan. The levels of non-residential parking should be consistent with the targets to reduce the level of single car occupancy journeys contained within the approved travel plan.

The Council will further develop and expand the Controlled Parking Zones around the town centre to mitigate the impacts of commuter and shopper parking. The Council will prioritise the use of on-street parking for shorter stays. Residents within opportunity sites will not be eligible to acquire Resident’s Parking Permits to park on-street.

The Council will encourage Park & Ride operations to be developed. Implementation of an initial Saturdays-only Park & Ride will be investigated, based on the Christmas Park & Ride operation.

The Council will support a full-time Park & Ride service, triggered by development in Phase Three, subject to further study, including identification of an acceptable permanent site with adequate environmental safeguards and a viable business case.

Policy BTC26 Phasing of Transport Improvements
Planning permission for development will only be granted where the transport measures required by the proposed development (both on and off site) are either already in place or their provision is assured prior to occupation. Provision may be phased, relating to the phasing of development.

Planning permission will not be granted where development will cause significant adverse physical impacts on transport infrastructure or services that cannot reasonably be mitigated or that would prejudice the implementation of improvements.

Policy BTC27 Traffic Management
The Council will seek to make best use of the road network, taking into account the needs of all road users, through promotion and measures to optimize road use in relation to capacity. The Council will seek to achieve the following targets, relative to traffic levels in 2001.

-1% growth (i.e. 1% reduction) up to 2011
0% growth to end of Phase 2
No more than 3% growth to end of Phase 3

The Council will promote traffic management schemes in support of its wider town centre objectives. In designing such schemes, the following criteria will be taken into account:

- On the Transport for London Road Network (TLRN) and other A roads, the presumption will be to support their role as corridors for movement.
To place an increasing emphasis on “place” rather than movement on other roads and, where appropriate, to rebalance the functionality of streets as places.

**Policy BTC28 Car Clubs**
The Council will require all developments within the AAP area to allow for appropriate provision for car clubs.

**Policy BTC29 Freight**
The Council will require all major new developments to:
- Provide for rear servicing and deliveries;
- Encourage and support measures to coordinate logistics operations across the town
- Submit Delivery and Servicing Strategies as part of their proposals, which should be coordinated with other such strategies as they emerge,

The Council will encourage the production of Delivery and Servicing Plans for existing town centre development.
TRANSPORT DEMAND

POLICY T1
Development proposals likely to be significant generators of travel should be located in positions accessible or capable of being made accessible by a range of transport modes, including public transport, walking and cycling. The Council will assess the acceptability of proposals and their location by reference to the following matrix.

Locations of high, moderate and low accessibility are defined using Transport for London’s public transport accessibility levels (PTALs) as follows:

- High – PTAL levels 5 and 6,
- Moderate – PTAL levels 3 and 4; and
- Low – PTAL levels 1 and 2

ASSESSMENT OF TRANSPORT EFFECTS

POLICY T2
When considering applications for developments likely to be significant generators of travel or with unusual travel characteristics, the Council will require the submission of a Transport Assessment. Developers will be expected to enter into agreements to draw up and implement Travel Plans.

PARKING

POLICY T3
Off-street parking spaces in new development will be expected to be provided at levels no higher than the parking standards set out in Appendix II.

Parking provision at higher levels will be acceptable only where it can be demonstrated that the parking is required to meet the needs of disabled users or where lesser provision will lead to unsafe highway conditions, and it can be shown that the applicant has taken other measures to minimise the need for parking.

Where retail or leisure developments are proposed in town centres, parking additional to the relevant maximum standards will be acceptable, provided that the parking facilities will serve the town centre, the terms of which will be secured by means of a planning obligation. The parking facility should be consistent with the scale of the centre and with the Council’s town centre parking strategy.

PARK AND RIDE

POLICY T4
Applicants for Park and Ride schemes to serve Bromley town centre will be expected to demonstrate that the scheme:

(i) will lead to traffic reduction and use of other modes of transport; 
(ii) will not increase additional travel by car; 
(iii) will not increase significantly the total parking stock in the town centre; 
(iv) will be designed and implemented in association with public transport improvements and traffic management; and 
(v) will give priority to short-term users.
ACCESS FOR PEOPLE WITH RESTRICTED MOBILITY

POLICY T5
The Council will require that all development is designed to ensure ease of access for people with restricted mobility. (Design guidance and access criteria are set out in supplementary planning guidance).

PEDESTRIANS

POLICY T6
In determining planning applications, the Council will consider as appropriate the potential impact on pedestrians, and will seek provision of crossing facilities, designated routes and other improvements to the pedestrian environment.

CYCLISTS

POLICY T7
In determining planning applications, the Council will consider as appropriate the potential impact on cyclists and their safety and will seek provision of suitable facilities, including cycle parking/storage to the standards set within Appendix II, and contributions to the provision of the Strategic and Local Cycle Networks as identified on the Proposal Map.

OTHER ROAD USERS

POLICY T8
In determining planning applications, the Council will consider as appropriate the potential impact on other road users (such as horse riders and motor cyclists), and will seek provision of suitable facilities.

PUBLIC TRANSPORT

POLICY T9
In determining planning applications, the Council will consider as appropriate the potential impact on bus and rail services and their users, and will seek provision of suitable infrastructure improvements and other facilities, including highway works and bus shelters where such works are necessary and related in scale and kind to the proposed development.

POLICY T10
In considering proposals for developments likely to be significant generators of travel, the Council will seek contributions to the provision of public transport. The level of contribution will be related to the improvements to or provision of additional public transport services necessary to support the development and to make it accessible by public transport.

NEW ACCESSES

POLICY T11
When considering proposals for the creation of a new access, the Council will, subject to road safety requirements, apply the following principles:

(i) Strategic routes: no direct access will normally be permitted;
(ii) London Distributor Roads: limited access will be permitted only where there is no alternative;
(iii) Local distributor roads: access will normally be permitted where there is no suitable alternative;
(iv) Local access roads: will be permitted, subject to road safety requirements.
RESIDENTIAL ROADS

POLICY T12
The Council will require new residential roads suitable for adoption to be constructed in accordance with the guidelines set out in its Highways Design Manual. The developer will be invited to enter into an agreement for the roads to be adopted. Where appropriate, contributions will be sought to the improvement of the nearby road network where such works are necessary to support a proposed development.

UNMADE ROADS / UNADOPTED HIGHWAYS

POLICY T13
The Council will normally resist:

(i) development located more than 20 metres from a road with a continuously hard paved surface; and
(ii) development that would substantially increase traffic on roads which are not hard paved.

Where appropriate, the Council will seek contributions to the improvement of unmade roads up to adoptable standard, subject to Policy T14.

POLICY T14
Unadopted highways will normally be considered for making up and adoption, as resources permit, only following a referendum conducted in each road, in which the owners of the majority length of frontage are in favour.

TRAFFIC MANAGEMENT

POLICY T15
In considering traffic management measures the Council will seek to improve the local environment in addition to road safety, particularly in residential areas. In determining planning applications the Council will consider the potential impact on traffic management and will seek any consequential improvements.

TRAFFIC MANAGEMENT AND SENSITIVE ENVIRONMENTS

POLICY T16
In considering traffic management and other highway schemes in conservation areas, the Green Belt, or other visually sensitive environments, the Council will aim to ensure that the character and appearance of the area is retained and, where possible, enhanced.

SERVICING OF PREMISES

POLICY T17
When considering proposals for the redevelopment of frontages within town centres or development in other areas where servicing problems arise, the Council will normally require that rear-servicing facilities be provided.

ROAD SAFETY

POLICY T18
In determining planning applications, the Council will consider as appropriate the potential impact on road safety and will seek to ensure road safety is not adversely affected.
Appendix Four – Indicative Scheme Safeguarding Plan

The map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Bromley Licence Number 10001764.
# Appendix Five – Transport Strategy implementation

## Phase 1 – Up To Year 5

<table>
<thead>
<tr>
<th>Development Completed</th>
<th>Main Impacts</th>
<th>Supporting Interventions</th>
<th>Impact on Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site A – Bromley North Station (1st phase)</td>
<td>400 homes. Impact on public car park (178 spaces).</td>
<td>Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.</td>
<td>Replace majority of existing parking.</td>
</tr>
<tr>
<td>Site B – Corner of Tweedy Road/London Road</td>
<td>Potential CPZ issues – control of overspill parking. Low traffic impacts.</td>
<td>Limited interventions required.</td>
<td>Residents not to be issued with on street parking permits.</td>
</tr>
<tr>
<td>Site J – Bromley South Station</td>
<td>Minimal impact.</td>
<td>Upgrade Bromley South as public transport gateway/hub; accessibility, interchange. Public transport priority safeguarding.</td>
<td>None.</td>
</tr>
<tr>
<td>Site L – DHSS (1st phase)</td>
<td>Some traffic impact.</td>
<td>Contribution to improvements at Bromley South.</td>
<td>No loss of public parking – on site provision.</td>
</tr>
<tr>
<td>Site M – Queens Gardens</td>
<td>No transport impacts.</td>
<td>No transport interventions required.</td>
<td>None.</td>
</tr>
<tr>
<td>North Village</td>
<td>No traffic generation impacts.</td>
<td>Street scene improvement programme.</td>
<td>None.</td>
</tr>
</tbody>
</table>

## Summary of Interventions

- **Full interchange improvements at Bromley North Station:** improve signage, accessibility, forecourt etc.
  - Co-operation required with Network Rail
- **First stage interchange improvements to Bromley South:** e.g. DDA compliance, wayfinding, improve public realm of forecourt area.
  - Co-operation required with Network Rail
- **VMS required when Westmoreland Road car park is demolished**
- **Introduce Saturday “Park & Ride Lite”** (regular operation of Christmas Park & Ride scheme) on closure of Westmoreland Road car park
- **Bromley North Village street scene improvements**
- **Demonstration Projects** for walking and cycling. Including pedestrian crossing improvements (e.g. Market Square), cycle routes, cycle parking, bus stop improvements, bus real time information
- **Parking Migration Strategy** in place
- **Priority for LBB to develop their Travel Plan.** Kick off town centre wide Travel Plan Early Car Club
- **Transport Infrastructure Tariff/CIL adopted**
- **Monitoring**
## Phase 2 – Up to Year 10

<table>
<thead>
<tr>
<th>Development Completed</th>
<th>Main Impacts</th>
<th>Supporting Interventions</th>
<th>Impact on Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site A – Bromley North Station (2nd phase)</td>
<td>400 homes. Impact on public car park (178 spaces).</td>
<td>Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.</td>
<td>Replace majority of existing parking.</td>
</tr>
<tr>
<td>Site F – Civic Centre (1st phase)</td>
<td>Relatively low traffic impacts. Proportionate reduction in available parking (public and LBB staff).</td>
<td>LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.</td>
<td>Available parking unchanged, but shared across larger volume of uses.</td>
</tr>
<tr>
<td>Site L – DHSS (2nd phase)</td>
<td>Some traffic impact.</td>
<td>Public transport improvements at Bromley South.</td>
<td>On site provision.</td>
</tr>
<tr>
<td>Site N – Churchill Theatre/Library (1st phase)</td>
<td>No traffic impacts.</td>
<td>No transport interventions required.</td>
<td>None.</td>
</tr>
</tbody>
</table>

### Development Related

<table>
<thead>
<tr>
<th>Summary of Interventions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Management including:</td>
</tr>
<tr>
<td>• UTMC/VMS scheme</td>
</tr>
<tr>
<td>• Junction Improvements</td>
</tr>
<tr>
<td>Transport Infrastructure Tariff/CIL operational</td>
</tr>
<tr>
<td>Full interchange improvements required at Bromley South Station</td>
</tr>
</tbody>
</table>

### General

- Continued Street scene improvements in Bromley North Village
- Comprehensive PT improvements and promotion, building on earlier Demonstration Projects
- Full implementation of the town centre wide Travel Plan.
- Possible extension to Park & Ride "Lite".
- Comprehensive improvements to walking and cycling building on earlier Demonstration Projects
- Town Centre-wide Car Club and cycle hire rolling out
- Monitoring
Phase 3 – Up to Year 15

### Development Completed

<table>
<thead>
<tr>
<th>Site E – The Pavilion</th>
<th>Main Impacts</th>
<th>Supporting Interventions</th>
<th>Impact on Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Some traffic impact, although no additional parking at The Glades.</td>
<td>Improved pedestrian access across Kentish Way. Linkages to Site F and Site M. Full Park &amp; Ride scheme, if feasible. A21 Widening.</td>
<td>No additional parking.</td>
</tr>
<tr>
<td>Site F – Civic Centre (2nd phase)</td>
<td>Relatively low traffic impacts.</td>
<td>LBB Travel Plan interventions required.</td>
<td>Available parking unchanged, but shared across larger volume of uses.</td>
</tr>
<tr>
<td>Site N – Churchill Theatre/Library (2nd phase)</td>
<td>No traffic impacts.</td>
<td>No transport interventions required.</td>
<td>None.</td>
</tr>
</tbody>
</table>

### Summary of Interventions

- **Development Related**
  - 600 new public parking spaces
  - Full active Traffic Management: VMS, ITS, UTMC

### General

- Comprehensive town centre Car Club and cycle hire
- If feasible, full Park & Ride in place
- Monitoring
- A21 Widening

---

Legend:
- AAP Boundary
- Off Street Car Parks
- Bromley North Village
- AAP Opportunity Sites – Phase 3

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty’s Stationery Office. Crown copyright and may lead to prosecution or civil proceedings.
## Appendix Seven – Implementation Programme with Estimated Budget Costs

<table>
<thead>
<tr>
<th>Potential Schemes</th>
<th>LBB-TfL</th>
<th>s106</th>
<th>CIL</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Annual Programmes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review bus priority measures</td>
<td>2,100</td>
<td>0</td>
<td>0</td>
<td>2,100</td>
</tr>
<tr>
<td>Improve and upgrade street lighting.</td>
<td>2,300</td>
<td>0</td>
<td>0</td>
<td>2,300</td>
</tr>
<tr>
<td>Improve and upgrade traffic signals.</td>
<td>1,100</td>
<td>800</td>
<td>0</td>
<td>1,900</td>
</tr>
<tr>
<td>Introduce new pedestrian and walking routes to the Town Centre.</td>
<td>230</td>
<td>0</td>
<td>0</td>
<td>230</td>
</tr>
<tr>
<td>Introduce an upgrade new cycle routes to the Town Centre.</td>
<td>350</td>
<td>0</td>
<td>0</td>
<td>350</td>
</tr>
<tr>
<td>Increase the number of cycle parking stands on street.</td>
<td>120</td>
<td>0</td>
<td>0</td>
<td>120</td>
</tr>
<tr>
<td>Work with developers to ensure cycle parking is provided at all new development sites.</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td><strong>Sub-total section 1</strong></td>
<td>6,200</td>
<td>1,000</td>
<td>0</td>
<td>7,200</td>
</tr>
<tr>
<td><strong>2 Variable Message Signs and Traffic Information</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving traffic information in the town centre which may include variable messages to parking destinations, new static signs to parking destinations or lorry routes and signs to improve delivery.</td>
<td>250</td>
<td>200</td>
<td>0</td>
<td>450</td>
</tr>
<tr>
<td>Improve countdown real time passenger Information system at all bus stops in the Town Centre.</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>400</td>
</tr>
<tr>
<td>Introduce passenger transport information system in all new and existing shopping centres and selected locations on street.</td>
<td>0</td>
<td>110</td>
<td>0</td>
<td>110</td>
</tr>
<tr>
<td>Set up new web site to provide travellers with traffic and travel information to help inform travel decisions.</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td><strong>Sub-total section 2</strong></td>
<td>450</td>
<td>310</td>
<td>260</td>
<td>1,020</td>
</tr>
<tr>
<td>Potential Schemes</td>
<td>LBB-TfL</td>
<td>s106</td>
<td>CIL</td>
<td>Total</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
<td>---------</td>
<td>------</td>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td><strong>Public Realm and Environmental Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian sites: need to improve pedestrian signage in town centre.</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Improve pedestrian access, which may include formal and informal crossing points,</td>
<td>200</td>
<td>0</td>
<td>400</td>
<td>600</td>
</tr>
<tr>
<td>the widening or improvement of pedestrian paved areas, the upgrade and maintenance of the town's pedestrian squares and general improvements to the street scheme.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public realm improvements in East Street as part of the improvements for Bromley North Village.</td>
<td>380</td>
<td>0</td>
<td>100</td>
<td>480</td>
</tr>
<tr>
<td>Public realm improvements in Bromley High Street as part of the improvements for Bromley North</td>
<td>490</td>
<td>0</td>
<td>100</td>
<td>590</td>
</tr>
<tr>
<td>Public realm improvements in Market Square as part of the improvements for Bromley South.</td>
<td>450</td>
<td>0</td>
<td>0</td>
<td>450</td>
</tr>
<tr>
<td>Public realm improvements in the remainder part of Bromley North Village as part of the improvements for Bromley North Village.</td>
<td>0</td>
<td>0</td>
<td>280</td>
<td>280</td>
</tr>
<tr>
<td>Provision of new litter bins.</td>
<td>20</td>
<td>0</td>
<td>60</td>
<td>80</td>
</tr>
<tr>
<td>Changes to street lighting</td>
<td>20</td>
<td>0</td>
<td>80</td>
<td>100</td>
</tr>
<tr>
<td>Potential shop front grants.</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>400</td>
</tr>
<tr>
<td>Provision of lighting to illuminate buildings in public realm.</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>Provision and maintenance of CCTV.</td>
<td>100</td>
<td>0</td>
<td>400</td>
<td>500</td>
</tr>
<tr>
<td>Measures to reduce crime and increase security.</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>600</td>
</tr>
<tr>
<td><strong>Sub-total section 3</strong></td>
<td>2,060</td>
<td>400</td>
<td>1,920</td>
<td>4,380</td>
</tr>
<tr>
<td>Potential Schemes</td>
<td>LBB-TfL</td>
<td>s106</td>
<td>CIL</td>
<td>Total</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>------</td>
<td>-----</td>
<td>-------</td>
</tr>
<tr>
<td>4</td>
<td><strong>Improvements to public car parking and the provision of public car parking on and off street</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review of CPZ.</td>
<td>0</td>
<td>0</td>
<td>400</td>
<td>400</td>
</tr>
<tr>
<td>To look at amendments needed with existing boundaries of the CPZ that arise from any changes resulting from development. These may include introducing or modifying permit schemes and introducing or modifying parking controls.</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>Review the boundaries of CPZ and possible extensions to permit scheme.</td>
<td>0</td>
<td>0</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Improvements to existing off-street car parks may include improved lighting and CCTV to aid security or improvements to information boards, car park surface and/or maintenance of car parks.</td>
<td>0</td>
<td>0</td>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td>The creation of new or expansion of existing car parks.</td>
<td>200</td>
<td>600</td>
<td>0</td>
<td>800</td>
</tr>
<tr>
<td>Improvements to car parks including upgrade to pay on foot machines.</td>
<td>350</td>
<td>0</td>
<td>300</td>
<td>650</td>
</tr>
<tr>
<td>Work with developers to provide high quality parking provision in the town centre.</td>
<td>0</td>
<td>4,000</td>
<td>0</td>
<td>4,000</td>
</tr>
<tr>
<td><strong>Sub-total section 4</strong></td>
<td>750</td>
<td>4,600</td>
<td>1,150</td>
<td>6,500</td>
</tr>
<tr>
<td>5</td>
<td><strong>Rail &amp; Bus Improvements funded by partners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of improved passenger information signs on street, at bus stops and shopping centres.</td>
<td>250</td>
<td>0</td>
<td>0</td>
<td>250</td>
</tr>
<tr>
<td>Improvements to bus shelters and street furniture.</td>
<td>350</td>
<td>0</td>
<td>0</td>
<td>350</td>
</tr>
<tr>
<td>Public Transport Hub improvement at Bromley South</td>
<td>300</td>
<td>0</td>
<td>500</td>
<td>800</td>
</tr>
<tr>
<td>Station access improvements at Bromley South</td>
<td>250</td>
<td>0</td>
<td>600</td>
<td>850</td>
</tr>
<tr>
<td>Station access and PT Hub improvements at Bromley North</td>
<td>250</td>
<td>0</td>
<td>400</td>
<td>650</td>
</tr>
<tr>
<td>Work with train operating companies to improve frequency, reliability and additional capacity to all railway stations in the borough.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Work with Network Rail to improve disability facilities at Bromley South and Bromley North and to improve access for all.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Work with the bus companies to improve the frequency and reliability of bus services into the town centre.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Illuminate and floodlight public buildings</td>
<td>0</td>
<td>600</td>
<td>0</td>
<td>600</td>
</tr>
<tr>
<td><strong>Sub-total section 5</strong></td>
<td>1,400</td>
<td>600</td>
<td>1,500</td>
<td>3,500</td>
</tr>
<tr>
<td>Potential Schemes</td>
<td>LBB-TfL</td>
<td>s106</td>
<td>CIL</td>
<td>Total</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------</td>
<td>------</td>
<td>-----</td>
<td>-------</td>
</tr>
<tr>
<td>6 Promotional Programmes, Travel Plans and Delivery &amp; Servicing Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish a town-wide travel plan to support “Ten in Ten” target.</td>
<td>300</td>
<td>0</td>
<td>1,200</td>
<td>1,500</td>
</tr>
<tr>
<td>Work with all new developers as part of the planning process to ensure that they have a travel plan and that they join the town-wide travel plan process, including Delivery &amp; Servicing Plans.</td>
<td>0</td>
<td>1,500</td>
<td>0</td>
<td>1,500</td>
</tr>
<tr>
<td>Work with all existing businesses in the town centre to ensure they join the town-wide travel plan.</td>
<td>0</td>
<td>0</td>
<td>800</td>
<td>800</td>
</tr>
<tr>
<td>Sub-total section 6</td>
<td>300</td>
<td>1,500</td>
<td>2,000</td>
<td>3,800</td>
</tr>
<tr>
<td>7 Car Clubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car clubs are to be provided as part of all major developments</td>
<td>n/a</td>
<td>tbc</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Sub-total section 7</td>
<td>n/a</td>
<td>tbc</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>8 Major Projects and investment in highway network</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park &amp; Ride “Lite” Contributions to the existing Park &amp; Ride or the development, creation and possible maintenance of new Park &amp; Ride sites to serve the town centre.</td>
<td>400</td>
<td>0</td>
<td>800</td>
<td>1,200</td>
</tr>
<tr>
<td>Permanent Park &amp; Ride: studies &amp; development</td>
<td>250</td>
<td>0</td>
<td>0</td>
<td>250</td>
</tr>
<tr>
<td>Permanent Park &amp; Ride: contributions to the existing Park &amp; Ride or the development, creation and possible maintenance of new Park &amp; Ride sites to serve the town centre</td>
<td>1,200</td>
<td>0</td>
<td>2,000</td>
<td>3,200</td>
</tr>
<tr>
<td>A21 widening to improve access to the town centre for public transport and general traffic.</td>
<td>10,000</td>
<td>0</td>
<td>11,000</td>
<td>21,000</td>
</tr>
<tr>
<td>Tramlink extension studies</td>
<td>300</td>
<td>0</td>
<td>300</td>
<td>600</td>
</tr>
<tr>
<td>Tramlink extension from Beckenham Junction to Bromley Town Centre construction phase.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Study to consider converting heavy rail links from Bromley North to Grove Park to light rail.</td>
<td>300</td>
<td>0</td>
<td>0</td>
<td>300</td>
</tr>
<tr>
<td>Bromley North to Grove Park construction phase of works required.</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Sub-total section 8</td>
<td>12,450</td>
<td>0</td>
<td>14,100</td>
<td>26,550</td>
</tr>
<tr>
<td>Total of all sections:</td>
<td>£23.61m</td>
<td>£8.41m</td>
<td>£20.93m</td>
<td>£52.95m</td>
</tr>
</tbody>
</table>