

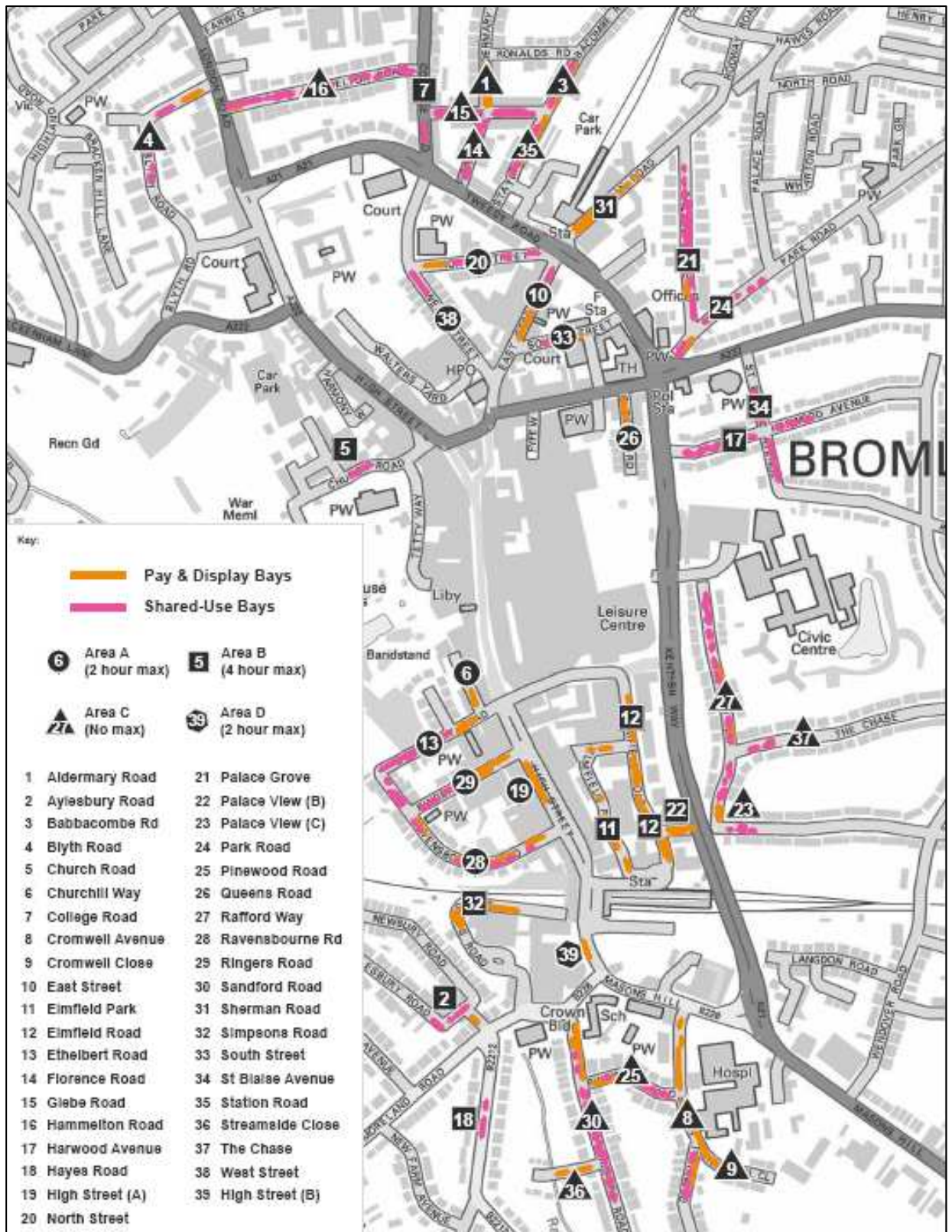
**Bromley Town Centre**

**Transport Strategy**

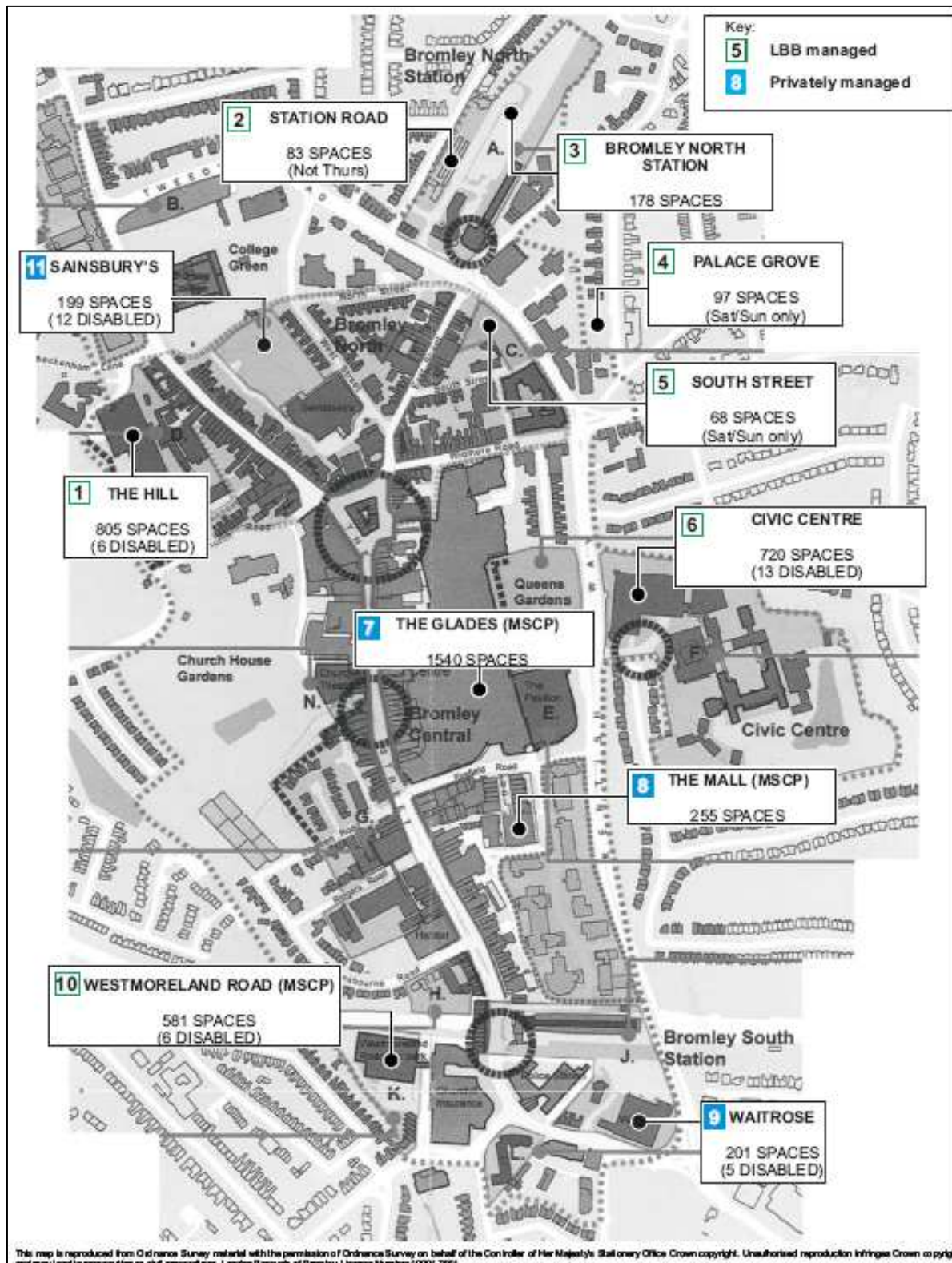
**October 2008**

**A P P E N D I C E S**

## Appendix One – Parking



On street parking – Bromley town centre

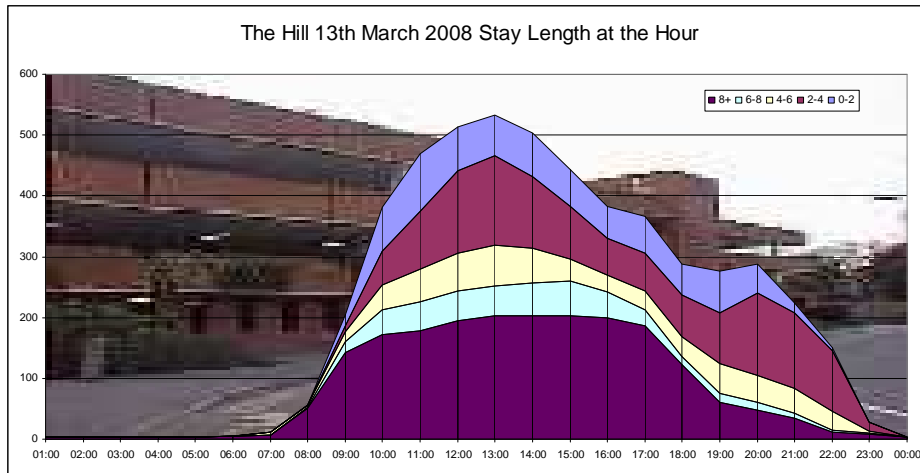


Off street parking – Bromley town centre

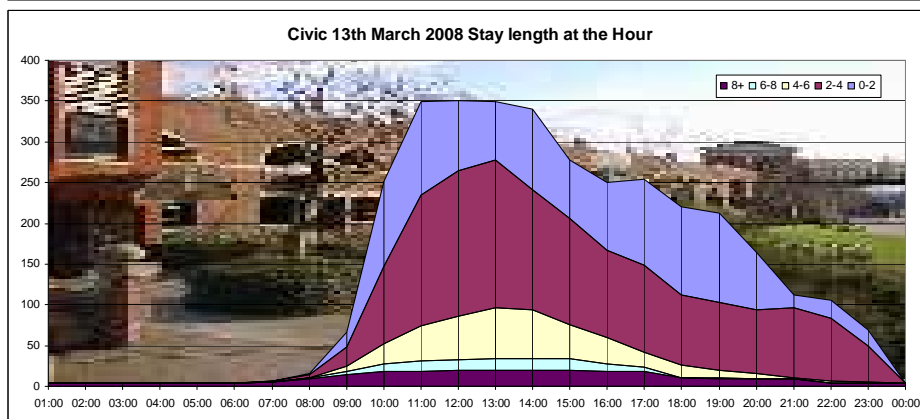
## Duration of stay at town centre multi-storey car parks run by LBB

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.

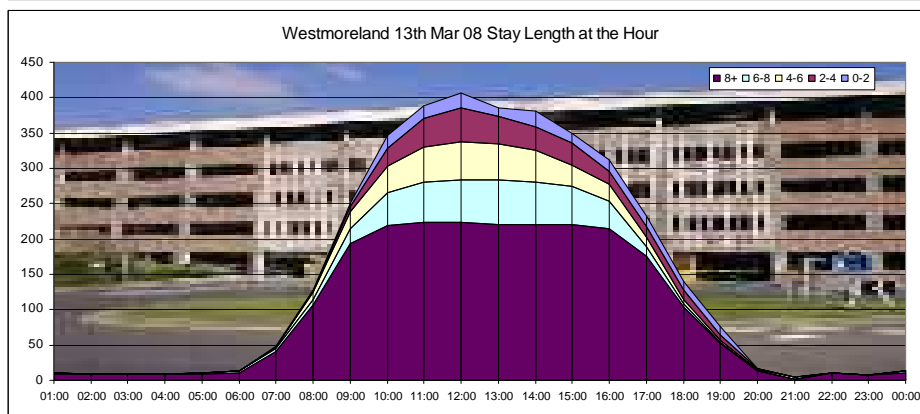
On Thursday (13<sup>th</sup> March 2008), the greatest number users of The Hill and Westmoreland Road car parks were staying for 8+ hours, ie long stay. The Civic Centre by contrast had very few long stay visitors, with the majority parking for 2-4 hours. This confirms that The Hill and Westmoreland car parks are predominantly utilised for long stay on weekdays, while the Civic Centre is more important for shoppers and other visitors.



The Hill



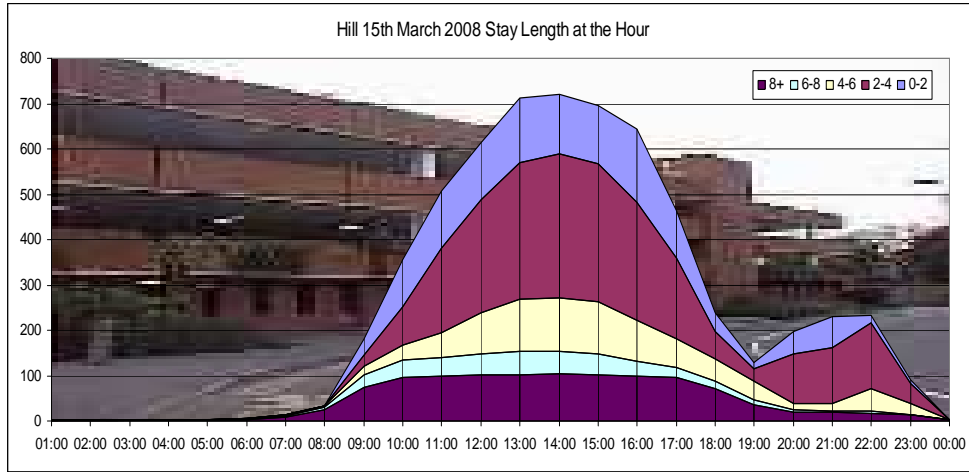
Civic Centre



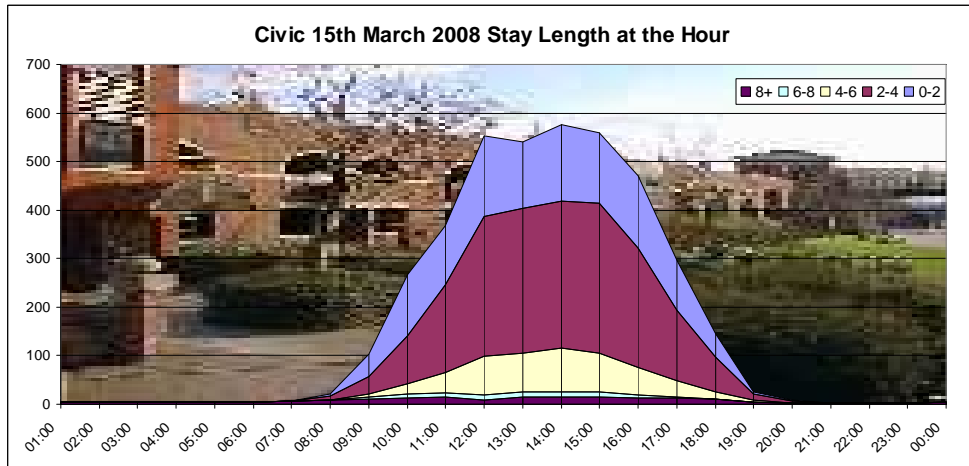
Westmoreland Road



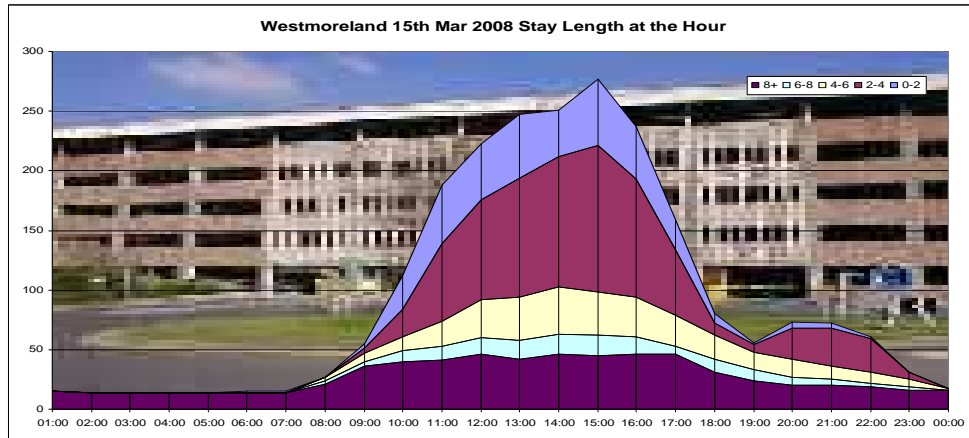
On the Saturday (15<sup>th</sup> March 2008), the greatest use was by shorter stay visitors in all three car parks.



The Hill



Civic Centre



Westmoreland Road

## Appendix Two – Summary of AAP Key Development Sites

Opportunity Sites	Proposed Development	Development Phase	Indicative Development Areas / parking provision
<p><b>A.</b></p> <p><b>Bromley North Station</b></p>	<p>Mixed use development comprising:</p> <ul style="list-style-type: none"> <li>• Improvements to Station facilities and new ancillary retail</li> <li>• Public transport interchange- to include public conveniences and bus facilities</li> <li>• Refurbishment of listed building</li> <li>• Decked car park</li> <li>• Improved public space</li> <li>• Residential</li> <li>• Offices/businesses</li> <li>• Associated food and drink</li> <li>• Improved pedestrian access to town centre</li> <li>• Improved community, and health facilities</li> </ul>	<p>Phase 1/ 2</p>	<ul style="list-style-type: none"> <li>• Residential- 400 units</li> <li>• Residential parking not to exceed 200 spaces</li> <li>• Business (B1)- 2,000 sq m</li> <li>• Community uses 1,000 sq m</li> <li>• A3/A5 Ancillary food and drink</li> <li>• Replacement of existing public car parking spaces</li> </ul>
<p><b>B.</b></p> <p><b>Corner of Tweedy Road/London Road</b></p>	<ul style="list-style-type: none"> <li>• Residential development</li> </ul>	<p>Phase 1</p>	<ul style="list-style-type: none"> <li>• Residential around 70 units subject to acceptable design</li> <li>• Residential parking not to exceed 38 spaces</li> </ul>
<p><b>C.</b></p> <p><b>The former Town Hall and South Street Car park</b></p>	<p>Mixed use scheme:</p> <ul style="list-style-type: none"> <li>• Offices/businesses and/or hotel/ conference centre</li> </ul>	<p>Phase 1</p>	<ul style="list-style-type: none"> <li>• Additional Business (B1) - 5,000 sq m</li> <li>• 150 bed hotel/ conference centre</li> <li>• Overall parking on site not to exceed existing number of spaces</li> <li>• Pick-up/set-down point to be provided for coaches</li> </ul>
<p><b>D</b></p> <p><b>The Hill Car Park</b></p> <p><b>REMOVED POST CONSULTATION</b></p>			
<p><b>E.</b></p> <p><b>Pavilion</b></p>	<ul style="list-style-type: none"> <li>• Retail extension to The Glades</li> </ul>	<p>Phase 3</p>	<ul style="list-style-type: none"> <li>• Retail- 22,000 sq m (net additional)</li> <li>• No additional parking</li> </ul>

Opportunity Sites	Proposed Development	Development Phase	Indicative Development Areas / parking provision
<p>F.</p> <p><b>Bromley Civic Centre</b></p>	<p>Mixed use development comprising elements of the following:</p> <ul style="list-style-type: none"> <li>Reconfigured civic offices and car parking</li> <li>Low density residential development including conversion of listed building</li> <li>Leisure centre</li> <li>Improved pedestrian connections</li> </ul>	<p>Phase 2/3</p>	<ul style="list-style-type: none"> <li>Residential- 25 units</li> <li>Residential parking not to exceed 2 spaces per dwelling average</li> <li>Leisure Centre- 5,000 sq m (relocated and reconfigured from Site E)</li> <li>Reconfiguration of existing office floorspace</li> </ul>
<p>G</p> <p><b>West of the High Street</b> (incorporates site H after preferred options stage)</p>	<p>Comprehensive mixed use development comprising:</p> <ul style="list-style-type: none"> <li>Redevelopment of existing buildings</li> <li>Retail</li> <li>Residential</li> <li>Car parking</li> <li>Bars/cafes/restaurants</li> <li>Community (including Faith) and health facilities</li> <li>Replacement office floorspace</li> <li>Public spaces</li> <li>Linkages to the parks</li> </ul>	<p>Phase 2/3</p>	<ul style="list-style-type: none"> <li>Retail up to 20,000 sq m (net additional) including up to 5,000 sq m 3/A5 food/drink</li> <li>Residential- 1200 units</li> <li>Residential parking not to exceed 600 spaces</li> <li>New public parking- 600 spaces</li> <li>Community/health 2,000 sq m (net additional)</li> <li>Appropriate operational parking</li> </ul>
<p>J.</p> <p><b>Bromley South</b></p>	<p>Mixed use development comprising:</p> <ul style="list-style-type: none"> <li>Improved station and forecourt</li> <li>Improved public transport hub</li> <li>Associated Retail, food and drink and improvements or replacements of existing retail</li> <li>Improved drop off facilities</li> </ul>	<p>Phase 1</p>	
<p>K.</p> <p><b>Westmoreland Road Car Park</b></p>	<p>Mixed use cinema led development comprising the Re-provision of multi-storey car park, cinema and associated leisure uses together with elements of:</p> <ul style="list-style-type: none"> <li>Residential</li> <li>Food and drink</li> </ul>	<p>Phase 1</p>	<ul style="list-style-type: none"> <li>Residential- 280 units</li> <li>Residential parking not to exceed 140 spaces</li> <li>Cinema- 4,000 sq m</li> <li>A3/A4/A5 Food &amp; Drink- 1,000 sq m</li> <li>No more than 400 public parking spaces overall</li> </ul>
<p>L.</p> <p><b>DHSS building and Bromley Christian Centre, Bromley South</b></p>	<p>Mixed use hotel-led development comprising:</p> <ul style="list-style-type: none"> <li>Hotel</li> <li>Residential</li> <li>Community and Faith use</li> </ul>	<p>Phase 1/2</p>	<ul style="list-style-type: none"> <li>Residential- 50 units</li> <li>Residential parking not to exceed 38 spaces</li> <li>Hotel- 100 beds</li> <li>Community use</li> <li>Overall parking on site for non-residential uses not to exceed existing number of spaces</li> <li>One coach parking space for the hotel to be provided</li> </ul>
<p>M.</p> <p><b>Queens Garden</b></p>	<ul style="list-style-type: none"> <li>Cafes and restaurant use along the boundary with the Glades</li> <li>Improved pedestrian access</li> </ul>	<p>Phase 1</p>	<ul style="list-style-type: none"> <li>A3 food and drink- 1,000 sq m</li> <li>No additional parking</li> </ul>

Opportunity Sites	Proposed Development	Development Phase	Indicative Development Areas / parking provision
<p><b>N.</b> Central Library Churchill Theatre</p>	<p>Mixed uses comprising:</p> <ul style="list-style-type: none"> <li>• Community hub/ public facilities/ meeting space</li> <li>• Library (refurbishment and new entrance/ground floor display area)</li> <li>• Churchill Theatre (improved entrance and facilities linked to library)</li> <li>• Improved access from the High Street</li> <li>• Retained or relocated public conveniences</li> </ul>	<p>Phase 2/3</p>	<ul style="list-style-type: none"> <li>• Reuse/extension of existing library and theatre floorspace at ground floor level</li> <li>• A3/A4 food and drink 500 sq m</li> <li>• No additional parking</li> </ul>
<p><b>P.</b> Sainsburys, West St</p>	<p>Mixed use redevelopment to comprise:</p> <ul style="list-style-type: none"> <li>• Replacement/ possible extension of food retail</li> <li>• Replacement retail parking</li> <li>• Residential at upper levels</li> </ul>	<p>Phase 2</p>	<ul style="list-style-type: none"> <li>• More efficient use of land and buildings</li> <li>• Improved retail facilities</li> <li>• Housing including affordable housing</li> <li>• Townscape improvements</li> <li>• Highway improvement to facilitate improved vehicle access and egress</li> <li>• Maximum 15 residential parking spaces</li> <li>• Improvements to Conservation Area</li> </ul>
<p><b>Bromley North Village</b></p>	<ul style="list-style-type: none"> <li>• Improved streetscape</li> <li>• Improved integration with Market Square</li> <li>• Better integration between pedestrians and vehicles</li> <li>• Encouragement of niche/independent traders</li> <li>• Protection of existing entertainment and cultural facilities</li> </ul>		<ul style="list-style-type: none"> <li>• Townscape improvements</li> <li>• Improvements to Conservation Area</li> <li>• Economic benefits</li> </ul>
<p><b>Town Centre Business Areas</b></p>	<ul style="list-style-type: none"> <li>• Improved streetscape</li> <li>• Traffic management scheme to improve access where necessary</li> </ul>		<ul style="list-style-type: none"> <li>• Economic benefits</li> <li>• New business and employment opportunities</li> </ul>



## **Appendix Three – Transport Policy Base**

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

#### **Policy BTC17 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;
- 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/Tweedy 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:

- Contribute to economic regeneration and development
- Do not increase net traffic capacity unless essential to regeneration
- 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 linages to poor served locations.

### **Policy BTC23 Land Safeguarded for Transport Schemes**

Land shown *on the accompanying plan* is safeguarded for the construction of the transport schemes as shown. 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 require a reduction of existing private non-residential parking provision, where this is linked to the implementation of a suitable 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. 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.

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***Bromley Adopted UDP (2006) Transport-Related Policies (policies starting T)***

**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.

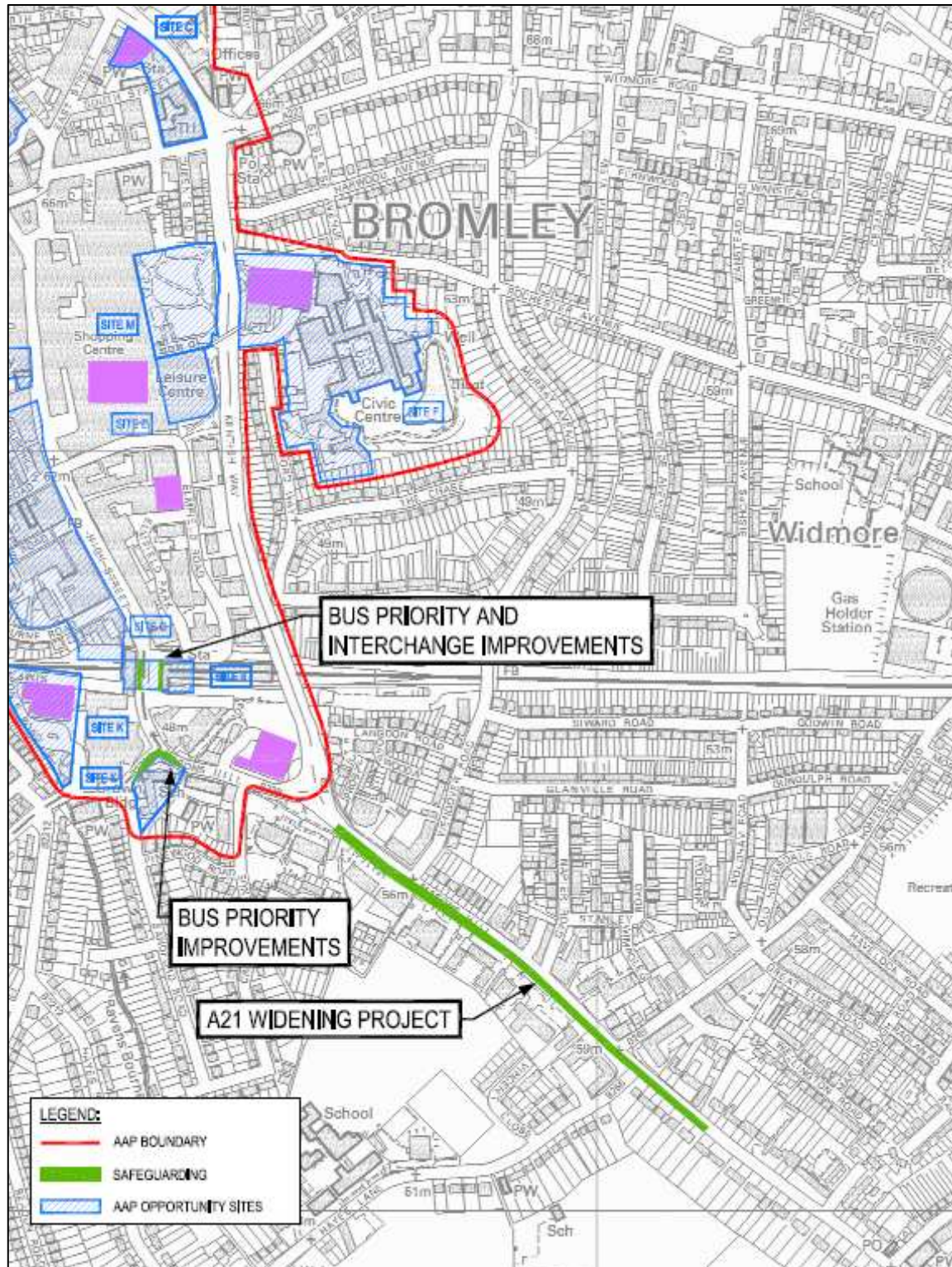
## **ROAD SAFETY**

### ***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.

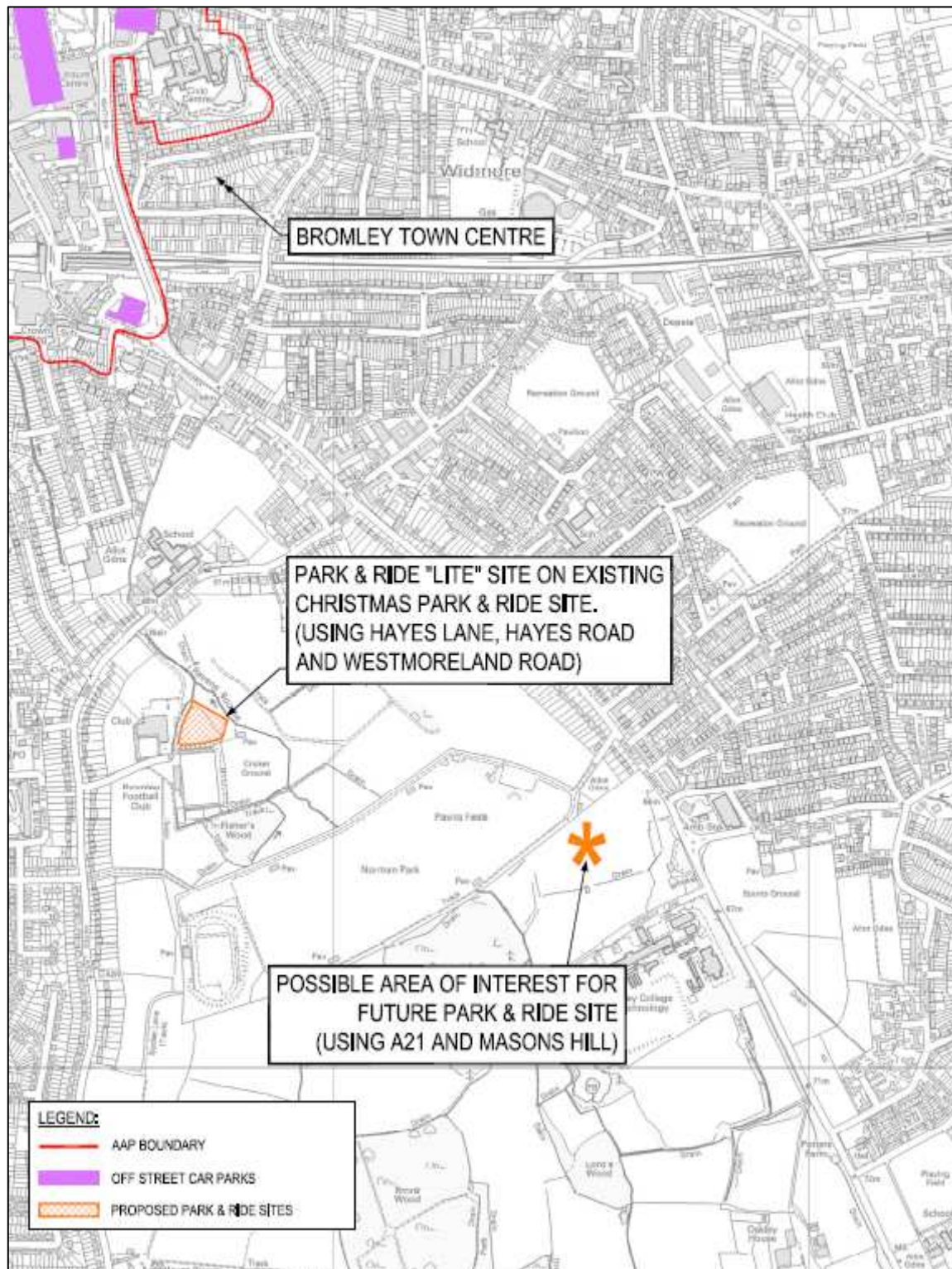
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## Appendix Four – Indicative Scheme Safeguarding Plan





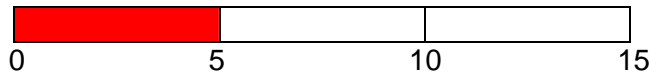
## Appendix Five – Park & Ride



## Appendix Six – Transport Strategy implementation “storyboards”

### Phase 1 – Up To Year 5

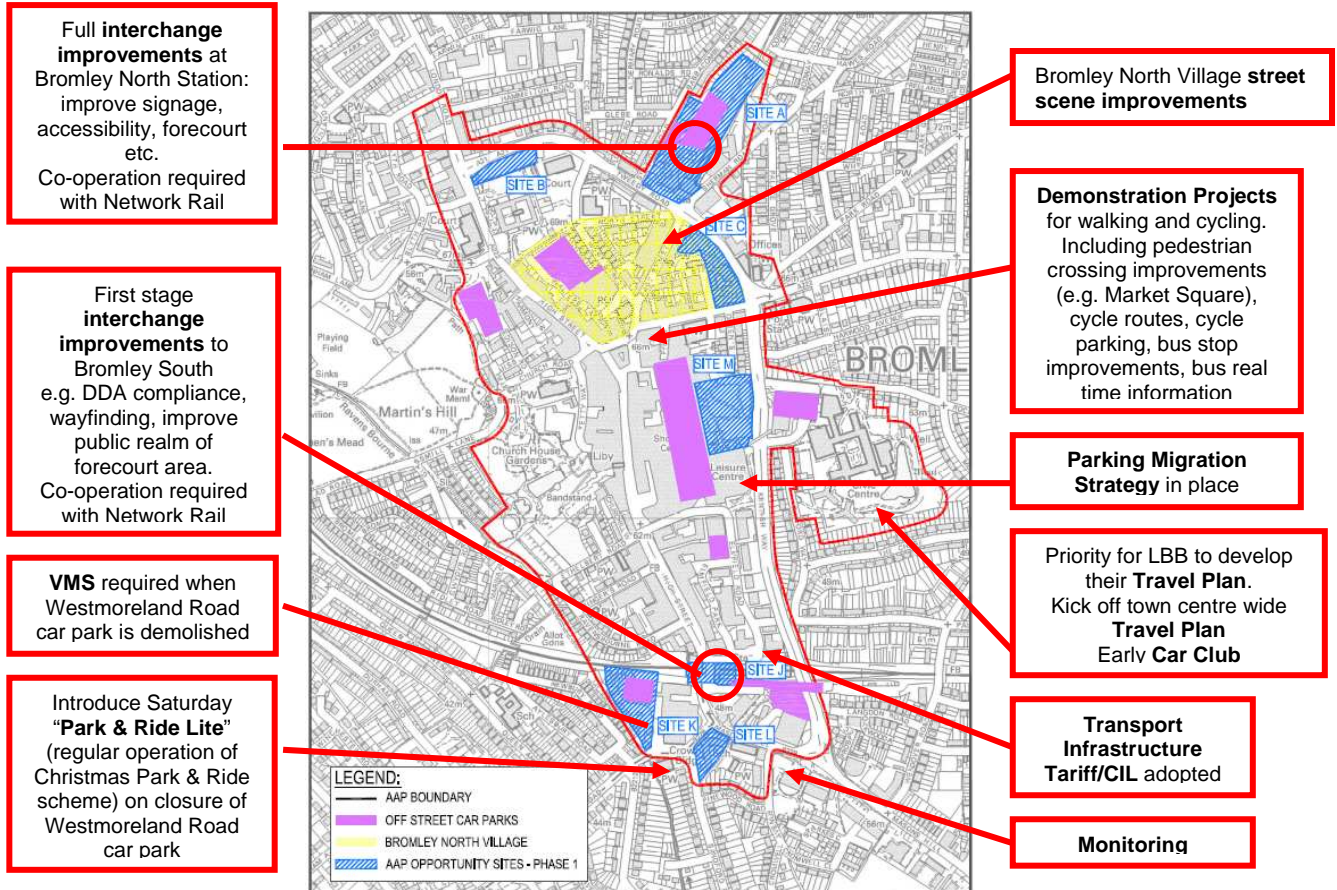
Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
Site A – Bromley North Station (1 <sup>st</sup> phase)	400 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
Site B – Corner of Tweedy Road/London Road	Potential CPZ issues – control of overspill parking. Low traffic impacts.	Limited interventions required.	Residents not to be issued with on street parking permits.
Site C – Town Hall	Limited traffic impacts. Loss of South Street car park (68 spaces).	Coach pick-up/set-down.	Loss of South Street car park. Disabled parking to be addressed in Parking Migration Strategy.
Site J – Bromley South Station	Virtually no impact.	Upgrade Bromley South as public transport gateway/hub; accessibility, interchange. Public transport priority safeguarding.	None.
Site K – Westmoreland Road	Complete loss of car park during construction. New car park, but overall net loss in parking. RBS parking impacts? Development traffic impacts relatively low	Introduction of “Park & Ride” Lite – Sat operation of Xmas P&R scheme – on closure of car park (subject to feasibility). VMS scheme required before construction phase, to direct drivers to other car parks. Parking Migration Strategy required. Contribution to improvements at Bromley South.	Loss of 581 spaces when Westmoreland Road car park is demolished. New car park: 400 spaces, but needs to support development on the site.
Site L – DHSS (1 <sup>st</sup> phase)	Tbc – some traffic impact.	Contribution to improvements at Bromley South.	Tbc.
Site M – Queens Gardens	No transport impacts.	No transport interventions required.	None.
North Village	No traffic generation impacts.	Street scene improvement programme.	None.



Development Related

### Summary of Interventions

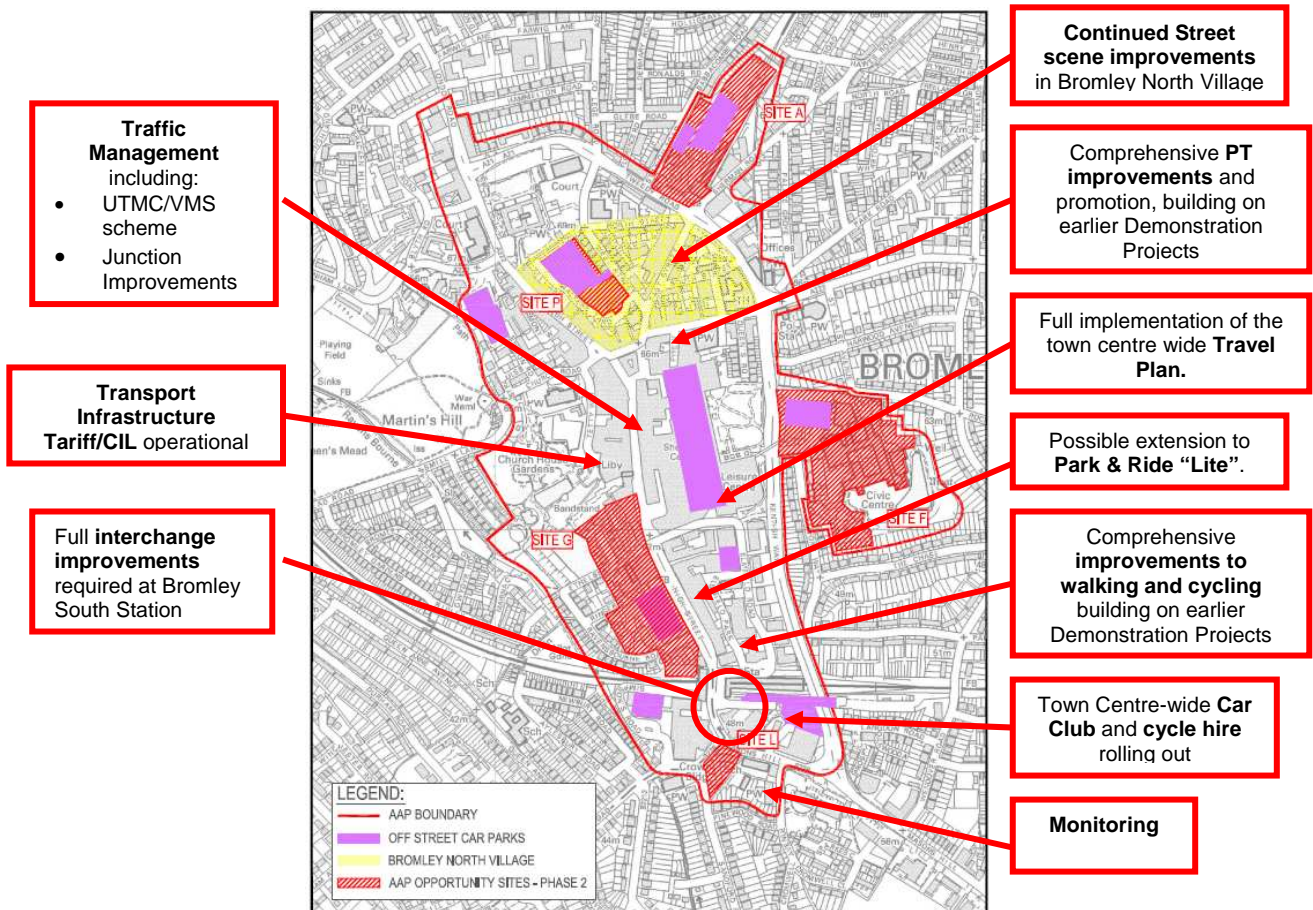
General





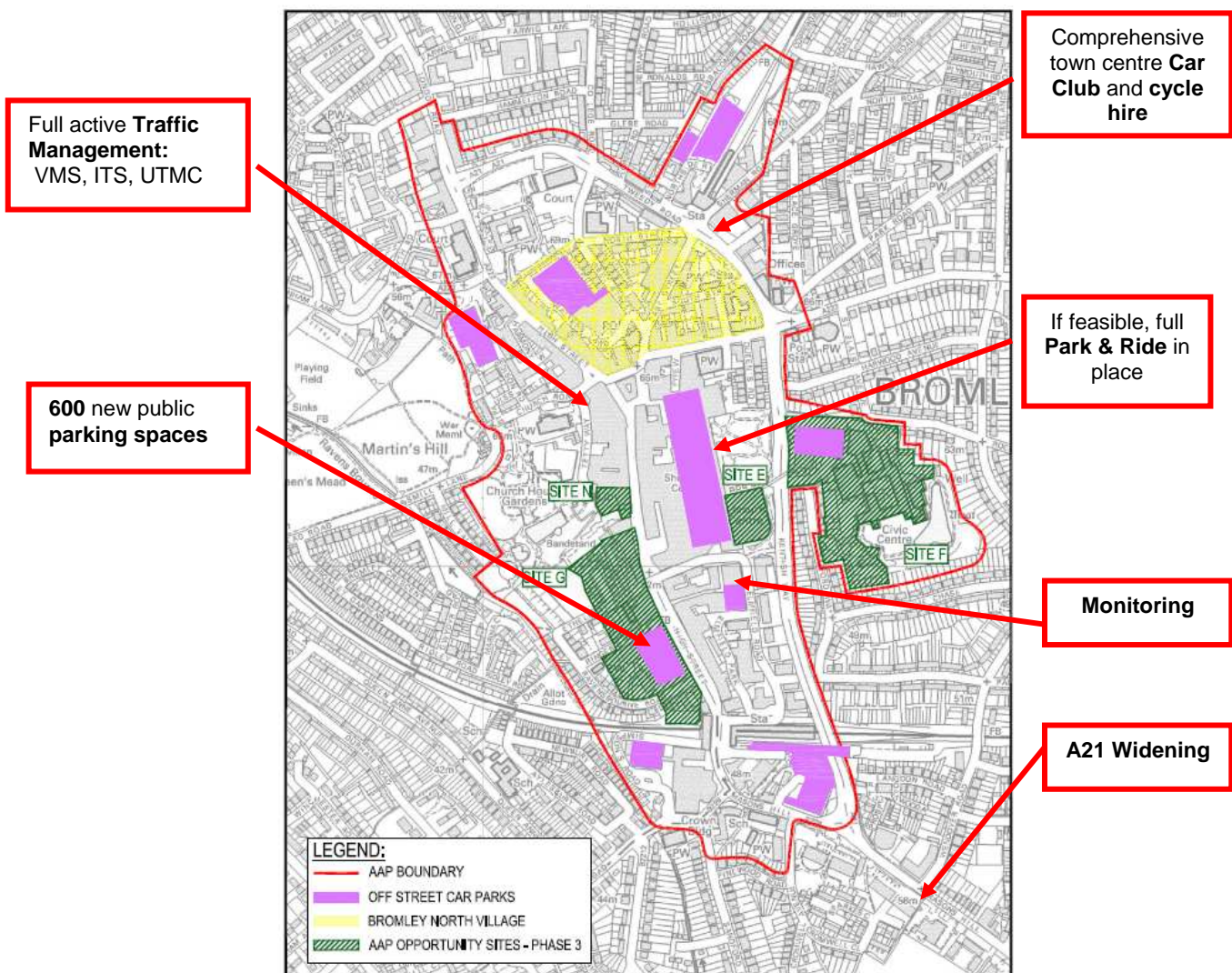
## Phase 2 – Up to Year 10

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
<b>Site A – Bromley North Station (2<sup>nd</sup> phase)</b>	400 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
<b>Site F – Civic Centre (1<sup>st</sup> phase)</b>	Relatively low traffic impacts. Proportionate reduction in available parking (public and LBB staff).	LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.	Available parking unchanged, but shared across larger volume of uses.
<b>Site G (1<sup>st</sup> phase) including all residential units, and retail units Halifax Road-Ringers Road.</b>	Significant traffic impacts. 600 residential parking spaces. Pressure on parking overall.	Public transport improvements at Bromley South. Key junction improvements. Delivery & Servicing Plan required. Home deliveries/consolidation centre? Possible extension of Park & Ride scheme. Provision of Car Club – generally/publicly available.	Addition of 600 residential spaces (but not publicly available). Need for operational parking for non-residential.
<b>Site L – DHSS (2<sup>nd</sup> phase)</b>	Tbc – some traffic impact.	Public transport improvements at Bromley South.	Tbc.
<b>Site N – Churchill Theatre/Library (1<sup>st</sup> phase)</b>	No traffic impacts.	No transport interventions required.	None.
<b>Site P – Sainsbury's</b>	Relatively low traffic impacts	Car Club linked to residential. Better integration with wider Bromley North Village.	Replacement retail car parking. Small residential element.



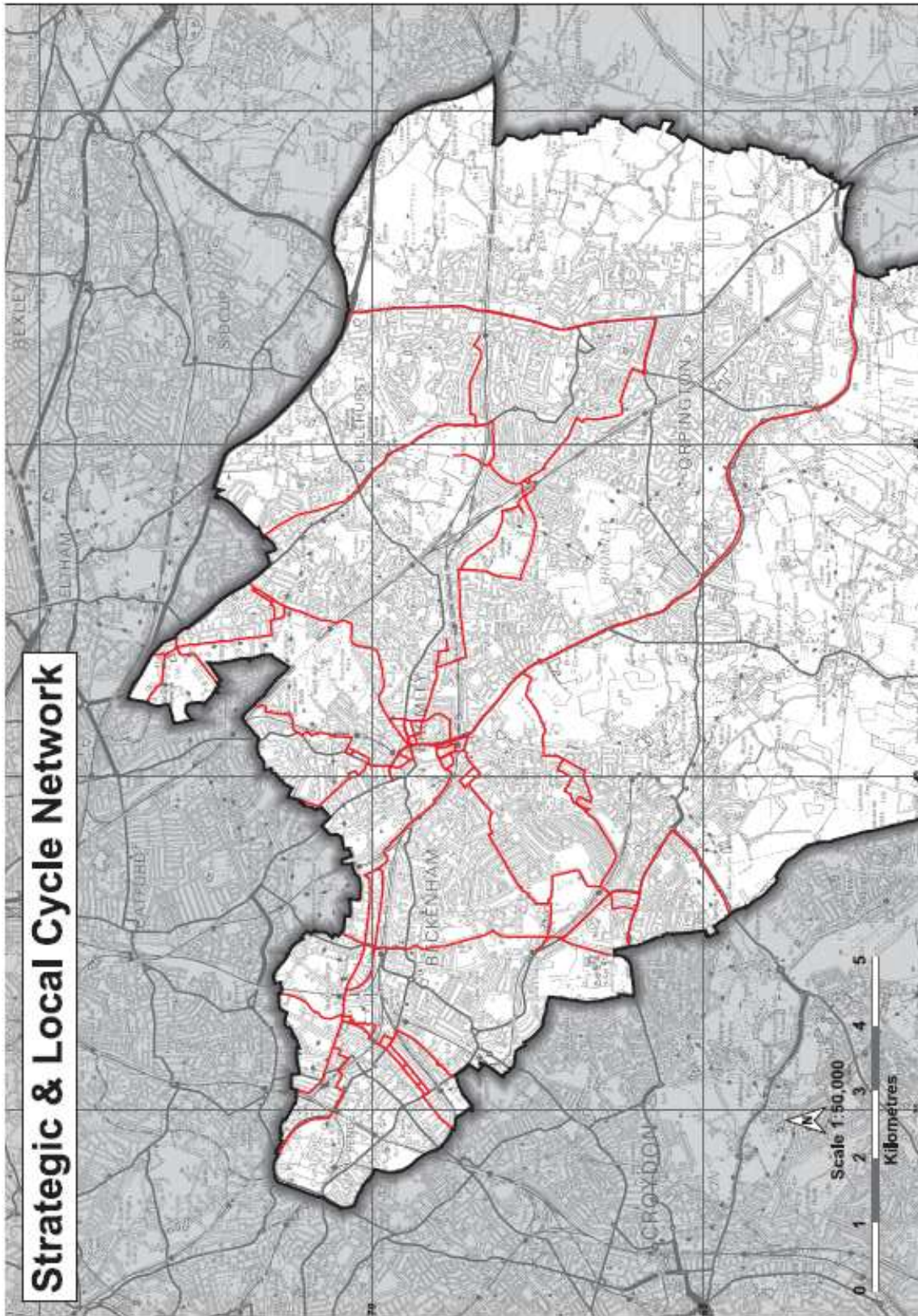
## Phase 3 – Up to Year 15

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
<b>Site E – The Pavilion</b>	Some traffic impact, although no additional parking at The Glades.	Improved pedestrian access across Kentish Way. Linkages to Site F and Site M. Full Park & Ride scheme, if feasible. A21 Widening.	No additional parking.
<b>Site F – Civic Centre (2<sup>nd</sup> phase)</b>	Relatively low traffic impacts. Proportionate reduction in available parking (public and LBB staff).	LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.	Available parking unchanged, but shared across larger volume of uses.
<b>Site G (2<sup>nd</sup> phase) including Department Store (Ringers Road-Ravensbourne Road)</b>	Significant traffic impacts. 600 public parking spaces. Pressure on parking overall.	Further junction improvements. Updated Delivery & Servicing Plan required. Home deliveries/consolidation centre. Full Park & Ride scheme, if feasible. Wider roll-out of Car Club – generally/ publicly available. A21 Widening.	Addition of 600 public spaces. Pressure on overall parking within town centre.
<b>Site N – Churchill Theatre/Library (2<sup>nd</sup> phase)</b>	No traffic impacts.	No transport interventions required.	None.





## Appendix Seven – Bromley Strategic and Local Cycle Network



## Appendix Eight – Implementation Programme with Estimated Budget Costs

£'000s					
	Potential Schemes	LBB-TfL	s106	CIL	Total
<b>1</b>	<b>Annual Programmes</b>				
	Review bus priority measures	2,100	0	0	2,100
	Improve and upgrade street lighting.	2,300	0	0	2,300
	Improve and upgrade traffic signals.	1,100	800	0	1,900
	Introduce new pedestrian and walking routes to the Town Centre.	230	0	0	230
	Introduce an upgrade new cycle routes to the Town Centre.	350	0	0	350
	Increase the number of cycle parking stands on street.	120	0	0	120
	Work with developers to ensure cycle parking is provided at all new development sites.	0	200	0	200
	<b>Sub-total section 1</b>	6,200	1,000	0	7,200
<b>2</b>	<b>Variable Message Signs and Traffic Information</b>				
	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.	250	200	0	450
	Improve countdown real time passenger Information system at all bus stops in the Town Centre.	200	0	200	400
	Introduce passenger transport information system in all new and existing shopping centres and selected locations on street.	0	110	0	110
	Set up new web site to provide travellers with traffic and travel information to help inform travel decisions.	0	0	60	60
	<b>Sub-total section 2</b>	450	310	260	1,020

£'000s

	Potential Schemes	LBB-TfL	s106	CIL	Total
<b>3</b>	<b>Public Realm and Environmental Improvements</b>				
	Pedestrian sites: need to improve pedestrian signage in town centre.	0	0	100	100
	Improve pedestrian access, which may include formal and informal crossing points, the widening or improvement of pedestrian paved areas, the upgrade and maintenance of the towns pedestrian squares and general improvements to the street scheme.	200	0	400	600
	Public realm improvements in East Street as part of the improvements for Bromley North Village.	380	0	100	480
	Public realm improvements in Bromley High Street as part of the improvements for Bromley North	490	0	100	590
	Public realm improvements in Market Square as part of the improvements for Bromley South.	450	0	0	450
	Public realm improvements in the remainder part of Bromley North Village as part of the improvements for Bromley North Village.	0	0	280	280
	Provision of new litter bins.	20	0	60	80
	Changes to street lighting	20	0	80	100
	Potential shop front grants.	200	0	200	400
	Provision of lighting to illuminate buildings in public realm.	0	200	0	0
	Provision and maintenance of CCTV.	100	0	400	500
	Measures to reduce crime and increase security.	200	200	200	600
	<b>Sub-total section 3</b>	<b>2,060</b>	<b>400</b>	<b>1,920</b>	<b>4,380</b>



£'000s

	Potential Schemes	LBB-TfL	s106	CIL	Total
<b>4</b>	<b>Improvements to public car parking and the provision of public car parking on and off street</b>				
	Review of CPZ.	0	0	400	400
	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.	200	0	0	200
	Review the boundaries of CPZ and possible extensions to permit scheme.	0	0	200	200
	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.	0	0	250	250
	The creation of new or expansion of existing car parks.	200	600	0	800
	Improvements to car parks including upgrade to pay on foot machines.	350	0	300	650
	Work with developers to provide high quality parking provision in the town centre.	0	4,000	0	4,000
	<b>Sub-total section 4</b>	<b>750</b>	<b>4,600</b>	<b>1,150</b>	<b>6,500</b>
<b>5</b>	<b>Rail &amp; Bus Improvements funded by partners</b>				
	Provision of improved passenger information signs on street, at bus stops and shopping centres.	250	0	0	250
	Improvements to bus shelters and street furniture.	350	0	0	350
	Public Transport Hub improvement at Bromley South	300	0	500	800
	Station access improvements at Bromley South	250	0	600	850
	Station access and PT Hub improvements at Bromley North	250	0	400	650
	Work with train operating companies to improve frequency, reliability and additional capacity to all railway stations in the borough.	n/a	n/a	n/a	n/a
	Work with Network Rail to improve disability facilities at Bromley South and Bromley North and to improve access for all.	n/a	n/a	n/a	n/a
	Work with the bus companies to improve the frequency and reliability of bus services into the town centre.	n/a	n/a	n/a	n/a
	Illuminate and floodlight public buildings	0	600	0	600
	<b>Sub-total section 5</b>	<b>1,400</b>	<b>600</b>	<b>1,500</b>	<b>3,500</b>

£'000s

	Potential Schemes	LBB-TfL	s106	CIL	Total
<b>6</b>	<b>Promotional Programmes, Travel Plans and Delivery &amp; Servicing Plans</b>				
	Establish a town-wide travel plan to support "Ten in Ten target.	300	0	1,200	1,500
	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 & Servicing Plans.	0	1,500	0	1,500
	Work with all existing businesses in the town centre to ensure they join the town-wide travel plan.	0	0	800	800
	<b>Sub-total section 6</b>	300	1,500	2,000	3,800
<b>7</b>	<b>Car Clubs</b>				
	Car clubs are to be provided as part of all major developments	n/a	tbc	n/a	n/a
	<b>Sub-total section 7</b>	n/a	tbc	n/a	n/a
<b>8</b>	<b>Major Projects and investment in highway network</b>				
	Park & Ride "Lite" Contributions to the existing Park & Ride or the development, creation and possible maintenance of new Park & Ride sites to serve the town centre.	400	0	800	1,200
	Permanent Park & Ride: studies & development	250	0	0	250
	Permanent Park & Ride: contributions to the existing Park & Ride or the development, creation and possible maintenance of new Park & Ride sites to serve the town centre	1,200	0	2,000	3,200
	A21 widening to improve access to the town centre for public transport and general traffic.	10,000	0	11,000	21,000
	Tramlink extension studies	300	0	300	600
	Tramlink extension from Beckenham Junction to Bromley Town Centre construction phase.	n/a	n/a	n/a	n/a
	Study to consider converting heavy rail links from Bromley North to Grove Park to light rail.	300	0	0	300
	Bromley North to Grove Park construction phase of works required.	n/a	n/a	n/a	n/a
	<b>Sub-total section 8</b>	12,050	0	13,300	25,350
	<b>Total of all sections:</b>	<b>£23.21m</b>	<b>£8.41m</b>	<b>£20.13m</b>	<b>£51.75m</b>
		<b>LBB-TfL</b>	<b>s106</b>	<b>CIL</b>	<b>Total</b>