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DATE: 30 May 2024

ENVIRONMENT AND COMMUNITY SERVICES POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Wednesday 12 June 2024

**UPDATE FROM THE PORTFOLIO HOLDER FOR TRANSPORT, HIGHWAYS AND ROAD
SAFETY: APPENDIX 2**

*Copies of the documents referred to above can be obtained from
<http://cds.bromley.gov.uk/>*

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Environment & Public Protection
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Date: 24 May 2024

APPENDIX 2

Rt Hon Mark Harper MP
Secretary of State for Transport,
Great Minister House,
33, Horseferry Road
London SW1P 4DR

Plan for Drivers – call for evidence

The London Borough of Bromley has responded to the *Plan for Drivers* Survey, setting out our responses to the proposals. We are concerned that if the surplus generated by Bromley were transferred to Central Government there would be a serious impact on our revenue when we are having to take tough budgetary decisions to ensure we continue to be solvent. Bromley is an extremely well-run authority with a reputation for being efficient, effective and economic. Despite receiving the second lowest rate support grant in London and being the only London authority with no debt we face a £40m budget gap by 2027 without further deep economies

Bromley ensures the free movement of traffic, and use of the public highway through carefully targeted parking controls. Our parking charges are the lowest in London and our enforcement is scrupulously fair and correct for both moving traffic and parking offences.

For instance, all CCTV footage is reviewed by an officer before a PCN is issued, allowing for only those who truly contravene a box junction or bus lane to be served with a PCN. Also, when a motorist inadvertently contravenes and they demonstrate that they made a genuine mistake, on the first occasion, the PCN will usually be cancelled.

Our civil traffic and parking penalty charges for contraventions are as prescribed by the national charging rates. The income received from the penalty charge is used for the enforcement service, any surplus is ring fenced for other transport operations, in particular, the £10m we spend on providing Freedom Passes. Without this income our ability to maintain the road network from serious decline would be worsened as we would have to replace the lost income for concessionary fares from our highway maintenance budget. We have already had to use part of our budget to maintain the Principal Road Network, as the Mayor of London has provided almost no funding since 2018 – in total a shortfall of £6m.

As a former Parliamentary Private Secretary to Roger Freeman in the Department in 1990 I appreciate that some authorities may be misusing the income from PCNs and penalising motorists but it would be grossly unfair to punish responsible authorities such as Bromley. It would be much better to target those councils who are using the system unfairly.

Councillor Nicholas Bennett J.P.
Executive Member for Transport, Highways & Road Safety
London Borough of Bromley

Cc Sir Robert Neill KC MP, Gareth Bacon MP,
The Rt. Hon. Bob Stewart MP, Ellie Reeves MP