

**Decision Maker:** Environment Portfolio Holder

**For pre-decision scrutiny by the Environment PDS Committee on**

**Date:** 3<sup>rd</sup> July 2012

**Decision Type:** Non-Urgent Executive Key

**Title:** BROMLEY TOWN CENTRE PARKING CAPACITY

**Contact Officer:** Chris Cole, Transport Projects & Programme Manager  
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**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Bromley Town

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1. Reason for report

Following the decision of the Executive on 23<sup>rd</sup> May 2012 to support the funding of additional parking capacity in Bromley Town Centre due to the closure of Westmoreland Road, this report provides the specific detail on each of the sites that are being taken forward at this time.

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2. **RECOMMENDATIONS**

**That the Environment Portfolio Holder agrees:**

- 2.1 **To the procurement of a contract for repairs to The Hill and the subsequent implementation of works to demolish the top slab;**
- 2.2 **To delegate authority to the Director of Environmental Services, in consultation with the Environment Portfolio Holder, to implement a name change for The Hill car park;**
- 2.3 **To the submission of a planning application for the Mitre Close car park, and to implementation of the scheme should planning permission be granted;**
- 2.4 **To the design, consultation on and implementation of on-street parking bays on Walters Yard and Elmfield Park.**

## Corporate Policy

1. Policy Status: Existing policy
  2. BBB Priority: Vibrant, Thriving Town Centres; Quality Environment:
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## Financial

1. Cost of proposal: Estimated Cost: £520k for one-off capital costs, £2.5k relating to rebranding the Hill car park; and ongoing net additional income of between £236k and £279k per annum from 2013/14 (£56k for 2012/13)
  2. Ongoing costs: Recurring net income of between £236k and £279k per annum
  3. Budget head/performance centre: Capital Programme 2012/13 and parking
  4. Total current budget for this head: £520k within capital programme 2012/13 and Cr £6.7m
  5. Source of funding: LBB Capital Receipts and existing revenue budget 2012/13
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## Staff

1. Number of staff (current and additional): 4
  2. If from existing staff resources, number of staff hours: 50
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## Legal

1. Legal Requirement: Some sites require planning applications (see section 6 below).
  2. Call-in: Call-in is applicable
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The proposals provide up to an additional 273 parking spaces for use by town centre visitors.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:

The initial proposals were discussed at a special meeting with ward Members and Members of the Development Committee on 22 February 2012, prior to the consideration of the planning application. Comments were broadly supportive.

### **3. COMMENTARY**

#### Background

- 3.1 Westmoreland Road car park is due to be handed over to its developers in September 2012. This means there will be a loss in supply of some 580 public parking spaces to Bromley town centre (although the top two floors of the car park are typically closed except during the Christmas period when demand is highest).
- 3.2 Officers have explored a number of potential sites around the town centre, and have discussed the viable options with Members through the Town Centre Members Working Party. This report contains the details of those sites which have proven to be the most viable and best value for money, and goes some way to replacing those spaces lost. It should also be noted that the Variable Message Sign system for the town centre should be in operation by Christmas 2012 which will also help manage parking.
- 3.3 At the Executive on 23<sup>rd</sup> May 2012, approval was given to use £520k from LBB Capital to implement additional capacity at four locations:
- Further repairs to The Hill car park
  - A new surface car park at Mitre Close
  - An upgrade to the St Blaise car park to allow public use at weekends
  - Additional on-street parking spaces at several locations
- 3.4 It has been requested that these schemes are implemented in time for Christmas 2012. In order to do so, Members are asked to scrutinise the four schemes, allowing time for any subsequent changes to be incorporated whilst still meeting the Christmas 2012 implementation deadline.

#### The Hill Repairs

- 3.5 A previous report to Environment PDS Committee (ES10127) provided options to deal with the weak top slab. These varied from undertaking minimal safety works to full slab replacement. An intermediate way forward was chosen where essential safety works were undertaken to selected lengths of the permanent parapet together with installation of temporary safety propping.
- 3.6 The latest proposals include demolition of the weak slab and installation of temporary parapets to ensure the safety of the new arrangement – this will allow previously installed temporary safety propping to be removed, effectively freeing up 123 parking bays.
- 3.7 In the short term, while the works are being carried out, further parking bays will need to be taken out of operation (48 spaces for propping on the ground floor, 60 spaces for traffic management and a further 29 spaces on the top deck for working space). However, the remainder of spaces will be available for use by the public.
- 3.8 The Council's Consulting Engineer AECOM was commissioned on 13th March 2012 via the Council's framework contract to design, procure and project manage this scheme. Procurement has followed Bromley's normal competitive bidding process on a cost/quality basis to seek the most economically advantageous tender. This is a works contract of estimated value £400k and hence there is no requirement for an OJEU advertisement and extended procurement duration.

Five organisations have been invited to tender, each chosen from the Council's select list (EXOR). Should the procurement come in under budget, consideration will be given to additional waterproofing of the upper decks to further prolong the life of the structure.

- 3.9 The programme has been geared for project completion by mid November 2012 to make available additional parking for the Christmas period. Accordingly tender return is scheduled for 6th July 2012 and award of contract is programmed for July 2012. Work on site will last for a thirteen week period. This is a challenging programme but achievable.
- 3.10 Although the works have been pre-planned there remains scope, as in any similar project, for the emergence of unforeseen risks. This programme has little 'slack'. If time delays do develop this may lead to the unavailability of additional car park spaces in time for Christmas, and the 'return' on the investment this year may not materialise. It would be prudent to have a contingency plan available should the risk of unforeseen time delay materialise. It is proposed therefore that the procurement exercise for the scheme contract is completed and that subsequently works are implemented to demolish the top slab.
- 3.11 Members' views are also sought on the possibility of rebranding the car park as part of the Bromley North Village scheme. It would be prudent to consider this before the implementation of the Variable Message Sign system as this scheme includes replacement and rationalisation of all parking signs within the town centre. Other additional costs are estimated to be around £2.5k and are related to replacing the internal (tariff) signs, updating the LBB website and replacing the season ticket application forms. The cost for this would be borne by the Bromley North Village project rather than any Environmental Services budget.
- 3.12 During the 14 weeks of repair works, 137 car parking spaces will have to be closed and there will be a potential estimated loss of income of between £42k and £60k. This loss of income will be offset by the additional income generated by the increase in parking spaces following the implementation of the proposed schemes within this report.

#### Mitre Close

- 3.13 The proposal is to convert the area around Mitre Close into a surface car park. The area is currently occupied by a disused toilet block and for rear servicing of the buildings on the most northern part of the High Street.
- 3.14 Officers have drawn up designs that maximise the number of parking spaces, whilst retaining access for service vehicles. The designs are attached as Enclosure 1. The plans show a total of 30 spaces.
- 3.15 The car park will be a pay and display car park, using the same payment tariff as The Hill car park next door. Enforcement can be carried out by Vinci Park under the current contract.
- 3.16 Naval Walk, which adjoins the proposed site, is due to be improved as part of the Bromley North Village scheme. The proposals for Bromley North Village include additional lighting and CCTV on Naval Walk, which will also provide benefits for the car park. However implementation of Bromley North Village is unlikely to commence until 2013.
- 3.17 This development will require planning permission.
- 3.18 Capital Costs are estimated to be £50k. Planning approval will need to be sought for the Mitre Close car park, before implementation of the scheme could begin.

## St Blaise

- 3.19 It is proposed to permit public parking at weekends in the St Blaise car park, which is currently used by staff with an Essential Car Users permit during the week.
- 3.20 In order to allow for public use a few upgrades to the car park are required.
- The surface will need re-surfacing to make it fit for use,
  - The lines will need to be properly installed, and the size of the bays will need to be increased to meet UK standards.
  - Some signs with tariff and hours of operation etc. will need to be installed.
  - A wider lane to allow HGVs to reverse to The Lodge has also been accommodated.
  - Ticket machines will also need to be installed, but these will not incur any cost as they can be accommodated from existing stock.
  - There may also be a drainage issue at the end of the car park near the storage huts which is being investigated.
- 3.21 It is recognised that re-sizing the parking bays and introducing a wider HGV lane will reduce the capacity, therefore a layout has been designed to achieve this (attached as Enclosure 2). The total number of spaces will fall from just under 100 to 77 as a result. However, by expanding the car park slightly to accommodate existing hard standing and verge it may be possible to replace some of the parking spaces. Therefore officers continue to work on an improved plan. This will have an impact on the operation of the St Blaise car park for staff, although it is recognised that staff parking is currently the subject of consultation on a number of options. It is considered that the reduction can be managed, as overflow for essential car users can be accommodated in the Civic Centre multi-story car park.
- 3.22 The car park will be a pay and display car park, using the same payment tariff as Palace Grove which is in a similar location. Enforcement can be carried out using existing personnel.
- 3.23 There are some minor operational issues. The barriers will need to be left open during the weekend. Staff and operational vehicles which still require parking bays over the weekend can be accommodated in the underground car park under the Stockwell Building. There are also some minor operational issues regarding wedding vehicles that need to be overcome, but these are being addressed and would not hold up the implementation of the scheme.
- 3.24 This development will not require planning permission it is considered unlikely that the proposed works will result in increased business rates being payable

## On-Street

- 3.25 There are two on-street locations that have been identified as capable of taking additional parking bays: Elmfield Park (replacing largely unused taxi ranks); and Walters Yard.
- 3.26 An initial design for Walters Yard has been drawn up and is attached as Enclosure 3. Up to 10 parking bays could be introduced as a result.
- 3.27 In order to replace the taxi ranks on Elmfield Park, permission needs to be sought from TfL. They would need to see the results of a week long survey of use of the ranks before they would consider their removal, however. Currently the largest of the ranks is being used by the contractors undertaking the upgrade to Bromley South Station. This means the survey cannot

take place until July/August when the upgrade will be complete, and the result of the survey will show the normal situation. These bays are barely used during the day and officers are therefore confident that the majority of the rank spaces can be converted, although it is expected that taxi representatives may oppose their total removal. The location of the ranks in question is shown in Enclosure 4.

3.28 In both cases the designs will need to go through a public consultation including local residents and businesses.

3.29 Once consultation is complete, the implementation of on-street bays is a fairly quick and relatively cheap process. The bays will be a pay and display/pay by phone, using the same payment tariff as the other on-street parking bays in the vicinity. Enforcement can be carried out using existing personnel.

3.30 Capital costs are still estimated to be around £10k.

#### 4. POLICY IMPLICATIONS

4.1 Whilst there are no specific policies that impact on these proposals, they are in line with the Building a Better Bromley objective of promoting vibrant and thriving town centres, and the aims of the Bromley town centre Area Action Plan (AAP).

#### 5. FINANCIAL IMPLICATIONS

##### Capital Costs

5.1 A summary of the capital costs is as follows:

Site	No. of spaces	Estimated Cost
The Hill (repairs)	123	£450k
St Blaise (resurfacing and lining)	77-90	£10k
Mitre Close (new car park)	30	£50k
On-street (additional spaces)	20-30	£10k
<b>Total</b>	<b>250 - 273</b>	<b>£520k</b>

##### Revenue Implications

5.2 The estimated on-going revenue implications of the schemes above including the loss of income at the Hill car park from the temporary closure of 137 spaces during the 14 weeks period of repair works, plus the impact of the likely outcome of the staff parking consultation are summarised in the table below: -

Phase 1 Parking Sites	Part Year Effect (2012/13)		Full Year Effect (2013/14)	
	Minimum £'000	Maximum £'000	Minimum £'000	Maximum £'000
Estimated annual expenditure	2	2	4	4
Estimated annual income	(100)	(118)	(240)	(283)
Estimated net loss of income at the Hill car park during the	42	60	0	0
Estimated net income	<b>(56)</b>	<b>(56)</b>	<b>(236)</b>	<b>(279)</b>

- 5.3 The part year effect of introducing the Phase 1 schemes during 2012/13 will be an estimated net additional income of £56k, with a full year effect of between £236k and £279k for 2013/14. This will offset the net loss of income from the closure of Westmoreland car park.
- 5.4 It should be noted that assumptions for the net loss of income from the closure of Westmoreland Road car park have already been built into the 2012/13 and 2013/14 budgets, with a contingency provision set aside totalling £547k.
- 5.5 On 23<sup>rd</sup> May 2012, the executive agreed that £520k be set aside from capital receipts and the scheme added to the capital programme for 2012/13.
- 5.6 The estimated costs of £2.5k for the rebranding of the Hill car park will be met from the £6.667m funding set aside for the Bromley North Village capital scheme.

**6. LEGAL IMPLICATIONS**

- 6.1 The new car park at Mitre Close will require planning permission.

<b>Non-Applicable Sections:</b>	Personnel
Background Documents: (Access via Contact Officer)	