

7. Getting Around

Introduction

Bromley's transport networks are related to the distribution of the population, with better access and choice in the more densely populated areas, access to public transport is still limited in the rural areas. There is generally good access to central London via the rail network, and westwards towards Croydon via Tram link.

The main transport pressures in the Borough are:

- Peak time traffic congestion associated with journeys to work and education;
- Unacceptable overcrowding on rail links into central London during peak periods;
- High car dependency and high mobility requirement amongst much of the population;
- Relatively low public transport accessibility predominately in the south (particularly for orbital journeys); including identified need to strengthen transport links with employment opportunities at Canary Wharf and in the City generally;
- Social exclusion amongst those without car access or unable to use public transport;
- Low levels of walking and cycling; and
- External impacts on the local economy (centralisation of shopping and services).

Parking

Draft Policy - Parking

a) The Council will normally require off-street parking spaces to be provided in new residential development at minimum levels set out as follows:

4 or more bedrooms	2 spaces
3 bedrooms	1.5 spaces
1-2 bedrooms	1 space

The accessibility, type, mix and use of any new development along with availability and opportunity for public transport will be considered when determining appropriate levels of residential vehicle parking.

Parking for all other types of development is to be provided at levels set out in Table LP 6.2.

b) In addition to the above, developments must:

- provide designated blue badge parking as per Table LP 6.2.
- meet minimum cycle parking standards as per Table LP 6.3.
- ensure 1 in 5 spaces have provision (both active and passive) for electric vehicle charge points.
- make provision for a car club, if above the minimum TfL threshold.

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c) Where parking pressures are identified at and around key public transport interchanges, new parking proposals will be supported on the basis that they do not undermine policies to encourage walking, cycling and public transport use.

d) For development where servicing problems may arise, the Council will normally require off-street/rear servicing facilities.

Supporting Text

The National Planning Policy Framework (NPPF) does not set national parking standards but instead encourages Local Authorities (LA) to develop their own standards taking into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

LA are also encouraged to improve the quality of parking in town centres to ensure convenience, safety and security, including appropriate provision for motorcycles.

Given Bromley has one of the highest car ownership levels in London (1.2 per household, Census 2011) and only an average public transport accessibility level score of 2.7 (Transport for London, 2010), it is considered necessary for parking standards to be reflective of local circumstances. Minimum levels of parking for residential development are required in order to ensure new developments do not generate additional intrusive or obstructive on-street parking as a result of inadequate on-site provision.

Standards in neighbouring authorities should also be taken into account and be consistent, particularly considering the competition with Kent.

The London Plan includes a parking policy (6.13) along with maximum parking standards. The Plan acknowledges the need for a flexible approach to car parking provision ensuring a level of accessibility by private car consistent with the overall balance of the transport system at a local level. The Council will use the limited flexibility provided to ensure that, as far as possible, parking at new developments is sufficient.

The Outer London Commission's 2012 study of residential parking found that there was widespread perception that the London Plan's parking standards have to be applied mechanistically. This is not necessarily the case. Local flexibility can therefore be achieved with the application of the parking standards in tandem with other policies of the London Plan. For example, the Housing SPG includes car parking provision guidance and a proposed matrix which illustrates possible flexibility between low PTAL and housing density.

The Outer London Commission acknowledged that boroughs are best placed to interpret parking standards and how they should be implemented in low PTAL

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areas and also notes that a reasonable increase in parking provision above strategic standards for new development might have only a limited effect on local congestion in peak periods.

Relieving congestion

Development Type (Use Class)	Public Transport Accessibility Level		
	High Level 5 & 6	Moderate Level 3 & 4	Low Level 1 & 2
Large regional (> 4000 sq.m): Class A1 (retail)	✓	✓	
Small to Medium urban: Class A1 (retail) / Class A3 (Restaurants & Cafes) / Class A4 (Public houses) and Class A5 (Takeaways)	✓	✓	✓
Large regional (>4000sq.m): Class A2 (financial & professional services) / Class B1 (business) / Class D2 (leisure)	✓	✓	
Small to Medium urban: Class A2 / Class B1/ Class D2	✓	✓	✓
Class B2 (industrial) / Class B8 (storage & distribution)		✓	✓
Class D1 (Schools / Further Education / other Class D1)	✓	✓	✓
Class C1 (Hotels / Guest Houses) and Class C2 (Residential Institutions)	✓	✓	✓
Class 3 (Residential Development)	✓	✓	✓

✓ Type & scale of development in this location acceptable in principle

Figure 3: Development type/PTAL matrix

Draft Policy - Relieving congestion

In determining planning applications, any new development likely to be a significant generator of travel:

a) should be located in positions accessible or capable of being made accessible by a range of transport modes, including public transport, walking and cycling.

b) will require the submission of a Transport Assessment, setting out the impacts of their development on the local transport network and the mitigation measures proposed to deal with the impacts.

c) will, where necessary, be required to enter into an agreement to submit and implement acceptable Travel Plans, Construction Logistics Plans, and Delivery and Servicing Plans.

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d) will need to consider as appropriate the potential impact on road safety and will seek to ensure no direct or indirect impact affecting the safety of all road users,. Where necessary, the provision of suitable facilities will be required.

e) will need to seek improvements to the highway network including traffic management measures that limit the significant impacts of the development and are designed to be sensitive to the surroundings.

Supporting Text

The London Plan states that allowing development either individually or cumulatively, that would place an unacceptable burden on the road network would be contrary to the objective of sustainable development. Boroughs are encouraged to ensure new development proposals that impact on transport capacity and the transport network are fully assessed.

As well, the London Plan encourages (policy 6.11B) boroughs to develop an integrated package of measures take a co-ordinated approach to smoothing traffic flow and tackling congestion. Measures could include developing intelligent transport systems to convey information to transport users, smoothing traffic flow to improve journey time reliability, travel planning and efficient and sustainable arrangements for the transportation of freight. Policy 6.12B sets out a recommended criteria for increasing road capacity, including new roads.

The NPPF states that Plans and decisions should ensure developments that generate a significant movement are located where the need to travel will be minimised and the use of sustainable transport modes maximised.

The Council operates a road network hierarchy to ensure that roads and streets are used for the purpose to which they are best suited. This aims to ensure that local streets are used for local access, and that larger vehicles and vehicles on longer journeys do not find local streets attractive as “rat runs”. This principle is applied to the design of all local traffic management and safety schemes.

The Council also maintains a list of traffic congestion “pinch points” on the road network as a means of identifying potential traffic schemes to reduce congestion. Subsequently allowing new development close to these locations could further exacerbate the conditions and potentially be contrary to the broader transport policies of the Council.

The Council will continue to note the latest mayoral initiatives such as the Roads Taskforce and use, where appropriate to assess the challenges of any particular location or corridor.

Similar to parking, the following criteria will be used to assess the acceptability of proposed developments and their location with reference also to the matrix in Figure 3:

- the accessibility of the development;
- the type, mix and use of development;

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- the availability of and opportunities for public transport; and
- local car ownership levels.

Access to services for all

Draft Policy - Access to services for all

In determining planning applications, the Council will:

- a) consider as appropriate the potential impacts on pedestrians, and will seek provision of crossing facilities, designated routes and other improvements to the pedestrian environment including way-finding systems such as Legible London.
- b) consider as appropriate the potential impact on cyclists and their safety and will seek provision of suitable facilities, including cycle parking/storage. Contributions towards the Mayor's 'Quiet-ways' and Cycle Superhighway cycle route programmes may be sought.
- c) consider as appropriate the potential impact on bus and rail services and their users, and will seek provision of and contributions to suitable infrastructure improvements and other facilities, including highway works and bus shelters, services and railway station improvements where such works are necessary and related in scale and kind to the proposed development.

Supporting Text

The NPPF supports the promotion and facilitation of sustainable transport. It notes the need for the transport system to be balanced in favour of sustainable transport modes and to give priority to pedestrians and cyclists. New developments should take up opportunities for sustainable transport to reduce the need for major transport infrastructure.

The London Plan encourages boroughs to identify and implement safe and convenient direct cycle routes and implement secure cycle parking facilities at new developments with the Mayor's Cycling Vision for London an agreed approach for developer to take. It also requires similar implementation of walking routes.

Draft Policy - Highway infrastructure provision

In determining planning applications, the Council will:

- a) require all development to be designed to ensure ease of access for people with mobility impairments.
- b) consider proposals for new accesses and new or extended crossovers subject to road safety requirements and their compliance with the Council's Footway Crossovers guidelines. The following principles will be applied for new accesses:
 - (i) Strategic routes: no direct access will normally be permitted;

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- (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.

c) require new residential roads suitable for adoption to be constructed as per the guidelines set out in its Highways Design Manual 1998 (revised) with contributions being sought to improve the nearby road network, where necessary, to support a proposed development.

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

e) only consider the making up and adoption of un-adopted highways if resources permit, and normally following a referendum conducted in each road, in which the owners of the majority of the length of frontage are in favour.

Public Transport Investment Priorities

Draft Policy - Public transport infrastructure investment

The Council supports investment in public transport infrastructure that is critical to the development of the borough. In particular, improvements in public transport connectivity to Canary Wharf and East London through the extension of the Docklands Light Railway to Bromley Town Centre.

Supporting Text

The NPPF encourages LAs to develop strategies for the provision of viable infrastructure to support sustainable development. It also states that LAs should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice.

The Council continues to lobby for improved public transport connectivity with Canary Wharf, principally to provide access to growing employment. To date, feasibility proposals have been worked up jointly between TfL and the Council but funding has yet to be identified for any investment in light rail extensions. As the London Overground network success continues, the feasibility of extending from New Cross Gate to Bromley North is currently being explored.

The London Plan places onus on the Council to ensure provision of sufficient land for the provision of an expanded transport system through the safeguarding of existing land used for transport or support functions and identifying and safeguarding sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision. [Until demonstration by TfL of a sound business case taking into account the detriment to existing national rail](#)

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services to Hayes, the Council will not support safeguarding of land for any extension of the London Underground.

As well, the London Plan (policy 6.2) encourages improvements to the public transport system including the enhancement of the Docklands Light Railway and Tramlink along with extensions of the London Underground and Overground.

Draft Policy - Safeguarding land for transport investment

The Council will continue to safeguard land for the following transport investment schemes:

- A21 Masons Hill, between Kentish Way and the B265 intersection Hayes Lane and Homesdale Road

The Council will review safeguards currently in force relating to land at:

- A233 Leaves Green Road/Downe Road to Blackness Lane, Keston
- A208 Mottingham Road/ Whitehorse Hill/ William Barefoot Drive/ Elmstead Lane
- B251 Hayes Lane/ Shortlands Road/ Scotts Lane
- Plaistow Lane/Orchard Road

The Council proposes the safeguarding of land and route alignment for the following public transport investment (including land for construction and operation):

- Docklands Light Railway from Catford to Bromley South via Bromley North
- Tram link from Beckenham Junction to Crystal Palace