

## 4 Getting Around (Transport and Accessibility)

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#### Introduction

**4.0.1** This chapter sets out the planning policies to deliver the transport objectives set out earlier in the document. These policies support the importance of accessibility to employment, shopping and services to residents, customers, and the supply chain for businesses. They mitigate impacts on quality of life, and the economic and social well-being of the Borough. Public transport, cars, cycling, and walking are often used in combination to make journeys.

**4.0.2** Planning Practice Guidance (PPG) highlights the importance of promoting access for the whole community, whether able-bodied or disabled. The National Planning Policy Framework (NPPF) advises that local authorities should consider opportunities for people to live healthy lifestyles including planning for an environment that helps promote active travel and physical activity. Good quality infrastructure encourages walking, cycling and the use of public transport which makes it easier for people to choose more active travel which supports individual health choices and helps prevent weight related illnesses, including diabetes and cardiovascular disease.

**4.0.3** Bromley's transport networks are related to the distribution of the population, with better access and choice in the more densely populated areas, with access to public transport more limited in the rural areas. As an Outer London Borough, a number of destinations will be in rural areas. The rural nature of much of the south and east of the Borough means that public transport is limited, the availability of basic local facilities is more important. The north west of the Borough, lying closest to Central London, and the Borough's main town centres have good transport links outside the Borough via the rail network, and westwards towards Croydon via Tramlink.

**4.0.4** 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;
- Good public transport accessibility in the denser urban areas contrasting with poorer provision elsewhere, consistent with the rural nature of a large part of the Borough; including identified need to strengthen transport links with employment opportunities at Canary Wharf and in the City generally;
- The lack of an Underground and an extensive Overground network;
- Social exclusion amongst those without car access or unable to use public transport;
- Reasonable levels of walking and cycling which compare well with other Boroughs but with scope for significant increases; and
- External impacts on the local economy including the trends for centralisation of employment, shopping and services.

## Policy 30

### Parking

The Council will normally require off-street parking spaces to be provided in new residential development in accordance with Table 1 set out below:

Table 1: Residential Parking Standards

#### **Bromley Residential Parking Standards (per unit)**

<b>PTAL</b>	<b>1-2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
0-2*	Minimum of 1	Minimum of 1.5	Minimum of 2
2*-6a	0.7 (min) - 1 (max)	1 (min) - 1.5 (max)	1.5 (min) - 2 (max)

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

In addition to the above, developments must:

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

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.

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

### Supporting Text

**4.0.5** Bromley has one of the highest car ownership levels in London (1.2 per household, Census 2011) and an average public transport accessibility level (PTAL) score of 2.7 (Transport for London, 2010), and parking standards in Table 1 reflect these 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.

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**4.0.6** The 'Bromley standards' in Table 1 are in line with the London Plan (paragraphs 6.42i-k) which allows Outer London boroughs greater parking provision in new residential developments in areas which have Public Transport Accessibility Levels (PTALs) of 0 – 1 and parts of 2\*, subject to the particular characteristics of the development and the actual level of public transport accessibility and provision.

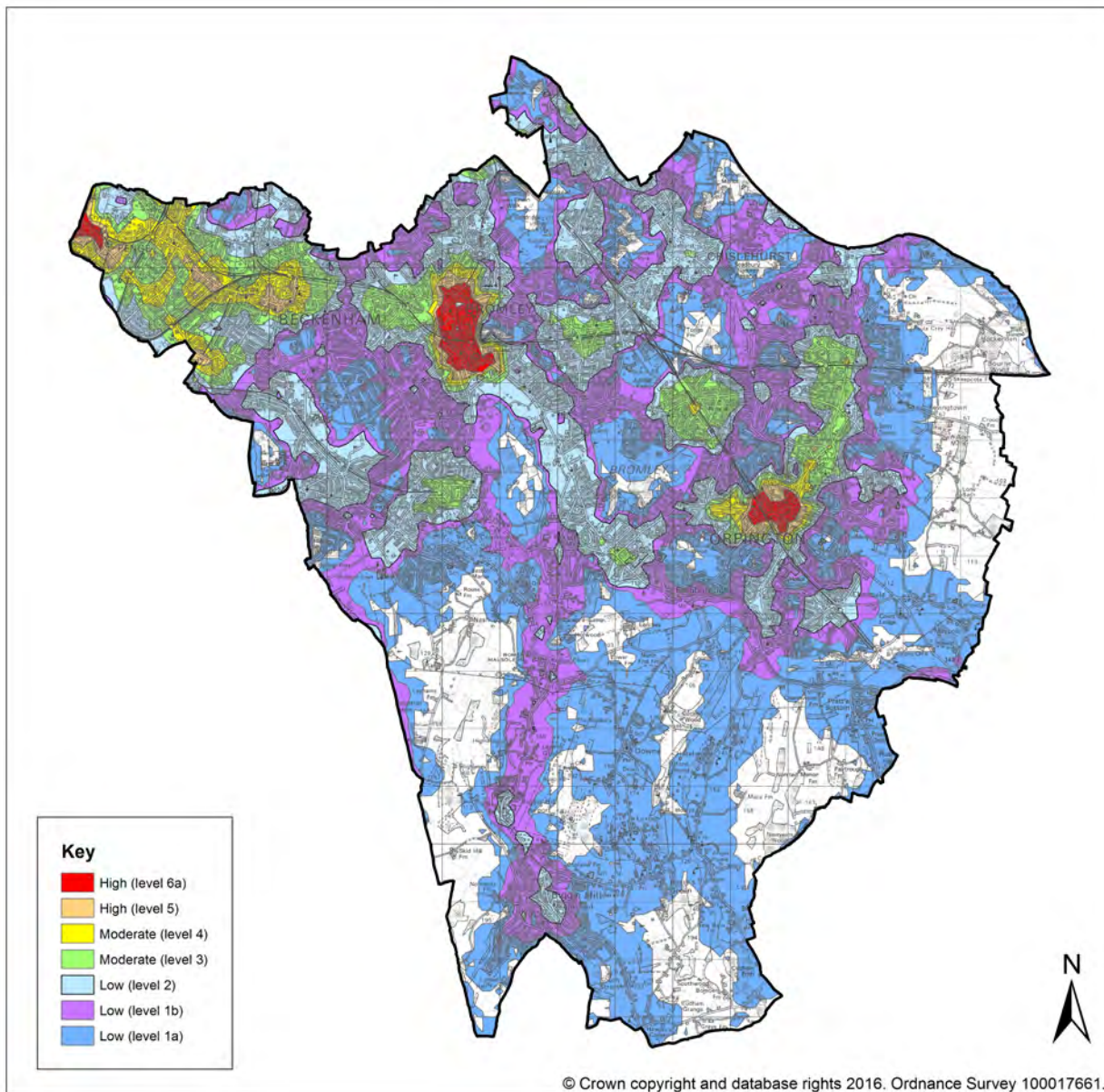
**4.0.7** These standards reflect the factors in the National Planning Policy Framework (NPPF) which encourage local planning authorities to develop their own standards taking into account:

- the accessibility of the development by cycling and on foot;
- 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.

**4.0.8** The use of the minimum standards in Table 1 uses the flexibility provided by the London Plan to ensure that, as far as possible, parking at new developments is sufficient.

**4.0.9** For reference **Appendix 10.5** sets out the published London Plan residential parking standards.

## Public Transport Accessibility Levels (PTALs)



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### Development Type and PTAL matrix

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

**x = Type and scale of development in this location acceptable in principle**