

Policy BTC20 Play and Informal Recreation

Developers will be required to provide play and informal recreation facilities based on an assessment of needs generated by proposed development. New retail and leisure developments and public spaces will also be required to make provision for play and informal recreation. Provision will include the provision of play art and the enhancement of facilities in existing open spaces.

(Relevant policies G8 of UDP (2006) and 3D.11 & 3D.13 of Consolidated London Plan (2008))

Play and Informal Recreation

- 4.7.23. The Churchill Theatre and Library Tower is an imposing landmark with a visual magnitude that is amplified beyond its actual physical scale due to the underlying topography. Conversely other buildings of a similar height (around 10 storeys) located on sites with lower relief such as the cluster of tall buildings in the vicinity of Bromley South Station have much less visual impact. The majority of the visually sensitive land on the topographic high points of Bromley lies within the Conservation Area.
- 4.7.24. Provision of play and informal recreation will have a fundamental role in encouraging families to use Bromley Town Centre. Appropriate open space is essential to families living in urban areas and the AAP promotes a significant uplift and mix in residential dwellings within the town centre boundary. Given the preference for mixed use development 'play art' should be incorporated into the design of new public spaces as it can offer an inclusive solution that allows all children a range of sensory experiences. The Mayor's SPG, Providing for Children and Young People's Play and Informal Recreation, will need to inform all residential developments within the AAP area.



4.8. An Accessible Town Centre

- 4.8.1 Transport is not an end in itself but a means to an end. People need access to a range of facilities, amenities and services. The overriding purpose of the transport strategy is to facilitate and support the socio-economic success and sustainable growth of Bromley town centre.
- 4.8.2 A key challenge facing the town centre is the need to make provision for planned growth and development in order to strengthen Bromley's competitive position as a Metropolitan centre whilst at the same time respecting the existing character of the town centre. The transport strategy for Bromley town centre has been written to support the town centre Area Action Plan (AAP). It also provides a framework for wider transport interventions in the town.
- 4.8.3 Bromley town centre is well served by public transport. It has a PTAL accessibility rating of 6a, a level only exceeded by major public transport nodes in Central London.
- 4.8.4 Bromley Town Centre has two railway stations that provide connections with central London along with a variety of other destinations in south London and across Kent. Bromley South has excellent connections into London Victoria, making the station particularly popular with commuters – it is used by some 5.7 million passengers per year (making it one of the busiest South East stations outside central London). Bromley North, used by some 633,000 passengers per year, connects to Grove Park where interchange can be made onto the Southeastern main line to London Bridge and Kent.
- 4.8.5 The town enjoys an extensive radial network of nineteen bus routes (along with two Night Bus routes) which tend to be very well used for journeys to and from the town centre. However, some orbital links – especially for longer distances across south London – are poorly served.
- 4.8.6 By road, Bromley town centre is well connected by a range of radial routes to a variety of destinations in south and south east London, Kent and Surrey. The A21, which is part of TfL's Road Network (TLRN), runs north-south through Bromley, skirting the east side of the town centre. The town is relatively easily accessed from both the M20 and M25 motorways.
- 4.8.7 There is a range of facilities for cyclists, including cycle routes provided as part of the London Cycle Network.
- 4.8.8 In order to achieve the objectives for improving the town centre, it will be essential to ensure that the traffic impacts of proposed development can be accommodated and that the town centre will continue to be highly accessible by all modes of transport. The Council works with all partners including Transport for London, Network Rail, train and bus operating companies to improve public transport. Car traffic will continue to be an important mode of transport of choice.
- 4.8.9 Parking capacity and highway capacity are the two constraints on traffic demand in the town centre. There is no benefit in providing more parking than can realistically be served by the highway network. Whilst in the town centre overall traffic levels are falling, this is a general picture and not necessarily reflected at all times or in all locations and there is still congestion on routes into, out of and around the town.
- 4.8.10 The Council will develop plans to utilise the road network and the parking space more effectively. However there will be a need for a range of mitigation measures to accommodate future growth of town centre functions and to minimise the amount of additional traffic. These measures along with promotion of travel choice form the main element of the Transport Strategy. In addition, the key transport proposals range from strategic public transport improvements to the pedestrian environment, parking management and travel plans.

4.8.11 The Council has ambitious plans to promote improved public transport systems including trams or tram-trains to Bromley South and a more effective use of the existing rail corridor between Bromley North and Grove Park and beyond to interchange with the DLR at Lewisham. At present, there are no plans for any extensions to Tramlink in the Transport for London (TfL) Business Plan although TfL is committed to including new proposals for extensions to the tram as part of a future bid to Government. The Network rail South London Route Utilisation Strategy also refers to long-term potential for Tramlink extensions. The delivery of these major public transport initiatives will be beyond the time span of the AAP but the Council will work with TfL and other partners to carry out studies and any advanced preparation works.

Transport Strategy

4.8.12 The key emphasis of the transport strategy is to be able to offer real travel choice to people who will want to live in, work in, shop in and enjoy Bromley town centre. This will be achieved through making best use of the transport network and other transport assets, along with building in supporting capacity across the transport modes.

4.8.13 The key transport issues facing Bromley Town Centre over the next 15 years can be summarised as follows:

- Ensuring new development is supported by appropriate transport measures.
- The need to make most effective use of the town's road network and car parking stock;
- The need to manage traffic congestion at peak times;
- The need to improve the attractiveness, accessibility and efficiency of public transport in the town, especially at Bromley South and Bromley North stations as key public transport gateways;
- Promotion of travel choice; and
- The need to improve walking and cycling routes and facilities.

4.8.14 A comprehensive Transport Strategy has been prepared to support the AAP. The Transport Strategy focuses on addressing these key transport issues and identifying a series of transport interventions that will positively support new planned development in and around the town centre. It seeks to support the identified development aspirations in the AAP and to do so in a way that makes a positive contribution both to enhancing the attractiveness of the town and to addressing the transport issues that have been identified.

4.8.15 Extensive traffic modelling has been undertaken in order to understand the implications of the level of development that has been proposed in the AAP. This modelling has concluded that:

- Traffic generated by Phase 1 development can be accommodated on the town centre road network with minor adjustments to signal timings;
- Without extensive mitigation measures, traffic generated by development in Phases 2 and 3 would cause significant increases in congestion and unacceptable levels of delay;
- Assuming no changes to the levels of non-development traffic in the model, a key highway scheme requirement was the widening of the A21 to two lanes in each direction between Kentish Way and Bromley Common (south east of Hayes Lane). For Phase Two at least, this would reduce congestion levels towards base conditions again, though it is not sufficient alone to support overall levels of retail development above 25,500 sq m;
- There are very limited prospects for further significant highway improvements that will provide a sufficient step change in network capacity above that level of development;
- There is a significant need for capacity building measures that will enhance the overall accessibility of the town centre, whilst managing traffic levels. This applies not only to new development but also to existing town centre activities.

4.8.16 Alongside land assembly difficulties, modelling analysis has informed the decision to delete the development proposals at Site D (North West of High Street to Martins Hill), in part because of the problems of accommodating the scale and routing of the traffic that would be generated by this site and the displacement of existing traffic that would need to park at other sites to the north of the town centre.

4.8.17 The last of the conclusions in paragraph 4.8.15 above is very significant in shaping the transport strategy approach that has therefore emerged. A strong emphasis of the transport strategy must be to support the town's economic success and further development by a wide range of measures that will allow a greater and growing volume of journeys to Bromley to be made by means other than the car. This is by no means aimed at stopping people from driving into Bromley. Instead, the key objective must be to provide for growth in travel and activity where capacity is less constrained – recognising that there is limited capacity in the town's highway network – in order that the town's economic growth is not similarly constrained.

4.8.18 Emphasis has therefore been placed on addressing these key transport issues, and identifying a series of transport measures (both policies and other interventions) that will positively support new planned development in and around the town centre.

4.8.19 The Transport Strategy has four central themes:

- Establish the Base
Using the existing transport network base, with some enhancements, to facilitate early development;
- Effective Management of Existing Assets
Getting the best use out of the transport network and other transport assets;
- Promoting Travel Choice
Securing a growing awareness programme that promotes information on all modes and travel options;
- Capacity Building
To build capacity in the transport network as a whole to facilitate further levels of development and enable more people to visit Bromley by a choice of means.

4.8.20 A variety of supporting transport measures will be required, some directly related to specific developments, some related to supporting development overall and others directed at the town's transport network as a whole.

4.8.21 A number of elements will be common to each phase of the transport strategy. These will include:

- Making most effective use of the highway network
- Providing a transport network that supports new development proposed in each phase of development

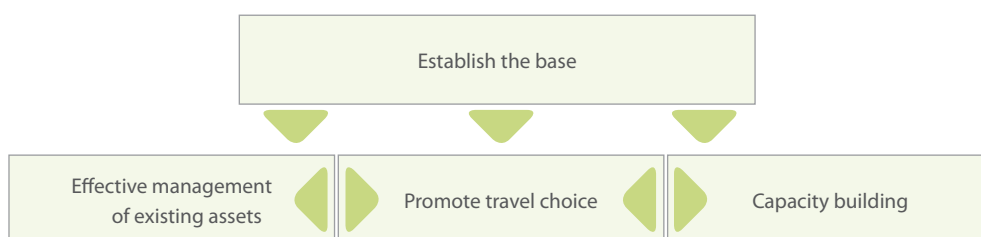


Diagram 4.4 Transport Strategy Themes