



6.0

Implementation

6.1. Future development

- 6.1.1. The AAP will provide the framework for the coordination of future development proposals and investment in the town centre. Achieving the vision set out in the Area Action Plan will be dependent on an integrated approach to the development of the Opportunity Sites, enhancement of the Character Areas and transport and public realm improvements.
- 6.1.2. A number of principles underpin the implementation of the AAP:
- Implementation of the vision for the town centre must be approached in a coordinated way whilst allowing development proposals to come forward on a phased basis;
 - The provision of new infrastructure must be secured as development takes place to ensure that the impacts of development can be accommodated. This will include necessary highway schemes, public transport improvements and the provision of social infrastructure to meet the needs of new residents including health and education facilities;
 - Development and public realm proposals must be of the highest design quality and incorporate sustainable and innovative building technologies.

6.2. Partnership Working

- 6.2.1. The Council is committed to ensuring that new development will be of the highest quality and will enhance the town centre as a place to live, work, shop and visit. In doing so it will continue to work with a range of private, public and voluntary sector organisations to deliver new development and improvements to the town centre. This will facilitate delivery of the AAP within the plan period. Key partners will include:
- Public organisations such as the GLA and London Development Agency;
 - The Local Strategic Partnership and community and voluntary sector organisations to ensure development meets the objectives set out in the Community Strategy;
 - Network Rail and transport operators, Transport for London (TfL) and South East London Transport Strategy Partnership to deliver priority transport schemes and public transport improvements;
 - The Environment Agency to ensure environmental protection and enhancement and to address issues of climate change and flood protection;
 - Infrastructure providers including Thames Water to ensure the requirements of new development can be met and new development will not impact on future provision;

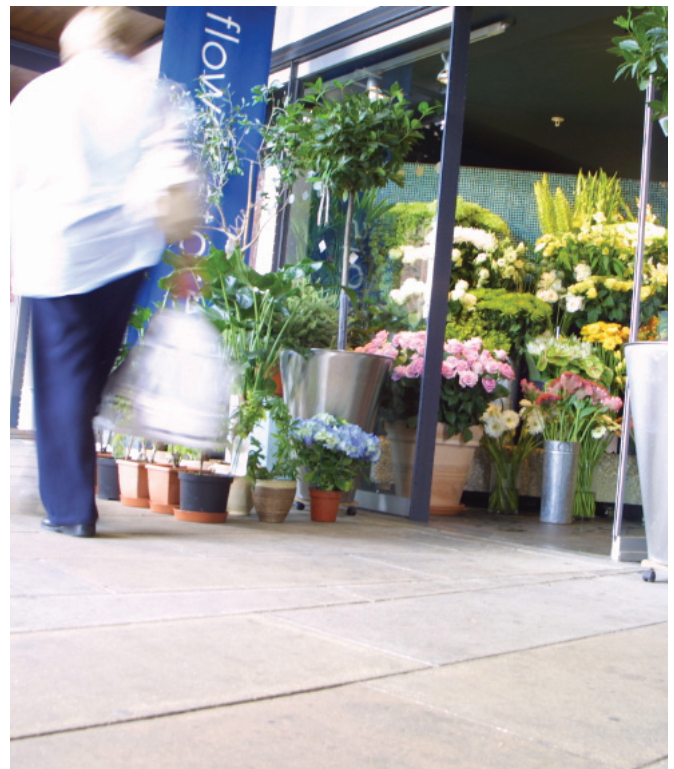
6.3. Delivery Mechanisms

- Land and property owners and potential developers to deliver Opportunity Sites and mixed use development schemes;
 - Major investors / potential investors;
 - Existing businesses and business organisations to enhance Bromley as a business location and to create new employment opportunities;
 - Local residents organisations, amenity societies and faith groups to engage the local community in the development of the town centre;
 - Local businesses and occupiers, such as retailers;
 - Emergency Services to create a safe and secure environment for residents and users of the town centre; and
 - Primary Care Trust to ensure that the health needs of existing and new residents are met.
- 6.2.2. Since the commencement of work on the AAP, the Council has been actively engaging with key partners in taking forward options for the Opportunity Sites including TfL, Network Rail, the PCT, Faith Groups and landowners and developers. It will continue to build on these relationships to ensure delivery of the AAP.
- 6.3.1. A coordinated approach to implementation of the AAP is proposed combining a number of delivery mechanisms. The Council will play a central role in this process both in terms of bringing forward land in its ownership for development and facilitating other development through development partnerships and through the exercise of its planning and land assembly powers as well as its role as an occupier of the Civic Centre site and library. This strategy will maximise the resources available for renewal of the town centre and ensure that public and private sector work in partnership in developing the AAP. The Council has engaged consultants DTZ to advise on the delivery process including the nature of development agreements, funding mix and land assembly and this work will inform the determination of planning applications.
- 6.3.2. The Council will resist incremental and piecemeal change, by implementing the policies and proposals set out in the AAP via a plan led approach, using its development control powers and strategic development partnerships with the private sector.
- 6.3.3. In order to deliver the AAP Objectives, the Council is committed to the following:
- The adoption of a planning-led approach to ensure the AAP is brought forward in a holistic manner in accordance with planning policy guidance and Development Plan policies and progressed where appropriate through its service roles;

6.4. Phasing

- Working with other public sector bodies to ensure co-ordination of funding support to deliver key projects;
 - Bringing forward for development key sites in the town centre which are within the Council's ownership;
 - Working with land owners and developers to bring forward proposals for Opportunity Sites and to ensure that new development and public realm proposals are of the highest design quality;
 - Where necessary and justified on planning grounds, to use where necessary Compulsory Purchase powers to bring forward land for development in accordance with the proposals set out in the AAP;
 - Securing developer contributions towards improvements to the town centre and necessary infrastructure provision, in particular public realm and transport improvements and social infrastructure through the use of Section 106 legal agreements.
- 6.3.4. Where delivery of the AAP objectives and development proposals require land assembly, this will be sought through negotiation. However, if necessary, the Council will use its Compulsory Purchase Order (CPO) powers to deliver planning benefits as encouraged by PPS 6. The Council will support developers where site assembly can only be achieved by the application of compulsory powers and would seek to obtain such powers in appropriate cases and where the developer is able and prepared to indemnify the Council against all relevant costs.

- 6.4.1. Development of the Opportunity Sites will be phased over the 15 year timescale of the AAP. An indicative phasing programme is set out in Table 6.1 together with key actions required to implement the proposals set out in the AAP. The Council expects development to be phased generally in accordance with the indicative phasing programme unless it can be demonstrated that this would have benefits in delivering the overall vision for the town centre and provided that the objectives set out in the AAP would not be prejudiced and the necessary physical and social infrastructure can be provided.
- 6.4.2. Projects are set out within three indicative phases: Phase 1 (1-5 years), Phase 2 (6-10 years) and Phase 3 (11-15 years).



6.4.3. Phasing is based on a range of key considerations, including market capacity, construction, finance, deliverability, partner and stakeholder aspirations, viability, planning, land assembly, infrastructure requirements and integration with the town centre's transport strategy. For example, should CPO be required to assemble land, this will have an implication on the timescales for development. To be prudent, an allowance of 18 months should be made to cover the time between preparing the CPO and taking possession on a best-case scenario basis. If the Council decides to use these powers, they must follow the statutory process set down in the Acquisition of Land Act 1981. The main benefit of the use of compulsory purchase for the Council and developer is the certainty of being able to obtain vacant possession. Benefits for the owners of property interests affected by the CPO are that there is a clearly defined statutory system for their objections to be heard prior to confirmation, and a statutory framework for compensation for their losses once the Order is confirmed.

Policy BTC30 – Phasing

The Council will work with land owners and developers in bringing forward development of the Opportunity Sites. The Council expects development to be phased generally in accordance with the phasing schedule set out in Table 6.1. Infrastructure provision, including transport, community facilities and play and open space provision will be phased in relation to new development to ensure that adequate capacity is available. Development will not be permitted unless the necessary physical and social infrastructure has been secured.

(Relevant policies 6A.3 & 6A.8 of Consolidated London Plan (2008))

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
A. Bromley North Station	Phase 1/2	Bromley Council Network Rail Linden Homes Other smaller	Bromley Council is working with other landowners and developers including Network Rail and Linden Homes to prepare a comprehensive scheme. Use of compulsory purchase order may be necessary to promote comprehensive development. Provision of parking will be in accordance with town centre parking strategy.	Improvement to access and interchange at Bromley North station. Improved pedestrian road crossings, access and signing and wayfinding between the town centre and Bromley North station coordinated with potential street scene improvements in Bromley North Village. Travel Plan Re-phasing of traffic signals to reflect changes in traffic patterns Introduction of a Car Club. Introduction of Cycle Hire facilities Contribution to social infrastructure Energy and water efficiency measures	Land assembly	Smaller or less comprehensive schemes could come forward if full land assembly not achieved. However, this would realise fewer benefits for the town centre as a whole.
B. Corner of Tweedy Rd/ London Rd	Phase 1	Bromley Council Developers	Site owned by Bromley Council. Site has been marketed with design guidelines. Development will be dependent on grant of planning consent for a suitable scheme which does not adversely affect setting of Conservation Area or Listed Building	Contributions to Phase 1 transport improvements Improved access and signing and wayfinding and potential street scene improvements in Bromley North Village. Travel Plan Introduction of a Car Club. Contribution to social infrastructure Energy and water efficiency measures	Planning consent required	Council will work with interested parties to address site constraints and use planning powers to ensure development proposals address issues relating to setting of Conservation Area and Listed Buildings.

Table 6.1 Delivery Strategy

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
C. Former Town Hall and South Street Car Park	Phase 1	Bromley Council Developers	Site owned by Bromley Council. Site is being marketed. Developer interest in development of hotel/conference centre. A small element of residential use may be permitted to assist development viability.	Improved pedestrian road crossings, access and signing and wayfinding coordinated with potential street scene improvements in Bromley North Village. Travel Plan Re-phasing of traffic signals to reflect changes in traffic patterns Introduction of a Car Club. Energy and water efficiency measures	Attracting suitable development partner. However, there has been solid interest from the market.	Council to review strategy if necessary following receipt of developer bids in October 2008.

Table 6.1 Delivery Strategy

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
F. Bromley Civic Centre	Phase 2/3	Bromley Council	<p>Site owned and occupied by Bromley Council as civic offices. A feasibility study is planned to assess current and future requirements for civic accommodation, the potential relocation of a leisure facility and the extent to which surplus land can be made available for low density residential accommodation.</p>	<p>Contribution to transport improvements</p> <p>Improved crossing on Kentish Way and pedestrian links to town centre</p> <p>Contribution to social infrastructure</p> <p>Energy and water efficiency measures</p>	<p>A feasibility study is being undertaken to look at the consolidation and rationalisation of the Civic Centre estate. This will take into account proposals for Site E.</p>	<p>If a decision is taken not to re-locate the Pavilion Leisure Centre on Sit F, there would be a requirement to undertake a sequential test to identify the availability of other suitable sites. Site G could come forward to ensure Bromley increases its retail offer and its ability to compete with nearby centres, and to maintain its position in the shopping hierarchy whilst alternative sites are considered.</p> <p>Phasing allows for coordination of development across sites F and E.</p>

Table 6.1 Delivery Strategy

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
G. West of the High Street (including former Army and Navy annex)	Phase 2/3	Bromley Council	<p>Bromley Council is working with landowners and developers on a comprehensive scheme. The use of compulsory purchase order may be necessary to promote comprehensive development. The development of Site G for retail-led mixed use development is key to the successful regeneration of the High St and in order to secure its development, the objective is to bring this forward before other new retail development.</p>	<p>Contribution to transport improvements in Phases 2 and 3</p> <p>Comprehensive walking and cycling improvements</p> <p>A comprehensive programme of bus service improvements, including bus priority, better bus stop facilities and travel information and more thorough promotion</p> <p>Travel Plan, in particular awareness raising and promotion and travel information points</p> <p>Contribution to a full-time Park & Ride scheme by end of Phase Two/early Phase Three (subject to feasibility).</p> <p>A21 widening, including improved bus priority by end of Phase Two/early Phase Three</p> <p>Enhanced Variable Message Signing to cover wider travel information</p> <p>Completion of critical junction improvements and traffic management works</p> <p>Car Club and cycle hire</p> <p>Contribution to social infrastructure</p> <p>Energy and water efficiency measures</p>	<p>The Council is in the advanced stage of negotiations with the developer who have extensive land holdings on the site.</p> <p>To deliver a comprehensive scheme, the site still has a significant land assembly requirement. As such, the major risk is the failure to assemble the land that will make a comprehensive scheme viable and feasible.</p>	<p>A smaller scale scheme could be possible if full site assembly is not achieved. However, this would yield fewer benefits for the town centre as a whole, compromise the ability to accommodate retail requirements and limit Bromley's ability to compete effectively with nearby centres.</p> <p>Should development of Site G be delayed, development on Site E and F could be brought forward to facilitate an increase in retail provision in the town centre. Fine tuning the phasing of both the scheme as a whole and its individual components can be used to assist achieving viability.</p> <p>The development of Site G will be monitored to assess progress against AAP objectives and indicators.</p>

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
J. Bromley South	Phase 1	Bromley Council Network Rail	Bromley Council is working with Network Rail, on a phased refurbishment scheme in order to improve access for all and improvement of shops opposite station which are in Network Rail ownership. Improvements are in Network Rail programme. Bromley South Station has been identified by the DfT for improvement under the Access for All programme and funding is currently being sought under this programme by Network Rail.	Full public transport hub improvements, interchange, accessibility and wayfinding Mitigation measures as set out in the Strategic Flood Risk Assessment	Network Rail and the train operators have identified £1,730,000 for station improvements to Bromley South. This money is due to be spent from 2010/11. These proposals from Network Rail need to become clear commitments to avoid any risk that the improvements may not happen.	

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
K. Westmoreland Rd Car Park	Phase 1	Bromley Council Developers	Site owned by Bromley Council and has been re-marketed with development and design guidance. Strong market interest with two preferred developers submitting financial bids in September 2008. Development will be subject to an acceptable flood risk assessment as part of any planning application. The Council's preferred developer has been selected and the parties will work together in preparation of development proposals.	Contribution to transport improvements Prior to the closure of Westmoreland Road car park, the following mitigation measures will be required: A Parking Migration Strategy, including information about other car parks promotion of alternative means of travel Introduction of a town-wide Variable Message Signage System to provide information on car park space availability Introduction of a Saturday Park & Ride scheme, based on the Christmas Park & Ride operation Better pedestrian links with an improved Bromley South station. Travel Plan Car Club. Contribution to social infrastructure Energy and water efficiency measures Mitigation measures as set out in the Strategic Flood Risk Assessment	Two preferred developers with appropriate schemes. Major risk is a downturn in the market, which results in both parties pulling out of development.	Hotel has been added to the proposed uses to assist viability and delivery of leisure hub.
L. DHSS building, Bromley Christian Centre @ Bromley South	Phase 1 / 2	Bromley Council Developers	Site in private ownership The building was vacated during 2007. The church wishes to expand its facilities.	Contribution to transport improvements Travel Plan Car Club. Contribution to social infrastructure Energy and water efficiency measures Mitigation measures as set out in the Strategic Flood Risk Assessment	Safeguarding line for transport infrastructure splits the site. Viability could be a concern.	Proposed phasing allows time for market conditions to improve and for a suitable scheme to be worked up.

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
M. Queens Garden	Phase 1/2	Bromley Council Capital Shopping Centres	Bromley Council and Capital Shopping Centres working together to deliver improvements to the public realm and limited new frontage food and beverage development.	Landscape improvements	Risk is a down turn in the market conditions preventing Capital Shopping Centres releasing funding and entering into partnership with Council on this project.	Improvements (particularly the most costly elements) could be delayed and put in a later phase of the AAP by which point market conditions will have improved. Alternatively, funding could be secured from elsewhere, for example through public sector sources, section 106 monies, etc.

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
N. Central Library, Churchill Theatre & adjoining area	Phase 2/3	Bromley Council	Bromley Council is working with landowner/developers on Site G to deliver improvements to this identified cultural quarter and associated facilities, along with integration with development of Site G	New town square Improved links between High St and Church House and Library Gardens	The site is linked to the development of Site G.	Were this not to go ahead alternative sources of funding would need to be found.
P. Sainsbury, West St	Phase 2	Bromley Council	The owners are interested in redevelopment of existing store. Design to be in keeping with character of North Village and enhance townscape	Contribution to transport improvements Streetscape improvements Contribution to social infrastructure Energy and water efficiency measures	Timescale dependent on retailer's store development programme.	The AAP is not dependent on this proposal and the timescale may be reviewed in relation to development programme

- 6.4.4. If other sites come forward for development (other than the proposal sites) within the timescale of the AAP, these will be considered in relation to relevant planning policies and the objectives and policies set out in the AAP including the need to contribute s106 benefits where relevant. Consideration will also be given to the cumulative impact of development proposals (taking into account existing commitments and allocations) on the town centre and wider area. Consideration will be given to the scale and nature of the proposed development and the implications of the proposed development for meeting the objectives set out in the AAP.
- 6.4.5. The requirement for infrastructure improvements is a key determinant of phasing. The Council will work with developers in determining the level of infrastructure required to support development proposals.
- 6.4.6. It is considered that the development proposals likely to come forward within Phase 1 can be accommodated without the requirement for major new infrastructure and provision of transport investment. However, it will be necessary to assess the infrastructure requirements associated with development proposals at the planning application stage and to demonstrate that infrastructure requirements can be satisfied before development takes place.
- 6.4.7. Transport improvements will be phased in relation to development and contributions will be sought from developers to implement proposals in the Transport Strategy. Transport improvements will be phased as described below and as summarised in the accompanying phasing diagrams.

- 6.4.8. In Phase One of the AAP, Site K (Westmoreland Road) has the most significant transport effect, in particular on the closure of the existing Council-owned multi-storey car park. Key transport measures in Phase One include:
- Prior to the closure of Westmoreland Road car park, a number of mitigation measures will be required. These will include:
 - A Parking Migration Strategy, which sets out how to manage the loss of car parking for both visitors and workers at Westmoreland Road. Specifically, this is likely to trigger a review of LBB staff parking across the town; more information about other car parks; and promotion of alternative means of travel;
 - Pre-paid letter survey to users of the car park to ascertain what they are likely to do after closure of the car park;
 - Introduction of a town-wide Variable Message Sign (VMS) system to provide information on car park space availability for people driving into the town, with funding from the Site K development. This will enable people who would otherwise have parked at Westmoreland Road to find spaces in other car parks. This will also require a thorough review of town centre car park signing;

- Subject to further investigation, introduction of a Saturday Park & Ride scheme, based on the Christmas Park & Ride operation at Norman Park. This will compensate to some extent for the loss of Saturday shopper parking, bearing in mind the relative lack of spare parking capacity on Saturdays. The car park site is well related to approach routes for people who would naturally use the Westmoreland Road car park. Alternative parking arrangements may need to be found for existing users of Norman Park itself.
- Development at Site A (Bromley North) should include improvements to access and interchange at the station to enhance its operation as a key public transport hub and gateway. Interchange improvements should reflect the needs of both rail/bus and bus/bus interchange movements. Improved pedestrian road crossings, access and wayfinding between the town centre and Bromley North station should also be a priority, coordinated with potential street scene improvements in Bromley North Village.
- Similarly, in support of development at Sites K (Westmoreland Road) and L (DHSS), works should be undertaken at and around Bromley South station to improve wayfinding and accessibility. This is likely to be a forerunner of more comprehensive improvements to this public transport hub at a later stage, in keeping with the station's current and future role a prime gateway to the town centre. Wayfinding proposals here should integrate with similar measures for the wider town centre.
- A town-wide Travel Plan needs to be rolled out as early as possible in Phase One, towards which LBB will also need to commit to its own comprehensive Travel Plan for staff. The town-wide Travel Plan will need to be geared to the needs of both workers and other visitors, to promote access to Bromley by a choice of means and to support delivery of the "Ten in Ten" target. The particular emphasis will be to encourage fewer long stay single-occupancy car journeys – so that more parking spaces can be made available for town centre shoppers and other visitors.
- A series of demonstration projects should be secured and implemented at an early stage. Experience with these demonstration projects should then be taken forward into a series of interventions that lead to step change quality improvements to access to the town by walking, cycling and public transport. These projects should act as examples of initiatives that will then need to roll out increasingly in later stages of the AAP. Examples are likely to include better pedestrian crossings, improved walk and cycle routes and better bus waiting areas and passenger information.
- Changes in traffic patterns are likely as Phase One progresses. It will be necessary to keep traffic signal junction phasing under review to ensure new patterns are properly reflected.
- Phase One should see introduction of a Car Club or clubs, at least in support of Site K. Car Clubs should be progressively introduced in the town centre from Phase One.

- 6.4.9. Phase Two of the AAP sees the greatest amount of new development of any one phase – in particular the first stage of development (residential and initial retail) at Site G (West of High Street).

For this phase of the transport strategy, the emphasis is placed on capacity building, so that the town's overall transport system is prepared to support both existing and future travel needs. Key measures to be implemented at this stage are outlined below.

- Development at Site J and the first phase of Site G will need to be supported by full public transport gateway improvements at Bromley South Station. These will include comprehensive interchange improvements, wayfinding and full accessibility to the station including DDA compliance.
- Station improvements will be also be supported by enhancements to walking and cycling routes and facilities building on the Phase One demonstration projects, as described in 8.10.
- Alongside this a comprehensive programme of bus service improvements, including bus priority, better bus stop facilities and passenger information should be rolled out within the town centre. This will need to be supported by more thorough promotion of public transport services.
- The significant increase in development seen within this phase will also require improved traffic management of the town centre. In particular the existing VMS system will need to be enhanced and critical junction improvements, in particular relating to the first stage of Site G will need to be completed.
- Development at Site P (Sainsburys) will need to be well integrated to the continued street scene improvements in Bromley North Village.
- Investigations should commence to look into Park & Ride based on a permanent site, which would be supported by increased bus priority measures to ensure a fast and reliable service. If feasible, a new Park & Ride operation could be delivered by the end of Phase Two/early Phase Three.
- A full commitment to a high profile town centre wide travel plan and associated Car Club is required in Phase Two in order to encourage mode shift from the private car to more sustainable means of travel. This will need to be supported by a continued commitment from the council. Town centre information points raising awareness of the travel plan and general town centre branding focussed on travel by more sustainable modes will support this.
- It is intended that, by the end of Phase Two, the "Ten in Ten" target – to reduce the proportion of car trips by 10% - will have been achieved.

6.4.10. The key theme for Phase Three is sophisticated network management. The town's supporting transport network will be substantially in place by the beginning of Phase Three and, whilst further development will be taking place, the emphasis will be on better management of the network. Key interventions are summarised below.

- By Phase Three all the bus priority, walking, cycling and traffic management measures will be in place to fully support the development in the town centre.
- The key new intervention for this phase will be Comprehensive Intelligent Transport Systems (ITS) that will need to be in place to manage the town centre network including:
 - VMS information on parking and incidents;
 - Real time public transport information at stops and at key locations in the town centre;
 - A comprehensive Urban Traffic Management and Control (UTMC) system to coordinate traffic signals and provide CCTV monitoring of the performance of the network.
- It is expected that the A21 Widening Scheme will be required in support of Phase Three of the AAP, so will need to be delivered prior to the opening of new retail development in that phase.
- If feasible, a Park & Ride scheme could be introduced in Phase Three on a permanent site.
- A comprehensive town centre wide car club and cycle hire will be in operation, supported by the town centre travel plan.

6.4.11. The Council has ambitious plans to promote an improved public transport system including trams – trains to Bromley South and a more effective use of the existing rail corridor between Bromley North and Grove Park and onwards to the DLR at Lewisham. The delivery of these major public transport initiatives will be beyond the time span of the AAP but LBB will work with TfL and other partners to carry out studies and any advance preparation works.

6.4.12. A preliminary Transport Implementation Programme is provided in Appendix 9. This will be subject to ongoing review and monitoring.



Transport Strategy implementation

Phase 1 – Up To Year 5

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
Site A – Bromley North Station	Around 250 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
Site B – Corner of Tweedy Road/London Road	Potential CPZ issues – control of overspill parking. Low traffic impacts.	Limited interventions required.	Residents not to be issued with on street parking permits.
Site C – Town Hall	Limited traffic impacts. Loss of South Street car park (68 spaces).	Coach pick-up/set-down.	Loss of South Street car park. Disabled parking to be addressed in Parking Migration Strategy.
Site J – Bromley South Station	Minimal impact.	Upgrade Bromley South as public transport interchange. Public transport priority safeguarding.	None.
Site K – Westmoreland Road	Loss of car park during construction. New car park but overall net loss in spaces Development traffic impacts relatively low	Introduction of “Park & Ride” Lite – Sat operation of Xmas P&R scheme – on closure of car park (subject to feasibility). VMS scheme required before construction phase, to direct drivers to other car parks. Parking Migration Strategy required. Contribution to improvements at Bromley South.	Loss of 581 spaces when Westmoreland Road car park is demolished. New car park: 400 public spaces plus residential parking
Site L – DHSS	Some traffic impact.	Contribution to improvements at Bromley South.	No loss of public parking-on site provision
Site M – Queens Gardens	No transport impacts.	No transport interventions required.	None.
North Village	No traffic generation impacts.	Street scene improvement programme.	None.

Table 6.2 Phase 1 Transport Interventions

AAP Phase 1 – Up To Year 5

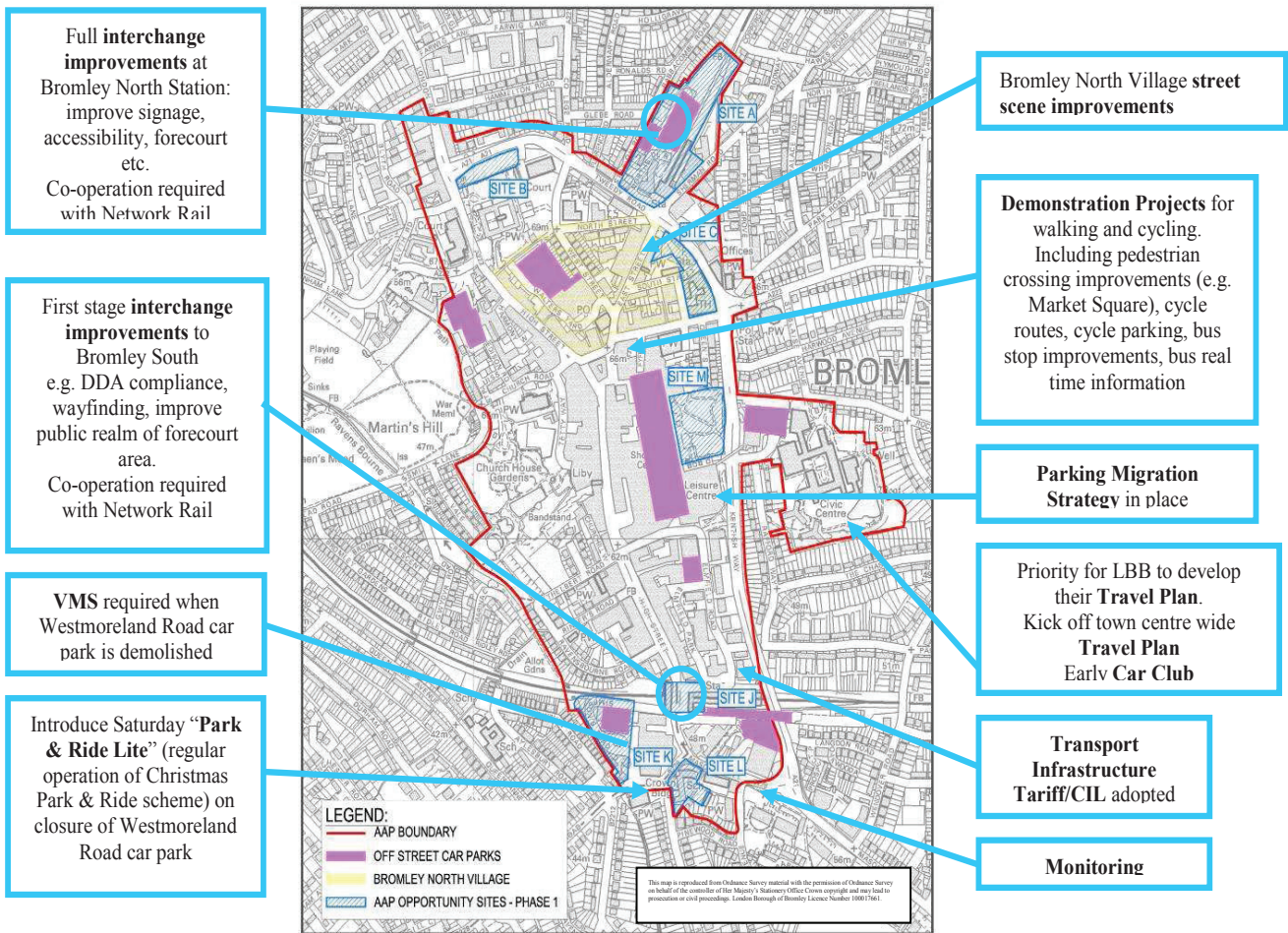
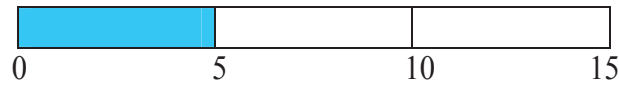


Figure 6.1 Phase 1: Summary of Transport Interventions

Transport Strategy implementation

Phase 2 – Up to Year 10

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
Site A – Bromley North Station	Around 250 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Public transport gateway and interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
Site F – Civic Centre	Relatively low traffic impacts. Proportionate reduction in available parking (LBB staff).	LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.	Available parking unchanged, but shared across larger volume of uses.
Site G (Phase 1)	Significant traffic impacts. 600 residential parking spaces. Pressure on parking overall.	Public transport improvements at Bromley South. Key junction improvements. Delivery & Servicing Plan required. Home deliveries/ consolidation centre? Possible extension of Park & Ride scheme. Provision of Car Club – generally/ publicly available.	Addition of 600 residential spaces (but not publicly available). Need for operational parking for non-residential.
Site L – DHSS (2nd phase)	Some traffic impact.	Public transport improvements at Bromley South.	On site provision
Site N – Churchill Theatre/ Library (1st phase)	No traffic impacts.	No transport interventions required.	None.
Site P – Sainsbury's	Relatively low traffic impacts	Car Club linked to residential. Better integration with wider Bromley North Village.	Replacement retail car parking. Small residential element.

Table 6.3 Phase 2 Transport Interventions

AAP Phase 2 – Up to Year 10

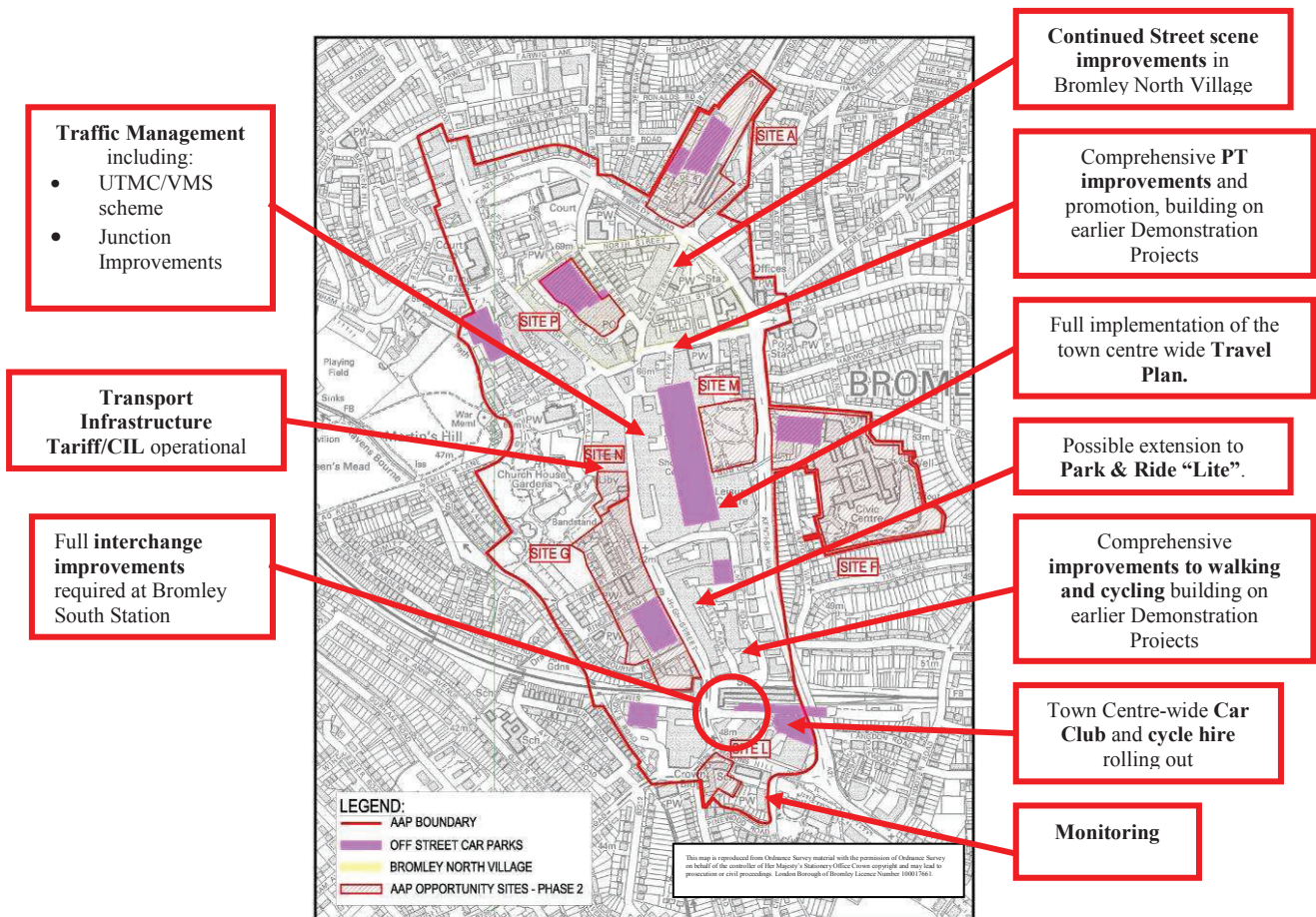


Figure 6.2 Phase 2: Summary of Transport Interventions

Transport Strategy implementation

Phase 3 – Up to Year 15

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
Site E – The Pavilion	Some traffic impact No additional parking at The Glades.	Improved pedestrian access across Kentish Way. Linkages to Site F and Site M. Full Park & Ride scheme, if feasible. A21 Widening.	No additional parking.
Site F – Civic Centre	Relatively low traffic impacts.	LBB Travel Plan interventions required.	Available parking unchanged, but shared across larger volume of uses.
Site G (Phase 2)	Significant traffic impacts. 600 public parking spaces. Pressure on parking overall.	Further junction improvements. Updated Delivery & Servicing Plan required. Home deliveries/ consolidation centre. Full Park & Ride scheme, if feasible. Wider roll-out of Car Club – generally/ publicly available. A21 Widening.	Addition of 600 public spaces. Pressure on overall parking within town centre.

Table 6.4 Phase 3 Transport Interventions

AAP Phase 3 – Up to Year 15

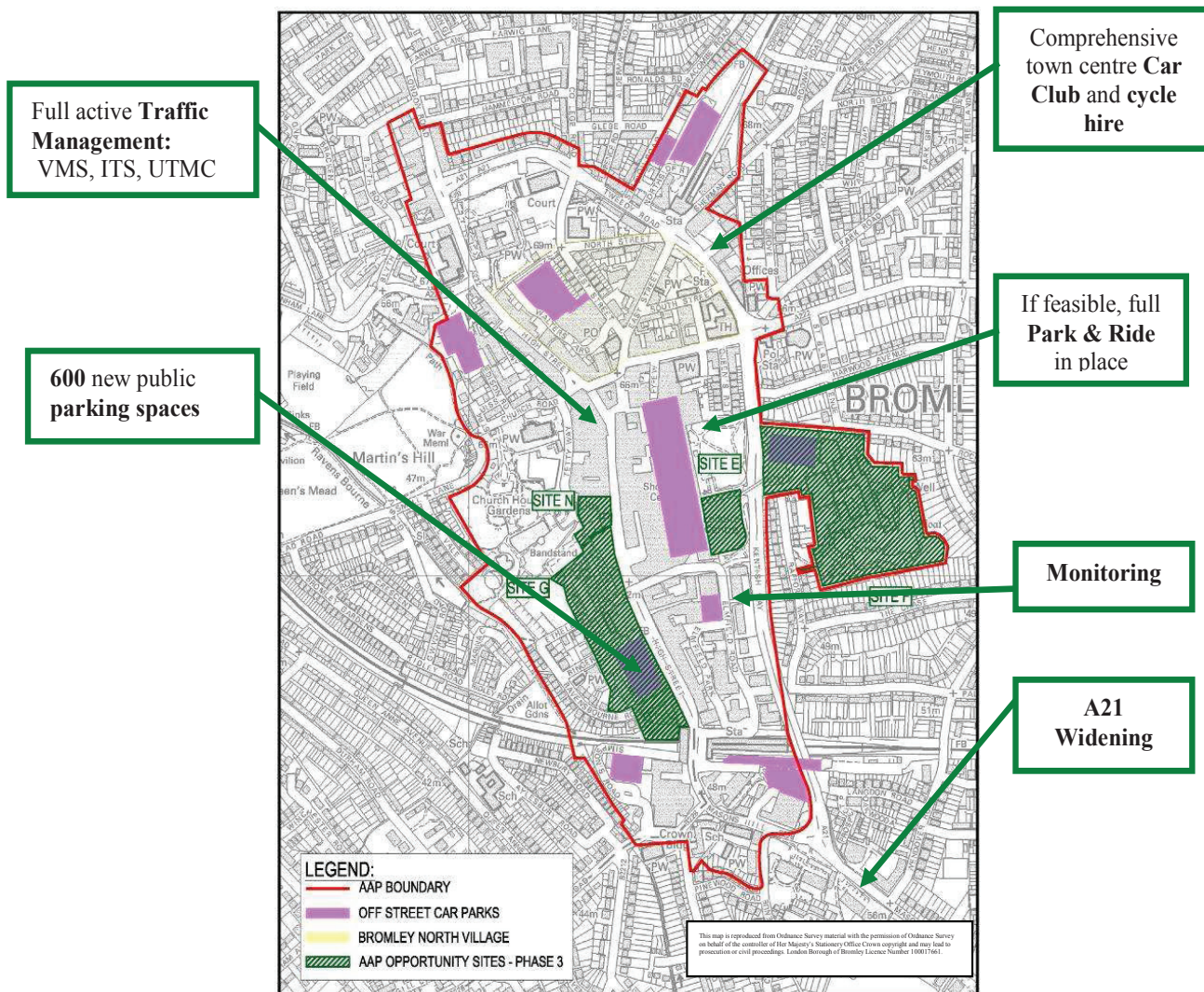


Figure 6.3 Phase 3: Summary of Transport Interventions

6.5. Funding

- 6.5.1. It is likely that development proposals will be largely financed by the private sector. The Council will work with developers and other public agencies to facilitate development of the Opportunity Sites and to secure funding for improvements to transport, public realm, open space and other infrastructure.
- 6.5.2. A key element of delivery is the developer contributions which each individual project will be required to make towards the renewal of the town centre to complement other sources of funding and investment. The Council will apply planning obligations / planning conditions to ensure the development objectives of the Area Action Plan are realised.
- 6.5.3. To ensure that the benefits from Section 106 contributions can be maximised in order to assist the coordinated and comprehensive approach to the improvement of the town centre that the Council is seeking, the Council has established a Town Centre Improvement Initiative. This comprises a capital fund into which the Council has placed relevant Section 106 contributions and additional Council funds. A mechanism is in place for these funds to be allocated to approved town centre initiatives throughout the Borough. Contributing to this fund through s106 will also apply to development proposals coming forward within the town centre on sites not identified as opportunity sites in this AAP.
- 6.5.4. Interim advice on education provision is set out as Appendix 8. This should be used as a guide for further discussion with Bromley Council.
- 6.5.5. Further guidance on obligations will be drawn up by the Council as part of a Borough-wide SPD. This will take into account the Planning Bill which received Royal Assent in November 2008 and includes regulations to empower local councils to apply a Community Infrastructure Levy (CIL) on new developments to support infrastructure delivery. As it is intended that CIL will be a discretionary tool, the Council will determine how it may be used in terms of delivery of

BTC31 Developer Contributions

Residential and commercial developments in the town centre will be required to make an appropriate contribution to affordable housing, environmental improvements, transport, education, health and social/community facilities to be agreed with the Council taking into account other policies in the AAP.

Appropriate Section 106 planning obligations will be sought on all sites. Depending on the type and scale of development proposed and the development principles for each site, such agreements could cover:

- Affordable housing or payments in lieu in exceptional circumstances;
- Wider town centre improvements including improvements to public realm, streetscape and historic environment;
- Improvements to and maintenance of public open spaces including nature conservation and ecological enhancements;
- Public transport improvements;
- Provision and enhancement of pedestrian and cycle routes;

- Contributions to Variable Message Signing (VMS);
- Safety and security measures including policing and CCTV;
- Financial contributions towards health and educational facilities including nursery and other childcare facilities;
- Contribution to employment and training opportunities;
- Contributions towards any off-site parking provision and extension of CPZ;
- Delivery of Travel Plans and associated transport measures such as car clubs
- Town centre management;
- Play facilities;
- Public art;
- Drainage/ flood prevention works;
- Waste management; and
- Any remedial works to ensure an adequate supply of fresh water and sewerage.

(Relevant policies IMP1 of UDP (2006) and 6A.3, 6A.4, 6A.5 & 6A.6 of Consolidated London Plan (2008))

the AAP. This document will form part of a separate consultation exercise including independent examination prior to it being published. This will allow the document to be reviewed and revised at specific intervals to reflect economic circumstances.

- 6.5.6. The Council will collaborate with stakeholders to deliver the relevant funding mechanisms and to keep them under review against the AAP's delivery objectives. Appropriate Section 106 contributions will be required in addition to tariff contributions. As set out in the Affordable Housing SPD, whilst the Council usually operates a nil grant policy on affordable housing planning obligations delivered via Section 106 obligations, it is acknowledged that the use of public subsidy to secure affordable housing on town centre developments may be considered on the basis that this would enable other AAP policy objectives to be achieved. Developers will be required to work in partnership with the Council and preferred Registered Social Landlord development partners in developing proposals for affordable housing provision.

Transport Funding

- 6.5.7. It is anticipated that transport-specific investment will be sought from a number of contributors from both the private and public sector, and from organisations large and small. It is planned to secure funding through the public sector through the normal bid process to Transport for London; investment from Network Rail and the train operating companies for rail

and station improvements; and Bromley Council as the local authority and the owner of some of the developments sites.

- 6.5.8. The Council will seek private sector developers' contributions towards the overall implementation of the strategy through two specific mechanisms:
- Where the need for specific transport interventions arises directly from that development, those measures will be secured and funded through Section 106 agreements; and
 - Where transport interventions are needed by a number of separate developments, contributions will be made into a single funding pot. The mechanism for this will either be through a locally adopted transport scheme tariff or, once the necessary legislation is in place, a Community Infrastructure Levy.
- 6.5.9. The Investment Programme – with an estimated value of some £52.95 million - consists of eight elements. Appendix 8 provides outline indicative budget costs for different transport measures under those headings, including potential funding sources. This includes an identification of how developer funding might need to be split between s106 contributions (around £8.4 million) and a funding stream through a tariff or CIL (around £20 million). The eight elements of the Investment Programme are summarised below.

Annual Programmes

- 6.5.10. Bromley Council invests significant amounts in the transport infrastructure either from its own funds or through funds secured through the bidding process to the Mayor of London and Transport for London.
- 6.5.11. The future programme of works will include bus priority measures, the upgrading and maintenance of the infrastructure including

traffic signals and bus shelters. In order to promote more sustainable forms of transport the provision of new and improved cycle and walking routes will be required. Some of this work will be contained within the Area Action Plan but there is a need to improve the cycling and walking facilities on the radial routes and approaches to the town centre to encourage residents within this catchment area to use sustainable modes.

Variable Message Signs and Traffic Information

- 6.5.12. A fundamental part of transport strategy is to promote choice for all visitors to the town centre. The promotion of choice will be enhanced by the provision of variable message signs and traffic information systems on the public highway to provide information for motorists. It is proposed that these systems are funded by developers and owners of existing car parks, along with Bromley Council and TfL as the Highway Authorities.



Policy BTC32 Public Realm Improvements

Developers and landowners will need to develop a public realm management framework to be agreed with the local authority to ensure adequate access to and maintenance of new spaces created as part of any new development.

(Relevant policies G8 of UDP (2006) and 3D.11, 3D.13, 3D.14 & 6A.2 of Consolidated London Plan (2008))

- 6.5.13. Passenger information at train stations and bus stops will be improved to provide timely and reliable information for travellers. It is anticipated that these works will be funded by the rail and bus operators. In addition it is planned that public transport information will prominently displayed in all major shopping developments to promote public transport. These works will be funded by the developers.

Public Realm and Environmental Improvements

- 6.5.14. A major element of the AAP is to improve the quality of the public realm and to enhance the appearance of the urban landscape in the town centre. The Council as the highway and traffic authority will bring forward schemes to improve the public realm in Bromley North village. Other improvements to public realm including the creation of new public squares will come forward in association with development proposals.
- 6.5.15. Improvements to the forecourts of Bromley North and South railway stations will be a requirement of the development of these sites.

Improvements to public car parking and the provision of public car parking on and off street

- 6.5.16. The existing multi-storey car parks will be upgraded by the owners over the life of the plan. The provision of new public parking places within new developments will be designed to a higher standard to enhance the experience to meet the growing expectation of the customer.
- 6.5.17. Changes to on street parking controls within the existing controlled parking zone will have to be introduced through the life of the plan to adjust and manage the parking stock available on street. It is anticipated that the CPZ will have to be extended with the introduction of new controls to restrict the opportunity of residents in new residential development to park on street. It is planned that the developers of these sites will contribute to the introduction of these new restrictions.

Rail & Bus Improvements funded by partners

- 6.5.18. The train operating companies and the bus companies are essential partners in improving access to the town centre. Bromley town centre already is one of the most accessible locations by public transport. The Council continues to work with partners to improve the frequency and quality of the journey by public transport.

Promotional Programmes, Travel Plans and Delivery & Servicing Plans

- 6.5.19. A key element of the Transport Strategy are our plans to work with all local businesses and residents in the AAP area to promote and develop sustainable travel options to single occupancy car use. It is anticipated that these plans will be developed and implemented throughout the life of the AAP.
- 6.5.20. Developers will be expected to implement supporting measures from their own travel plans, as well as participating in the town-wide travel plan. Similarly, they will be expected to bring forward Delivery & Servicing Plans in respect of their logistics needs.

Car Clubs

- 6.5.21. Car clubs will be an essential element of all the residential developments in the town centre. It is anticipated that car clubs will be set up and funded by the developers.

Major Projects and investment in highway network

- 6.5.22. **Capacity Building:** In order to accommodate all the development proposed over the lifetime of the plan there will be a need to build new capacity on the highway to cope with the demands for access to the town centre.
- 6.5.23. **Major Projects:** The A21 Widening Scheme needs to be developed up in good time to cope with the pressures that will arise from the developments in Phase 3. A Park & Ride scheme, based on a permanent site will be investigated fully and, subject to a deliverable scheme being possible, would also be appropriate in support of the transport strategy for the town. Work will need to start in the planning, design and the application of statutory powers so that start of work on these schemes does not delay commencement of construction of the developments.

Tram and Public Transport Corridor Improvements

- 6.5.24. The proposed extension of the tram system from Beckenham Junction to Bromley South and onto Bromley North and the separate investigation of improvements of the link from Bromley North through to Grove Park and beyond will be constructed at or around the end of the plan period because of the planning and statutory processes that are required for the development and implementation of such schemes in this country. Preliminary work and further studies will need to be undertaken to develop the business case for these works.
- 6.5.25. Many of the proposals in the AAP will be delivered through partnership with private developers. The open space and public realm created or enhanced as part of these developments will need to be made accessible to the public to ensure the full benefits are felt. This will require agreements between Bromley Council and developers/landowners to ensure access is provided where appropriate and in line with any safety requirements.



6.6. Planning Application Requirements

- 6.6.1. The AAP provides the strategic framework for development within Bromley Town Centre. It proposes a series of major developments, which will require significant further technical work to ensure development coming forward, is appropriate for these and other sites in the town centre not specifically identified in this AAP.
- 6.6.2. Applicants will be required to provide a number of documents to help ensure that proposals deliver the maximum benefit for the town centre and wider area, whilst mitigating against significant adverse impacts.
- 6.6.3. The Council will work with developers in preparing masterplans and will provide further guidance to ensure a high quality design of new development which will assist in delivery of the overall vision for the town centre. As part of its on-going drive towards the improvement and renewal of the town centre, Bromley Council will undertake to produce a number of documents to further support and guide development in the area.
- 6.6.4. To assist the detailed implementation of this plan, the Council shall prepare
- Planning guidance for major sites
 - A Town Centre Energy Strategy
 - Guidance on Section 106/CIL/ Transport Tariff contributions

Policy BTC33 – Planning Applications

The following documents will need to be considered and an approach agreed with the Council at or before the planning application stage for all development in the town centre. They address site wide issues that require further detailed work to ensure comprehensive development:

- Masterplan
- Design codes
- Landscape and open space strategy
- Energy strategy
- Flood risk assessment and drainage strategy
- Pollution prevention measures for development located within Groundwater Protection Zones
- Community facilities strategy
- Phasing and delivery strategy
- Fire Safety Statement
- A Transport Assessment taking account of TfL Transport Assessment Best Practice and potential impacts on the strategic road network
- Undertake to produce, monitor and maintain a Travel Plan in line with appropriate TfL guidance and coordinated with the town-centre wide Travel Plan.

(Relevant policies BE1, G8 and IMP1 of UDP (2006) and 3C.1, 3D.1, 3D.12, 4A.4, 4B.1, 4B.5 6A.8 of the Consolidated London Plan (2008))

Policy BTC34- Town Centre Management

The Council will seek to build on town centre management initiatives to help enhance the vitality and viability of all the town centres, to assist them in remaining competitive, and to give confidence to investors and retailers.

Relevant policies 3D.1 of Consolidated London Plan (2008)

6.7. Town Centre Management

- 6.7.1. A well managed town is crucial and town centre management co-ordinates a wide range of services and activities that are vital to improving the visitor's perception of the town. Working in partnership with local business and key stakeholders forms part of the Council's approach towards town centre initiatives and although Town Centre Management work is outside the scope of the planning system it is important within the wider remit of the Council.
- 7.1.1. The AAP will be subject to monitoring and review against its key objectives. Targets will be updated as part of the review process. The delivery of necessary infrastructure to support new development will be kept under review.





7.0

Monitoring Mechanisms

No	AAP Objective	Indicators	Targets (where defined)
1	Promoting economic growth and local employment opportunities-creating a prosperous economy and improving employment opportunities for benefit of Borough and London as a whole;	New employment space	Business and employment related permissions and completions
		Business confidence in the AAP area (as measured by regular survey)	Increased business confidence
		Business start ups/ registration	Increase in number of business start ups
		Types and numbers of jobs created	Increase in number and type of jobs
2	Extending the range, quality and accessibility of facilities and services- creating a vibrant, thriving town centre;	Leisure related permissions and completions	Around 4000 sq m (gross) additional leisure floorspace
		Number of people using the town centre (Pedestrian footfall counts)	Increase in number of people using town centre
		Public perception of Town Centre (assessed by regular surveys including evening ambience)	Improved public perception of town centre
		Number of new/improved health facilities	Increased number of new/improved facilities
		New community services and facilities	Increased number of new/improved facilities
		Annual crime rates and reports of anti-social behaviour	Fall in crime rates/ anti-social behaviour
		Number of people who believe Bromley is a safe place	80% (2009-10) Bromley Performance Plan 2007

No	AAP Objective	Indicators	Targets (where defined)
		Bromley Town Centre Footfall	140,000 (2009-10) Bromley Performance Plan 2007
3	Extending the capacity, range and quality of the shopping opportunity- providing for the needs of all residents and creating a more competitive town centre;	Retail related permissions and completions	42,000 gross additional retail floorspace approved by 2024
		Percentage of vacant units in Primary Shopping Area	2% (2009-10) Bromley Performance Plan 2007
4	Providing residential capacity within the town centre whilst accommodating future growth of town centre functions- ensuring housing meets local needs including ensuring supply of affordable housing;	Net additional residential dwellings	Around 1800 by 2024
		Number of affordable housing completions	Around 550 by 2024
5	Enhancing the character and heritage of the town centre- ensuring that new development adds to its distinctiveness		Improvements to appearance of town centre and heritage buildings
6	Promoting high quality design and townscape improvements- enhancing the quality and character of the town centre	Number of public realm improvement or building improvement schemes started each year	Improved quality of design of new development and public spaces
		Percentage of people very/ fairly satisfied with parks and open spaces	78% (2009-10) Bromley Performance Plan 2007
7	Promoting sustainable development, minimising impacts on the environment and ensuring Bromley is an attractive place to live, work, visit and invest	Percentage of new approvals for development incorporating energy efficient designs/ layouts appropriate to size and intended use.	All developments to incorporate sustainable construction methods and renewable energy targets
		Air quality	Improved air quality
		Contribution to enhancement of biodiversity	Enhanced biodiversity
		Carbon emissions	Reduced carbon emissions in line with policy

No	AAP Objective	Indicators	Targets (where defined)
		Achievement of Code for Sustainable Homes and relevant BREEAM versions	All new residential development to satisfy required Code for Sustainable Homes
8	Improving accessibility and travel choice, encouraging use of more sustainable forms of transport and providing supporting promotion and information.	Visitor frequency/length of stay	Increased visitor frequency/length of stay
		Reduce traffic growth	<p>Reduce the proportion of car use by 10% over ten years ("ten in ten"), i.e. by the end of AAP Phase Two;</p> <p>To manage the level of traffic, so that the following traffic targets are not exceeded (compared with 2001 levels):</p> <p>-1% up to 2011 (which is the Mayor of London's Transport Strategy target)</p> <p>0% up to the end of AAP Phase Two</p> <p>+3% up to the end of AAP Phase Three</p> <p>Delivery and Servicing Plan and Codes of Construction Practice to be approved for all new major developments prior to implementation;</p> <p>A Parking Plan for implementation to be approved within 3 years.</p> <p>A Town Centre wide Travel Plan to be implemented within 3 years and associated plans for new developments to be in place upon occupation</p>
		Improving access to Bromley South Station:	Target: Network Rail to complete refurbishment including external and general improvements to station building, concourse, booking hall and accessibility arrangements by December 2010