Bromley Town Centre Area Action Plan
Providing travel and traffic options to allow development

Gareth Alun Davies
Director Business Development  Creative Parking Solutions Plc
Metropolitan Shopping Centres

Making a difference to the quality of life for the people of Bromley
Making a difference to the quality of life for the people of Bromley
Not a typical London Borough
A quick tour
Making a difference to the quality of life for the people of Bromley
### Facts & Figures

<table>
<thead>
<tr>
<th></th>
<th>UK</th>
<th>London</th>
<th>Bromley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income per household</td>
<td>€42,000</td>
<td>€50,000</td>
<td>€53,000</td>
</tr>
<tr>
<td>% Unemployed</td>
<td>5.0%</td>
<td>6.5%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Cars per household:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No car</td>
<td>27%</td>
<td>37%</td>
<td>23%</td>
</tr>
<tr>
<td>1 car</td>
<td>44%</td>
<td>43%</td>
<td>46%</td>
</tr>
<tr>
<td>2+ cars</td>
<td>29%</td>
<td>19%</td>
<td>31%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Travel to work</th>
<th>UK</th>
<th>London</th>
<th>Bromley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>65%</td>
<td>37%</td>
<td>46%</td>
</tr>
<tr>
<td>Rail</td>
<td>5%</td>
<td>30%</td>
<td>28%</td>
</tr>
<tr>
<td>Walk</td>
<td>10%</td>
<td>8%</td>
<td>6%</td>
</tr>
<tr>
<td>Cycle</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td>Bus</td>
<td>6%</td>
<td>11%</td>
<td>7%</td>
</tr>
</tbody>
</table>
Urban

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Suburban

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The Green Belt

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Bromley Town Centre
2006
Business District

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Bromley North Village

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Public Spaces

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A21- Road Network

Creative Parking Solutions Plc

[Map of A21 Road Network with images of congested road and greenery]

[Images: Traffic congestion, road with greenery]
Town Centre Parking

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The Area Action Plan
Opportunity Sites

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Site K – Westmorland Road

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Traffic Model
Conclusions of analysis

• Key decision on priority sites
• Key decision on scale of development mix
• Cap on total parking stock
• New parking strategy & extend CPZ
• Mixed approach to mitigation strategy
• Traffic reduction target with triggers
• Mobility management plan
Mitigation 2006+
Promoting Alternatives to Car

2006

• Mobility Management
• Traffic reduction plan
• Town Wide Travel Plans
• Car Clubs
• Cycling & walking

2011

walk to work
it will take
years off you

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Improve Public Transport
Parking and access strategy

• Political sensitivity
• Not anti-car but pro-choice
• Cap on total number of parking spaces
• Good parking vs bad parking
• Priority to wealth generation
• Priority to existing residents
• But provide alternatives
Off-Street - Public

- Managing the existing parking stock
- Creating new car parks
- Reallocating spaces and locations
- Improved standards
- More sophisticated tariff controls
- ANPR-Phone & Pay
Off Street-Private

- Limit on residential parking
- Mixed developments
- Mobility management
- Car clubs
- Restrictions on-street parking
On-Street

- Bromley town centre - suburbs
- Existing CPZ - zones too large
- Internal commuting
- Extend CPZ but smaller zones
- Restrict resident’s parking
- New over-night restrictions
Migration strategy

- Close car park for development
- Must support local economy
- Utilize existing stock
- Good parking vs bad parking
- Travel planning
- Park & Ride
- Monitoring
The Vision 2006 - 2021

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Any Questions?

Gareth Alun Davies  
**Director Business Development**  
Creative Parking Solutions Plc  

✉️ 33/35 Daws Lane  
London  NW7 4SD

📞 +44 (0) 789 020 3384

✉️ gareth.davies @ creativecarpark.co.uk

📖 www.creativecarpark.co.uk

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Former Assistant Director (Transportation Planning)  
London Borough of Bromley

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