

Parking Survey Report and Analysis, Options and Parking Management Plan

for the current operational site at:

**Orpington Bus Garage
Farnborough Hill
Green Street Green**

[London Borough of Bromley]

July 2013

Re: Engineering Consultancy Limited

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July 2013 – v6 – Parking survey report and analysis and parking management plan

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1.0 EXECUTIVE SUMMARY

1.1 In line with officers requests and a planning condition additional work has been undertaken by 'Go-Ahead' to assess the impact and provision of parking associated with their operations at the Orpington Bus Garage at Green Street Green.

1.2 It has been found that parking associated with the arrival of early morning shift drivers may still persist on some sections of public highway to a lesser degree.

1.3 This report presents the survey results and analysis and based on these findings proposes a management plan to be administered by 'Go-Ahead' to attempt to minimise the impact of any parking associated which may be associated with their driver's personal commuter parking arrangements.

1.4 It should be stressed that 'Go Ahead' have already sought to minimise the impact of off-site parking by reconfiguring their internal site and the formal parking layout to accommodate a further 36 vehicles. This has been achieved by expanding the boundary of the parking areas to incorporate land once occupied by vacant and dilapidated cottages to provide additional on-site parking. No new vehicular access has been created to enable access to this site; access and egress has been achieved via existing access points.

1.5 The proposed management plan would be operated by 'Go Ahead' and would in our opinion provide the best opportunity to minimise the potential impact of on-street parking demand which may be created by drivers starting the early morning shifts. This had in the past been expressed by the local authority as the period which needed to be addressed. 'Go Ahead' have been asked by Highway Officers to extend the management plan over the whole of their operational working period and have agreed to this.

1.6 It is noted that the parking habits of individual drivers are difficult to manage and control and that 'Go Ahead' can only offer the opportunity to park on-site with the minimum level of control or restriction. Some drivers may still opt to continue to park their own vehicles outside the site on unrestricted public roads for personal reasons and this is beyond the control of 'Go Ahead'.

1.7 It is noted that a site meeting was held between 'Go Ahead' and local Councillors and officer on 8th March 2013, where a number of agreements were made and assurances given.

1.8 The notes of this meeting were summarised in an email from Kevin Carey, Operations Director At Go Ahead to Councillor Colin Smith, and Councillor's Richard Scoates and Julian Grainger. The email was also sent to Paul Nevard and Melissa Cazatto.

1.9 The details of the email are set out later in this report.

2.0 REVIEW SURVEY OF EXISTING ON-STREET PARKING DEMAND

2.1 This report prepared on behalf of 'Go Ahead' seeks to investigate parking demand in a number of streets near to Farnborough/Orpington Bus Garage in the London Borough of Bromley. The survey has been undertaken to ascertain the number of vehicles which may be parked by drivers from the nearby bus garage.

2.2 'Go Ahead' originally commissioned Re:Engineering Consultancy Limited to undertake a survey at a number of streets within the Beechwood Estate, Orpington; to investigate the use of those streets in relation to the possible parking vehicles belonging to early morning shift staff working at the bus garage.

2.3 A previous study carried out by Cannon Consulting Engineers has been supplied to Re:Engineering Consultancy Limited. This study had previously been used to evaluate the potential parking demand in nearby streets prior to the additional 30 Space car park being constructed for the use of the Bus Station's early shift staff.

2.4 The previous study by Cannon Consulting Engineers contained details of their parking surveys which were carried out on a Tuesday/Wednesday and a Saturday/Sunday.

2.5 The streets surveyed by Cannon Consulting Engineers were,

- Cleave Avenue
- Cocksett Avenue
- Ramus Wood Avenue

2.6 The original Cannon Consulting Engineers' surveys were carried out on Saturday 13th/Sunday 14th and also on Tuesday 16th/Wednesday 17th, February 2010 in Cleave Avenue, Cocksett Avenue and Ramus Wood Avenue, Farnborough, Orpington.

2.7 To evaluate any possible changes in on-street parking demand on the three Avenues, follow up surveys were carried out on a Saturday and a normal working weekday [Wednesday] in November 2012.

2.8 In our opinion the original surveys were considered and presented with data based on a very subjective view as to whether the parked vehicle possibly belonged to an employee at the bus garage or not. In part this was based on such "evidence" as whether there the presence of a high visibility jacket in the vehicle.

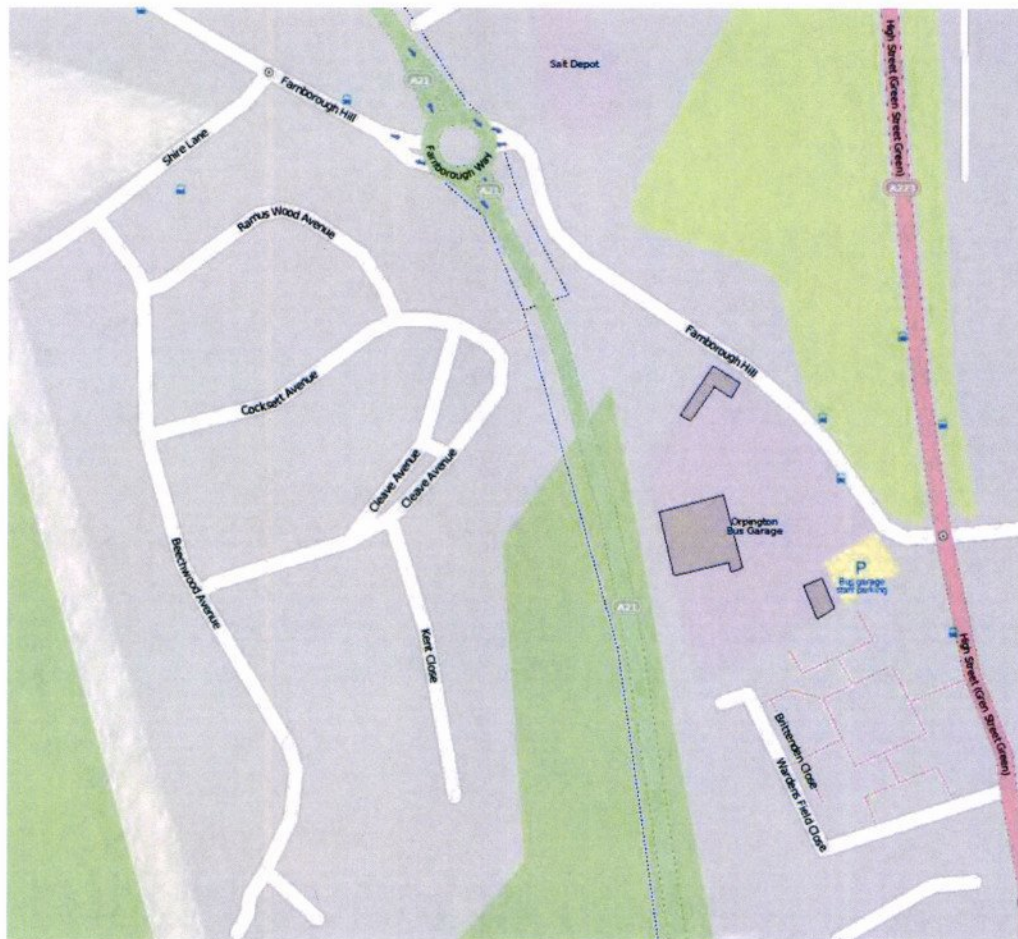
2.9 In addition, the Cannon Consulting Engineers' survey assumed that all vehicles parked for periods between 7 and 11 hours would automatically belong to bus garage employees. An example in adopting some unproven arbitrary assumptions result in conclusions such as, if 16 people were seen to leave the depot heading towards the roads surveyed, and the number of parked vehicles" decreased by 17 then the Cannons' report " reasonably attributed" these car movements to employees from the bus garage. We do not consider that this is a sound basis for the assumption to be made

2.10 In our opinion, this approach could clearly be open to challenge, so for the follow up surveys that were undertaken in November 2012, a simple count of vehicles parked on-street was taken over the two days of the survey, and compared with the same data for the original surveys.

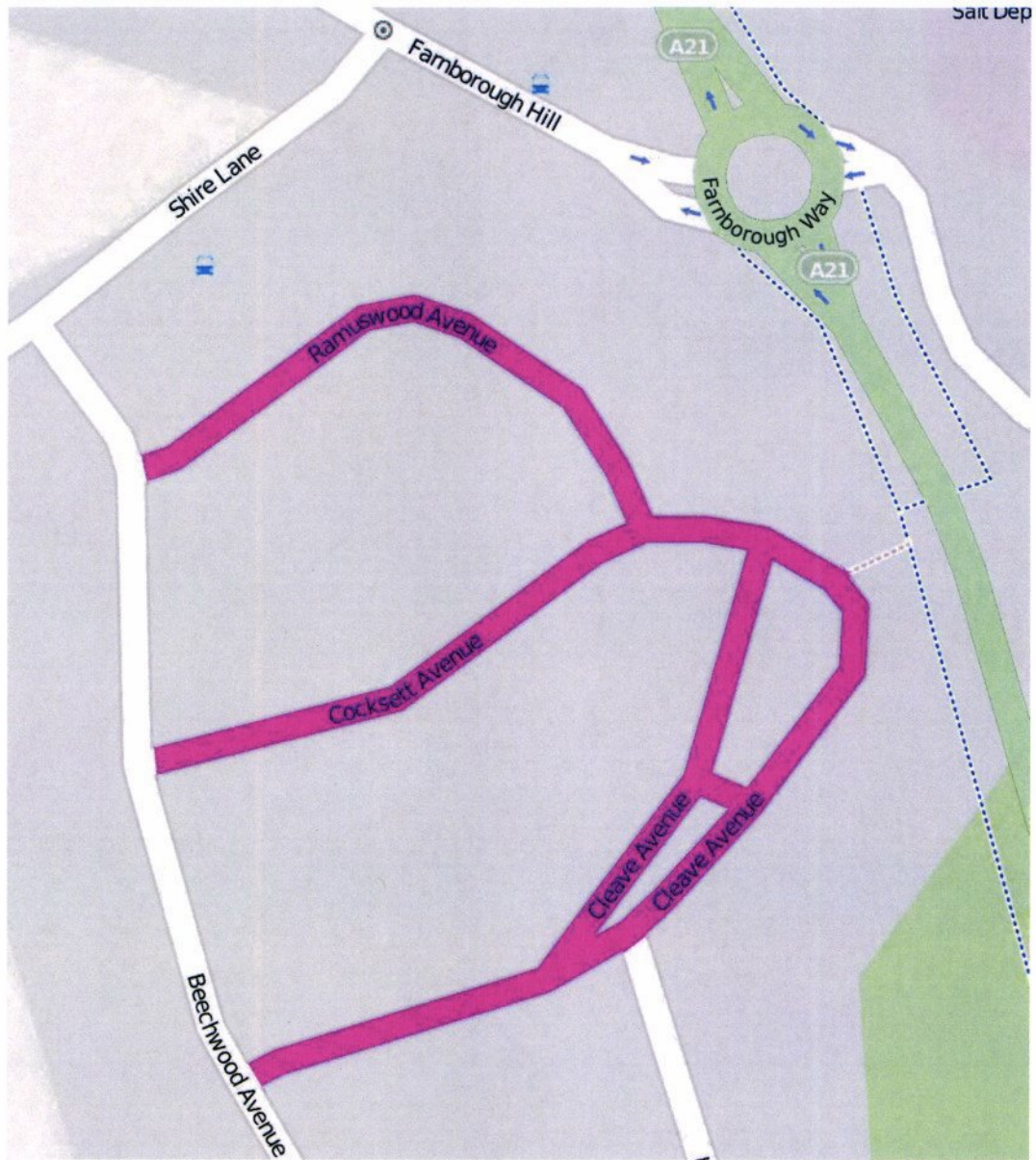
2.11 The Cannon surveys detail the parking over each 24 hour period with counts taken each half hour. Analysis of their data indicated that a survey of parking for each hour should prove to be sufficient for comparison. The

analysis also showed that between the hours of 9.00pm and 5.00am the parking attributed to bus garage staff was at its lowest. Accordingly, the follow up surveys were undertaken between the hours of 5.00am to 9.00pm.

2.12 Plans showing the location of the roads surveys and their position in relation to the bus garage site are shown below.



A plan of the area showing the Beechwood Estate relative to the location of the Orpington Bus Garage



Plan showing the three Avenues surveyed within the Beechwood Estate

2.13 The survey results for the follow up surveys which were undertaken in November 2012 are set out below for both the Cannon's surveys and the re-surveys undertaken by Re:Engineering Consultancy Limited in November 2012.

1. Tuesday / Wednesday survey

A. Summary of the Cannon survey data [Below]

Zone	1	2	3	4	5	6	Total
5	9	7	16	10	15	10	67
6	8	4	16	11	15	12	66
7	8	9	11	13	14	18	73
8	5	8	10	11	14	19	67
9	7	7	12	10	19	20	75
10	8	7	13	10	21	21	80
11	10	7	13	11	19	20	80
12	11	7	13	10	18	20	79
13	12	9	14	13	20	18	86
14	9	9	10	16	18	16	78
15	9	11	9	15	20	18	82
16	10	12	12	14	20	22	90
17	8	12	12	15	15	19	81
18	9	12	14	14	16	16	81
19	11	13	14	14	16	14	82
20	10	12	15	13	17	14	81
21	11	8	15	10	15	12	71

B. Summary of the Re:Engineering survey data [Below]

Hour	COCKSETT AVE	CLEAVE AVE	RAMUS WOOD AVE	Total
5	12	33	17	62
6	11	45	17	73
7	9	57	16	82
8	9	53	12	74
9	8	53	10	71
10	6	55	10	71
11	8	56	14	78
12	7	58	14	79
13	7	60	16	83
14	10	61	20	91
15	11	60	20	91
16	10	62	21	93
17	11	61	22	94
18	10	55	25	90
19	9	59	21	89
20	11	51	17	79
21	11	47	16	74

Hour	Cannon survey	Re: Engineering survey	Increase /Reduction at Re:Eng survey	Cumulative
5	67	62	-5	-5
6	66	73	+7	+2
7	73	82	+9	+11
8	67	74	+7	+18
9	75	71	-4	+14
10	80	71	-9	+5
11	80	78	-2	+3
12	79	79	0	+3
13	86	83	-3	0
14	78	91	+13	+13
15	82	91	+9	+22
16	90	93	+3	+25
17	81	94	+13	+38
18	81	90	+9	+47
19	82	89	+7	+54
20	81	79	-2	+52
21	71	74	+3	+55

2.14 As can be seen from above the cumulative summation of the number of reductions/increases gives a total figure of +55. However, there is no certainty that this level of parking is directly attributable to drivers from the 'Go Ahead' site and we can confirm that the hourly increases in numbers of vehicles parked on-street during the PM surveys do not appear to tally directly with changes in shifts at the garage.

2. Saturday / Sunday Survey

A. Summary of the Cannon survey data [Below]

Zone	1	2	3	4	5	6	Total
Hour							
5	6	9	11	10	11	3	50
6	10	10	13	9	13	8	63
7	9	8	13	8	14	9	61
8	9	11	14	10	14	14	72
9	7	12	16	10	14	20	79
10	6	11	16	10	14	20	77
11	8	11	16	11	15	21	82
12	9	10	15	13	16	19	82
13	10	12	15	11	15	16	79
14	8	11	16	12	17	15	79
15	7	11	16	13	19	14	80
16	9	12	16	14	20	17	88
17	9	11	16	15	20	18	89
18	8	12	16	15	20	16	87
19	11	12	14	16	20	15	88
20	7	9	15	16	18	14	79
21	7	10	14	15	18	15	79

B. Summary of the Re:Engineering survey data [Below}

Hour	COCKETT AVE	CLEAVE AVE	RAMUS WOOD AVE	Total
5	11	32	17	60
6	11	34	16	61
7	11	41	17	69
8	11	42	18	71
9	10	46	19	75
10	9	47	19	75
11	9	54	20	83
12	8	48	18	74
13	10	49	21	80
14	9	47	21	77
15	8	45	22	75
16	7	47	23	77
17	7	56	24	87
18	9	58	24	91
19	8	54	22	84
20	8	53	20	81
21	7	48	20	75

Hour	Cannon survey	Re: Engineering survey	Reduction at Re:Eng survey	Cumulative
5	50	60	+10	+10
6	63	61	-2	+8
7	61	69	+8	+16
8	72	71	-1	+15
9	79	75	-4	+11
10	77	75	-2	+9
11	82	83	+1	+10
12	82	74	-8	+2
13	79	80	+1	+3
14	79	77	-2	+1
15	80	75	-5	-4
16	88	77	-11	-15
17	89	87	-2	-17
18	87	91	+4	-13
19	88	84	-4	-17
20	79	81	+2	-15
21	79	75	-4	-19

2.15 As can be seen from above the cumulative summation of the number of reductions/increases gives a reduced total figure of -19.

2.16 The provision of the new car park area within Orpington Bus Garage since the original Cannon's surveys were undertaken has allowed an additional 30 vehicles to be accommodated within the site's curtilage. The original parking layout within the main part of the site has also been amended since the original Cannon's surveys so as to provide parking space for a further 6 additional vehicles. Therefore, in total, a further 36 spaces have been introduced since Cannon's undertook their survey.

2.17 A survey of the occupancy of this new car park, which has been recently constructed for early shift staff at the bus garage, was undertaken by Re:Engineering Consultancy Limited at the same time as the survey of the Beechwood Estate.

2.18. The survey results for this new off-street parking area are set out below.

Wednesday

Hour	Number of vehicles in car park
5	20
6	29
7	29
8	28
9	28
10	28
11	26
12	26
13	27
14	20
15	25
16	30
17	30
18	30
19	31
20	31
21	31

Saturday

Hour	Number of vehicles in car park
5	21
6	27
7	29
8	30
9	30
10	31
11	27
12	27
13	28
14	23
15	25
16	23
17	23
18	25
19	30
20	30
21	30

Note: It was observed that at times there was a vehicle "Double parked" in a section of the car park which would normally be reserved for vehicle circulation. This is a rare occurrence and if this situation occurs prior to other areas within the garage site becoming free for parking, drivers are required to leave their car keys with reception staff and the vehicle can be parked in a formal parking space at a later time.

2.19 Photographs attached below show the parking layout of this area as observed during the Saturday survey.

Cleave Avenue











Cocksett Avenue



Ramus Wood Avenue





Orpington Bus Garage parking area



2.20 The aerial photograph above shows the layout of the 30 spaces provided within the new car park.



Photograph of the car park taken during the Saturday survey.

3.0 CONCLUSIONS OF REVIEW SURVEY

3.1 It would appear that there has been some small reduction in the local area as regards the overall parking associated with the bus garage early morning shift staff arriving on Saturdays, however, it would appear that during the weekdays surveys more drivers still appear to be exercising their personal choice and opting to park some distance from the bus garage, despite the operators of the garage providing an adequate level of off-street car parking. This cannot be identified categorically as resulting from vehicle parking associated with drivers from the bus garage, but on a purely empirical level an increase in on-street parking has been recorded during the week-day surveys. However, this increase has been recorded over the whole day and seems unlikely to be wholly attributable to the early morning shift drivers arriving.

3.2 It is clear that whilst some on-street parking still occurs in the area which may be attributable [or not] to early morning shift drivers arriving for work, the operator has sought to minimise the impact by maximising the level of off-street parking which can already be made available within the curtilage of the main site and has supplemented this with additional parking space on the newly converted annex to the main site, so as to cater for the potential demand associated with the early morning shift drivers.

3.3 It must be recognised that the parking which is suggested to be associated with early morning shift drivers is believed to occur on public highways which are unrestricted in terms of parking controls. Essentially there are currently no sanctions which can be applied to deter any driver from parking in this area and all parking we observed to be taking place was legal and not causing any obstruction to the free flow of traffic or creating a safety hazard.

3.4 In particular there would be no restrictions or sanctions which the operator could provide or implement which would force drivers to park within their site or to not park on-street. The only option is to provide incentives to park within the site and we would consider that in providing an appropriate level of secure, managed off-street parking that should be an adequate incentive and sufficient to reduce the incidence of on-street parking by early morning shift drivers to a minimum.

3.5 The operator of the bus garage site has provided a level of parking which we would consider to be appropriate and suitably managed to cater for the potential needs of the site's workforce, in particular the additional spaces which have been provided to address the previous concerns as regards possible overspill parking associated with the arrival of the early morning shift drivers. This level of off-street parking provision has been discussed previously with Council officers and we believe had been accepted to be an appropriate level of provision.

4.0 OPTIONS RESULTING FROM SURVEY

4.1 We consider that the operator has moved significantly to address the problems previously identified as regards overspill parking on public roads seemingly caused by the arrival of early morning shift drivers.

4.2 The provision of an additional 36 parking spaces within the curtilage of the whole site is more than sufficient to meet the likely demand. The area which has been created to provide 30 of those spaces is currently used as the first area to be made available for parking and is almost exclusively reserved for use by the early morning shift drivers on their arrival.

4.3 No buses are parked in this area at any time and so it is freely available from the sites opening time. Other spaces are released for car parking use as buses leave the site.

4.4 Given that the operator has no control over drivers who wish to exercise personal choice and their ability to park their own privately owned vehicle on unrestricted or uncontrolled sections of public highway, they have agreed to seek to put in place a management plan for the off-street parking areas which are within their control in order to encourage greater use by those drivers who may still be parking outside of the garage site on public highway.

4.5 To this end a management plan is proposed for the operation of the Orpington bus garage site by 'Go Ahead'. This is set out below.

5.0 PROPOSED MANAGEMENT PLAN FOR GO-AHEAD ORPINGTON BUS STATION SITE

5.1 The results of the surveys have been discussed in detail with 'Go Ahead', the operators of the bus garage, and their planning consultant.

5.2 'Go Ahead' have agreed to implement a car parking management plan on the site to seek to reduce further any potential private car parking which is occurring outside the site, on public highways in the local area by their drivers arriving for work.

5.3 'Go Ahead' have stated that they wish to be a good neighbour operation, but stress that they have no sanction over drivers who wish to use their own vehicles to arrive for work and park outside the site on unrestricted public highways.

5.4 In adopting a management plan and seeking to accommodate additional parking on the site and encouraging parking to be made on-site, 'Go Ahead' are attempting to use all of their best endeavours to reduce any potential on-street parking impact.

5.5 It has been accepted that the surveys indicate that there may be some non-residential on-street parking which still appears to be taking place on the public highway within the estate area; it is also recognised that it cannot be categorically determined that it is all or partly related to potential parking demand created by 'Go Ahead's' early morning shift bus drivers. At the request of the Council's highway officers 'Go Ahead' have agreed to extend the operation of the proposed Management Plan over the whole of their operational working day.

5.6 As the operator of the garage site 'Go Ahead' have sought and have agreed that they will continue to seek to use their best endeavours to accommodate all the potential parking which may be associated with all of

the drivers associated with their operations at this site. Re:Engineering Consultancy Limited can confirm that we are satisfied that 'Go Ahead' have attempted to use all endeavours to minimise the impact of the private commuter parking which had been associated with previous applications.

5.7 In particular, 'Go Ahead' have sought to set out a dedicated and managed area to accommodate car parking for the early morning shift arrivals.

5.8 This designated car parking area is located on a site adjacent to the bus garage site. This particular site previously housed a pair of small and dilapidated residential properties.

5.9 The site has now been cleared by 'Go Ahead' and it should be stressed that 'Go Ahead' has incurred considerable expense in securing and laying out this area as well as absorbing the loss of potential future income which may have been generated through any alternative use of the site.

5.10 The site has also been secured and it is now provided solely to accommodate car parking for use by the early morning shift driver's to park their private vehicles. It is set out to provide for 30 managed car parking spaces.

5.11 'Go Ahead' have advised that this area is not used in any form to provide overnight parking for any of 'Go Ahead's' bus fleet. This additional parking area remains clear and available for car parking for the early morning shift drivers from the time the bus garage opens.

5.12 This Management Plan identifies that after the early shift drivers arrive and park their private vehicles in this designated/reserved area they follow the strict plan already adopted by 'Go Ahead'. There are a number of car parking spaces within the main area of the garage site which are

used to accommodate overnight bus parking. These parking spaces have been identified as being necessary to provide a rolling release of car parking spaces for staff parking.

5.13 The adopted 'Run-Out' Plan allows a phased departure of buses from the garage and the subsequent release of space within the bus garage area to make the remaining car parking spaces accessible.

5.14 The adopted 'Run-Out' Plan ensures that those buses identified for early morning departures are parked overnight in the area which is directly in front of the current administration building. As these buses depart the garage car parking spaces will be released on a programmed and managed basis throughout the site. This cascade of bus departures will eventually release all private car parking spaces within the site.

5.15 The 'Run-Out' Plan will seek to ensure that at no time is the demand for parking in excess of the number of spaces available within the site. 'Go Ahead' have sought to ensure that the number of drivers arriving in their own vehicles is matched by the number of available spaces, with a continuing roll out of parking spaces across the site as buses leave the depot. Initially the first 30 spaces will be available without the need to relocate or await departing buses, this will allow those spaces in front of the existing office building to be released for use as buses depart.

5.16 Site layout plans have been developed to accompany the 'Run-Out' Plan and these show the proposed car parking layout for the whole site, once the bus fleet is in operation and on the road. Another plan shows the overnight bus parking locations within the site.

5.17 Both the plan indicating the overnight bus parking positions and the plan showing the location of the car parking spaces, together with a schedule and timetable which form 'Go Ahead's' run-out plan for departing

bus movements from the garage, will be prominently displayed in the driver's area of the main administration building. It is 'Go Ahead's' intention that this regime will be strictly adhered to.

5.18 As part of this management plan **ALL** staff will be issued with a relevant and valid parking permit to allow them to park within the site.

5.19 The following statement will be issued to all staff on implementation of this management plan and will be incorporated into the Depot Guide for the operations at the Orpington Bus Garage site.

Staff Car Parking

[Proposed Statement]

Private car parking for staff is available on site but each vehicle must display a parking permit. These are available to staff from behind the counter in output [Main Administration Building].

The permit is available to ALL drivers but must be clearly displayed in your vehicle whilst on site.

Staff who finish duty before 14.00 will be required to leave their car keys behind the operations counter whilst they are on duty.

6.0 DISCUSSIONS WITH ELECTED MEMBERS.

6.1 On the 8th March 2013 a meeting was held on site between Kevin Carey of Go Ahead and local ward Councillors, Richard Scoates and Julian Grainger, the Council's Environment Portfolio Holder, Councillor Colin Smith and Melissa Cazatto, the Council's Travel Plan Officer, were also present.

6.2 In an email to Councillor Smith and other parties, dated the day of the meeting, Kevin Carey set out the points of agreement and other proposals put forward by 'Go Ahead' to assist in reducing any impact from those drivers who may still park on-street in the local area.

6.3 The points agreed and/or proposed by 'Go Ahead' were:

- The removal of any requirement for staff who finish work before 14.00 to leave their car keys at the depot when parking on site. This will hopefully address an often quoted reason for some early morning driving staff to choose to park off-site;
- To further encourage staff to park on-site or, if they choose to park off-site, to do so in a responsible manner. 'Go-Ahead's' internal notices will also give warning that if anti-social behaviour is experienced in the area then it is likely that a Controlled Parking Zone will be enforced in the area. 'Go Ahead' will not publicise the proposed free-parking in Shire Lane, as to do so could be viewed as an encouragement to staff to park off-site;
- 'Go Ahead' will undertake further liaison with Melissa Cazatto, The Council's Travel Planning Officer, to explore further possibilities for car-sharing amongst staff.

6.4 The issue of shift change over times has been discussed with 'Go Ahead' and it is considered that any change in shift would not correlate

with any increase or peak in on-street parking as determined by the surveys. It is considered that this is due to the fact that routes and journey times are varied and the bus arrival and departure patterns are spread with no regular identifiable peak arrival and departure patterns for either buses or drivers arriving to start work.

6.5 The email from 'Go Ahead' goes on to explain that the depot provides scope to park up to 190 cars, which we would consider an appropriate and workable level of provision which seeks to accommodate the parking needs of the depot driving staff which are on duty at any time. As set out above 'Go Ahead' have confirmed that there is no discernable shift arrival/departure pattern throughout the day and any that the arrivals and departures will alter on a daily basis.

6.6 However, in terms of addressing the principle and original point of concern, that of off-street parking for the early morning arrivals which is the only shift arrival with an identifiable pattern, and reducing the perceived impact of any on-street parking associated with this group, 'Go Ahead' have taken steps to provide upwards of 30 additional spaces. 30 spaces are now provided within an area previously not used for parking and these are exclusively reserved for use by the early morning shift arrivals. As these drivers arrive they will move buses from the main depot area and release more parking spaces in line with later staff arrivals.

6.7 A further 6 car parking spaces have also been provided within the curtilage of the existing depot.

6.8 In addition, 'Go Ahead' have also provided secure off-street parking for cycles and motor-cycles.

6.9 The thirty newly provided car parking spaces will be designated for the first and last thirty duty drivers signing on each day. This new car parking

area was shown to the Councillors and council officials at the meeting and it was pointed out that this area is also fully secured and monitored by CCTV.

6.10 In addition to these measures 'Go Ahead' have also confirmed that they will continue to provide a free staff taxi-bus scheme for staff on extreme early or late duties.

6.11 Staff are also encouraged to use public transport where possible since 'Go Ahead' staff are also entitled to free travel on all Transport for London bus, tube and tram services and have the opportunity to purchase rail season tickets [for Southern and South-Eastern services] at a heavily reduced rate.

6.12 'Go Ahead' also set out in their email that they wish to be seen as good neighbours and will continue to work with the Council to try and seek practical solutions to the problems experienced by local residents.

6.13 'Go Ahead' seeks resolution to these matters and have sought to use their best endeavours to address the issues. We consider that the proposals as set out in this document will allow these matters to be addressed and concluded.

7.0 CONCLUSION

7.1 The surveys clearly indicate that some early morning, non-residential parking still appears to be continuing to be absorbed into the public highways within the estate.

7.2 It can not be confirmed that this parking is categorically linked with the early shift drivers arriving for work at the 'Go Ahead' bus garage.

7.3 It has to be recognised that these roads are uncontrolled/unrestricted lengths of public highway and that without on-street controls or some form of parking enforcement in place then they are generally available to anyone to park their vehicle, as long as the vehicle is legally parked and is legally entitled to be used on a public highway. We consider that it would be unreasonable to place any restriction on 'Go Ahead' requiring them to attempt to force their drivers to park within their site if they are currently parking legally on public highway as a matter of personal choice.

7.4 As a company who clearly wish to maintain their status as a good neighbour 'Go Ahead' have sought and will continue to seek to use their best endeavours to reduce and minimise any impact or nuisance which may be associated with the garage or their staff. They have previously sought, and now continue through this proposal, to provide an appropriate level of off-street car parking so as to accommodate the current and any future demand for car parking which may be associated with the site, in particular the early morning shift arrivals.

7.5 As part of our review we have concluded that an appropriate level of off-street car parking is being provided on the site to cater for current needs. We consider that this is provided and managed to reduce the potential parking which may be associated with the early morning shift drivers arriving and parking on local unrestricted public highway. We also

consider that this is achieved now with an appropriate level of off street parking provision. It is clear that despite 'Go Ahead' providing this or any level of parking some drivers may still opt to park away from the site, legally on unrestricted lengths of public highway. This is of course their prerogative and 'Go Ahead' has no powers nor can it apply any sanctions to force drivers to park within the site. In supplying an appropriate level of off-street parking 'Go Ahead' have clearly sought to demonstrate their desire to minimise the potential impact on-street and reduce nuisance as well as providing support to meet and exceed the current level of staff parking demand. In terms of quantifying the level of demand, it is the aim of this plan to provide an appropriate level of supply to reduce the impact of on-street parking, in particular to reduce the nuisance impact that may be associated with early morning arrivals. In order to achieve this 30 new parking spaces, exclusively earmarked for use by early morning arrivals has been provided.

7.6 Further to the production of the survey and this report, 'Go Ahead' have been involved in a fruitful and productive meeting with the Local ward Councillors and the Environment Portfolio Holder, Councillor Colin Smith. At this meeting a number of additional commitments were given and these are set out above in Section 5. We consider that the previous approach, together with the additional measures agreed or proposed form an appropriate package to deal with the problem of drivers opting to park on-street away from the site.

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Re: Engineering

Parking Survey Report and Analysis, Options and Parking Management Plan

for the current operational site at:

**Orpington Bus Garage
Farnborough Hill
Green Street Green**

APPENDIX 1 – Plans and timetable

[London Borough of Bromley]

July 2013

Re: Engineering Consultancy Limited

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Website: www.re-eng.co.uk

**24 Bushey Way
Park Langley,
Beckenham
Kent
BR3 6TB**

July 2013 - v6 – Parking survey report and analysis and parking management plan



Re: Engineering

A. Parking Layout within garage site

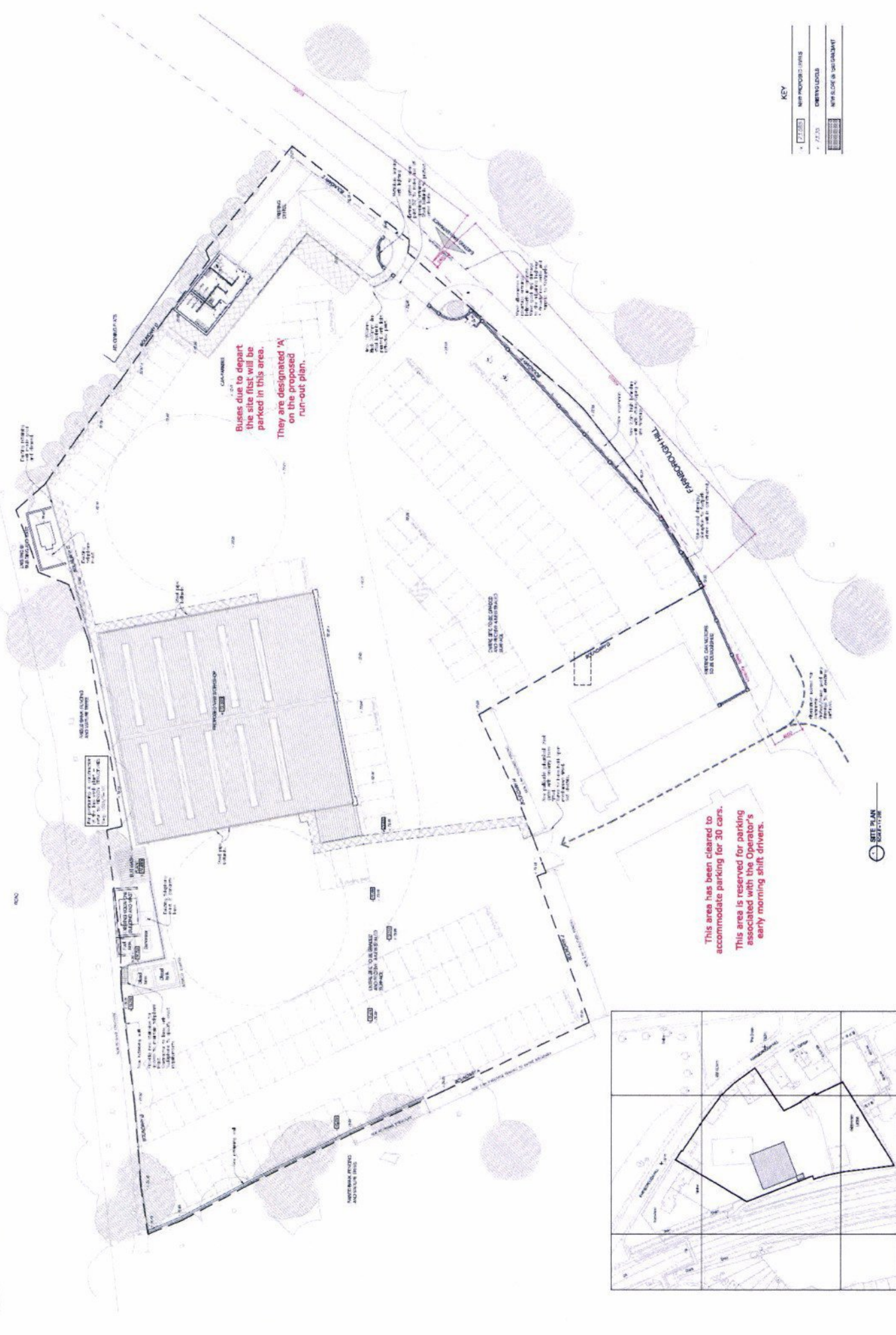
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KEY	
[Symbol]	NEW PROPOSED LINES
[Symbol]	EXISTING LINES
[Symbol]	EXISTING LOTS
[Symbol]	NEW LOTS (AS SHOWN)



SITE LOCATION PLAN
DATE: 11/11/11



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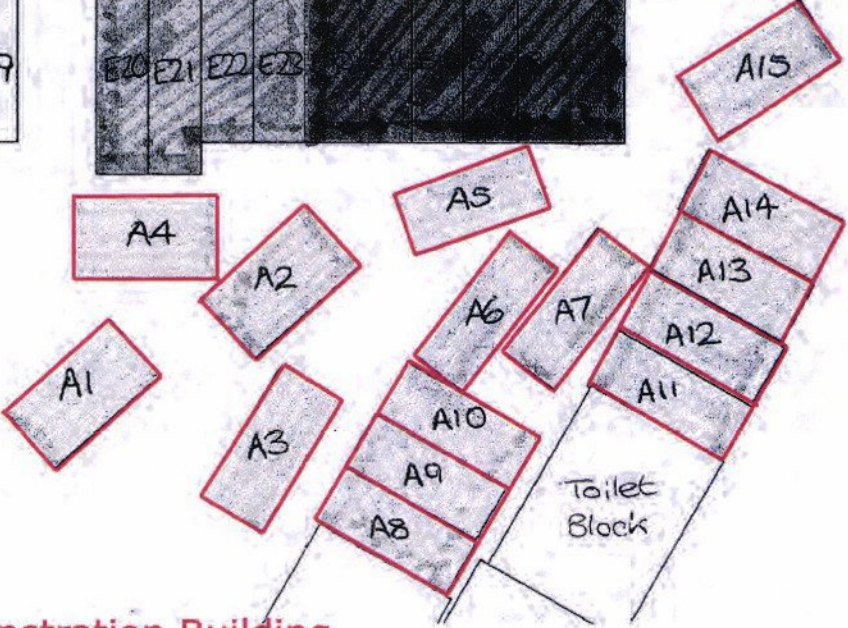
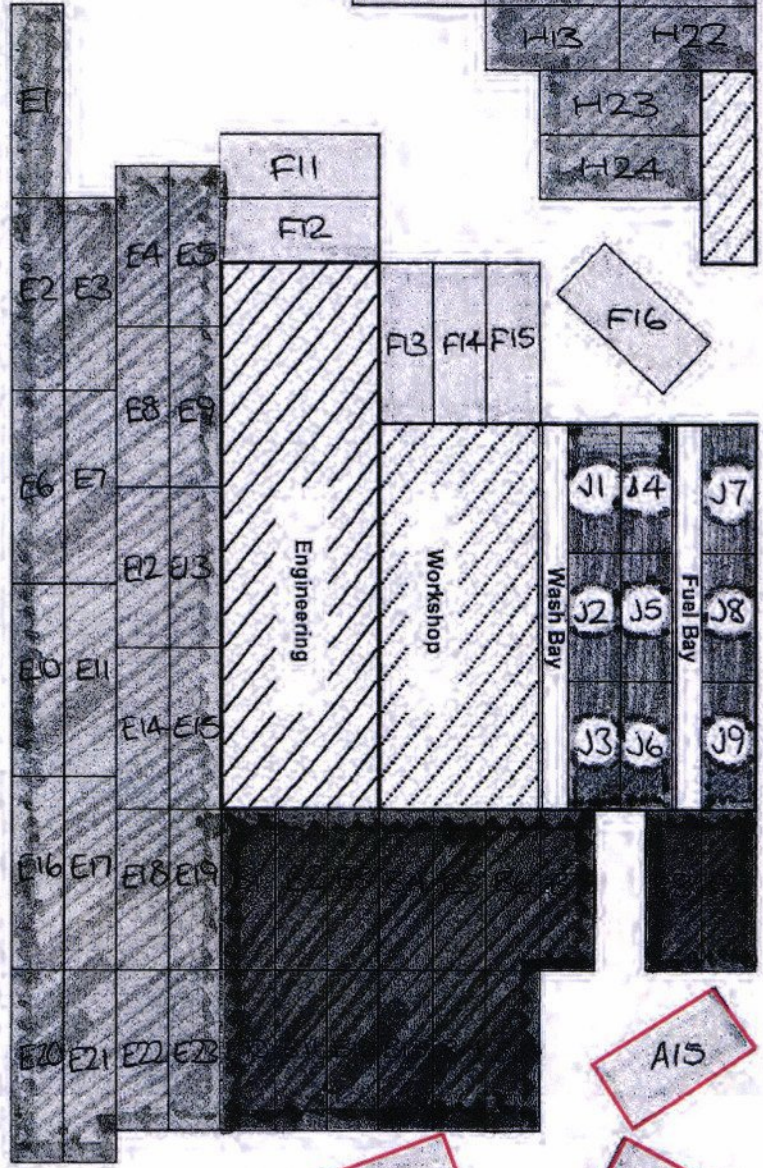
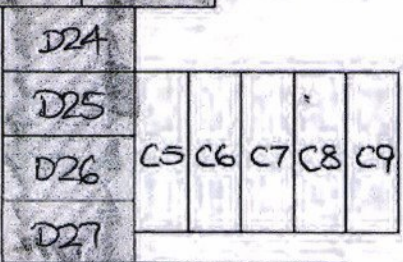
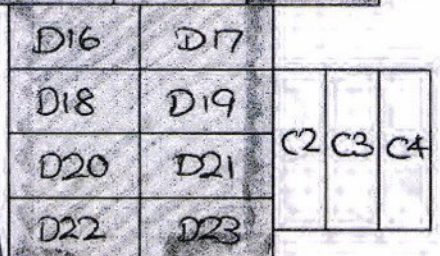
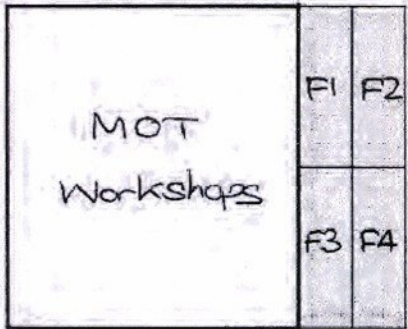
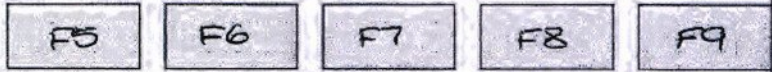
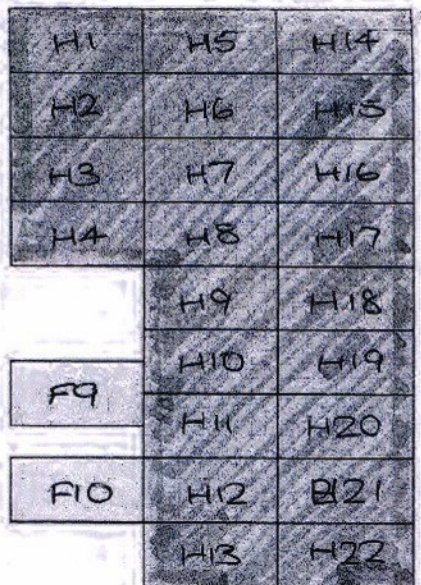
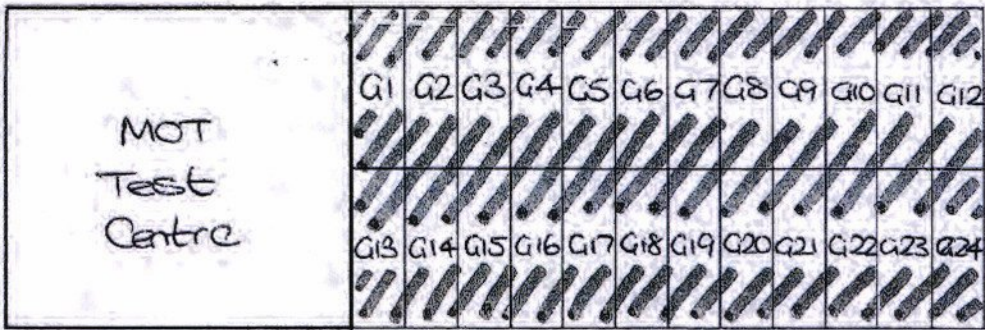
B. Bus Layout within garage site

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Spaces designated 'A' will accommodate those buses due to depart the site first. Their departure will start the release of car parking spaces throughout the site.

Adminstration Building



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C. Bus run-out times

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Monday to Friday Bus Location Plan

Bus	Departs	Zone	Bus	Departs	Zone	Bus	Departs	Zone	Bus	Departs	Zone	Bus	Departs	Zone	Bus	Departs	Zone
1	0648	H9	36	0607	D23	91	0515	B8	167	0517	A14	222	0653	H19	319	0618	D24
2	0658	H18	37	0710	F13	92	0545	E22	168	0537	D30	223	0540	C3	321	0600	E4
3	0530	E17	51	0625	G15	93	0638	F3	169	0557	D25	224	0710	J2	322	0630	G14
4	0716	J8	52	0520	A12	94	0605	D6	171	0620	D17	225	0552	C1	323	0536	C10
5	0415	A3	53	0540	D28	95	0500	A10	172	0603	E2	226	0440	F10	324	0556	D26
6	0435	A5	54	0534	B11	96	0638	G21	173	0434	A2	227	0636	G4	325	0758	H15
7	0625	D2	55	0554	D27	97	0530	B10	174	0657	H8	228	0616	D3	326	0620	G16
8	0642	G10	61	0656	D4	98	0550	E12	175	0621	D18	229	0500	A15	327	0648	H2
9	0455	J7	62	0422	A4	99	0700	H21	176	0454	J1	230	0633	D16	328	0622	D5
10	0515	F9	63	0442	A7	101	0610	F4	177	0640	G11	231	0610	F2	329	0613	D14
11	0613	H13	64	0520	F16	102	0547	E18	178	0509	F8	232	0635	D13	331	0523	C8
13	0757	G1	65	0657	H5	103	0656	H3	179	0657	J4	233	0700	G6	332	0718	G2
14	0525	D31	66	0318	F5	104	0500	A9	180	0524	E20	234	0647	F1	333	0543	B4
15	0615	D8	67	0544	B2	105	0520	A11	181	0713	J6	301	0520	B14			
16	0658	G3	68	0348	F6	106	0540	B5	182	0539	E11	302	0654	G5			
17	0645	G9	69	0605	B1	107	0507	A8	183	0609	D21	303	0535	C11			
18	0550	E15	70	0535	B3	108	0527	G17	184	0414	A1	304	0550	E13			
19	0622	D11	71	0621	D10	151	0725	J3	210	0551	F12	305	0603	D9			
25	0635	G19	72	0630	D7	152	0536	C7	211	0624	D22	306	0557	E8			
26	0540	B7	73	0418	F7	153	0551	C5	212	0700	H17	307	0642	G13			
27	0610	D12	74	0605	H23	154	0605	E3	213	0525	C4	308	0642	G18			
28	0611	D15	75	0638	H24	155	0711	H16	214	0655	H7	311	0532	B12			
29	0540	B6	81	0558	E9	156	0525	E21	215	0425	A6	312	0547	E19			
30	0710	H20	82	0643	H22	157	0540	C6	216	0622	D20	313	0602	E5			
31	0646	H10	83	0515	C9	158	0635	D1	217	0602	E7	314	0636	G20			
32	0538	E10	84	0535	E23	159	0555	E6	218	0455	J5	315	0523	B13			
33	0527	E16	85	0654	H1	160	0610	D19	219	0540	F11	316	0517	A13			
34	0653	H6	86	0518	C12	161	0705	F14	220	0633	H12	317	0647	H4			
35	0547	C2	87	0538	D29	162	0625	H11	221	0520	B9	318	0548	E14			