

## LONDON BOROUGH OF BROMLEY

### STATEMENT OF EXECUTIVE DECISION

The Portfolio Holder for Environment and Community Services, Councillor William Huntington-Thresher, has made the following executive decision:

#### **ORPINGTON K-PERMIT PARKING SCHEME - PROPOSED CHANGES**

##### **Reference Report (ES19067):**

*ORPINGTON K-PERMIT PARKING SCHEME - PROPOSED CHANGES*

##### **Decision:**

**(1) The existing K-Permit Parking scheme is to be replaced with a new K-Controlled Parking Zone (CPZ) around Orpington town centre and a K1-CPZ west of Orpington Station (Appendix 1 to Report ES19067 shows the proposed CPZs within the existing K-Permit scheme boundary).**

**(2) Charges to park in areas outside of the proposed CPZs are to be levied and paid for by cashless methods.**

**(3) The proposed changes are to be implemented within a budget of £25k.**

##### **Reasons:**

Orpington High Street is a Restricted Parking Zone (RPZ) Monday to Saturday between 8.30am and 6.30pm, with parking spaces currently designated for loading and short-stay parking, mainly to serve local shops, businesses and visitors.

High Street residents have exclusive entitlement to purchase a permit for parking in adjoining roads during controlled hours whereas residents of the roads can only park on paying at the point of parking (similar to town centre visitors). Many spaces currently remain under-utilised during controlled hours to the frustration of residents not permitted a permit. The scheme is also unwieldy to operate with a loose boundary, has confusing signage and wide area of coverage; and enforcement of parking controls in the area is not as efficient and cost effective as it could be.

A recent review identified the need for comprehensive change, ensuring fairness to all user classes, efficient use of kerb space, and open, robust and cost-effective enforcement of controls for positive net income. Accordingly, the existing K-Permit scheme will be replaced with a well-defined K-CPZ around Orpington town centre and a K1-CPZ comprising York Rise, Newstead Avenue and a small section of Crofton Road (shown in Appendix 1 to Report ES19067). This will rationalise the current K-Permit scheme, help to resolve weaknesses with current arrangements, and streets can also be decluttered within the area. Parking bays in the remaining K-Permit area outside the proposed CPZs will remain pay-to-park.

As the number of P&D machines are reduced and replaced with cashless payment, the number of permit holders is also likely to increase (from 38 to 105 based on 5% of the 1350 households in the proposed CPZs). Including every household within the two CPZs in the permit zone, a minimum £10.5k annual income is projected from permits (£6.7k above current annual income based on the current £100 annual permit charge). Income from paid parking is also likely to increase.

Reviewing and implementing the proposed changes are estimated to cost £25k to be met from TfL capital funding and Section 106 Funding.

The proposed decision was scrutinised by the Environment and Community Services PDS Committee on 13th November 2019 and the Committee supported the proposal.

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Councillor William Huntington-Thresher  
Environment and Community Services Portfolio Holder

**Mark Bowen**  
**Director of Corporate Services**  
**Bromley Civic Centre**  
**Stockwell Close**  
**Bromley BR1 3UH**

**Date of Decision:** 25 November 2019  
**Implementation Date (subject to call-in):** 2 December 2019  
**Decision Reference:** ECS19015