

**Decision Maker:** ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
HOLDER  
For Pre-Decision Scrutiny by the Environment and Community Services  
PDS Committee on:

**Date:** 13th November 2019

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** ORPINGTON K-PERMIT PARKING SCHEME - PROPOSED  
CHANGES

**Contact Officer:** Chuks Nwaodume, Traffic Engineer  
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**Chief Officer:** Colin Brand, Director of Environment and Public Protection

**Ward:** Orpington, Farnborough & Crofton

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1. Reason for report

To seek approval to make changes to the existing Orpington K-Permit Parking scheme. The proposal is the result of a recent parking review that identified the need to make changes to the existing scheme, which is no longer serving the local residents in the way it was originally designed to. The proposed new permit schemes will better serve residents in and around the High Street.

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2. **RECOMMENDATION(S)**

**That the Portfolio Holder agrees to:**

- 2.1 **Replace the existing K-Permit Parking scheme with a new K-Controlled Parking Zone (CPZ) around Orpington town centre and K1-CPZ west of Orpington Station. Appendix 1 shows the proposed CPZs within the existing K-Permit scheme boundary.**
- 2.2 **Charge for parking in areas outside the proposed CPZs by cashless payment methods.**
- 2.3 **Approve a budget of £25k for implementing the proposed changes.**

## Impact on Vulnerable Adults and Children

1. Summary of Impact: None
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## Corporate Policy

1. Policy Status: Existing Policy:
  2. BBB Priority: Quality Environment Vibrant, Thriving Town Centres:  
Regulating and providing easy access to parking facilities close to Orpington town centre, will contribute to delivering a vibrant thriving town centre, and establish a high quality street scene.
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## Financial

1. Cost of proposal: Estimated Cost: £25,000
  2. Ongoing costs: Not Applicable: None – contained within existing enforcement contract
  3. Budget head/performance centre: Traffic, Parking and Highways
  4. Total current budget for this head: Cr£677k
  5. Source of funding: TfL LIP allocation 2019/20 and S106 contribution
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## Personnel

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 40
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## Legal

1. Legal Requirement: Prior to implementing any changes to the existing setup, a Public Notice would need to be advertised and a 21-day consultation period allowed for any objections to be considered.
  2. Call-in: Applicable
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## Procurement

1. Summary of Procurement Implications: There are no direct procurement implications as the scheme will be implemented by the Council's term highways contractor. This is provided for by the inclusion of this type of work within an EU compliant tender, and therefore there is no requirement to tender separately for the associated works.
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): It is estimated that approximately 1350 households would benefit from the changes, as this is the number that will be able to apply for permits, although only a small proportion are likely to need a permit. Currently only residents of the High Street have entitlement to permits and there are only 38 permit holders.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors' comments: Ward Councillors have been made aware of the proposal. They requested for further information and this has been provided to them but no comments have been received.

### **3. COMMENTARY**

- 3.1 The Orpington K-Permit Scheme was introduced in November 2006 to mitigate the impact of the loss of the Station Road car park and construction of the Tesco Superstore. 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.
- 3.2 Residents of the High Street have exclusive entitlement to purchase a permit to park in adjoining roads during controlled hours whereas residents of these adjoining roads are only permitted to park in their own road if they paid at the point of parking in a similar manner as town centre visitors. Currently many of these spaces remain under-utilised during controlled hours and this is very frustrating to residents of those streets, who are not permitted a permit.
- 3.3 Furthermore, due to its loose boundary, confusing signage and wide area of coverage, the operation of the scheme is unwieldy and enforcement of parking controls in the area not as efficient and cost effective as it could be.
- 3.4 Complaints received over several years regarding the weaknesses of the scheme in its current form have prompted a review which has identified the need for a comprehensive change aimed at creating a parking scheme that is fair to all user classes, utilises kerb space efficiently and facilitates open, robust and cost-effective enforcement of the controls for positive net income results.
- 3.5 It is proposed to replace the existing K-Permit scheme with a well-defined K-CPZ around Orpington town centre and a K1-CPZ comprising of York Rise, Newstead Avenue and a small section of Crofton Road (as shown in Appendix 1). This would rationalise the scheme and help resolve the weaknesses of the current setup, including providing opportunities to declutter the streets within the area.
- 3.6 Parking bays in the rest of the existing K-Permit area outside the proposed CPZs would remain pay-to-park by cashless payment or cash at a machine where an existing machine justifies its retention, based on the level of usage [see other report on this agenda].

### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

None

### **5. POLICY IMPLICATIONS**

Existing LBB Policy

### **6. FINANCIAL IMPLICATIONS**

- 6.1 It has been estimated that the cost of reviewing and implementing the proposed changes to the Orpington K-Permit parking scheme will be £25k and this will be met from TfL capital funding (£15k available) and Section 106 Funding (£12.7k available). Any ongoing costs will be contained within the existing enforcement contract.
- 6.2 The scheme intends to increase the number of current permit holders and reduce the number of pay and display machines. A number of pay and display machines remain underutilised and replacing them with cashless payment methods would achieve savings in equipment maintenance/replacement and cash collection costs. This is accounted for in another report on this PDS agenda.

6.3 There is likely to be an increase rather than reduction in income from paid-for parking (cashless/machines) as the number of this class of bay is set to increase. Current annual income from paid-for parking in the areas of the new CPZs is £277,950. Although this income is likely to increase under the proposed changes, it is not easy to project the size of any increase.

6.4 It is projected that a minimum of £10,500 annual income will be generated from permits once every household within the two CPZs is included in the permit zone and are able to apply for a permit. This is £6700 above the current annual income based on the current annual permit charge of £100. This excludes income from pay-to-park by cashless payment or cash at machines. Currently there are 38 permit holders and this is anticipated to rise to 105 (based on 5% of the 1350 households in the proposed CPZs).

## 7. LEGAL IMPLICATIONS

A revised Traffic Management Order would need to be advertised as a 21-day Public Notice detailing the changes to the existing setup prior to the changes coming into force.

<b>Non-Applicable Sections:</b>	Personnel Implications. Procurement Implications.
Background Documents:	

**APPENDIX 1: Map of Existing K-Permit Area and Proposed K-CPZ and K1-CPZ**

