

WESTMINSTER CITY COUNCIL

STATEMENT OF DECISION

SUBJECT: PARKING FEES & CHARGES REVIEW 2016

Notice is hereby given that in the absence of the Cabinet Member for City Highways, the Leader of the Council has made the following executive decision on the above mentioned subject for the reasons set out below.

Summary of Decision

That, in the absence of the Cabinet Member for City Highways, the Leader of the Council approved the following:

- The extension of the 'parking stress' mitigation measure to casual pay-to-park tariffs in the G zone area of Westminster (Soho, West End and Covent Garden), as detailed in section 5.1 of the report.
 - The implementation of a further 'parking stress' mitigation measure to casual pay-to-park tariffs in the B zone of Westminster (Bayswater and Maida Vale South), as detailed in section 5.1 of the report.
 - The implementation of a minimum stay period for pay-to-park charges, as detailed in section 5.2 of the report.
 - The introduction of a nominal charge for electric and plug-in hybrid electric vehicles (EVs and PHEVs respectively) when using pay-to-park facilities, as detailed in section 5.3 of the report.
 - The withdrawal of the discount afforded by trades permits proportionate to casual pay-to-park tariffs, as detailed in section 5.4 of the report.
 - An inflationary increase in the charges for resident permits and other specialist permit types, as detailed in section 5.5 of the report.
 - The publication of Variation Notices issued under Section 46A of the Road Traffic Regulation Act ("The 1984 Act"), in order to give effect to the recommended changes above.
 - A commitment to review the differential resident permit charges in 2017/18 to encourage the use of less polluting vehicles, as detailed in section 5.6 of the report.
 - A reduction in the duration of a skip licence, as detailed in section 5.7 of the report.
 - That each of the above be implemented from Monday 20 March 2017, or an appropriate date or dates thereafter, to be no later than 1 June 2017.
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Reasons for Decision:

The rationale for each proposal is outlined in detail in section 5 of the report, but can collectively be summarised as follows:

- To continue to manage increasing demands on our kerbside and to further manage the impacts from continued growth and development by encouraging the safe and expeditious movement of traffic and the provision of suitable and adequate kerbside parking facilities for all users.
- To discourage unnecessary car and kerbside use.
- To make pay-to-park parking fairer for all in Westminster by promoting consistency of policy and provision.
- To enable the Council to obtain more meaningful parking-related management information and thus better inform future kerbside policy, particularly in regards to the provision of infrastructure to support the use of EVs and PHEVs.

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