

Statement of Reasons

Extension to the hours of residents' parking control:

Parking Zone A1: Monday to Saturday 8.30 a.m. to 8.30 p.m.

Parking Zone A2: Monday to Sunday 8.30 a.m. to 10 p.m.

Parking Zone B4: Monday to Sunday (seven days a week) 8.30 a.m. to 8.30 p.m.

Parking Zone F: Monday to Sunday 24 hours (At any time)

The City Council's UDP sets out reasons why we operate parking controls. These include:

“to establish and maintain a fair system which protects residents, doctors, hospitals and people with disabilities.”

Convenient parking should be provided for residents to enable them to have a reasonable chance to park near their homes. It is considered appropriate that residents' parking control should operate in the above areas to prevent non-permit holders from adding to current or likely residents' parking difficulties by parking residents' bays. It is the City Council's policy to promote the use of public transport. Parking facilities for visitors who have to bring their vehicles into Westminster are available in the form of car parks, parking meters, and when meter controls do not operate, on meters and single yellow lines.

Residents' parking permit criteria

The City Council has an on-going programme of improvements to the residents' parking permit scheme. These improvements include the elimination and investigation of fraudulent applications and forged permits. In seeking the measures outlined to tighten the qualifying criteria for residence and vehicle ownership / use the City Council is ensuring it is more likely that only a genuine resident will be able to obtain a permit.

Business & Key Worker parking scheme in NW Westminster

If the proposed business & key worker parking scheme for Parking Zone C2 is approved then it is envisaged that it will aid the regeneration of the area. By providing important parking facilities for the business in the area, which are currently at a disadvantage to other parts of the City where there are several public off-street facilities. The key-worker element of the scheme will aid the recruitment and retention of important categories of workers in the area.

Doctors' parking

The City Council's UDP sets out reasons why we operate parking controls. These include:

“to establish and maintain a fair system which protects residents, doctors, hospitals and people with disabilities.”

The proposed changes to the doctor’s parking scheme will ensure additional flexibility and will help to maintain adequate healthcare facilities in the City.

Tariff Change

The City Council aims to set meter tariffs at a level that will result in an adequate supply of vacant space, thereby ensuring that a motorist making an essential journey into Westminster is able to find somewhere to park without excessive searching. It is also necessary to alleviate some of the impact of the Mayor of London’s congestion charge scheme, which will probably increase parking demand in these areas. The following tariff changes are proposed:

- Lincoln’s Inn Fields (Sub-zone G2) from £2.40 per hour to £4 per hour ;
- Belgravia (Sub-zone A1) from £2 per hour to £2.40 per hour;
- Pimlico (Sub-zone A2) from £2 per hour to £2.40 per hour;
- Church Street & Little Venice (Sub-zone B4) from £1.50 per hour to £2.40 per hour;
- Paddington (Sub-zone B5) from £2 per hour to £2.40 per hour; and
- Hyde Park Estate (Sub-zone F1) from £2 per hour to £2.40 per hour.

The hourly charge in Lincoln’s Inn Fields will match that introduced by Camden in 2001.

Permit Price Increases & Pricing Structure Alteration

It has been the Council’s policy for the price of a residents’ parking permit to be set at a level to ensure the scheme is self-financing. This is the normal convention used by local authorities when setting the price of a permit. The price of a permit has been held at £90 per annum since April 1999, during which time inflation has risen 7% to October 2001. In view of the additional enforcement and anti-fraud efforts it is felt that an inflation increase in the permit price is justified.

The administrative cost of issuing a permit is approximately £7 per permit, and therefore, the price of quarterly permits recovers that cost and a quarter of the annual price (rounded up to the nearest pound).

Hybrid cars can be seen as environmentally beneficial in driving in the city and it is arguable that they should be encouraged by offering a respark discount. Generally the hybrid cars have engines with capacity at or below 1500 c.c.

Tradesmen Permit Price Increase

This increase is proposed as the scheme has become progressively more expensive to administer since the relocation of the permit issuing office to the Park Lane car park. In addition the additional income will help to bolster the Council’s tradesmen’s permit enforcement regime.