



City of Westminster

Committee Agenda

Title:

Climate Action, Environment and Highways Policy and Scrutiny Committee

Meeting Date:

Wednesday 6th December, 2023

Time:

7.00 pm

Venue:

Rooms 18.01 – 18.03, 18th Floor Rooms, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP

Members:

Councillors:

Jason Williams (Chair)
Laila Cunningham
Patrick Lilley
Tim Mitchell

Ed Pitt Ford
Judith Southern
Ruth Bush



Members of the public are welcome to attend the meeting and listen to the discussion Part 1 of the Agenda

Admission to the public gallery is by ticket, issued from the ground floor reception. If you have a disability and require any special assistance please contact the Committee Officer (details listed below) in advance of the meeting.

If you require any further information, please contact the Committee Officer, Francis Dwan - fdwan@westminster.gov.uk.

Corporate Website: www.westminster.gov.uk

Note for Members: Members are reminded that Officer contacts are shown at the end of each report and Members are welcome to raise questions in advance of the meeting. With regard to item 2, guidance on declarations of interests is included in the Code of Governance; if Members and Officers have any particular questions they should contact the Head of Committee and Governance Services in advance of the meeting please.

AGENDA

PART 1 (IN PUBLIC)

1. MEMBERSHIP

To note any changes to membership.

2. DECLARATIONS OF INTEREST

To receive declarations by Members and Officers of the existence and nature of any pecuniary or significant interests in matters on this agenda.

3. MINUTES

To approve the minutes of the Communities, City Management and Air Quality Policy and Scrutiny Committee, held on 19th September 2023.

(Pages 3 - 10)

4. CALL-IN: PARKING FEE STRUCTURE REVIEW

Report addressing concerns raised by Councillors resulting from the Cabinet Member for City Management and Air Quality's decision on Parking Fee Structure Review.

(Pages 11 - 20)

5. ANY OTHER BUSINESS

To dispose of any other business arising.

Stuart Love
Chief Executive
28th November 2023



CITY OF WESTMINSTER

MINUTES

Communities, City Management and Air Quality Policy and Scrutiny Committee

MINUTES OF PROCEEDINGS

Minutes of a meeting of the **Communities, City Management and Air Quality Policy and Scrutiny Committee** held on **Tuesday 19th September, 2023**, Rooms 18.07 & 18.08, 18th Floor, 64 Victoria Street, London, SW1E 6QP.

Members Present: Councillors Jason Williams (Chair), Laila Cunningham, Tim Mitchell, Mark Shearer, James Small-Edwards and Judith Southern.

Also Present: Councillors: Paul Dimoldenberg (Cabinet Member for City Management and Air Quality) and Aicha Less (Cabinet Member for Communities and Public Protection). Officers: Mark Banks (Head of Waste and Cleansing), Francis Dwan (Policy and Scrutiny Advisor), Amy Jones (Director of Environment), Frances Martin (Executive Director of Environment and City), Devika Samlal (Head of Public Realm and Security), Serena Simon (Director of Communities) and Mark Wiltshire (Director of Public Protection and Licensing).

1 MEMBERSHIP

- 1.1 The Committee noted that Councillor Hamza Taouzzale sent his apologies for the meeting.

2 DECLARATIONS OF INTEREST

- 2.1 Declarations were received from Councillors Laila Cunningham, James Small-Edwards and Jason Williams who declared that in respect to Item 6, they were members of Strategy Groups within their wards.
- 2.2 Councillor Dimoldenberg declared that in respect of Item 6, he chairs or oversees all strategy groups. The Committee noted that this is stated in the report.

3 MINUTES

- 3.1 The Committee approved the minutes of its meeting held on 31st July 2023.

3.2 RESOLVED

That the minutes of the meeting held on 31st July 2023 be agreed as a correct record of proceedings.

4 PORTFOLIO UPDATE - CABINET MEMBER FOR COMMUNITIES AND PUBLIC PROTECTION

4.1 The Committee received an update from Councillor Aicha Less, Cabinet Member for Communities and Public Protection, on priorities for the portfolio and any updates that have arisen. The Cabinet Member drew attention to the upcoming deadline for pavement licensing renewals and then responded to questions on the following topics:

- Joint working with other Local Authorities: Members asked what work was undertaken working with neighbouring local authorities on noise issues, particularly regarding large events such as the recent concert in Burgess Park.
- Paddington Green major incident: Members asked if the Cabinet Member had any update on the major incident at Paddington Green on 19th September 2023.
- Efforts to tackle serious youth violence: how efforts to tackle serious youth violence were progressing and what, if any, effect the Metropolitan Police's turnaround plan was having. Members then requested a breakdown of the figures available to the Council on this issue.
- Pavement licences: whether the Council was considering making pavement licences permanent and whether residents could be notified of applications through the current alert system used for other planning applications.
- Metropolitan Police: how community events run by the police had gone and the degree to which they are planned in future.
- The Council's Public Protection and Licensing department (PPL) restructure: how planned changes to PPL might affect noise complaints, the number of officers available and whether the Council will ensure that noise complaints can be attended by noise specialists with the appropriate statutory powers to act. Members also asked how staff would be stationed and deployed.
- The Noise App: whether improvements were planned for 'the noise app' used to record and report incidents of noise breaches. Members asked for clarity on the purpose of the application, once it had been established that the application alone cannot be used as evidence of a breach.
- Safer neighbourhood board: clarity was sought on the extent and security of the Mayor's office for Policing and Crime (MOPAC) funding for youth violence reduction and safer neighbourhood board. Members sought to understand how the cohort of participants were going to be identified and suggested that the whole community be considered.
- Animal warden: detail was sought on the number employed and responsibilities of Westminster's 'animal warden'. Members also asked the

degree to which they would be responsible for dealing with dog fouling and what more could be done.

- Anti-Social Behaviour (ASB) awareness week: the reach of ASB awareness week and how it could be promoted more widely in future.
- Community protection notices: understanding how the community protection notices work.
- Trading standards: information on the site of the recent raid on a business following a trading standards investigation. Members sought detail on what powers and punishments were available to the Council and police in circumstances where fake or illegal goods are found to be stored.
- Waste enforcement action: how successful waste enforcement action had been across Westminster.
- City Inspector seizures: whether the number of dockless bikes seized by City Inspectors was adequate and sent a clear enough message to act as a deterrent.

4.2 Actions

1. To provide an update to the Committee on efforts and instances working with neighbouring authorities in relation to noise issues, particularly with Lambeth, Wandsworth and Southwark (including Burgess Park).
2. To provide the Committee with an update on tangible progress in relation to tackling serious youth violence in Westminster.
3. To confirm whether there is intention that residents can be notified (or at least find out) about pavement licence applications through the alert system which is applicable for other licence and planning applications.
4. To provide the statistics referenced in the meeting about PPL restructuring in terms of noise officers and, if possible, a comment on how the new service structure is working out.
5. To look into the noise reporting app and what it currently appears to offer after reported resident confusion on the purpose and likely outcomes from reporting.
6. To provide an update on what MOPAC funding to establish a safer neighbourhood board would be used for and would include. What preventative measures might be enacted used and how would vulnerable cohorts be identified.
7. To provide more information on the 'animal warden', specifically in terms of their role in tackling dog fouling. Lancaster Gate was suggested for the event schedule on awareness on dog fouling in future.

8. To provide the Committee with a broader look at waste enforcement statistics and prosecution City-wide.

5 PORTFOLIO UPDATE - CABINET MEMBER FOR CITY MANAGEMENT AND AIR QUALITY

5.1 The Committee received an update from Councillor Paul Dimoldenberg, Cabinet Member for City Management and Air Quality, on priorities for the portfolio and any updates that have arisen. The Cabinet Member announced that the Micro Logistics Hub had been nominated for an award and thanked the team for their work. The Cabinet Member then responded to questions on the following topics:

- Parking charges: when new parking charge plans would be released.
- Notting Hill Carnival Waste: how the Council can reduce the level of waste produced annually by Notting Hill Carnival and whether the Council would consider messaging campaigns in the build-up to the Carnival going forward.
- Anti-idling fines: how many people had been fined for anti-idling in Westminster to date. Members also asked what other steps could be taken to tackle the issue of anti-idling. Members also asked if officers knew the motivation behind anti-idling, particularly for coaches and buses.
- Regent's Street: what made Regent's Street an area in focus and what the aims for the engagement exercise were.
- Wood-burning stoves: understanding the decision to campaign against wood-burning stoves during a cost-of-living crisis when energy bills are high, and people may be seeking them out as a more affordable alternative.
- Neighbourhood waste bins: alerting the Cabinet Member to the absence of a neighbourhood waste bin in an area of St James' ward.
- School's Clean Air Fund: how the school's clean air programme will be reinvigorated to ensure school's continued engagement and enjoyment of the benefits available.
- Anti-idling and schools: clarity that it is Harris Sixth Form not Harris Academy as stated in the report and that the local resident association have been in discussions with concerns, including about air conditioning.
- Alleged bribery of a parking official: Members asked whether the private contractor had provided any further update on the ongoing investigation into reports of the potential bribery of a parking official in Westminster.
- Dockless bike parking bays: Members asked if the plans to have dockless bike parking bays was on track and set to be delivered in time for October

2023, as planned. Members also asked if the bays would apply for rental scooters as well as bikes.

- Parking availability: how non-residents are set to be informed of parking availability and whether this was possible before they arrive.
- Electric vehicle (EV) charging accessibility: whether any vulnerable, particularly elderly, people had issues accessing EV chargers installed by the Council.

5.2 Actions

1. To provide any available intelligence on the location and spread of wood-burning stoves in Westminster.
2. To check the status of the new neighbourhood waste bin rollout – specifically one's promised to St James' ward, which don't appear to have been fully rolled out yet.

6 STRATEGY GROUP MODELS (EDGWARE ROAD AND QUEENSWAY)

6.1 The Cabinet Member for City Management and Air Quality, Councillor Paul Dimoldenberg introduced the report on strategy group models providing a timeline to date, issues faced and remarked about how the groups successfully bring together different teams and departments in the Council. The Cabinet Member, supported by senior officers, took questions on the following topics:

- Co-ordination between groups: within the model, how do the operational group and the strategy group co-ordinate. Members also asked how frequently these groups meet.
- External engagement: how the groups could ensure good attendance from external bodies.
- Long-term outlook: what the wider vision was for strategy groups looking into the next year.
- Counterfeit goods: how the strategy groups can play a role in tackling illegal sale of goods and counterfeit goods.
- Lifespan: how long the strategy groups were set to exist for and what timeline they were working within to have the desired outcome.
- Link to neighbourhood community forums: whether strategy groups engage with neighbourhood community forums, in which many of the priority issues for particular areas are discussed.

- Feedback from public body engagement: how public bodies, like the police and Transport for London (TfL), have engaged with the strategy groups and how could this be improved.
- Resident engagement forum: Members asked for feedback on the resident engagement forum on 15 September 2023 and whether any new priority issues had been brought up.

7 PUBLIC CONVENIENCES MODERNISATION

7.1 The Cabinet Member for City Management and Air Quality, Councillor Paul Dimoldenberg introduced the report on the public conveniences (PCs) modernisation programme. The Cabinet Member described how revenue had halved since 2017, whilst maintenance costs have risen. The Cabinet Member, supported by specialist officers, outlined the desired outcomes before taking questions on the following topics:

- Facilities in parks: how PCs could be integrated into parks better, managed easier and what could be done. Members asked whether there was a consideration of having attendants on site.
- Contactless payments: how beneficial officers believed providing contactless payments could prove to be.
- Facilities in TfL stations: what influence the Council could have on improving PC provision in TfL stations in the City.
- Community schemes: whether the Council was considering a community toilet style scheme with bars and restaurants in addition to the planned offering.
- Water conservation: what could be considered to conserve water, whether a wash basin above a cistern could be considered.
- Libraries: whether Westminster's public libraries offered PC provisions for public use. Members later queried whether shopping centres were obliged to provide PCs and whether that was something that could be considered as part of planning conditions.
- Understanding staffing roles: the role that cleaning staff would have and whether they could end up also being responsible for security.
- PCs revenue: clarity on the figures quoted by the Cabinet Member when introducing the report.
- Charging fee: how the rate of 50p for commercial sites had been reached, whether this had changed and whether it was justified. Members then asked what the likely forecast for revenues might be once contactless payments were installed.

- Priority locations: how the locations had been determined for the planned priority upgrades.
- Return on investment: the degree to which it could be possible to make back the large, planned investment on PCs modernisation (£6.5 million).
- Designs: whether various locations would end up with the same designs.
- Telescopic pop-up urinals: referencing the tragic death of a contractor working on a telescopic pop-up urinal on Cambridge Gardens, Members asked what the plan was for them and if they could ever be deemed safe.
- Covent Garden PCs: clarity on whether the Council was willing to allow the church to manage the PCs in Covent Garden.
- Programme budget: whether the planned investment total of £6.5 million was necessarily going to go far enough and cover all sites across Westminster.
- Accessibility: whether the designs would have accessible provisions, not only for disabled residents, but also parents and carers of young children who may require baby-changing provisions.

7.2 Actions

1. To provide, in writing, the change in revenues from Public Conveniences in Westminster last year, compared to 2017.

8 WORK PROGRAMME REPORT

- 8.1 The Work Programme was discussed, with Members being reminded of the later, 7pm, agreed start time for 7 December 2023. Members were then invited to make comment.
- 8.2 The Committee emphasised the importance of whichever relevant committee that may form, could consider reviewing the CCTV policy proposals. Members also indicated an interest in looking specifically at City Inspectors, their roles and effectiveness.

The meeting ended at 20.35.

CHAIR: _____

DATE _____

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Climate Action, Environment and Highways Policy and Scrutiny Committee

Date of meeting:	Wednesday 6 December 2023
Classification:	General Release
Title:	Call-in of Cabinet Member Decision entitled 'Parking Fee Structure Review'
Report of:	Frances Martin, Executive Director of Environment, Climate and Public Protection
Cabinet Member Portfolio	Cabinet Member for City Management and Air Quality
Wards Involved:	All
Policy Context:	This proposal aligns with the Fairer Economy and the Fairer Environment elements of the Fairer Westminster strategy. It will also aid traffic flow and congestion and thus positively affect air quality.
Report Author and Contact Details:	Darren Montague, Implementation Manager, Parking Services. dmontague@westminster.gov.uk

1. Executive Summary

- 1.1. This report sets out further detail on the decision made by the Cabinet Member for City Management and Air Quality to approve the report entitled 'Parking Fee Structure Review' following the call-in of the decision by three Members of the Committee.
- 1.2. The decision report was approved by the Cabinet Members on 16 November 2023 with the call-in period due to expire at 5pm on 24 November 2023. On 20 November 2023 Cllrs Cunningham, Mitchell and Pitt Ford indicated that they wished to call the decision in. These three Councillors are all Members of the Climate Action, Environment and Highways Policy and Scrutiny Committee and thus the call-in is legitimate and shall be heard by that Committee.

- 1.3. The Chief Executive as Proper Officer was notified on the same day. The Chief Executive has activated the call-in and summonsed a meeting of the Climate Action, Environment and Highways Policy and Scrutiny Committee for Wednesday 6 December 2023 in consultation with the Chair of that Committee, Cllr Williams.
- 1.4. Call-in provisions exist to enable Members to temporarily halt the implementation of a decision when they believe that decision needs to be revisited. Members are required to give reasons for call-in. Generally, call-ins may be activated for three reasons: Members:
 - believe the decision may be contrary to the normal requirements for decision-making;
 - believe the decision may be contrary to the Council's agreed policy framework and/or budget;
 - need further information from the decision-taker to explain why the decision was taken.
- 1.5. In requesting that this decision was called in, Members activating the call-in provided the following reasons:
 - Parking charges for a small battery electric vehicle (BEV) will increase by up to 1,800% whilst they will reduce for a small combustion engine vehicle. This will reduce the current incentive to drive electric vehicles which could undermine the overarching aim to reduce CO₂ emissions and to reduce particulate emissions.
 - We are concerned that the proposed fee increases could potentially have a disproportionate impact upon disabled people and people on low incomes.
 - In addition, a tradesperson driving a BEV, if this is approved, will have to pay £25 per day to park instead of the current £1.40 per day thereby significantly reducing the incentive to drive a BEV.
- 1.6. The Committee may choose to refer the matter back to the decision maker(s) with reasons for their reconsideration. This would require the decision maker(s) to reconsider and, within 10 working days, or as soon as possible thereafter, either amend the decision or not before adopting a final decision – this would require a further written report. If the Committee chooses not to refer the matter back to the decision maker(s), the decision shall take effect on the rising of the Committee.

2. Key Matters for the Committee's Consideration

- 2.1. It is recommended that the Committee reviews the decision outlined in this paper and agrees one of the following options:
 - a) To note the decision made by the Cabinet Member for City Management and Air Quality but take no further action.
 - b) To refer the matter back to the Cabinet Member for City Management and Air Quality, with specific matters for their reconsideration.

3.1 Background, including policy context

- 3.1. Proposed new charging structures for the Council's resident permit and pay-to-park schemes were detailed in the Parking Fee Structure Review Cabinet Member report dated 6 November 2023 (the 'November 2023 Report'). Prior to the November 2023 report which concerned itself with the details of the proposed new schemes, a Cabinet Report entitled 'Parking Fee Structure Review – Approval of Concept', dated 24 May 2023, ("the May Report") was approved. Before this, Full Council, at its meeting on 8 March 2023, approved Budget proposals which included a commitment to undertake a review of the parking fee structure. The decision subject to call-in via this report contains the detailed proposals which implement this commitment and it is these detailed proposals which are therefore the subject of scrutiny.
- 3.2. In the May report, it was proposed that both schemes operate on a similar basis, with the application of banded charges based upon vehicles' individual tailpipe emission levels of Carbon Dioxide (CO₂). It was also proposed that an additional diesel surcharge apply respectively for pre-2015 diesel vehicles to address the issue of the emission of Nitrogen Oxides (NO_x). This is something of a departure from how both schemes currently operate.
- 3.3. Section 6 of the November 2023 report outlined the proposal for the pay-to-park scheme. It proposed a tiered charging structure which splits vehicles into five bands dependent upon CO₂ emission levels as defined by the DVLA. There are also then separate bands for motorcycles and 'unknown' vehicles, i.e. those not registered with the DVLA, including foreign registered vehicles, as CO₂ emission level data for these vehicles cannot be obtained from the DVLA. The hourly zonal tariffs proposed are derived from zonal base rates, with each of the bands' zonal rates determined as a plus or minus percentage from its base rate. The CO₂ emission level thresholds within the proposed bands are based on those currently used by the DVLA. On top of the relevant banded zonal charge, a 50% Diesel Surcharge would then be applied to all pre-2015 diesels in any band, as has been the case for pay-to-park charges in Westminster since 2019.
- 3.4. Pay-to-park charges would vary from £1.48 p/hr for a band 1 EV in parking zone C (Harrow Road, Queen's Park and Maida Vale North) to £13.86 p/hr for a band 5 pre-2015 diesel vehicle emitting >256g/km of CO₂ in zones F (Hyde Park, Marylebone and Fitzrovia) and G (Soho, West End and Covent Garden).
- 3.5. Section 7 of the November 2023 report outlined the proposal for the resident permit scheme. It proposed a similar charging model to the pay-to-park scheme, but with six main bands dependent upon CO₂ emission levels as defined by the DVLA, and band 1 to be split between EVs with smaller and larger battery size. The same diesel surcharge would apply to pre-2015 diesel vehicles.
- 3.6. The resident permit scheme charges would not vary by parking zone. Charges would vary from £40 p/a for a band 1A EV with a smaller 1-69kwh

battery to £481.50 p/a for a band 6 pre-2015 diesel vehicle emitting >256 g/km of CO₂.

- 3.7. The aim of both emissions-based charging schemes is to encourage the use of low-polluting vehicles and, by the same token, to discourage the use of those which are more polluting. The schemes aim to 'nudge' those who park regularly in Westminster when making choices about vehicle use and ownership, in terms of the type of vehicles they own, or whether they need to use those vehicles in Westminster at all or could alternatively rely on public transport and/or the Council's car club schemes or alternative modes.
- 3.8. The focus on air quality aligns fully with the Council's Fairer Westminster priorities, in particular the Fairer Environment objectives. It aligns with the Councils' Climate Emergency Declaration and features strongly in a range of other current and future council policies and strategies such as: The Greener City Action Plan 2015-2025; Air Quality Manifesto 2018; Walking Strategy 2017-2027; The City Plan 2019-2040; EV Charging Infrastructure Strategy 2019-2025; and Air Quality Action Plan 2019-2024.
- 3.9. The November 2023 report noted that driver behaviour is evolving and it is the case that electric vehicles (EVs) and other cleaner, less polluting vehicles are becoming more popular, commonplace and widespread: a trend that is expected to continue and even accelerate. This will render our current pay-to-park and resident permit schemes' charging structures unsustainable so the proposed schemes will address this and help future-proof the service against it as banded charges can be periodically reviewed and amended as appropriate. This is particularly the case with the resident permit scheme as its current classification by engine size, which has been in operation since 2001, pre-dates modern engine technology, meaning there are currently large disparities within each tier, and its 'eco' classification (which grants permits free of charge) is too wide and far-reaching.
- 3.10. The first reason for call-in for the proposals is that Parking charges for a small battery electric vehicle (BEV) would increase by up to 1,800% whilst they will reduce for a small combustion engine vehicle. It is felt that this will reduce the current incentive to drive electric vehicles which could undermine the overarching aim to reduce CO₂ emissions and to reduce particulate emissions.
- 3.11. Although it is unstated, this assertion relates to the proposals for the pay-to-park scheme. For pay-to-park, charges for EV and plug-in hybrid vehicles are currently extremely low as to be virtually nominal and thus are unsustainable going forward. Until 2017, these vehicle types were granted free parking at pay-to-park bays in Westminster. Since that date, drivers of these vehicle types can park for the bay's maximum stay (commonly four hours) by paying just the minimum charge (ten minutes). Over a four-hour period, this currently equates to the following hourly rates per zone –

Zone	Standard hourly Tariff	Minimum charge (10 mins)	Hourly equivalent of minimum charge split over 4-hour max stay
A	£4.22	70p	17.50p
B	£3.42	57p	14.25p
C	£1.94	32p	8.00p
D	£2.83	47p	11.75p
E	£5.69	94p	23.50p
F	£5.80	96p	24.00p
G	£5.80	96p	24.00p

- 3.12. Under the proposed pay-to-park scheme, zonal pay-to-park charges for small BEVs would be as follows –

Zone	Proposed hourly tariff for band 1 (0g/km CO ₂) vehicles
A	£3.18
B	£2.58
C	£1.46
D	£2.13
E	£4.41
F	£4.62
G	£4.62

- 3.13. As the EV charges are increasing from such a low base, it is inevitable that any change to fit the aims of the new scheme would result in a large percentage increase. It is perhaps therefore unwise to consider the proposed charges in percentage increase terms only. Prior to the November 2023 report which concerned itself with the details of the proposed new schemes, a Cabinet Report entitled ‘Parking Fee Structure Review – Approval of Concept’, dated 24 May 2023, was approved. This set out the principles and objectives of the proposed schemes, one of which was that *“for both schemes, it is important that charges remain fair and proportionate. It is possible to create a huge differential between the highest and lowest charges but this is unlikely to be desirable in Westminster”*. The November 2023 report also explains that one of the aims of the proposed schemes is to ‘nudge’ those who park regularly in Westminster when making choices about vehicle use and ownership, especially whether they need to use those vehicles in Westminster at all or could alternatively rely on public transport, the Council’s car club schemes or other modes. It is felt the pay-to-park charging structure proposed, including the band 1 BEV charges, is consistent with these two aims and objectives.
- 3.14. Whilst it is not directly stated in the reason for call-in, it is implied that the proposals will disincentivise motorists from driving EVs in favour of internal combustion engine (ICE) vehicles. Whilst the price differential to park EV and ICE charges will in some cases reduce, it will still cost significantly more

to park ICE vehicles (bands 2-5) than EV (band 1), as is illustrated from the following table of the charges being proposed. As can be seen, the majority of vehicles (71.7%) would fall into the band 3 and 4 ICE categories.

Band	CO ₂ Emissions (g/km)	A zone (p/hr)	B zone (p/hr)	C zone (p/hr)	D zone (p/hr)	E zone (p/hr)	F zone (p/hr)	G zone (p/hr)	% of pay-to-park sessions 2022/23
1	0	£3.18	£2.58	£1.46	£2.13	£4.41	£4.62	£4.62	19.7%
2	1 – 90	£3.64	£2.95	£1.67	£2.44	£5.04	£5.28	£5.28	5.8%
3	91 – 150 or pre-2001 ≤1200cc	£5.00	£4.05	£2.29	£3.35	£6.93	£7.26	£7.26	35.0%
4	151 – 255 or pre-2001 >1200cc	£5.46	£4.42	£2.50	£3.66	£7.56	£7.92	£7.92	36.7%
5	≥256	£6.37	£5.16	£2.92	£4.27	£8.82	£9.24	£9.24	2.8%
M	Motorcycles (base rate)	£4.55	£3.69	£2.09	£3.05	£6.30	£6.60	£6.60	n/a
U	Unknown	£6.37	£5.16	£2.92	£4.27	£8.82	£9.24	£9.24	

3.15. As outlined in paragraph 3.9 above, the use of EVs is increasing and this trend will only continue, thus rendering our current pay-to-park scheme's charging structure unsustainable going forward. It is therefore felt that now is the time to introduce a fairer and more proportionate scheme. In terms of proportionality, appendix E of the November 2023 report compares charges (as of 1 September 2023) of the central London boroughs and this is replicated below. From the tables above and below, it is evident that the cheapest charges in each of Westminster's seven parking zones are currently all significantly less than in our neighbouring boroughs, and even most of the proposed charges for BEVs would compare favourably.

Borough	Lowest charges p/hr	Highest charges p/hr	Diesel surcharge
LB Brent	£2.00	£2.50	no
LB Camden (current)	£2.38	£8.06	no
LB Camden (proposed) *	£3.84	£10.34	yes
City of London	£5.00	£10.00	no
City of Westminster (current)	£0.32 (or £0.08 if split over 4 hr max stay)	£8.70	yes
City of Westminster (proposed)	£1.46	£13.86	yes
LB Hammersmith & Fulham	£2.50	£6.00	yes
LB Islington	£2.00	£12.85	yes
LB Lambeth	£3.20	£8.19	yes
RBKC	£1.50	£6.80	yes
LB Southwark	£4.75	£11.25	yes
LB Wandsworth	£1.50	£3.90	no

* LB Camden is currently in the process of consulting on restructuring its pay-to-park charges for 2024/25 to those indicated.

- 3.16. There is reference in the call-in to the reduction of CO₂ and particulate matter (PM). Whilst the proposed schemes aim to reduce CO₂ emissions and to a lesser extent, via the diesel surcharge aspect, Nitrogen Oxides (NO_x), they are not designed to reduce PM. PM is largely generated through brake and tyre wear and is affected by vehicle size and weight which the proposed schemes are unable to directly take into account.
- 3.17. The second call-in reason is an expression of concern that the proposed fee structures could potentially have a disproportionate impact upon disabled people and people on low incomes.
- 3.18. The November 2023 report appends an Equalities Impact Assessment (EQIA) which suggests that disabled drivers and those on low incomes could potentially be disproportionately impacted by the proposed schemes in terms of drivers' (in)ability to change or replace their vehicle should it become subject to higher charges, which may be particularly pertinent to those with vehicles adapted for disabled drivers/passengers or for those on low incomes whose vehicles may be older and more polluting. However, the EQIA does explain how these potential negative impacts can be largely mitigated.
- 3.19. The EQIA explains that the disabled badge schemes the Council operate for disabled drivers grant either free or discounted parking. For Westminster residents, organisations and those working, studying or receiving life-saving medical treatment in Westminster, white disabled badges enable free parking throughout the City in pay-to-park bays, resident bays and blue badge bays. Circa 3,500 white badges are currently on issue. For visitors, various parking concessions are afforded to holders of the national blue disabled badge, meaning parking is comparatively cheaper compared to non-badge holders. Blue badge holders can park in blue badge bays free of charge and are granted an extra hour's grace after the expiry of paid for time in pay-to-park bays. Approx. 2.4m blue badges are on issue nationwide. Westminster white badge holders are automatically issued with a blue badge for use outside of Westminster. All these policies will continue under the proposed schemes.
- 3.20. In terms of those on low incomes, the EQIA highlights the numerous alternatives that exist to using a car for every trip, which are more affordable compared to the cost of running a vehicle. These include walking, cycling, public transport or car clubs and one of the aims of the proposed schemes is to discourage journeys that do not need to be made by car. This aspiration is also consistent with numerous other Council policies as listed in paragraph 3.8 above. Where Westminster residents are concerned, it is perhaps worth reiterating that less than 5% of pay-to-park transactions in Westminster are related to vehicles for which a Westminster resident permit is held.
- 3.21. The final call-in reason is that under the proposed fee structure a tradesperson driving a BEV would have to pay £25 per day to park instead of the current £1.40 per day thereby significantly reducing the incentive to drive a BEV.

3.22. The Council currently operates a tradesperson’s permit scheme whereby a tradesperson can obtain a zone-specific permit to park in that zone all day in any pay-to-park bay, or in any resident bay between the hours of 08:00 and 17:30. The current and proposed zonal trades permit prices are as follows.

Zone	Current cost per trades permit	Proposed cost per trades permit
A	£42.20	£45.50
B	£34.20	£36.90
C	£19.40	£20.90
D	£28.30	£30.50
E	£56.90	£63.00
F	£58.00	£66.00
G	£58.00	£66.00

3.23. The current cost of a trades permit aligns with the pay-to-park zonal tariffs, so the permit costs the same as ten hour’s parking in each respective zone. Under the proposed scheme this principle does not change and each permit costs the price of ten hour’s parking at each respective zone’s base rate. Although the proposed charges are higher than the current, the increases are no more than we may expect to see after an annual fees and charges review. Due to the proposals to revamp the pay-to-park and resident permit charging structures via the November 2023 report, both schemes have been omitted from the annual corporate fees and charges review for 2024/25 so as to avoid duplication.

3.24. Rather than purchase and rely on a trades permit, tradespersons are of course entitled to pay to park in the normal fashion for the max stay (usually four hours) in any pay-to-park. They would also be entitled to park for free whilst charging in an EV charging bay should one be available in the vicinity of where they need to service. Whilst EV models obviously exist, trades vehicles are currently much more unlikely to be EV than normal cars, although it is acknowledged that this is also a growing market. The exact monetary figures quoted in the call-in do not match any of our current or proposed tariffs, but this aside, whilst a tradesperson driving an EV and utilising nearby pay-to-park facilities would be paying more to park under the new proposals, the same counter-argument to this applies as outlined in paragraphs 3.11 to 3.15 above. Furthermore, standard band 1 charges for an EV vehicle to park all day would still be less than the price of a trades permit and also less than it would cost an ICE vehicle subject to banding 2-5 charges to park for the same duration. It is therefore not felt that the proposals would, as the call-in reason suggests, significantly reduce the incentive for a tradesperson to drive a BEV.

4. Financial Implications

4.1. Unless the proposed charges are amended as a result of the call-in and consideration of its reasoning, the contents of this report result in no additional financial implications to those outlined in the original November 2023 report.

5. Legal and Governance Implications

- 5.1. The contents of this report result in no additional legal and governance implications to those outlined in the original November 2023 report.

6. Carbon Impact

- 6.1. The contents of this report result in no additional Carbon impact implications to those outlined in the original November 2023 report.

7. Equalities Impact

- 7.1. The contents of this report result in no additional equalities implications to those outlined in the original Equalities Impact Assessment appended to the November 2023 report. For convenience, a link to an online copy is included in the background paper section at the end of this report.

8. Consultation and Engagement

- 8.1. The contents of this report result in no additional consultation and engagement implications to those outlined in the original November 2023 report.

If you have any queries about this Report or wish to inspect any of the Background Papers, please contact Report Author, dmontague@westminster.gov.uk

APPENDICES:

None

BACKGROUND PAPERS

[‘Parking Fee Structure Review – Approval of Detail’](#) Cabinet Member Report, 6 November 2023

[‘Parking Fees Structure Review’](#) Equalities Impact Assessment, 2 November 2023

[‘Parking Fee Structure Review – Approval Of Concept’](#) Cabinet Member Report dated 24 May 2023.

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