

CITY OF WESTMINSTER

INTRODUCTION OF EMISSIONS-BASED CHARGING AND AMENDMENTS TO PARKING CHARGES

1. NOTICE IS HEREBY GIVEN that Westminster City Council on 2nd April 2024 made the following Orders under sections 6, 32, 35, 45, 46, 49, 63 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended:

- The City of Westminster (A Zone) (Amendment No. 53) Order 2024;
- The City of Westminster (D Zone) (Amendment No. 10) Order 2024;
- The City of Westminster (E Zone) (Amendment No. 1) Order 2024;
- The City of Westminster (Off-Street Parking Places) (Paddington Recreation Ground) (Amendment No. 1) Order 2024;
- The City of Westminster (Parking Places) (B Zone) (Amendment No. 124) Order 2024;
- The City of Westminster (Parking Places) (C Zone) (Amendment No. 125) Order 2024;
- The City of Westminster (Parking Places) (F Zone) (Amendment No. 119) Order 2024; and
- The City of Westminster (Parking Places) (G Zone) (Amendment No. 81) Order 2024.

2. The general effect of the Orders will be to:

- (a) introduce a new emissions-based charging structure within the City of Westminster, as set out in the Schedule to this Notice, for the following types of parking places:
 - (i) **pay-by-phone parking places** (including on-street pay-by-phone parking places and those pay-by-phone parking places in the Paddington Recreation Ground Car Park, but not including coach pay-by-phone parking places, market traders' parking places, motorcycle parking places or taxi pay-by-phone parking places); and
 - (ii) **shared-use parking places** (in respect of the pay-by-phone facility only), as set out in sections A1, A2, D1 and D2 of the Schedule to this Notice; and
- (b) increase the charges for:
 - (i) **parking cards**; and
 - (ii) **trade permits**,as set out in sections B and C of the Schedule to this Notice.

Please note that the above changes do not affect parking places on Westminster's housing estates.

The Orders for the introduction of emissions-based charging for residents' parking places and the introduction of new issuance arrangements permits, including the maximum number of permits issued per individual, are expected to become operational in due course, details of which will be published in a separate notice.

3. The Orders, which will come into force on 8th April 2024, and other documents giving more detailed particulars of the Orders are available for inspection until 14th May 2024 at <https://westminstertransportationservices.co.uk/notices> and, in person by appointment only, at Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, between 9.00 a.m.

and 5.00 p.m. on Mondays to Fridays inclusive (except bank / public holidays). Please telephone (020) 3057 2156 or email tmo.westminster@wsp.com to arrange an appointment.

4. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within six weeks from the date on which the Orders were made, make application for the purpose to the High Court.

Dated 3rd April 2024

JONATHAN ROWING
Head of Parking
(The officer appointed for this purpose)

SCHEDULE

A1. Current “Pay to Park” Charges

Parking Zone	Current charge (per hour)		Current charge (per 10 minutes)
	All vehicles, except diesel vehicles registered before 2015, electric vehicles and hybrid electric vehicles	Diesel vehicles registered before 2015	Electric vehicles and hybrid electric vehicles
A Zone	£4.22	£6.33	70 pence
B Zone	£3.42	£5.13	57 pence
C Zone	£1.94	£2.91	32 pence
D Zone	£2.83	£4.24	47 pence
E Zone	£5.69	£8.53	94 pence
F Zone	£5.80	£8.70	96 pence
G Zone	£5.80	£8.70	96 pence

A2. Proposed “Pay to Park” Charges Per Hour

- (a) “Pay to Park” charges applicable to:
- (i) non-diesel vehicles (other than motorcycles), including electric vehicles and non-diesel hybrid electric vehicles, registered in the UK from 2001 onwards; and
 - (ii) diesel vehicles (other than motorcycles), including diesel hybrid electric vehicles, registered in the UK from 2015 onwards:

Band	1	2	3	4	5
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CO ₂ Emissions (g/km)	0	1 - 90	91 - 150	151 - 255	256 or more
A Zone	£3.18	£3.64	£5.00	£5.46	£6.37
B Zone	£2.58	£2.95	£4.05	£4.42	£5.16
C Zone	£1.46	£1.67	£2.29	£2.50	£2.92
D Zone	£2.13	£2.44	£3.35	£3.66	£4.27
E Zone	£4.41	£5.04	£6.93	£7.56	£8.82
F Zone	£4.62	£5.28	£7.26	£7.92	£9.24
G Zone	£4.62	£5.28	£7.26	£7.92	£9.24

(b) "Pay to Park" charges applicable to diesel vehicles (other than motorcycles), including diesel hybrid electric vehicles, registered in the UK between 2001 and 2014 (the charges listed in this table include a 50% diesel surcharge compared to non-diesel vehicles):

Band	1	2	3	4	5
CO ₂ Emissions (g/km)	0	1 - 90	91 - 150	151 - 255	256 or more
A Zone	£4.77	£5.46	£7.50	£8.19	£9.55
B Zone	£3.87	£4.42	£6.07	£6.63	£7.74
C Zone	£2.19	£2.50	£3.43	£3.75	£4.38
D Zone	£3.19	£3.66	£5.02	£5.49	£6.40
E Zone	£6.61	£7.56	£10.39	£11.34	£13.23
F Zone	£6.93	£7.92	£10.89	£11.88	£13.86
G Zone	£6.93	£7.92	£10.89	£11.88	£13.86

(c) "Pay to Park" charges applicable to non-diesel vehicles (other than motorcycles) registered in the UK before 2001:

Band	3	4
Engine size	Up to 1200cc	More than 1200cc
A Zone	£5.00	£5.46
B Zone	£4.05	£4.42
C Zone	£2.29	£2.50
D Zone	£3.35	£3.66
E Zone	£6.93	£7.56
F Zone	£7.26	£7.92
G Zone	£7.26	£7.92

- (d) "Pay to Park" charges applicable to diesel vehicles (other than motorcycles) registered in the UK before 2001:

Band	3	4
Engine size	Up to 1200cc	More than 1200cc
A Zone	£7.50	£8.19
B Zone	£6.07	£6.63
C Zone	£3.43	£3.75
D Zone	£5.02	£5.49
E Zone	£10.39	£11.34
F Zone	£10.89	£11.88
G Zone	£10.89	£11.88

- (e) "Pay to Park" charges applicable to motorcycles registered in the UK:

Band	M
CO ₂ Emissions (g/km)	Motorcycles
A Zone	£4.55
B Zone	£3.69
C Zone	£2.09
D Zone	£3.05
E Zone	£6.30
F Zone	£6.60
G Zone	£6.60

- (f) "Pay to Park" charges applicable to unregistered vehicles and vehicles not registered in the UK:

Band	5
A Zone	£6.37
B Zone	£5.16
C Zone	£2.92
D Zone	£4.27
E Zone	£8.82
F Zone	£9.24
G Zone	£9.24

B. Parking Cards

Parking Zone	Current charge (per card)	Proposed charge (per card)
A Zone	£4.22	£4.55
B Zone	£3.42	£3.69
C Zone	£1.94	£2.09
D Zone	£2.83	£3.05
E Zone	£5.69	£6.30
F Zone	£5.80	£6.60
G Zone	£5.80	£6.60

C. Trade Permit Charges

Parking Zone	Current charge (per day)	Proposed charge (per day)
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

D1. Current Paddington Recreation Ground Car Park “Pay to Park” Charges

Current charge (per hour)		Current charge (per 10 minutes)
All vehicles, except diesel vehicles registered before 2015, electric vehicles and hybrid electric vehicles	Diesel vehicles registered before 2015	Electric vehicles and hybrid electric vehicles
£1.94	£2.91	32 pence

D2. Proposed Paddington Recreation Ground Car Park “Pay to Park” Charges

- (a) Proposed charges applicable to non-diesel vehicles (other than motorcycles), including electric vehicles and hybrid electric vehicles, registered in the UK from 2001 onwards:

Band	CO ₂ emissions (g/km)	Proposed charge (per hour)
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1	0	£1.46
2	1 - 90	£1.67
3	91 - 150	£2.29
4	151 - 255	£2.50
5	256 or more	£2.92

- (b) Proposed charges applicable to diesel vehicles (other than motorcycles) registered in the UK between 2001 and 2014 (the charges listed in this table include a 50% diesel surcharge compared to non-diesel vehicles):

Band	CO₂ emissions (g/km)	Proposed charge (per hour)
1	0	£2.19
2	1 - 90	£2.50
3	91 - 150	£3.43
4	151 - 255	£3.75
5	256 or more	£4.38

- (c) Proposed charges applicable to non-diesel vehicles (other than motorcycles) registered in the UK before 2001:

Band	Engine size	Proposed charge (per hour)
3	Up to 1200cc	£2.29
4	More than 1200cc	£2.50

- (d) Proposed charges applicable to diesel vehicles (other than motorcycles) registered in the UK before 2001:

Band	Engine size	Proposed charge (per hour)
3	Up to 1200cc	£3.43
4	More than 1200cc	£3.75

- (e) Proposed charges applicable to motorcycles registered in the UK:

Band	Proposed charge (per hour)
M	£2.09

- (f) Proposed charges applicable to unregistered vehicles and vehicles not registered in the UK:

Band	Proposed charge
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	(per hour)
5	£2.92

CITY OF WESTMINSTER

INTRODUCTION OF EMISSIONS-BASED CHARGING, AMENDMENTS TO PARKING CHARGES, AND CHARGES FOR ADDITIONAL RESIDENTS' PERMITS

The City of Westminster (A Zone) (Amendment No. 53) Order 2024

The City of Westminster (D Zone) (Amendment No. 10) Order 2024

The City of Westminster (E Zone) (Amendment No. 1) Order 2024

The City of Westminster (Off-Street Parking Places)

(Paddington Recreation Ground) (Amendment No. 1) Order 2024

The City of Westminster (Parking Places) (B Zone) (Amendment No. 124) Order 2024

The City of Westminster (Parking Places) (C Zone) (Amendment No. 125) Order 2024

The City of Westminster (Parking Places) (F Zone) (Amendment No. 119) Order 2024

The City of Westminster (Parking Places) (G Zone) (Amendment No. 81) Order 2024

Statement of Reasons

The City of Westminster has some of the highest carbon emissions and worst air quality of any national local authority. Therefore, the City Council proposes to introduce emissions-based charging for both pay-to-park casual kerbside parking and residents' parking permits to deliver more local positive impacts through the provision of discounts for 'cleaner', less polluting vehicles. The payment structure will use banded charges based upon vehicles' individual tailpipe emission levels of Carbon Dioxide (CO₂). It is 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).

Emissions-based charging uses DVLA data. Where CO₂ data is not held, such as for vehicles registered before 2001 or for vehicles not registered in the UK, separate charges will be levied.

The implementation of an emissions-based charging scheme for residents' permits necessitates the replacement of the current policy allowing up to two vehicle registration marks (VRMs) on a single permit policy with a new policy whereby each VRM would be covered by a single, individual permit. To accommodate this, individuals would be entitled to purchase additional permits for their different vehicles, up to a maximum of three per individual, but with the introduction of an incremental surcharge per additional permit. This would apply to new applications and any permit renewals. Second permits would be charged an additional £50 on top of the price of the permit and third permits an additional £100.

The proposals for both the pay-to-park and residents' permit schemes align with the Fairer Westminster strategy and complement a number of corporate environmental policies, strategies and commitments outlined in section 4.2 of the May 2023 report - 'Parking Fee Structure Review – Approval of Concept'. The improvement of air quality is an important priority for the City Council and these policies support this aspiration.

Relevant City Council Cabinet Member Reports

Parking Fee Structure Review – Approval of Concept (May 2023):

<https://westminster.moderngov.co.uk/ieDecisionDetails.aspx?ID=1896>

Parking Fee Structure Review (November 2023):

<https://westminster.moderngov.co.uk/ieDecisionDetails.aspx?ID=1974>