



WSP / Westminster City Council

Westminster Citywide Parking Occupancy Survey 2022

Report of Surveys – Dec 2022



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EXECUTIVE SUMMARY

The City of Westminster is believed to be the largest parking authority in the country and is responsible for the provision, management and enforcement of approximately 66,000 equivalent parking spaces on its kerbside network. To inform how the network should be managed a borough-wide parking occupancy survey is now commissioned approximately every five years. This is where the kerbside is monitored over an agreed number of survey 'time frames'.

This is a technical report which outlines the key survey trend findings of the City of Westminster 2022 Parking Occupancy Survey. It is not a policy report and so does not draw out strategic conclusions in those areas of interest.

The last Parking Occupancy Survey was carried out in 2018 and since then there have not been any significant changes in the hours of operation in the City's parking zones, although zone H no longer exists. As a result of its annual fees and charges review, the City Council introduced tariff increases in August 2019, January 2021 and April 2022, and since August 2019 has operated an emissions-based charging scheme for diesel vehicles city-wide, which applies a 50% surcharge on pre-2015 diesel vehicles paying to park.

However, since the last Occupancy Survey Report, a number of factors have had a significant effect on vehicle patterns and driver behaviour in the City: namely Covid and its various lockdowns, the City Council's Movement Strategy works in reaction to this which has heavily impacted the kerbside; the implementation of the Ultra-Low Emission Zone; and the expansion of the Congestion Charge Zone area.

Between the survey years (2018 and 2022) the most significant changes were:

An overall decrease of 2,547 in the number of spaces available.

A decrease in the number of theoretical spaces at single yellow lines of 2,548, and while there were no significant changes in residents bays, pay to park bays decreased by 232 and shared use bays increased by 42.

The number of loading bays throughout the City has increased by 229 spaces, or over 100%, and the number of electric vehicle charging bays has increased by 40%.

Typically some 28,000 vehicles (ranging from 26,000 to 31,000) were recorded parked on-street within Westminster, which is slightly lower than 2018.

Across all zones the pay to park weekday daytime occupancy has increased and the average citywide pressure is over 80%.

Changes in weekday demand for disabled (blue badge) bays which differs for each zone and a decrease in weekend demand for parking on single yellow lines in all zones.

There were no significant changes in resident bay weekday demand, while Sunday demand decreased in three zones.

For shared use bays there have been changes in weekend demand, but this differs for each zone, and weekday changes are only seen in zones A, F and G.

High weekday parking pressure continues to be recorded within areas of the City/parking zones during certain times of the day:

- Resident parking bays in zones B, C and F across the survey periods;
- Pay to park for bays in zones B, E, F and G, especially during weekday controls;
- Shared use bays in zones A, B C, F and G mostly during the weekday.

In zone F the demand for electric vehicle bays is high and the demand for loading bays in sub-zone C/B1 remains high.

It should be noted the City has installed/converted a number of dedicated resident electric vehicle (EV) charging bays within resident bays to help alleviate the demand pressure on the general EV charging bays and to encourage continued take up of EV. At the time of writing this was approx. 434 lamp-column charge-points for the exclusive use of EV resident permit holders, and their implementation continues.

In conclusion it is summarised that:

- Parking pressure persists on resident parking spaces in a number of areas of the City (primarily zones B, C and F);
- Weekend parking occupancy (especially Sunday) attracts almost as many vehicles as the weekday; and
- The quantity of parking at single yellow lines outside the hours of control appears to be relatively stable since 2018.

1 INTRODUCTION

1.1 Overview

1.1.1 Nationwide Data Collection (NDC) were commissioned, by the City Council's consultant WSP in partnership with the City of Westminster, to undertake the 2022 detailed surveys of on-street car parking occupancy throughout the City of Westminster.

1.1.2 This comprehensive survey included all on-street parking spaces in the City of Westminster; some 370 miles of parking restrictions in the Council's seven Resident Parking Zones (A-G). The surveys measured the occupancy of parking space during different times of the week and at weekends.

1.1.3 Data collection was completed in two phases to ensure the work was undertaken in neutral months, outside of school holidays. The 2022 survey periods were;

- April to July
- Early to Mid-September

1.2 Background Context

1.2.1 Westminster's position: at London's centre, its unique mix of residential and commercial neighbourhoods, its many iconic visitor attractions and its dense pattern of development and economic activity means that there are competing demands for use of kerbside space throughout the day and night. The City Council must carefully manage and control use of the kerbside and its associated impacts, such as the obstruction of carriageways and footways, noise, air quality, visual intrusion and road safety.

1.2.2 Parking is a complex and often contentious issue and requires a balance to be struck between competing concerns and interests. The pressure on Westminster's transport network continues to increase, with a growing population and an increase in employment. And whilst we believe that more residents and others afield are working at home and thus travelling less we face a complex upsurge in on-line delivery vehicles and app enabled private hire vehicles undertaking much more deliveries etc. Also the early days of dockless bike and e-scooter hire vehicles have made an impact at our kerbside. Much of the network is already congested. The control of parking helps to manage vehicle numbers and tackle congestion and their social, environmental and economic impacts.

1.2.3 In addition, the City Council with Transport for London (TfL) and other partners is continually working to improve congestion and air quality using a wide range of measures. Encouraging the uptake of EV and the use of car clubs, which in turn reduces car ownership rates, are two such measures which interrelate with kerbside management. In some resident parking zones cycle parking hangers also feature.

1.3 The City Council's parking service

- 1.3.1 The whole of the Westminster on-street parking provision was reviewed and consolidated into a single Special Parking Area (SPA) in 2001, which was then divided into eight distinct Resident Parking Zones, defined as A to H. Since then the small Zone H was suspended in 2013 due to the substantial redevelopment work in the Victoria area and has since been withdrawn altogether. The SPA is now referred to as a Special Enforcement Area (a change made under the Traffic Management Act 2004 (TMA)).
- 1.3.2 Some of these Zones operate between 08:30am and 18:30pm, Monday to Friday and others operate either between 08:30am and 13:30pm or between 08:30am and 18:30pm on Saturday. Some of the resident bays operate for longer periods (until 20:30pm, 22:00pm or even 24 hours depending upon the zone) than the adjacent Pay to park or Single Yellow Line regulations. This results in traffic parking on Single Yellow Lines on Saturdays in those Zones when the Single Yellow Lines are not operating. The citywide regulations are illustrated in Appendix A.
- 1.3.3 The City Council's parking service is responsible for the provision and management of on-street parking facilities, as well as the enforcement of on-street parking controls across the City of Westminster, which includes certain marked spaces on the Mayor of London's Transport for London Road Network (TLRN). The on-street service comprises of the installation and maintenance of lines, signs, cashless Pay to Park parking, the patrolling of the streets by Civil Enforcement Officers (which the City Council badge as Marshals to convey their ambassadorial approach) and the enforcement of parking regulations through the issuing of Penalty Charge Notices (PCNs).
- 1.3.4 In 2012 the City Council introduced the 'Fair Parking' programme which sets out how it will manage the kerbside through the use of Marshals.
- 1.3.5 Westminster City Council operates an emissions-based charging scheme for diesel vehicles parking in all zones across the City. The diesel surcharge scheme was introduced city wide in August 2019, and applies a 50% surcharge on pre-2015 diesel vehicles paying to park. A trial of the scheme had been operational in F zone since June 2017.

1.4 The purpose of this report - a technical report

- 1.4.1 This report presents the full findings in all seven parking Zones (A-G) of the City of Westminster 2022 Parking Occupancy Survey. It was commissioned solely as a technical report and thus is not a policy and strategy report. As a result it does not draw out areas of potential City Council policy and strategy change conclusions from the survey's findings.

- 1.4.2 Parking occupancy is reported in each parking zone and also further parking sub-zones within the seven zones where different hours of control and tariffs can operate and amongst the various on-street parking restriction types i.e. Resident permit and Pay to park parking; across the survey periods.
- 1.4.3 Similar comprehensive city wide surveys were undertaken in 2015 and 2018. Although the surveys have been carried out at different times of the year, (2015 - March to May and 2018 – June, September to November), all are considered 'neutral' months and therefore this report will compare earlier findings with those recorded during 2022 (April to July and early to mid-September). This will assist in the identification of any changes to the parking trends with the city.
- 1.4.4 The structure of this report is as follows: Chapter 2 comprises a description of the survey details and methods used, Chapters 3, 4, 5 and 6 present results of the surveys in terms of parked vehicles and parking occupancy in the City's parking Zones. In Chapter 7 we summarise highlights of the findings.
- 1.4.5 A Glossary of terms for a range of references is provided at the end of this report on page 77.

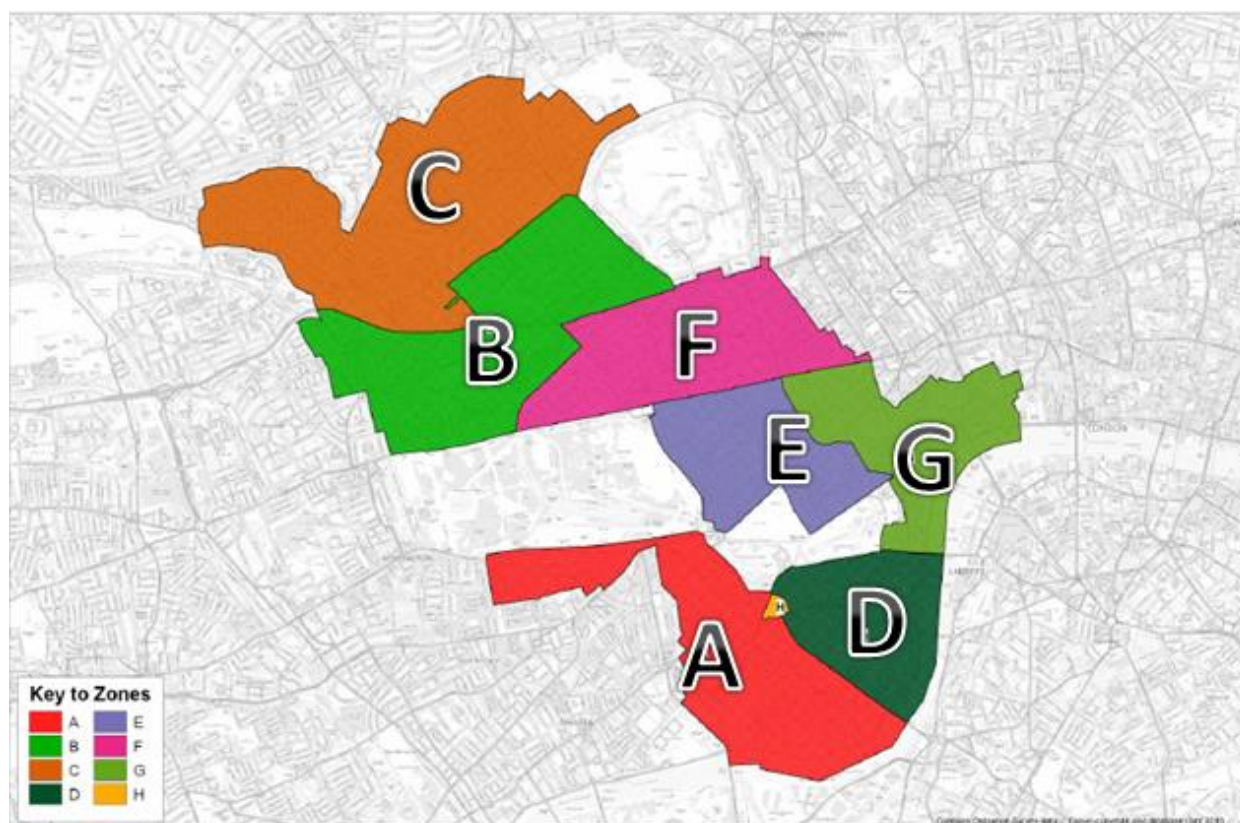
2 METHODOLOGY

2.1 Introduction

2.1.1 The City Council operates a system of controlled parking across the City of Westminster and this is divided into seven distinct Resident Parking Zones (A to G - note the small zone H straddling zones A and D was suspended since 2013 due to the substantial development works in the Victoria area and has since been withdrawn). They are complemented by a number of Sub-Zones (27 in total) where there are different hours of parking control and on-street parking tariffs that are designed to meet local community needs. The survey data in this report has therefore been analysed and presented by Resident Parking Zone as illustrated in Figure 2.1 below. For more detail about these Zones please also refer to:

<https://www.westminster.gov.uk/parking-zones-and-prices>

Figure 2:1: Westminster Parking Zones



2.2 Parking surveys

2.2.1 The 2022 surveys recorded parking occupancy in Westminster during each of the following eleven periods. The weekday survey periods include the representative weekdays Tuesday, Wednesday or Thursday, and not Friday.

- Period 1: Weekday Overnight - Midnight to 06:00.
- Period 2: Weekday Morning - 07:30 to 09:30.
- Period 3: Weekday Daytime - 11:00 to 15:00.

- Period 4: Weekday Evening - 19:00 to Midnight.
- Period 5: Saturday Overnight - Midnight Friday to 06:00 Saturday.
- Period 6: Saturday Daytime - 11:00 to 15:00.
- Period 7: Saturday Evening - 19:00 to Midnight.
- Period 8: Sunday Overnight - Midnight Saturday to 06:00 Sunday.
- Period 9: Sunday Daytime - 11:00 to 15:00.
- Period 10: Sunday Evening - 18:00 to 20:00.
- Period 11: Monday Overnight - Midnight Sunday to 06:00.

2.3 Restriction types

2.3.1 All types of on-street parking restrictions were surveyed and the parking occupancy amongst those listed below are presented in this report, covering the following parking spaces provided by the City Council:

- Car Club
- Diplomat
- Disabled (Blue/ White Badge)
- Doctor
- Electric Charging
- Hospital
- Loading Bay
- Motorcycle
- Pay to park
- Resident
- Shared Use (resident and pay to park)
- Single Yellow Line
- Taxi

2.3.2 Diplomatic, Doctors and Hospital spaces are provided on an individual basis in specific locations.

2.3.3 EV bays are dedicated for electric vehicles and offer the opportunity to charge vehicles on-street. It should be noted that in addition to EV bays the Council also has 434 EV charging bays within resident parking bays across the city. These bays are dedicated to resident permit holders.

2.3.4 Loading Bays are provided to facilitate servicing vehicles or those used for the delivery or collection of goods at specific locations.

2.3.5 Charges for on-street Motorcycle parking were introduced in 2008.

2.3.6 Blue Badge parking spaces are provided at certain locations to facilitate disabled visitors to the City, as the usual National Blue Badge exemptions to park on Single or Double Yellow Lines do not apply in Westminster. White Badge dedicated disabled parking places are provided on an individual basis to residents outside their homes or at a place of work.

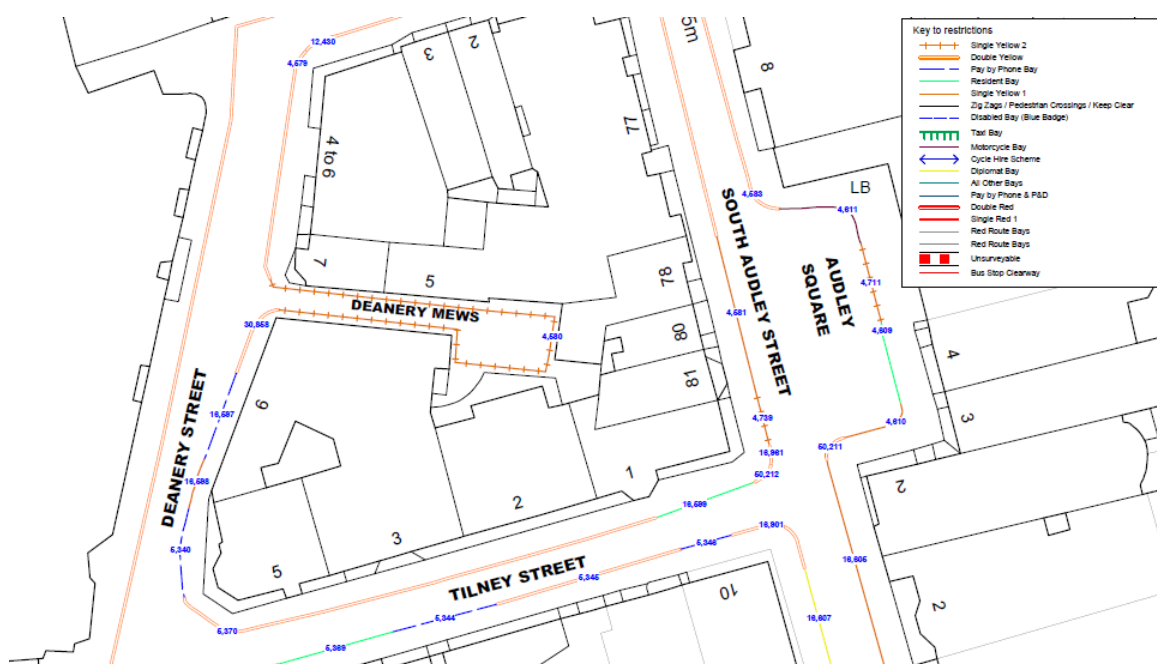
2.3.7 There are also a number of specialist, or niche, bays within the city (such as RNLI bays, Supreme Court bays, market trader bays) but these are not recorded within the survey due to the number and special nature of the bays. These bays have not been recorded historically for the same reasons.

2.4 Data collection technique

2.4.1 The data collection involved two types of survey, firstly a 'supply' survey to record all of the Council's parking restrictions/spaces drawn in a GIS system, followed by a 'demand' survey recording the occupancy of Westminster's parking supply.

2.4.2 An example of the 'supply' survey output is shown in Figure 2.2 below:

Figure 2.2: Example of parking supply survey data



2.4.3 To capture parking occupancy the 'beat' survey method was used where traffic enumerators were employed to patrol the streets by following pre-determined routes and then record the number of vehicles parked, waiting, loading etc. In common with 2015 and 2018 surveys, enumerators also recorded information on all parking suspensions, planned/unplanned roadworks and building works that affect parking, loading and waiting.

2.4.4 The City of Westminster parking zones and sub zones are divided into a large number of separate parking beats for data collection purposes, each to a length that can be covered within the duration of the survey time periods.

2.4.5 An example of a 'beat' map is provided below in Figure 2.3 and a beat form in Figure 2.4 below.

Figure 2.3: Example fieldworkers parking beat map

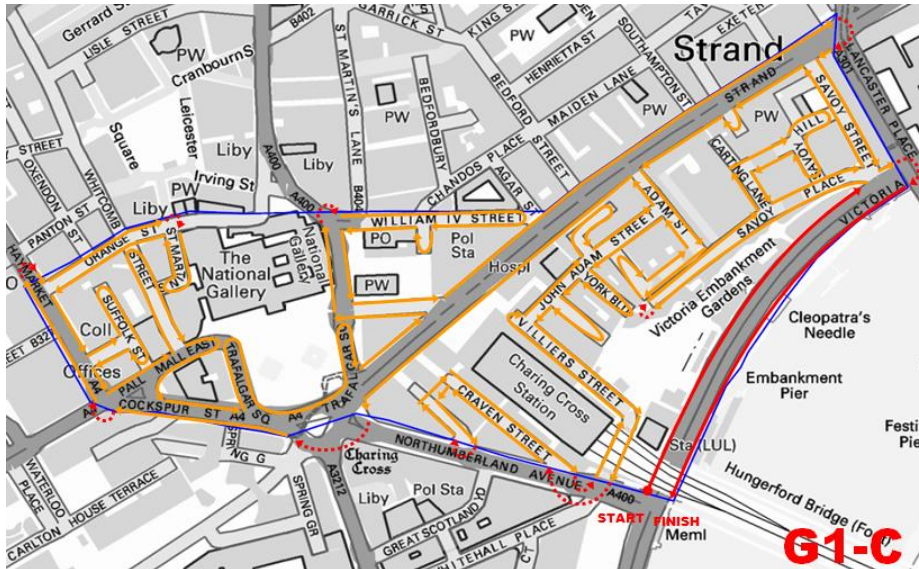


Figure 2.4: Example fieldworkers beat form

SITE: F2 D		DATE:				
		DAY:				
NAME:		TIME:				
Order	item ref	Street name	Regulation	Length	Vehicles parked	Notes
turn left into NEW CAVENDISH STREET						
24	19,220	NEW CAVENDISH STREET	Double Yellow	2.18		
25	19,219	NEW CAVENDISH STREET	Zig Zags / Pedestrian Crossings / Keep Clear	19		
26	19,218	NEW CAVENDISH STREET	Resident Bay	13.6		
27	19,217	NEW CAVENDISH STREET	Single Yellow 2	7.88		
turn left into MARYLEBONE STREET						
28	19,216	MARYLEBONE STREET	Single Yellow 2	6.16		
29	19,215	MARYLEBONE STREET	Resident Bay	73		
30	19,214	MARYLEBONE STREET	Single Yellow 1	1.49		
31	19,213	MARYLEBONE STREET	Resident Bay	29.6		
32	19,212	MARYLEBONE STREET	Single Yellow 1	7.26		
33	19,211	MARYLEBONE STREET	Motorcycle Bay	12.5		
34	19,666	MARYLEBONE STREET	Double Yellow	4.22		
Just before (WEYMOUTH STREET) TURN AROUND and survey the opposite direction						
35	19,229	MARYLEBONE STREET	Double Yellow	8.49		
36	19,230	MARYLEBONE STREET	Double Yellow	8.49		

3 SURVEY FINDINGS - CITYWIDE PARKING

3.1 City parking stock

3.1.1 The number of on-street spaces provided by the City Council for the main parking types is as per Table 3.1 below:

Table 3.1: Total spaces per type across all Zones

Bay Type	Spaces
Car Club	190
Diplomat	371
Disabled (Blue Badge)	497
Disabled (White Badge)	198
Doctors	64
Electric Charging	142
Hospital Parking	50
Loading Bay	438
Motorcycle	5,539
Pay to park	5,868
Resident	26,912
Shared Use	3,935
Single Yellow Line	21,704
Taxi	727
Total	66,635

** Please note the designated area of a Motorcycle space differs from conventional marked or unmarked vehicle bays.*

+ Please note Single Yellow Line parking is permitted during un-controlled periods whereas during road sign plated controlled periods it is not permitted.

3.1.2 There are currently a total of 44,931 parking spaces provided by the City Council compared with 44,930 spaces in 2018, a small increase in capacity of 1 parking space.

3.1.3 There are a number of minor changes across the city in the number of parking bay types, such as diplomat bays, car club bays and disabled bays compared to 2018. There are significant differences since 2018 at loading bays (increased by 229 spaces) and pay to park bays (decreased by 232). There has also been a small increase (an additional 41 spaces) in the number of EV charging bays across the city since 2018.

3.1.4 Overall there are potentially of 66,635 spaces across the city when the 21,704 'theoretical' parking spaces on Single Yellow Lines are included in the total. These can legally be used outside the relevant hours of control. This represents a reduction of 2,548 theoretical spaces compared to those recorded during 2018.

3.1.5 There are additional sections of Single Yellow Line parking that, for the provision of the survey, are not considered safe or appropriate for parking at these times and thus were not monitored. An approach matching that used during 2015 and 2018 surveys.

3.1.6 The number of EV charging bays in the City has increased by 41 spaces, taking the total numbers of bays to 142.

3.1.7 Table 3.2 reports the number of on-street spaces of each restriction type provided in the City parking Zones A-G.

Table 3.2: Total spaces per type across all Zones

Zone / Type	A	B	C	D	E	F	G	Total
Car Club	34	49	36	14	10	36	11	190
Diplomat	140	7	0	25	90	71	38	371
Disabled (Blue Badge)	47	47	68	49	83	131	72	497
Disabled (White Badge)	26	49	90	9	2	20	2	198
Doctor	16	9	8	1	3	21	6	64
Electric Charging	30	18	33	10	17	19	15	142
Hospital	0	20	0	3	0	27	0	50
Loading	38	67	44	0	152	27	110	438
Motorcycle (Pay to park)	584	626	427	633	1,030	1,243	996	5,539
Pay to park	814	987	784	450	1,016	1,284	533	5,868
Resident	5,077	5,770	9,667	1,533	1,012	3,207	646	26,912
Shared Use	617	592	1,321	240	236	834	95	3,935
Single Yellow Line	3,191	3,731	4,727	2,058	1,774	5,539	684	21,704
Taxi	85	78	17	55	211	121	160	727
Total	10,699	12,050	17,222	5,080	5,636	12,580	3,368	66,635

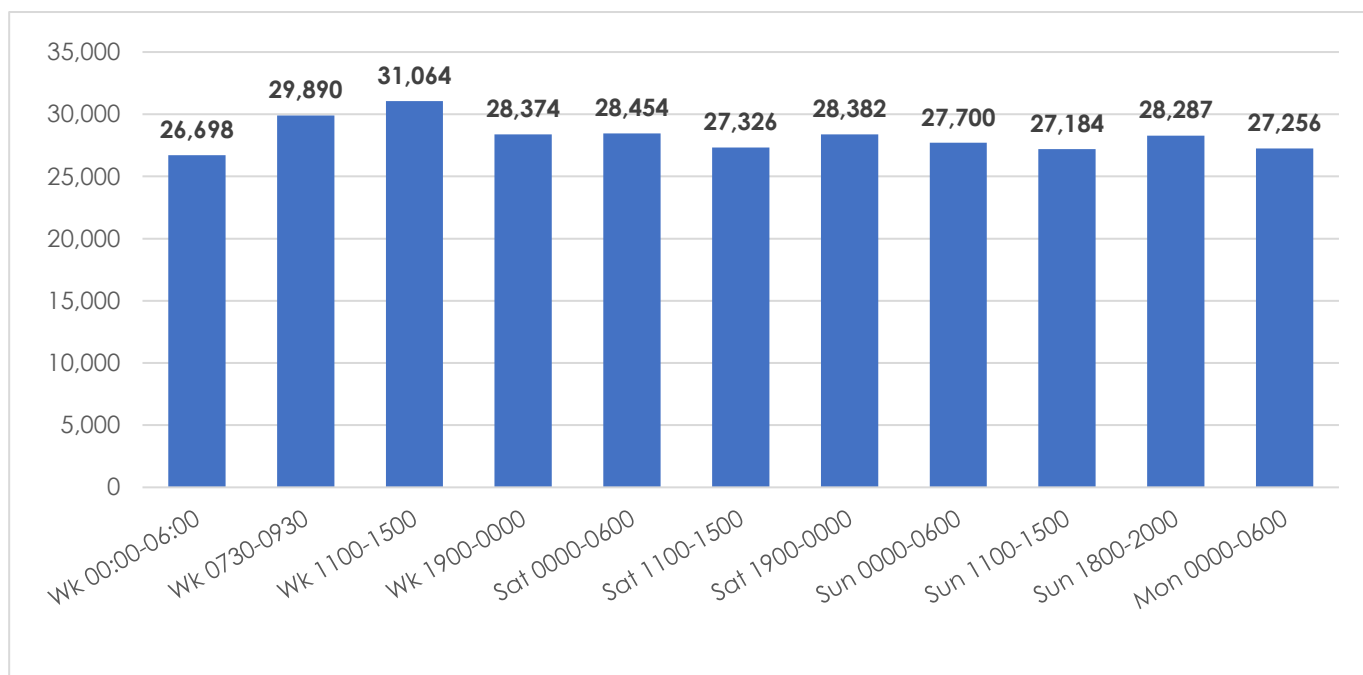
3.2 Total Citywide parking in all Zones

3.2.1 Table 3.3 and Figure 3.1 shows the number of vehicles parked within the City of Westminster parking zones and the City overall during the different survey periods; namely daytime, evening and overnight survey periods.

Table 3.3: Parked vehicles per period / per parking Zone

Zone	Wk 00:00-06:00	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A	4,346	4,640	4,869	4,256	5,443	4,443	4,535	5,374	4,403	4,846	4,834
B	5,951	6,137	6,293	6,266	5,651	5,845	6,041	5,595	5,861	6,170	6,379
C	9,566	8,817	8,746	9,344	9,460	9,127	9,152	9,300	8,645	8,773	9,067
D	1,449	1,756	1,855	1,500	1,387	1,534	1,495	1,375	1,446	1,435	1,424
E	1,342	2,328	2,766	1,913	1,333	1,629	1,837	1,314	1,741	2,015	1,048
F	3,248	4,873	5,117	4,016	4,354	3,857	4,128	4,028	3,944	3,903	3,719
G	796	1,339	1,418	1,079	826	891	1,194	714	1,144	1,145	785
Total	26,698	29,890	31,064	28,374	28,454	27,326	28,382	27,700	27,184	28,287	27,256

Figure 3.1: Total Citywide parking per period

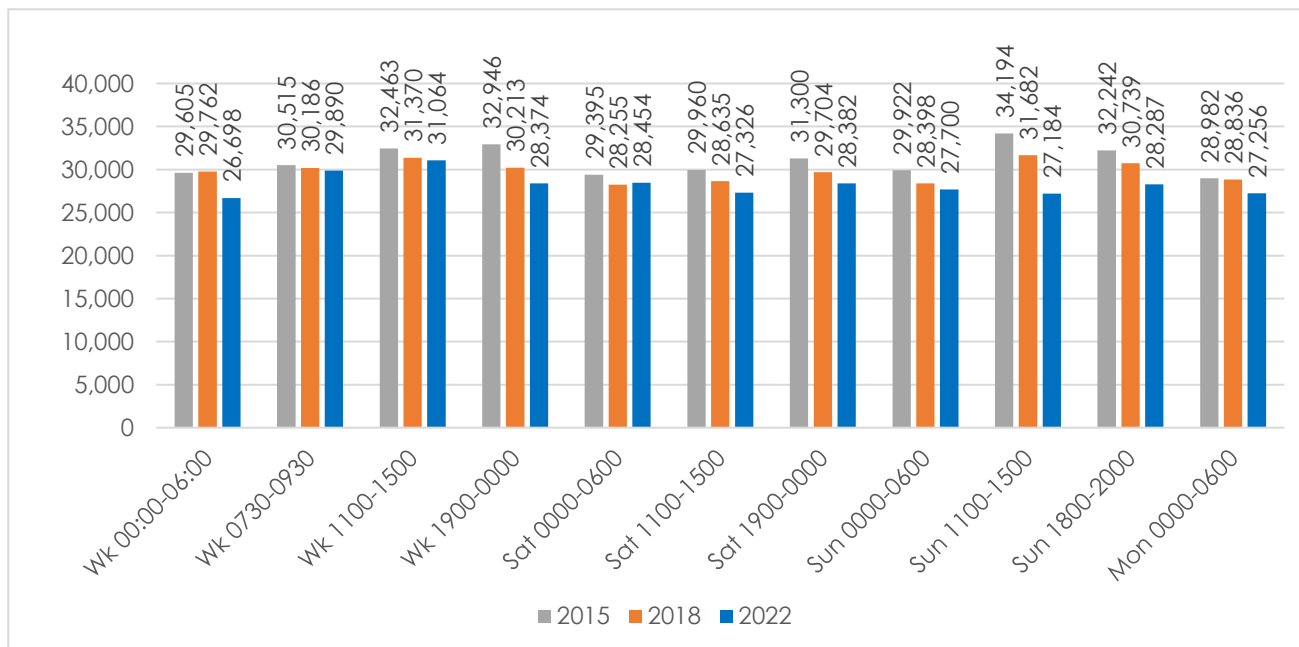


3.2.2 The citywide peak occupancy rate of 31,064 parked vehicles was recorded on a weekday between 11:00 and 15:00, this was followed by 29,890 vehicles recorded on a weekday between 07:30 and 09:30.

3.2.3 These weekday daytime periods coincide with when controls operate throughout the city and commercial activity is high. Outside many of the controlled hours, such as Saturday Midnight to 06:00, the number of parked vehicles was 28,454, followed by 28,382 vehicles during 19:00 and Midnight on Saturday.

3.2.4 Figure 3.2 compares overall parking in 2022 with that recorded in 2015 and 2018 during each survey period.

Figure 3.2: Total Citywide parking compared 2015/2018/2022



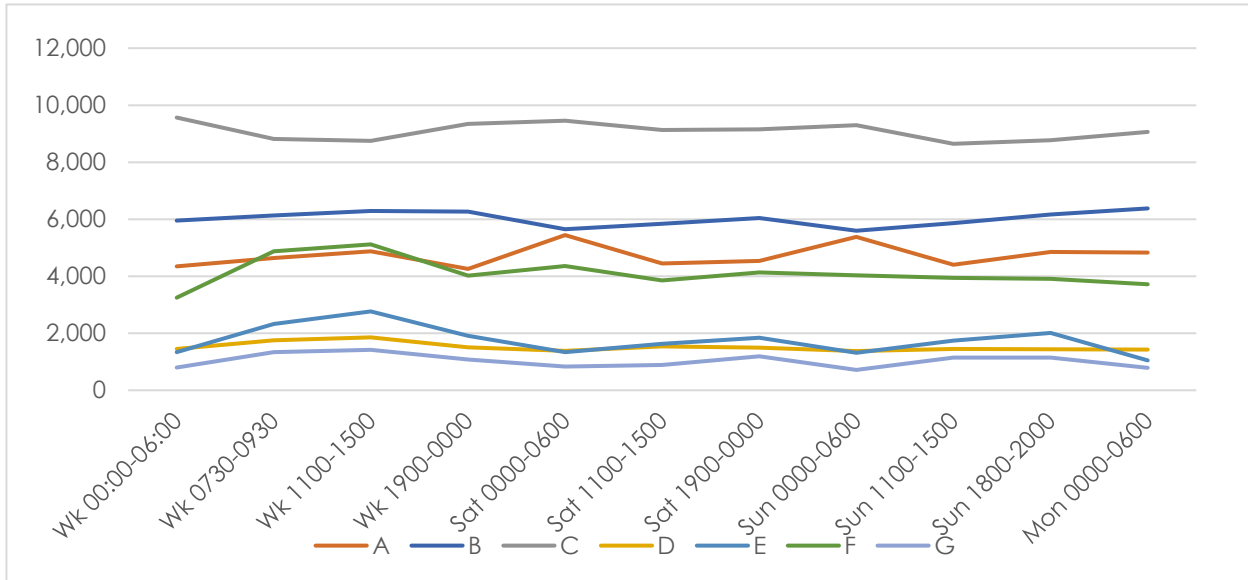
3.2.5 Compared with 2015 and 2018 the recorded parked vehicles in 2022 have decreased across all time periods. The only exception being on Saturday midnight to 06:00 if compared to 2018. During this time period the number of vehicles parked in 2018 was 28,255 compared to 2022 when it was 28,454, a difference of 199.

3.2.6 The peak occupancy rate recorded in 2022 (31,064), shows a decrease of 618 vehicles compared with 2018 and a decrease of 3,130 compared to 2015. The peak occupancy rates in 2018 and 2015 were both recorded on a Sunday between 11:00 and 15:00, however in 2022 the peak rate was recorded on a weekday daytime between 11:00 and 15:00.

3.2.7 The largest reductions in parking demand compared to 2015 and 2018 were recorded on a Sunday between 11:00 and 15:00. A total of 7,010 fewer vehicles were recorded in 2022 compared to 2015 (4,498 fewer compared to 2018).

3.2.8 Figure 3.3 compares the total number of vehicles parked in each zone across the survey periods, with by far the highest total recorded in the large zone C, which is the biggest geographical zone and has the largest number of potential parking spaces.

Figure 3.3: Total parked vehicles by Zone



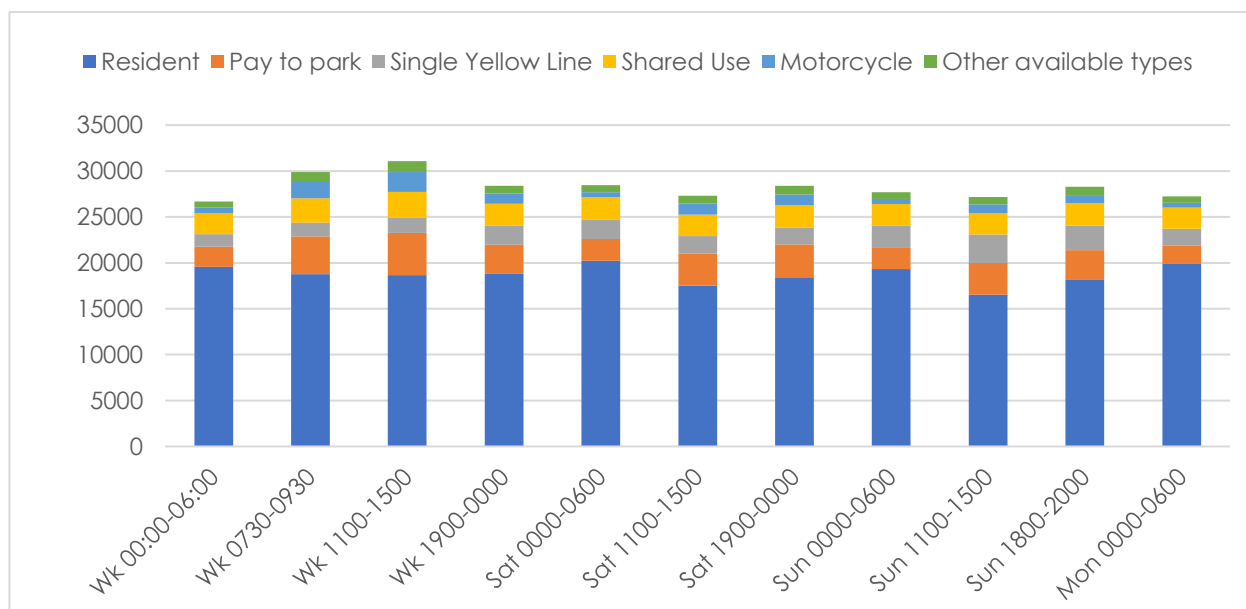
3.2.9 Zones A and E show the greatest variance in demand across the survey periods.

3.2.10 Table 3.4 (and Figure 3.4) give the number of vehicles parked within the City on the different parking restriction types during the survey periods.

Table 3.4: Vehicles totals per period per restriction type

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	107	112	112	107	115	52	72	114	56	68	118
Diplomat	126	182	219	131	159	120	138	168	129	154	108
Disabled (Blue Badge)	144	238	304	209	190	258	301	163	220	226	169
Disabled (White Badge)	122	111	109	121	132	110	126	120	109	122	137
Doctors	6	16	17	13	7	9	6	9	8	7	7
Electric Charging	41	67	73	56	50	60	67	50	49	60	47
Hospital Parking	12	16	23	11	15	11	7	8	20	17	12
Loading Bay	62	119	144	84	69	109	78	60	116	113	76
Motorcycle	630	1911	2183	1093	548	1194	1178	551	933	872	523
Pay to park	2,203	4,123	4,607	3,169	2,340	3,511	3,652	2,307	3,439	3,268	1,994
Resident	19,551	18,758	18,651	18,814	20,245	17,497	18,343	19,324	16,548	18,122	19,889
Shared Use	2,265	2,651	2,820	2,398	2,459	2,361	2,424	2,387	2,342	2,436	2,312
Single Yellow Line	1,380	1,482	1,632	2,069	2,093	1,900	1,855	2,385	3,105	2,683	1,823
Taxi	49	104	170	99	32	134	135	54	110	139	41
Total	26,698	29,890	31,064	28,374	28,454	27,326	28,382	2,7700	27,184	28,287	27,256

Figure 3.4: Vehicles parked by type



- 3.2.11 The number of vehicles recorded at resident parking bays peaked at 20,245 on Saturday, Midnight to 06:00, and the lowest number of vehicles was recorded on Sunday daytime, 16,548. The occupancy rate in all other periods lies between 19,889 and 17,497, showing demand does not fluctuate significantly over the survey periods. All time periods show a decrease in the number of vehicles parked in residents bays compared with those recorded in 2018.
- 3.2.12 The parking on single yellow lines peaked at 3,100 on Sunday between 11:00 and 15:00, this is closely followed by 2,683 recorded on Sunday between 18:00 and 20:00, both of which are outside of controlled hours. The lowest number of vehicles recorded parking on single yellow lines was 1,380, during week day midnight to 06:00, which is also outside of the controlled hours.
- 3.2.13 Shared use bays usage peaked at 2,820 vehicles on a week day between 11:00 and 15:00, with the lowest recorded vehicle numbers (2,265) occurring on a week day between Midnight and 06:00. Both of these figures are an increase on the highest and lowest number of vehicles recorded during the 2018 surveys.
- 3.2.14 The highest number of vehicles recorded using pay to park bays, 4,607, occurred on a week day daytime, between 11:00 and 15:00. The lowest, 1,994, was recorded on a Monday between Midnight and 06:00, this is a difference of 2,613 vehicles.
- 3.2.15 The use of motorcycle spaces varies considerably across the surveys periods, with the daytime having much higher usage, than the overnight periods. This is a trend which is also repeated for loading bays, disabled spaces (Blue Badge) and taxi spaces.
- 3.2.16 Westminster City Car Club bays are contracted to Zipcar Ltd. Zipcar Ltd operate two different types of car club schemes, flexible car sharing, (which allows user to hire vehicles and to leave them in different on-street locations) and fixed point or round trip car sharing. The fixed point scheme allows users to hire a vehicle from a fixed location and return it to the same location at the end of the session. The car club bays are occupied most during the week days and overnight, suggesting the Zipcar use is most popular on Saturday and Sundays during the day.
- 3.2.17 The number of EV charging bays has increased by 41 spaces since 2018 to 142 spaces, and the usage of the bays has also increased across all time periods. In 2018 the highest number of parked vehicles (52) was recorded during the week day, between 11:00 and 15:00, this is the same for the 2022 survey, although in 2022 a total of 73 vehicles were parked.

3.2.18 Figures 3.5 to 3.8 compare the number of vehicles parked on each of the main restriction types across the City, against the number of available spaces.

Figure 3.5: Total vehicles parked and total spaces – Resident



Figure 3.6: Total vehicles parked and total spaces – Shared Use

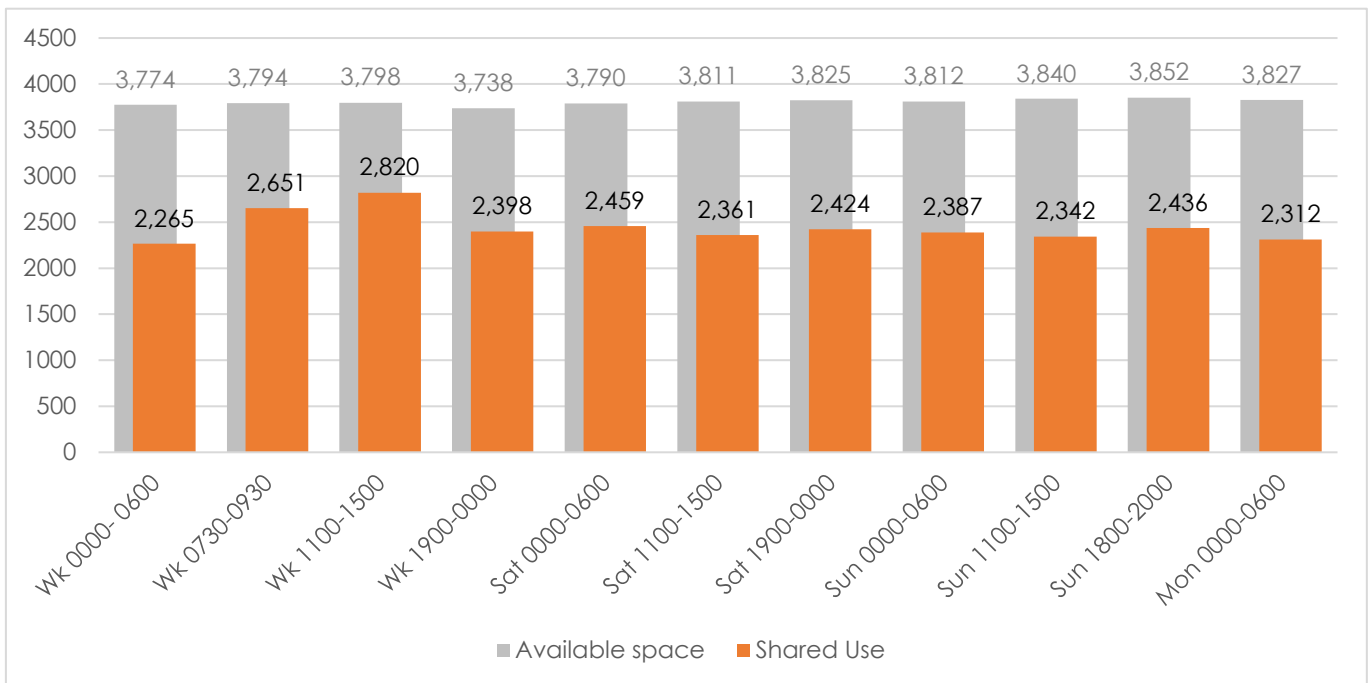


Figure 3.7: Total vehicles parked and total spaces – Pay to park

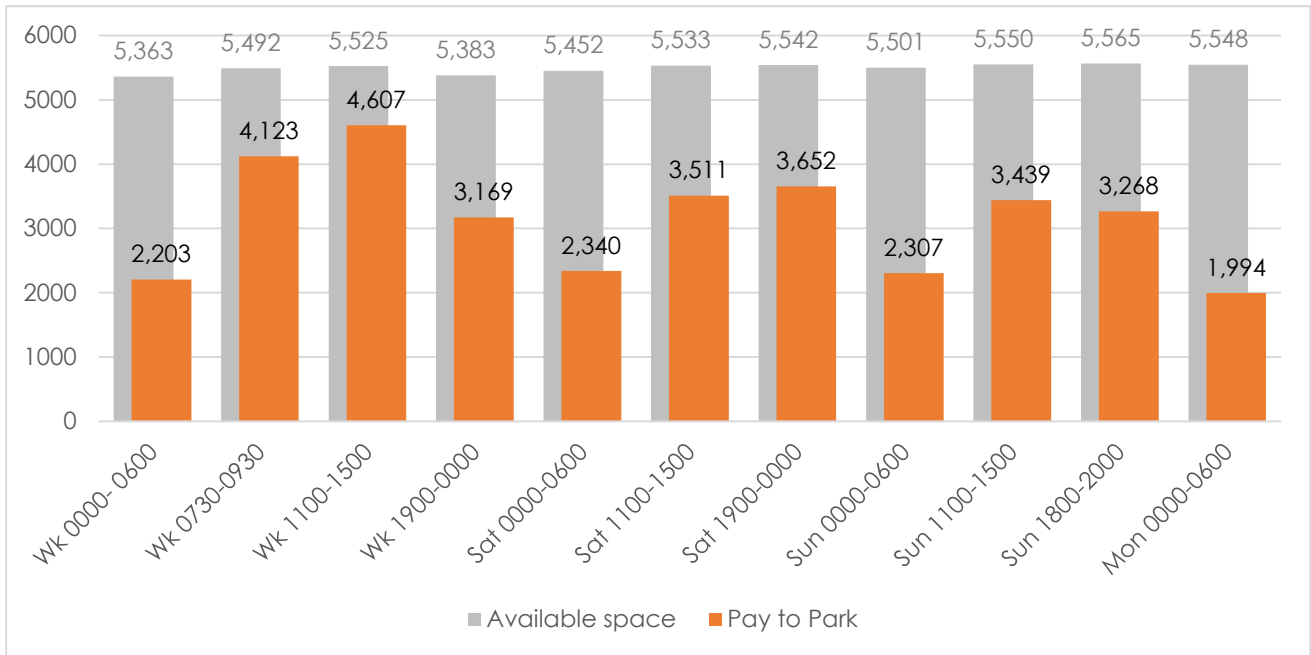
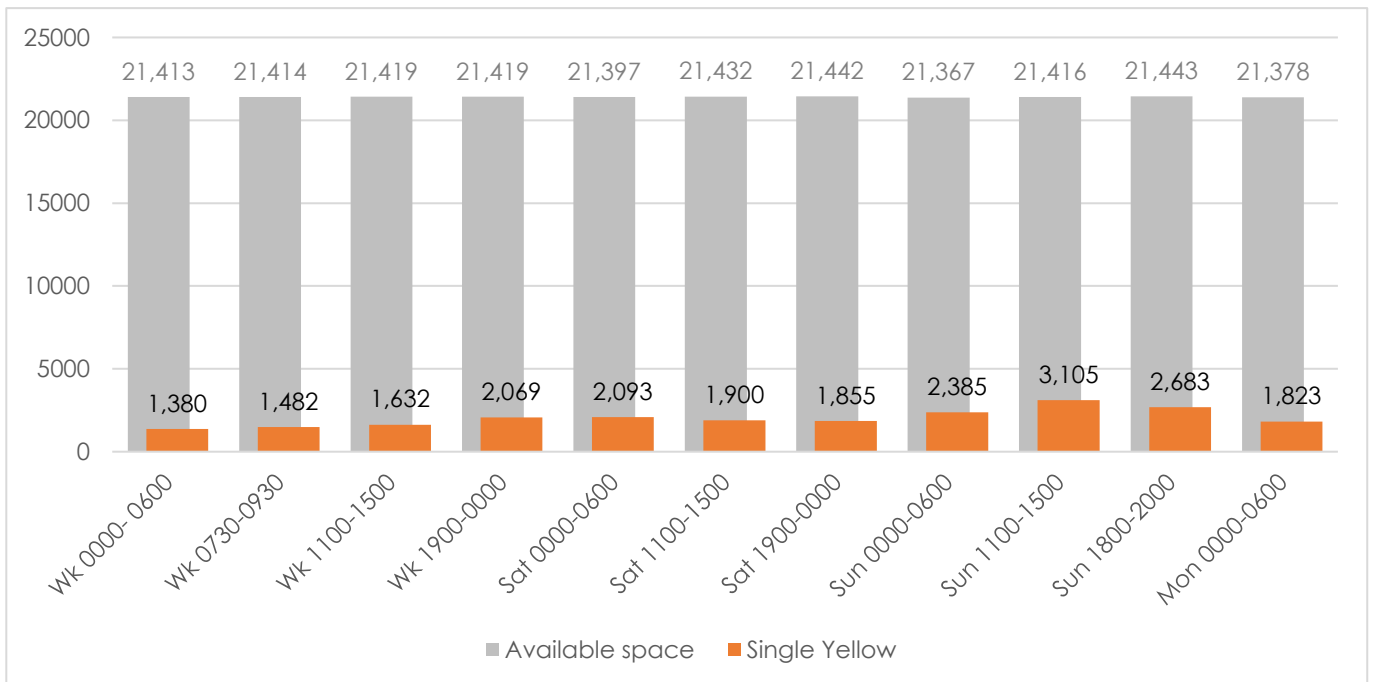


Figure 3.8: Total vehicles parked and total spaces – Single Yellow



4 SURVEY FINDINGS – ZONES A-G

4.1 Sample

4.1.1 This section illustrates the survey findings in 2022 by parking Zone, covering all the survey periods and all parking restrictions.

4.1.2 The survey sample comprises all spaces in the City's parking Zones A-G, plus Single Yellow Lines (at times when permitted). Table 4.1 shows the total number of available spaces in each Zone.

Table 4.1: Total available parking spaces per Zone

Zone	Spaces
A	10,699
B	12,050
C	17,222
D	5,080
E	5,636
F	12,580
G	3,368
Total	66,635

4.1.3 To take into account the effects of parking bay suspensions, parking occupancy has been calculated using this formula:

- Occupancy = [No. vehicles parked / (Total parking spaces – suspended spaces)] x 100%.

4.1.4 Westminster City Council operates a 'traffic light' system to measure parking 'pressure' amongst its parking spaces, based around official parking management guidance, knowledge and experience.

4.1.5 The following colours are therefore used to differentiate levels of parking occupancy:

- Green: Up to 70%
- Amber: 70% to 80%
- Red: 80% or more.

4.1.6 When parking occupancy is over 80% (red) this indicates high levels of parking pressure/stress where supply is either struggling or is not able to meet a very high demand for parking, waiting or loading. This is either during a particular restriction type, within a Parking Zone's area or within a certain time period. Where the parking occupancy is 70% to 80% (amber) this again signifies likely parking pressure/stress but to a lower, acceptable level. When occupancy is under 70% (green) supply is likely to be meeting demand across the whole Parking Zone.

4.1.7 Beyond the broad summary tables presented in this technical report the City Council's 'Parkmap' GIS map-based system draws from the 2022 Occupancy survey database (From circa December 2022). This can be interrogated to determine the details of street-by-street parking occupancy analysis and is used as an invaluable resource for the City Council's Parking Managers, Development Control Planners, Transport Planners and Project Management Engineers.

4.2 Overall parking occupancy

4.2.1 Table 4.2 presents the overall occupancy of parking space in each City of Westminster Parking Zone, including during the hours of control on single yellow lines (SYL).

Table 4.2: Parking Occupancy per period – all available spaces and SYL

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	41%	44%	46%	41%	51%	42%	43%	50%	41%	46%	45%
B	50%	52%	53%	53%	47%	49%	51%	47%	49%	52%	54%
C	56%	51%	51%	55%	55%	53%	53%	54%	50%	51%	53%
D	30%	35%	38%	31%	28%	31%	30%	28%	30%	29%	29%
E	25%	43%	51%	36%	25%	31%	35%	25%	32%	37%	20%
F	26%	39%	41%	32%	35%	31%	33%	32%	32%	31%	30%
G	25%	43%	45%	34%	27%	27%	36%	22%	35%	35%	24%
All Zones	41%	46%	47%	43%	43%	42%	43%	42%	41%	43%	42%

4.2.2 The overall parking occupancy rate in all zones never exceeds 70% and the overall parking demand peaks at 47% during the weekday daytime, 43% on a Saturday evening and 43% on a Sunday evening.

4.2.3 Zone C has the highest overall parking occupancy 56%, which occurred on a week day between Midnight and 06:00. Zone E had the lowest recorded occupancy, with 20%, occurring overnight on Monday.

4.2.4 When considering the overall parking occupancy per period it is also important to consider the overall use of the zone, for example zones D, E and G are more commercial and entertainment areas of the City, while zones A and C are more residential and zones B and F are more mixed used. The residential zones show fairly consistent parking occupancy across the time periods. However, the commercial and entertainment zone E shows greater variation, ranging from 51% occupancy during week day daytime dropping to 20% on Mondays between Midnight and 06:00.

4.2.5 The following Table 4.3 presents parking occupancy throughout all zones and survey periods, but excludes Single Yellow Lines, Motorcycle spaces, and all specialist spaces from the analysis. The occupancy shown is that for the main types, i.e. Resident, Pay to park, Shared use and Disabled Blue and White Badge spaces only.

Table 4.3: Parking Occupancy per period – main restriction types

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	62%	65%	67%	60%	78%	60%	62%	74%	59%	67%	68%
B	75%	77%	78%	77%	70%	71%	74%	68%	67%	73%	79%
C	77%	71%	70%	74%	74%	71%	72%	72%	66%	68%	72%
D	59%	66%	68%	60%	54%	55%	55%	52%	54%	55%	56%
E	48%	69%	78%	60%	43%	59%	61%	43%	55%	63%	38%
F	55%	73%	76%	62%	69%	61%	65%	64%	57%	57%	57%
G	54%	73%	74%	59%	47%	47%	67%	42%	59%	63%	49%
All Zones	67%	71%	73%	68%	69%	65%	68%	67%	62%	66%	67%

- 4.2.6 When considering the parking places, excluding Single Yellow Lines, Motorcycle spaces and all other 'specialist' spaces, parking pressure increases. Occupancies have increased across all parking zones and survey periods, with occupancy reaching 73% during the weekday daytime (11:00 to 15:00). Twenty five survey periods now have occupancy rates exceeding 70%.
- 4.2.7 The zones experiencing a higher level of parking stress across the majority of time periods are zone B and C, both have nine survey periods with occupancy above 70%. Parking pressures are also high in most zones during the week day, 07:30 to 09:30 and 11:00 to 15:00 survey periods. Only zone D had no survey periods which exceeded 70%.
- 4.2.8 The 2022 results show no zone exceeded 80% occupancy. This is compared to the 2018 results which show, high parking stress in zone B on Monday Midnight to 06:00 (80%) and zone C on weekday Midnight to 06:00 (80%). In 2022 these have now reduced to 79% and 77% respectively.

4.3 Occupancy by restriction type by Zone

4.3.1 The following Tables 4.4 to 4.10 compare the occupancy for each zone by restriction type across the survey periods.

Table 4.4: Parking Occupancy per restriction type - Zone A

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	59%	58%	56%	63%	67%	44%	62%	73%	29%	32%	69%
Diplomat	35%	58%	71%	43%	69%	37%	36%	71%	34%	51%	39%
Disabled (Blue Badge)	33%	38%	70%	33%	45%	62%	49%	59%	45%	38%	28%
Disabled (White Badge)	58%	54%	54%	62%	85%	35%	54%	72%	42%	50%	73%
Doctors	14%	25%	31%	14%	0%	25%	0%	13%	6%	6%	13%
Electric Charging	23%	55%	53%	43%	63%	50%	40%	73%	20%	40%	41%
Hospital Parking											
Loading Bay	16%	48%	39%	16%	15%	45%	23%	0%	45%	39%	10%
Motorcycle	20%	38%	38%	22%	10%	29%	29%	13%	24%	25%	12%
Pay to park	34%	66%	77%	48%	47%	61%	61%	39%	54%	63%	29%
Resident	69%	66%	65%	64%	84%	61%	63%	79%	61%	69%	75%
Shared Use	48%	64%	73%	54%	78%	54%	59%	79%	52%	57%	64%
Single Yellow Line	7%	5%	5%	6%	5%	8%	7%	10%	11%	8%	8%
Taxi	6%	13%	23%	14%	6%	19%	19%	8%	18%	27%	5%
Average	42%	45%	46%	41%	52%	42%	43%	51%	42%	46%	46%

Please note blank rows indicate that there are no bays in that Zone.

Zone A - Knightsbridge and Belgravia

4.3.2 Parking occupancy, across the survey periods, on single yellow lines peaks at 11% on Sunday daytime, outside of the controlled hours. During controlled parking hours the occupancy rate peaks at 8% on a Saturday daytime, and 5% on weekday day.

4.3.3 Resident parking bays; parking occupancy rates exceed 60% at all times, and exceed 70% on two survey periods and 80% on one survey period. All of these occur on overnight survey periods, Saturday Midnight to 06:00 is 84%, followed by 79% on Sunday Midnight to 06:00 and 75% on Monday Midnight to 06:00. The peak periods occur outside the hours of control at resident bays.

- 4.3.4 Two of the highest occupancy rates for shared use bays, coincide with the pressures experienced by residents bays, 78% occurred between Saturday Midnight to 06:00 and 79% between Midnight and 06:00 on Sunday. Another survey period with above 70% (amber) occupancy rate is weekday daytime (11:00 to 15:00) with a 73% occupancy rate.
- 4.3.5 The majority of survey periods for the pay to park bays do not exceed 70% occupancy rates, this is with the exception of weekday daytime (11:00 to 15:00) which reaches 77%. All overnight survey periods have lower occupancy rates than day and evening periods.
- 4.3.6 Car Club bays; the demand for car club bays only exceeds 70% (amber) during one survey period, reaching 73% between Midnight and 06:00 on Sunday.
- 4.3.7 Motorcycle parking bay occupancy rates never reach 70% (amber) during any survey periods. The occupancy rates range from 10% overnight on Saturday to 38% on weekdays between 07:30 to 09:30 and 11:00 to 15:00.
- 4.3.8 The demand for EV charging bays reaches 73% occupancy on Sunday between Midnight and 06:00, this is considerably higher than any other survey period. All other survey periods range from 20% to 63%.
- 4.3.9 As table 4.4 shows demand for disabled (white badge) reaches 85% on Saturday, Midnight to 06:00. White badge disabled bays are provided on an individual basis to residents or workers.

Table 4.5: Parking Occupancy per restriction type - Zone B

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	67%	67%	63%	65%	61%	27%	37%	51%	35%	41%	78%
Diplomat	50%	71%	57%	80%	0%	43%	43%	33%	29%	57%	17%
Disabled (Blue Badge)	57%	81%	83%	64%	53%	74%	68%	34%	64%	64%	57%
Disabled (White Badge)	68%	69%	65%	71%	69%	63%	63%	64%	56%	60%	74%
Doctors	11%	11%	0%	22%	22%	0%	11%	22%	11%	33%	11%
Electric Charging	41%	35%	53%	65%	29%	35%	53%	35%	53%	59%	47%
Hospital Parking	55%	35%	55%	41%	65%	30%	15%	40%	70%	75%	55%
Loading Bay	16%	30%	40%	6%	24%	37%	36%	18%	43%	39%	30%
Motorcycle	20%	38%	39%	30%	21%	29%	28%	22%	29%	24%	22%
Pay to park	52%	76%	86%	75%	50%	75%	75%	51%	78%	76%	53%
Resident	80%	77%	77%	78%	75%	70%	74%	72%	66%	73%	85%
Shared Use	69%	80%	79%	74%	67%	73%	77%	66%	73%	77%	76%
Single Yellow Line	9%	6%	7%	11%	8%	12%	10%	12%	19%	16%	10%
Taxi	9%	12%	17%	17%	5%	20%	13%	7%	20%	12%	8%
Average	51%	52%	53%	53%	48%	50%	51%	48%	50%	52%	54%

Zone B – Marylebone, Maida Vale, North Bayswater, Paddington etc

- 4.3.10 Single yellow lines; the highest occupancy rate recorded at single yellow lines in zone B occurred on Sunday between 11:00 and 15:00, which is outside of controlled hours. The Saturday occupancy rates peak at 12% between 11:00 and 15:00 (restrictions cease at 13:30pm in some locations in zone B at single yellow lines), while the weekday rate peaks at 11% between 19:00 and Midnight.
- 4.3.11 Demand for resident parking bays in zone B is high, only on Sunday between 11:00 and 15:00 did the occupancy rate fall below 70%, to 66%, and during two survey periods it exceeded 80% (red). These were recorded during weekday Midnight to 06:00 (80%) and Monday Midnight to 06:00 (85%) survey periods.
- 4.3.12 Shared use bays; the demand recorded at the shared use bays is less than at residents parking bays, but still exceeds 70% on seven occasions and 80% on one occasion (weekday morning, 07:30 to 09:30).

- 4.3.13 Pay to park parking bays in zone B are also under pressure, as occupancy rates exceed 80% on one occasion (86% weekday daytime, 11:00 to 15:00) and exceed 70% on six occasions. The only survey periods where supply is likely to satisfy demand is overnight.
- 4.3.14 Demand for disabled (blue badge) parking exceeds 80% during two survey periods, weekday between 07:30 and 09:30 (81%) and weekday between 11:00 and 15:00 (83%).

Table 4.6: Parking Occupancy per restriction type – Zone C

Type	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
Car Club	67%	64%	56%	64%	69%	19%	36%	72%	31%	39%	63%
Diplomat											
Disabled (Blue Badge)	56%	64%	73%	53%	53%	63%	71%	43%	68%	62%	59%
Disabled (White Badge)	67%	55%	55%	64%	65%	60%	73%	60%	62%	67%	76%
Doctors	29%	38%	38%	25%	38%	25%	25%	38%	50%	25%	38%
Electric Charging	34%	34%	31%	25%	31%	31%	41%	16%	34%	44%	31%
Hospital Parking											
Loading Bay	9%	33%	60%	53%	7%	35%	30%	31%	48%	36%	12%
Motorcycle	17%	24%	25%	18%	21%	17%	16%	18%	21%	19%	19%
Pay to park	61%	72%	77%	57%	55%	71%	66%	53%	62%	48%	49%
Resident	80%	72%	70%	77%	78%	72%	74%	75%	67%	71%	76%
Shared Use	71%	70%	72%	68%	66%	64%	63%	66%	61%	65%	55%
Single Yellow Line	7%	5%	5%	10%	12%	14%	10%	14%	14%	12%	9%
Taxi	35%	12%	65%	12%	6%	24%	12%	13%	18%	6%	12%
Average	56%	52%	51%	55%	56%	53%	53%	55%	51%	51%	53%

Please note blank rows indicate that there are no bays in that Zone.

Zone C – Including Harrow Road, Maida Vale, St John’s Wood etc

- 4.3.15 Within zone C the parking occupancy rates on single yellow lines ranges from 5% to 14% and during the parking-controlled hours the occupancy rate is 5%.
- 4.3.16 Resident parking bays recorded occupancy rates of 80% overnight during the week. Otherwise, occupancy exceeds 70% during all survey periods, except Sunday daytime (67%). This is similar to the trend recorded during 2018.
- 4.3.17 Shared use bay occupancy rates range from 55% to 72% and exceed 70% during three survey periods; all weekdays, midnight to 06:00 (71%), 07:30 to 09:30 (70%) and 11:00 to 15:00 (72%).

- 4.3.18 Within zone C pay to park parking bays exceed 70% occupancy during three survey periods, weekday 07:30 to 09:30 (72%), weekday 11:00 to 15:00 (77%) and Saturday 11:00 to 15:00 (71%). This reflects the trend recorded in 2018.
- 4.3.19 Demand for car club parking bays exceeds 70% on one occasion, Sunday Midnight to 06:00 (72%), during all other survey periods supply is likely to be meeting demand.

Table 4.7: Parking Occupancy per restriction type – Zone D

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	71%	29%	50%	50%	57%	21%	43%	43%	29%	43%	43%
Diplomat	42%	58%	63%	38%	25%	29%	42%	29%	38%	38%	29%
Disabled (Blue Badge)	15%	42%	38%	36%	11%	28%	28%	13%	30%	15%	13%
Disabled (White Badge)	67%	44%	33%	44%	56%	44%	44%	56%	33%	56%	44%
Doctors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Electric Charging	40%	30%	50%	60%	50%	60%	60%	50%	60%	50%	50%
Hospital Parking	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Loading Bay											
Motorcycle	11%	33%	38%	13%	9%	14%	10%	9%	11%	11%	11%
Pay to park	23%	69%	79%	36%	24%	61%	43%	29%	43%	34%	23%
Resident	71%	67%	67%	69%	64%	54%	61%	61%	58%	64%	68%
Shared Use	55%	58%	63%	52%	54%	56%	52%	41%	53%	49%	55%
Single Yellow Line	4%	5%	5%	5%	6%	10%	9%	8%	10%	7%	5%
Taxi	9%	15%	17%	20%	4%	34%	21%	6%	8%	17%	0%
Average	30%	36%	38%	31%	28%	31%	31%	28%	30%	30%	29%

Please note blank cells indicate that there are no bays in that Zone/time period.

Zone D – that includes Victoria, Vincent Square etc.

- 4.3.20 Single Yellow Lines; the highest occupancy rate recorded at single yellow lines in zone D occurred on Saturday daytime (10%) and Sunday daytime (10%), when restrictions do not apply. During the hours of parking control the recorded occupancy rate was 5%.
- 4.3.21 The resident parking bays occupancy rates only exceeded 70% on one occasion, weekday midnight to 06:00 (71%), this is different to 2018, when seven survey periods exceeded 70%. All other 2022 recorded occupancy rates range from 54% to 69%.
- 4.3.22 Shared use bays; the demand recorded at the shared use bays is less than at the resident parking bays during all survey periods and did not exceed 70% on any occasion.

4.3.23 Within zone D the pay to park bays demand only exceeded 70% on one occasion, weekday daytime (79%). During all other survey periods occupancy rates range from 23% to 69%, with the lowest rates occurring overnight.

Table 4.8: Parking Occupancy per restriction type – Zone E

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	33%	75%	88%	25%	20%	44%	22%	40%	11%	33%	56%
Diplomat	38%	33%	48%	33%	31%	37%	43%	28%	38%	46%	27%
Disabled (Blue Badge)	31%	36%	68%	44%	18%	51%	70%	22%	38%	60%	21%
Disabled (White Badge)	50%	100%	100%	50%	50%	50%	50%	50%	100%	50%	100%
Doctors	0%	67%	67%	67%	0%	0%	0%	0%	0%	0%	0%
Electric Charging	38%	65%	88%	38%	12%	100%	82%	36%	41%	47%	18%
Hospital Parking											
Loading Bay	12%	20%	29%	12%	8%	14%	4%	9%	8%	17%	14%
Motorcycle	10%	47%	61%	26%	8%	19%	22%	8%	16%	14%	4%
Pay to park	43%	81%	90%	70%	41%	68%	72%	42%	66%	62%	27%
Resident	55%	66%	69%	55%	51%	52%	52%	49%	44%	66%	51%
Shared Use	42%	52%	71%	55%	31%	58%	49%	36%	58%	60%	36%
Single Yellow Line	9%	15%	19%	17%	17%	8%	16%	16%	17%	20%	8%
Taxi	2%	13%	18%	10%	5%	11%	11%	7%	16%	29%	4%
Average	25%	44%	52%	36%	26%	32%	35%	26%	33%	37%	20%

Please note blank rows indicate that there are no bays in that Zone.

Zone E – that includes Mayfair, St James’s Square etc.

- 4.3.24 The highest occupancy rate recorded at single yellow lines in zone E occurred on Sunday between 18:00 and 20:00 (20%). The highest occupancy rate during the controlled parking hours was 19%, recorded during week day daytimes.
- 4.3.25 The resident parking bay demand in zone E does not exceed 70% in any survey period, the peak resident parking bay occupancy, 69%, occurred during the weekday daytime survey period. The lowest occupancy rate recorded, 44%, occurred on Sunday daytime.
- 4.3.26 The peak occupancy rate in the pay to park bays was on a weekday daytime at 90% with spaces close to capacity; closely followed by weekday mornings at 81%. On two other occasions demand for pay to park bays also exceeded 70%, weekday evenings (70%) and Saturday evenings (72%).

- 4.3.27 The shared use bay parking demand exceeded 70% occupancy during one survey period, a weekday, between 11:00 and 15:00. This coincides with the peak rate for both residents and pay to park bays.
- 4.3.28 The use of car club parking bays, exceeded 80% on one occasion, weekday daytime (88%) and exceeded 70% on one occasion, weekday morning (75%). The occupancy rate for all other survey periods ranged from 11% to 56%.
- 4.3.29 In zone E, the EV charging bay (15 spaces) demand peaked at 100% on Saturday between 11:00 and 15:00. Demand also exceeded 80% during two other survey periods, weekday daytime (88%) and Saturday evening (82%).

Table 4.9: Parking Occupancy per restriction type - Zone F

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	41%	58%	64%	47%	64%	29%	35%	64%	28%	25%	53%
Diplomat	24%	52%	54%	21%	37%	34%	39%	42%	34%	25%	27%
Disabled (Blue Badge)	14%	60%	72%	42%	53%	57%	65%	42%	34%	25%	38%
Disabled (White Badge)	37%	47%	53%	42%	58%	47%	53%	58%	42%	63%	37%
Doctors	5%	24%	33%	14%	5%	14%	14%	5%	10%	0%	5%
Electric Charging	6%	68%	63%	26%	37%	32%	47%	21%	21%	37%	21%
Hospital Parking	4%	30%	44%	15%	7%	19%	15%	0%	22%	7%	4%
Loading Bay	22%	22%	22%	33%	7%	15%	22%	15%	30%	4%	15%
Motorcycle	8%	35%	39%	18%	7%	27%	25%	7%	15%	14%	6%
Pay to park	26%	73%	83%	53%	36%	56%	63%	38%	54%	50%	33%
Resident	69%	74%	74%	66%	85%	64%	66%	77%	59%	61%	70%
Shared Use	49%	72%	78%	62%	61%	60%	63%	58%	60%	60%	50%
Single Yellow Line	4%	9%	8%	9%	10%	3%	5%	9%	13%	12%	9%
Taxi	8%	13%	31%	14%	0%	25%	21%	5%	17%	22%	4%
Average	27%	40%	42%	33%	35%	31%	33%	33%	32%	32%	30%

Zone F – includes Marylebone, Bryanston, Edgware Road

- 4.3.30 Single Yellow Lines; the parking demand for single yellow lines is low across all survey periods, ranging from 3% on Saturday daytime to 13% on Sunday daytime.
- 4.3.31 The peak demand for resident parking bays, 85%, occurred on Saturday between Midnight and 06:00. The demand also exceeded 70% during four other survey periods; weekday morning (74%) and daytime (74%), Sunday overnight (77%) and Monday overnight (70%).
- 4.3.32 The demand for shared use bays is lower across all survey periods, except during the weekday (11:00 to 15:00) and on Sunday (11:00 to 15:00) compared to residents bays. The shared use bays occupancy only exceeds 70%, on two occasions, weekday morning (72%) and weekday daytime (78%).

- 4.3.33 The pay to park parking bays share the same high demand survey periods as the shared use parking bays, weekday mornings and weekday daytime. The weekday daytime occupancy rate is 85% (red) and the weekday morning occupancy rate is 73%.
- 4.3.34 The only other type of parking type to have a survey period exceeding 70% occupancy was disabled (blue badge), with an occupancy rate of 72%, on a weekday daytime.

Table 4.10: Parking Occupancy per restriction type – Zone G

Type	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
Car Club	50%	88%	75%	78%	63%	0%	0%	67%	44%	67%	67%
Diplomat	38%	54%	65%	41%	23%	16%	32%	24%	34%	26%	16%
Disabled (Blue Badge)	24%	26%	34%	41%	32%	38%	68%	23%	52%	69%	28%
Disabled (White Badge)	50%	50%	50%	100%	100%	100%	50%	100%	100%	100%	100%
Doctors	0%	17%	0%	33%	17%	0%	0%	17%	0%	17%	0%
Electric Charging	50%	70%	60%	70%	20%	7%	27%	20%	40%	27%	33%
Hospital Parking											
Loading Bay	19%	33%	28%	25%	30%	28%	20%	18%	31%	31%	22%
Motorcycle	7%	33%	38%	19%	7%	20%	21%	6%	15%	14%	6%
Pay to park	49%	91%	91%	60%	41%	46%	73%	32%	73%	73%	31%
Resident	60%	65%	66%	59%	57%	52%	67%	51%	48%	58%	68%
Shared Use	47%	87%	85%	74%	31%	24%	36%	20%	37%	42%	28%
Single Yellow Line	9%	12%	13%	20%	21%	5%	8%	13%	26%	19%	8%
Taxi	7%	21%	27%	16%	6%	18%	31%	10%	12%	7%	9%
Average	26%	43%	46%	35%	27%	27%	37%	22%	35%	35%	24%

Please note blank rows indicate that there are no bays in that Zone.

Zone G – includes the West End and the Law Courts area

- 4.3.35 Single Yellow Lines; The highest occupancy rate recorded at single yellow lines in zone G occurred on Sunday day time at 26%. During the hours of parking control the peak occupancy rate was 13%.
- 4.3.36 The parking occupancy rate for resident parking bays did not exceed 70% for any time periods, the occupancy ranged from 48% to 68%, the peak occupancy occurred on Monday overnight (Midnight to 06:00), and the lowest was recorded on Sunday daytime (11:00 to 15:00)
- 4.3.37 The demand for pay to park bays, exceeded 80% (red) during two survey periods, weekday morning and daytime, both recording an occupancy of 91% (close to full capacity). The pay to park bays also exceeded 70% (amber) occupancy during three survey periods, Saturday evening, Sunday daytime and Sunday evening, all recording occupancies of 73%.

- 4.3.38 The peak demand for shared used bays exceeds 80% (red) on two occasions, both of which coincide with the peak demand for pay to park bays; weekday morning (87%) and weekday daytime (85%). The shared use bays also exceed 70% on one occasion, weekday evening (74%)
- 4.3.39 Car club bays occupancy ranges from 0% to 88%, with the peak occurring during the weekday morning survey period. The car club bay demand also exceeds 70% on two occasions, weekday daytime (75%) and weekday evening (78%).
- 4.3.40 The demand for EV charging bays exceeds 70% on two occasions, weekday morning (07:30 to 09.30am) and weekday evening (19:00 to Midnight).

4.4 Occupancy by Parking Zone by restriction type

4.4.1 The following Tables 4.11 to 4.24 compare parking occupancy across all zones and periods separately for each restriction type. They also present the average totals for each time frame.

4.4.2 Given the small number of specialised bay types (such as doctor, hospital or EV bays) the statistical proportionality of the percentage amounts should be taken into consideration.

Table 4.11: Parking Occupancy ‘Single Yellow Line’

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	7%	5%	5%	6%	5%	8%	7%	10%	11%	8%	8%
B	9%	6%	7%	11%	8%	12%	10%	12%	19%	16%	10%
C	7%	5%	5%	10%	12%	14%	10%	14%	14%	12%	9%
D	4%	5%	5%	5%	6%	10%	9%	8%	10%	7%	5%
E	9%	15%	19%	17%	17%	8%	16%	16%	17%	20%	8%
F	4%	9%	8%	9%	10%	3%	5%	9%	13%	12%	9%
G	9%	12%	13%	20%	21%	5%	8%	13%	26%	19%	8%
Average	6%	7%	8%	10%	10%	9%	9%	11%	14%	13%	9%

4.4.3 Single Yellow Line; the survey time period with the highest average occupancy rate across all zones is Sunday between 11:00 and 15:00 (14%) and the lowest rate, 6% occurred on weekday overnight.

4.4.4 The highest individual occupancy rate recorded on Single Yellow Lines is 26%, which occurred in zone G, on Sunday between 11:00 and 15:00.

4.4.5 During the week when parking controls apply, vehicles recorded on single yellow lines were at 8% of the available space. The highest recorded occupancy during the weekday was within zone E (19%).

Table 4.12: Parking Occupancy 'Car Club'

Zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A	59%	58%	56%	63%	67%	44%	62%	73%	29%	32%	69%
B	67%	67%	63%	65%	61%	27%	37%	51%	35%	41%	78%
C	67%	64%	56%	64%	69%	19%	36%	72%	31%	39%	63%
D	71%	29%	50%	50%	57%	21%	43%	43%	29%	43%	43%
E	33%	75%	88%	25%	20%	44%	22%	40%	11%	33%	56%
F	41%	58%	64%	47%	64%	29%	35%	64%	28%	25%	53%
G	50%	88%	75%	78%	63%	0%	0%	67%	44%	67%	67%
Average	59%	62%	61%	59%	62%	28%	39%	61%	31%	37%	64%

4.4.6 Given the small overall number of car club bays a small variation in occupancy can have what would appear to be a significant change in occupancy rate. However, demand exceeded 80% on two occasions, in zone E, on a weekday daytime (88%) and in zone G on a weekday morning (88%).

Table 4.13: Parking Occupancy 'Diplomat'

Zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A	35%	58%	71%	43%	69%	37%	36%	71%	34%	51%	39%
B	50%	71%	57%	80%	0%	43%	43%	33%	29%	57%	17%
C											
D	42%	58%	63%	38%	25%	29%	42%	29%	38%	38%	29%
E	38%	33%	48%	33%	31%	37%	43%	28%	38%	46%	27%
F	24%	52%	54%	21%	37%	34%	39%	42%	34%	25%	27%
G	38%	54%	65%	41%	23%	16%	32%	24%	34%	26%	16%
Average	35%	51%	60%	36%	46%	34%	39%	48%	35%	42%	31%

Please note blank rows indicate that there are no bays in that Zone.

4.4.7 Overall the recorded occupancy rate at diplomatic parking places is below 70% during all survey periods. However, zones A and B recorded occupancy rates in excess of 70% during four survey periods.

Table 4.14: Parking Occupancy 'Disabled (Blue Badge)'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	33%	38%	70%	33%	45%	62%	49%	59%	45%	38%	28%
B	57%	81%	83%	64%	53%	74%	68%	34%	64%	64%	57%
C	56%	64%	73%	53%	53%	63%	71%	43%	68%	62%	59%
D	15%	42%	38%	36%	11%	28%	28%	13%	30%	15%	13%
E	31%	36%	68%	44%	18%	51%	70%	22%	38%	60%	21%
F	14%	60%	72%	42%	53%	57%	65%	42%	34%	25%	38%
G	24%	26%	34%	41%	32%	38%	68%	23%	52%	69%	28%
Average	30%	50%	64%	44%	40%	54%	62%	34%	45%	47%	35%

4.4.8 Overall the parking occupancy at Blue Badge disabled bays does not exceed 70%.

4.4.9 The demand for Blue Badge bays exceeds 80% on two occasions in zone B, during a weekday, between 07:30 and 09:30 (81%) and between 11:00 and 15:00 (83%). Zone B also has an occupancy of 74% on Saturday daytime.

4.4.10 Other zones where occupancy exceeds 70% are zone A, (one occasion), zone C (2 occasions), zone E (one occasion) and zone F (one occasion).

Table 4.15: Parking Occupancy 'Disabled (White Badge)'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	58%	54%	54%	62%	85%	35%	54%	72%	42%	50%	73%
B	68%	69%	65%	71%	69%	63%	63%	64%	56%	60%	74%
C	67%	55%	55%	64%	65%	60%	73%	60%	62%	67%	76%
D	67%	44%	33%	44%	56%	44%	44%	56%	33%	56%	44%
E	50%	100%	100%	50%	50%	50%	50%	50%	100%	50%	100%
F	37%	47%	53%	42%	58%	47%	53%	58%	42%	63%	37%
G	50%	50%	50%	100%	100%	100%	50%	100%	100%	100%	100%
Average	63%	57%	56%	63%	68%	56%	64%	62%	56%	62%	71%

4.4.11 White badge disabled motorists are mostly either residents or workers within the City of Westminster. Those with the most serious mobility issues can be provided with a dedicated parking place either at home or at their place of work.

4.4.12 It is noticeable that both zones E and G record 100% occupancy rates, it should be considered that each zone contains two White Badge bays.

Table 4.16: Parking Occupancy 'Doctor'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	14%	25%	31%	14%	0%	25%	0%	13%	6%	6%	13%
B	11%	11%	0%	22%	22%	0%	11%	22%	11%	33%	11%
C	29%	38%	38%	25%	38%	25%	25%	38%	50%	25%	38%
D	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E	0%	67%	67%	67%	0%	0%	0%	0%	0%	0%	0%
F	5%	24%	33%	14%	5%	14%	14%	5%	10%	0%	5%
G	0%	17%	0%	33%	17%	0%	0%	17%	0%	17%	0%
Average	10%	25%	27%	21%	11%	14%	10%	14%	13%	11%	11%

Please note blank cells indicate that there are no bays in that Zone/time periods.

- 4.4.13 Doctor parking places are permit-only bays located at a specific surgery and other medical establishments and appears to be easily satisfied. It should be noted that only one bay is located in zone D.

Table 4.17: Parking Occupancy 'Electric Charging'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	23%	55%	53%	43%	63%	50%	40%	73%	20%	40%	41%
B	41%	35%	53%	65%	29%	35%	53%	35%	53%	59%	47%
C	34%	34%	31%	25%	31%	31%	41%	16%	34%	44%	31%
D	40%	30%	50%	60%	50%	60%	60%	50%	60%	50%	50%
E	38%	65%	88%	38%	12%	100%	82%	36%	41%	47%	18%
F	6%	68%	63%	26%	37%	32%	47%	21%	21%	37%	21%
G	50%	70%	60%	70%	20%	7%	27%	20%	40%	27%	33%
Average	31%	50%	54%	42%	37%	43%	48%	36%	35%	43%	34%

- 4.4.14 Overall recorded parking demand at the dedicated on-street EV bays does not exceed 70%.
- 4.4.15 However, within zone E the demand for EV charging bays exceeds 80% on three occasions, which are 88% weekday daytime, 100% Saturday during daytime and 82% Saturday evenings. This zone has increased the number of EV charging bays by 2 since 2018.
- 4.4.16 Zone A has increased the EV charging bay provision by 10 spaces, however, demand still exceeds 70% overnight on Sunday (73%).
- 4.4.17 Zone G recorded occupancy rates of 70% during two survey periods (weekday morning and weekday evening), provision in this zone has increased by 2 spaces.

Table 4.18: Parking Occupancy 'Hospital'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A											
B	55%	35%	55%	41%	65%	30%	15%	40%	70%	75%	55%
C											
D	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E											
F	4%	30%	44%	15%	7%	19%	15%	0%	22%	7%	4%
G											
Average	25%	33%	48%	24%	30%	23%	15%	16%	40%	34%	24%

Please note blank rows indicate that there are no bays in that Zone.

4.4.18 The supply of Hospital parking places is limited in number and only located at specific establishments.

Table 4.19: Parking Occupancy 'Loading Bay'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	16%	48%	39%	16%	15%	45%	23%	0%	45%	39%	10%
B	16%	30%	40%	6%	24%	37%	36%	18%	43%	39%	30%
C	9%	33%	60%	53%	7%	35%	30%	31%	48%	36%	12%
D											
E	12%	20%	29%	12%	8%	14%	4%	9%	8%	17%	14%
F	22%	22%	22%	33%	7%	15%	22%	15%	30%	4%	15%
G	19%	33%	28%	25%	30%	28%	20%	18%	31%	31%	22%
Average	15%	28%	34%	20%	17%	26%	18%	14%	28%	27%	18%

Please note blank rows indicate that there are no bays in that Zone.

4.4.19 A limited number of marked Loading bays, a combination of both general and goods vehicle only bays, are provided on-street to enable safe and permissible kerbside access to all vehicles for the loading and un-loading of goods and services to local businesses, residents etc.

4.4.20 The survey period with the highest average demand at loading bays is during weekday daytime (34%), this is followed by Sunday daytime (28%).

Table 4.20: Parking Occupancy 'Motorcycle'

Zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A	20%	38%	38%	22%	10%	29%	29%	13%	24%	25%	12%
B	20%	38%	39%	30%	21%	29%	28%	22%	29%	24%	22%
C	17%	24%	25%	18%	21%	17%	16%	18%	21%	19%	19%
D	11%	33%	38%	13%	9%	14%	10%	9%	11%	11%	11%
E	10%	47%	61%	26%	8%	19%	22%	8%	16%	14%	4%
F	8%	35%	39%	18%	7%	27%	25%	7%	15%	14%	6%
G	7%	33%	38%	19%	7%	20%	21%	6%	15%	14%	6%
Average	12%	36%	41%	21%	11%	23%	22%	11%	18%	16%	10%

4.4.21 Overall the motorcycle parking demand is satisfied by the available parking at all times. The highest recorded occupancy rate was within zone E (61%), during weekday daytime.

Table 4.21: Parking Occupancy 'Pay to park'

Zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A	34%	66%	77%	48%	47%	61%	61%	39%	54%	63%	27%
B	52%	76%	86%	75%	50%	75%	75%	51%	78%	76%	53%
C	61%	72%	77%	57%	55%	71%	66%	53%	62%	48%	49%
D	23%	69%	79%	36%	24%	61%	43%	29%	43%	34%	23%
E	43%	81%	90%	70%	41%	68%	72%	42%	66%	62%	27%
F	26%	73%	83%	53%	36%	56%	63%	38%	54%	50%	33%
G	49%	91%	91%	60%	41%	46%	73%	32%	73%	73%	31%
Average	41%	75%	83%	59%	43%	63%	66%	42%	62%	59%	36%

4.4.22 The pay to park spaces across all zones experience the highest demand during the week, with a rate of 83% (between 11:00 and 15:00) and 75% (between 07:30 and 09:30). During the weekday daytime all zones exceed 70%, with four zones exceeding 80% (zones B, E, F and G).

4.4.23 Outside of controlled hours zone B, and zone G recorded occupancy rates exceeding 70% on a Sunday daytime and evening.

4.4.24 Compared to the 2018 survey, the number of survey periods exceeding 80% has reduced by three with the demand more concentrated towards weekday morning and daytime.

Table 4.22: Parking Occupancy 'Resident'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	68%	66%	65%	63%	84%	61%	63%	79%	61%	69%	75%
B	80%	77%	77%	78%	75%	70%	73%	72%	65%	73%	85%
C	80%	72%	70%	77%	78%	72%	74%	75%	67%	71%	76%
D	71%	67%	67%	69%	64%	54%	61%	61%	58%	64%	68%
E	55%	66%	69%	55%	51%	52%	52%	49%	44%	66%	51%
F	69%	74%	74%	66%	85%	64%	66%	77%	59%	61%	70%
G	60%	65%	66%	59%	57%	52%	67%	51%	48%	58%	68%
Average	75%	71%	71%	72%	77%	66%	69%	73%	63%	69%	75%

- 4.4.25 Overall average parking demand recorded at resident parking bays in the city ranges from 63% to 77% occupancy. Within zones E and G the demand for spaces never exceeds 70%, this is different to 2018, when all zones had at least three survey periods where demand exceeded 70% occupancy.
- 4.4.26 During the week average occupancy rates at resident bays exceeds 70%. At the weekend during the day recorded overall occupancy rates are lower than 70%.
- 4.4.27 Resident bay parking occupancy is 80% and over in four zones, A, B, C and F, all of which occur during overnight survey periods. Zones B (80%) and C (80%) between Midnight and 06:00 during the week, zones A (84%) and F (85%) on Saturday between Midnight and 06:00, and in zone B on Monday overnight (85%).
- 4.4.28 Zones B and C demonstrate the highest recorded occupancy rates, both recorded only one survey period which is below 70% occupancy during Sunday daytime.

Table 4.23: Parking Occupancy 'Shared Use'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	46%	62%	72%	53%	78%	52%	57%	79%	50%	56%	61%
B	69%	80%	79%	74%	66%	72%	76%	65%	72%	77%	75%
C	71%	70%	72%	68%	66%	64%	63%	66%	61%	65%	55%
D	55%	58%	63%	52%	54%	56%	52%	41%	53%	49%	55%
E	42%	52%	71%	55%	31%	58%	49%	36%	58%	60%	36%
F	49%	72%	78%	62%	61%	60%	63%	58%	60%	60%	50%
G	47%	87%	85%	74%	31%	24%	36%	20%	37%	42%	28%
Average	59%	69%	74%	63%	64%	61%	62%	62%	60%	63%	56%

- 4.4.29 Parking demand recorded at the shared use parking bays ranges between 56% to 74%.

- 4.4.30 The weekday daytime survey period recorded the highest overall occupancy rates (74% between 11:00 and 15:00).
- 4.4.31 Zone G recorded the highest occupancy rates, with weekday occupancy rates exceeding 80%, with 87% recorded between 07:30 and 09:30, and 85% between 11:00 and 15:00.
- 4.4.32 The shared use spaces in zone B recorded occupancy above 70% during eight out of eleven survey periods.

Table 4.24: Parking Occupancy 'Taxi'

Zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A	6%	13%	23%	14%	6%	19%	19%	8%	18%	27%	5%
B	9%	12%	17%	17%	5%	20%	13%	7%	20%	12%	8%
C	35%	12%	65%	12%	6%	24%	12%	13%	18%	6%	12%
D	9%	15%	17%	20%	4%	34%	21%	6%	8%	17%	0%
E	2%	13%	18%	10%	5%	11%	11%	7%	16%	29%	4%
F	8%	13%	31%	14%	0%	25%	21%	5%	17%	22%	4%
G	7%	21%	27%	16%	6%	18%	31%	10%	12%	7%	9%
Average	7%	15%	24%	14%	4%	19%	19%	8%	15%	19%	6%

- 4.4.33 Some 727 Taxi bays exist across the City of Westminster and these consist of marked taxi ranks, rest bays and parking bays. As table 4.24 shows the demand recorded appears to satisfy the parking provision.

4.5 2015/2018/2022 weekday surveys: comparison

4.5.1 The 2022 weekday daytime, evening and overnight parking occupancies on main restriction types in each zone are compared with those in 2015 and 2018 in tables 4.25 to 4.31 below.

Table 4.25: Weekday parking occupancies 2015/2018/2022 - Zone A

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	78%	32%	70%	38%	46%	39%	33%	-6%	46%	16%	33%	17%
Motorcycle	31%	17%	38%	21%	13%	19%	22%	3%	13%	11%	20%	9%
Pay to park	67%	66%	77%	11%	60%	65%	48%	-17%	60%	44%	34%	-10%
Resident	68%	70%	65%	-5%	72%	73%	63%	-10%	72%	74%	68%	-6%
Shared Use	67%	64%	72%	8%	62%	63%	53%	-10%	63%	52%	46%	-6%
Single Yellow Line	3%	13%	5%	-8%	9%	14%	6%	-8%	9%	4%	7%	3%
Average %	53%	43%	56%	13%	43%	43%	41%	-2%	43%	35%	38%	3%

Table 4.26: Weekday parking occupancies 2015/2018/2022 - Zone B

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	55%	81%	83%	2%	40%	63%	64%	1%	39%	41%	57%	16%
Motorcycle	33%	31%	39%	8%	21%	30%	30%	0%	21%	28%	20%	-8%
Pay to park	80%	80%	86%	6%	72%	69%	75%	6%	72%	55%	52%	-3%
Resident	78%	79%	77%	-2%	78%	78%	78%	0%	78%	84%	80%	-4%
Shared Use	75%	74%	79%	5%	65%	74%	74%	0%	66%	73%	69%	-4%
Single Yellow Line	7%	7%	7%	0%	12%	11%	11%	0%	12%	8%	9%	1%
Average %	57%	55%	62%	7%	50%	53%	60%	7%	50%	50%	51%	1%

Table 4.27: Weekday parking occupancies 2015/2018/2022 - Zone C

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	69%	49%	73%	24%	76%	40%	53%	13%	77%	53%	56%	3%
Motorcycle	18%	17%	25%	8%	17%	16%	18%	2%	17%	19%	17%	-2%
Pay to park	75%	74%	77%	3%	78%	56%	57%	1%	79%	67%	61%	-6%
Resident	66%	67%	70%	3%	76%	71%	77%	6%	76%	82%	80%	-2%
Shared Use	62%	69%	72%	3%	71%	67%	68%	1%	72%	73%	71%	-2%
Single Yellow Line	5%	5%	5%	0%	14%	8%	10%	2%	14%	9%	7%	-2%
Average %	49%	48%	54%	6%	58%	46%	50%	4%	59%	54%	51%	-3%

Table 4.28: Weekday parking occupancies 2015/2018/2022 - Zone D

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	22%	43%	38%	-5%	22%	18%	36%	18%	22%	18%	15%	-3%
Motorcycle	35%	36%	38%	2%	13%	15%	13%	-2%	13%	10%	11%	1%
Pay to park	73%	75%	79%	4%	50%	49%	36%	-13%	51%	30%	23%	-7%
Resident	69%	73%	67%	-6%	73%	75%	69%	-6%	74%	79%	71%	-8%
Shared Use	63%	63%	63%	0%	52%	57%	52%	-5%	53%	53%	55%	2%
Single Yellow Line	8%	6%	5%	-1%	7%	6%	5%	-1%	7%	7%	4%	-3%
Average %	44%	48%	48%	0%	38%	38%	37%	-1%	38%	34%	36%	2%

Table 4.29: Weekday parking occupancies 2015/2018/2022 - Zone E

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	61%	39%	68%	29%	41%	33%	44%	11%	38%	32%	31%	-1%
Motorcycle	68%	53%	61%	8%	21%	33%	26%	-7%	21%	14%	10%	-4%
Pay to park	89%	74%	90%	16%	72%	67%	70%	3%	70%	54%	43%	-11%
Resident	75%	67%	69%	2%	65%	65%	55%	-10%	65%	71%	55%	-16%
Shared Use	73%	71%	71%	0%	60%	52%	55%	3%	58%	39%	42%	3%
Single Yellow Line	16%	14%	19%	5%	25%	11%	17%	6%	25%	15%	9%	-6%
Average %	55%	59%	66%	7%	46%	49%	44%	-5%	45%	32%	35%	3%

Table 4.30: Weekday parking occupancies 2015/2018/2022 - Zone F

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	78%	58%	72%	14%	44%	41%	42%	1%	43%	23%	14%	-9%
Motorcycle	36%	47%	39%	-8%	14%	21%	18%	-3%	14%	10%	8%	-2%
Pay to park	84%	82%	83%	1%	59%	61%	53%	-8%	57%	44%	26%	-18%
Resident	83%	76%	74%	-2%	83%	72%	66%	-6%	82%	78%	69%	-9%
Shared Use	84%	76%	78%	2%	75%	70%	62%	-8%	77%	65%	49%	-16%
Single Yellow Line	8%	8%	8%	0%	14%	10%	9%	-1%	14%	6%	4%	-2%
Average %	60%	58%	58%	0%	46%	47%	39%	-8%	46%	39%	29%	-10%

Table 4.31: Weekday parking occupancies 2015/2018/2022 - Zone G

Type	Day 2015	Day 2018	Day 2022	22 Diff	Eve 2015	Eve 2018	Eve 2022	22 Diff	O/N 2015	O/N 2018	O/N 2022	22 Diff
Disabled (Blue Badge)	43%	49%	34%	-15%	50%	56%	41%	-15%	52%	32%	24%	-8%
Motorcycle	42%	65%	38%	-27%	17%	25%	19%	-6%	17%	12%	7%	-5%
Pay to park	70%	81%	91%	10%	73%	74%	60%	-14%	72%	51%	49%	-2%
Resident	77%	70%	66%	-4%	73%	64%	59%	-5%	73%	77%	60%	-17%
Shared Use	72%	77%	85%	8%	23%	38%	74%	36%	23%	29%	47%	18%
Single Yellow Line	13%	17%	13%	-4%	18%	24%	20%	-4%	18%	9%	9%	-0%
Average %	53%	52%	55%	3%	42%	42%	52%	10%	43%	28%	35%	7%

* The above categories relate to a sample of those types of user that are the most prevalent. This therefore excludes Diplomat and Disabled (White Badge) bay types.

Disabled (blue badge) bays

4.5.2 In zone A the daytime occupancy rate has increased by 38% (from 32% to 70%) which is similar to the occupancy rate recorded during 2015. In zone B the daytime occupancy has remained above 80% which is the same as 2018, however the overnight occupancy recorded an increase in demand of 16% (from 41% to 57%). Zone C recorded increased demand during both daytime up by 24% and evening, up by 13%. Evening increases can also be seen in zone D, up by 18% (from 18% to 36%) and zone E by 11% (from 33% to 44%). Daytime parking demand at disabled (blue badge) bays in zone E and F, increased by 29% and 14% respectively. Zone G recorded 15% decreases in demand during both daytime and evening.

Motorcycle bays

4.5.3 Motorcycle bay occupancy rates recorded significant change between 2018 and 2022 during the week day in zone A (increased by 21%) and zone G (decreased by 27%). Otherwise, the percentages changes in use recorded were relatively low.

Pay to park bays

4.5.4 A number of significant percentage changes were recorded during the daytime at pay to park bays, as every zone recorded an increase in the daytime parking occupancy. Zone A recorded an 11% occupancy increase (from 66% to 77%) during the day. However, Zone A saw a reduction in evening and overnight occupancy by 17% and 10% respectively (between 2018 and 2022). Zone B recorded 6% increases during the day (to 86% during 2022) and the evening between 2018 and 2022. Overnight pay to park bays recorded a decrease of 3% between 2018 and 2022, but a 20% reduction compared to 2015. There were no significant changes recorded in zone C. Zone D recorded a small increase during the day (4%) between 2018 and 2022. A decrease (13%) in the occupancy rate during the evening was recorded. In zone E daytime occupancy increased by 16% (to 90%) returning to levels recorded during 2015 (89%). A further reduction was recorded overnight (11%) from 2018, which in itself was a reduction of 16% from 2015. In Zone F the daytime occupancy rate has remained stable since 2015. During the evening and overnight zone F recorded a decrease in occupancy which has continued since 2015. Daytime parking demand has increased by 10% compared to 2018, which also represents a 21% increase since 2015.

Resident bays

4.5.5 The daytime changes in parking demand recorded at resident bays were limited, with zones A, B, C, D and F showing no significant changes in occupancy. Zone A recorded limited reductions in recorded occupancy, but in all instances (daytime, evening and overnight) the occupancy rate has fallen below 70%. Zone B has remained stable, or recorded small decreases, but occupancy exceeds 70% during all periods, with overnight recording 80%. Zone C recorded small increases between 2018 and 2022, with a minor decrease (2%) overnight. Again all periods recorded occupancy rates in excess of 70%. Zone D has recorded small reductions in resident bay demand throughout the day. Both daytime and evening occupancy rates fall below 70%, with overnight remaining over 70% (71%). In zone E daytime occupancy rates remain stable (recording a 2% increase) whereas both evening (10%) and overnight (16%) recorded significant decreases. All periods recorded occupancy rates below 70%. Zones F and G recorded reductions in occupancy across the board, with all periods, except daytime in zone F (at 74%), recording rates below 70%.

Shared use bays

4.5.6 During the day occupancy rates recorded small increases in all zones, except D and E (which stayed the same). In zone A evening occupancy decreased by 10% (63% to 53%), and in zone F overnight fell by 16% (65% to 49%). The overnight shared use occupancy recorded in zone G has increased by 18% (from 29% to 47%), while the resident bay occupancy has decreased by 17% (from 77% to 60%). The evening occupancy rate for zone G has also increased significantly from 38% to 74%, a change of 36% from 2018.

Single Yellow Lines

4.5.7 The surveys recorded little change in occupancy rates recorded during 2015, 2018 and 2022 for single yellow lines across all zones.

4.6 2015/2018/2022 weekend surveys (Saturday and Sunday): comparison

4.6.1 The 2022 weekend daytime parking occupancies on the main restriction types in all zones are compared with that in 2015 and 2018 in Tables 4.32 to 4.38 below.

Table 4.32: Weekend parking occupancy 2015/2018/2022 - Zone A

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 Diff
Disabled (Blue Badge)	51%	51%	62%	10%	49%	34%	45%	11%
Motorcycle	20%	16%	29%	13%	18%	13%	24%	11%
Pay to park	66%	56%	61%	5%	63%	67%	54%	-13%
Resident	64%	62%	61%	-1%	60%	66%	61%	-5%
Shared Use	59%	64%	52%	-12%	55%	59%	50%	-9%
Single Yellow Line	11%	8%	8%	0%	14%	13%	11%	-2%
Average %	44%	43%	43%	0%	45%	41%	40%	-1%

Table 4.33: Weekend parking occupancy 2015/2018/2022 - Zone B

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 Diff
Disabled (Blue Badge)	69%	57%	74%	17%	58%	59%	64%	5%
Motorcycle	31%	24%	29%	5%	27%	27%	29%	2%
Pay to park	77%	80%	75%	-5%	76%	85%	78%	-7%
Resident	72%	74%	70%	-4%	69%	72%	65%	-7%
Shared Use	81%	77%	72%	-5%	76%	76%	72%	-4%
Single Yellow Line	15%	8%	12%	4%	23%	16%	19%	3%
Average %	49%	60%	55%	-5%	57%	58%	52%	-6%

Table 4.34: Weekend parking occupancy 2015/2018/2022 - Zone C

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 Diff
Disabled (Blue Badge)	70%	51%	63%	12%	44%	41%	68%	27%
Motorcycle	20%	19%	17%	-2%	20%	16%	21%	5%
Pay to park	80%	74%	71%	-3%	75%	66%	62%	-4%
Resident	71%	70%	72%	2%	73%	69%	67%	-2%
Shared Use	64%	63%	64%	1%	67%	61%	61%	0%
Single Yellow Line	10%	15%	14%	-1%	16%	20%	14%	-6%
Average %	53%	50%	52%	2%	50%	47%	51%	4%

Table 4.35: Weekend parking occupancy 2015/2018/2022 - Zone D

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 Diff
Disabled (Blue Badge)	38%	29%	28%	1%	28%	41%	30%	-11%
Motorcycle	12%	12%	14%	2%	11%	10%	11%	1%
Pay to park	75%	65%	61%	-4%	72%	60%	43%	-17%
Resident	56%	63%	54%	-9%	74%	70%	58%	-12%
Shared Use	71%	66%	56%	-10%	69%	72%	53%	-19%
Single Yellow Line	21%	18%	10%	-8%	18%	22%	10%	-12%
Average %	39%	42%	37%	-5%	45%	42%	35%	-7%

Table 4.36: Weekend parking occupancy 2015/2018/2022 - Zone E

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	18/2 2 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	18/2 2 Diff
Disabled (Blue Badge)	68%	49%	51%	2%	58%	58%	38%	-20%
Motorcycle	25%	21%	19%	-2%	12%	17%	16%	-1%
Pay to park	71%	68%	68%	0%	90%	73%	66%	-7%
Resident	62%	60%	52%	-8%	58%	61%	44%	-17%
Shared Use	52%	47%	58%	11%	84%	86%	58%	-28%
Single Yellow Line	8%	16%	8%	-8%	45%	30%	17%	-13%
Average %	44%	37%	43%	6%	56%	44%	47%	3%

Table 4.37: Weekend parking occupancy 2015/2018/2022 - Zone F

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 Diff
Disabled (Blue Badge)	75%	66%	57%	-9%	56%	40%	34%	-6%
Motorcycle	15%	20%	27%	7%	14%	16%	15%	-1%
Pay to park	67%	55%	56%	1%	85%	71%	54%	-17%
Resident	73%	66%	64%	-2%	68%	60%	59%	-1%
Shared Use	70%	63%	60%	-3%	83%	77%	60%	-17%
Single Yellow Line	4%	4%	3%	-1%	30%	26%	13%	-13%
Average %	49%	45%	43%	-2%	52%	44%	39%	-5%

Table 4.38: Weekend parking occupancy 2015/2018/2022 - Zone G

Type	Sat Day 2015	Sat Day 2018	Sat Day 2022	22 Diff	Sun Day 2015	Sun Day 2018	Sun Day 2022	22 diff
Disabled (Blue Badge)	51%	59%	38%	-21%	64%	54%	52%	-2%
Motorcycle	14%	25%	20%	-5%	8%	16%	15%	-1%
Pay to park	54%	56%	46%	-10%	81%	88%	73%	-15%
Resident	67%	58%	52%	-6%	68%	62%	48%	-14%
Shared Use	40%	34%	24%	-10%	35%	72%	37%	-35%
Single Yellow Line	7%	10%	5%	-5%	44%	43%	26%	-17%
Average %	35%	34%	38%	4%	41%	53%	48%	-5%

* The above categories relate to a sample of those types of user that are the most prevalent. This therefore excludes Diplomat and Disabled (White Badge) bay types.

Disabled (blue badge) bays

4.6.2 There have been some significant changes recorded since 2018 in disabled (blue badge) occupancy rates. Changes on Saturday are seen in zone B increasing by 17% and zone C increasing by 12% whilst zone G decreased by 21%. Changes since 2018 on Sunday are seen also in zone C which increased by 27% (from 41% to 68%) and in zone E occupancy decreased by 20% (from 58% to 38%).

Motorcycle bays

4.6.3 Little change in recorded occupancy at motorcycle bays was noted, except in zone A which experienced a 13% increase on Saturday and 11% increase on Sunday.

Pay to park bays

4.6.4 Zones A, D, F and G have all recorded decreased occupancy rates in 2022 compared to 2018 levels, the majority of which are on Sundays; zone A by 13% (67% to 54%), zone D by 17% (60% to 43%), zone F by 17% (71% to 54%) and zone G by 15% (88% to 73%). Occupancy in zone G also decreased on Saturday by 10%, from 56% to 46%.

Resident bays

4.6.5 In zone D the recorded parking occupancy on Sunday has decreased by 12% since 2018 (from 70% to 58%), similarly zone E recorded a decrease of 17% (from 61% to 44%) and zone G decreased by 14% (from 62% to 48%). There have been no significant changes to resident bay occupancy rates recorded on Saturday between 2018 to 2022, except in zone D (reduced by 9%, from 63% to 54%) and zone E (reduced by 8%, from 60% to 52%). In the case of zone D this is closer to the 2015 survey record.

Shared use bays

4.6.6 Shared use bays recorded some significant changes in occupancy at the weekend, with only zones B and C demonstrating stability with 2018. Zone A recorded reductions on both Saturday (12%) and Sunday (9%) compared to 2018. Zone D on Sunday recorded a 19% decrease in occupancy (from 72% to 53%). In zone E significant changes are seen on both Saturday and Sunday, with Saturday shared use bay occupancy increasing by 11% (from 47% to 58%), whilst the Sunday occupancy rate decreased by 28% (from 86% to 58%). Shared use bay occupancy has also decreased in zone F on Sunday by 17% since 2018. On Sunday in zone G the survey recorded a decreased occupancy of 35% (from 72% to 37%) reverting to the level recorded in 2015 (35%).

Single Yellow Lines

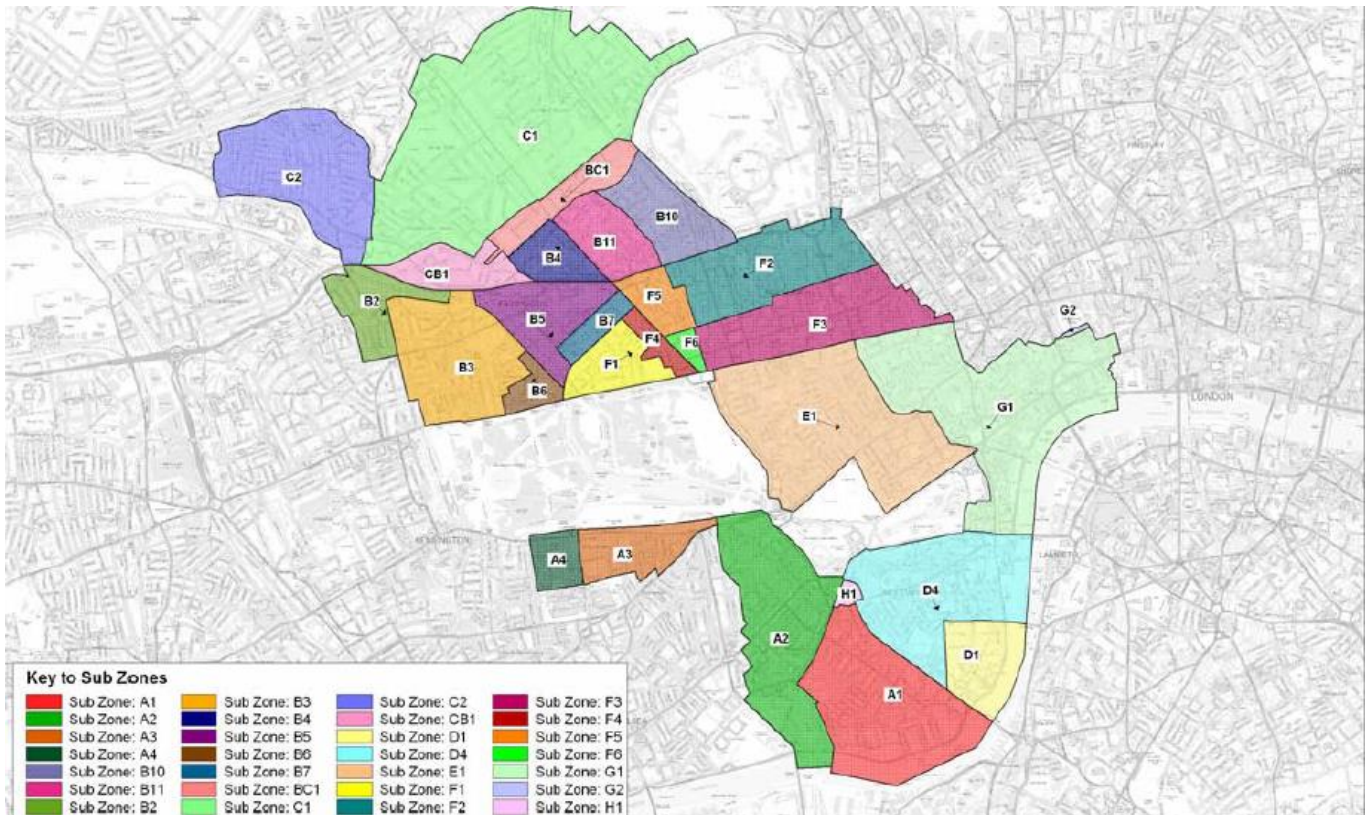
4.6.7 Zones A, B and C recorded little change in weekend occupancy rates at single yellow lines. On Sunday there have been significant reductions in recorded occupancy in zones D (11%), zone E (11%), zone F (14%) and zone G (17%).

5 SURVEY FINDINGS – SUB-ZONES

5.1 City parking sub-zones

- 5.1.1 The results of the City’s parking sub-zones (further zones within A-G), which vary hours of control and charge tariffs to reflect local needs, are provided in this section.
- 5.1.2 The operational hours of control for resident bays amongst the sub-zones range from Monday to Friday 08:30am to 18:30pm to 24 hours Monday to Sunday.
- 5.1.3 The standard tariffs for Pay to park spaces (last updated in April 2022) range from low £1.81 per hour to park in the more residential areas of the City in the north, to premium tariff at £5.28 per hour to park in the high occupancy commercial areas in the West End etc.
- 5.1.4 The tariffs and hours of control in all seven controlled parking zones and their respective sub-zones are shown in Appendix A. The sub-zone boundaries are shown in Figure 5.1 below. Please note zone H no longer exists.

Figure 5.1: Parking Sub-zones in Westminster



5.2 Overall parking occupancy

5.2.1 Table 5.1 presents the occupancy of 'available' parking space in each sub-zone in 2022. Single yellow line restrictions are included for all periods, including the weekday 11:00 to 15:00, which lies within the hours of control.

5.2.2 x – Indicates survey timeframes when parking on single yellow lines is not permitted for some/the whole duration of the timeframe. Please refer to 'Appendix A - Zone Tariffs and Controlled Hours' for more detail especially regarding Saturdays where there is much variation across the sub zones.

Table 5.1: Parking Occupancy by sub-zone – all available spaces and single yellow lines

Sub-zone	Wk 0000-0600	Wk 0730-0930 x	Wk 1100-1500 x	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500 x	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A1	60%	53%	53%	53%	64%	56%	54%	62%	53%	55%	53%
A2	29%	39%	43%	34%	46%	31%	33%	50%	33%	35%	46%
A3	30%	39%	42%	31%	39%	39%	42%	26%	34%	50%	26%
A4	22%	36%	37%	25%	25%	31%	33%	23%	36%	52%	22%
B10	60%	62%	63%	62%	53%	66%	63%	57%	61%	60%	71%
B11	54%	53%	58%	70%	51%	64%	58%	52%	59%	61%	53%
B2	64%	63%	63%	57%	57%	54%	55%	56%	57%	58%	62%
B3	50%	51%	51%	52%	48%	46%	52%	47%	46%	52%	56%
B4	67%	60%	61%	65%	69%	68%	65%	67%	65%	67%	70%
B5	37%	45%	46%	39%	40%	34%	39%	36%	49%	43%	39%
B6	32%	39%	39%	39%	30%	32%	34%	32%	30%	33%	35%
B7	39%	43%	49%	50%	37%	36%	39%	39%	50%	52%	40%
B/C1	45%	50%	51%	42%	42%	43%	39%	41%	43%	42%	46%
C1	51%	50%	50%	50%	50%	52%	52%	49%	48%	48%	51%
C2	66%	55%	53%	65%	66%	56%	56%	65%	54%	59%	55%
C/B1	60%	55%	55%	56%	61%	62%	58%	58%	60%	57%	61%
D1	47%	43%	43%	44%	47%	42%	46%	46%	43%	44%	47%
D4	26%	34%	37%	28%	24%	29%	27%	23%	27%	26%	25%
E1	25%	44%	52%	36%	26%	32%	35%	26%	33%	37%	20%
F1	35%	35%	34%	33%	51%	27%	29%	33%	33%	36%	33%
F2	28%	40%	43%	34%	33%	33%	33%	32%	31%	29%	26%
F3	16%	38%	41%	26%	26%	26%	29%	23%	28%	25%	29%
F4	43%	51%	51%	52%	61%	40%	58%	62%	55%	76%	46%
F5	44%	41%	45%	44%	46%	42%	41%	51%	42%	43%	42%
F6	39%	55%	63%	56%	50%	44%	52%	75%	39%	49%	35%
G1	25%	43%	46%	35%	28%	28%	37%	22%	36%	35%	25%
G2	41%	46%	38%	38%	5%	14%	16%	4%	10%	18%	2%

5.2.3 Table 5.2 below presents the parking occupancy per period across the main restriction types only: resident, pay to park, shared use and disabled spaces.

Table 5.2: Parking Occupancy by Sub-zone – main restriction types only

Sub-zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A1	84%	74%	74%	74%	93%	74%	73%	85%	70%	75%	75%
A2	46%	57%	63%	52%	72%	47%	51%	77%	50%	54%	71%
A3	46%	60%	60%	45%	62%	58%	63%	40%	51%	77%	40%
A4	34%	54%	52%	36%	40%	46%	51%	34%	53%	76%	33%
B10	75%	75%	77%	74%	66%	73%	75%	69%	69%	69%	89%
B11	88%	88%	90%	98%	79%	90%	92%	75%	79%	83%	86%
B2	84%	82%	82%	76%	76%	72%	75%	73%	72%	75%	81%
B3	72%	72%	73%	75%	69%	66%	73%	66%	61%	73%	79%
B4	88%	82%	83%	83%	87%	84%	81%	83%	83%	84%	89%
B5	81%	88%	88%	80%	84%	72%	78%	74%	81%	83%	78%
B6	64%	78%	74%	75%	59%	63%	67%	60%	56%	63%	69%
B7	59%	71%	79%	80%	59%	60%	64%	60%	70%	76%	63%
B/C1	72%	78%	79%	67%	66%	67%	60%	62%	66%	65%	71%
C1	78%	75%	74%	75%	74%	74%	75%	71%	68%	68%	75%
C2	76%	64%	61%	73%	74%	64%	65%	73%	61%	67%	64%
C/B1	88%	82%	83%	83%	86%	87%	86%	83%	85%	81%	88%
D1	66%	60%	60%	61%	62%	56%	61%	60%	57%	58%	64%
D4	56%	68%	72%	60%	51%	55%	54%	48%	52%	54%	53%
E1	48%	70%	78%	61%	44%	59%	61%	44%	55%	63%	38%
F1	64%	63%	61%	59%	97%	50%	52%	58%	53%	56%	60%
F2	57%	74%	77%	63%	65%	64%	65%	60%	58%	55%	53%
F3	39%	79%	85%	55%	56%	59%	65%	53%	51%	49%	59%
F4	60%	73%	70%	69%	84%	57%	76%	91%	72%	88%	63%
F5	75%	70%	78%	74%	75%	73%	72%	94%	67%	70%	69%
F6	53%	68%	78%	72%	59%	59%	72%	87%	53%	61%	44%
G1	53%	73%	74%	59%	50%	48%	69%	42%	60%	65%	50%
G2	72%	78%	72%	61%	5%	20%	20%	6%	12%	24%	3%

5.2.4 If the parking occupancy rates in Table 5.2 are compared with the recorded occupancy rates at all potential spaces in Table 5.1 the picture across the city looks very different. In the sub-zones for all available spaces and single yellow lines, there are only five survey periods with occupancy rates above 70% whereas considering the main parking bay type shows a considerably different picture. The survey results in Table 5.2 illustrate areas within the city which are experiencing parking pressure, such as A1, B2, B4, B5, B11 and C/B1.

5.3 Parking occupancy by restriction type

5.3.1 The following Tables 5.3 to 5.16 compare the occupancy in the sub-zones per restriction type across the survey periods.

Table 5.3: Parking occupancy 'Single Yellow Line'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	11%	6%	5%	9%	6%	17%	12%	15%	18%	13%	5%
A2	5%	5%	5%	4%	5%	3%	5%	8%	9%	7%	12%
A3	2%	1%	5%	4%	5%	1%	1%	5%	2%	1%	2%
A4	2%	1%	5%	3%	0%	2%	0%	4%	4%	0%	2%
B10	9%	11%	7%	18%	9%	44%	25%	15%	29%	29%	8%
B11	18%	11%	19%	40%	21%	36%	17%	26%	40%	39%	16%
B2	9%	7%	8%	4%	5%	7%	2%	9%	15%	11%	9%
B3	7%	4%	4%	7%	5%	4%	9%	9%	15%	11%	10%
B4	14%	5%	5%	21%	24%	31%	29%	27%	22%	27%	22%
B5	9%	7%	6%	5%	10%	4%	11%	10%	29%	17%	11%
B6	2%	2%	5%	4%	4%	3%	4%	6%	6%	5%	4%
B7	12%	9%	8%	10%	8%	3%	6%	11%	23%	20%	9%
B/C1	2%	2%	2%	2%	2%	3%	3%	5%	5%	4%	5%
C1	5%	4%	5%	7%	9%	13%	10%	11%	12%	10%	8%
C2	18%	5%	6%	27%	27%	19%	7%	31%	25%	20%	13%
C/B1	11%	7%	4%	7%	15%	19%	10%	14%	15%	12%	13%
D1	9%	9%	7%	12%	18%	15%	16%	20%	15%	16%	13%
D4	4%	4%	5%	4%	4%	9%	8%	6%	10%	6%	4%
E1	9%	15%	19%	17%	17%	8%	16%	16%	17%	20%	8%
F1	3%	3%	3%	4%	1%	2%	2%	4%	11%	14%	4%
F2	2%	7%	8%	7%	7%	5%	4%	10%	7%	5%	2%
F3	5%	12%	11%	10%	13%	2%	5%	9%	18%	14%	17%
F4	13%	7%	13%	22%	23%	5%	25%	13%	25%	57%	17%
F5	13%	6%	6%	13%	16%	7%	6%	6%	16%	18%	14%
F6	8%	18%	21%	18%	26%	8%	0%	41%	3%	18%	10%
G1	9%	12%	13%	20%	21%	5%	9%	13%	27%	19%	8%
G2	6%	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%

5.3.2 The occupancy rate recorded on single yellow line restrictions is a good indication of the actual parking pressure experienced within a particular location.

5.3.3 As Table 5.3 shows for single yellow lines, all sub-zones and all survey periods have occupancy rates below 70%. The single yellow line occupancy peaks on Sunday evening, in sub-zone F4 (at 57%) and sub-zone B10, during Saturday daytime (44% occupancy).

Table 5.4: Parking occupancy 'Car Club'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	80%	60%	47%	80%	76%	53%	59%	76%	41%	29%	67%
A2	42%	67%	58%	42%	73%	25%	50%	91%	25%	50%	67%
A3	25%	33%	75%	50%	25%	75%	100%	0%	0%	0%	75%
A4	100%	0%	100%	100%	0%	0%	100%	100%	0%	0%	100%
B10	60%	40%	60%	80%	60%	30%	30%	50%	50%	20%	100%
B11	40%	100%	80%	100%	80%	60%	100%	60%	60%	40%	100%
B2	100%	83%	67%	17%	50%	17%	17%	50%	50%	83%	67%
B3	65%	65%	71%	65%	47%	18%	29%	47%	6%	35%	71%
B4	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%
B5	100%	100%	100%	100%	100%	0%	0%	100%	0%	100%	0%
B6	100%	100%	0%	100%	100%	100%	100%	100%	0%	100%	100%
B7	67%	67%	33%	33%	100%	0%	33%	100%	100%	67%	100%
B/C1	60%	60%	40%	60%	60%	20%	20%	0%	20%	0%	60%
C1	63%	54%	50%	63%	71%	21%	46%	83%	38%	33%	61%
C2	70%	80%	70%	70%	70%	20%	20%	50%	20%	50%	70%
C/B1	100%	100%	50%	50%	50%	0%	0%	50%	0%	50%	50%
D1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D4	83%	33%	58%	58%	67%	25%	50%	50%	33%	50%	50%
E1	33%	75%	88%	25%	20%	44%	22%	40%	11%	33%	56%
F1	80%	60%	80%	60%	100%	20%	60%	40%	20%	40%	40%
F2	38%	38%	54%	62%	54%	15%	15%	46%	55%	18%	69%
F3	33%	73%	64%	33%	73%	44%	56%	91%	22%	22%	45%
F4	33%	33%	33%	33%	33%	33%	33%	67%	0%	33%	67%
F5	25%	100%	100%	25%	50%	50%	25%	75%	0%	25%	25%
F6											
G1	50%	88%	75%	78%	63%	0%	0%	67%	44%	67%	67%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.4 There are 190 (similar to 2018 at 183 bays) car club parking spaces across the City of Westminster. However, for this particular type of parking bay, unlike other types of bays, low daytime parking occupancy is maybe positive as it indicates high usage of car club vehicles.

Table 5.5: Parking occupancy 'Diplomat'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	67%	0%	67%	33%	100%	67%	33%	33%	0%	0%	100%
A2	32%	60%	74%	42%	77%	32%	32%	83%	29%	46%	39%
A3	48%	52%	65%	57%	39%	57%	57%	39%	61%	74%	30%
A4	33%	67%	44%	22%	33%	33%	33%	33%	44%	78%	44%
B10											
B11											
B2											
B3	50%	60%	40%	67%	0%	40%	40%	50%	40%	40%	0%
B4											
B5											
B6	50%	100%	100%	100%	0%	50%	50%	0%	0%	100%	50%
B7											
B/C1											
C1											
C2											
C/B1											
D1	40%	80%	80%	40%	40%	20%	20%	40%	40%	40%	20%
D4	42%	53%	58%	37%	21%	32%	47%	26%	37%	37%	32%
E1	38%	33%	48%	33%	31%	37%	43%	28%	38%	46%	27%
F1	75%	75%	75%	75%	100%	50%	50%	100%	75%	75%	100%
F2	19%	63%	51%	16%	39%	32%	39%	37%	37%	26%	21%
F3	13%	39%	52%	26%	22%	39%	48%	30%	30%	22%	22%
F4											
F5	60%	20%	60%	0%	40%	20%	0%	80%	0%	0%	40%
F6	100%	100%	100%	100%	0%	0%	0%	100%	0%	0%	0%
G1	38%	54%	65%	41%	23%	16%	32%	24%	34%	26%	16%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.5 Diplomatic spaces are provided on an individual basis in specific locations. There are 371 diplomat spaces across the City.

Table 5.6: Parking occupancy 'Disabled (Blue Badge)'

Sub-zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A1	73%	55%	73%	64%	80%	75%	33%	83%	33%	33%	42%
A2	29%	24%	67%	19%	43%	62%	57%	76%	48%	33%	38%
A3	13%	38%	89%	13%	13%	33%	33%	13%	44%	67%	0%
A4	0%	60%	40%	60%	40%	80%	80%	0%	60%	20%	0%
B10	80%	40%	20%	60%	80%	100%	100%	20%	100%	60%	100%
B11	60%	100%	100%	100%	80%	90%	100%	50%	50%	80%	100%
B2											
B3	46%	77%	77%	54%	54%	77%	54%	38%	45%	38%	54%
B4											
B5	67%	87%	93%	47%	33%	60%	47%	33%	80%	73%	33%
B6											
B7	33%	67%	100%	100%	33%	67%	100%	0%	67%	100%	0%
B/C1	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%
C1	53%	60%	63%	40%	43%	53%	63%	37%	63%	50%	47%
C2	56%	66%	80%	62%	58%	69%	75%	44%	69%	69%	67%
C/B1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
D1	27%	13%	13%	20%	13%	20%	0%	27%	27%	13%	27%
D4	10%	57%	50%	43%	10%	32%	42%	6%	32%	16%	6%
E1	31%	36%	68%	44%	18%	51%	70%	22%	38%	60%	21%
F1											
F2	8%	48%	50%	35%	46%	50%	60%	26%	27%	14%	16%
F3	10%	68%	83%	38%	56%	65%	68%	44%	40%	29%	50%
F4	67%	67%	100%	67%	100%	67%	33%	100%	33%	67%	33%
F5	63%	75%	100%	88%	63%	25%	88%	88%	25%	38%	75%
F6	0%	50%	100%	100%	0%	100%	100%	100%	50%	100%	50%
G1	24%	25%	31%	42%	33%	37%	71%	25%	55%	72%	29%
G2	25%	50%	75%	25%	25%	50%	25%	0%	0%	25%	0%

Please note blank rows indicate that there are no bays in that Zone.

- 5.3.6 Blue badge parking spaces (497 in total) are provided at certain locations to facilitate disabled visitors to park in the City of Westminster, as the usual national Blue Badge exemptions do not apply in Westminster and other central London Boroughs.
- 5.3.7 The occupancy rates in sub-zone C/B1 were at 100% for all survey periods indicating exceptionally high demand. There are a considerable number of survey periods and sub-zones where occupancy rates exceed 80%.

Table 5.7: Parking occupancy ‘Disabled (White Badge)’

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	50%	45%	50%	60%	90%	30%	50%	68%	35%	45%	70%
A2	80%	80%	80%	60%	80%	40%	60%	80%	80%	60%	80%
A3	100%	100%	0%	100%	0%	100%	100%	100%	0%	100%	100%
A4											
B10	100%	100%	100%	88%	100%	75%	75%	75%	75%	75%	100%
B11	57%	57%	71%	86%	71%	71%	100%	71%	71%	43%	43%
B2	40%	60%	40%	40%	40%	40%	60%	50%	40%	40%	50%
B3	56%	59%	41%	59%	47%	76%	35%	41%	41%	53%	71%
B4	67%	67%	67%	67%	67%	33%	67%	67%	67%	67%	100%
B5	75%	75%	100%	75%	100%	25%	100%	100%	50%	75%	75%
B6	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
B7	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%
B/C1	100%	50%	50%	100%	100%	0%	0%	100%	100%	100%	100%
C1	71%	55%	63%	64%	61%	59%	62%	58%	51%	59%	64%
C2	65%	56%	51%	65%	69%	61%	84%	61%	71%	73%	88%
C/B1	50%	0%	0%	50%	50%	50%	50%	50%	50%	50%	50%
D1	100%	50%	25%	50%	75%	75%	75%	75%	75%	50%	50%
D4	40%	40%	40%	40%	40%	20%	20%	40%	0%	60%	40%
E1	50%	100%	100%	50%	50%	50%	50%	50%	100%	50%	100%
F1											
F2	13%	38%	75%	38%	50%	50%	50%	25%	38%	63%	25%
F3	60%	80%	60%	60%	80%	60%	60%	60%	20%	20%	60%
F4	50%	50%	0%	50%	100%	0%	50%	100%	50%	50%	50%
F5	100%	50%	50%	50%	50%	100%	100%	100%	100%	100%	50%
F6	0%	0%	0%	0%	0%	0%	0%	100%	50%	100%	0%
G1	50%	50%	50%	100%	100%	100%	50%	100%	100%	100%	100%
G2											

Please note blank rows indicate that there are no bays in that zone.

5.3.8 Dedicated white badge disabled parking places are provided on an individual basis to residents with severe mobility issues (outside their homes or at a place of work). There are 198 spaces (up from 192 in 2018) in total across the City of Westminster. As these spaces are individual, a wide divergence between high and low occupancy rates can occur as the badge holder undertakes their daily activity.

Table 5.8: Parking occupancy 'Doctor'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	29%	14%	14%	29%	0%	43%	0%	14%	14%	0%	0%
A2	0%	43%	57%	0%	0%	14%	0%	0%	0%	14%	0%
A3	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	100%
A4											
B10											
B11	17%	0%	0%	0%	33%	0%	0%	33%	17%	33%	17%
B2											
B3											
B4											
B5											
B6	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
B7											
B/C1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C1	33%	25%	25%	50%	75%	50%	50%	75%	75%	50%	50%
C2	25%	50%	50%	0%	0%	0%	0%	0%	25%	0%	25%
C/B1											
D1											
D4	0%	100%	100%	0%	0%	100%	100%	0%	0%	0%	0%
E1	0%	67%	67%	67%	0%	0%	0%	0%	0%	0%	0%
F1											
F2	6%	18%	35%	12%	6%	6%	6%	6%	6%	0%	0%
F3	0%	50%	50%	0%	0%	50%	100%	0%	0%	0%	0%
F4	0%	100%	0%	100%	0%	100%	0%	0%	100%	0%	100%
F5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
F6											
G1	0%	17%	0%	33%	17%	0%	0%	17%	0%	17%	0%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.9 Doctor spaces are again provided on an individual basis for certain medical practitioners outside their surgery, with 64 (75 in 2018) in total across the City. These permit spaces are individual, therefore a wide divergence between high and low occupancy rates would be anticipated.

Table 5.9: Parking occupancy 'Electric Charging'

Sub-zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A1	40%	50%	50%	60%	80%	30%	40%	60%	10%	30%	33%
A2	17%	61%	56%	39%	61%	61%	39%	83%	28%	44%	50%
A3	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	0%
A4	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%
B10	0%	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%
B11											
B2	20%	0%	20%	40%	40%	0%	20%	20%	40%	60%	60%
B3	80%	20%	80%	40%	20%	20%	40%	40%	60%	40%	40%
B4											
B5	50%	100%	0%	100%	0%	100%	100%	50%	100%	50%	100%
B6	0%	50%	100%	100%	0%	50%	50%	0%	50%	50%	0%
B7											
B/C1	50%	50%	50%	100%	50%	50%	100%	100%	0%	100%	0%
C1	38%	43%	43%	19%	29%	29%	38%	10%	38%	38%	19%
C2	22%	0%	0%	33%	22%	44%	44%	11%	11%	56%	44%
C/B1	50%	100%	50%	50%	100%	0%	50%	100%	100%	50%	100%
D1	50%	50%	50%	50%	25%	75%	50%	50%	50%	50%	50%
D4	33%	17%	50%	67%	67%	50%	67%	50%	67%	50%	50%
E1	38%	65%	88%	38%	12%	100%	82%	36%	41%	47%	18%
F1	0%	60%	20%	20%	80%	20%	20%	0%	0%	60%	40%
F2	0%	71%	86%	29%	29%	29%	57%	29%	14%	29%	0%
F3	20%	80%	60%	40%	20%	40%	60%	20%	40%	20%	40%
F4											
F5	0%	50%	100%	0%	0%	50%	50%	50%	50%	50%	0%
F6											
G1	50%	63%	63%	63%	13%	13%	25%	38%	63%	50%	63%
G2	50%	100%	50%	100%	50%	0%	29%	0%	14%	0%	0%

Please note blank rows indicate that there are no bays in that Zone.

5.3.10 EV charging bays are dedicated for electric vehicles only offering the opportunity for the vehicles to be charged. In 2022 there are 41 more EV charging bays and since 2018 bays have been added in sub-zones A4, B10, B6, C/B1 and F5, although sub-zone F4 now has no EV charging bays.

Table 5.10: Parking occupancy 'Hospital'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1											
A2											
A3											
A4											
B10	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B11	0%	20%	60%	0%	60%	20%	0%	60%	40%	60%	60%
B2											
B3											
B4											
B5	92%	50%	67%	78%	83%	42%	25%	42%	100%	100%	67%
B6											
B7											
B/C1											
C1											
C2											
C/B1											
D1											
D4	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E1											
F1											
F2	4%	27%	46%	15%	8%	19%	15%	0%	19%	8%	4%
F3	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%
F4											
F5											
F6											
G1											
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.11 Hospital parking bays are provided on an individual basis outside specific locations. There are 50 such permit spaces across the City of Westminster, and they generally experience low occupancies during most periods.

Table 5.11: Parking occupancy 'Loading Bay'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	24%	35%	18%	18%	25%	53%	29%	0%	53%	41%	18%
A2	7%	64%	64%	14%	7%	36%	14%	0%	36%	36%	0%
A3											
A4											
B10	80%	20%	20%	0%	60%	40%	0%	0%	0%	20%	80%
B11	67%	0%	0%	0%	67%	0%	0%	100%	33%	100%	100%
B2											
B3	6%	34%	45%	0%	23%	38%	38%	6%	47%	34%	23%
B4											
B5	0%	33%	0%	0%	0%	33%	0%	33%	0%	0%	33%
B6											
B7	33%	0%	67%	67%	0%	67%	67%	67%	67%	100%	33%
B/C1	17%	33%	50%	33%	0%	33%	67%	50%	67%	50%	0%
C1	11%	32%	53%	63%	5%	37%	42%	32%	47%	26%	16%
C2	8%	33%	67%	46%	8%	33%	21%	32%	46%	46%	8%
C/B1	100%	100%	100%	100%	100%	100%	100%	0%	100%	0%	100%
D1											
D4											
E1	12%	20%	29%	12%	8%	14%	4%	9%	8%	17%	14%
F1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%
F2	57%	14%	14%	57%	0%	0%	14%	43%	29%	14%	29%
F3	12%	29%	29%	29%	12%	24%	29%	6%	38%	0%	6%
F4											
F5											
F6											
G1	19%	33%	28%	25%	30%	28%	20%	18%	31%	31%	22%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.12 Loading bays are provided to facilitate the delivery, or collection of goods at specific locations, and include both general and goods vehicles only bays. The occupancy rates across most sub-zones are low, however the rates suggest that a different monitoring of usage may be required to better understand their use.

Table 5.12: Parking occupancy 'Motorcycle'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	43%	45%	41%	34%	15%	42%	48%	27%	42%	41%	30%
A2	10%	31%	34%	15%	12%	17%	15%	8%	12%	10%	5%
A3	18%	55%	52%	23%	0%	51%	48%	10%	34%	49%	7%
A4	0%	28%	28%	16%	0%	20%	28%	0%	24%	32%	0%
B10	10%	42%	37%	33%	6%	41%	30%	15%	34%	24%	4%
B11	11%	22%	20%	24%	16%	20%	27%	16%	15%	18%	16%
B2	18%	33%	37%	27%	16%	16%	18%	18%	24%	14%	18%
B3	25%	37%	32%	29%	23%	31%	29%	24%	30%	25%	24%
B4	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B5	22%	57%	65%	43%	29%	36%	36%	27%	36%	28%	31%
B6	20%	23%	23%	20%	13%	20%	17%	13%	20%	20%	20%
B7	25%	25%	40%	25%	25%	45%	30%	35%	45%	40%	35%
B/C1	22%	25%	33%	20%	24%	12%	12%	22%	22%	22%	22%
C1	20%	26%	30%	23%	24%	23%	19%	20%	28%	26%	25%
C2	14%	21%	20%	11%	18%	10%	13%	16%	13%	12%	14%
C/B1											
D1	22%	28%	25%	22%	19%	13%	16%	22%	22%	22%	22%
D4	10%	33%	39%	12%	9%	14%	9%	8%	11%	10%	10%
E1	10%	47%	61%	26%	8%	19%	22%	8%	16%	14%	4%
F1	33%	58%	50%	25%	8%	33%	17%	25%	50%	42%	8%
F2	10%	33%	42%	17%	5%	23%	20%	5%	19%	18%	6%
F3	5%	35%	39%	18%	5%	30%	28%	7%	10%	11%	5%
F4	21%	45%	42%	24%	18%	36%	36%	6%	24%	39%	21%
F5	15%	28%	26%	21%	19%	20%	22%	8%	22%	10%	13%
F6											
G1	7%	33%	38%	19%	7%	20%	21%	6%	15%	14%	6%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.13 There were 5,539 motorcycle bay spaces in 2022, which represents a reduction of 76 spaces compared to 2018 (bays are based on the ratio of one motorcycle space per 0.8m). No sub-zone recorded a survey period which exceeds 70% occupancy. The occupancy rate peaks at 65% in sub-zone B5 during the weekday daytime. Sub-zone F1 also recorded well used motorcycle bays, peaking at 58% on a weekday (07:30 to 09:30).

Table 5.13: Parking occupancy 'Pay to park' bays

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	62%	63%	69%	62%	58%	66%	63%	56%	57%	63%	28%
A2	19%	64%	81%	49%	33%	56%	54%	41%	58%	53%	33%
A3	23%	72%	80%	26%	64%	67%	76%	13%	44%	82%	15%
A4	6%	91%	76%	21%	30%	33%	58%	3%	48%	79%	6%
B10	58%	67%	91%	77%	55%	93%	82%	43%	80%	78%	32%
B11	71%	82%	86%	87%	45%	93%	91%	51%	82%	69%	65%
B2	57%	77%	86%	64%	52%	78%	52%	58%	77%	60%	63%
B3	42%	71%	80%	75%	44%	67%	76%	44%	72%	78%	47%
B4	89%	93%	96%	75%	82%	82%	93%	86%	79%	93%	86%
B5	72%	88%	90%	79%	78%	72%	74%	63%	95%	84%	70%
B6	35%	78%	78%	75%	37%	63%	75%	45%	63%	68%	56%
B7	45%	76%	93%	88%	43%	68%	72%	59%	90%	95%	55%
B/C1	42%	76%	86%	51%	48%	71%	66%	49%	70%	55%	45%
C1	59%	75%	80%	54%	50%	73%	66%	47%	61%	39%	47%
C2	58%	63%	70%	63%	60%	63%	62%	60%	61%	65%	44%
C/B1	86%	78%	76%	73%	84%	90%	88%	84%	78%	82%	88%
D1	29%	52%	70%	39%	27%	61%	38%	34%	29%	38%	31%
D4	22%	71%	81%	35%	23%	60%	43%	28%	46%	33%	21%
E1	43%	81%	90%	70%	41%	68%	72%	42%	66%	62%	27%
F1	33%	56%	65%	67%	88%	25%	58%	25%	54%	81%	27%
F2	29%	72%	84%	46%	31%	55%	57%	32%	50%	36%	24%
F3	15%	79%	86%	54%	23%	58%	65%	26%	51%	46%	37%
F4	46%	73%	67%	77%	79%	53%	88%	80%	79%	99%	49%
F5	48%	65%	88%	56%	46%	74%	65%	93%	67%	78%	54%
F6	33%	66%	80%	55%	57%	52%	66%	78%	52%	58%	22%
G1	49%	91%	91%	60%	41%	46%	73%	32%	73%	73%	31%
G2	100%	100%	100%	0%	0%	100%	100%	100%	100%	100%	0%

- 5.3.14 The occupancy of pay to park parking across the City exceeds 70% in a large proportion of sub-zones and survey periods, particularly during the week.
- 5.3.15 On a weekday the daytime parking occupancy at the pay to park spaces exceeds 70% in most instances (only in sub-zones A1, F1 and F4 recorded occupancy rates less than 70%). A similar pattern is seen on weekday mornings, with only eight sub-zones recording occupancy rates below 70%.
- 5.3.16 During the evening, Saturday and Sunday the number of times occupancy rates exceed 70% is less than weekday daytime and morning, although there are still a significant number with occupancy rates above 70% and 80%.
- 5.3.17 The pay to park bays in sub-zones B4 and C/B1 record parking occupancy rates above 70% during all survey periods, with the majority recording occupancy above 80%. Sub-zone B5, recorded only one survey period where occupancy was below 70% (overnight on Sunday).

Table 5.14: Parking occupancy 'Resident' bays

Sub-zone	Wk 0000-0600	Wk 0730-0930	Wk 1100-1500	Wk 1900-0000	Sat 0000-0600	Sat 1100-1500	Sat 1900-0000	Sun 0000-0600	Sun 1100-1500	Sun 1800-2000	Mon 0000-0600
A1	87%	76%	75%	77%	97%	75%	75%	88%	72%	77%	83%
A2	54%	57%	60%	55%	78%	47%	51%	82%	50%	56%	78%
A3	52%	57%	55%	51%	63%	56%	60%	47%	53%	76%	47%
A4	43%	48%	46%	38%	46%	46%	51%	43%	57%	78%	44%
B10	74%	75%	75%	73%	65%	68%	72%	72%	66%	67%	97%
B11	93%	90%	93%	100%	87%	90%	93%	80%	79%	85%	90%
B2	87%	82%	81%	77%	78%	72%	77%	75%	73%	76%	83%
B3	78%	72%	72%	76%	74%	66%	72%	69%	59%	73%	85%
B4	89%	80%	82%	84%	88%	84%	79%	82%	84%	83%	89%
B5	88%	88%	86%	83%	92%	73%	82%	83%	72%	82%	87%
B6	69%	77%	74%	74%	62%	60%	63%	62%	52%	61%	70%
B7	65%	72%	75%	76%	67%	61%	61%	62%	60%	67%	67%
B/C1	82%	78%	77%	71%	72%	69%	60%	67%	68%	68%	78%
C1	81%	76%	74%	78%	78%	75%	78%	75%	70%	72%	79%
C2	78%	64%	60%	74%	76%	64%	66%	74%	60%	67%	68%
C/B1	90%	83%	84%	85%	88%	87%	86%	84%	86%	82%	90%
D1	77%	65%	65%	70%	71%	60%	72%	71%	63%	69%	76%
D4	69%	67%	68%	68%	61%	52%	57%	57%	56%	62%	65%
E1	55%	66%	69%	55%	51%	52%	52%	49%	44%	66%	51%
F1	69%	65%	61%	58%	97%	54%	53%	62%	51%	53%	66%
F2	73%	77%	75%	73%	83%	69%	71%	75%	63%	64%	67%
F3	57%	80%	84%	57%	79%	58%	63%	75%	51%	53%	77%
F4	71%	75%	73%	67%	86%	64%	71%	98%	71%	83%	74%
F5	80%	71%	75%	77%	81%	73%	73%	95%	66%	67%	71%
F6	83%	73%	77%	88%	70%	68%	82%	95%	55%	57%	73%
G1	60%	65%	66%	59%	57%	52%	67%	51%	48%	58%	68%
G2											

Please note blank rows indicate that there are no bays in that Zone.

- 5.3.18 The overnight occupancy rates in resident bays are high across the City, exceeding 80% in eight of the 27 sub-zones on a Monday night and exceeding 70% in a further nine sub-zones. During the weekday overnight survey period, ten sub-zones exceed 80% and six exceed 70% occupancy.
- 5.3.19 Resident bays are particularly under pressure in six sub-zones, A1, B11, B2, B4, B5 and C/B1 where all survey periods exceed 70%. In sub-zone C/B1, all survey periods recorded an occupancy exceeding 80%.
- 5.3.20 In sub-zone B11 during the weekday daytime survey period (11:00 to 15:00) the recorded parking occupancy was 100%.

Table 5.15: Parking occupancy 'Shared Use'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	80%	72%	78%	68%	86%	68%	72%	82%	63%	71%	59%
A2	24%	54%	68%	42%	79%	39%	47%	85%	40%	40%	73%
A3											
A4	5%	56%	69%	31%	14%	52%	42%	10%	38%	71%	2%
B10	99%	85%	86%	83%	78%	92%	88%	83%	84%	82%	85%
B11	97%	77%	57%	91%	75%	89%	89%	82%	91%	94%	94%
B2	86%	100%	100%	92%	79%	86%	93%	52%	59%	90%	83%
B3	56%	75%	77%	65%	60%	66%	77%	58%	69%	74%	70%
B4	84%	89%	83%	81%	86%	88%	88%	90%	83%	86%	86%
B5	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
B6	61%	83%	70%	85%	59%	78%	78%	63%	72%	74%	74%
B7	50%	46%	69%	85%	42%	15%	58%	58%	88%	88%	62%
B/C1	57%	80%	81%	61%	57%	59%	54%	49%	56%	59%	65%
C1	66%	73%	76%	65%	62%	64%	62%	63%	60%	62%	65%
C2	77%	65%	65%	71%	73%	64%	64%	70%	62%	69%	43%
C/B1	67%	88%	79%	67%	54%	88%	88%	54%	83%	67%	58%
D1	51%	52%	48%	47%	52%	45%	44%	41%	53%	42%	44%
D4	60%	66%	81%	60%	55%	71%	64%	40%	53%	59%	70%
E1	42%	52%	71%	55%	31%	58%	49%	36%	58%	60%	36%
F1	39%	54%	66%	63%	97%	37%	45%	51%	71%	62%	29%
F2	56%	72%	79%	61%	56%	63%	59%	59%	59%	57%	52%
F3	37%	79%	85%	57%	49%	66%	72%	47%	56%	54%	50%
F4	44%	64%	66%	68%	84%	40%	80%	84%	68%	92%	41%
F5	82%	82%	82%	88%	82%	76%	82%	88%	88%	94%	88%
F6	29%	71%	86%	100%	43%	57%	71%	86%	57%	86%	43%
G1	32%	88%	91%	74%	71%	38%	65%	48%	82%	76%	74%
G2	85%	85%	69%	77%	4%	16%	18%	5%	11%	23%	3%

Please note blank rows indicate that there are no bays in that Zone.

- 5.3.21 The shared used bay recorded occupancy rates demonstrate high rates of parking demand at a number (seventeen) of sub-zones, particularly zone B5, where all survey periods are at 100% occupancy, with 100% recorded on Sunday evening. Sub-zone B4 recorded occupancy rates above 80% during all survey periods.
- 5.3.22 In sub-zones B2, B6, B10, B11 and F5 the recorded occupancy rate exceeds 80% for the majority of survey periods, with sub-zone B2, weekday daytime occupancy rate peaking at 100%.

Table 5.16: Parking occupancy 'Taxi'

Sub-zone	Wk 0000- 0600	Wk 0730- 0930	Wk 1100- 1500	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	18%	18%	23%	14%	5%	14%	18%	9%	14%	27%	9%
A2	3%	8%	19%	14%	8%	23%	20%	8%	18%	15%	3%
A3	0%	0%	44%	0%	11%	44%	44%	0%	33%	22%	0%
A4	0%	21%	21%	21%	0%	0%	0%	14%	14%	64%	7%
B10	0%	11%	11%	0%	11%	44%	11%	0%	67%	44%	0%
B11											
B2											
B3	21%	29%	14%	14%	7%	29%	14%	0%	7%	14%	7%
B4											
B5	0%	8%	8%	16%	0%	4%	0%	13%	4%	0%	0%
B6	17%	17%	33%	50%	17%	17%	33%	0%	67%	17%	33%
B7	33%	0%	33%	67%	0%	33%	100%	33%	33%	0%	33%
B/C1	11%	6%	28%	11%	6%	22%	11%	6%	11%	11%	11%
C1	35%	12%	65%	12%	6%	24%	12%	13%	18%	6%	12%
C2											
C/B1											
D1	29%	14%	0%	43%	29%	71%	57%	0%	43%	43%	0%
D4	7%	15%	20%	16%	0%	28%	15%	6%	2%	13%	0%
E1	2%	13%	18%	10%	5%	11%	11%	7%	16%	29%	4%
F1	36%	27%	18%	0%	0%	27%	18%	27%	9%	36%	18%
F2	0%	7%	0%	21%	0%	43%	7%	0%	7%	14%	0%
F3	7%	12%	39%	14%	0%	23%	23%	3%	20%	22%	2%
F4											
F5	0%	0%	17%	17%	0%	0%	17%	0%	0%	17%	17%
F6											
G1	7%	21%	27%	16%	6%	18%	31%	10%	12%	7%	9%
G2											

Please note blank rows indicate that there are no bays in that Zone.

5.3.23 Taxi bay occupancy is generally low and is highest in the weekday daytime when trade is likely to be at its busiest level throughout the City of Westminster. Two sub-zones have survey periods with above 70% occupancy rates. In sub-zone B7, during Saturday evening the occupancy rate for taxi bays is 100%, and in D1 during Saturday daytime the occupancy rate is 71%.

5.4 Single Yellow Line parking

5.4.1 Table 5.17 shows the number of vehicles parked on single yellow lines in each Sub-zone.

5.4.2 x – Indicates survey timeframes when parking on Single Yellow Lines is not permitted for some/the whole duration of the timeframe. Please refer to 'Appendix A - Zone Tariffs and Controlled Hours' for more detail especially regarding Saturdays where there is much variation across the Sub Zones.

Table 5.17: Parked vehicle totals on Single Yellow Line

Sub-zone	Wk 0000- 0600	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000	Sat 0000- 0600	Sat 1100- 1500 x	Sat 1900- 0000	Sun 0000- 0600	Sun 1100- 1500	Sun 1800- 2000	Mon 0000- 0600
A1	133	68	62	105	69	211	152	180	225	155	60
A2	64	75	65	51	69	47	74	110	124	91	172
A3	6	4	18	16	19	4	2	18	8	2	7
A4	3	1	8	5	0	3	0	6	6	0	3
B10	19	22	14	37	18	90	52	31	60	59	17
B11	86	54	90	189	105	172	82	124	188	185	78
B2	24	20	22	12	14	20	6	26	41	31	25
B3	81	47	41	73	55	46	99	100	167	127	108
B4	23	8	9	36	40	52	49	44	37	46	35
B5	28	22	19	17	33	12	35	34	93	56	37
B6	11	8	22	17	16	15	18	29	27	21	17
B7	33	24	22	27	22	9	16	30	65	56	24
B/C1	7	6	6	6	8	10	12	18	16	13	18
C1	177	165	204	268	327	469	393	394	468	391	296
C2	115	35	39	174	170	124	45	197	161	128	81
C/B1	33	23	14	23	47	60	30	45	48	39	41
D1	26	24	19	33	49	42	45	54	42	44	35
D4	62	76	86	75	75	162	140	100	166	96	66
E1	159	253	323	289	296	138	282	284	297	352	142
F1	17	22	23	26	8	12	16	29	76	92	27
F2	45	157	163	152	143	96	78	203	143	107	43
F3	100	251	223	217	265	35	108	182	372	298	352
F4	21	11	21	36	39	8	41	21	41	94	28
F5	45	20	23	45	58	24	23	23	56	65	52
F6	3	7	8	7	10	3	0	16	1	7	4
G1	58	78	88	132	138	36	57	87	177	128	55
G2	1	1	0	1	0	0	0	0	0	0	0
Total	1,380	1,482	1,632	2,069	2,093	1,900	1,855	2,385	3,105	2,683	1,823

6 SUMMARY OF FINDINGS – PAY TO PARK SPACES

6.1 Daytime parking occupancy – Zones A-G

6.1.1 Table 6.1 shows the occupancy of pay to park bays during daytime periods for each zone. Overall the weekday occupancy rate is 83%, while Saturday and Sunday recorded rates of 63% and 62% respectively. The zone where pay to park spaces are most under pressure is zone B.

6.1.2 The weekday day time period (11:00 to 15:00) illustrates occupancy rates in excess of 80% within four (B, E, F and G) of the seven city parking zones. Occupancy rates in excess of 70% were recorded in the other three (A, C and D) zones. During the Saturday daytime survey the parking occupancy rate exceeds 70% in two zones, B and C. On Sunday daytime occupancy rates exceed 70% in zones B and G.

Table 6.1: Occupancy of Pay to park during daytime periods 2022 (A-G)

Zone	Wk 1100-1500	Sat 1100-1500	Sun 1100-1500
A	77%	61%	54%
B	86%	75%	78%
C	77%	71%	62%
D	79%	61%	43%
E	90%	68%	66%
F	83%	56%	54%
G	91%	46%	73%
Av	83%	63%	62%

6.1.3 Table 6.2 shows the pay to park weekday daytime occupancy rates for 2015, 2018 and 2022. Table 6.2 demonstrates that between 2018 and 2022 the overall occupancy rate has increased from 76% to 83%, with increases observed in every zone. The largest increase in occupancy was recorded in zone E (16%). This is closely followed by zone A with an increase of 11% and zone G with an increase of 10%. All 2022 occupancy rates are also higher than those recorded in 2015 with the exception of zone F.

Table 6.2: Pay to park 'daytime' occupancy 2015/2018/2022 (wkday A-G)

Zone	Occupancy 2015 Wk 1100-1500	Occupancy 2018 Wk 1100-1500	Occupancy 2022 Wk 1100-1500	Diff 2018- 2022
A	67%	66%	77%	11%
B	80%	80%	86%	6%
C	75%	74%	77%	3%
D	73%	75%	79%	4%
E	89%	74%	90%	16%
F	84%	82%	83%	1%
G	70%	81%	91%	10%
Av	77%	76%	83%	7%

6.2 Daytime parking occupancy – Sub-Zones

6.2.1 Table 6.3 below compares the occupancy of pay to park spaces in each sub-zone during the weekday daytime, Saturday daytime and Sunday daytime periods in 2022.

Table 6.3: Occupancy of Pay to park - daytime periods 2022 (Sub-Zones)

Sub-Zone	Wk 1100-1500	Sat 1100-1500	Sun 1100-1500
A1	69%	66%	57%
A2	81%	56%	58%
A3	80%	67%	44%
A4	76%	33%	48%
B10	91%	93%	80%
B11	86%	93%	82%
B2	86%	78%	77%
B3	80%	67%	72%
B4	96%	82%	79%
B5	90%	72%	95%
B6	78%	63%	63%
B7	93%	68%	90%
B/C1	86%	71%	70%
C1	80%	73%	61%
C2	70%	63%	61%
C/B1	76%	90%	78%
D1	70%	61%	29%
D4	81%	60%	46%
E1	90%	68%	66%
F1	65%	25%	54%
F2	84%	55%	50%
F3	86%	58%	51%
F4	67%	53%	79%
F5	88%	74%	67%
F6	80%	52%	52%
G1	91%	46%	73%
G2	100%	100%	100%
Av	82%	66%	66%

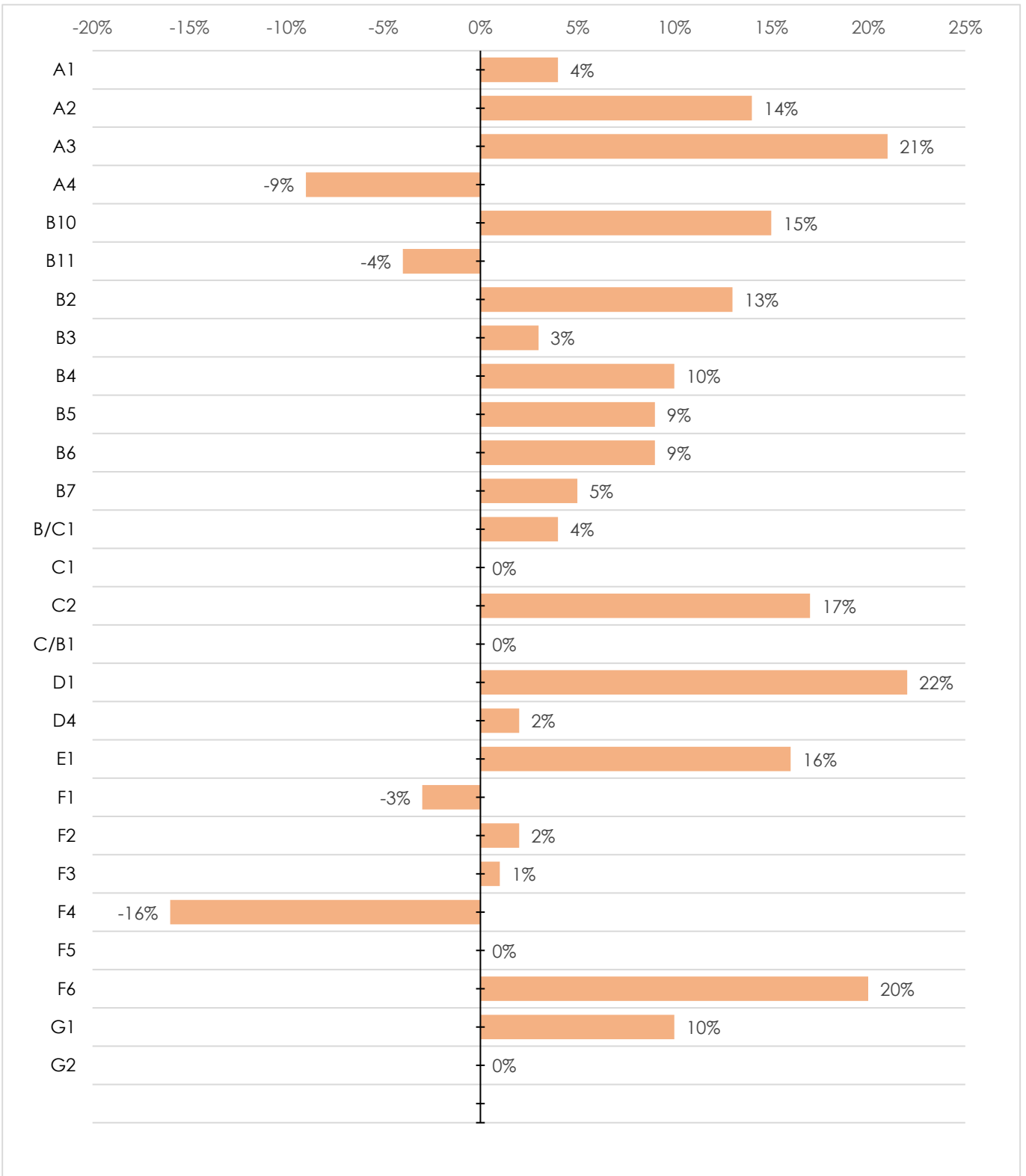
6.2.2 Table 6.4 below compares weekday daytime parking occupancy for pay to park bays between the 2015, 2018 and 2022 surveys. The percentage change in parking occupancy between 2018 and 2022 for each sub-zone is shown in Figure 6.1.

6.2.3 It is evident that since 2018 the parking demand recorded at pay to park bays has increased in the majority of sub-zones. The largest increases can be seen in sub-zone D1 (22%), A3 (21%) and F6 (20%). In 2022, there are only four sub-zones where demand has decreased, A4 (9%), B11 (4%), F1 (3%) and F4 (16%).

Table 6.4: Pay to park 'daytime' occupancy in 2015/2018/2022 (weekday sub-zones)

Sub-Zone	Occupancy 2015 Wk 1100-1500	Occupancy 2018 Wk 1100-1500	Occupancy 2022 Wk 1100-1500	Diff 2018- 2022
A1	60%	65%	69%	4%
A2	72%	67%	81%	14%
A3	72%	59%	80%	21%
A4	61%	85%	76%	-9%
B10	98%	76%	91%	15%
B11	74%	90%	86%	-4%
B2	87%	73%	86%	13%
B3	79%	77%	80%	3%
B4	59%	86%	96%	10%
B5	86%	81%	90%	9%
B6	74%	69%	78%	9%
B7	88%	88%	93%	5%
B/C1	66%	82%	86%	4%
C1	78%	80%	80%	0%
C2	63%	53%	70%	17%
C/B1	91%	76%	76%	0%
D1	45%	48%	70%	22%
D4	77%	79%	81%	2%
E1	89%	74%	90%	16%
F1	73%	68%	65%	-3%
F2	84%	82%	84%	2%
F3	91%	85%	86%	1%
F4	70%	83%	67%	-16%
F5	80%	88%	88%	0%
F6	73%	60%	80%	20%
G1	70%	81%	91%	10%
G2	100%	100%	100%	0%
Av	76%	76%	82%	6%

Figure 6.1: Change in Pay to park occupancy by Sub-zone 2018 and 2022



7 SUMMARY FINDINGS AND CONCLUSIONS

7.1 Comparison with 2018

- 7.1.1 There have been a number of changes to the volume of vehicular parking spaces across the city. Overall, the number of spaces has decreased by 2,547 since 2018. There has been an overall increase of 1 parking space whilst the number of theoretical spaces at single yellow lines has decreased by 2,548 spaces. While there were no significant changes in resident bays (32 fewer spaces), the number of pay to park bays decreased by 232 spaces, loading bays increased by 229 spaces and shared use bays increased by 42 bays.
- 7.1.2 The number of loading bays throughout the City has increased by over 100%, from 209 in 2018 to 438 in 2022. The number of EV charging bays has also increased by 40%.
- 7.1.3 The survey results for 2022 indicate that overall numbers of vehicles parked on-street has reduced, for all survey periods, with the exception of Saturday overnight which increased.
- 7.1.4 Across all zones the pay to park weekday daytime occupancy increased by 7%, to give an average citywide occupancy rate of 83%. Within the sub-zones all pay to park occupancy rates have increased compared to 2018, with the exception of four.
- 7.1.5 Other changes since 2018 include changes in weekday demand for disabled (blue badge) bays and a decrease in weekend demand for parking on single yellow lines across all zones. Resident bays demonstrate limited change in most zones during the weekday, while Sunday demand decreased in three zones. Shared use bays recorded changes in weekend demand, but this differs for each zone.

7.2 Summary of findings

- 7.2.1 Typically, some 28,000 vehicles (ranging from 26,000 to 31,000) were recorded parked on-street within Westminster, which is slightly lower than 2018. High weekday parking pressure continues to be recorded within areas of the City/parking zones during certain times of the day, these are as follows;
- Resident parking bays in zones B, C and F across the survey periods;
 - Pay to park for bays in zones B, E, F and G, especially during the weekday;
 - Shared use bays in zones A, B C, F and G mostly during the weekday.
- 7.2.2 The number of motorcycles parking on-street has remained stable since 2018. Although the number of EV charging bays has increased the demand for bays is still high especially in zone F.
- 7.2.3 Whilst the number of loading bays has increased across the City by over 100%, the demand for bays in sub-zone C/B1 remains high.

7.3 Conclusion

7.3.1 It can be concluded that;

- Parking pressure persists on resident parking spaces in a number of areas of the City (primarily zones B, C and F);
- Weekend parking occupancy (especially Sunday) attracts as many vehicles as the weekday;
- The quantity of parking at single yellow lines outside the hours of control appears to be relatively stable since 2018.

Appendix A – City Parking Zone Hours and Tariffs

PARKING ZONE TARIFFS and CONTROLLED HOURS from 4 April 2022



ZONE	SUB-ZONE	HOURLY RATE	HOURS OF CONTROL	
			PAID-FOR BAYS and SINGLE YELLOW LINES	RESIDENT BAYS
A	A1	£3.93 or pre-2015 diesel vehicles	0830 – 1830 Mon – Fri	0830 – 1830 Mon - Fri
	A2		0830 – 1830 Mon – Fri and 0830 – 1330 Sat	0830 – 2200 Mon - Sat
	A3	£5.89	0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	A4			
B	BC1	£3.11 or pre-2015 diesel vehicles	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	B2		0830 – 1830 Mon – Fri and 0830 - 1330 Sat	0830 – 1830 Mon – Fri and 0830 - 1330 Sat
	B3			0830 – 2200 everyday (incl. Bank/Public Holidays)
	B4		0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	B5	£4.66	0830 – 1830 Mon – Sat	0830 – 2030 everyday (incl. Bank/Public Holidays)
	B6		0830 – 1830 Mon – Fri and 0830 - 1330 Sat	
	B7		0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	B10		0830 – 1830 Mon – Fri	0830 – 2200 Mon – Sat
	B11			
	B8 Taxi	£1.00	0830 – 1830 Mon – Fri	n/a
B9 Coach	£4.00	0830 – midnight everyday (incl. Bank/Public Holidays)	n/a	
C	CB1	£1.81 or pre-2015 diesel vehicles	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	C1			
	C2	£2.71		
D	D1	£2.64 or pre-2015 diesel vehicles	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	D4			0830 – 1830 Mon – Sat (except Maunsel St 0830 - 2230 Mon – Sat)
	D8 Taxi	£1.00		n/a
	D9 Coach	£4.00		0830 – midnight everyday (incl. Bank/Public Holidays)
E	E1	£5.18 or pre-2015 diesel vehicles £7.77	0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	E9 Coach	£4.00	0830 – midnight everyday (incl. Bank/Public Holidays)	n/a
F	F1	£5.28 or pre-2015 diesel vehicles £7.92	0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	F2			0830 – 2030 everyday (incl. Bank/Public Holidays)
	F3			
	F4			
	F5			24 hours everyday (incl. Bank/Public Holidays)
	F6			
F8 Taxi	£1.00	0830 – 1830 Mon – Sat	n/a	
G	G1	£5.28 or pre-2015 diesel vehicles £7.92	0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	G2			n/a
	G9 Coach	£4.00		0830 – midnight everyday (incl. Bank/Public Holidays)

NOTE:

- Where Bank/Public Holidays are included this also means Christmas Day.
- Coach Paid-For Bay charges only apply between 0830 - 1830.
- Resident bay signage displays zone info only, not sub-zone.
- Where a sign states 'Resident permit holders only' with no days or times quoted, this indicates that the bay is controlled at all times, every day.

Glossary

Beat surveys	The organised routes and times which enumerators undertake surveys on the street.
Car Club	An organised scheme where subscribed users can pick up a car/van from on-street or off-street and use and pay for it over a period of time
Diplomat Bays	Marked bays for certified non UK diplomatic establishments.
Disabled Blue Badge	Marked bays for use by registered national disabled Blue Badge holders.
Disabled White	Marked bays for use by registered and permitted Westminster residents or certain employees in Westminster.
Doctor Bays	Marked bays for use by certain permitted medical practitioners.
Electric Vehicle Charging Bays	Marked bays for use by drivers of electric/ electric hybrid vehicles to charge their vehicles.
Enumerators	Paid staff employed to survey the streets to record vehicle occupancy etc.
GIS	Geographical Information System where maps of highway parking provision are presented on digitised mapping systems on computers, smart phones, tablets etc.
Hospital Bays	Marked bays for use by certain permitted medical practitioners.
Loading Bay	Marked bays for loading by either all vehicle types or by Light and Heavy Goods Vehicles only, depending upon the signage.
Motorcycle Bay	Marked bays for the parking of all types of powered two-wheeler that includes motorcycles, scooters etc.
Marshals	Civil Enforcement Officers employed by the Council's enforcement provider who are charged to manage how drivers wait, park and load in a street etc. They have the ability to issue a PCN if necessary.
Pay to park Bays	Marked bays for the parking of vehicles where drivers are required to pay during controlled hours.
Penalty Charge Notices (PCN)	Formal penalty charge served to the vehicle or person appearing to be in charge of it for a contravention of the parking regulations.
Parking occupancy	Expressed percentage of vehicles recorded in a space compared to the amount of time permitted.
Parking space	Marked and signed bay (in accordance with Department for Transport regulations) on the carriageway (public road) where parking, loading, waiting etc is permitted. Typically a bay is about 5m in length.

Parking Zone	A designated zone where there are boundaries which relate to stated times for controlled parking typically for Pay to park, Resident Zone parking regulations etc.
ParkMap	A GIS map based system used by City Council staff to determine detailed street by street occupancy data.
Restriction Type	Parking Zones etc are established to enable a parking authority to set different levels/types of parking, loading, waiting restrictions according to the local needs of residents, businesses, visitors etc.
Resident Bays	Marked bays for use by residents who have purchased a permit to park within one of Resident Parking Zones A-G.
Shared Use Bays	Marked bays where different time zones permit different ranges of vehicle types, resident or visitors etc. Typically a mix of Resident parking and Pay to park parking.
Single Yellow Line	(SYL) Yellow carriageway (public road) markings which denote No Waiting restrictions at times normally specified on Controlled Parking Zone entry plates or nearby sign plates.
Tariff	The financial charge for drivers to pay to park in 'Pay to park' bays etc. A Tariff Charge table for all City of Westminster zones is presented in Appendix A of this report
Taxi Parking Bay	Parking bay for black cab taxis, Taxi Rank for black cab taxis, Parking 'Rest Rank' for Black cab taxis.
TLRN	The Mayor of London's Transport for London Road Network. These are key strategic roads that principally carry through traffic across the capital city e.g. Park Lane.
TMA	Traffic Management Act (2004). The legal foundation for civil parking enforcement
TfL	Transport for London is The Mayor of London's appointed public sector agency tasked to manage and oversee the development of strategic transport across London. Alongside a range of other statutory and non-statutory responsibilities. It also directly operates a range of services which include the London Underground and Overground networks and also manages a range of other supported services which include the London Bus network, the Riverbus Network etc. It also licenses other arm's length services e.g. the Taxi and Private Hire market. In respect to the 2022 Parking Occupancy Survey parking and waiting provision on the Mayor's strategic Transport for London Road Network (TLRN) is included within its findings, e.g. parking and loading occupancy on Edgware Road.
WSP	The City Council's 'Term' partner consultant that is contracted to undertake a range of transportation and highways feasibility, design and implementation works and projects on its behalf.