

# **WESTMINSTER CITY COUNCIL**

## **STATEMENT OF DECISION**

### **SUBJECT:       KERBSIDE PARKING PERMISSIONS FEES AND POLICIES                   REVIEW**

Notice is hereby given that the Cabinet Member for Sustainability and Parking has made the following executive decision on the above mentioned subject for the reasons set out below.

#### **Summary of Decision**

That the Cabinet Member for Sustainability and Parking approved the following:

1. A re-modelling in the charging regime, together with an increase in the charges for general parking bay suspensions and SYL dispensations, as detailed in section 5.2 of the report.
2. A significant re-modelling in the London Joint Utilities Group (LJUG) charging structure and an increase in the charges for LJUG suspensions, as detailed in section 5.3 of the report. Three different options were presented for consideration and the Cabinet Member decided upon the adoption of scenario three in line with the Officer recommendation (see section 5.3).
3. The introduction of charging for 'special permissions' at a rate 50% above that for general bay suspensions and SYL dispensations, as detailed in section 5.4 of the report.
4. The introduction of a £20 'short notice' administration fee for suspensions booked within ten calendar days of their commencement date, as detailed in section 5.5 of the report.
5. Amendments to suspension-related policies regarding resident permit holder concessions, alternative bay provision and bay size classification, as detailed in section 5.6 of the report.
6. That all the above be implemented from Monday 16 November 2015 or an appropriate date thereafter.

#### **Reasons for Decision**

1. To provide demand and restraint pricing mechanisms to discourage and deter unnecessary suspensions, to attempt to reduce the number of parking bays that are taken out of commission, and/or, where a suspension must take place, to reduce the length of time for which a bay is suspended.

2. To be more consistent with other comparable central London boroughs, where the policy approach has proven successful in reducing demand and thus ensuring greater uniformity across neighbouring boroughs.
3. To align the Council's kerbside permissions regime so that charges are consistent, fair and consistently applied no matter what type of permission is required (i.e. bay suspension, SYL dispensation or special permission).
4. To address recognised system and process flaws and inconsistencies.
5. To help manage the increasing demands on our kerbside space and the impacts from further growth and development by encouraging the safe and expeditious movement of traffic and the provision of suitable and adequate kerbside parking facilities for all users.
6. To help ensure that residents are not disproportionately disadvantaged when resident bays become suspended in their locale.

**Charlie Parker, Chief Executive,  
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LONDON SW1E 6QP**

**Publication Date:** 23 October 2015

**Implementation Date:** 30 October 2015 at 5pm (subject to call-in)

**Reference:** CMfS&P/9/2015