

WESTMINSTER CITY COUNCIL

STATEMENT OF DECISION

SUBJECT: NEW KERBSIDE PERMISSIONS' CHARGING MODEL

Notice is hereby given that , Cabinet Member for City Management and Air Quality, has made the following executive decision on the above mentioned subject for the reasons set out below.

(Parking Services is looking to change the basis of its tiered kerbside permissions' charging model for bay suspensions, yellow line dispensations and special permissions from being zonal (premium/standard zones) to one of 'Traffic Sensitive Street' (TSS) classification, with permissions in TSS locations incurring a higher charge.)

1. Recommendations

1.1 That the Cabinet Member for City Management and Air Quality approves the following –

- The re-modelling of the charging regime for kerbside parking permissions on the basis of Traffic Sensitive Streets (TSS) criterion, as detailed in section 5.3 of this report.
- That LJUG (utilities) and broadband laying companies are exempted from the TSS charging model and continue to be afforded discounted charges.
- That current kerbside permissions terms and conditions remain but concessions be given to residents carrying out domestic removals.
- That the new charging model be implemented from 1 September 2023 or an appropriate date thereafter to allow for the bedding in of a new Parking technology service provider contract which is scheduled to begin on 1 April 2023.

2. Reasons for Decision

2.1 The recommendations of this report aim, as far as is possible, to discourage kerbside permissions from being booked on streets classified as TSS and to encourage their occurrence on non-TSS which may be better able to accommodate kerbside being taken out of commission, with the expected result being a positive effect on congestion and air quality. Whilst it is acknowledged that in many instances it may not be feasible for an applicant to 'choose' the street in which they require a permission, the proposal also aims to minimise duration and encourage the work that must take place on a TSS to be completed in as timely a fashion as possible.

2.2 The current kerbside permissions charging regime differentiates charges by parking zone only, but this is a blunt mechanism and doesn't allow for the nuance of the proposed TSS model. The current model does not for example

account for quieter streets in the 'premium' zones, nor for streets where traffic-flow pressures are high within wider 'standard' zones. The proposal is accordingly based upon the status of the street itself, rather than the wider parking zone in which it is located. This decision therefore would enable a fairer and more comprehensive method of charging for permissions, and for the Council to better manage demands on its kerbside and to perform its statutory function of encouraging the safe and expeditious movement of traffic and the provision of suitable and adequate kerbside parking facilities for all road users.

- 2.3 Adoption of the TSS standard would bring Parking into line with the categorisations used elsewhere in the City Highways Department for Streetworks Permits, the issuing of Temporary Traffic Orders, and crane/scaffold licences.
- 2.4 This TSS proposal would align with wider Parking Policy Review objectives and will help deliver and build on the Council's Greener City and Climate Emergency Declaration commitments. Furthermore, the recommendation aligns with the City Council's Fairer Westminster policy objectives, in particular the Fairer Environment pillar due to its anticipated positive effect on congestion and air quality.

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