

City of Westminster

Parking Occupancy Survey 2018

Report

for Westminster City Council

March 2019

WSP / Westminster City Council

Westminster Citywide Parking Occupancy Survey 2018

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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 70,000 equivalent parking spaces on its kerbside network. To inform how the network should be managed a borough-wide parking survey is now commissioned approximately every five years. This is where some 600 miles of 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 2018 Parking Occupancy Survey. It is not a policy report and so does not draw out strategic conclusions in those areas of interest.

The City council confirmed that since 2014 there are no significant changes in hours of operation in City parking zones, however tariffs have increased slightly per hour in all zones (up 10p in Zones A and D and up 50p in all other zones). In zone F there has also been an introduction of a diesel surcharge for pre-2015 Diesel vehicles. It should be noted when considering the 2011 survey that the Knightsbridge Parking Sub Zones A2 and A4 were amended to operate 24 hour control at resident bays by 2015.

Between the survey years (2015 and 2018) the most significant changes were:

- A reduction -3,098 of single yellow lines spaces.
- At marked parking places there was an increase in the number of resident bays (+183) and shared use bays (+114). These increases were off-set by a reduction in the number of paid for bays (-132).
- Note changes to parking stock between the years can also be a consequence of large scale construction works (such as Crossrail, Thames Tideway Tunnel works), removing capacity. Shifts to different types of road space such as pedestrianisation or changed traffic schemes, and also long term suspensions, also impact stock levels across the years.
- In respect to the City of Westminster Resident Parking zones, the findings for 2018 indicate that some localised parking pressure continues to exist, Sub Zone by Sub Zone. This is evident primarily in Resident Parking bays in the evening and overnight, and especially prevalent in Zones A (Victoria and Knightsbridge), B (Paddington and Regent's Park), C (Harrow Road and St John's Wood) and most especially F (Marylebone and Bayswater); and
- With regard to Pay to Park demand, this has decreased overall in the City during daytime charging periods (7%), however increased in some parking zones. A significant decrease by -15% compared to 2015 (and 2011) occupancy levels were recorded in Zone E (Mayfair, south of Oxford Street). Conversely occupancy of Pay to Park bays increased +11% in 2015 in parking Zone G (Soho, Covent Garden) at over 80% full.

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- Resident parking demand remains fairly constant with 2015, excepting closer to the city centre zones which experienced a slight reduction in demand.
 - There was a reduction across the city in the percentage of single yellow line occupied, despite the reduction in the number of “spaces”.

So in conclusion it is summarised that:

- The on-street stock still continues to meet demand for parking, loading and waiting overall.
- However serious parking pressure persists in Resident Parking spaces in a number of Sub Zones, especially in Zone F (Marylebone and Bayswater); and
- Weekend parking occupancy, especially on Sundays, continues to attract as many vehicles as weekdays. A position that distinguishes the City of Westminster from many other urban parking authorities across the country.

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 2018 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. 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 a neutral month. The survey periods;
- June 2018 – covering parking sub-zones C1, C2, D4, F2 and F3
 - Autumn (September, October, November) – covering all remaining parking sub-zones

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 is going to increase, with a growing population and an increase in employment. Much of the network is already congested, even when taking account of the investment in transport infrastructure that is being planned. Therefore 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 electric vehicles and the use of car clubs, which in turn reduces car ownership rates, are two such measures which interrelate with kerbside management. And in future resident cycle parking hangers will feature in some resident parking zones.

The City Council's parking service

- 1.2.4 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 the SPA is now referred to as a Special Enforcement Area (a change made under the Traffic Management Act 2004 (TMA)).
- 1.2.5 Some of these Zones operate between 8.30am and 6.30pm, Monday to Friday and others operate either between 8.30am and 1.30pm or between 8.30am and 6.30pm on Saturday. Some of the resident bays operate for longer periods (until 8.30pm, 10.00pm or even 24 hours depending upon the zone) than the adjacent Pay to park for 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.
- 1.2.6 The City Council's parking service is responsible for the provision and management of on-street parking facilities and the enforcement of on-street parking controls across the City of Westminster, including certain marked spaces on the Mayor of London's Transport for London Road Network (TLRN). The on-street service comprises the installation and maintenance of lines, signs, payment terminals, cashless Pay to Park parking, the management of the large number of bay sensors, the patrolling of the streets by Marshals and the enforcement of parking regulations through the issue of Penalty Charge Notices (PCNs) etc

1.3 The purpose of this report - a technical report

- 1.3.1 This report presents the full findings in all seven parking Zones (A-G) of the City of Westminster 2018 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.
- 1.3.2 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.
- 1.3.3 Similar comprehensive Citywide survey were undertaken in 2011 and 2015, albeit during different but considered 'neutral' months of the year (March to May), and this report will compare earlier findings with those recorded during 2018 (June, and September to November). This will assist in the identification of any changes to the parking trends within the city.

- 1.3.4 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 parking Zones. In Chapter 7 we summarise highlights of the findings.
- 1.3.5 A Glossary of terms for a range of references is provided at the end of this report on page 72.

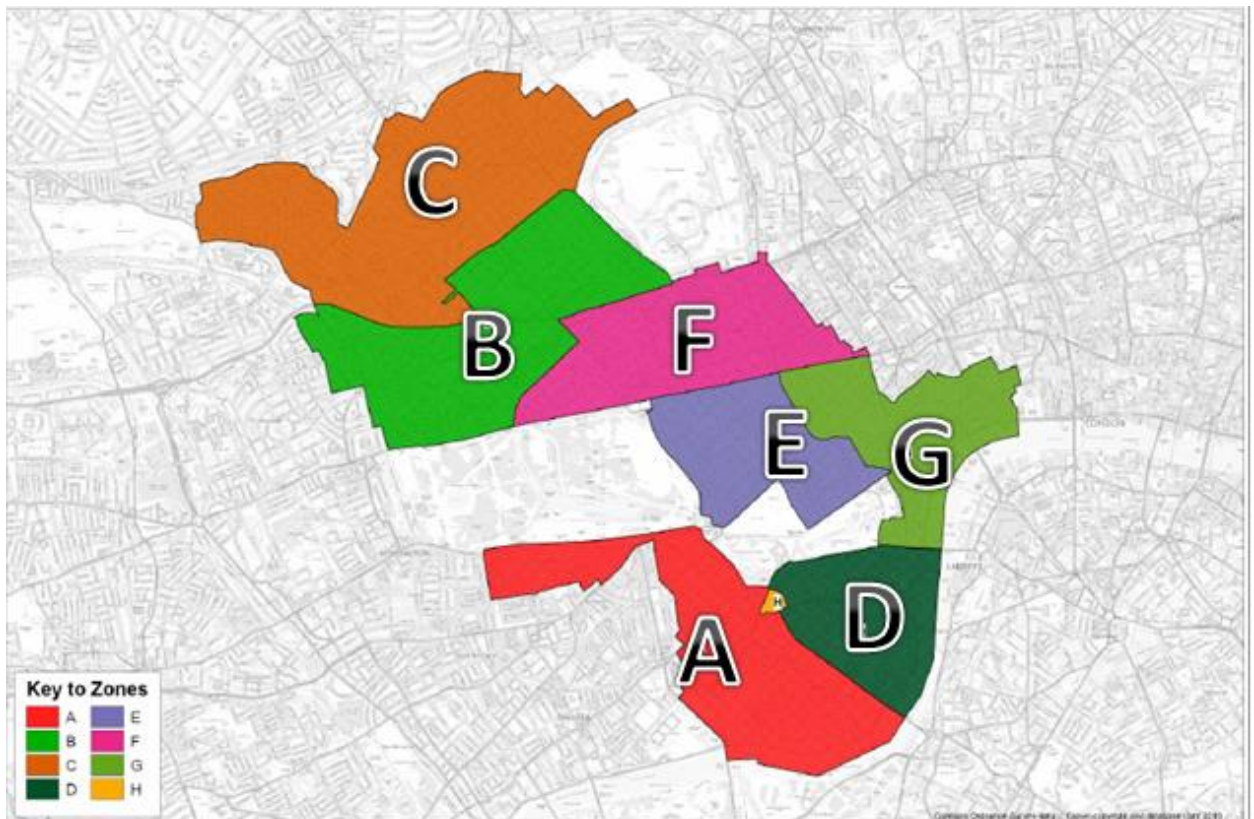
2 METHODOLOGY

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). They are complemented by a number of Sub-Zones (21 in total) where there are different hours of parking control and on-street parking tariffs that are on-street to meet local community needs. The survey data in this report has therefore been analysed and presented by Resident Parking Zone that are 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 2015 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 06:00am.
- Period 2: Weekday Morning - 07:30am to 09:30am.
- Period 3: Weekday Daytime - 11:00am to 15:00pm.
- Period 4: Weekday Evening - 19:00pm to Midnight.

- Period 5: Saturday Overnight - Midnight Friday to 06:00am Saturday.
- Period 6: Saturday Daytime - 11:00am to 15:00pm.
- Period 7: Saturday Evening - 19:00pm to Midnight.
- Period 8: Sunday Overnight - Midnight Saturday to 06:00am Sunday.
- Period 9: Sunday Daytime - 11:00am to 15:00pm.
- Period 10: Sunday Evening - 18:00pm to 20:00pm (new in 2015).
- Period 11: Monday Overnight - Midnight Sunday to 06:00am (new in 2015).

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 (by phone or payment terminals)
- Resident
- Shared Use
- Single Yellow Line
- Taxi

2.3.2 Diplomatic, Doctors and Hospital spaces are provided on an individual basis in specific locations. Electric parking places (EV bays) are dedicated for electric vehicles and offer the opportunity to charge vehicles on-street. The number of the EV bays available has doubled, from 52 bays in 2015 to 101 bays in 2018.

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

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

2.3.5 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 disabled parking places are provided on an individual basis to residents (outside their homes) or at a place of work.

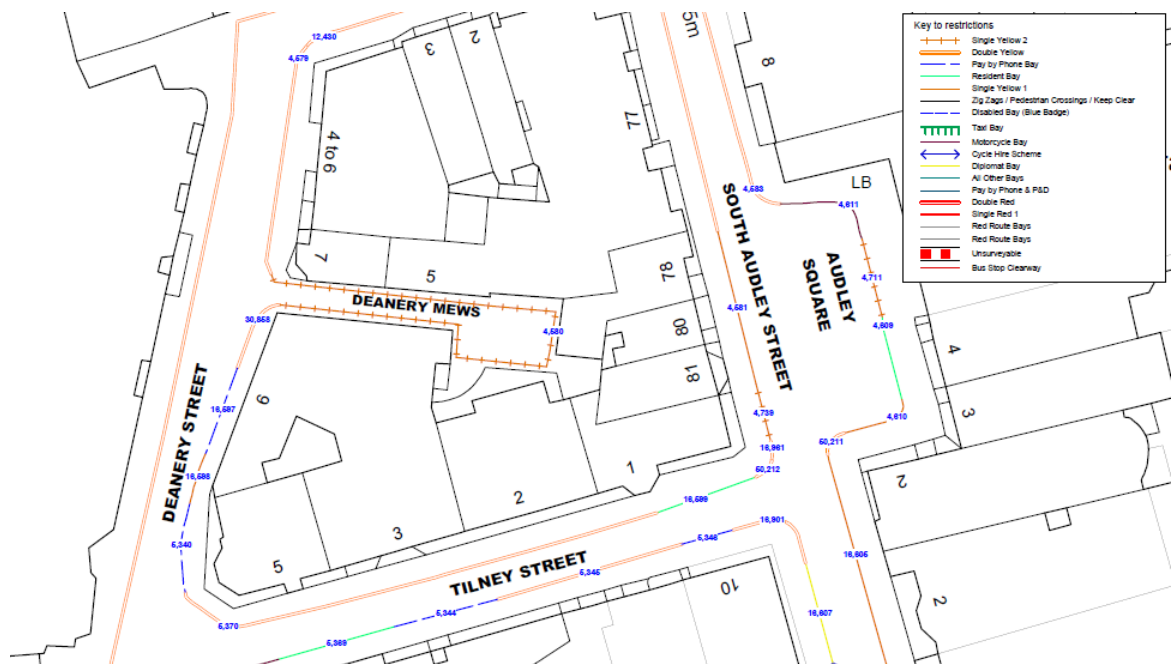
2.3.6 Since 2012 the City Council introduced the 'Fair Parking' programme which sets out how it will manage the kerbside including the Marshals, the Bay Sensor scheme.

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 Parking Supply 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 2011 and 2015 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 for a beat form in Figure 2.4 below.

Figure 2.3: Example enumerator beat map

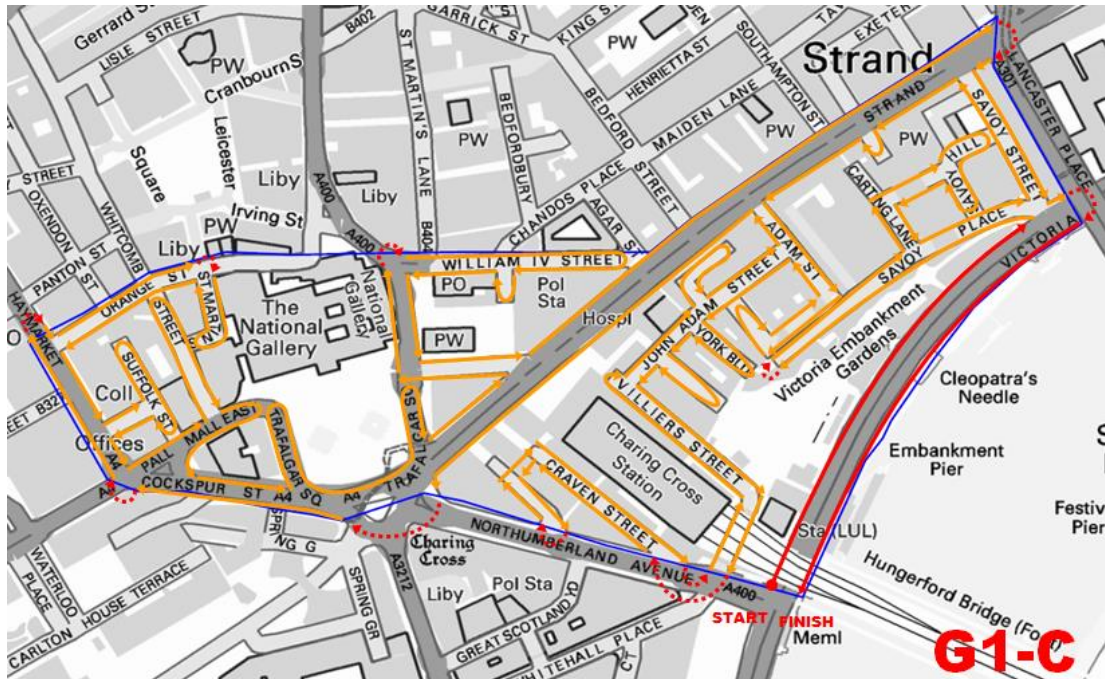


Figure 2.4: Example enumerator beat form

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	19,228	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	183
Diplomat	368
Disabled (Blue Badge)	499
Disabled (White Badge)	192
Doctors	75
Electric Charging	101
Hospital Parking	45
Loading Bay	209
Motorcycle *	5,615
Pay to park	6,100
Resident	26,944
Shared Use	3,893
Single Yellow Line +	24,252
Taxi	706
Total	69,182

* 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 approximately 24,252 'theoretical' parking spaces on Single Yellow Lines in the City which can legally be used outside the relevant hours of control. This is a reduction from the number (27,350) of theoretical spaces recorded during 2015.

3.1.3 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 2011 and 2015 surveys.

3.1.4 When considering vehicular parking bays there was a reduction of 132 paid for parking bays, but increases in the number of resident bays (183) and shared use bays (114).

3.1.5 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	32	52	33	12	10	34	10	183
Diplomat	140	6	0	26	89	70	37	368
Disabled (Blue Badge)	41	54	70	49	79	134	72	499
Disabled (White Badge)	22	48	90	10	3	17	2	192
Doctor	17	14	12	1	4	21	6	75
Electric Charging	20	12	19	6	15	12	17	101
Hospital	0	15	0	3	0	27	0	45
Loading	33	22	30	0	37	27	60	209
Motorcycle (Pay to park)	579	612	441	641	1,028	1,286	1,028	5,615
Pay to park	848	978	819	458	1,057	1,323	617	6,100
Resident	5,110	5,864	9,553	1,528	1,033	3,248	608	26,944
Shared Use	623	589	1,289	246	230	834	82	3,893
Single Yellow Line	3,354	4,244	4,991	2,273	2,049	6,316	1,025	24,252
Taxi	94	77	18	51	202	116	148	706
Total	10,913	12,587	17,365	5,304	5,836	13,465	3,712	69,182

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.
- 3.2.2 Figure 3.2 compares overall parking this year with that recorded in 2011 and 2015 during each survey period. The recorded vehicles in 2018 have reduced overall, compared to 2015, across the city, with reductions recorded during all time periods except weekday and weekday morning.

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	4669	5385	5071	5261	4693	4493	4610	4800	4850	4711	5232
B	6378	6081	6282	6306	6050	6100	6357	5812	6351	6393	6450
C	9961	8666	8325	8694	8835	9045	9059	8985	9058	9254	8692
D	1729	1820	2024	1762	1679	1927	1739	1746	2102	1757	1727
E	1811	2274	2440	2025	1814	1958	2082	1661	2312	2254	1685
F	4183	4658	5385	4724	4013	4002	4508	4085	5415	4785	3899
G	1031	1302	1843	1441	1171	1110	1349	1309	1594	1585	1151
Total	29762	30186	31370	30213	28255	28635	29704	28398	31682	30739	28836

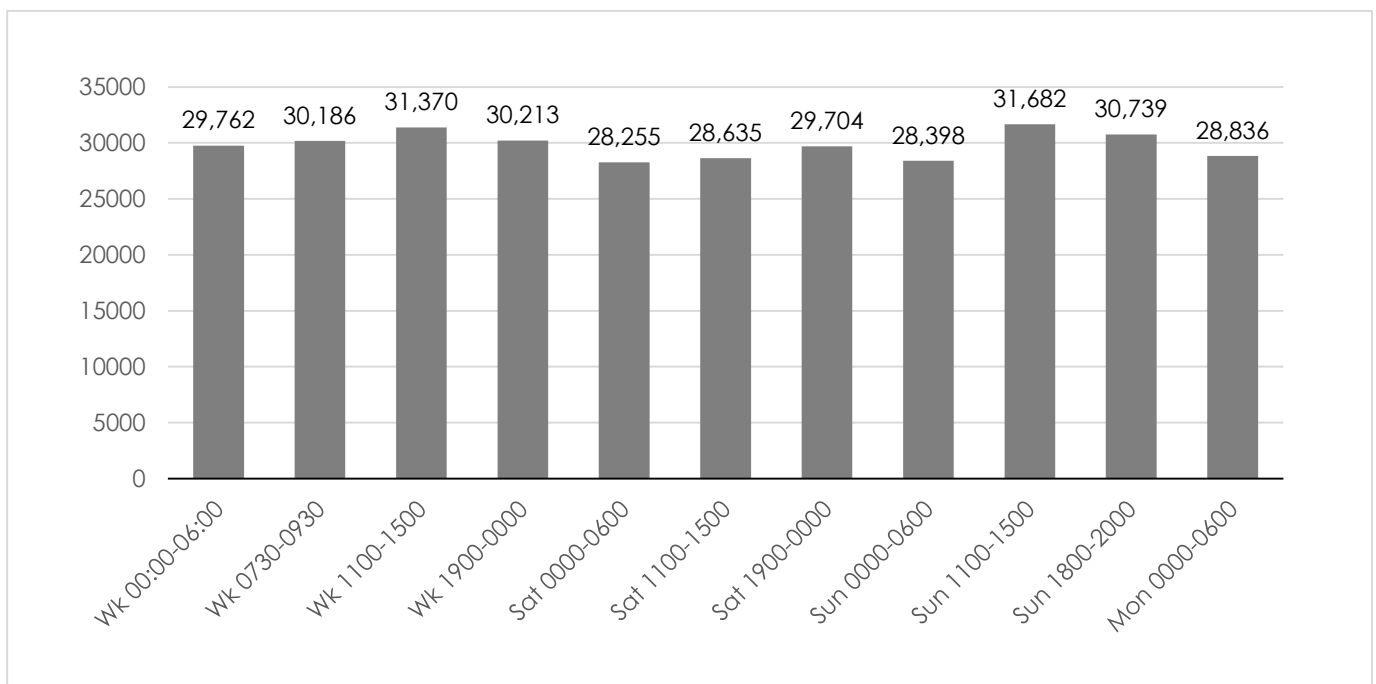
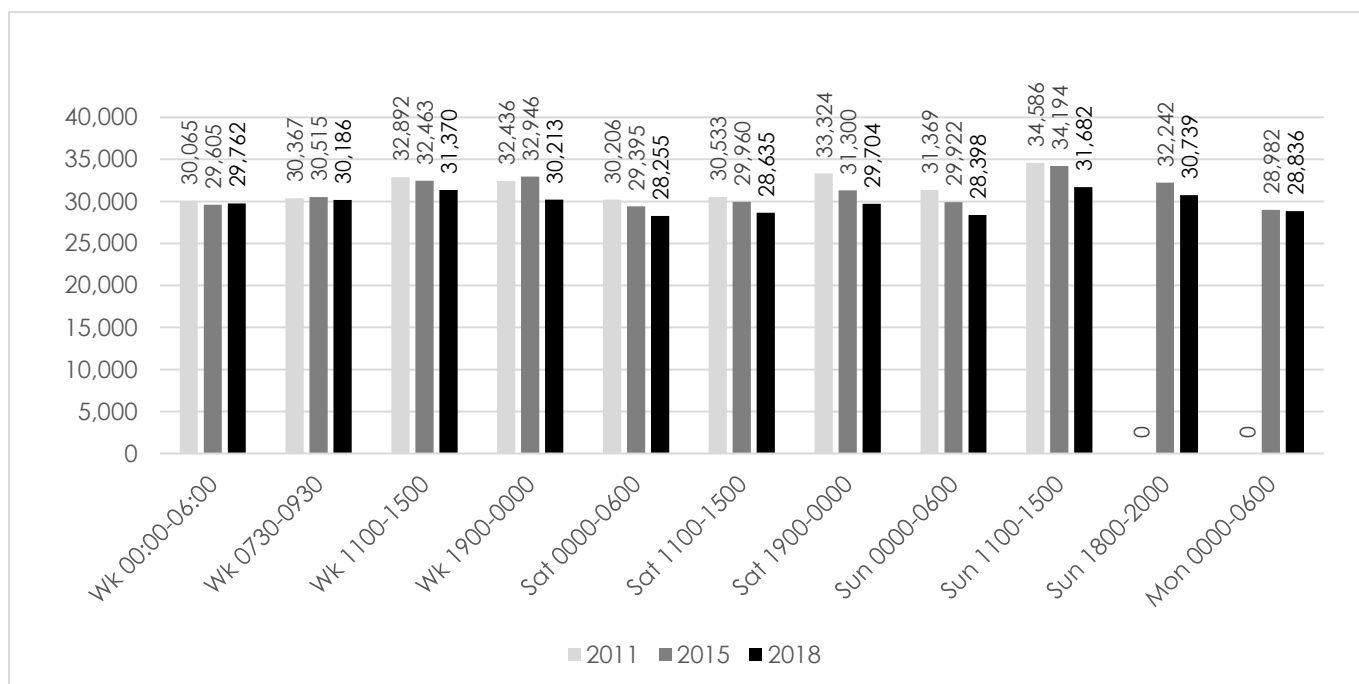
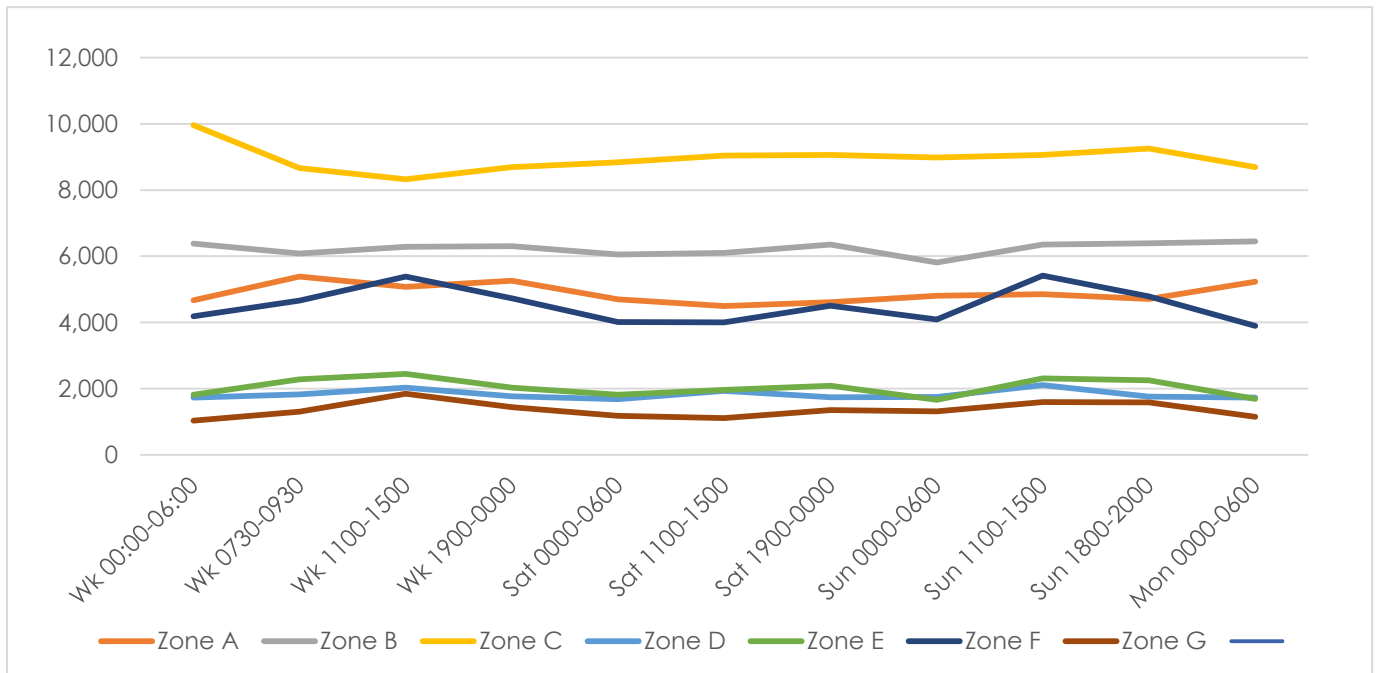
Figure 3.1: Total Citywide parking per period


Figure 3.2: Total Citywide parking compared 2011/2015/2018


- 3.2.3 The peak occupancy rate recorded was approximately 33,000 vehicles during a weekday (11am to 3pm) and a Sunday daytime (11am to 3pm). During 2015 the peak period recorded approximately 34,000 during Sunday daytime (11am to 3pm) and weekday evening (7pm to midnight). In 2011 surveys indicated that the highest rate of occupancy was on a Sunday afternoon (34,600 vehicles).
- 3.2.4 Overall there was a reduction in parking demand across all survey periods compared between 2015 and 2018. The largest percentages reductions were recorded on a weekday night (-10%) and Sunday daytime (-9%).
- 3.2.5 In the weekday daytime period, when controls operate throughout the City and commercial activity by visitors peaks, some 33,100 vehicles were parked. The weekday daytime period (11am to 3pm) would however experience more parking activity than any other period, as turnover on parking spaces will be higher when visitor parking in the City has to be 'paid for' and is 'restricted' to limited or 'Max' periods of time.
- 3.2.6 Outside of such controls, on Sunday and in the evenings when parking is free and there is no restriction on parking duration at Pay to park bays. This can result in unmet, or suppressed, parking demand in what are often the popular areas.
- 3.2.7 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.

Figure 3:3: Total parked vehicles by Zone


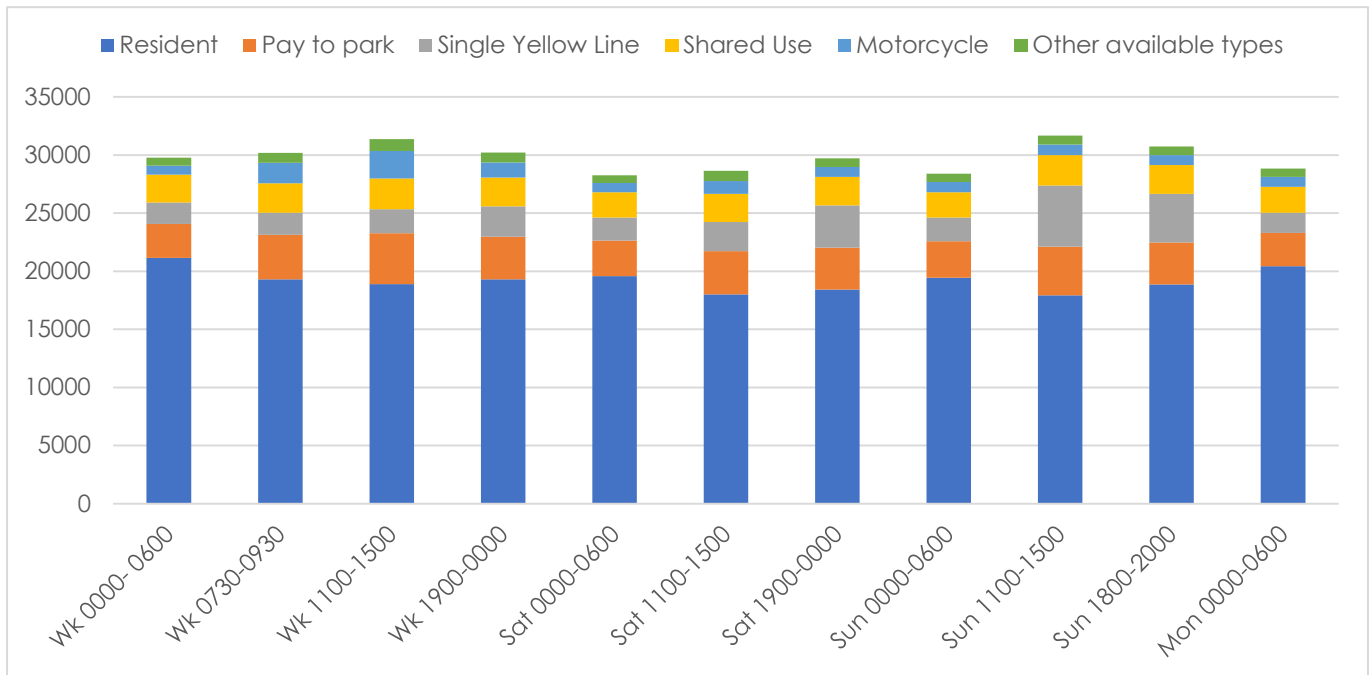
- 3.2.8 Table 3.4 (and Figure 3.4) give the number of vehicles parked within the City on the different parking restriction types during the survey periods.
- 3.2.9 The lowest number of vehicles recorded in single yellow lines was during the night (some 1,800 vehicles). During a weekday the lowest number of vehicles recorded (2,000) on Single Yellow Lines (showing a marginal increase since 2011 and 2015). Outside of the hours of parking control the number increases, peaking at 5,600 vehicles on Sunday afternoon (which is down from some 6,200 in 2015 and close to 8,000 in 2011).
- 3.2.10 The number of vehicles recorded at resident parking bays peaked at 20,500 overnight during the week, although demand does not fluctuate significantly over the survey periods. The occupancy rate during all other periods lies between 18,000 and 20,000 vehicles. These occupancy rates are a little down compared to 2015, which peaked at 21,000 overnight during the week. The lowest recorded demand was 17,800 on Saturday daytime.
- 3.2.11 At Shared-Use bays (residential/Pay to park) the pattern is different with peak demand recorded during daytime periods, peaking at just over 2,600 vehicles in the weekday afternoon followed just under 2,600 on Sunday afternoon. The occupancy rates are the same as those recorded during 2015. The lowest occupancy rate recorded (2018) was 2,150 on a Sunday night (Midnight to 6am).

- 3.2.12 Similar trends to those recorded at shared use bays were recorded at the Pay to park spaces which peak during a weekday (11am to 3pm) at 4,400 vehicles and on Sunday afternoon with 4,200 vehicles. The lowest occupancy recorded was 2,700 vehicles overnight during the week (midnight to 6am).
- 3.2.13 Amongst Motorcycle spaces, parking increases notably in the weekday daytime period compared with all other times. This trend is repeated on a number of other parking restriction types including diplomatic bays, doctor bays, disabled spaces (Blue Badge), hospital bays and loading Bays.
- 3.2.14 Westminster City Car Club bays are contracted to Zipcar Ltd and are occupied most during the week (all time periods) and Monday mornings (0000 - 0600). During the period of the survey the City Council had also signed a contract with 'Drive-Now' and this combined with the modest introduction of floating cars club will mean that a small variation in use of the City Council Car Clubs may be evident.
- 3.2.15 The increased number of Electric charging bays demonstrates that the provision is welcomed by motorists within the city. Despite the increased number of bays peak demand has been maintained demonstrating peaks during the week (midnight to 6am and 11am to 3pm) and during Sunday daytime (11am to 3pm).

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	116	116	116	116	99	52	67	104	59	76	120
Diplomat	108	148	157	119	101	131	119	123	113	136	110
Disable (Blue Badge)	147	168	243	198	145	259	194	156	219	171	146
Disabled (White Badge)	126	113	103	113	104	110	110	121	98	105	123
Doctors	10	27	25	20	15	22	14	17	17	19	20
Electric Charging	34	46	52	37	26	31	31	30	36	45	19
Hospital Parking	14	23	29	22	4	14	23	9	24	21	9
Loading Bay	31	83	94	92	43	75	62	40	74	68	43
Motorcycle	771	1773	2361	1303	801	1100	852	862	901	859	847
Pay to park	2921	3823	4388	3665	3071	3705	3613	3141	4182	3606	2870
Resident	21149	19311	18888	19313	19574	18008	18421	19429	17932	18870	20419
Shared Use	2406	2540	2640	2469	2185	2431	2434	2196	2607	2472	2227
Single Yellow Line	1831	1887	2066	2617	1965	2508	3639	2035	5265	4191	1746
Taxi	98	128	208	129	122	189	125	135	155	100	137
Total	29762	30186	31370	30213	28255	28635	29704	28398	31682	30739	28836

Figure 3.4: Vehicles parked by type



3.2.16 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

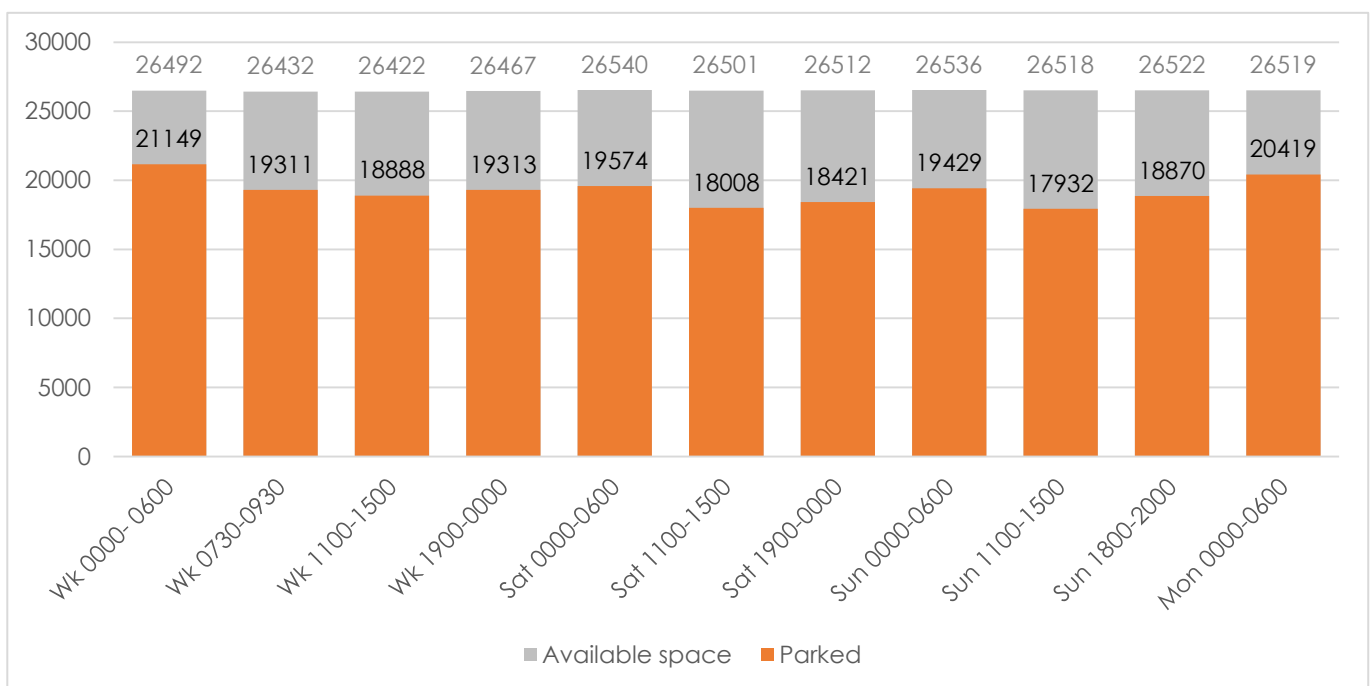


Figure 3.6: Total vehicles parked and total spaces – Shared Use

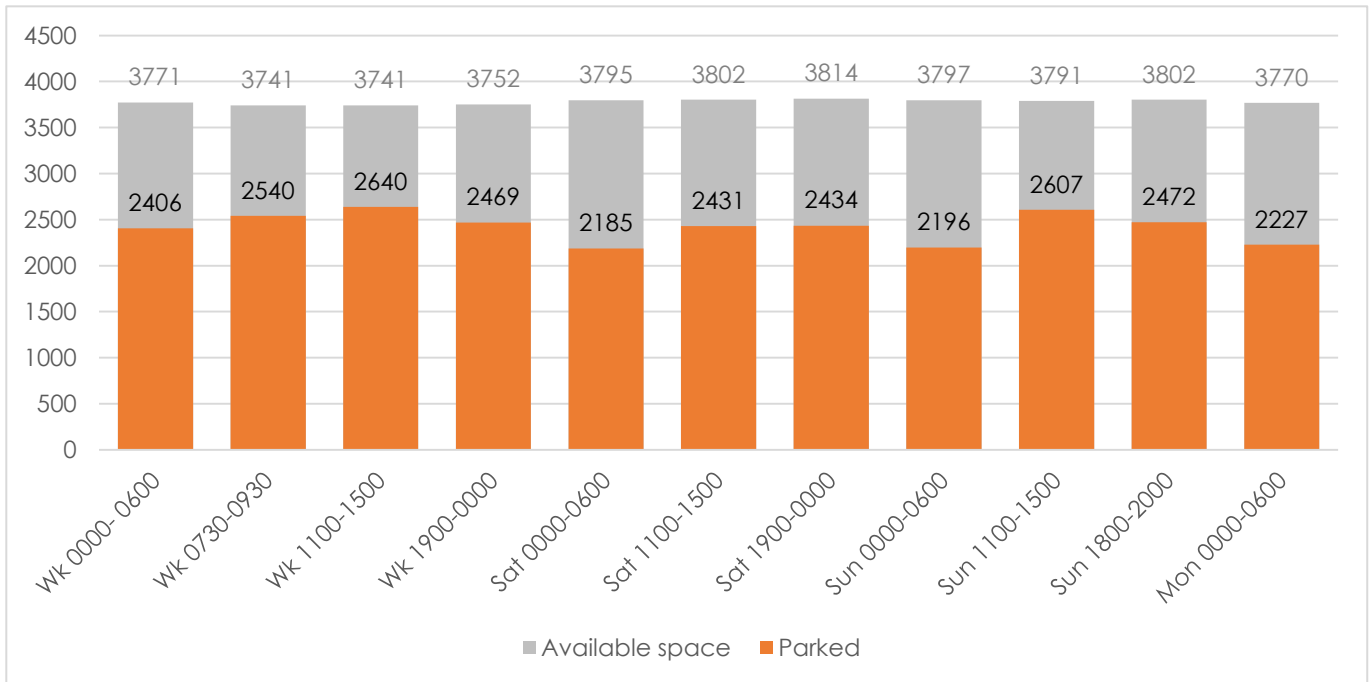


Figure 3.7: Total vehicles parked and total spaces – Pay to park

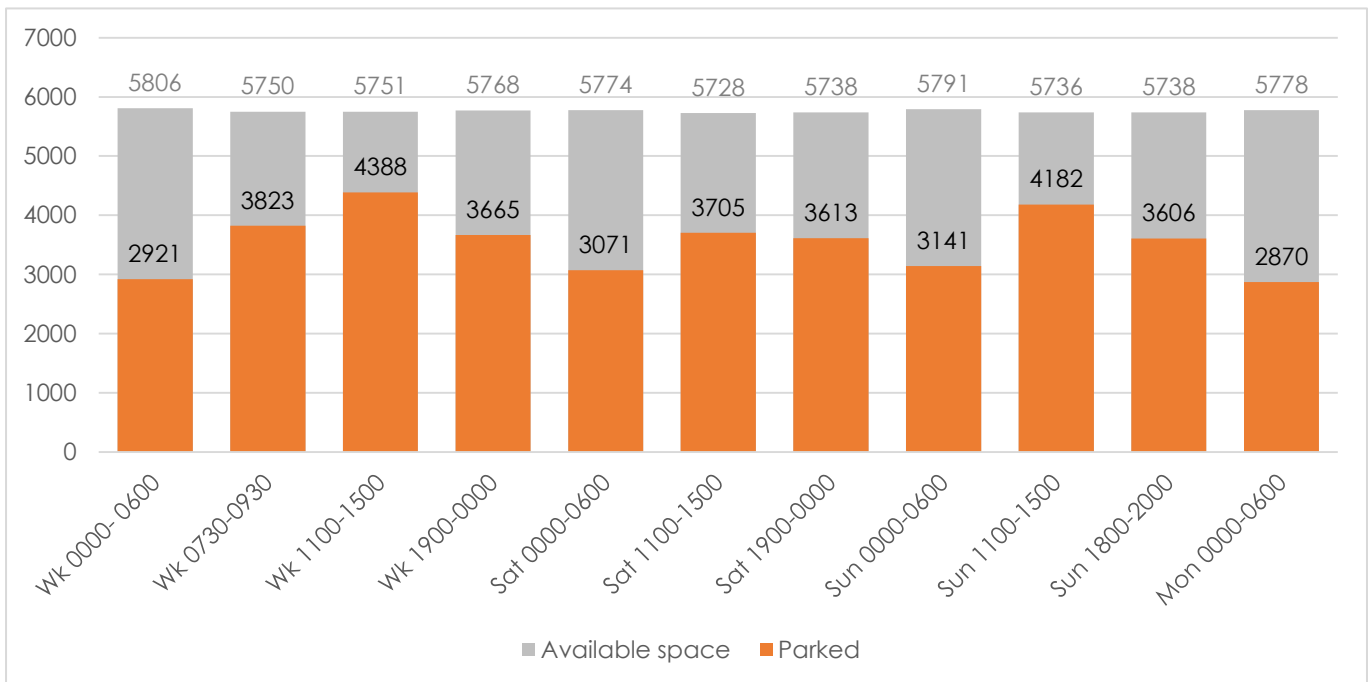


Figure 3.8: Total vehicles parked and total spaces – Single Yellow



4 SURVEY FINDINGS – ZONES A-G

4.1 Sample

- 4.1.1 This section illustrates the survey findings in 2018 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	10,913
B	12,587
C	17,365
D	5,304
E	5,836
F	13,465
G	3,712
Total	69,182

- 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 WCC 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 level. And 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 2018 Occupancy survey database (From circa January 2019). This can be interrogated to determine a great deal of detail 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	44%	50%	48%	49%	43%	42%	43%	44%	45%	44%	48%
B	51%	49%	51%	51%	49%	49%	51%	47%	51%	51%	52%
C	58%	50%	48%	50%	51%	52%	53%	52%	53%	54%	50%
D	33%	35%	38%	33%	32%	37%	33%	33%	40%	33%	33%
E	33%	42%	45%	37%	33%	36%	38%	30%	42%	41%	30%
F	32%	35%	41%	36%	30%	30%	34%	31%	41%	36%	29%
G	29%	37%	52%	41%	33%	32%	39%	37%	45%	45%	33%
All Zones	44%	45%	46%	45%	42%	42%	44%	42%	47%	45%	42%

- 4.2.2 Overall parking demand peaks (at 46% of kerb space) during the weekday daytime and on a Sunday (45% of kerb space).
- 4.2.3 Although parking occupancy tends to be fairly consistent within a zone there is variability amongst the zones in terms of when peak demand occurs. The more commercial and entertainment areas of the City, Zones D, E and G.
- 4.2.4 In zones A and C, which includes Belgravia, Knightsbridge, Harrow Road, Maida Vale, St John's Wood etc, are more residential in nature and so the peak periods of demand are during the weekday evenings/overnight.
- 4.2.5 In the more mixed areas of Zones B and F that includes Paddington, Bayswater and Marylebone demand peaks during the week and on Sunday, when motorists could be visiting residents or other attractions within the City.
- 4.2.6 The following Table 4.3 presents the same but excluding 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	68%	73%	69%	71%	64%	61%	64%	66%	65%	64%	72%
B	79%	76%	78%	76%	75%	75%	75%	72%	74%	75%	80%
C	80%	70%	68%	70%	71%	69%	69%	72%	68%	72%	69%
D	65%	66%	71%	66%	61%	63%	59%	62%	67%	62%	66%
E	60%	64%	70%	64%	64%	62%	64%	59%	69%	67%	61%
F	67%	70%	77%	68%	63%	63%	63%	63%	64%	62%	60%
G	60%	62%	74%	66%	68%	56%	68%	74%	74%	74%	70%
All Zones	73%	71%	72%	70%	68%	67%	67%	68%	68%	69%	70%

- 4.2.7 When considering the parking places (excluding Single Yellow Lines, Motorcycle spaces and all other 'specialist' spaces) parking demand during 2018 never exceeds an acceptable rate. During 2015 four survey periods exceeded an acceptable level (>80%) within three parking zones (Zone C on a weekday overnight and early Monday morning; Zone E on a weekday; and in Zone F on a weekday).

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	47%	63%	66%	53%	47%	28%	28%	63%	44%	47%	66%
Diplomat	25%	44%	31%	25%	24%	39%	43%	31%	39%	50%	36%
Disabled (Blue Badge)	16%	29%	32%	39%	32%	51%	37%	39%	34%	46%	44%
Disabled (White Badge)	50%	55%	50%	45%	41%	45%	36%	59%	36%	45%	50%
Doctors	12%	59%	59%	35%	29%	41%	24%	47%	29%	29%	41%
Electric Charging	25%	35%	25%	20%	30%	25%	35%	35%	35%	35%	10%
Hospital Parking											
Loading Bay	3%	30%	39%	15%	6%	24%	30%	12%	12%	6%	24%
Motorcycle	11%	23%	17%	19%	17%	16%	13%	21%	13%	14%	14%
Pay to park	44%	65%	66%	65%	44%	56%	53%	43%	67%	56%	51%
Resident	74%	75%	70%	73%	70%	62%	66%	71%	66%	67%	78%
Shared Use	52%	70%	64%	63%	48%	64%	58%	50%	59%	55%	57%
Single Yellow Line	4%	13%	13%	14%	9%	8%	8%	8%	13%	10%	9%
Taxi	10%	23%	30%	30%	18%	29%	21%	24%	13%	24%	20%
Average	44%	50%	48%	49%	43%	42%	43%	44%	45%	44%	48%

Zone A - Knightsbridge and Belgravia

4.3.2 Single yellow lines; the highest occupancy rate recorded at Single Yellow Lines in Zone A occurred during a weekday evening (7pm to midnight) at 14%. During the hours of parking control the recorded occupancy rate was 13% (a significant increase from 3% recorded during 2015). The lowest recorded occupancy rate, of 4%, recorded was during a weekday night (midnight to 6am).

-
- 4.3.3 Resident parking bays; Parking occupancy rates exceed 60% at all times and exceed 70% during three survey periods. Two of these are during the week and one on Monday morning, between midnight and 6am. The occupancy rate during the week exceeded 68% at all times. The lowest occupancy rate recorded was on Saturday (60%) during the day (11am to 3pm).
- 4.3.4 Shared Use bays; The demand recorded at the Shared Use bays falls within acceptable rates during all survey periods. The peak demand recorded (67%) was during the weekday morning (7.30am to 9.30am).
- 4.3.5 Pay to park parking bays; The demand recorded at the pay to park bays is shows a similar trend to that recorded at Shared Use bays, with occupancy rates considered acceptable (<70%) during all survey periods. Peak demand (67%) being recorded during Sunday day (11am to 3pm). During the weekday surveys demand was stable at 65%.
- 4.3.6 Car Club bays demonstrate demand rates never reach 70% (amber) during any of the survey periods. The peak demand (66%) was recorded during a weekday (11am to 3pm) and on Monday morning (midnight to 6am).
- 4.3.7 Motorcycle parking bays record a fairly constant occupancy rate during the day, whether weekday (17%), Saturday (16%) or Sunday (13%). Peak demand at the motorcycle bays was recorded between 7.30am and 9.30am during the week.
- 4.3.8 Electric Vehicle bay occupancy ranges between 20% and 35%.

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	75%	62%	65%	75%	64%	27%	33%	56%	33%	31%	80%
Diplomat	33%	33%	17%	33%	33%	83%	67%	50%	67%	67%	33%
Disabled (Blue Badge)	41%	48%	81%	63%	30%	57%	52%	28%	59%	50%	37%
Disabled (White Badge)	80%	71%	69%	64%	71%	76%	69%	76%	64%	71%	76%
Doctors	0%	8%	33%	36%	0%	43%	36%	14%	21%	29%	14%
Electric Charging	67%	58%	42%	50%	42%	42%	50%	50%	58%	58%	25%
Hospital Parking	53%	67%	73%	53%	0%	40%	73%	20%	80%	87%	20%
Loading Bay	18%	32%	32%	41%	14%	50%	35%	0%	35%	45%	5%
Motorcycle	28%	32%	31%	30%	29%	24%	23%	24%	27%	25%	27%
Pay to park	55%	65%	80%	69%	57%	80%	80%	58%	85%	81%	55%
Resident	84%	79%	79%	78%	78%	74%	74%	75%	72%	74%	86%
Shared Use	73%	73%	74%	74%	72%	77%	79%	62%	76%	74%	73%
Single Yellow Line	8%	6%	7%	11%	8%	8%	15%	7%	16%	15%	7%
Taxi	12%	19%	34%	9%	8%	17%	19%	4%	25%	17%	5%
Average	51%	49%	51%	51%	49%	49%	51%	47%	51%	51%	52%

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

- 4.3.9 Single yellow lines; the highest occupancy rate recorded at Single Yellow Lines in Zone B occurred on Sunday (daytime 16% and evening 15%). Interestingly the occupancy rate was significantly lower than recorded during 2015 Sunday daytime (24%) and evening (23%). During the hours of parking control the recorded occupancy rate was 7%.
- 4.3.10 Resident parking bays; Parking occupancy rates exceed 70% during all survey periods and exceed 80% overnight (midnight to 6am) during the week (83%) and Monday night (85%).
- 4.3.11 Shared use bays; The demand recorded at the Shared use bays is less than at the resident parking bays, but exceeds 70% on five occasions and 80% on one occasion (Saturday daytime).

- 4.3.12 Pay to park parking bays; The demand recorded at the Pay to park bays exceed 80% on five occasions, displaying a daytime demand, peaking at 84% on Sunday daytime; 81% on Sunday evening and 80% during the week daytime, on Saturday daytime and on Saturday evening.

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	88%	75%	81%	66%	48%	36%	52%	64%	27%	58%	58%
Diplomat											
Disabled (Blue Badge)	53%	54%	49%	40%	41%	51%	44%	48%	41%	42%	43%
Disabled (White Badge)	76%	59%	52%	64%	58%	59%	61%	68%	57%	58%	69%
Doctors	20%	60%	20%	40%	40%	30%	20%	10%	50%	70%	40%
Electric Charging	47%	42%	53%	37%	11%	28%	33%	28%	44%	44%	17%
Hospital Parking											
Loading Bay	23%	27%	30%	60%	30%	50%	47%	23%	57%	50%	27%
Motorcycle	19%	17%	17%	16%	15%	19%	17%	14%	16%	18%	15%
Pay to park	67%	74%	74%	56%	61%	74%	64%	65%	66%	60%	56%
Resident	82%	70%	67%	71%	74%	70%	71%	74%	69%	74%	72%
Shared Use	73%	72%	69%	67%	58%	63%	60%	62%	61%	64%	60%
Single Yellow Line	9%	6%	5%	8%	8%	15%	16%	9%	20%	15%	9%
Taxi	17%	33%	78%	17%	28%	39%	0%	11%	11%	6%	28%
Average	58%	50%	48%	50%	51%	52%	53%	52%	53%	54%	50%

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

- 4.3.13 Single yellow lines; the highest occupancy rate recorded at Single Yellow Lines in Zone C occurred on Sunday daytime (at 20%). During the hours of parking control the recorded occupancy rate was 5%.

- 4.3.14 Resident parking bays recorded occupancy rates in excess of 80% overnight during the week (81%). Otherwise occupancy exceeds 70% during all survey periods, except the weekday morning (69%), weekday daytime (67%) and Sunday daytime (69%). The occupancy rates are similar to the trend recorded during 2015.
- 4.3.15 Shared use bays recorded occupancy rates in excess of 70% during two survey periods (overnight and early morning during the week).
- 4.3.16 Pay to park parking bays; The demand recorded at the pay to park bays exceeds 70% on three occasions (down from five during 2015), displaying a daytime demand peaking at 74% during a weekday daytime, early morning and Saturday daytime.

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	58%	75%	58%	50%	50%	8%	42%	42%	17%	17%	58%
Diplomat	31%	42%	46%	35%	23%	35%	35%	27%	31%	27%	35%
Disabled (Blue Badge)	18%	22%	43%	18%	20%	29%	8%	20%	41%	16%	27%
Disabled (White Badge)	40%	40%	40%	50%	50%	50%	50%	50%	30%	40%	50%
Doctors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Electric Charging	17%	50%	50%	33%	33%	33%	0%	33%	33%	33%	17%
Hospital Parking	0%	33%	0%	0%	0%	33%	0%	0%	0%	0%	0%
Loading Bay											
Motorcycle	10%	21%	36%	15%	7%	12%	8%	11%	10%	7%	8%
Pay to park	30%	52%	75%	49%	33%	65%	45%	39%	60%	42%	33%
Resident	79%	72%	73%	75%	72%	63%	65%	71%	70%	70%	79%
Shared Use	53%	59%	63%	57%	54%	66%	55%	52%	72%	52%	58%
Single Yellow Line	7%	7%	6%	6%	10%	18%	15%	11%	22%	13%	7%
Taxi	15%	47%	57%	13%	13%	23%	13%	17%	23%	6%	9%
Average	33%	35%	38%	33%	32%	37%	33%	33%	40%	33%	33%

Zone D – that includes Victoria, Vincent Square etc

- 4.3.17 Single Yellow Lines; The highest occupancy rate recorded at Single Yellow Lines in Zone D occurred on Sunday daytime (at 22%). During the hours of parking control the recorded occupancy rate was 6%.
- 4.3.18 Resident parking bays; Parking occupancy rates exceed 70% on seven occasions, including all weekday periods. The peak periods (both 78%) were overnight (midnight to 6am) on Monday and during the week.
- 4.3.19 Shared use bays; The demand recorded at the Shared use bays is generally less than at the resident parking bays, and did not exceed 70% on any occasion.
- 4.3.20 Pay to park bays; The demand recorded at the pay to park bays exceeds 75% on one occasion (weekday daytime).

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	50%	50%	63%	63%	56%	56%	33%	56%	33%	22%	44%
Diplomat	35%	41%	53%	33%	32%	36%	20%	30%	25%	29%	25%
Disabled (Blue Badge)	32%	30%	39%	33%	19%	49%	48%	26%	58%	45%	23%
Disabled (White Badge)	0%	100%	100%	100%	0%	0%	100%	0%	0%	100%	0%
Doctors	0%	25%	25%	50%	0%	0%	0%	0%	0%	0%	0%
Electric Charging	8%	46%	46%	46%	13%	33%	27%	13%	27%	40%	0%
Hospital Parking											
Loading Bay	14%	69%	77%	51%	23%	46%	23%	16%	34%	17%	20%
Motorcycle	14%	53%	53%	33%	15%	21%	15%	16%	17%	17%	17%
Pay to park	54%	71%	74%	67%	62%	68%	63%	57%	73%	65%	55%
Resident	71%	65%	67%	65%	73%	60%	65%	66%	61%	67%	76%
Shared Use	39%	44%	71%	52%	44%	47%	66%	49%	86%	78%	39%
Single Yellow Line	15%	13%	14%	11%	11%	16%	25%	7%	30%	30%	4%
Taxi	19%	17%	22%	10%	21%	31%	21%	20%	25%	14%	23%
Average	33%	42%	45%	37%	33%	36%	38%	30%	42%	41%	30%

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

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

- 4.3.21 Single Yellow Lines; The highest occupancy rate recorded at Single Yellow Lines in Zone E occurred on Sunday daytime and evening (at 30%). During the hours of parking control the recorded occupancy rate was 14%.
- 4.3.22 Resident parking bays; Parking occupancy rates exceed 70% on one occasion, overnight on Saturday.
- 4.3.23 Shared use bays; The demand recorded at the Shared use bays display a similar pattern to the pay to park bays on Sunday and during a weekday daytime. Parking demand exceeds 70% on three occasions weekday daytime at (72%); Sunday daytime (86%) and Sunday evening at (76%). The 2018 pattern corresponds with the pattern recorded during 2015.

- 4.3.24 Pay to Park bays; The demand recorded at the pay to park bays exceeds 70% on three occasions (weekday 0730-0930; weekday daytime; and Sunday daytime). Unlike 2015 the demand exceeded 80% on no occasions during 2018.

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	50%	68%	56%	71%	53%	29%	32%	53%	32%	53%	71%
Diplomat	46%	53%	61%	46%	45%	38%	37%	55%	29%	31%	36%
Disabled (Blue Badge)	23%	37%	58%	41%	29%	66%	37%	25%	40%	23%	15%
Disabled (White Badge)	41%	65%	53%	59%	35%	47%	53%	47%	35%	29%	59%
Doctors	5%	38%	38%	10%	5%	24%	5%	5%	10%	5%	10%
Electric Charging	58%	75%	92%	50%	42%	50%	33%	42%	33%	67%	75%
Hospital Parking	22%	44%	67%	52%	15%	27%	46%	23%	46%	31%	22%
Loading Bay	0%	37%	56%	37%	4%	33%	11%	7%	30%	22%	4%
Motorcycle	10%	31%	47%	21%	10%	20%	12%	13%	16%	13%	12%
Pay to park	44%	66%	82%	61%	44%	55%	56%	46%	71%	52%	39%
Resident	78%	74%	76%	72%	73%	66%	66%	72%	60%	67%	72%
Shared Use	65%	68%	76%	70%	60%	63%	66%	60%	77%	66%	55%
Single Yellow Line	6%	6%	8%	10%	7%	4%	14%	7%	26%	19%	6%
Taxi	11%	12%	28%	31%	12%	23%	27%	16%	28%	13%	12%
Average	32%	35%	41%	36%	30%	30%	34%	31%	41%	36%	29%

Zone F – includes Marylebone, Bryanston, Edgware Road

- 4.3.25 Single Yellow Lines; The highest occupancy rate recorded at Single Yellow Lines in Zone F occurred on Sunday daytime (at 26%) and Sunday evening (19%). During the hours of parking control the recorded occupancy rate was 8%.

- 4.3.26 Resident parking bays; Parking occupancy rates exceed 70% on seven occasions. It is within acceptable ranges during the day and evening on a Saturday (66%/66%) and Sunday (59%/66%).
- 4.3.27 Shared use bays; The peak demand recorded at Shared use bays was noticeably less than those recorded at resident bays but peak demand mirrors the periods of peak demand at the Pay to park bays. The peak periods were weekday (76%) and Sunday (76%) daytimes. The occupancy rates are lower than those recorded during 2015.
- 4.3.28 Pay to park parking bays; The demand recorded at the Pay to park bays exceeds 80% on one occasion. The peak periods, as with the Shared use bays, were weekday (82%) and Sunday (70%) daytimes.

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	63%	50%	50%	50%	88%	13%	63%	75%	38%	57%	83%
Diplomat	15%	27%	58%	52%	18%	33%	24%	30%	38%	36%	18%
Disabled (Blue Badge)	32%	24%	49%	56%	43%	59%	54%	51%	54%	42%	45%
Disabled (White Badge)	0%	0%	0%	0%	0%	0%	50%	0%	50%	50%	50%
Doctors	83%	17%	0%	17%	83%	17%	33%	83%	33%	33%	83%
Electric Charging	18%	35%	71%	35%	24%	19%	25%	18%	24%	41%	6%
Hospital Parking											
Loading Bay	25%	44%	42%	58%	36%	30%	36%	38%	45%	52%	31%
Motorcycle	12%	32%	65%	25%	14%	25%	20%	14%	16%	17%	16%
Pay to park	51%	65%	81%	74%	71%	56%	79%	76%	88%	85%	59%
Resident	77%	65%	70%	64%	72%	58%	60%	80%	62%	67%	84%
Shared Use	29%	49%	77%	38%	34%	34%	59%	34%	72%	77%	53%
Single Yellow Line	9%	14%	17%	24%	10%	10%	25%	15%	43%	40%	8%
Taxi	14%	13%	28%	20%	23%	31%	9%	28%	21%	13%	31%
Average	29%	37%	52%	41%	33%	32%	39%	37%	45%	45%	33%

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

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

- 4.3.29 Single Yellow Lines; The highest occupancy rate recorded at Single Yellow Lines in Zone G occurred on Sunday daytime (at 43%) and Sunday evening (40%). During the hours of parking control the recorded occupancy rate was 17%.
- 4.3.30 Resident parking bays; Parking occupancy rates exceed 70% on four occasions (all overnight), one of which exceeded 80% (81% on a Monday night).
- 4.3.31 Pay to park parking bays; The demand recorded at the Pay to park for bays exceeds 80% on three occasions, during a weekday (81%) and Sunday daytime (86%) and evening (84%).

4.4 Occupancy by Zone by restriction type

- 4.4.1 The following Tables 4.11 to 4.20 compare parking occupancy across all Zones and periods separately for each restriction type. They also present the average totals for each time frame (Av). Given the small numbers of bays in some of the more specialised bay types the statistical proportionality of the percentage amounts should be considered in any interpretations made.
- 4.4.2 Overall the greatest occupancy rate recorded on Single Yellow Lines is on Sunday, during the day (22%) and evening (17%). Peak demand recorded at single yellow lines was within Zone G at 43% during the day on Sunday and Sunday evening (40%).
- 4.4.3 During the week when parking controls apply vehicles recorded on Single Yellow Lines were at 9% of the available space. The highest recorded occupancy during the weekday was within Zone E (14%) and Zone G (17%).

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	4%	13%	13%	14%	9%	8%	8%	8%	13%	10%	9%
B	8%	6%	7%	11%	8%	8%	15%	7%	16%	15%	7%
C	9%	6%	5%	8%	8%	15%	16%	9%	20%	15%	9%
D	7%	7%	6%	6%	10%	18%	15%	11%	22%	13%	7%
E	15%	13%	14%	11%	11%	16%	25%	7%	30%	30%	4%
F	6%	6%	8%	10%	7%	4%	14%	7%	26%	19%	6%
G	9%	14%	17%	24%	10%	10%	25%	15%	43%	40%	8%
Average	8%	8%	9%	11%	8%	10%	15%	8%	22%	17%	7%

- 4.4.4 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, excess demand was recorded in two parking zones (Zones C and B), during early Monday morning (80%) in Zone B and during the early morning (88%) and daytime (81%) in Zone C.

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	47%	63%	66%	53%	47%	28%	28%	63%	44%	47%	66%
B	75%	62%	65%	75%	64%	27%	33%	56%	33%	31%	80%
C	88%	75%	81%	66%	48%	36%	52%	64%	27%	58%	58%
D	58%	75%	58%	50%	50%	8%	42%	42%	17%	17%	58%
E	50%	50%	63%	63%	56%	56%	33%	56%	33%	22%	44%
F	50%	68%	56%	71%	53%	29%	32%	53%	32%	53%	71%
G	63%	50%	50%	50%	88%	13%	63%	75%	38%	57%	83%
Average	65%	65%	65%	65%	56%	29%	37%	58%	33%	42%	68%

4.4.5 Parking demand at diplomatic parking places appears to be easily satisfied. There is only one period, Saturday daytime (83%), in one zone (Zone B), when demand is excessive.

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	25%	44%	31%	25%	24%	39%	43%	31%	39%	50%	36%
B	33%	33%	17%	33%	33%	83%	67%	50%	67%	67%	33%
C											
D	31%	42%	46%	35%	23%	35%	35%	27%	31%	27%	35%
E	35%	41%	53%	33%	32%	36%	20%	30%	25%	29%	25%
F	46%	53%	61%	46%	45%	38%	37%	55%	29%	31%	36%
G	15%	27%	58%	52%	18%	33%	24%	30%	38%	36%	18%
Average	31%	43%	46%	35%	29%	38%	35%	36%	34%	39%	32%

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

- 4.4.6 Parking demand from Blue Badge disabled motorists is satisfied by this parking place provision. Parking demand from this sector approaches excess demand during the working week in Zone B. These results indicate a marked change from the blue badge motorists compared to 2015.

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	16%	29%	32%	39%	32%	51%	37%	39%	34%	46%	44%
B	41%	48%	81%	63%	30%	57%	52%	28%	59%	50%	37%
C	53%	54%	49%	40%	41%	51%	44%	48%	41%	42%	43%
D	18%	22%	43%	18%	20%	29%	8%	20%	41%	16%	27%
E	32%	30%	39%	33%	19%	49%	48%	26%	58%	45%	23%
F	23%	37%	58%	41%	29%	66%	37%	25%	40%	23%	15%
G	32%	24%	49%	56%	43%	59%	54%	51%	54%	42%	45%
Average	31%	36%	52%	42%	31%	54%	41%	33%	46%	36%	31%

- 4.4.7 White badge disabled motorists are either residents or workers within the City of Westminster and as such have a dedicated parking place either at home or at their place of work.

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	50%	55%	50%	45%	41%	45%	36%	59%	36%	45%	50%
B	80%	71%	69%	64%	71%	76%	69%	76%	64%	71%	76%
C	76%	59%	52%	64%	58%	59%	61%	68%	57%	58%	69%
D	40%	40%	40%	50%	50%	50%	50%	50%	30%	40%	50%
E	0%	100%	100%	100%	0%	0%	100%	0%	0%	100%	0%
F	41%	65%	53%	59%	35%	47%	53%	47%	35%	29%	59%
G	0%	0%	0%	0%	0%	0%	50%	0%	50%	50%	50%
Average	67%	60%	55%	60%	56%	59%	59%	65%	52%	56%	65%

- 4.4.8 Doctor parking places are located at a specific surgery and other medical establishments.

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	12%	59%	59%	35%	29%	41%	24%	47%	29%	29%	41%
B	0%	8%	33%	36%	0%	43%	36%	14%	21%	29%	14%
C	20%	60%	20%	40%	40%	30%	20%	10%	50%	70%	40%
D	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E	0%	25%	25%	50%	0%	0%	0%	0%	0%	0%	0%
F	5%	38%	38%	10%	5%	24%	5%	5%	10%	5%	10%
G	83%	17%	0%	17%	83%	17%	33%	83%	33%	33%	83%
Average	14%	38%	35%	27%	21%	30%	19%	23%	23%	26%	27%

- 4.4.9 Whilst the adoption of Electric Vehicles (EVs) in Westminster has doubled since 2015, the number of EVs remains relatively (101 bays) low compared with other types of regulation. This probably explains the relative low parking occupancy rates at the electric charging bays.

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	25%	35%	25%	20%	30%	25%	35%	35%	35%	35%	10%
B	67%	58%	42%	50%	42%	42%	50%	50%	58%	58%	25%
C	47%	42%	53%	37%	11%	28%	33%	28%	44%	44%	17%
D	17%	50%	50%	33%	33%	33%	0%	33%	33%	33%	17%
E	8%	46%	46%	46%	13%	33%	27%	13%	27%	40%	0%
F	58%	75%	92%	50%	42%	50%	33%	42%	33%	67%	75%
G	18%	35%	71%	35%	24%	19%	25%	18%	24%	41%	6%
Average	34%	46%	53%	37%	26%	31%	31%	30%	36%	45%	19%

- 4.4.10 Hospital parking places are few in number and located at a specific establishment.

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	53%	67%	73%	53%	0%	40%	73%	20%	80%	87%	20%
C											
D	0%	33%	0%	0%	0%	33%	0%	0%	0%	0%	0%
E											
F	22%	44%	67%	52%	15%	27%	46%	23%	46%	31%	22%
G											
Average	31%	51%	64%	49%	9%	32%	52%	20%	55%	48%	20%

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

- 4.4.11 A limited number of marked Loading bays are provided on-street to enable safe and permissible kerbside access to all vehicles for the loading and unloading of goods and services to local businesses, residents etc. Although the demand recorded at loading bays would appear to indicate the facilities are not well-used, except within Zone E (weekday, 77%).

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	3%	30%	39%	15%	6%	24%	30%	12%	12%	6%	24%
B	18%	32%	32%	41%	14%	50%	35%	0%	35%	45%	5%
C	23%	27%	30%	60%	30%	50%	47%	23%	57%	50%	27%
D											
E	14%	69%	77%	51%	23%	46%	23%	16%	34%	17%	20%
F	0%	37%	56%	37%	4%	33%	11%	7%	30%	22%	4%
G	25%	44%	42%	58%	36%	30%	36%	38%	45%	52%	31%
Average	15%	41%	47%	46%	21%	37%	31%	20%	36%	34%	21%

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

- 4.4.12 Overall motorcycle parking demand is satisfied by the available parking at all times. Parking demand was acceptable during all survey periods. The greatest demand was experienced within zone F (65%) during the traditional working day, otherwise motorcycle parking demand only exceeded 50% (53%) in Zone D during a weekday.

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	11%	23%	17%	19%	17%	16%	13%	21%	13%	14%	14%
B	28%	32%	31%	30%	29%	24%	23%	24%	27%	25%	27%
C	19%	17%	17%	16%	15%	19%	17%	14%	16%	18%	15%
D	10%	21%	36%	15%	7%	12%	8%	11%	10%	7%	8%
E	14%	53%	53%	33%	15%	21%	15%	16%	17%	17%	17%
F	10%	31%	47%	21%	10%	20%	12%	13%	16%	13%	12%
G	12%	32%	65%	25%	14%	25%	20%	14%	16%	17%	16%
Average	14%	32%	43%	24%	14%	20%	15%	16%	16%	15%	15%

- 4.4.13 Parking trends identified at the Pay to park bays follow a similar pattern across the zones. Greatest parking demand was recorded during the weekday averaging at 76% (with the peak recorded within Zone F, at 82%, and 81% in Zone G). The highest occupancy rate recorded within the city was on Sunday daytime, outside of the controlled hours (when a peak occupancy 86% was recorded in Zone G).

- 4.4.14 The overall results are similar to those recorded during the 2015 survey. Peak daytime occupancy rates are slightly lower (weekday 76% compared to 78%; Saturday 64% compared to 70%; and Sunday 73% compared to 73%).

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	44%	65%	66%	65%	44%	56%	53%	43%	67%	56%	51%
B	55%	65%	80%	69%	57%	80%	80%	58%	85%	81%	55%
C	67%	74%	74%	56%	61%	74%	64%	65%	66%	60%	56%
D	30%	52%	75%	49%	33%	65%	45%	39%	60%	42%	33%
E	54%	71%	74%	67%	62%	68%	63%	57%	73%	65%	55%
F	44%	66%	82%	61%	44%	55%	56%	46%	71%	52%	39%
G	51%	65%	81%	74%	71%	56%	79%	76%	88%	85%	59%
Average	50%	66%	76%	64%	53%	65%	63%	54%	73%	63%	50%

4.4.15 Overall average parking demand recorded at resident parking bays indicate that occupancy rates exceed 70% during the majority of survey periods (8 survey periods out of 11). Although it should be noted that occupancy rates exceed 80% during only 4 survey periods, all overnight (midnight to 6am). These were experienced in Zone B on a weekday (83%) and Monday (85%), Zone C weekday (81%) and Zone G (81%). Those zones experiencing the least pressure, throughout the survey periods are Zones A, D, E and G (excepting the one period indicated above). These zones record the lowest demand during the weekend, when resident permit holders may be away from their Westminster homes.

4.4.16 Overall parking demand recorded at resident bays, for all time periods, has reduced in 2018 compared to 2015.

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	74%	75%	70%	73%	70%	62%	66%	71%	66%	67%	78%
B	84%	79%	79%	78%	78%	74%	74%	75%	72%	74%	86%
C	82%	70%	67%	71%	74%	70%	71%	74%	69%	74%	72%
D	79%	72%	73%	75%	72%	63%	65%	71%	70%	70%	79%
E	71%	65%	67%	65%	73%	60%	65%	66%	61%	67%	76%
F	78%	74%	76%	72%	73%	66%	66%	72%	60%	67%	72%
G	77%	65%	70%	64%	72%	58%	60%	80%	62%	67%	84%
Average	80%	73%	71%	73%	74%	68%	69%	73%	68%	71%	77%

4.4.17 Parking demand for the City of Westminster's Shared Use parking bays is fairly consistent across the survey periods. Overall parking demand across the city peaks (at 70%), with the peak demand occurring when non-resident parking demand is greatest, during the daytime in the week. Although peak demand was recorded during Sunday within Zone E (at 86%).

- 4.4.18 Similar to the results recorded at resident bays there is a slight reduction at Shared Use bays across all time periods, except overnight during the week (63% in 2018 compared to 62% in 2015).

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	52%	70%	64%	63%	48%	64%	58%	50%	59%	55%	57%
B	73%	73%	74%	74%	72%	77%	79%	62%	76%	74%	73%
C	73%	72%	69%	67%	58%	63%	60%	62%	61%	64%	60%
D	53%	59%	63%	57%	54%	66%	55%	52%	72%	52%	58%
E	39%	44%	71%	52%	44%	47%	66%	49%	86%	78%	39%
F	65%	68%	76%	70%	60%	63%	66%	60%	77%	66%	55%
G	29%	49%	77%	38%	34%	34%	59%	34%	72%	77%	53%
Average	64%	68%	71%	66%	58%	64%	64%	58%	69%	65%	59%

- 4.4.19 Some 665 Taxi Bays exist across the City of Westminster and these consist of marked taxi ranks, rest bays and parking bays.

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	10%	23%	30%	30%	18%	29%	21%	24%	13%	24%	20%
B	12%	19%	34%	9%	8%	17%	19%	4%	25%	17%	5%
C	17%	33%	78%	17%	28%	39%	0%	11%	11%	6%	28%
D	15%	47%	57%	13%	13%	23%	13%	17%	23%	6%	9%
E	19%	17%	22%	10%	21%	31%	21%	20%	25%	14%	23%
F	11%	12%	28%	31%	12%	23%	27%	16%	28%	13%	12%
G	14%	13%	28%	20%	23%	31%	9%	28%	21%	13%	31%
Average	14%	19%	31%	19%	18%	27%	18%	19%	22%	14%	20%

4.5 2011/2015/2018 weekday surveys: comparison

4.5.1 The weekday daytime, evening and overnight parking counts and occupancies on main restriction types in all Zones are compared with those in 2011, 2015 and 2018 in Tables 4.25 to 4.31 below. The weekday comparisons do not include the new for 2015 Monday overnight surveys and Sunday early evening as these were not undertaken in 2011.

4.5.2 As indicated above there are few significant recorded changes between occupancy rates recorded during 2015 and 2018. The exceptions, are outlined below.

Pay to park bays

4.5.3 During the overnight survey some significant changes (all decreases) were recorded between 2015 and 2018. The occupancy rates from 2018 are more in line with those recorded during the 2011 survey. In Zone A there was a reduction of 28% in occupancy (from 60% to 32%); Zone B there was a reduction of 21% (from 72% to 51%); Zone C a reduction of 12% (from 79% to 67%); Zone D a 21% reduction (from 51% to 30%); Zone E a 20% reduction (from 70% to 50%), a 13% reduction (from 57% to 44%) in Zone F and in Zone G a reduction of 27% (from 72% to 45%). It should also be noted that significant increases in occupancy rates recorded at Pay to park bays between 2011 and 2015, however the majority of these increases have been off-set by the reductions recorded between 2015 and 2018.

4.5.4 There was a reduction of 22% (from 78% to 56%) in Zone C during the evening; a 15% reduction (from 89% to 74%) in Zone E during the day; whereas Zone G experienced an increase of 11% (from 70% to 81%) during the day.

Shared Use bays

A number of significant percentage changes were recorded overnight at Shared use parking bays. These were recorded at; Zone A with a reduction of 16% (from 63% to 47%); Zone E a reduction of 20% (from 58% to 36%); Zone F a reduction of 12% (from 77% to 65%); whilst in Zone G during the evening an additional 15% of bays were occupied (from 23% to 38%).

Motorcycle bays

4.5.5 Significant changes in demand were recorded at motorcycle bays in Zone A (daytime) with demand reducing from 31% (37% 2011) to 17% in 2018. Zone E demonstrates a similar significant reduction during the day, from 68% to 53%, whilst demonstrating a increase, from 21% to 31% during the evening. Zone F saw a daytime increase from 36% to 47% and Zone G recorded an increase from 42% to 65% of bays.

Table 4.25: Weekday parking occupancies 2011/2015/2018 - Zone A

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	66%	78%	32%	-46%	42%	46%	39%	-7%	26%	46%	16%	-30%
Motorcycle	37%	31%	17%	-14%	19%	13%	19%	6%	17%	13%	11%	-2%
Pay to park	71%	67%	66%	-1%	61%	60%	65%	5%	37%	60%	44%	-16%
Resident	75%	68%	70%	2%	76%	72%	73%	1%	83%	72%	74%	2%
Shared Use	74%	67%	64%	-3%	64%	62%	63%	1%	54%	63%	52%	-11%
Single Yellow Line	5%	3%	13%	10%	11%	9%	14%	5%	9%	9%	4%	-5%
Average %	55%	52%	44%	-9%	46%	44%	46%	2%	38%	44%	34%	-10%

Table 4.26: Weekday parking occupancies 2011/2015/2018 - Zone B

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	69%	55%	81%	26%	55%	40%	63%	23%	47%	39%	41%	2%
Motorcycle	37%	33%	31%	-2%	29%	21%	30%	9%	24%	21%	28%	7%
Pay to park	75%	80%	80%	0%	71%	72%	69%	-3%	57%	72%	55%	-17%
Resident	81%	78%	79%	1%	81%	78%	78%	0%	86%	78%	84%	6%
Shared Use	83%	75%	74%	-1%	74%	65%	74%	9%	77%	66%	73%	7%
Single Yellow Line	6%	7%	7%	0%	15%	12%	11%	-1%	10%	12%	8%	-4%
Average %	59%	55%	59%	4%	54%	48%	54%	6%	50%	48%	48%	0%

Table 4.27: Weekday parking occupancies 2011/2015/2018 - Zone C

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	71%	69%	49%	-20%	32%	76%	40%	-36%	37%	77%	53%	-24%
Motorcycle	16%	18%	17%	-1%	15%	17%	16%	-1%	17%	17%	19%	2%
Pay to park	74%	75%	74%	-1%	65%	78%	56%	-22%	59%	79%	67%	-12%
Resident	70%	66%	67%	1%	77%	76%	71%	-5%	81%	76%	82%	6%
Shared Use	69%	62%	69%	7%	68%	71%	67%	-4%	73%	72%	73%	1%
Single Yellow Line	4%	5%	5%	0%	11%	14%	8%	-6%	8%	14%	9%	-5%
Average %	51%	49%	47%	-2%	45%	55%	43%	-12%	46%	56%	50%	-5%

Table 4.28: Weekday parking occupancies 2011/2015/2018 - Zone D

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	59%	22%	43%	21%	20%	22%	18%	-4%	18%	22%	18%	-4%
Motorcycle	27%	35%	36%	1%	9%	13%	15%	2%	7%	13%	10%	-3%
Pay to park	72%	73%	75%	2%	43%	50%	49%	-1%	27%	51%	30%	-21%
Resident	73%	69%	73%	4%	71%	73%	75%	2%	78%	74%	79%	5%
Shared Use	69%	63%	63%	0%	57%	52%	57%	5%	55%	53%	53%	0%
Single Yellow Line	6%	8%	6%	-2%	9%	7%	6%	-1%	6%	7%	7%	0%
Average %	51%	45%	49%	4%	35%	36%	37%	0%	32%	37%	33%	-4%

Table 4.29: Weekday parking occupancies 2011/2015/2018 - Zone E

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	71%	61%	39%	-22%	38%	41%	33%	-8%	21%	38%	32%	-6%
Motorcycle	51%	68%	53%	-15%	14%	21%	33%	12%	6%	21%	14%	-7%
Pay to park	86%	89%	74%	-15%	73%	72%	67%	-5%	36%	70%	54%	-16%
Resident	75%	75%	67%	-8%	62%	65%	65%	0%	63%	65%	71%	6%
Shared Use	58%	73%	71%	-2%	55%	60%	52%	-8%	29%	58%	39%	-19%
Single Yellow Line	11%	16%	14%	-2%	23%	25%	11%	-14%	15%	25%	15%	-10%
Average %	59%	64%	53%	-11%	44%	47%	44%	-4%	28%	46%	37%	-9%

Table 4.30: Weekday parking occupancies 2011/2015/2018 - Zone F

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	74%	78%	58%	-20%	28%	44%	41%	-3%	13%	43%	23%	-20%
Motorcycle	43%	36%	47%	11%	14%	14%	21%	7%	10%	14%	10%	-4%
Pay to park	80%	84%	82%	-2%	57%	59%	61%	2%	33%	57%	44%	-13%
Resident	84%	83%	76%	-7%	80%	83%	72%	-11%	84%	82%	78%	-4%
Shared Use	83%	84%	76%	-8%	73%	75%	70%	-5%	72%	77%	65%	-12%
Single Yellow Line	6%	8%	8%	0%	12%	14%	10%	-4%	7%	14%	6%	-8%
Average %	62%	62%	58%	-4%	44%	48%	46%	-2%	37%	48%	38%	-10%

Table 4.31: Weekday parking occupancies 2011/2015/2018 - Zone G

Type	Day 2011	Day 2015	Day 2018	15/18 Diff	Eve 2011	Eve 2015	Eve 2018	15/18 Diff	O/N 2011	O/N 2015	O/N 2018	15/18 Diff
Disabled (Blue Badge)	69%	43%	49%	6%	64%	50%	56%	6%	18%	52%	32%	-20%
Motorcycle	43%	42%	65%	23%	15%	17%	25%	8%	6%	17%	12%	-5%
Pay to park	70%	70%	81%	11%	71%	73%	74%	1%	36%	72%	51%	-21%
Resident	71%	77%	70%	-7%	67%	73%	64%	-9%	64%	73%	77%	4%
Shared Use	38%	72%	77%	5%	42%	23%	38%	15%	18%	23%	29%	6%
Single Yellow Line	10%	13%	17%	4%	24%	18%	24%	6%	10%	18%	9%	-9%
Average %	50%	53%	60%	7%	47%	42%	47%	5%	25%	43%	35%	-8%

* 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.

4.6 2011/2015/2018 weekend surveys (Saturday and Sunday): comparison

4.6.1 The weekend daytime parking counts and occupancies on the main restriction types in all Zones are compared with that in 2011 and 2015 in Tables 4.32 to 4.38 below.

4.6.2 Overall the occupancy data collected during the Saturday and Sunday daytime surveys demonstrate little change compared to previous survey results.

Resident parking bays

4.6.3 At resident bays there is little variation between 2018 and 2015. The largest differences were recorded in Zones D, F and G. Zone D recorded a 5% occupancy reduction on Sunday, reducing the occupancy to 69%. Zone F recorded 7% and 9% reductions on Saturday and Sunday respectively whilst Zone G recorded reductions of 11% and 8% on Saturday and Sunday.

Shared use parking bays

4.6.4 Zone F experienced 7% reductions on both Saturday and Sunday. Zone G recorded the most significant increase (37%) in occupancy at Shared use bays on Sunday, more than compensating for the large reduction recorded between 2011 and 2015.

Pay to park bays

4.6.5 There were significant reductions recorded at pay to park bays during the weekend at Zones A, D, E and F compared to 2015 (and 2011). On Saturday reductions in excess of 10% points were recorded at zones A (-11%), D (-10%) and F (-15%). On Sunday reductions were recorded at Zone D (-12%), E (-17%) and F (-15%).

Motorcycle bays

4.6.6 There were no significant changes in occupancy recorded at motorcycle bays during the weekend.

Table 4.32: Weekend parking occupancy 2011/2015/2018 - Zone A

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	64%	51%	51%	0%	42%	49%	34%	-15%
Motorcycle	26%	20%	16%	-4%	21%	18%	13%	-5%
Pay to park	62%	66%	56%	-10%	68%	63%	67%	4%
Resident	70%	64%	62%	-2%	67%	60%	66%	6%
Shared Use	68%	59%	64%	5%	57%	55%	59%	4%
Single Yellow Line	13%	11%	8%	-3%	22%	14%	13%	-1%
Average %	51%	45%	43%	-2%	46%	43%	42%	-1%

Table 4.33: Weekend parking occupancy 2011/2015/2018 - Zone B

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	86%	69%	57%	-12%	57%	58%	59%	1%
Motorcycle	37%	31%	24%	-7%	30%	27%	27%	0%
Pay to park	78%	77%	80%	3%	78%	76%	85%	9%
Resident	74%	72%	74%	2%	68%	69%	72%	3%
Shared Use	76%	81%	77%	-4%	76%	76%	76%	0%
Single Yellow Line	16%	15%	8%	-7%	25%	23%	16%	-7%
Average %	61%	58%	53%	-4%	56%	55%	56%	1%

Table 4.34: Weekend parking occupancy 2011/2015/2018 - Zone C

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	48%	70%	51%	-19%	41%	44%	41%	-3%
Motorcycle	16%	20%	19%	-1%	15%	20%	16%	-4%
Pay to park	77%	80%	74%	-6%	71%	75%	66%	-9%
Resident	72%	71%	70%	-1%	69%	73%	69%	-4%
Shared Use	64%	64%	63%	-1%	61%	67%	61%	-6%
Single Yellow Line	17%	10%	15%	5%	19%	16%	20%	4%
Average %	49%	53%	49%	-4%	46%	49%	45%	-4%

Table 4.35: Weekend parking occupancy 2011/2015/2018 - Zone D

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	36%	38%	29%	-9%	32%	28%	41%	13%
Motorcycle	7%	12%	12%	0%	7%	11%	10%	-1%
Pay to park	82%	75%	65%	-10%	69%	72%	60%	-12%
Resident	66%	56%	63%	7%	73%	74%	70%	-4%
Shared Use	76%	71%	66%	-5%	72%	69%	72%	3%
Single Yellow Line	25%	21%	18%	-3%	25%	18%	22%	4%
Average %	49%	46%	42%	-3%	46%	45%	46%	0%

Table 4.36: Weekend parking occupancy 2011/2015/2018 - Zone E

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	51%	68%	49%	-19%	53%	58%	58%	0%
Motorcycle	14%	25%	21%	-4%	10%	12%	17%	5%
Pay to park	63%	71%	68%	-3%	84%	90%	73%	-17%
Resident	58%	62%	60%	-2%	54%	58%	61%	3%
Shared Use	41%	52%	47%	-5%	67%	84%	86%	2%
Single Yellow Line	5%	8%	16%	8%	33%	45%	30%	-15%
Average %	39%	48%	44%	-4%	50%	58%	54%	-4%

Table 4.37: Weekend parking occupancy 2011/2015/2018 - Zone F

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	82%	75%	66%	-9%	45%	56%	40%	-16%
Motorcycle	16%	15%	20%	5%	14%	14%	16%	2%
Pay to park	60%	67%	55%	-12%	81%	85%	71%	-14%
Resident	76%	73%	66%	-7%	68%	68%	60%	-8%
Shared Use	71%	70%	63%	-7%	83%	83%	77%	-6%
Single Yellow Line	3%	4%	4%	0%	28%	30%	26%	-4%
Average %	51%	51%	46%	-5%	53%	56%	48%	-8%

Table 4.38: Weekend parking occupancy 2011/2015/2018 - Zone G

Type	Sat Day 2011	Sat Day 2015	Sat Day 2018	15/1 8 Diff	Sun Day 2011	Sun Day 2015	Sun Day 2018	15/1 8 Diff
Disabled (Blue Badge)	61%	51%	59%	8%	64%	64%	54%	-10%
Motorcycle	13%	14%	25%	11%	13%	8%	16%	8%
Pay to park	56%	54%	56%	2%	92%	81%	88%	7%
Resident	57%	67%	58%	-9%	58%	68%	62%	-6%
Shared Use	29%	40%	34%	-6%	60%	35%	72%	37%
Single Yellow Line	4%	7%	10%	3%	44%	44%	43%	-1%
Average %	37%	39%	40%	2%	55%	50%	56%	6%

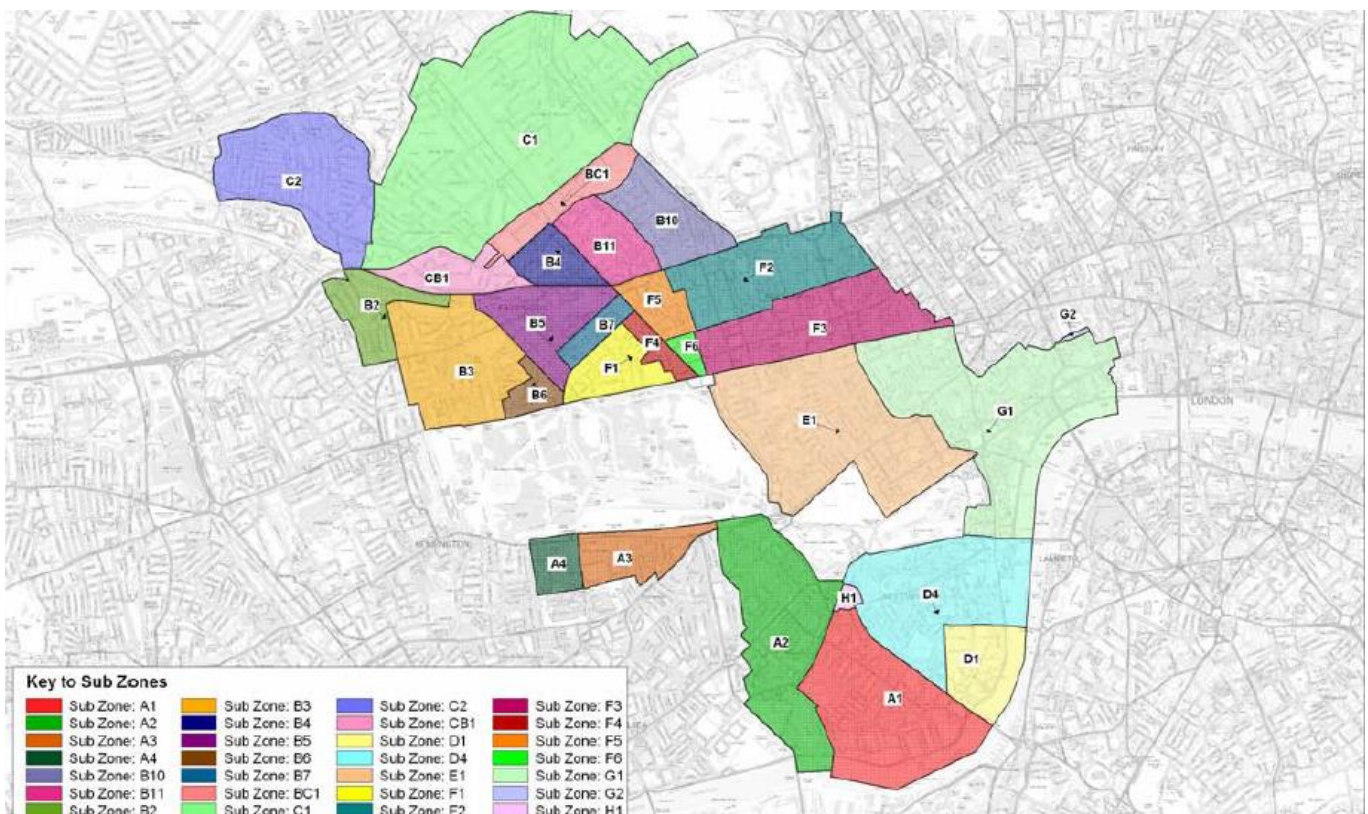
* The above categories relate to a sample of those types of user that are the most prevalent. This therefore excludes Diplomat and Disabled (White Badge) bay types.

5 SURVEY FINDINGS – SUB-ZONES

5.1 City parking sub-zones

- 5.1.1 The findings in the City parking Sub-zones (further Zones within A-G), some that operate to different hours of control and charge tariffs that reflect local needs, are provided in this section.
- 5.1.2 The hours of operation of controls amongst the Sub-zones range from Monday to Friday only 08.30am - 6.30pm to 24hrs Monday to Sunday for Resident spaces in some Zones.
- 5.1.3 The tariffs for Pay to park spaces range from low £1.70 per hour to park in the more Residential areas of the City in the north, to Premium tariff at £4.90 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 Sub-zones are shown in Appendix A. The Sub-zones boundaries are shown in Figure 5.1 below. Please note Zone H is currently suspended.

Figure 5.1: Parking Sub-zones in Westminster



5.2 Overall parking occupancy

5.2.1 The following Table 5.1 presents the occupancy of 'available' parking space in each Sub-zone in 2018. Single Yellow Line restrictions are included for all periods, including the weekday 1100-1500 which falls within the hours of control.

x – Indicates survey timeframes when parking on Single Yellow Lines is typically permitted for some/or 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 x	Wk 0730- 0930 x	Wk 1100- 1500	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	54%	58%	55%	56%	56%	52%	51%	53%	52%	47%	56%
A2	36%	48%	43%	44%	34%	34%	32%	35%	40%	42%	42%
A3	41%	37%	37%	42%	37%	35%	47%	54%	41%	41%	46%
A4	34%	42%	43%	50%	34%	40%	50%	32%	42%	42%	44%
B10	64%	61%	62%	61%	62%	57%	59%	57%	59%	68%	63%
B11	48%	47%	48%	50%	45%	50%	53%	41%	46%	43%	44%
B2	66%	61%	60%	61%	61%	65%	63%	60%	63%	65%	66%
B3	53%	50%	51%	53%	51%	48%	51%	50%	51%	51%	54%
B4	64%	60%	59%	60%	65%	68%	65%	63%	57%	61%	64%
B5	39%	39%	42%	41%	37%	35%	40%	38%	48%	48%	38%
B6	32%	31%	33%	32%	28%	31%	31%	29%	40%	33%	35%
B7	33%	30%	40%	37%	33%	28%	34%	27%	34%	38%	37%
B/C1	50%	51%	52%	51%	44%	56%	56%	40%	54%	51%	53%
C1	54%	50%	49%	49%	46%	50%	51%	48%	51%	51%	47%
C2	66%	51%	46%	52%	62%	56%	55%	60%	56%	59%	57%
C/B1	62%	56%	56%	58%	61%	61%	57%	60%	59%	54%	61%
D1	48%	45%	42%	46%	54%	50%	50%	51%	54%	49%	53%
D4	29%	32%	38%	31%	27%	34%	29%	29%	37%	30%	28%
E1	33%	42%	45%	37%	33%	36%	38%	30%	42%	41%	30%
F1	33%	32%	33%	30%	33%	28%	28%	33%	32%	36%	34%
F2	33%	40%	42%	35%	28%	31%	29%	28%	38%	32%	30%
F3	23%	27%	38%	32%	24%	25%	33%	24%	43%	33%	20%
F4	52%	52%	59%	58%	58%	42%	61%	62%	55%	64%	55%
F5	46%	40%	44%	47%	46%	42%	54%	47%	46%	49%	45%
F6	40%	46%	56%	62%	49%	77%	51%	53%	70%	70%	44%
G1	30%	37%	52%	41%	34%	32%	39%	38%	45%	45%	34%
G2	2%	32%	62%	17%	4%	18%	32%	3%	43%	49%	0%

5.2.2 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 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	77%	81%	77%	78%	77%	70%	69%	74%	70%	64%	79%
A2	60%	69%	63%	65%	55%	53%	52%	56%	60%	63%	65%
A3	66%	58%	57%	66%	52%	56%	76%	76%	66%	66%	76%
A4	57%	61%	68%	61%	52%	61%	77%	46%	65%	64%	68%
B10	81%	77%	80%	75%	78%	71%	72%	74%	70%	79%	79%
B11	86%	83%	85%	78%	75%	85%	87%	74%	81%	76%	77%
B2	86%	81%	79%	80%	80%	86%	82%	78%	84%	86%	87%
B3	76%	73%	74%	74%	72%	71%	71%	69%	70%	70%	76%
B4	90%	86%	85%	87%	92%	88%	86%	90%	79%	82%	91%
B5	74%	75%	80%	75%	72%	67%	69%	76%	74%	74%	76%
B6	70%	69%	72%	68%	65%	63%	62%	66%	61%	62%	80%
B7	62%	62%	80%	67%	71%	56%	60%	59%	56%	63%	81%
B/C1	80%	82%	82%	81%	70%	86%	85%	65%	84%	80%	87%
C1	80%	75%	74%	75%	70%	72%	73%	73%	70%	74%	70%
C2	78%	60%	54%	60%	72%	63%	63%	69%	63%	67%	66%
C/B1	93%	83%	86%	84%	86%	86%	78%	84%	79%	75%	92%
D1	69%	63%	60%	65%	74%	64%	64%	67%	68%	64%	72%
D4	64%	67%	75%	67%	57%	62%	57%	60%	67%	61%	64%
E1	60%	64%	70%	64%	64%	62%	64%	59%	69%	67%	61%
F1	65%	62%	63%	58%	65%	54%	56%	66%	58%	64%	67%
F2	71%	77%	78%	67%	61%	63%	59%	61%	66%	58%	63%
F3	57%	60%	78%	66%	55%	61%	62%	54%	61%	57%	43%
F4	77%	78%	87%	83%	81%	65%	84%	88%	71%	82%	80%
F5	78%	80%	83%	85%	82%	78%	81%	75%	69%	76%	77%
F6	52%	59%	68%	65%	57%	75%	67%	65%	67%	72%	56%
G1	62%	62%	74%	69%	70%	57%	69%	77%	74%	75%	71%
G2	2%	50%	78%	21%	7%	26%	45%	5%	60%	67%	0%

Parking occupancy by restriction type

5.2.3 The following Tables 5.3 to 5.16 compare the occupancy in the Sub-zones per each restriction type across the survey periods.

Table 5.3: Parking occupancy 'Single Yellow Line'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	5%	9%	10%	12%	13%	17%	16%	10%	19%	13%	9%
A2	3%	19%	18%	16%	5%	4%	2%	5%	11%	10%	11%
A3	2%	5%	6%	7%	16%	2%	0%	14%	2%	2%	1%
A4	2%	12%	3%	36%	6%	1%	3%	6%	1%	2%	1%
B10	14%	7%	9%	16%	16%	19%	29%	6%	29%	37%	10%
B11	10%	12%	12%	22%	17%	16%	20%	11%	13%	11%	12%
B2	9%	7%	8%	8%	6%	4%	8%	10%	1%	4%	6%
B3	7%	5%	5%	10%	6%	4%	14%	13%	16%	14%	10%
B4	15%	8%	7%	8%	16%	31%	25%	12%	16%	21%	14%
B5	9%	4%	6%	9%	7%	4%	14%	6%	26%	26%	6%
B6	3%	3%	5%	4%	0%	5%	7%	0%	26%	12%	0%
B7	8%	3%	8%	12%	1%	3%	11%	0%	13%	15%	0%
B/C1	2%	2%	3%	4%	3%	8%	10%	1%	5%	4%	1%
C1	8%	6%	6%	6%	6%	14%	15%	6%	18%	12%	8%
C2	13%	9%	5%	17%	17%	25%	23%	20%	29%	25%	15%
C/B1	11%	7%	3%	13%	16%	19%	19%	17%	23%	16%	6%
D1	11%	8%	6%	11%	19%	24%	25%	24%	29%	25%	20%
D4	7%	6%	6%	6%	8%	17%	13%	10%	21%	12%	5%
E1	15%	13%	14%	11%	11%	16%	25%	7%	30%	30%	4%
F1	3%	3%	4%	3%	3%	1%	1%	2%	6%	10%	3%
F2	3%	6%	7%	7%	1%	3%	6%	2%	17%	12%	3%
F3	6%	7%	9%	14%	10%	4%	21%	10%	41%	25%	8%
F4	16%	9%	14%	20%	24%	5%	30%	20%	27%	40%	17%
F5	20%	4%	9%	13%	15%	9%	34%	25%	30%	28%	18%
F6	7%	10%	21%	55%	24%	83%	5%	17%	81%	67%	12%
G1	10%	14%	17%	25%	10%	11%	26%	15%	44%	41%	8%
G2	0%	0%	29%	4%	0%	0%	7%	0%	7%	11%	0%

5.2.4 The occupancy rate recorded on Single Yellow Line restrictions is a good indication of the actual parking pressure experienced within a particular location.

5.2.5 Although Sunday daytime occupancy rates are the greatest across the City, there are also significant numbers using Single Yellow Line to park on Saturday when similarly controls do not apply. The additional parking may be an outcome of the availability of free on-street parking and no Congestion Charge. Particular parking pressure was recorded within sub-zone F6 (east of Edgware Road-south), where Saturday daytime demand was 83% and Sunday 81% of single yellow line kerb space.

Table 5.4: Parking occupancy 'Car Club'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	67%	78%	78%	61%	72%	22%	33%	78%	50%	39%	78%
A2	11%	22%	44%	44%	22%	33%	22%	33%	33%	67%	44%
A3	50%	75%	50%	25%	0%	50%	25%	75%	50%	50%	50%
A4	0%	100%	100%	100%	0%	0%	0%	0%	0%	0%	100%
B10	60%	50%	70%	80%	70%	0%	0%	90%	10%	10%	80%
B11	100%	80%	60%	100%	20%	40%	60%	40%	80%	20%	80%
B2	80%	60%	40%	40%	80%	40%	60%	60%	80%	40%	80%
B3	69%	75%	69%	75%	71%	38%	25%	44%	19%	31%	64%
B4	100%	100%	100%	100%	100%	0%	100%	100%	100%	0%	100%
B5	100%	50%	75%	75%	100%	0%	50%	100%	25%	50%	100%
B6	50%	0%	0%	100%	0%	50%	50%	50%	0%	50%	100%
B7	100%	100%	100%	100%	0%	0%	100%	0%	0%	50%	100%
B/C1	71%	43%	71%	57%	71%	43%	14%	29%	43%	43%	86%
C1	91%	82%	82%	68%	43%	35%	57%	70%	30%	70%	57%
C2	80%	60%	80%	60%	60%	40%	40%	50%	20%	30%	60%
C/B1											
D1											
D4	58%	75%	58%	50%	50%	8%	42%	42%	17%	17%	58%
E1	50%	50%	63%	63%	56%	56%	33%	56%	33%	22%	44%
F1	40%	60%	60%	40%	60%	60%	60%	60%	60%	60%	60%
F2	69%	77%	54%	77%	62%	23%	38%	69%	31%	54%	69%
F3	18%	55%	45%	64%	18%	9%	9%	9%	9%	45%	64%
F4	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%
F5	75%	75%	75%	100%	100%	50%	50%	100%	50%	50%	100%
F6											
G1	63%	50%	50%	50%	88%	13%	63%	75%	38%	57%	83%
G2											

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

- 5.2.6 There are 183 (similar to 2015 at 187 bays) car club parking spaces across the City of Westminster. It is therefore, difficult to draw any meaningful conclusions from the results. However, for this particular type of parking bay, unlike other types of bays, low daytime parking occupancy maybe positive as it probably indicates high usage of car club vehicles.

Table 5.5: Parking occupancy 'Diplomat'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 X	Mon 0000- 0600 x
A1	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	0%
A2	25%	43%	24%	26%	28%	39%	40%	29%	38%	52%	34%
A3	32%	58%	84%	26%	10%	35%	45%	50%	45%	50%	50%
A4	0%	0%	0%	0%	0%	44%	67%	11%	44%	33%	33%
B10											
B11											
B2											
B3	25%	25%	0%	0%	50%	75%	75%	50%	75%	75%	50%
B4											
B5											
B6	50%	50%	50%	100%	0%	100%	50%	50%	50%	50%	0%
B7											
B/C1											
C1											
C2											
C/B1											
D1	40%	60%	0%	40%	40%	40%	60%	40%	40%	20%	40%
D4	29%	38%	57%	33%	19%	33%	29%	24%	29%	29%	33%
E1	35%	41%	53%	33%	32%	36%	20%	30%	25%	29%	25%
F1	50%	100%	75%	75%	100%	50%	50%	100%	25%	100%	75%
F2	57%	70%	73%	51%	51%	42%	29%	62%	37%	26%	37%
F3	41%	29%	50%	41%	32%	25%	45%	50%	23%	23%	36%
F4											
F5	0%	0%	20%	20%	20%	60%	60%	0%	0%	60%	0%
F6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
G1	15%	27%	58%	52%	18%	33%	24%	30%	38%	36%	18%
G2											

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

- 5.2.7 Diplomatic spaces are provided on an individual basis in specific locations. There are 362 Diplomat spaces across the City.

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

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	36%	45%	55%	55%	64%	64%	45%	64%	45%	55%	36%
A2	10%	14%	14%	24%	19%	48%	19%	24%	24%	38%	43%
A3	0%	33%	33%	67%	67%	0%	67%	100%	0%	0%	33%
A4	0%	67%	67%	67%	0%	67%	67%	17%	67%	83%	67%
B10	80%	40%	80%	80%	60%	80%	60%	60%	80%	80%	40%
B11	80%	60%	90%	70%	30%	60%	70%	30%	50%	60%	50%
B2											
B3	31%	31%	85%	62%	15%	38%	46%	31%	46%	38%	23%
B4											
B5	14%	59%	86%	59%	36%	59%	36%	18%	59%	50%	36%
B6											
B7	67%	33%	33%	67%	0%	67%	100%	33%	100%	0%	33%
B/C1	100%	0%	0%	0%	0%	100%	100%	0%	100%	100%	100%
C1	50%	60%	52%	43%	37%	53%	43%	46%	42%	38%	43%
C2	53%	47%	44%	36%	42%	50%	44%	47%	39%	44%	39%
C/B1	100%	100%	100%	50%	100%	50%	50%	100%	50%	50%	100%
D1	13%	20%	20%	7%	27%	13%	13%	20%	27%	20%	33%
D4	21%	24%	53%	24%	18%	35%	6%	21%	47%	15%	24%
E1	32%	30%	39%	33%	19%	49%	48%	26%	58%	45%	23%
F1											
F2	33%	46%	65%	37%	24%	61%	25%	33%	31%	20%	22%
F3	14%	22%	49%	35%	27%	66%	44%	19%	44%	19%	10%
F4	33%	33%	67%	67%	67%	100%	67%	67%	0%	67%	0%
F5	38%	75%	75%	100%	63%	75%	38%	13%	63%	63%	13%
F6	0%	100%	50%	50%	0%	100%	50%	0%	100%	0%	50%
G1	34%	25%	47%	55%	45%	59%	53%	53%	56%	44%	48%
G2	0%	0%	100%	67%	0%	67%	67%	0%	0%	0%	0%

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

- 5.2.8 Blue Badge parking spaces (499 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, The City of London, The Royal Borough of Kensington and Chelsea and a part of the London Borough of Camden. The occupancy rates indicate that the City Council could potentially consider the introduction of additional spaces in those sub-zones where occupancy rates exceed 80%.

Table 5.7: Parking occupancy "Disabled (White Badge)'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	53%	53%	41%	35%	53%	41%	47%	53%	41%	41%	47%
A2	40%	60%	80%	80%	0%	60%	0%	80%	20%	60%	60%
A3											
A4											
B10	86%	71%	86%	71%	86%	86%	71%	86%	57%	71%	71%
B11	88%	75%	63%	50%	75%	75%	75%	75%	88%	75%	75%
B2	60%	60%	60%	60%	40%	100%	80%	40%	40%	80%	60%
B3	73%	67%	60%	67%	73%	67%	60%	87%	60%	67%	87%
B4	100%	100%	100%	100%	100%	100%	100%	100%	50%	100%	100%
B5	67%	67%	67%	33%	67%	67%	33%	67%	67%	33%	100%
B6	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%
B7	100%	100%	100%	100%	0%	0%	100%	0%	100%	100%	0%
B/C1	100%	100%	100%	67%	100%	100%	100%	67%	100%	100%	33%
C1	82%	62%	64%	64%	69%	64%	60%	69%	62%	67%	67%
C2	68%	55%	39%	64%	45%	52%	61%	66%	50%	48%	70%
C/B1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
D1	40%	40%	60%	80%	60%	60%	60%	60%	40%	60%	80%
D4	40%	40%	20%	20%	40%	40%	40%	40%	20%	20%	20%
E1	0%	100%	100%	100%	0%	0%	100%	0%	0%	100%	0%
F1											
F2	29%	57%	57%	57%	29%	43%	43%	43%	29%	29%	43%
F3	100%	100%	100%	100%	0%	100%	100%	100%	100%	100%	100%
F4	50%	50%	100%	50%	50%	50%	100%	100%	50%	50%	100%
F5	25%	100%	50%	75%	50%	50%	50%	25%	25%	0%	50%
F6	67%	33%	0%	33%	33%	33%	33%	33%	33%	33%	67%
G1	0%	0%	0%	0%	0%	0%	50%	0%	50%	50%	50%
G2											

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

- 5.2.9 White Badge disabled parking places are provided on an individual basis to residents (outside their homes or at a place of work). There are 192 (down from 215 in 2015) in total across the City of Westminster. These spaces are individual, therefore a wide divergence between high and low occupancy rates would be anticipated (as the badge holder undertakes their daily activity).

Table 5.8: Parking occupancy 'Doctor'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	25%	75%	75%	13%	50%	50%	25%	63%	13%	38%	50%
A2	0%	43%	43%	43%	14%	14%	0%	14%	29%	14%	14%
A3	0%	50%	50%	100%	0%	100%	100%	100%	100%	50%	100%
A4											
B10											
B11	0%	17%	50%	17%	0%	50%	67%	0%	50%	67%	17%
B2											
B3											
B4											
B5											
B6	0%	0%	50%	75%	0%	50%	0%	25%	0%	0%	0%
B7	0%	0%	0%	50%	0%	0%	50%	0%	0%	0%	50%
B/C1	0%	0%	0%	0%	0%	50%	0%	50%	0%	0%	0%
C1	50%	50%	50%	75%	100%	50%	50%	25%	50%	50%	50%
C2	0%	67%	0%	17%	0%	17%	0%	0%	50%	83%	33%
C/B1											
D1											
D4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E1	0%	25%	25%	50%	0%	0%	0%	0%	0%	0%	0%
F1											
F2	6%	47%	47%	6%	6%	29%	6%	6%	6%	6%	12%
F3	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
F4	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
F5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
F6											
G1	83%	17%	0%	17%	83%	17%	33%	83%	33%	33%	83%
G2											

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

- 5.2.10 Doctor spaces are again provided on an individual basis for certain medical practitioners outside their surgery, with 72(83 in 2015 and 92 in 2011) in total across the City. These 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 x	Wk 0730- 0930 x	Wk 1100- 1500	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	100%	100%	50%	25%	100%	100%	100%	100%	25%	25%	50%
A2	7%	13%	13%	13%	13%	0%	13%	13%	33%	33%	0%
A3	0%	100%	100%	100%	0%	100%	100%	100%	100%	100%	0%
A4											
B10											
B11											
B2	100%	100%	0%	100%	100%	0%	100%	100%	0%	100%	100%
B3	80%	40%	40%	60%	40%	40%	40%	40%	80%	40%	0%
B4											
B5	33%	67%	33%	0%	0%	0%	33%	0%	67%	33%	0%
B6											
B7											
B/C1	67%	67%	67%	67%	67%	100%	67%	100%	33%	100%	67%
C1	50%	44%	56%	39%	6%	29%	35%	24%	47%	47%	12%
C2	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%
C/B1											
D1	100%	0%	0%	0%	100%	100%	0%	100%	0%	0%	0%
D4	0%	60%	60%	40%	20%	20%	0%	20%	40%	40%	20%
E1	8%	46%	46%	46%	13%	33%	27%	13%	27%	40%	0%
F1	100%	100%	100%	50%	0%	50%	50%	0%	50%	50%	100%
F2	33%	67%	100%	33%	0%	100%	33%	0%	33%	67%	67%
F3	60%	60%	80%	40%	60%	40%	0%	60%	20%	60%	60%
F4	50%	100%	100%	100%	100%	0%	100%	100%	50%	100%	100%
F5											
F6											
G1	20%	50%	70%	30%	40%	11%	22%	30%	10%	30%	10%
G2	14%	14%	71%	43%	0%	29%	29%	0%	43%	57%	0%

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

- 5.2.11 Electric vehicle parking places are dedicated for specific vehicles offering the opportunity for them to be charged. There are 101 EV bays (doubling from the 52 in 2015 and the 15 provided in 2011) across the City. Meaningful analysis is difficult, however there is an indication that additional spaces may be required in certain sub-zones where demand is 100%.

Table 5.10: Parking occupancy 'Hospital'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1											
A2											
A3											
A4											
B10	0%	67%	100%	0%	0%	67%	100%	0%	67%	100%	0%
B11	40%	60%	60%	20%	0%	40%	20%	0%	40%	40%	0%
B2											
B3											
B4											
B5	86%	71%	71%	100%	0%	29%	100%	43%	114%	114%	43%
B6											
B7											
B/C1											
C1											
C2											
C/B1											
D1											
D4	0%	33%	0%	0%	0%	33%	0%	0%	0%	0%	0%
E1											
F1											
F2	23%	46%	69%	54%	12%	28%	44%	24%	48%	32%	23%
F3	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%
F4											
F5											
F6											
G1											
G2											

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

- 5.2.12 Hospital parking is again provided on an individual basis outside specific locations. There are 55 (no change from 2015) such spaces across the City of Westminster, which generally experience low occupancies during most periods.

Table 5.11: Parking occupancy 'Loading Bay'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	6%	59%	65%	18%	6%	29%	41%	24%	24%	0%	47%
A2	0%	0%	13%	13%	6%	19%	19%	0%	0%	13%	0%
A3											
A4											
B10	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B11	60%	20%	20%	100%	20%	80%	60%	0%	40%	60%	0%
B2											
B3	0%	50%	75%	25%	0%	100%	75%	0%	75%	50%	0%
B4											
B5	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%
B6											
B7	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
B/C1	25%	50%	50%	50%	50%	50%	25%	0%	50%	75%	25%
C1	25%	38%	38%	88%	13%	38%	63%	25%	50%	75%	25%
C2	19%	19%	19%	52%	29%	57%	33%	14%	52%	33%	24%
C/B1	100%	100%	200%	0%	200%	0%	200%	200%	200%	200%	100%
D1											
D4											
E1	14%	69%	77%	51%	23%	46%	23%	16%	34%	17%	20%
F1	0%	0%	0%	0%	0%	0%	0%	0%	43%	29%	0%
F2	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%
F3	0%	47%	74%	53%	5%	47%	16%	11%	26%	21%	5%
F4											
F5											
F6											
G1	25%	44%	42%	58%	36%	30%	36%	38%	45%	52%	31%
G2											

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

- 5.2.13 Loading Bays are provided to facilitate the delivery, or collection, of goods at specific locations. The occupancy rates suggest that additional loading facilities or better monitoring of usage may be required in Sub-zones A2, B11 and CB1.

Table 5.12: Parking occupancy 'Motorcycle'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	30%	32%	24%	21%	34%	16%	18%	37%	16%	11%	32%
A2	6%	22%	15%	20%	12%	20%	15%	11%	15%	19%	10%
A3	0%	0%	3%	2%	5%	0%	0%	38%	0%	0%	0%
A4	3%	42%	67%	75%	6%	0%	0%	3%	0%	0%	0%
B10	29%	38%	28%	29%	26%	11%	11%	22%	42%	36%	31%
B11	14%	14%	14%	10%	4%	0%	0%	2%	0%	0%	4%
B2	35%	31%	29%	22%	33%	33%	35%	33%	33%	31%	31%
B3	25%	26%	27%	26%	31%	15%	11%	23%	16%	13%	25%
B4	13%	44%	38%	0%	6%	0%	25%	6%	0%	38%	6%
B5	46%	72%	67%	71%	50%	62%	58%	49%	55%	52%	49%
B6	26%	17%	13%	22%	22%	22%	22%	17%	22%	22%	30%
B7	35%	45%	40%	30%	40%	55%	45%	35%	60%	50%	30%
B/C1	18%	4%	12%	22%	8%	24%	27%	6%	24%	24%	10%
C1	18%	23%	24%	19%	16%	22%	20%	15%	18%	22%	15%
C2	19%	11%	10%	12%	14%	16%	14%	13%	14%	14%	14%
C/B1											
D1	25%	44%	41%	19%	16%	28%	25%	16%	34%	19%	19%
D4	9%	20%	36%	14%	7%	11%	8%	10%	8%	7%	7%
E1	14%	53%	53%	33%	15%	21%	15%	16%	17%	17%	17%
F1	17%	33%	50%	17%	50%	50%	33%	67%	33%	17%	0%
F2	7%	35%	46%	15%	6%	19%	9%	6%	11%	9%	12%
F3	11%	29%	51%	23%	10%	19%	13%	15%	17%	13%	11%
F4	19%	45%	36%	26%	21%	26%	19%	32%	45%	26%	26%
F5	13%	25%	28%	28%	22%	22%	21%	16%	19%	19%	12%
F6											
G1	12%	32%	65%	25%	14%	25%	20%	14%	16%	17%	16%
G2											

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

- 5.2.14 There were 5,615 Motorcycle spaces in 2018 a reduction of 88 spaces compared with 5,703 in 2015 (spaces are based on the ratio of one motorcycle space per 0.8m). The survey data confirms that Motorcycle space provision continues to be adequate.
- 5.2.15 Occupancy only exceeds 70% on three occasions; overnight during the week in sub-zone A4; overnight during the week in sub-zone B5 and early morning during the week in sub zone B5.

- 5.2.16 Sub-zones B5 and B7 demonstrate the busiest locations across all survey periods. Occupancy, in both sub zones, tends to be close to 50% (just below or just above) of the available space being utilised during all survey periods. Otherwise motorcycle bay demand is at its greatest during the weekday day.

Table 5.133: Parking occupancy 'Pay to park' bays

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	56%	61%	65%	59%	55%	62%	61%	49%	66%	58%	57%
A2	34%	73%	67%	60%	46%	49%	40%	28%	64%	50%	42%
A3	51%	51%	59%	81%	23%	62%	74%	69%	77%	67%	64%
A4	36%	64%	85%	97%	20%	51%	54%	37%	61%	63%	51%
B10	52%	64%	76%	61%	53%	85%	92%	60%	84%	88%	44%
B11	54%	74%	90%	76%	50%	92%	86%	46%	88%	83%	49%
B2	64%	67%	73%	63%	54%	83%	79%	59%	79%	80%	59%
B3	48%	55%	77%	66%	48%	84%	80%	52%	86%	81%	49%
B4	86%	86%	86%	86%	89%	89%	82%	82%	68%	54%	79%
B5	53%	80%	81%	74%	58%	71%	70%	54%	91%	89%	49%
B6	44%	54%	69%	57%	55%	69%	67%	90%	81%	48%	57%
B7	63%	65%	88%	72%	78%	48%	72%	70%	85%	85%	72%
B/C1	69%	69%	82%	82%	74%	85%	82%	67%	85%	85%	73%
C1	65%	78%	80%	60%	55%	73%	64%	64%	63%	57%	57%
C2	66%	65%	53%	39%	71%	74%	61%	64%	68%	63%	47%
C/B1	89%	65%	76%	87%	89%	87%	76%	85%	85%	78%	87%
D1	33%	36%	48%	38%	40%	50%	43%	38%	57%	34%	43%
D4	30%	54%	79%	50%	32%	67%	45%	39%	60%	43%	31%
E1	54%	71%	74%	67%	62%	68%	63%	57%	73%	65%	55%
F1	52%	41%	68%	54%	61%	32%	45%	68%	68%	66%	54%
F2	40%	77%	82%	53%	37%	50%	43%	37%	70%	39%	38%
F3	45%	58%	85%	66%	42%	59%	60%	41%	69%	54%	25%
F4	60%	62%	83%	72%	71%	43%	76%	87%	71%	76%	75%
F5	64%	78%	88%	83%	77%	82%	96%	74%	82%	79%	82%
F6	26%	38%	60%	55%	34%	66%	57%	53%	68%	62%	40%
G1	51%	65%	81%	74%	71%	56%	79%	76%	88%	85%	59%
G2	0%	100%	100%	100%	100%	100%	100%	0%	100%	0%	0%

- 5.2.17 The occupancy of Pay to park parking across the City (primarily during a weekday daytime) exceeds an acceptable rate in the majority of instances.
- 5.2.18 On a weekday the daytime parking occupancy at the Pay to park spaces exceeds 70% in most instances (only in Sub-zones A1, A3, B6, C2, D1, F1 and F6 are occupancy rates less than 70%). The occupancy rates have reduced slightly and at a greater number of locations than recorded in 2015.

- 5.2.19 During the evening parking occupancy is also significant within areas of Zone A (A3 & A4), zone B (B4), zone C (C/B1 & B/C1), zone F (F5) & G (G2).
- 5.2.20 On Saturday and Sunday the parking occupancy recorded at the Pay to park spaces is less widespread, but tends to be concentrated in those areas where significant numbers of visitors are attracted.

Table 5.14: Parking occupancy 'Residents' bays

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	81%	84%	79%	82%	81%	71%	71%	77%	71%	66%	82%
A2	69%	70%	63%	68%	61%	54%	57%	65%	62%	68%	74%
A3	70%	60%	56%	62%	59%	55%	77%	77%	64%	66%	79%
A4	61%	60%	65%	55%	61%	56%	78%	54%	62%	62%	72%
B10	83%	78%	80%	76%	80%	67%	69%	74%	67%	77%	83%
B11	94%	85%	83%	78%	81%	84%	88%	81%	80%	73%	85%
B2	88%	82%	80%	81%	82%	87%	83%	81%	85%	87%	90%
B3	81%	76%	74%	76%	76%	68%	68%	72%	67%	69%	81%
B4	92%	86%	85%	89%	93%	90%	85%	92%	80%	86%	94%
B5	89%	77%	81%	78%	82%	67%	74%	92%	69%	71%	93%
B6	75%	71%	73%	69%	65%	61%	60%	64%	57%	63%	84%
B7	62%	61%	78%	66%	72%	61%	57%	59%	48%	56%	86%
B/C1	86%	86%	85%	86%	72%	88%	87%	71%	84%	81%	93%
C1	84%	75%	74%	77%	73%	73%	75%	76%	72%	77%	73%
C2	78%	59%	54%	61%	74%	63%	63%	70%	63%	68%	67%
C/B1	93%	85%	87%	83%	86%	86%	79%	84%	78%	75%	93%
D1	84%	75%	69%	78%	89%	70%	74%	80%	74%	78%	84%
D4	77%	71%	74%	74%	66%	60%	62%	68%	68%	68%	77%
E1	71%	65%	67%	65%	73%	60%	65%	66%	61%	67%	76%
F1	68%	65%	64%	61%	66%	57%	57%	67%	56%	64%	70%
F2	85%	79%	77%	74%	74%	67%	66%	73%	62%	67%	78%
F3	71%	66%	76%	67%	67%	62%	61%	66%	52%	57%	59%
F4	88%	90%	91%	87%	84%	75%	87%	87%	73%	83%	83%
F5	82%	82%	83%	84%	83%	79%	79%	76%	66%	75%	78%
F6	77%	77%	80%	77%	82%	84%	80%	79%	64%	84%	72%
G1	77%	65%	70%	64%	72%	58%	60%	80%	62%	67%	84%
G2											

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

- 5.2.21 Overnight occupancy rates in Residents bays are high across the City, exceeding 80% in 14 of the 28 Sub-zones on a Monday night. A further 6 sub zones recorded parking demand between 70% and 80% on Monday night. There is little difference between daytime and night-time parking demand during the week.

5.2.22 Zones B and F demonstrate the highest rates of parking occupancy in Resident Parking spaces, with rates regularly being close to, or exceeding, 90% in sub zones B4, sub-zone B/C and F4 across the survey period.

Table 5.15: Parking occupancy 'Shared Use'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	73%	80%	75%	74%	73%	71%	70%	76%	66%	59%	78%
A2	33%	61%	54%	53%	27%	52%	41%	32%	47%	49%	36%
A3											
A4	57%	100%	100%	100%	38%	90%	86%	21%	81%	74%	64%
B10	87%	86%	83%	87%	88%	92%	78%	88%	82%	87%	86%
B11	86%	89%	92%	89%	78%	81%	89%	75%	81%	86%	69%
B2	79%	76%	83%	86%	79%	76%	79%	59%	83%	90%	79%
B3	72%	68%	66%	71%	74%	77%	84%	68%	75%	69%	70%
B4	80%	84%	80%	80%	82%	78%	94%	82%	80%	71%	78%
B5	62%	31%	46%	54%	46%	54%	38%	62%	62%	62%	54%
B6	70%	73%	75%	73%	75%	73%	73%	50%	65%	73%	75%
B7	52%	57%	83%	65%	39%	22%	43%	17%	35%	57%	70%
B/C1	58%	71%	72%	61%	55%	78%	74%	34%	81%	73%	69%
C1	67%	78%	76%	69%	53%	65%	60%	59%	61%	62%	56%
C2	80%	64%	60%	64%	66%	60%	61%	66%	62%	67%	66%
C/B1											
D1	48%	46%	44%	46%	54%	55%	46%	47%	61%	40%	54%
D4	60%	74%	86%	70%	54%	81%	67%	58%	85%	69%	63%
E1	39%	44%	71%	52%	44%	47%	66%	49%	86%	78%	39%
F1	42%	48%	51%	42%	52%	48%	53%	53%	68%	65%	56%
F2	74%	76%	81%	72%	61%	66%	62%	60%	77%	61%	58%
F3	52%	59%	75%	69%	52%	63%	73%	53%	80%	72%	38%
F4	64%	60%	79%	87%	91%	64%	85%	98%	72%	85%	83%
F5	88%	53%	88%	94%	100%	47%	88%	82%	82%	94%	82%
F6	29%	57%	57%	57%	43%	86%	43%	71%	86%	86%	29%
G1	91%	43%	78%	87%	96%	60%	96%	96%	92%	88%	84%
G2	2%	52%	76%	17%	6%	22%	43%	6%	63%	72%	0%

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

5.2.23 It should be noted that parking demand at Shared Use bays has increased since 2011. Shared Use spaces remain busiest during the week day, as both residents and visitors seek legal parking places. Comparable demand is recorded on Saturdays and Sundays.

5.2.24 Occupancy rates exceed 80% (and approach 100%) in parts of Sub Zones A, B, F and G across the survey periods.

Table 5.16: Parking occupancy 'Taxi'

Sub-zone	Wk 0000- 0600 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	22%	28%	44%	38%	35%	41%	19%	19%	9%	16%	31%
A2	5%	16%	24%	26%	13%	21%	21%	13%	16%	39%	18%
A3	0%	0%	0%	71%	0%	0%	43%	86%	0%	0%	0%
A4	0%	40%	33%	7%	0%	40%	13%	33%	20%	13%	7%
B10	0%	67%	0%	0%	11%	0%	0%	0%	0%	0%	0%
B11											
B2											
B3	7%	7%	0%	7%	7%	14%	21%	14%	14%	7%	0%
B4											
B5	7%	13%	27%	13%	0%	20%	10%	3%	13%	10%	0%
B6	50%	0%	0%	17%	33%	17%	0%	0%	0%	0%	17%
B7											
B/C1	17%	22%	100%	6%	11%	22%	50%	0%	72%	50%	17%
C1	17%	33%	78%	17%	28%	39%	0%	11%	11%	6%	28%
C2											
C/B1											
D1	29%	43%	100%	71%	43%	100%	43%	43%	43%	43%	29%
D4	13%	48%	50%	3%	8%	10%	8%	13%	20%	0%	5%
E1	19%	17%	22%	10%	21%	31%	21%	20%	25%	14%	23%
F1	27%	0%	27%	27%	0%	45%	36%	0%	36%	18%	0%
F2	14%	0%	29%	7%	0%	21%	14%	0%	14%	7%	21%
F3	5%	14%	26%	31%	13%	18%	28%	15%	29%	10%	5%
F4	40%	0%	40%	60%	40%	40%	20%	80%	40%	40%	60%
F5	33%	50%	33%	67%	33%	50%	33%	33%	17%	33%	67%
F6											
G1	14%	13%	28%	20%	23%	31%	9%	28%	21%	13%	31%
G2											

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

- 5.2.25 Taxi spaces 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.

5.3 Single Yellow Line parking

5.3.1 Table 5.17 shows the numbers vehicles parked on Single Yellow Lines in each Sub-zone.

5.3.2 **x** – Indicates survey timeframes when parking on Single Yellow Lines is typically permitted for some/or 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 x	Wk 0730- 0930 x	Wk 1100- 1500 x	Wk 1900- 0000 x	Sat 0000- 0600 x	Sat 1100- 1500 x	Sat 1900- 0000 x	Sun 0000- 0600 x	Sun 1100- 1500 x	Sun 1800- 2000 x	Mon 0000- 0600 x
A1	70	118	130	159	167	221	210	132	242	173	122
A2	50	278	277	242	68	54	37	79	168	150	171
A3	7	18	23	26	62	6	0	56	6	7	3
A4	3	19	4	57	10	1	4	10	2	3	1
B10	37	18	22	41	41	48	73	15	73	95	26
B11	60	73	72	138	107	101	126	67	79	69	76
B2	25	19	22	23	17	12	22	28	3	12	17
B3	85	60	61	119	72	40	165	145	184	162	110
B4	30	15	14	15	31	62	50	24	32	41	28
B5	41	18	30	42	33	20	64	28	121	120	27
B6	11	12	21	18	2	21	31	1	111	50	0
B7	34	12	33	54	5	15	47	0	58	67	1
B/C1	10	10	11	15	13	34	41	6	22	18	5
C1	333	233	221	236	225	543	601	259	724	500	310
C2	93	65	37	119	115	174	161	141	202	177	104
C/B1	27	18	8	34	41	47	49	42	59	41	16
D1	35	24	18	35	60	74	77	74	91	77	62
D4	135	127	115	111	163	342	261	187	408	228	95
E1	294	250	273	228	225	318	507	142	603	605	88
F1	21	22	30	25	21	11	8	14	45	76	24
F2	68	145	183	179	23	77	139	48	431	293	62
F3	140	153	215	335	241	96	496	231	947	589	193
F4	31	17	26	37	45	10	57	37	50	76	32
F5	93	18	40	59	69	44	160	115	142	130	86
F6	3	4	9	23	10	35	2	7	34	28	5
G1	95	141	163	246	99	102	249	147	426	401	82
G2	0	0	8	1	0	0	2	0	2	3	0
Total	1831	1887	2066	2617	1965	2508	3639	2035	5265	4191	1746

6 SUMMARY OF FINDINGS – PAY TO PARK SPACES

6.1 Daytime parking occupancy – Zones A-G

- 6.1.1 The weekday day time period sees high parking stress levels over 80% in three of the seven city parking Zones that are active commercial/entertainment centres (B, F and G). This is different to 2015 where zones B, E and F demonstrated excess demand.
- 6.1.2 On Saturdays only Zone B experiences capacity over 80% (zone C in 2015). On a Sunday zones B and G demonstrate occupancy rates in excess of 80%.
- 6.1.3 Overall occupancy rates are similar for a weekday and Sunday (76% compared to 73% respectively). On Saturday the overall parking demand is 64% of spaces.

Table 6.1: Occupancy of Pay to park during daytime periods 2018 (A-G)

Zone	Wk 1100-1500	Sat 1100-1500	Sun 1100-1500
A	66%	56%	67%
B	80%	80%	85%
C	74%	74%	66%
D	75%	65%	60%
E	74%	68%	73%
F	82%	55%	71%
G	81%	56%	88%
Av	76%	65%	73%

- 6.1.4 Comparing the 2015 and 2018 weekday daytime occupancy in Table 6.2, illustrates that this shows occupancy to be similar between the years excepting that demand in zone E has reduced in 2018 (74%) compared to 2015 (89%) and that demand in zone G has increased (81%) compared to 2015 (70%).

Table 6.2: Pay to park 'daytime' occupancy in 2011/2015/2018 (weekday A-G)

Zone	Occupancy 2011 Wk 1100-1500	Occupancy 2015 Wk 1100-1500	Occupancy 2018 Wk 1100-1500	Diff
A	71%	67%	66%	-1%
B	75%	80%	80%	0%
C	74%	75%	74%	-1%
D	72%	73%	75%	2%
E	86%	89%	74%	-15%
F	80%	84%	82%	-2%
G	70%	70%	81%	11%
Av	75%	77%	76%	-1%

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 2018.

Table 6.3: Occupancy of Pay to park - daytime periods 2018 (Sub-Zones)

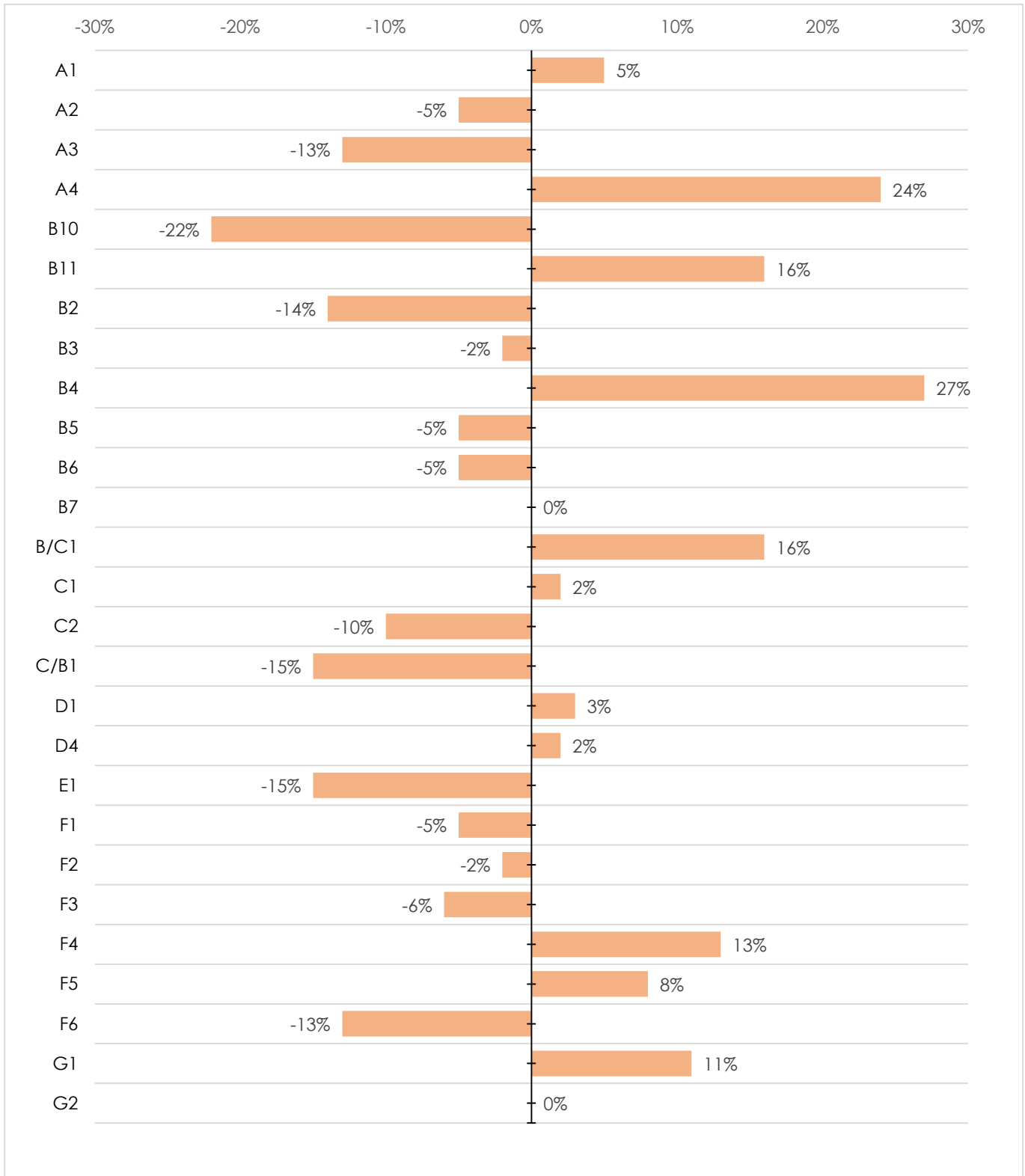
SubZone	Wk 1100-1500	Sat 1100-1500	Sun 1100-1500
A1	65%	62%	66%
A2	67%	49%	64%
A3	59%	62%	77%
A4	85%	51%	61%
B10	76%	85%	84%
B11	90%	92%	88%
B2	73%	83%	79%
B3	77%	84%	86%
B4	86%	89%	68%
B5	81%	71%	91%
B6	69%	69%	81%
B7	88%	48%	85%
B/C1	82%	85%	85%
C1	80%	73%	63%
C2	53%	74%	68%
C/B1	76%	87%	85%
D1	48%	50%	57%
D4	79%	67%	60%
E1	74%	68%	73%
F1	68%	32%	68%
F2	82%	50%	70%
F3	85%	59%	69%
F4	83%	43%	71%
F5	88%	82%	82%
F6	60%	66%	68%
G1	81%	56%	88%
G2	100%	100%	100%
Av	76%	68%	75%

6.2.2 Table 6.4 below compares weekday daytime parking occupancy in Pay to park between the 2011, 2015 and 2018 surveys. The percentage change in parking occupancy between 2011 and 2018 for each Sub-zone is shown in Figure 6.1.

6.2.3 It is evident that parking demand recorded at pay to park bays has increased during 2018 compared to previous surveys. Increased demand was experienced within zones B, B/C overlap, F and G.

Table 6.4: Pay to park 'daytime' occupancy in 2011/2015/2018 (weekday sub-zones)

SubZone	Occupancy 2011 Wk 1100-1500	Occupancy 2015 Wk 1100-1500	Occupancy 2018 Wk 1100-1500	Diff
A1	63%	60%	65%	5%
A2	78%	72%	67%	-5%
A3	71%	72%	59%	-13%
A4	60%	61%	85%	24%
B10	81%	98%	76%	-22%
B11	75%	74%	90%	16%
B2	81%	87%	73%	-14%
B3	75%	79%	77%	-2%
B4	65%	59%	86%	27%
B5	76%	86%	81%	-5%
B6	72%	74%	69%	-5%
B7	78%	88%	88%	0%
B/C1	70%	66%	82%	16%
C1	81%	78%	80%	2%
C2	54%	63%	53%	-10%
C/B1	78%	91%	76%	-15%
D1	48%	45%	48%	3%
D4	75%	77%	79%	2%
E1	86%	89%	74%	-15%
F1	70%	73%	68%	-5%
F2	80%	84%	82%	-2%
F3	83%	91%	85%	-6%
F4	75%	70%	83%	13%
F5	85%	80%	88%	8%
F6	67%	73%	60%	-13%
G1	70%	70%	81%	11%
G2	100%	100%	100%	0%
Av	74%	76%	76%	0%

Figure 6.1: Change in Pay to park occupancy by Sub-zone 2015 and 2018


7 SUMMARY FINDINGS AND CONCLUSIONS

7.1 Comparison with 2015

- 7.1.1 There have been a number of minor changes to the numbers of vehicular parking bays. There was a significant difference in the number of theoretical spaces at single yellow lines (some 3,000 spaces).
- 7.1.2 Overall number of the non-mainstream parking stock spaces remained fairly constant. There was a minor reallocation (fewer than 200 spaces) between paid for bays in favour of resident and shared use bays. There was an increase (doubled from 52 to 101 spaces) in the number of electric car bays, but these represent a small percentage overall.
- 7.1.3 The survey results for 2018 indicate that overall numbers of vehicles parked on-street has reduced, although some localised parking pressure continues to exist.
- 7.1.4 Pay to park recorded parking demand, exceeding 70% in all zones except A (65%) during the week (weekday). Although parking demand has decreased across the city when compared to 2015, with reductions commonly exceeding 20% points.
- 7.1.5 Resident parking demand, especially within zones B and F, was greatest overnight during the week (and Monday).
- 7.1.6 Motorcycle parking demand is comparable with that recorded in 2015.
- 7.1.7 Parking on Single Yellow Lines is substantially lower in 2018, even during those periods when parking controls do not apply.

7.2 Summary of findings

- 7.2.1 Typically some 29,000 vehicles (ranging from 28,000 to 32,000) were recorded parked on-street within Westminster, which is slightly lower than 2015. High Weekday parking pressure continues to be recorded within areas of the City parking zones during certain times of the day as follows;
 - Resident parking bays in zones B, C and F;
 - Pay to park for bays in zones B, F and G;
 - Shared use bays in zones A, B, C, F and G.
- 7.2.2 The number of motorcycles parking on-street has remained stable since 2015.

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 than the weekday.; and

7.3.2 The quantity of parking at single yellow lines outside the hours of control appears to be reducing, although there was a small increase in the amount of parking recorded during the weekday.

Appendix A – City Parking Zone Hours and Tariffs

PARKING ZONE TARIFFS and CONTROLLED HOURS from 26 June 2017



ZONE	SUB-ZONE	HOURLY RATE	HOURS OF CONTROL	
			PAID-FOR BAYS and SINGLE YELLOW LINES	RESIDENT BAYS
A	A1	£3.70	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	A2		0830 – 1830 Mon – Fri and 0830 – 1330 Sat	0830 – 2200 Mon – Sat
	A3		0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	A4			
B	BC1	£2.90	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		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	£1.70	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	C1			
	C2			
D	D1	£2.50	0830 – 1830 Mon – Fri	0830 – 1830 Mon – Fri
	D4			0830 – 1830 Mon – Sat (except Maunsel St 0830 – 2230 Mon – Sat)
	D8 Taxi			n/a
	D9 Coach	£4.00	0830 – midnight everyday (incl. Bank/Public Holidays)	n/a
E	E1	£4.90	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	£4.90 Pre-2015 diesel vehicles £7.35	0830 – 1830 Mon – Sat	24 hours everyday (incl. Bank/Public Holidays)
	F2			0830 – 2030 everyday (incl. Bank/Public Holidays)
	F3			24 hours everyday (incl. Bank/Public Holidays)
	F4			
	F5			
	F6			
	F8 Taxi	£1.00	0830 – 1830 Mon – Sat	n/a
G	G1	£4.90	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)	n/a

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

Bay Sensors	Small circular devices set within the surface of the carriageway or marked bays. They transmit 'Real time' parking availability data to the City Council and/or the City of Westminster Parkright App that drivers can subscribe to.
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 a marked bay on-street/ or off-street and use and pay for it over a period of time
Crossrail	Major East to West London and Home Counties rail line which is underground in central London. Crossrail 1 will open in 2019.
Cashless Pay by phone	A system where a user can call, email, text to pay to park.
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 Badge	Marked bays for use by registered Westminster residents or certain employees in Westminster.
Doctor Bays	Marked bays for use by certain medical practitioners.
Double Yellow Line	(DYL) Yellow carriageway (public road) markings which denote no Waiting 'At any time'.
Electric Vehicle Charging Bays	EV bays. Marked bays for use by drivers of electric/ electric hybrid vehicles.
Enumerators	Paid staff employed to survey the streets to record vehicle occupancy etc.
GIS	Geographical Information System where maps of highways, parking provision are presented on digitised mapping systems on computers, smart phones, tablets etc.
Hospital Bays	Marked bays for use by certain medical practitioners.
Loading Bay	Marked bays for loading from all vehicle types and not just from Light and Heavy Goods Vehicles.
Max period	The final and enforceable limit of time up to which a driver can park on the street.
Motorcycle Bay	Marked bays for the parking of all types of powered two wheeler that includes motorcycles, scooters etc.
Marshals	City Council employed staff 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 park 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 bay with sign posts (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 restriction 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 at times normally specified on CPZ 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 eg 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 eg the Taxi and Private Hire market. In respect to the 2015 Parking Occupancy Survey parking and waiting provision on the Mayor's strategic Transport for London Road Network (TLRN) is included within its findings, eg 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.