

LONDON BOROUGH OF HAMMERSMITH & FULHAM

Report to: Cabinet

Date: 14/07/2025

Subject: Consideration of Petition – Parking Permit Charges

Report of: Councillor Florian Chevoppe-Verdier, Cabinet Member for Public Realm

Report author: Mark Fanneran, Assistant Director, Parking Services

Responsible Director: Bram Kainth, Executive Director of Place

SUMMARY

This report is in response to a recent resident petition regarding parking permit charges, which received 467 signatories. In accordance with the Council's petition scheme, consideration has been given to the points made.

RECOMMENDATIONS

1. To note the petition.
 2. To apply lessons from this consultation to future parking consultations.
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Wards Affected: All

Financial Impact

There are no financial implications from this report.

Comments by Gary Hannaway, Head of Parking Finance, 11 June 2025

Legal Implications

The Council has the power to impose charges for parking permits under the Road Traffic Regulation Act 1984.

The proposed charges were made for reasons connected with traffic management as detailed in the key decision report Net Zero 2030 Parking Strategy approved by Cabinet in October 2024.

The Council has correctly followed the procedure for varying charges as required under s46A of the Road Traffic Regulation Act 1984.

DETAILED ANALYSIS

Background

1. In October 2024, a key decision report titled "[Net Zero 2030 Parking Strategy](#)" went to Cabinet, outlining Parking Services' strategic ambition to tackle the dangerous levels of air pollution in Hammersmith & Fulham (H&F) and support the Council's Net Zero 2030 targets.
2. H&F is the 10th worst area in England for air pollution - with 7.4 per cent of deaths linked to toxic air. H&F is committed to reducing the exposure of people to air quality. The council's Air Quality Action Plan 2024-2029 identifies the Council's priorities for tackling air quality and vehicle emissions that have a direct relationship to local air quality and carbon reduction. Road pollution is the biggest cause of dangerous Nitrogen Oxide (NOx) gases in the borough.
3. The report made a number of recommendations to Cabinet Members with a range of policy change options.
4. The report highlighted how the proposed change in the parking permit model would see residents and businesses pay for a parking permit based on an emission banding. The model would see the cheapest tiers applying to the least polluting vehicles and the more expensive to the more polluting. In addition, having seven bands would incentivise residents and businesses to make incremental steps towards lesser pollutant vehicles, rather than expecting a wholesale move from diesel/petrol to fully electric.
5. The parking permit model proposed has been tried and tested in a number of London Boroughs and in other parts of the country for over 10 years. Those councils have seen significant reduction in high-emitting vehicles.
6. Recommendations were made to also combat diesel vehicles by carrying an additional fuel type surcharge of 50% due to their emitting of harmful particulates such as PM1, PM2.5 and PM10s.
7. The report also addressed second vehicle ownership in the borough by proposing to charge at a multiplier of the emissions band of the vehicle, with the highest emitter of the two vehicles being the second vehicle. Second vehicle ownership creates higher parking stress, occupies valuable space and creates an issue where one or both resident vehicles are parked.
8. On 7 October 2024, the report was approved by Cabinet.
9. On 27 November 2024, H&F published a Notice of Proposal in the West London Gazette and London Gazette, providing details of a proposed variation of existing parking charges in the borough and the creation of a new borough-wide Motorcycle Resident's Permit, as per the key decision report recommendations. Please see *appendix one* for reference.

10. The notice cited the powers granted to make the changes by *sections 6,32,35,45,46,49 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended*. A copy of the Notice of Making can be found in the first attachment.
11. During this period of statutory consultation, the Council received a total of ten responses from residents and other interested parties regarding the proposals. Six of those responses related to the introduction of motorcycle parking, three related to the proposed costing model of the parking permits and one outlined their support for the proposals.
12. All responses were considered and reviewed. Part of that review led to the decision to remove the motorcycle parking permit proposal, as being a new type of permit it was decided a standalone consultation on motorcycle parking in the borough was more appropriate. No further amendments were made to the proposals and as the changes were linked to an existing fees and charges traffic order, a variation of that existing order was now required.
13. On 8th January 2025, a Public Notice was published in the West London Gazette and London Gazette, setting out a variation to parking permit and visitor parking fees and charges in accordance with section 46A of the Road Traffic Act 1984. Please see *appendix two* for reference.
14. The proposal set out the following: *NOTICE IS HEREBY GIVEN, under section 46A of the Road Traffic Regulation Act 1984 as amended, that the Council of the London Borough of Hammersmith and Fulham will vary the charges payable for the use of parking places by the pay and display method, phone payment and permit parking in all Controlled Parking Zones, with effect from 3rd February 2025.*
15. Section 46A of the Road Traffic Regulation Act is described as below:
46A Variation of charges at designated parking places.
(1) Where, by virtue of section 46 of this Act, any charges have been prescribed by a designation order or by an order under that section, the authority making that order may vary those charges by notice given under this section.
16. H&F adhered to the regulations as set out in section 46A of the Road Traffic Regulation Act and introduced the new parking permit charges on Monday 3 February 2025.
17. In addition to the statutory process in November and December 2024, the Council has received over 150 emails from residents and businesses regarding the changes to parking permits. Officer analysis showed that the increase in cost of the parking permit was the predominant theme in the emails received.

Petition

18. A petition was created by residents on 9 February 2025, titled *Parking Permit Charges*.

19. The petition set out the following requests:

1.) Reduce parking permits in line with inflation, meaning the permit that was £119 in 2012 would cost £167.93 today, according to the Bank of England.
Bank of England Inflation Calculator

<https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator>

2.) Any new pricing structures or increases above inflation must be subject to the following conditions:

a.) The council must fulfil their legal burden (The Road Traffic Regulation Act 1984) by proving that these prices are based on traffic management objectives and not as a means to generate revenue.

https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/118/118.pdf?utm_source=chatgpt.com

b.) The council are asked to fulfil their moral & economic burden by providing evidence that these permit costs allow business' to still run and residents who rely on vehicles to be able to afford them.

c.) Any consultation on pricing must achieve a minimum of 250 responses, as is required for petitions. Furthermore, the consultation must demonstrate that over 51% of respondents support the proposed changes.

d.) An independent body of residents (not affiliated with the council) must be selected by residents, not the council, to co-approve any questions in the consultation survey and future consultations. This is to ensure the survey questions are neutral and allow for genuine feedback, not just responses that align with the council's desired outcome.

Response to the petition

20. Officers have reviewed the contents of the petition and would like to thank residents who have provided their views on parking permits.

21. The request to set the cost of parking permits at one rate of £167.93 is incompatible with the policy change requirement to tackle dangerous air quality in H&F by encouraging residents and businesses to change to lower-emitting vehicles. The emissions-based charge model which was proposed and subsequently implemented has been successful in other London boroughs, ensuring those with higher polluting vehicles pay more. This proposal will lead to changes in vehicle usage, ownership and behaviour, and to an increase in the use of greener transport alternatives, such as cycling and walking within the borough. A single banded system would not create the deterrent required for change and would not support the Council's 2030 Net Zero strategy.

22. The petition makes the following statement: *The council must fulfil their legal burden (The Road Traffic Regulation Act 1984) by proving that these prices are based on traffic management objectives and not as a means to generate revenue.* The [key decision report](#) from October 2024, specifically lays out the

traffic management objectives as the reasons for change, namely a policy change to help tackle dangerous levels of air pollution in Hammersmith & Fulham and help deliver the Council's Net Zero 2030 target.

23. The petition refers to the financial burden the new parking permit costs have put on residents and businesses. Permit charges in Hammersmith and Fulham had been frozen since 2012, with no increase in line with inflation during that period. The Council had increased most fees and charges during this time and so the cost of the residents' and other permits relative to other services the Council charges for has gone down significantly in real terms over this period.
24. Those drivers who have made the switch to electric cars pay the lowest annual parking charge of £125, hybrids are £156 and the least polluting petrol cars pay £193. The majority of resident permits (about 68 per cent) pay £230 or less a year. This includes pure electric and hybrids, such as the Toyota Prius (£156 per year – or £3 per week) and mid-range models of a VW Golf and a Nissan Qashqai ranging from £193 (or £3.71 per week) to £230 (or £4.54 per week). At the top end of the seven new bands for emissions-based parking charges, the most polluting cars – such as Range Rover SUVs – pay £340 for an annual permit. Diesel vehicles have a 50 per cent surcharge.
25. To help residents make their payments easier, we have introduced a new 12-month permit, six-month permit or rolling monthly permit. This helps households that are struggling with bills to pay gradually, rather than in one lump sum. Around 10 per cent of residents and businesses renewing their permits have taken up this offer, meaning residents with vehicles between bands 3-5 (where the majority of resident vehicles would sit) pay between £16 to £22 per month, working out at £4 to £5.50 per week.
26. The changes do not affect the 2,472 residents with Disabled Blue Badge permits. These badge holders continue to be able to park free of charge in any resident, pay and display or shared-use bay in the borough. Key worker permits have also been excluded from the emissions banding and continue to pay a fixed cost. Businesses have received support through the introduction of the new business visitor permit.
27. H&F was not required to consult on permit price variations, as set out by section 46A of the Road Traffic Regulation Act 1984. Sections 9 to 16 of this report outlines the steps taken to make the variation.
28. In 2023, the Council launched a borough-wide parking census, designed to get feedback from residents and business on issues around parking. One of the questions in the parking census asked the views on the following statement:

Parking Charges should be used to reduce the number of higher polluting vehicles in the borough.

From a total of 6895 respondents:

- **49.18%** strongly agreed/agreed that parking charges should be used to reduce the number of higher polluting vehicles in the borough

- **15.45%** of those responders neither agreed or disagreed with the statement
 - **35.38%** strongly disagreed/disagreed that parking charges should be used to reduce the number of higher polluting vehicles in the borough
29. This is a standard format question routinely used in consultations, which shows significant support for the principle that has been applied of using parking charges to reduce the number of higher polluting vehicles in the borough.
30. Officers acknowledge the petition's request around consultations, surveys and general engagement. A co-produced parking consultation was recently undertaken in the six parking zones around Kensington Olympia, which led to excellent feedback from residents. The Parking Service will continue to work with residents in a co-produced manner to develop consultations, surveys and general engagement.

List of Appendices

Appendix 1 – Notice of Making: 27 November 2024

Appendix 2 – 46A Variation Notice: January 2025

Appendix 1 – Notice of Making: 27 November 2024

LONDON BOROUGH OF HAMMERSMITH AND FULHAM ROAD TRAFFIC REGULATION ACT 1984 The Hammersmith and Fulham (Charged-For Parking Places) (Amendment No.*)" Order 202*						
The Hammersmith and Fulham (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.*)" Order 202*						
1. NOTICE IS HEREBY GIVEN that the London Borough of Hammersmith and Fulham propose to make the above-mentioned Orders under the powers granted by sections 6, 32, 35, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended.						
2. The general effect of the Orders would be to:						
(a) introduce a boroughwide resident motorcycle permit and;						
(b) to vary the above mentioned orders (as amended) so that the charges specified therein and which apply to parking places on the highway designated by that Order, are now revised and superseded by the following new parking charges specified in the Schedule to this Notice.						
3. A copy of the proposed Orders, the Councils Statement of Reasons for proposing to make the Orders, and documents giving more detailed particulars can be inspected, by appointment, during normal office hours on Mondays to Fridays inclusive until the end of a period of 6 weeks beginning with the date on which the Orders are made, or as the case may be, the Council decides not to make the Orders.						
4. Any person wishing to object to the proposed Orders or make other representations should send a statement in writing to Transport and Highways Department, Environmental Services, Town Hall Extension, King Street, Hammersmith, W6 9JU or via email to Traffic.Orders@hbf.gov.uk , until the expiration of 21 days from the date on which the notice is published.						
Dated 27th November 2024. Masum Choudhury Assistant Director of Transport Highways, Parks and Waste						
SCHEDULE						
Resident Parking Permits						
Band	CO2 emissions	Current Resident Permit Costs	Proposed Resident Annual Permit Costs	Proposed Resident Monthly Permit Costs (subscription model)		
Band 1	0g/km	£0	£125	£10.42		
Band 2	1-75g/km CO2	£60	£156	£13		
Band 3	76-120g/km CO2	£119	£193	£16.08		
Band 4	121-150g/km CO2	£119	£230	£19.17		
Band 5	151-185g/km CO2	£119	£266	£22.17		
Band 6	186-225g/km CO2	£119	£303	£25.25		
Band 7	Over 225g/km CO2	£119	£340	£28.33		
Motorcycles	-	£0	30% discount of banding cost	30% discount of banding cost		
2nd Permit	-	£497	3x cost based on banding	3x cost based on banding		
**A diesel surcharge of 50% of the permit cost will be added due to the negative impact diesel vehicles have on air quality						
Sessional Parking						
Band	CO2 emissions	Current Visitor Parking Tariff (per hour)	Proposed Visitor Parking Tariff* (per hour)	Current Resident Visitor Permit/ Business Visitor Permit (per hour)	Resident Visitor Permit Proposal (per hour)	Business Visitor Permit Proposal (per hour)
1	0g/km	£2.50	£2.80	£1.80	£1.80	£2.50
2	1-75g/km CO2	£2.50	£2.80	£1.80	£1.80	£2.50
3	76-120g/km CO2	£3.50	£4.00	£1.80	£1.80	£3.50
4	121-150g/km CO2	£3.50	£4.50	£1.80	£2.30	£3.50
5	151-185g/km CO2	£4.25	£5.50	£1.80	£2.30	£4.25
6	186-225g/km CO2	£5	£6.00	£1.80	£2.80	£5
7	Over 225g/km CO2	£5	£7.00	£1.80	£2.80	£5
*A diesel surcharge of £1 per hour will be added to the visitor parking cost						
Business Parking Permits						
Band	CO2 emissions	Current	Proposed			
Band 1	0g/km	£0	£200			
Band 2	1-75g/km CO2	£395	£395			
Band 3	76-120g/km CO2	£791	£791			
Band 4	121-150g/km CO2	£791	£850			
Band 5	151-185g/km CO2	£791	£950			
Band 6	186-225g/km CO2	£791	1050			
Band 7	Over 225g/km CO2	£791	£1200			
Business can have up to five parking permits for vehicles in bands 1-3. If business vehicles are bands 4-7, only two parking permits will be issued. A maximum total of 5 business permits can be applied for.						
Key Worker Permits						
Permit Type	Current Monthly/Yearly	Proposed Monthly/Yearly				
Single Zone	£70/£791	£86/£1000				
All Zones	£350/£3995	£430/£5000				

Appendix 2 – 46A Variation Notice: January 2025

Public Notice

LONDON BOROUGH OF HAMMERSMITH AND FULHAM

ROAD TRAFFIC REGULATION ACT 1984 SECTION 46A

VARIATION OF ON STREET PERMIT PARKING CHARGES AND PAY AND DISPLAY PARKING CHARGES

1. NOTICE IS HEREBY GIVEN, under section 46A of the Road Traffic Regulation Act 1984 as amended, that the Council of the London Borough of Hammersmith and Fulham will vary the charges payable for the use of parking places by the pay and display method, phone payment and permit parking in all Controlled Parking Zones, with effect from 3rd February 2025.

2. The charges will be varied and The Hammersmith and Fulham (Charged-For Parking Places) Order 2023 Order will be amended so that the charges specified therein and which apply to parking places on the highway designated by that Order, are revised and superseded by the following new parking charges specified in the Schedule to this Notice.

Dated 08th January 2025.

Masum Choudhury

Assistant Director of Transport

The Place Department

SCHEDULE

Resident Parking Permits

Band	CO2 emissions	Current Resident Permit Costs	Proposed Resident Annual Permit Costs	Proposed Resident Monthly Permit Costs (subscription model)
Band 1	0g/km	£0	£125	£10.42
Band 2	1-75g/km CO2	£60	£156	£13
Band 3	76-120g/km CO2	£119	£193	£16.08
Band 4	121-150g/km CO2	£119	£230	£19.17
Band 5	151-185g/km CO2	£119	£266	£22.17
Band 6	186-225g/km CO2	£119	£303	£25.25
Band 7	Over 225k/km CO2	£119	£340	£28.33
2nd Permit	-	£497	3x cost based on banding	3x cost based on banding

**A diesel surcharge of 50% of the permit cost will be added due to the negative impact diesel vehicles have on air quality

Sessional Parking

Band	CO2 emissions	Current Visitor Parking Tariff (per hour)	Proposed Visitor Parking Tariff* (per hour)	Current Resident Visitor Permit/ Business Visitor Permit (per hour)	Resident Visitor Permit Proposal (per hour)	Business Visitor Permit Proposal (per hour)
1	0g/km	£2.50	£2.80	£1.80	£1.80	£2.50
2	1-75g/km CO2	£2.50	£2.80	£1.80	£1.80	£2.50
3	76-120g/km CO2	£3.50	£4.00	£1.80	£1.80	£3.50
4	121-150g/km CO2	£3.50	£4.50	£1.80	£2.30	£3.50
5	151-185g/km CO2	£4.25	£5.50	£1.80	£2.30	£4.25
6	186-225g/km CO2	£5	£6.00	£1.80	£2.80	£5
7	Over 225k/km CO2	£5	£7.00	£1.80	£2.80	£5

*A diesel surcharge of £1 per hour will be added to the visitor parking cost

Business Parking Permits

Band	CO2 emissions	Current	Proposed
Band 1	0g/km	£0	£200
Band 2	1-75g/km CO2	£395	£395
Band 3	76-120g/km CO2	£791	£791
Band 4	121-150g/km CO2	£791	£850
Band 5	151-185g/km CO2	£791	£950
Band 6	186-225g/km CO2	£791	£1050
Band 7	Over 225k/km CO2	£791	£1200

Key Worker Permits

Permit Type	Current Monthly/Yearly	Proposed Monthly/Yearly
Single Zone	£70/£791	£86/£1000
All Zones	£350/£3995	£430/£5000