

trial  
ended

# Westminster to pilot parking surcharge for diesel cars

## PARKING

by Rik Thomas

expanding a trial of semi-trailers, with a to be permitted on Great Britain.

trial was launched whereby up to 1,800 trailers were permitted on roads. The trial

semi-trailers of 14.6 metres in length

2.05 metres longer than the national 13.6 metre limit. Larger trailers give a length of 17.5 metres respectively.

Department has now announced the vehicle cap for the trial is being extended further five years.

It will be invited to bid for a larger allocation of space.

campaign for Better Transport criticised the decision.

DIESEL CAR drivers will have to pay more to park in pay & display bays in the Marylebone area from 3 April under plans announced by Westminster City Council.

The pilot scheme will apply only to visitors to Marylebone, with resident permit charges remaining unchanged.

The diesel surcharge will add 50% to the current parking rate of £4.90 an hour for on-street parking. Drivers are currently able to park per minute up to a maximum of four hours, meaning that charges will be 8p per minute for petrol-engined cars and 12p per minute for diesels.

Westminster says Marylebone



suffers some of the highest pollution levels in London, given the area's location, mix of land uses, building density and type, and the number of vehicle trips.

The council says money raised from the policy will be spent on initiatives to promote "sustainable transport".

Councillor David Harvey, Westminster's cabinet member for environment, sports and com-

munity, said: "We have consulted with our partners and local stakeholders on this practical step in improving our health and wellbeing..."

"Additional charges for diesel vehicles will mean people think twice about using highly polluting cars and invest in cleaner transport that will make a real difference in the quality of air we breathe and our environment."

Westminster is believed to be the first UK local authority to propose charging drivers of diesel vehicles extra for pay & display parking.

Islington, Kensington & Chelsea, and Camden all charge a diesel surcharge on residents parking permits and Hammersmith & Fulham and Merton plan to follow suit.

The first London borough to charge different residents parking rates for different vehicle emission levels was Richmond in 2007. This, and subsequent schemes in other local authorities, was based on a vehicle's carbon dioxide emissions, which tended to favour diesel cars because their per-mile CO2 emissions are less than comparably-sized petrol-engined vehicles.