



Frequently Asked Questions

Why are we proposing changes?	3
How will my parking charges change?	3
If approved, when will any changes come into effect?	3
How do I know which charging band my vehicle falls into?	4
What is a carbon emissions-based parking permit?	4
My vehicle does not have CO2 emissions recorded on my V5 or on Vehicle Information from DVLA website?	5
What is the Air Quality Surcharge?	6
What if I can't afford my Resident Parking Permit?	7
What if I can't afford my Business Parking Permit?	8
What are we doing to make it easier for people to travel sustainably in Camden?	9
How are you making it easier for disabled people to travel in Camden?	10
I am a Blue Badge holder, will these proposed changes affect me?	11
What evidence do you have that permit pricing based on carbon emissions and fuel type reduces CO2 emissions and improves Air Quality?	12
What's the difference between ULEZ and Camden's proposed charges?	13
What is the monthly breakdown for the proposed charges for Resident and Business Parking Permits?	14
What will happen to solo motorcycle parking bays?	15
Why are motorcycles not being charged based on CO2 emissions?	15
Why are you increasing parking charges for paid for parking (Cashless) in the Kilburn area?	16
Why are you proposing to remove additional vehicles from a resident and business permit?	17



Why are you proposing to replace doctor permits with business permits for doctors?17



Why are we proposing changes?

We are proposing changes to parking fees, charges and terms and conditions to discourage inessential use and ownership of motor vehicles. Where there is essential need, the proposals are aimed at encouraging the use of low emission vehicles. It is anticipated that the proposals, if approved, would help to reduce carbon emissions, improve road safety and air quality as well as increase levels of walking, cycling and public transport use. Measures to reduce car ownership would also help to free up road space to encourage walking and cycling, which is the most affordable way of getting around the borough especially during the current Cost of Living crisis.

For further information please visit camden.gov.uk/cleanerfairerparking

How will my parking charges change?

You can find a table of proposed fees here camden.gov.uk/cleanerfairerparking

If approved, when will any changes come into effect?

These proposals if approved by Cabinet in February 2024 will start to come into effect from April 2024.



How do I know which charging band my vehicle falls into?

You can check your vehicle CO₂ emission data, date of first registration and fuel type within your vehicle logbook (VQ5) or visit - [Get vehicle information from DVLA - GOV.UK \(www.gov.uk\)](https://www.gov.uk/get-vehicle-information-from-dvla).

CO₂ emission will indicate which carbon emission tariff band you will be charged. Date of first registration and fuel type would determine if the Air Quality charge would apply.

What is a carbon emissions-based parking permit?

Currently, permit charging for your vehicle is based on the vehicle CO₂ Emissions data. If your vehicle was first registered before March 2001 then we use cylinder capacity. The following table shows how the charging structure works.

	CO₂ Emissions	Cylinder Capacity
Tariff 1A	Up to 120g/km	
Tariff 1B	121g/km to 150g/km	0 to 1,299cc
Tariff 2	151g/km to 185g/km	1,300cc to 1849cc
Tariff 3	186g/km to 225g/km	1,850cc to 2,449cc
Tariff 4	226g/km and over	2,450cc and over

Your CO₂ Emissions and Cylinder Capacity information can be found within your vehicle logbook (VQ5) or visit - [Get vehicle information from DVLA - GOV.UK \(www.gov.uk\)](https://www.gov.uk/get-vehicle-information-from-dvla)

Carbon emission-based permits are aimed at incentivising motorists to make more environmentally friendly transport choices and improve air quality in Camden, by reducing carbon dioxide and harmful particulates.



While CO₂ (a greenhouse gas) is a major contributing factor to climate change, cars emit a potent cocktail of exhaust gases, many of which have harmful effects. Others include carbon monoxide (CO), nitrogen oxides (NO_x), sulphur dioxide (SO₂), benzene, other hydrocarbons (HC) and particulates (PM).

Six in ten car trips in London are made for shopping, leisure and personal business purposes and a third of car trips are shorter than 2km. Overall, emissions from transport accounts for 14% of Camden's direct carbon emissions and is a major contributor to the borough's poor air quality. Our parking policies and procedures are an important factor where we can influence the number, type and the use of vehicles and can be an important tool in delivering behavioural change and air quality improvement.

My vehicle does not have CO₂ emissions recorded on my V5 or on Vehicle Information from DVLA website?

CO₂ Emissions data has been recorded by the DVLA on all vehicles first registered from March 2001. If your vehicle was first registered before this date then we use Cylinder Capacity. Under the proposals we would continue to use the current tariff structure where vehicles first registered before March 2001 will start from the same tariff band as 121g/km and above. Please refer to the table below.



	CO₂ Emissions	Cylinder Capacity
Tariff 1	0 (Fully Electric)	n/a
Tariff 2	1g/km to 75g/km	n/a
Tariff 3	76g/km to 120g/km	n/a
Tariff 4	121g/km to 150g/km	0 to 1,299cc
Tariff 5	151g/km to 185g/km	1,300cc to 1849cc
Tariff 6	186g/km to 225g/km	1,850cc to 2,449cc
Tariff 7	226g/km and over	2,450cc and over

What is the Air Quality Surcharge?

The Air Quality Surcharge is an additional charge that is proposed for:

- Petrol Vehicles that do not meet the Euro 6 standard (vehicles first registered prior to September 2015).
- Diesel Vehicles that do not meet the Euro 6d and 6d- TEMP standards (vehicles) first registered prior to September 2019.

This would replace our current approach of applying an additional charge to all diesel vehicles (the Diesel Surcharge).

The Air Quality Surcharge is proposed to discourage the ownership and use of older petrol and diesel cars because of their impact on air quality.

You can check your vehicle emission data and first date of registration within your vehicle logbook (VQ5) or visit - [Get vehicle information from DVLA - GOV.UK \(www.gov.uk\)](https://www.gov.uk)



What if I couldn't afford my Resident Parking Permit?

There is a range of existing support proposed including the following:

- Blue badge holders have access to 733 disabled parking bays across the borough. Holders can also park in permit bays and paid for parking bays free of charge. However, the Blue Badge cannot be used in an area south of Euston Road called the Green Badge Zone where those Blue Badge holders who live, work or study need to apply for a Green Badge. If a Blue Badge holder needs to attend a hospital appointment within the Green Badge Zone, then we do offer a parking dispensation that allow holders to park free of charge. Please refer to [Blue Badge parking in Camden guide](#)
- [Discounted visitor permits](#) for those residents that are disabled or over 75.
- A range of support for those wishing to [try cycling](#) such as adult cycle training, discounted offers for dockless bikes and e-scooters, Camden Try-A-Bike.
- ULEZ free trial [offers for bikes](#).
- ULEZ [scrappage scheme](#) for high polluting vehicles.
- Electric Vehicle [charge point grant](#).
- TfL [Jobcentre Plus Travel Discount](#) & Bus and Tram Discount.
- [Support for disabled people](#): Freedom Pass, Scootability, PlusBus, Door to Door, Taxicard, Dial-a-ride.
- [Support for elderly](#): Freedom Pass.

Recognising the current cost of living crisis, we are also developing a comprehensive support package to mitigate the proposed increase in charges for Camden residents impacted the most by the cost of living. Measures proposed under this include:

- Options to pay monthly or quarterly using a direct debit or instalment plan.



- Phased in charges for low-income residents so the increase is phased in over a couple of years.
- Camden permit-scrappage scheme which offers free car club membership for two years for residents deciding not to renew their permit.
- Further discounts on cycle hire and try before you bike programmes.

What if I couldn't afford my Business Parking Permit?

There is a range of existing support including the following:

- Business Rates for small businesses and charities which can be found here [Discounts and exemptions for business rates - Camden Council](#).
- ULEZ [scrappage scheme](#) for high polluting vehicles.
- [Tax reliefs and allowances](#) for businesses, employers and the self-employed.

We appreciate that some small businesses or non-profit organisation may need some additional support with the permit increases proposed. As with residents we are looking to introduce a support package for small businesses or non-profit organisations.

As part of these proposals Camden will investigate new support measures including the following:

- Camden Parking Permit trade-in for free car club membership and credits for businesses.
- Electric van sharing.
- Camden Parking Permit Trade-In for free car club membership for businesses.
- Expanded and subsidized e-cargo bike for businesses.



- Phasing in parking charges for small businesses and non-profit organisations.

What are we doing to make it easier for people to travel sustainably in Camden?

We understand that a shift from motor vehicles to walking, cycling or public transport may be challenging. Some people have an essential need for a car, but changing the way the majority of people travel will mean more space on our roads for those who need it the most. There is a variety of options and support available for residents, businesses, and visitors to change the way they travel in Camden:

- Transforming our streets and places across the Borough to enable more, and safer, trips on foot and by bike.
- A dense public transport network, including underground, overground and bus services.
- Car Clubs, which allow residents and businesses to use a car without owning one, more information on this can be found on the [council's Car Clubs website](#).
- Dockless Bike Share and e-scooters, which allow users to rent an electric bike or an e-scooter more information on this can be found on the councils [Dockless Bike Share website](#).
- ULEZ scrappage scheme, which provides grant payments to successful applicants to scrap or retrofit vehicles that do not meet the emissions standards, and to switch to cleaner, greener modes of transport. Funds are also available for charities, sole traders and businesses to scrap or retrofit vans and minibuses. Information on this can be found on the [ULEZ scrappage scheme website](#) and on the [ULEZ support offers website](#).



- Cycle courses, which allow adults and children to develop their cycling skills and learn about bike maintenance, more information can be found on the [cycle skills and bike maintenance website](#).

How are you making it easier for disabled people to travel in Camden?

We aim to make sure that disabled people feel supported in their everyday travels. Camden offers a range of services that disabled people can use to get around more easily.

These services include:

- [PlusBus Door to Door](#)
- [Blue Badge parking for disabled people](#)
- [Green Badge parking for disabled people](#)
- [ScootAbility](#)
- [Taxicard](#)
- [Freedom Pass](#)
- [Independent travel training](#)

We continue to develop and change our public spaces to make it easier for disabled people to travel more healthily and sustainably in our borough.

We aim to improve this through:

- Collecting more data on how disabled residents travel.
- Accessibility audits, where disabled people visit our streets and report to us on their experience of traveling and recommendations for changes.
- Equality Impact Assessments are carried out ensuring any changes to the environment, our policies or procedure do not impact on disabled people.
- Better streets with less clutter, better crossings and more space for cycling.



- Step free access to buses.
- Liaising with TfL to provide more step free access to the tube and trains.
- More disabled parking spaces.
- Providing Camden Accessible Transport Services.

More information on the schemes mentioned above can be found on the councils [dedicated website for disabled and older persons travel support](#).

I am a Blue Badge holder, will these proposed changes affect me?

Blue Badge holders benefit from a number of parking exemptions detailed below which mean these proposals will have little effect on their ability to park, but users will wish to note the point about paid for parking two paragraphs below.

Blue Badge Holders are allowed to park in Permit Holder bays and Paid for Parking (Cashless) Bays in Camden **free of charge**, but the badge must be displayed all times during restricted hours. A substitute parking badge can be applied for if you do not want to display your Blue Badge all the time when parked in your own Controlled Parking Zone.

The Blue Badge provides less parking concessions in an area south of Euston Road. If you live, work or study in this restricted area then you may be eligible for a Green Badge which permits you to park free of charge. You can however park in Paid for Parking (Cashless) Bay for an extra hour on top of any time you purchase in these bays The introduction of Emission-Based Charging and the Air Quality Surcharge will impact Blue Badge holders in this situation.



More information on the parking for Blue Badge holders can be found on the council's website at [Blue Badge parking in Camden guide](#) and [dedicated website for disabled and older persons travel support](#).

What evidence do you have that permit pricing based on carbon emissions and fuel type reduces CO2 emissions and improves air quality?

The Mayor of London produced the following report - [Air Quality in London 2016-2020](#). The report provides evidence of transport schemes where parking charges that target diesel vehicles contributed to a reduction of diesel vehicles and a noted improvement in air quality. For example, there was a 16% reduction in older, more polluting vehicles parking in the Marylebone Low Emissions Neighbourhood (LEN) because of the diesel surcharge on metered parking, with no displacement to nearby areas.

In Camden, between 2018-2023, our current carbon emission-based charging which included increased charges for higher polluting vehicles, reported a 30% reduction in residents permits accounts with more polluting vehicles rated over carbon emission-bands from 151 g/km and above. This reduction in vehicles increased to 50% for the higher carbon emissions-based bands using diesel as a fuel type. Furthermore, residents permit accounts with electric vehicles increased by almost 8 times.

As older petrol vehicles contribute significantly to air pollution and carbon emissions, we are proposing they are subject to a new Air Quality Surcharge. Introduction of the Diesel Surcharge in Camden in 2018 contributed to a 43% reduction of diesel vehicles in Camden.



What's the difference between ULEZ and Camden's proposed charges?

The ULEZ charge is the Ultra Low Emission Zone charge that Transport for London (TfL) introduced in April 2019. You can find out more about the ULEZ on the TfL website - [Ultra Low Emission Zone - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-users/ulez)

TfL's aim with the ULEZ is to help improve air quality by reducing the number of vehicles in London that don't meet emissions standards. However, the ULEZ is based primarily on emissions of local air pollutants (NO_x and particulate matter (PM)) and does not take account of carbon dioxide (CO₂) emissions. Additionally, the ULEZ does not differentiate between petrol vehicles registered after 2005 and diesel vehicles registered after 2015, even though some of these can be highly polluting.

Carbon emissions-based permits would allow the Council to regulate levels of CO₂ by charging a scaling pricing structure where the highest emitting pay a higher cost.

The proposed Air Quality surcharge applies an additional fee for some vehicle permits to enable the Council to better regulate emissions from older ULEZ-compliant vehicles that are likely to have higher NO_x and PM emissions.



What is the monthly breakdown for the proposed charges for Resident and Business Parking Permits?

Emissions	RESIDENTS						
	Current			Proposed Charge			
	Current Charge 23/24 (Round to 0.10)	Monthly Current Charge	Monthly Current Charge including Diesel Surcharge	Proposed Charge	Monthly Proposed Charge	Monthly Proposed Charge inc Air Quality petrol	Monthly Proposed Charge inc Air Quality diesel
Electric	£ 45.50	£ 3.70		£ 138.90	£ 11.50		
1 to 75g/km	£ 146.30	£ 12.10	£ 14.80	£ 146.30	£ 12.10	£ 15.20	£ 18.20
76 to 120g/km	£ 146.30	£ 12.10	£ 14.80	£ 182.80	£ 15.20	£ 19.00	£ 22.80
121 - 150g/km	£ 192.00	£ 16.00	£ 19.40	£ 228.50	£ 19.00	£ 23.80	£ 28.50
151 - 185g/km	£ 249.20	£ 20.70	£ 25.20	£ 285.60	£ 23.80	£ 29.70	£ 35.70
186 - 225g/km	£ 327.10	£ 27.20	£ 33.10	£ 385.50	£ 32.10	£ 40.10	£ 48.10
Over 225g/km	£ 533.50	£ 44.40	£ 54.00	£ 558.90	£ 46.50	£ 58.20	£ 69.80

Emissions	BUSINESS						
	Current			Proposed Charge			
	Current Charge 23/24 (Round to 0.10)	Monthly Current Charge	Monthly Current Charge including Diesel Surcharge	Proposed Charge	Monthly Proposed Charge	Monthly Proposed Charge inc AQ petrol	Monthly Proposed Charge inc AQ diesel
Electric	£ 104.70	£ 8.70		£ 398.10	£ 33.10		
1 to 75g/km	£ 419.10	£ 34.90	£ 38.60	£ 419.10	£ 34.90	£ 43.60	£ 52.30
76 to 120g/km	£ 419.10	£ 34.90	£ 38.60	£ 502.90	£ 41.90	£ 52.30	£ 62.80
121 - 150g/km	£ 419.10	£ 34.90	£ 38.60	£ 603.40	£ 50.20	£ 62.80	£ 75.40
151 - 185g/km	£ 419.10	£ 34.90	£ 38.60	£ 724.00	£ 60.30	£ 75.40	£ 90.50
186 - 225g/km	£ 419.10	£ 34.90	£ 38.60	£ 941.20	£ 78.40	£ 98.00	£ 117.60
Over 225g/km	£ 419.10	£ 34.90	£ 38.60	£ 1,270.60	£ 105.80	£ 132.30	£ 158.80



What will happen to solo motorcycle parking bays?

Under the proposals, free parking in solo motorcycles will be removed. This is to encourage a shift to walking, cycling and public transport where the use of motorcycles is not essential and the use of electric motorcycles where the need is essential.

It is proposed that all dedicated solo motorcycle bays are converted into shared-use motorcycle bays. These restrictions would only apply during the hours of control of the Controlled Parking Zone that the bay is located in, and a motorcycle will require one of the following permits to park in these bays:

- Paid for parking session.
- Business permit.
- Business visitor permit.
- Resident permit.
- Resident visitor permit.
- Daily permit.

Why are motorcycles not being charged based on CO₂ emissions?

It is proposed that motorcycle charges are based on fuel type where electric motorcycles are charged less than non-electric motorcycles.

This structure is proposed because a large number of motorcycle registration documents (V5C) do not contain CO₂ emissions, and therefore it would not be possible to issue carbon emission-based permits for all motorcycles. However, motorcycle registration documents do record fuel



type which is why we propose to base the charge on electric and non-electric fuel types.

The level of charging is based on electric vehicle charging for the relevant parking product. E.g., a Resident Permit for an electric motorcycle is the same as an electric vehicle at £138.90.

Similarly, for non-electric motorcycles we have based the charge on the lowest carbon emission-based charge of 1-75g/km for vehicles for the relevant parking product. E.g., a Business Permit for a non-electric motorcycle is the same as a non-electric vehicle at £419.10.

Why are you proposing increasing parking charges for paid for parking (Cashless) in the Kilburn area?

In setting and reviewing charges for paid for parking tariff bands, we consider a number of factors including parking demand. A recent study on controlled parking zones in Camden looked at a number of factors that influence parking demand such as the traffic levels and the proportion of trips that could be switched to more sustainable modes. This study suggests that it is hard to justify keeping the lowest paid for parking charges for the Kilburn area as its traffic levels are similar to those of areas with higher charges and a good proportion of trips in the area can be switched to walking and public transport.



Why are you proposing to remove additional vehicles from a resident and business permit?

Our current permit offer has the option to have multiple vehicles (up to 3) on a resident or business permit although only one vehicle can park on street during restricted hours for the Controlled Parking Zone.

We are proposing to change this and only allow one vehicle per permit to discourage non – essential car ownership.

Why are you proposing to replace doctor permits with business permits for doctors?

Doctors Permits require a dedicated parking bay which are costly to implement (currently £3,341) which is a paid by the relevant doctor's practice or surgery. In addition, the bays can take time to implement often around 6months.

By replacing the Doctors Permit with a Business Permit will be more efficient for eligible practices and surgeries by reducing time and cost in implementation. It also allows doctors to park in any permit holder parking bay within the Controlled Parking Zone the practice or surgery is located in.

The Business Permit for Doctors is charged at a 22% reduced rate from other Business Permit holders.