

Parking Charge Proposals 2024/25

Traffic Regulation Order Consultation Outcome Report



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Executive Summary

- a) A range of proposals to review parking charges were consulted on in December 2023 and the outcomes were approved by Cabinet as part of the budget setting process in February 2024. These proposals are set out in section 1.5 of this report with variations to the Councils Traffic Regulation Orders (TRO's) being required to implement.
- b) The proposals were developed with due regard to the requirements under s122 of the Road Traffic Regulation Act (1984). Their aim to facilitate the strategic outcomes of local transport policy and align with the Council policy on Liveable Neighbourhoods and the Journey to net zero. By reducing congestion on our roads, the aim is to improve public transport journey times and improve air quality to secure the safer movement of pedestrian traffic, supporting increased take up of active travel.
- c) A public consultation to vary the TRO set out the Council's proposals and was advertised in the local press and at each site impacted by the new charges. In addition to the notices required by the regulations, the council took a proactive approach to ensure as many stakeholders as possible were aware of the proposals and how to provide feedback.
- d) The public consultation ran for 28-days between July and August 2024 and generated 4322 individual responses, indicating both the success of the engagement and how emotive the proposals are. A total of 18102 free text comments were received and analysed using Generative AI due to the high volume to identify key themes for discussion.
- e) Parking charges will always be emotive and formed a core tenet of these proposals, these being the mechanism to incentivise behaviour change. It was therefore not unexpected that the overall view of respondents would be broadly aligned to previous consultations on parking charges. A summary of respondent's views is outlined below:

Concerns about air pollution and health impacts	77% expressed concern
Importance of tackling and improving air quality	58% felt it important
Deployment of emission-based charges to all council paid for parking	17% support / 80% oppose
Bath parking charges (on and off-street)	18% support / 74% oppose
Keynsham car parks	12% support / 64% oppose

Midsomer Norton car parks	7% support / 82% oppose
Radstock car parks	7% support / 80% oppose
Saltford car parks	10% support / 62% oppose
Parking charges for motorbikes	22% support / 55% oppose
Hotel permits	27% support / 37% oppose

- f) Comments were received from respondents, and these raised a range of themes and issues which have been responded to within this report within section 4.
- g) Analysis of the consultation results indicate notable concern about the impacts of air pollution and poor air quality, with most respondents also in support of action to address these key matters.
- h) This support does not translate into wide support for the proposals themselves, indicating an element of contrasting opinion within respondent views when considering the financial impact on the convenience of parking.
- i) An equalities impact assessment was completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact. No updates were required following consideration of the consultation responses.

Recommendations

After consideration of the feedback received during the public consultation, it is recommended that:

- j) Proposals affecting car parks and on-street pay and display parking in Bath are implemented as proposed.
- k) Proposals affecting car parks in Keynsham and Saltford are implemented as proposed.
- l) Proposals affecting hotel permits are implemented as proposed.
- m) Proposals affecting car parks in Midsomer Norton and Radstock are amended and implemented as follows:
 - i. 2-hours of free parking is provided in any bay with a valid stay.
 - ii. The hourly rate (the baseline charge) for parking is reduced from the 40p per hour proposed, to 30p per hour, for year one providing a compounded benefit to those wishing to stay longer than the free period. This charge

will increase by a further 10p hour in year 2 as proposed, ensuring the charges remain 10p per hour below those proposed for Keynsham.

- iii. Detailed emission-based charges for Midsomer Norton and Radstock as revised by this recommendation are outlined in Appendix D.
- n) Proposals implementing parking charges for motorbikes are withdrawn and not implemented as follows:
- i. The feedback on the full charges proposed and its alignment to all vehicle charges are noted. It is recommended that a new charge is implemented at a reduced rate; however,
 - ii. Complexities and technical challenges in delivering a reduced charge require further development and this proposal should be removed.
 - iii. Based on feedback received, it's recommended that this proposal should be reviewed and advance through a new consultation process in due course.

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1 Introduction

1.1 Background

1.1.1 The proposals included within this consultation will affect everyone living within, or visiting, Bath and North East Somerset, and therefore their aims are aligned to the council's Corporate Strategy. Within this framework, the proposals strongly align to the following priorities:

- Healthy lives and places
- Clean, safe and vibrant neighbourhoods
- More travel choices
- Cultural life

1.1.2 These proposals have been developed to improve air quality through a major shift to sustainable transport, walking and cycling and incentives to reduce the use of more polluting vehicles to secure the safer movement of pedestrian traffic on the highway by reducing the public health risks posed to them by air pollution. These proposals are also aimed to facilitate the achievement of strategic outcomes of local transport policy by influencing behaviour change and reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods and align with the Council policy on Liveable Neighbourhoods and the climate and nature emergency.

1.1.3 As noted in the National Air Quality Strategy, measures designed to address air quality issues will often have a positive effect on climate change. Whilst these proposals are not justified on climate change grounds; it is anticipated that the proposed measures which are designed to (1) improve air quality in order to secure the safer movement of pedestrian traffic on the highway, and (2) meet traffic management purposes, will also reduce the level of emissions that drive climate change, as a result, for example, of encouraging a switch to low emission vehicles.

1.1.4 To develop a fair and balanced package of proposals to meet traffic management and pedestrian safety purposes, regard has been given (to an extent permissible with the requirements under s.122 of the Road Traffic Regulation Act 1984) to a range of issues which appear to the Council to be relevant, including potential impacts on residents; commerce; tourism; carbon footprint and air quality; and transportation.

1.1.5 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO₂ emissions and the intrusion of vehicles, particularly more polluting vehicles,

into the historic core and our urban centres.

- 1.1.6 The council is investing £160M on a range of interventions to help deliver more travel choices for resident, workers and visitors.
- 1.1.7 This report aligns to the Parking Strategy to ensure that parking charges in Bath and North East Somerset should be periodically reviewed and adjusted as required to ensure that they achieve the aims of the Council's strategies.
- 1.1.8 Air quality impacts on pedestrian safety; managing traffic flows; and availability of parking are all significant issues in our region. Whilst the proposals detailed in this report are a separate standalone scheme, they are complimentary to other projects aimed at addressing these issues, including but not limited to the following:
- Promoting a major shift to mass transport, walking and cycling, with incentives to reduce the use of more polluting vehicles, in accordance with the UK government National Air Quality Strategy
 - Improving the safety of cyclists and pedestrians through active travel schemes which rebalance priorities on our roads and build on social distancing needs.
 - A Clean Air Zone in central Bath, to encourage less polluting ways of travelling around the city, which has successfully reduced harmful Nitrogen Dioxide levels at monitoring locations across the city to below the limit of 40 µg/m³ for the second consecutive year, with ongoing reductions in the number of non-compliant vehicles entering the city.
 - Liveable Neighbourhoods policy and work concerning reducing the effect of motor vehicles on neighbourhoods, particularly residential neighbourhoods.
- 1.1.9 These proposals were part of the council's budget consultation for 2024/25 that was undertaken in December 2023, so members of the public also had the opportunity to submit their thoughts as part of this process.
- 1.1.10 The outcomes from the budget consultation were considered by Cabinet as part of the formal budget setting process that was passed on 8 February 2024, at which point support for moving to formally consulting on the implementation of new and revised parking charges was given.

1.2 The Issue

- 1.2.1 A major threat to clean safe air is now posed by traffic emissions. Vehicles with petrol and diesel based internal combustion engines emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NO_x), volatile organic compounds (VOCs) and particulate matter (PM₁₀), which have an increasing impact on urban air quality.

- 1.2.2 Pollutants from these sources may not only prove a problem in the immediate vicinity of these sources but can be transported long distances.
- 1.2.3 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly.
- 1.2.4 The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death to our health services and to business. In the UK, these costs add up to more than £20 billion every year (Source: Royal College of Physicians). Any reduction in emissions within our urban centres will have a beneficial impact on those living and visiting the area.
- 1.2.5 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.

1.3 Emission-based charges in Bath & North East Somerset

- 1.3.1 The council implemented emission-based charges for on street resident parking permits across all resident parking zones in January 2022 following extensive engagement and consultation during 2021. In September 2023, emission-based car parking charges were implemented across all Council managed car parks in Bath across all payment channels, a national first.
- 1.3.2 Emission-based charges are linked to the CO2 emissions of the vehicle, or engine capacity where emission data is not available. Vehicles are classified in line with the DVLA Vehicle Excise Duty Bands (as of 1st April 2017). The higher the engine's emissions, the higher the charge for the permit or parking. Therefore, the higher charges aim to reduce the use of more polluting vehicles to secure the safer movement of pedestrian traffic on the highway by reducing the public health risks posed to pedestrians by air pollution.
- 1.3.3 Vehicles that emit between 0-130g/km of CO2 (including electric vehicles) pay a baseline charge. More polluting vehicles emitting more than 131g/km of CO2 will pay progressively more for their parking. The charges for diesel fuelled vehicles is further increased (compared to a similar sized and CO2 level emitting engine of other fuel types) due to the higher levels of other pollutants emitted from the tail pipe following the combustion of this fuel type.
- 1.3.4 Emission-based charges aim to improve the safety of vulnerable people within the community by improving air quality and reducing congestion so those with more polluting vehicles pay more and are encouraged to change behaviours to make other travel choices where alternatives exist. This is achieved by incentivising the use of less polluting vehicles where options exist or a switch

to more sustainable journey types, and to encourage motorists to consider a vehicle's emissions when making future purchase or lease/hire decisions.

1.3.5 All customers can check their vehicle's emissions rating or engine capacity, free of charge, online at <https://www.gov.uk/get-vehicle-information-from-dvla>

1.3.6 The introduction of emission-based charging in Bath car parks in September 2023 has seen a change in the proportion of vehicles only charged the baseline charge (i.e. the less polluting vehicles) from 34% to 52%, indicating the driver for behaviour change with owners of more polluting vehicles choosing alternatives to council car parks.

1.4 Purpose of the consultation

1.4.1 The purpose of this public consultation was to seek feedback for consideration on a range of parking charge proposals affecting multiple locations across Bath & North East Somerset as part of the Traffic Regulation Order process.

1.5 The proposals for consultation

1.5.1 An outline of the proposals as included within the public consultation is set out in this section. More details on the charges, including how they impact existing levels of charge and what a customer might be required to pay, are included within Appendix A

1.5.2 The baseline charge refers to the charge applied to the least polluting vehicles for paid for parking.

1.5.3 Extension of emission-based charges

1.5.4 Emission-based parking charges are proposed to be implemented at the following locations:

- a) Bath on street pay and display, all locations.
- b) Keynsham, all council car parks.
- c) South Road car park, Midsomer Norton.
- d) Church Street and Waterloo Road car parks, Radstock.
- e) The Shallows, Saltford

1.5.5 The extension of emission-based charging to all council managed paid for parking locations replicates the structure and rationale for emission-based charges introduced across all resident parking schemes and paid for parking areas.

1.5.6 Review of Parking Charges – Bath

1.5.7 The baseline hourly charge for Bath car parks payable by the least polluting vehicles is proposed to increase by:

- a) £0.10 per hour in October 2024
- b) £0.10 per hour in October 2025.

1.5.8 The emission-based charges that apply for more polluting vehicles will be uplifted from this new baseline using the existing uplift mechanism, which is 2.5% uplift for each more polluting band, or 5% for each capacity band.

1.5.9 The baseline evening charge for the least polluting vehicles available at Charlotte Street car park (6pm to 8pm only) is proposed to increase by:

- a) £1 in October 2024.
- b) £1.30 in October 2025. This aligns the evening charge to the equivalent 2-hour rate in Bath car parks. This continues to provide a favourable tariff within Charlotte Street as the minimum, maintaining a 2-hour evening only charge in this central location at the same charge as other car parks where 2 hours are available.

1.5.10 The baseline overnight charge at all Bath car parks (8pm to 8am) is proposed to increase by:

- a) £1 in October 2024.
- b) £1 in October 2025.

1.5.11 The baseline charge for on-street paid for parking in Bath city centre is proposed to increase by:

- a) £0.10 per hour in January 2025.
- b) £0.10 per hour in January 2026.

1.5.12 Parking charges are proposed to increase for customers parking at Bath's three P&R locations where they do not also use the P&R service, The charge for up to 3-hours and for 24-hours will increase by:

- a) £0.50 for both tariffs in October 2024,
- b) £0.50 for both tariffs in October 2025.

1.5.13 Parking purchased at the three P&R locations for 24-hours duration will expire after 24-hours have passed and not at 23.59 each day.

1.5.14 Review of Parking Charges – Bath Hotel Permits

1.5.15 Paid for parking for hotel guests when purchased with a council hotel permit is linked to the baseline cost of a 24-hour stay in a council car park. This charge is proposed to be linked to the cost of a 24-hour stay in a council car park based on the vehicle's emissions from January 2025.

1.5.16 Review of Parking Charges – Keynsham, Midsomer Norton, Radstock and Saltford.

1.5.17 In addition to the introduction of emission-based charges, the baseline hourly charge for the least polluting vehicles in Keynsham car parks is proposed to be increased by:

- a) £0.10 per hour in October 2024
- b) £0.10 per hour in October 2025.

1.5.18 Charges for season tickets in Keynsham will also be linked to a vehicle's emissions.

1.5.19 The 30 minutes free parking in dedicated bays will remain in Keynsham where bays are marked.

1.5.20 Emission-based parking charges are proposed to be introduced in council managed car parks in Midsomer Norton and Radstock to align to the same baseline charge as Keynsham.

- a) Charges will apply from 8am to 6pm Monday to Saturday inclusive, matching Keynsham hours of operation.
- b) The additional charge for diesel fuelled vehicles will be £0.30 for a short duration stay (up to 4-hours) and £0.50 for a long duration stay (over 4-hours per day).
- c) The hours available to purchase in Midsomer Norton, which currently has unrestricted free parking, is proposed to match that for long stay parking in Keynsham.
- d) The hours available to purchase and maximum stay times in Radstock car parks are proposed to be maintained to ensure frequent turnover of the limited spaces available to support local businesses.

1.5.21 Free parking is proposed for short durations of parking in Midsomer Norton and Radstock car parks in dedicated bays. This is proposed at 30minutes for illustrative purposes, with views to be sought from the public on a range of durations when this free period should apply.

1.5.22 Season tickets will be available in Midsomer Norton car parks at all long stay locations and will also be linked to a vehicle's emissions.

1.5.23 Season tickets are not proposed to be available within Radstock car parks as these locations do not provide all day parking.

1.5.24 Review of Parking Charges – Motorbikes.

1.5.25 Motorbike users will require an emission-based resident parking permit to park in a permit holder space.

1.5.26 Motorbike users will no longer be able to park for free in paid for parking locations on-street and in council car parks.

1.5.27 The charge for paid for parking will be linked to a motorbikes CO2 emissions, based on data held by the DVLA.

1.5.28 Where no CO2 emission data is held by the DVLA, the charge will be linked to engine capacity using the following bands, with their equivalent two axle (and above) band shown in brackets:

- Under 151 cc (equivalent to 0-1550 cc for two axle vehicles)
- 151 – 400 cc (equivalent to 1551-1950cc for two axle vehicles)
- 401 – 600 cc (equivalent to 1951-2950cc for two axle vehicles)
- Over 600 cc (equivalent to over 2951cc for two axle vehicles)

1.6 Further context to the proposals

1.6.1 Review of Parking Charges – Bath.

1.6.2 A modest price increase for parking at Bath’s three P&R locations supports the longer-term viability of the P&R service which may be impacted by users that park at these sites but who do not use the bus service.

1.6.3 Review of Parking Charges – Bath Hotel Permits.

1.6.4 In January 2022 the council linked the charges for its hotel permits to its 24-hour car park charges. Permits for hotels located in the central zone, zone 1 and zone 6 were valid only in long stay council car parks due to their proximity to the city centre. Permits for hotels in all other zones provided parking for guests in on street permit holder bays as they were located away from the city centre.

1.6.5 These charges were not linked to a vehicle’s emission in September 2023 due to the mix of on-street and off-street parking for guests that the permits provided, and they therefore remained chargeable at the baseline charge.

1.6.6 Linking the charges to a vehicle's emission is necessary with the introduction of an emission-based charge at on-street locations to prevent a hotel permit being used to avoid the emissions-based charges for more polluting vehicles. This is aimed to discourage visitors to the city from bringing their more polluting vehicles into urban areas.

1.6.7 Review of Parking Charges – Keynsham, Midsomer Norton, Radstock and Saltford

1.6.8 Based on the current customer data using car parks in Keynsham its calculated that 40% of customers use a least polluting vehicle and will pay no increase because of the introduction of an emission-based charge, notwithstanding the impact of changes to the underlying charges because of a separate price review (as set out in these proposals). No customer data is available for car parks in Midsomer Norton, Radstock, or Saltford.

1.6.9 The Sustainable Transport Plan for Keynsham town centre includes the provision of improved public transport, walking and cycling infrastructure, with the aim to encourage people to use sustainable modes of transport to get to Keynsham town centre. This aims to lead to a reduction in the need for car parking spaces in the centre of the town, over the 20-year Plan period.

1.6.10 The council is delivering a High Street Regeneration Programme in Midsomer Norton totalling a combined investment of £3.6M which is designed to increase footfall to the local area and support local businesses. This includes a high-quality multi-use civic space; improvements to shopfronts; restoration of the Town Hall and transfer to community ownership; and market town brand for Midsomer Norton focusing on important aspects of local culture. Additional short stay parking is available in Midsomer Norton within private car parking (i.e. that not managed by the council) at Sainsbury's provided for customers.

1.6.11 The council was successful in obtaining funding from the West of England Combined Authority's (WECA) Housing and Regeneration Enabling Fund, to create regeneration plans and masterplans for four town centres in Bath and North East Somerset.

1.6.12 Working with key stakeholders, including Radstock Town Council, businesses and the community, a draft Regeneration Action Plan has been developed which identifies priority projects. The plan will also be used to support future funding bids and inform investment plans and future strategies for the town. The plan is available to view at <https://beta.bathnes.gov.uk/sites/default/files/Radstock%20regeneration%20Action%20Plan.pdf>

1.6.13 The introduction of charges at car parks in Midsomer Norton and Radstock helps to support the ongoing costs for operating these car parks, including energy costs, maintenance, and other improvements to the asset to support improvements delivered through the regeneration schemes, and additional officer resource to ensure that turnover of the available spaces is maintained.

1.6.14 Review of Parking Charges – Motorbikes

1.6.15 Whilst it's recognised that motorbikes may be less impactful on congestion, they continue to utilise road space and emit pollutants.

1.6.16 Motorbike users have historically benefited from free parking across on street locations and council car parks within Bath and North East Somerset.

2 Public Consultation

- 2.1.1 A public consultation was held to advertise the proposals for the Traffic Regulation Order and facilitate public feedback over a 28-day period between 11 July 2024 and 8 August 2024 and publicised digitally via the Council's website; twitter account; press release; direct email contact to all statutory consultees and key stakeholders.
- 2.1.2 Notices of Intent were posted across affected locations where appropriate including in affected council car parks and where on-street parking charges applied to ensure that customers were informed of the proposals and had an opportunity to comment. Following on from recent public consultations, this also included the use of more engaging signs to attract customers attention and highlight the proposals and how they can respond. This is shown in Appendix B.
- 2.1.3 The council took a proactive approach to engagement and issued direct communications (where contact details were available) to many groups including:
- a) 27,761 emails and 457 SMS messages sent to customers that had an active permit account or had recently used the MiPermit service to pay for parking in Council car parks.
 - b) Service header, or banner, placed on the Council MiPermit service pages.
- 2.1.4 A dedicated web page was created on the council's website to provide accessible information to potential respondents on the proposals.
- 2.1.5 A dedicated mailbox was made available for stakeholders to use where they required clarification on any element of the proposals.
- 2.1.6 The Council is legally required to pay 'due regard' to people with protected characteristics as defined under the Equality Act (2010) and the Public Sector Equality Act (2023). Equality impact assessments were undertaken prior to public consultation, and these were published within the online documentation.
- 2.1.7 A web-based questionnaire was developed to seek the views from all stakeholders on the proposals. This feedback form was designed in consultation with other council services to ensure the questions remained neutral so that responses reflect respondents own views.
- 2.1.8 Due to the range of proposals included within the public consultation the feedback form was separated into specific questions designed to help

respondents provide exact feedback for each proposal as well as any additional information they felt was appropriate.

2.1.9 Respondents were encouraged to provide their feedback via the online feedback form; however, the council welcomed and accepted feedback on the proposals across a range of channels including email; telephone; or in writing both directly and through our Council one stop shops to ensure that no member of the community was digitally excluded from providing us with their views.

2.1.10 The feedback form was designed to collect both quantitative and qualitative data. Quantitative data was gathered through single answer questions producing numerical results. Qualitative data was gathered through additional comments to support the respondent's choice or add additional comment.

2.1.11 In direct regards to the proposals included within the consultation, respondents were asked:

- a) How concerned are you about air pollution and the impacts on people's health?
- b) In your opinion, how important is tackling and improving air quality?
- c) To what extent do you support or oppose our proposals to extend emission-based car park charges?
- d) To what extent do you support or oppose our proposals for parking charges in Bath?
- e) To what extent do you support or oppose our proposals for parking charges for hotel permits?
- f) To what extent do you support or oppose our proposals for parking charges in Keynsham?
- g) To what extent do you support or oppose our proposals for parking charges in Midsomer Norton?
- h) To what extent do you support or oppose our proposals for parking charges in Radstock?
- i) In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Midsomer Norton?
- j) In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Radstock?
- k) To what extent do you support or oppose our proposals for parking charges in Saltford?
- l) To what extent do you support or oppose our proposals for parking charges for motorbikes?

2.1.12 To assist in the analysis of feedback, respondents were also asked broad questions to understand how regularly and for how long they typically parked at specific locations, and frequency of use for different forms of transport.

- 2.1.13 Respondents were asked for their age (within defined ranges) and if they considered themselves to be disabled or have a blue badge. The purpose of this was to determine if there was any variability, and therefore potential impact, across these different groups.
- 2.1.14 Respondents were asked to provide their postcode to allow identification of Bath & North East Somerset residents and those that travel to the Local Authority area.
- 2.1.15 On 22 July 2024 council representatives met with representatives of both the Motorcycle Action Group and the British Motorcycle Federation. Attendees were encouraged to submit their feedback to the council so the views and comments raised could be considered.

3 Consultation Response

3.1 Feedback

- 3.1.1 The public consultation generated a total of 4322 individual responses, which is in line with some of the highest response levels achieved from a council consultation and affirms a high level of awareness to the proposals being consulted on. 4201 responses were submitted via the online feedback form, a further 121 being submitted through another channel.
- 3.1.2 The council also received two petitions objecting to the proposals to introduce motorcycle charges, each containing signatures and addresses which remained unverified:
- a) Petition 1 contained 599 entries and was received from a local representative of the British Motorcycle Federation.
 - b) Petition 2 contained 73 entries and was received from a local representative of the Motorcycle Action Group.
- 3.1.3 The council is aware that a further petition was undertaken across 32 shops within Midsomer Norton objecting to proposals to introduce parking charges in the town. It was indicated by the petitioner that this petition was to be passed to Dan Norris, Member of Parliament for North East Somerset and Hanham. The council has received no further contact regarding this petition.
- 3.1.4 The council is aware that some respondents reported technical issues when attempting to respond via the online feedback form. Checks confirmed that the online process was functioning as expected and that the issues being reported were anticipated to be local issues on a respondent's own device, noting the high number of responses outlined in paragraph 3.1.1. Some affected respondents confirmed they had been able to submit their feedback after trying again. Those experiencing difficulties were advised to submit feedback via other channels.

3.2 Equalities monitoring

- 3.2.1 Respondents were asked to provide equalities information relating to the protected characteristics of age and disability. These results are provided in Figure 1 and Figure 2

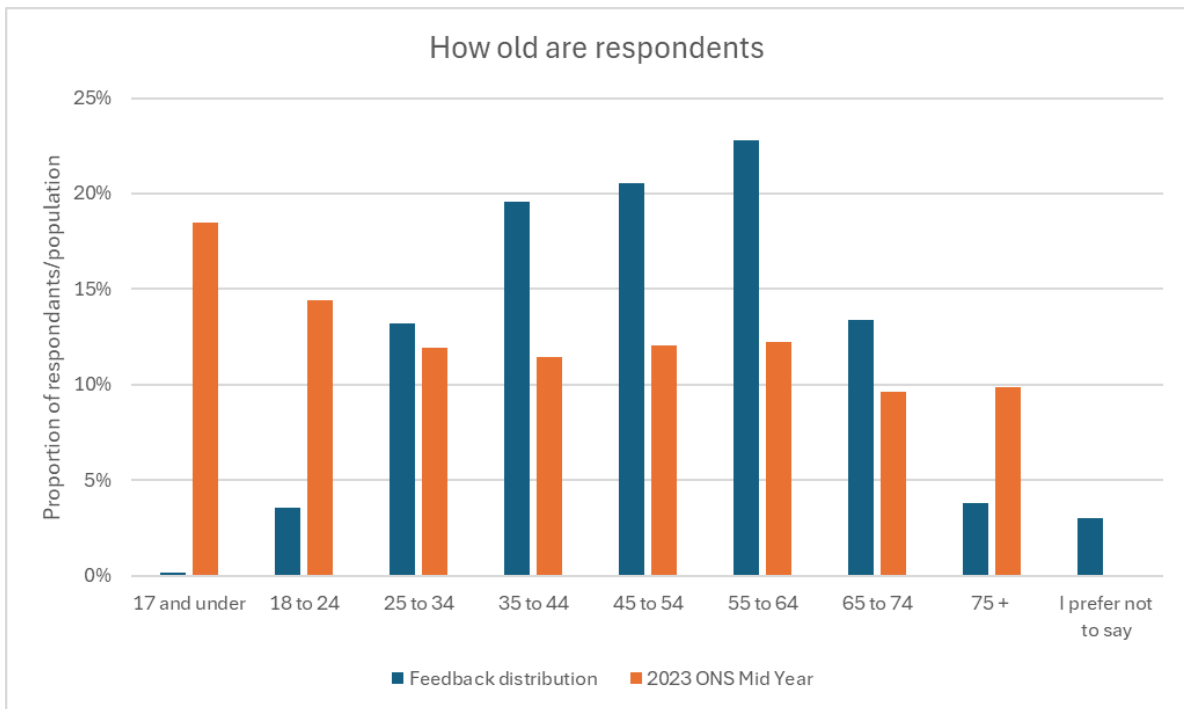


Figure 1 – Respondant age distribution compared to 2023 mid year ONS data for Bath & North East Somerset

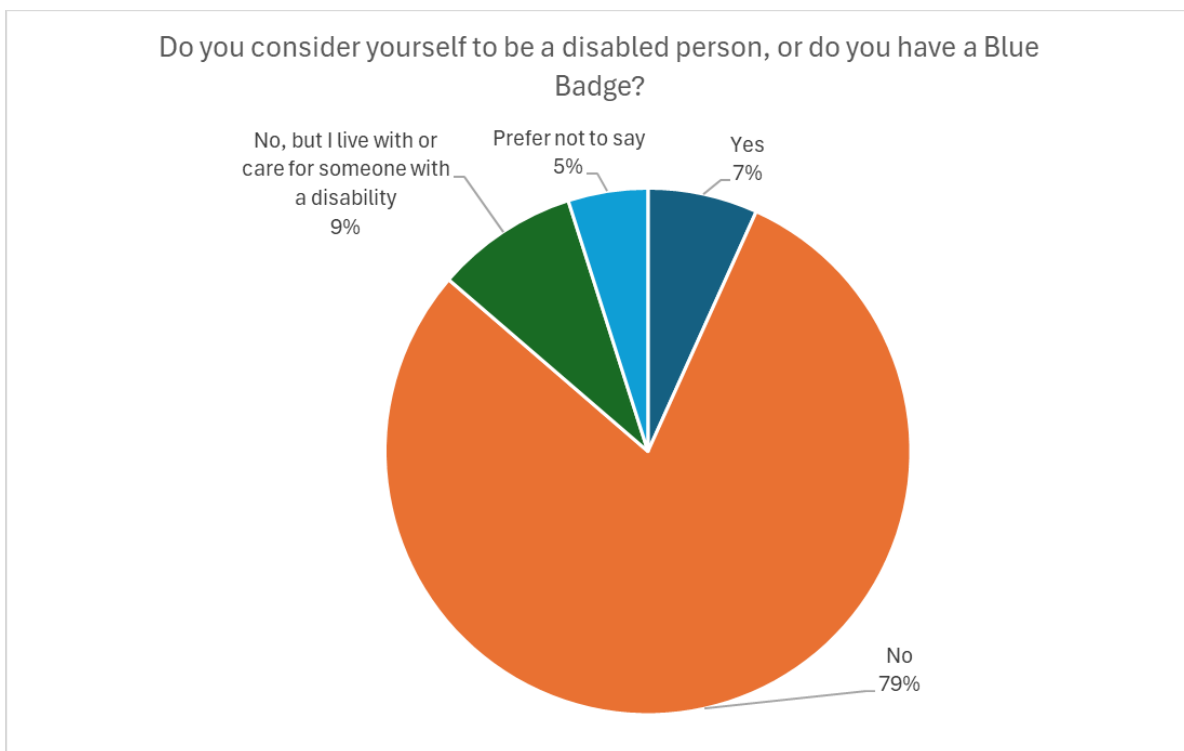


Figure 2 – Respondents declared disability status

3.2.2 Figure 1 shows how the distribution of respondents age compares with the 2023 Mid-Year ONS data for Bath & North East Somerset.

3.3 Respondent distribution

- 3.3.1 The largest group of responses were from individuals that could be identified as living within the Bath & North East Somerset area (61% - 2632 responses). A further 5% (197 responses) were identified with an incomplete BA postcode.
- 3.3.2 Of the remaining 35% (1492 responses), 12% (523 responses) lived outside of Bath & North East Somerset and 22% (969 responses) did not provide sufficient data. A full breakdown of this distribution is included within Appendix C.
- 3.3.3 Figure 3 shows the distribution of 78% of responses (3352) where their location could be broadly identified, including at the ward level within Bath & North East Somerset. It's noted that after the unknown group (22%) referenced in paragraph 3.3.2, the next largest group is those outside Bath and North East Somerset (12%) followed by wards Midsomer Norton (North and Redfield); Westfield and Radstock, with these four wards comprising 23% of respondents.

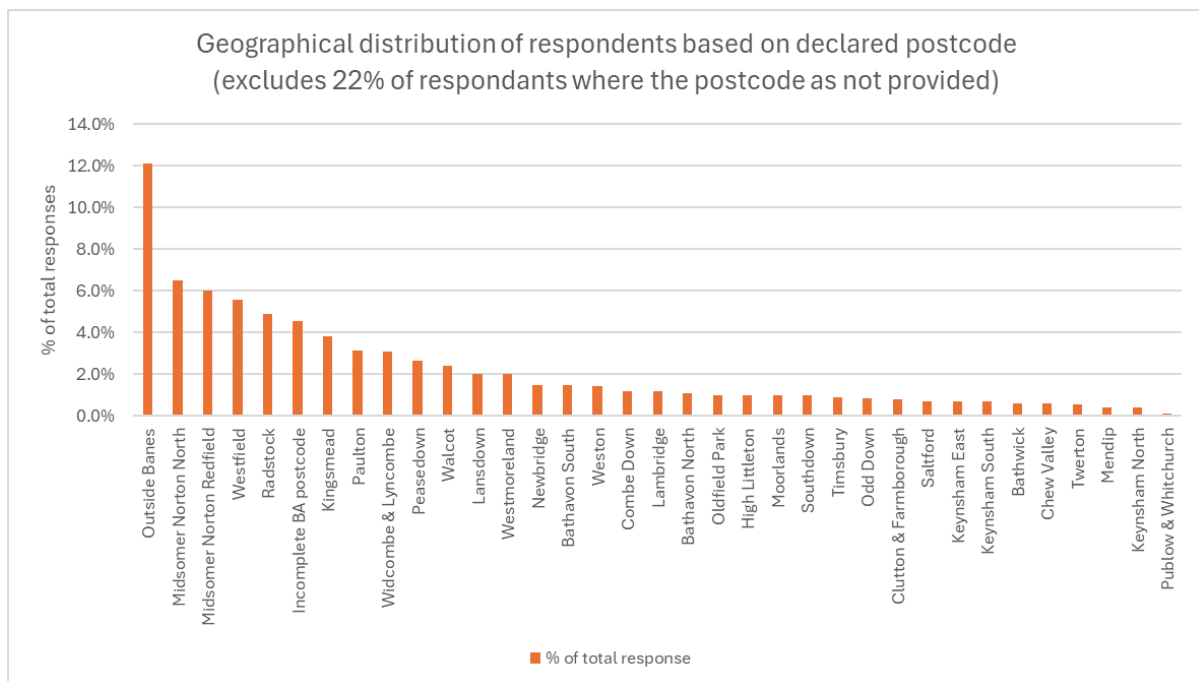


Figure 3 - Distribution of respondents geographical location, as identified by declared postcode

- 3.3.4 Analysis of consultation page view analytics shows a total of 12625 page views during the consultation period, of which 8702 identify as unique visits, i.e., those from a different person or internet address. The average time spent viewing the page is 1m 26s.

3.3.5 With 4322 responses, 50% of people who viewed the consultation pages (counting unique views only) went on to submit a response (online or via other channels).

3.4 Quantitative Results

3.4.1 Where a respondent has stated that a question is not applicable to them, or where they do not park in a location, these responses have been excluded from the relevant analysis. The numbers excluded are provided where this applies.

3.4.2 Figure 4 and Figure 5 shows respondent's views on air pollution and the importance of improving air quality. Figure 4 shows that 77% (3229) of respondents expressed some degree of concern about the impact of air pollution on people's health. Figure 5 shows that 58% (2428) felt it was important that action was taken to improve air quality, compared to 17% (704) that felt it was not important.

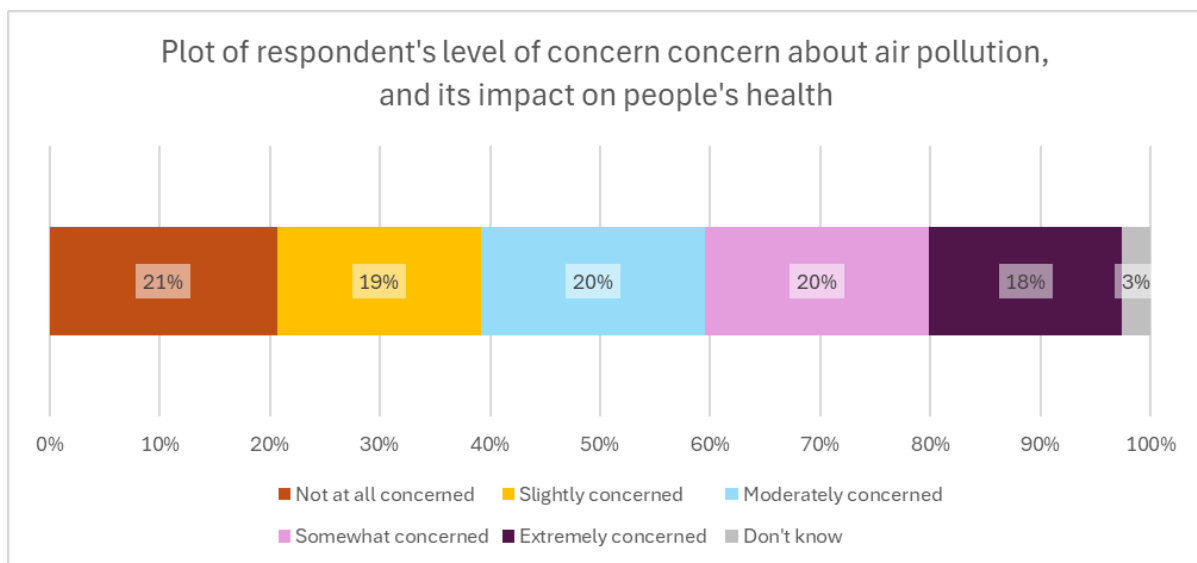


Figure 4 - Respondents concern about air pollution and its impact on people's health

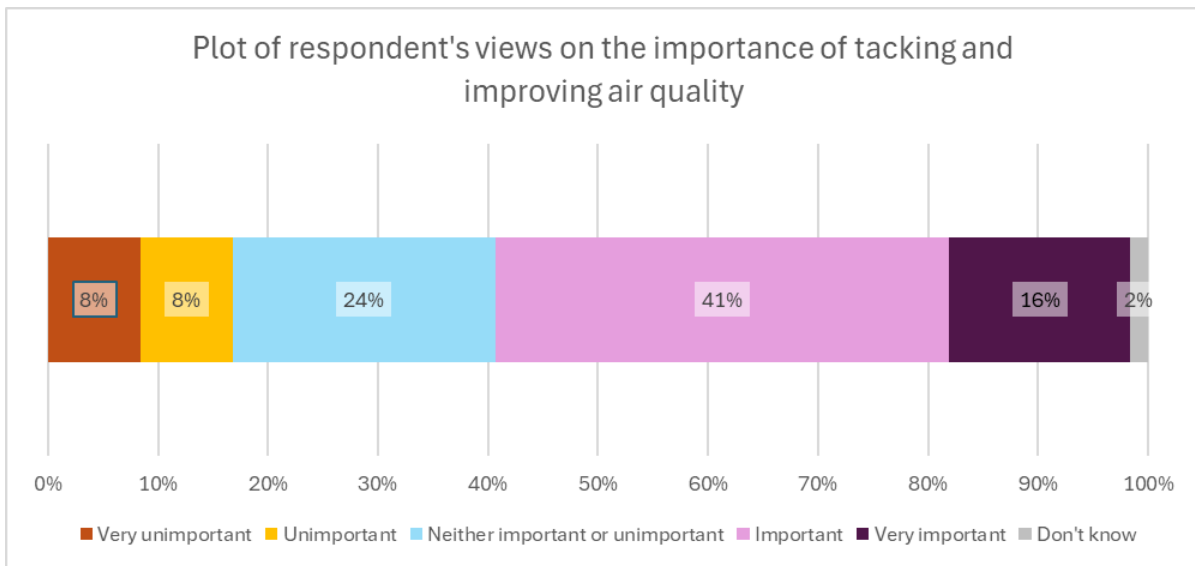


Figure 5 - Respondents view on the importance of improving air quality

3.4.3 Analysis of the views of respondents to the extension of emission-based parking charges across Bath & North East Somerset (Figure 6) show that 17% (725) are supportive, with 80% (3401) not in support.

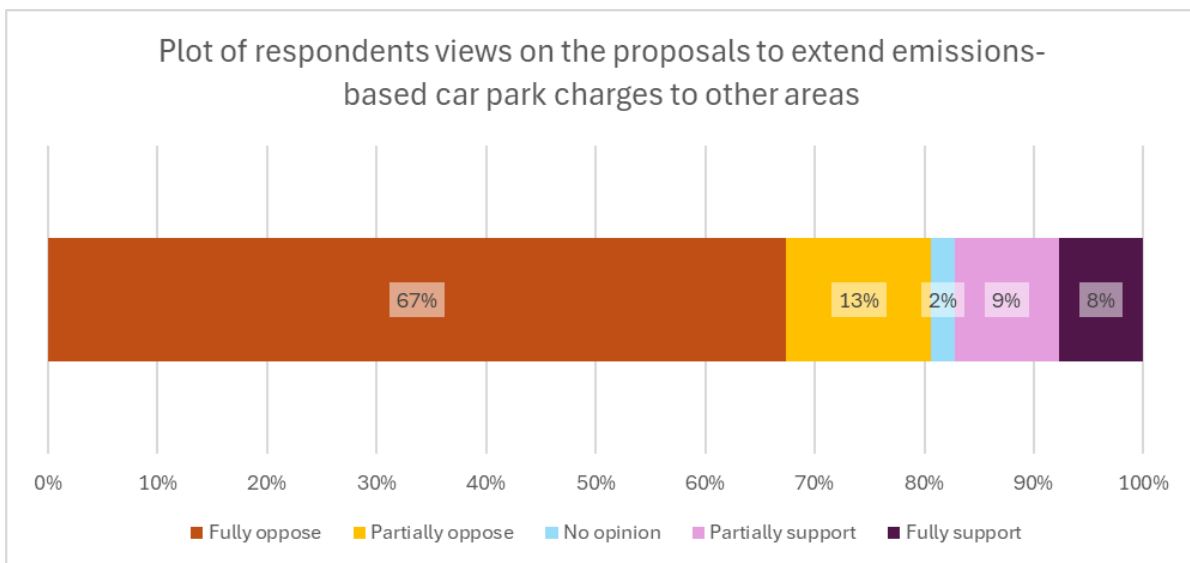


Figure 6 - Respondents view on extending emission-based parking charges to other locations

3.4.4 Proposals for new parking charges in Bath were supported by 18% (751) of respondents (Figure 7), with 74% (3108) not supporting the new charges.

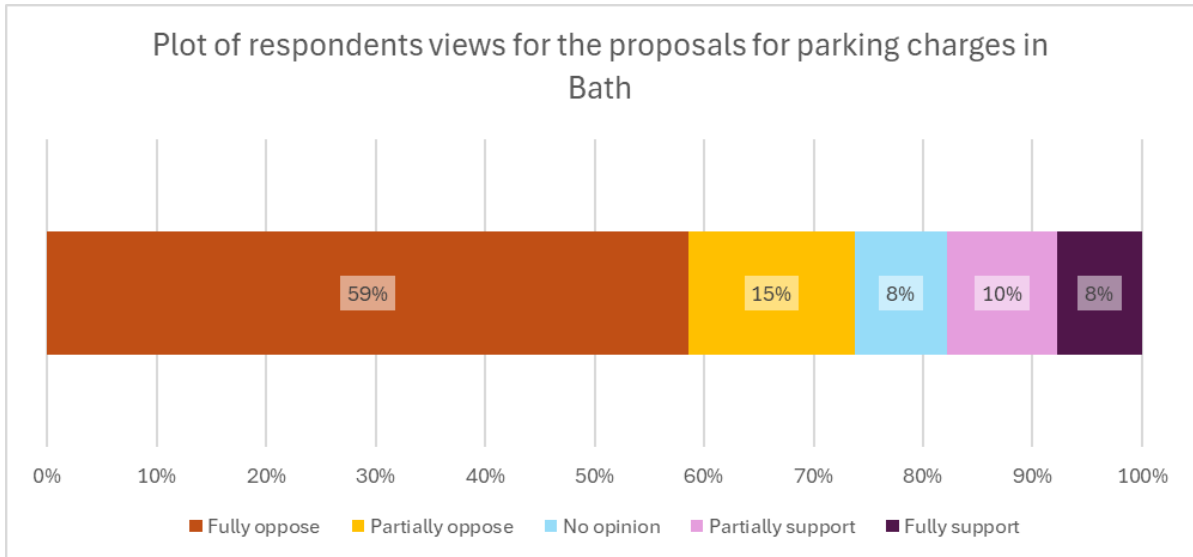


Figure 7 - Respondents view on proposed Bath parking charges

3.4.5 27% (933) of respondents were supportive of the emissions-based parking charges for hotel permit in Bath (Figure 8), with a further 37% (1283) expressing no opinion. This data excludes the 711 of respondents who responded as not applicable to this proposal.

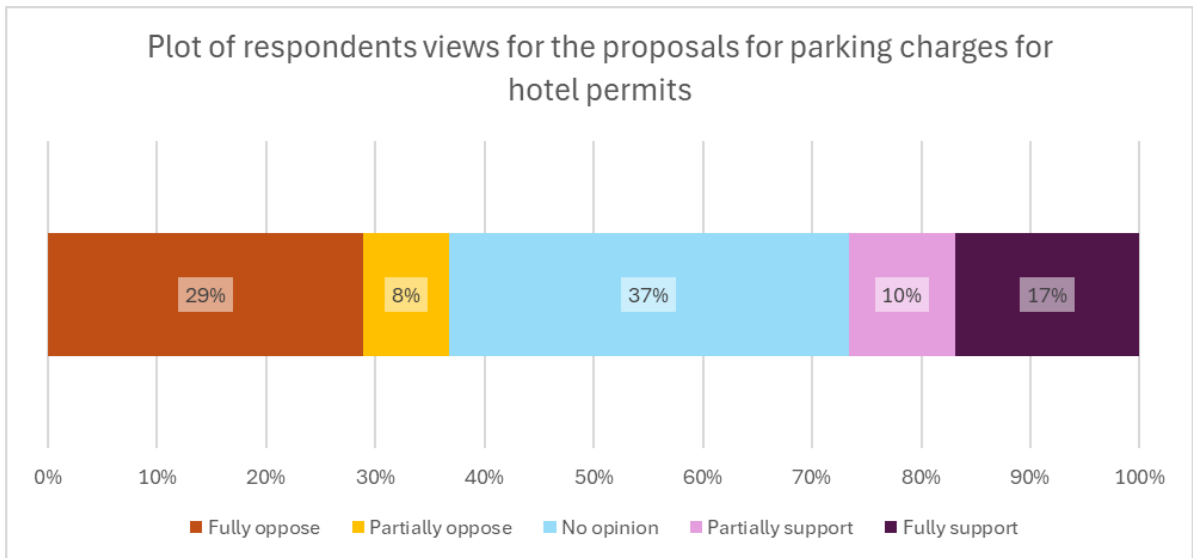


Figure 8 - Respondents view on proposals for hotel permit charges

3.4.6 The changes to parking charges in Keynsham were supported by 12% (327) of respondents (Figure 9), with a further 25% (703) expressing no opinion. 64% (1804) of respondents were not in support. This data excludes the 1379 of respondents who stated they did not park in Keynsham.

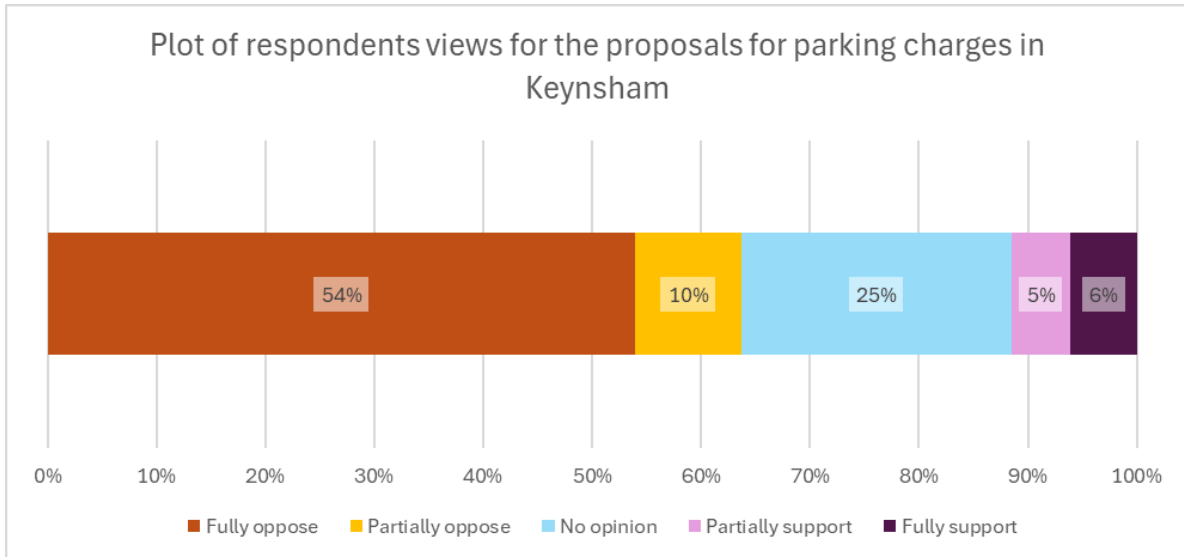


Figure 9 - Respondents view on proposed Keynsham parking charges

3.4.7 The proposal to introduce parking charges in Midsomer Norton was supported by 7% (242) of respondents (Figure 10), with a further 11% (377) expressing no opinion. 82% (2736) of respondents did not support the proposal. This data excludes the 941 of respondents who stated they did not park in Midsomer Norton.

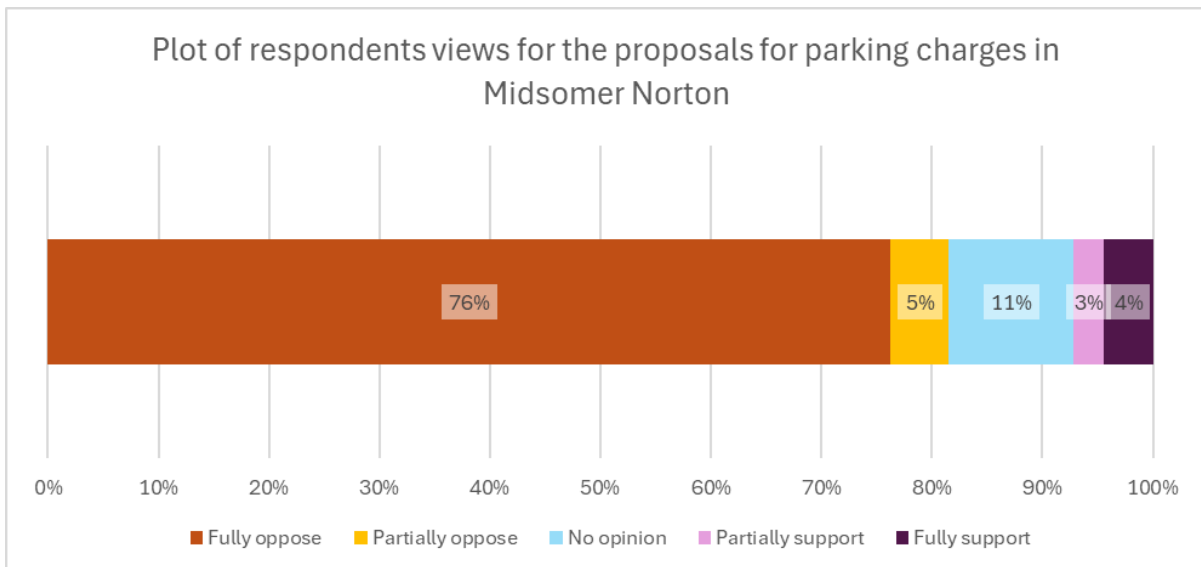


Figure 10 - Respondents view on proposed Midsomer Norton parking charges

3.4.8 Figure 11 shows how regularly respondents typically park in Midsomer Norton, with the most popular frequency being once a week (36%, or 1529 respondents).

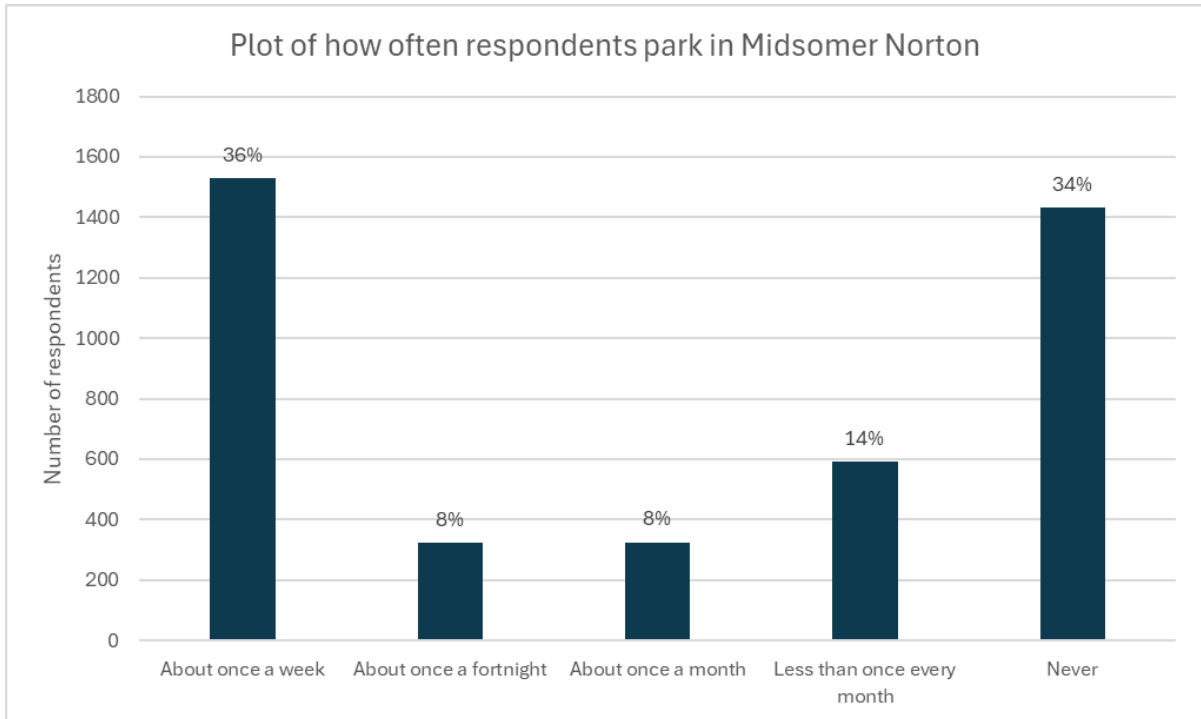


Figure 11 - Chart showing how regularly respondents typically park in Midsomer Norton

3.4.9 Figure 12 shows how long respondents typically park in Midsomer Norton, with the most popular duration (42% of respondents that park) being for up to 2 hours.

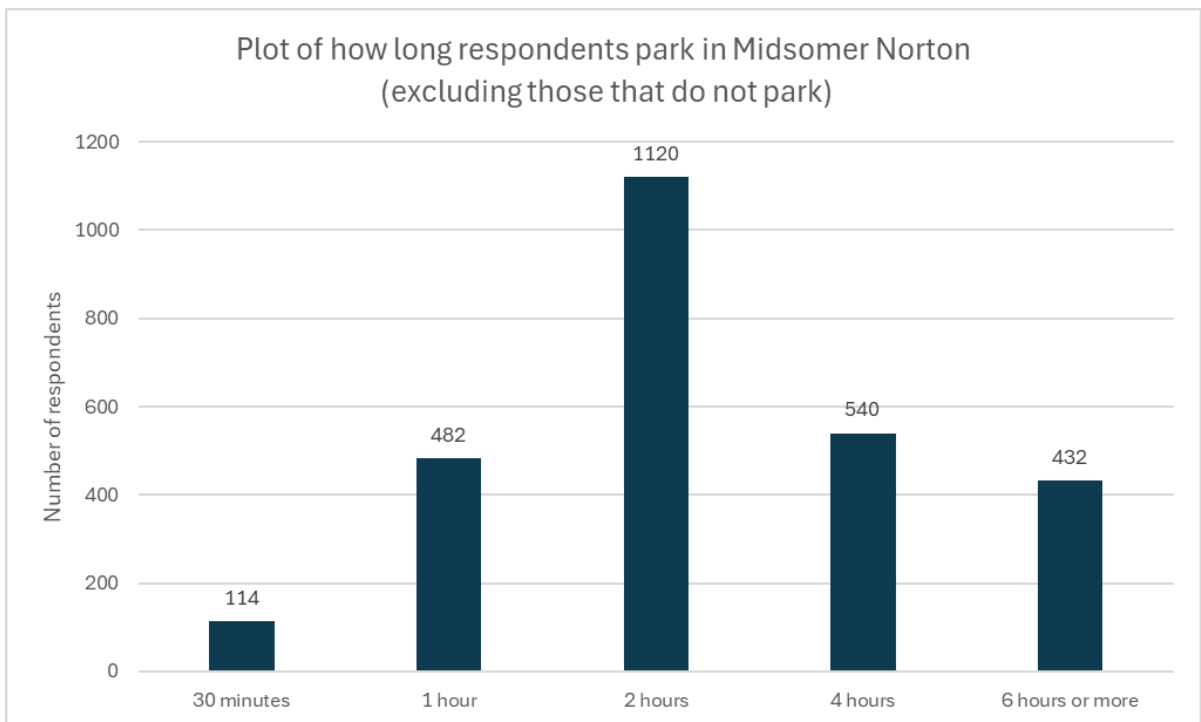


Figure 12 - Chart showing how long respondents typically park in Midsomer Norton

3.4.10 Figure 13 shows that two thirds (67%, or 2803) of respondents would like to see designated bays provide up to two hours of parking in Midsomer Norton free of charge.

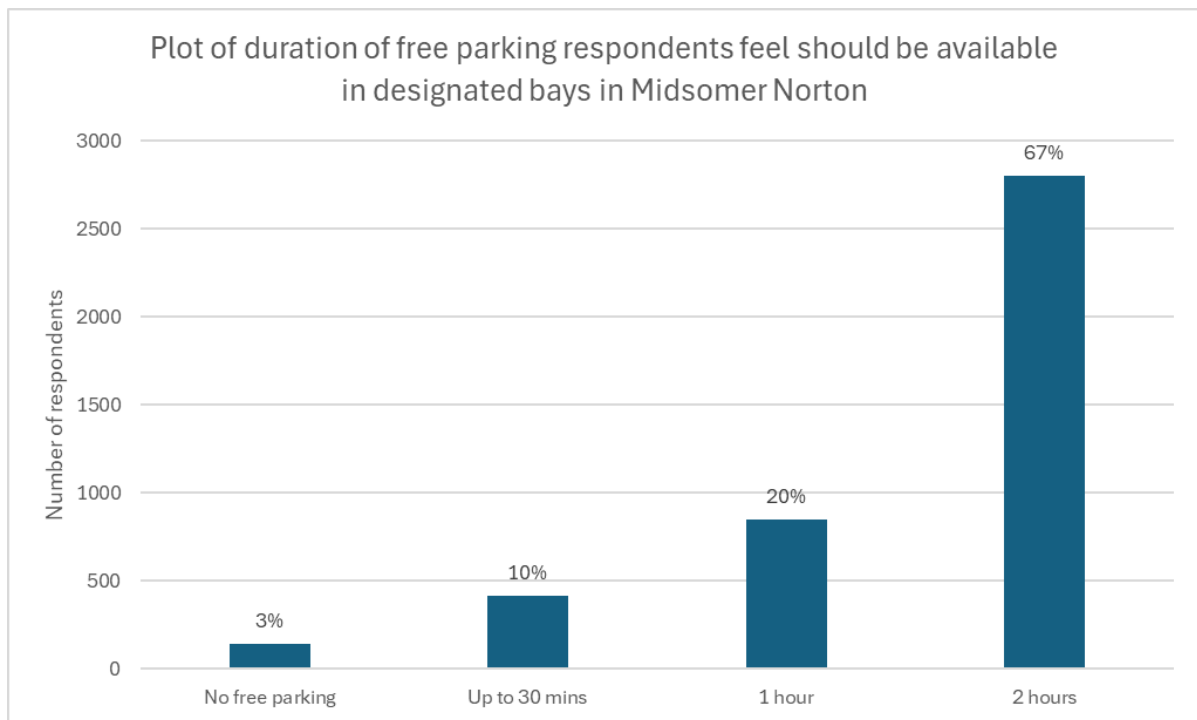


Figure 13 - Duration of free parking in Midsomer Norton preferred by respondents

3.4.11 The proposal to introduce parking charges in Radstock was supported by 7% (226) of respondents (Figure 14), with a further 13% (400) expressing no opinion. 80% (2505) of respondents did not support the proposal. This data excludes the 1107 of respondents who stated they did not park in Radstock.

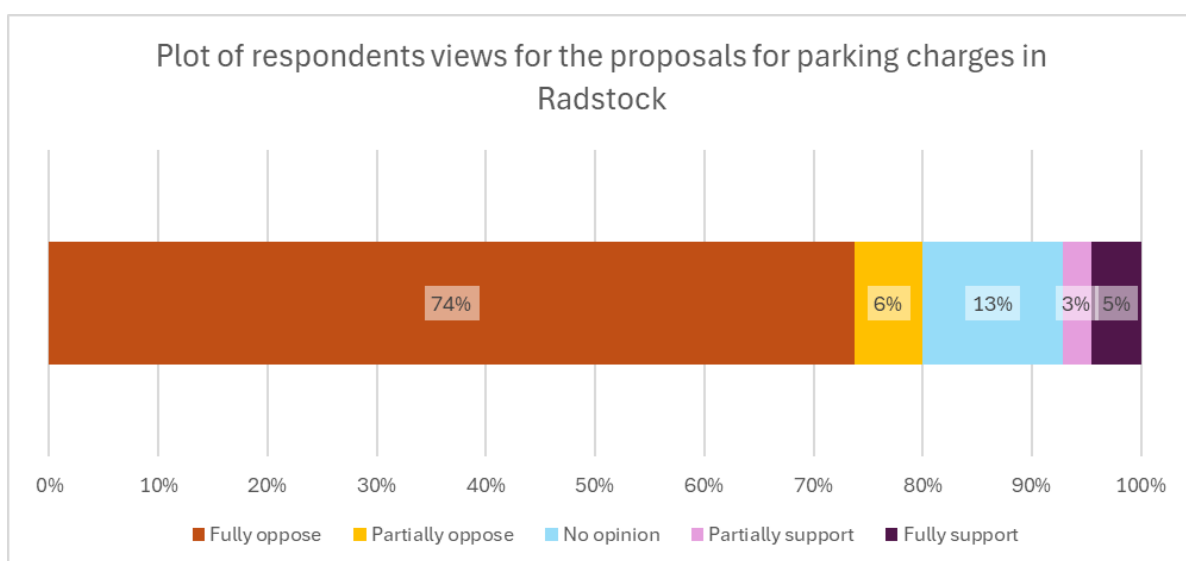


Figure 14 - Respondents view on proposed Radstock parking charges

3.4.12 Figure 15 shows how regularly respondents typically park in Radstock. Whilst most respondents do not park in Radstock (38%, 1597) the most popular frequency of those that do park is once a week (26%, or 1077 respondents).

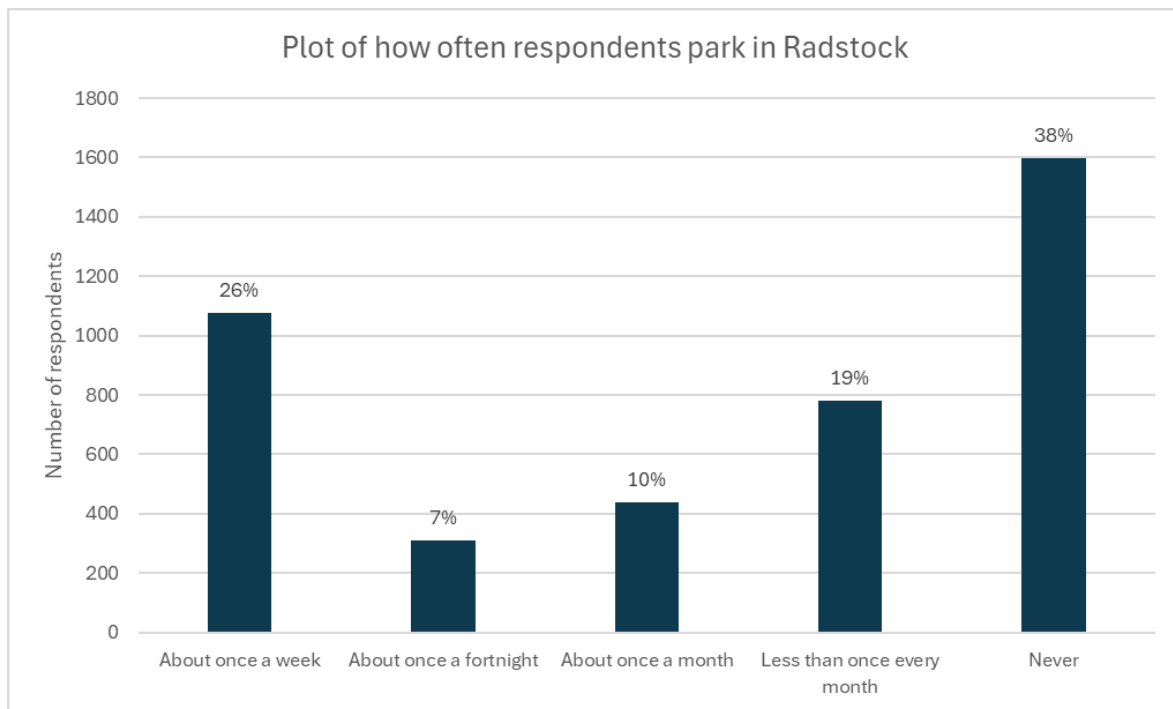


Figure 15 - Chart showing how regularly respondents typically park in Radstock

3.4.13 Figure 16 shows how long respondents typically park in Radstock, with the most popular duration (38% of respondents that park) being for up to 2 hours.

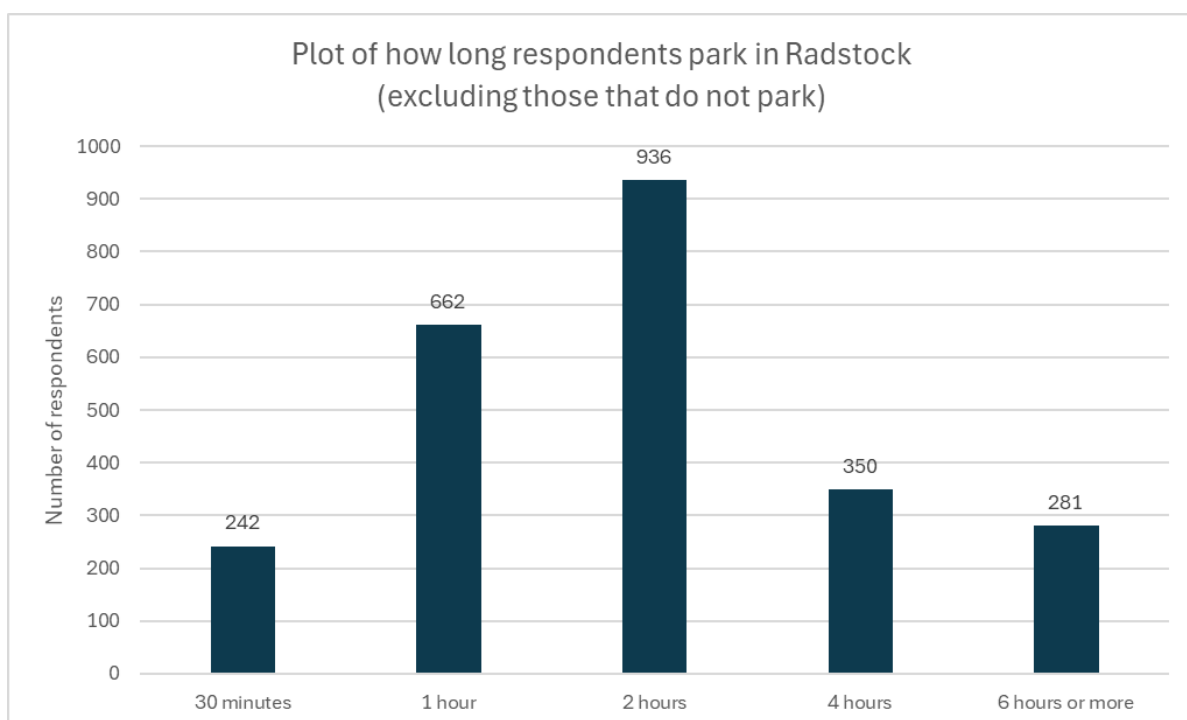


Figure 16 - Chart showing how long respondents typically park in Radstock

3.4.14 Figure 17 shows that two thirds (65%, or 2721) of respondents would like to see designated bays provide up to two hours of parking in Radstock free of charge.

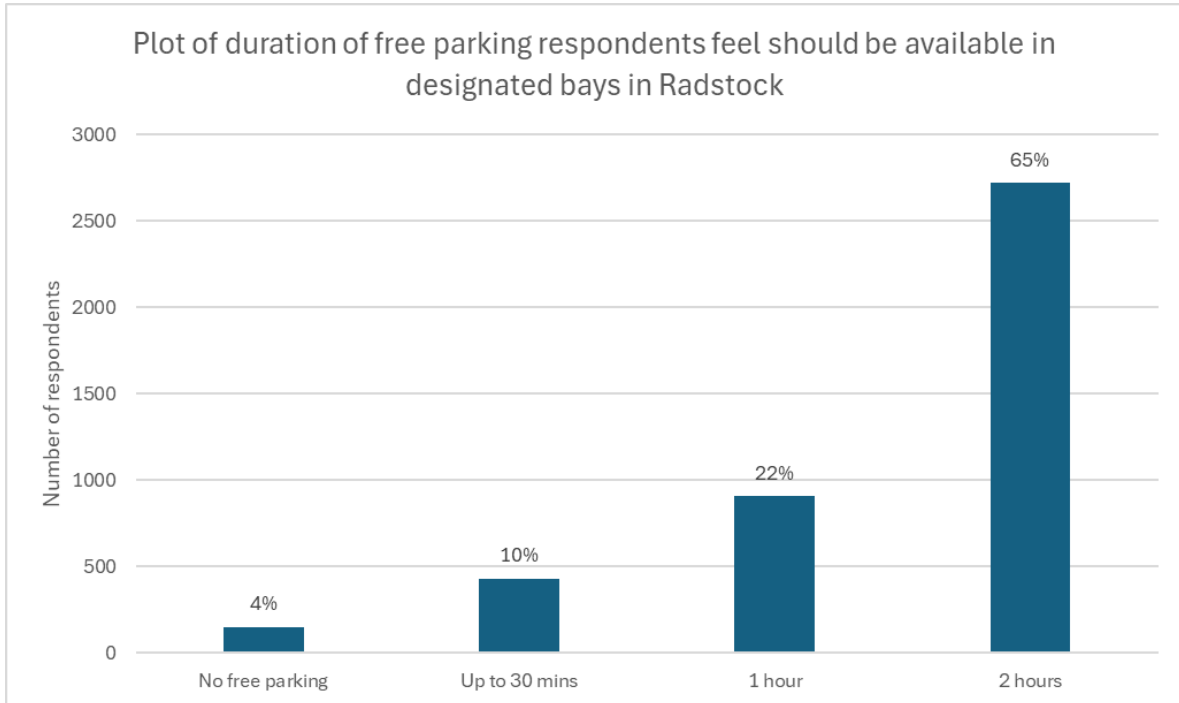


Figure 17 - Duration of free parking in Radstock preferred by respondents

3.4.15 The proposal to introduce parking charges in Saltford was supported by 10% (214) of respondents (Figure 18), with a further 28% (584) expressing no opinion. 62% (1308) of respondents did not support the proposal. This data excludes the 2108 of respondents who stated they did not park in Saltford.

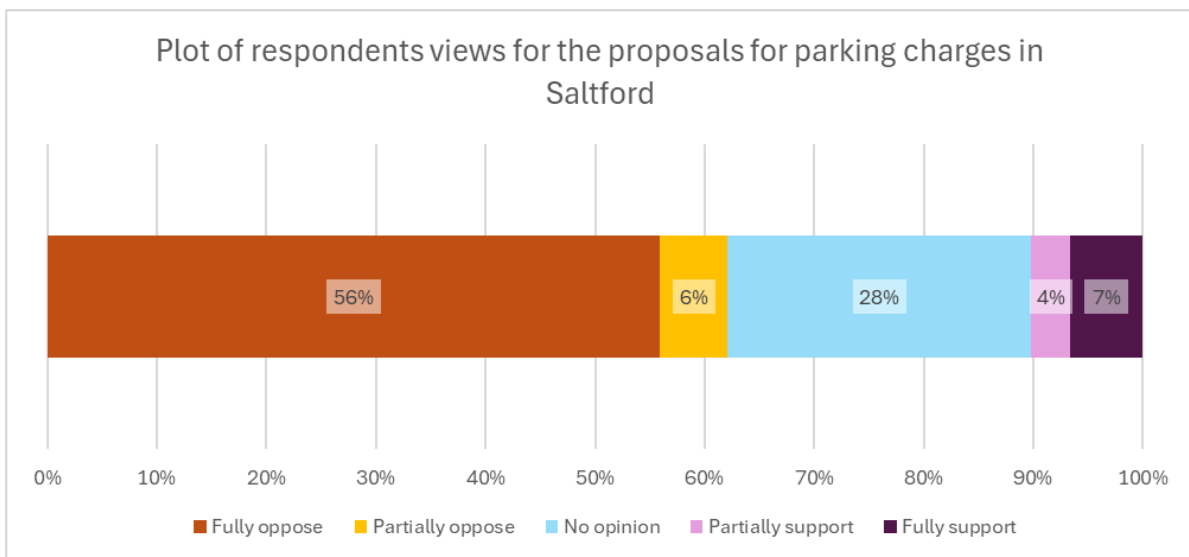


Figure 18 - Respondents view on proposed Saltford parking charges

3.4.16 Figure 19 displays how regularly respondents typically park in Saltford. Whilst most respondents do not park in Saltford (68%, 2869) the most popular frequency of those that do park is less than once every month (21%, or 862 respondents).

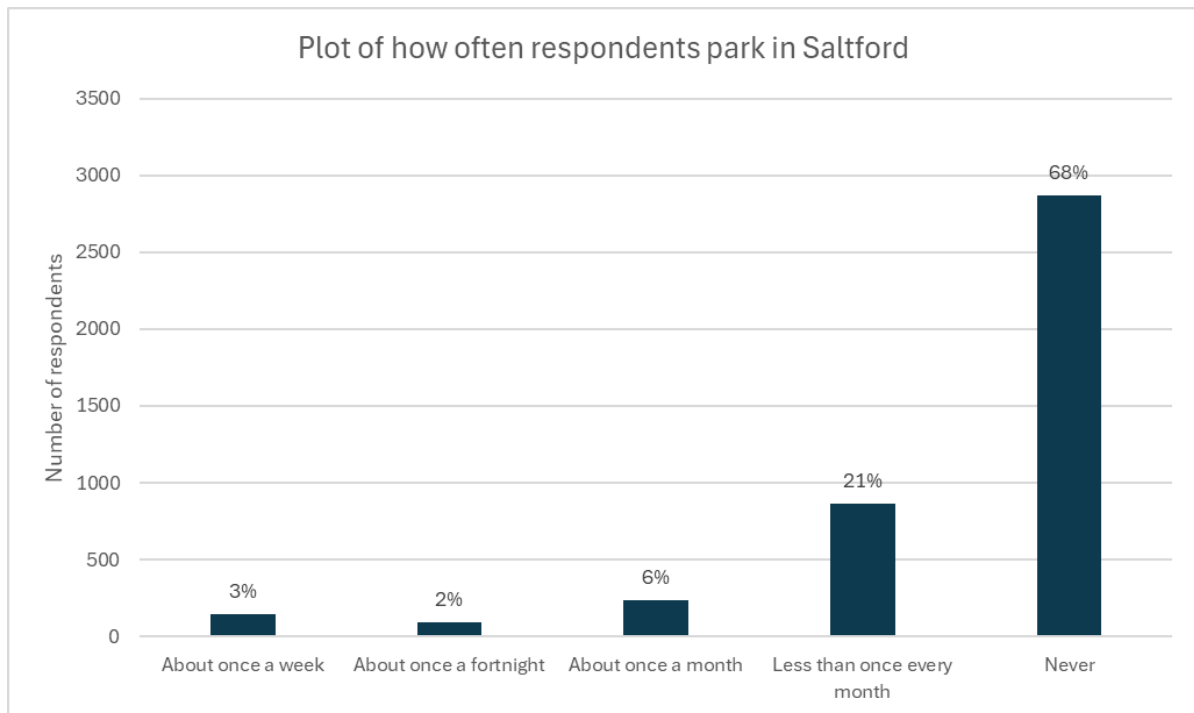


Figure 19 - Chart showing how regularly respondents typically park in Saltford

3.4.17 Figure 20 shows how long respondents typically park in Saltford, with the most popular durations of 1 and 2 hours being closely matched at 29% and 33% respectively, out of those respondents that park in Saltford.

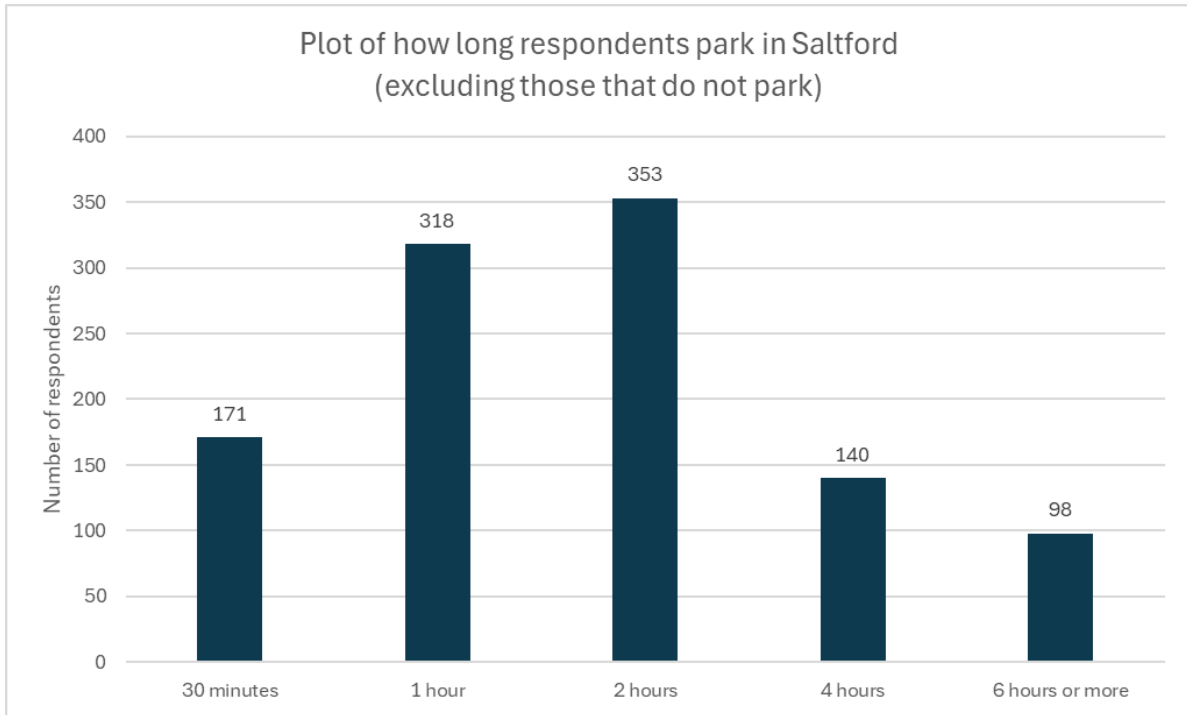


Figure 20 - Chart showing how long respondents typically park in Saltford

3.4.18 The proposal to introduce parking charges for motorbikes was supported by 22% (948) of respondents (Figure 21), with a further 23% (971) expressing no opinion. 55% (2313) of respondents did not support the proposal.

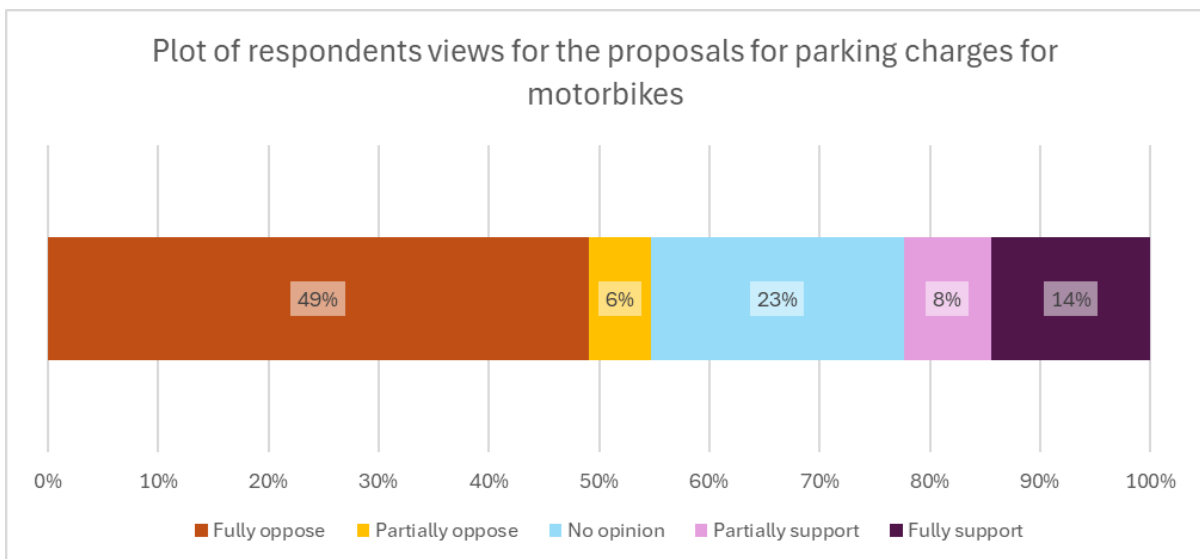


Figure 21 - Respondents view on proposals to introduce motorbike parking charges

3.4.19 Figure 22 displays how frequently respondents travel by different forms of transport. Some overlap with existing transport forms was noted amongst the additional comments for 'other' with the key forms identified as:

- Motorbike - 147 responses,
- Car or van - 131 responses
- Scooters (including electric) - 63 responses
- Bus or Park and ride - 58 responses
- Walking - 43 responses
- Lift or car share - 23 responses
- Taxi - 11 responses

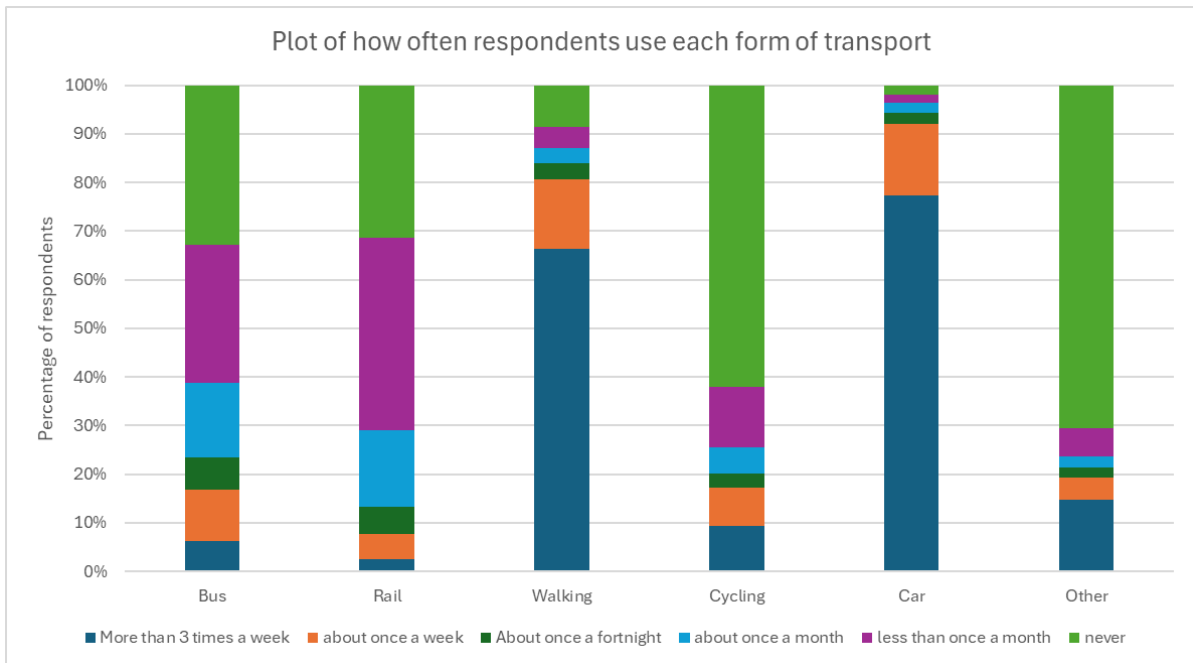


Figure 22 - Respondents transport use

3.5 Qualitative Results

- 3.5.1 Free-text comment boxes were provided within the feedback form to allow respondents to provide further details and comment to support their response to the proposal.
- 3.5.2 A total of 18102 separate free text comments were received across the feedback, including within the online feedback form or email.
- 3.5.3 Due to the large number of questions within the feedback form and the high volume of responses received, common themes across the comments have been identified using Generative Artificial Intelligence (AI) analysis tools. This analysis has been undertaken in accordance with the council’s policy for the use of AI, following a review of the data to ensure personal information was redacted.

3.5.4 The themes identified in the responses of each question are detailed in this section, with each theme being listed in descending order based on the number of responses that the theme was related to.

3.5.5 Emails were analysed separately as the comments could not be aligned to specific questions within the feedback form.

3.5.6 **How concerned are you about air pollution and the impacts on people's health?**

- a) **Transportation Policies and Public Health** (757 respondents): Concern over air pollution's health impact, particularly on children and those with respiratory issues. Debates on the effectiveness of policies aimed at reducing vehicle emissions, such as parking charges based on emissions, and promotion of electric vehicles. Issues of potential unfair penalisation of lower-income individuals and the real impact of these policies on air quality.
- b) **Urban Planning, Development, and Air Quality** (498 respondents): Need for urban development that balances economic growth with environmental sustainability. Suggestions for optimising parking and encouraging active travel to lessen car dependency, while addressing concerns that policies may deter businesses and tourists. Calls for direct air quality improvement measures like more green spaces and cleaner public transit.
- c) **Health, Lifestyle, and Environmental Awareness** (474 respondents): Recognition of air pollution's serious health implications such as respiratory issues. Push for greater environmental awareness and lifestyle changes, like active travel and healthier living environments, to better combat pollution and its effects.
- d) **Impact of Parking Charges on Local Economy and Air Pollution** (292 respondents): Concerns over the economic impact of parking charges on local high streets and debate over their effectiveness in reducing air pollution versus functioning as a government revenue source. Alternatively, some view that these charges might promote cleaner transportation options.
- e) **Economic Inequality and Environmental Policies** (257 respondents): Worries that environmental policies may disproportionately affect those with lower income. Concerns over the affordability of transitioning to electric vehicles and the financial burden of new charges leading to heightened inequality. Calls for support and equitable policies that consider all societal segments.
- f) **Local Business Impact and Community Sentiment** (182 respondents): Potential adverse effects of environmental and parking policies on local businesses. Anxiety over the decline of local shops and community vitality,

with advocacy for policy re-evaluation to prevent economic and social damage.

- g) **Public Transport and Accessibility** (174 respondents): Key issues around the availability and reliability of public transportation. Discussions on existing services not meeting the needs, deterring people from using alternatives to cars. Stressed need for public transport improvements to enable greener travel and reduce air pollution.

3.5.7 In your opinion, how important is tackling and improving air quality?

- a) **Economic Implications of Air Quality Measures** (457 respondents): Financial impacts of air quality strategies raised, with worries about the strain on lower-income households and small businesses, alongside recognition of pollution's cost to health and the economy.
- b) **Public Health Versus Economic Convenience** (446 respondents): Debate between necessary air quality for health against potential restrictions on the economy and personal freedom, with concerns about the rise in living costs.
- c) **Public Perception and Trust** (369 respondents): Scepticism about the true intentions behind air quality measures expressed, alongside mistrust in data and a view that policies seem more tax-oriented than focused on environmental improvement.
- d) **Technology and Infrastructure Solutions** (202 respondents): Discussion of technology and improved infrastructure as ways to enhance air quality, balancing current limitations against possible advancements like cleaner vehicles and better public transport.
- e) **Integrated Environmental Strategy** (166 respondents): Suggestions for a comprehensive strategy addressing various environmental issues, debating the effectiveness of local versus broad measures.
- f) **Innovation and Behavioural Change** (98 respondents): Importance of scientific progress and societal changes towards sustainable lifestyles for air quality improvement acknowledged, with a call for community involvement in decision-making.
- g) **Environmental Justice and Equity** (72 respondents): Focus on ensuring that air quality improvement efforts are distributed fairly, accounting for the socioeconomic impact on all community sectors.

3.5.8 To what extent do you support or oppose our proposals to extend emission-based car park charges?

- a) **Equity and Financial Impact** (1622 respondents): Concerns about fairness and additional financial burden, especially on lower-income individuals and small business owners. Fear of unequal taxation and the disproportionate effect on those unable to afford low-emission vehicles, alongside recognition of potential environmental benefits.

- b) **Environmental Goals vs. Practical Realities** (1090 respondents): Agreement with environmental objectives contrasted against practical challenges. Discussions include geographic, family, and mobility considerations, as well as limited access to affordable low-emission vehicle options.
- c) **Impact on Local Businesses and High Streets** (715 respondents): Increased parking charges feared to deter customers from local businesses, possibly harming town centre vitality. Conversely, some suggest parking turnover might improve due to the charges.
- d) **Policy Transparency and Implementation Concerns** (563 respondents): Perceptions of the proposal as a revenue scheme for councils, with calls for transparency regarding its environmental goals and revenue usage. Suggestions for re-evaluation based on environmental efficacy.
- e) **Public Transport and Alternatives** (499 respondents): Critique of current public transport as insufficient, noting infrequency, unreliability, and early service termination. Advocating for better services, electric bus options, and cycling infrastructure as needed improvements.
- f) **Market and Technological Solutions** (335 respondents): Calls for market-driven approaches to promote low-emission vehicles, such as price reductions, expanded charging infrastructure, and not penalizing congestion-reducing vehicles like motorcycles.
- g) **Rural vs. Urban Dynamics** (248 respondents): Rural and small-town users point out a disconnect with urban transport policies, highlighting the necessity of cars and lack of public transport, contributing to an urban-rural divide.
- h) **Access and Mobility for Vulnerable Groups** (158 respondents): Concerns about the impact on disabled, elderly, and young families who rely on vehicles. The importance of considering adjustments, exemptions, and support for those unable to move to cleaner vehicles due to financial constraints.

3.5.9 To what extent do you support or oppose our proposals for parking charges in Bath?

- a) **Economic Impact on Residents and Businesses** (1122 respondents): Respondents are concerned about the affordability of increased parking charges for residents, particularly for those on lower incomes, and the potential negative impact on local businesses. They fear that higher costs could deter visitors and harm trade, possibly leading to shop closures in Bath.
- b) **Fairness and Equity** (685 respondents): The debate centres around the disproportionate impact on less affluent community members and those without access to alternative transportation. Suggestions for a tiered or emissions-based charging system are proposed to ensure fairness.

- c) **Environmental Considerations vs. Financial Implications** (563 respondents): Respondents are torn between the environmental benefits of parking charge increases and the financial strain they may cause. There's a level of scepticism about whether the proposed charges will genuinely improve the environment or serve as a revenue source for the council.
- d) **Public Transport and Alternative Travel Options** (559 respondents): Mixed opinions exist about whether public transport can currently serve as a viable alternative to car use. Some respondents call for improvements in the public transport system and incentives for less space-consuming vehicles.
- e) **Accessibility and Mobility Challenges** (383 respondents): Concerns include higher parking charges worsening accessibility, especially for disabled individuals, the elderly, and families with young children. There's also concern for rural residents who rely on cars due to insufficient public transport.
- f) **Community and Culture Impact** (178 respondents): Respondents worry about high parking charges altering the character of Bath, deterring tourism, and affecting the vibrancy of the city centre, possibly hindering access to cultural events, social activities, and essential services.
- g) **Strategic Planning and Long-Term Vision** (112 respondents): There's a call for a comprehensive approach to urban mobility and environmental sustainability, with a clear explanation of how parking charge revenue will contribute to the city's transportation infrastructure.
- h) **Safety, Health, and Quality of Life** (38 respondents): Safety is a concern, particularly the feasibility of walking or cycling in some areas or at night. The practicality and inclusiveness of methods proposed to achieve cleaner air, and in turn, better public health are debated.

3.5.10 To what extent do you support or oppose our proposals for parking charges for hotel permits?

- a) **Impact on Tourism and Local Economy** (515 respondents): Respondents mentioned the possible deterrent effect of parking charges on tourists, which could harm local businesses and economic activity. Others see potential revenue from the charges as a source of funds for local community services.
- b) **Effect on Hotel Industry** (266 respondents): Concerns were raised about how smaller hotels may suffer from additional parking charges, lacking resources to absorb these costs. Some argued that charges might encourage transparent pricing or service efficiency in hotels.
- c) **Sustainability and Environmental Concerns** (132 respondents): Discussions included the possibility that parking charges could encourage public transport use, reducing emissions and congestion. Yet, without suitable transport alternatives, such charges might unfairly penalise tourists and residents.

- d) **Fairness and Inclusivity of Charges** (104 respondents): Debate centered around the fairness of parking charges, especially on lower-income individuals and drivers of older vehicles. Some respondents supported the view that emissions-based charges can prompt cleaner transportation choices, aligned with environmental strategies.
- e) **Accessibility and Convenience** (80 respondents): Respondents raised concerns over how parking charges might affect accessibility to hotels, stressing the need for charges not to impede access for guests with specific needs, such as disabled individuals or families.
- f) **Potential for Improved Infrastructure** (43 respondents): A few responses indicated that parking charge revenue could go towards enhancing local facilities, including roads and public transport, with a view to long-term benefits for residents and visitors.
- g) **Perception and Communication Issues** (42 respondents): There was an emphasis on confusion and misunderstanding of the parking charge proposal, suggesting the need for clearer communication and thorough public consultation from the council.
- h) **Comparisons with Other Locations** (40 respondents): Comparisons were made with parking policies in other tourist destinations, with suggestions that Bath could learn from successful examples or risk becoming less competitive due to high charges.

3.5.11 To what extent do you support or oppose our proposals for parking charges in Keynsham?

- a) **Impact on local businesses and high street footfall** (384 respondents): Respondents are worried about the proposed parking charges reducing footfall on Keynsham's high street and adversely affecting local businesses. Some suggest structured charges could manage congestion and support trade by improving accessibility.
- b) **Equity and accessibility concerns** (211 respondents): Respondents express that parking charges may disproportionately affect those with lower incomes, the elderly, and those reliant on cars due to poor public transport options. Proposals include modulated charges based on emissions and discounts for motorcycles.
- c) **Alternatives and solutions** (195 respondents): Debaters propose solutions like time-limited free parking slots, improved public transport, and a charging system considering vehicle type and emissions, advocating for a balanced approach addressing financial, environmental, and social factors.
- d) **Transportation and environmental strategy** (182 respondents): Discussants question how parking charges fit into wider transportation and environmental plans. Some criticise the lack of efficient public transport

alternatives; others support charges as a means to alleviate traffic congestion and reduce pollution.

- e) **Perceived motivations behind the proposal** (154 respondents): Some see the charges as a revenue exercise for the council, with concerns about the use of generated funds. Others argue that, if used fairly and reinvested, the charges could benefit the town's infrastructure.
- f) **Impact on community cohesion and safety** (18 respondents): The influence of parking charges on community feel and safety is debated. Some worry that fewer town centre visitors could lead to a decline in safety and vibrancy, while others posit that less car dependency could make for a safer, pedestrian-friendly space.

3.5.12 To what extent do you support or oppose our proposals for parking charges in Midsomer Norton?

- a) **Impact on Local Business and Community Sentiment** (1115 respondents): Parking charges feared to drive consumers away from local shops towards online or out-of-town retail, undermining high street vitality and potentially increasing shop vacancies.
- b) **Economic Impact on High Street** (1107 respondents): Concerns that parking charges will deter visitors, reduce footfall, and lead to more closures of local businesses, despite recognition of the need for council funds.
- c) **Environmental Concerns vs. Economic Viability** (189 respondents): Doubts about the effectiveness of parking charges in reducing vehicle emissions; concerns about possible increased pollution from vehicles circling for free parking.
- d) **Public Transport and Infrastructure Improvements** (163 respondents): Dissatisfaction with current public transport and calls for improvements before parking charges are introduced.
- e) **Accessibility and Social Equity** (140 respondents): Charges could adversely affect residents with limited transport options, the elderly, and those with mobility issues, leading to social and economic exclusion for some.
- f) **Alternative Solutions and Compromises** (127 respondents): Suggestions for a balanced approach include tiered parking fees, short-term exemptions, and advanced park-and-ride systems.
- g) **Governance and Public Engagement** (115 respondents): Critique of the council's consultation process; calls for community involvement in decision-making affecting local lives and economies.

3.5.13 To what extent do you support or oppose our proposals for parking charges in Radstock?

- a) **Economic impact on local businesses** (616 respondents): Many fear the negative economic effects of parking charges on local businesses, with

concerns that higher costs may lead shoppers to free parking areas or to online shopping, decreasing local trade and income for small businesses.

- b) **Tourism and town appeal** (332 respondents): Respondents worry that parking charges could deter visitors, making Radstock less competitive and potentially impairing its status as a town that attracts both locals and tourists.
- c) **Transportation and accessibility issues** (188 respondents): Criticism focuses on Radstock's insufficient public transport, suggesting a reliance on private cars, and foreseeing added parking charges could push vehicles into residential areas, increasing congestion and parking problems.
- d) **Regeneration efforts and urban development** (186 respondents): There is debate on whether parking charges may support or obstruct Radstock's redevelopment. Some view the charges as a funding source for improvement, others believe they may hinder business, affecting the town's vibrancy.
- e) **Social and community well-being** (153 respondents): Concerns are raised about the social impact, notably on low-income, elderly, and disabled residents, suggesting parking charges could limit their access to services and reduce the town's sense of community.
- f) **Public sentiment and governance** (148 respondents): A notable voice of feedback centres on distrust towards the authorities implementing parking charges, calling for more transparent decision-making and consideration for local residents' needs.
- g) **Environmental concerns vs. implementation feasibility** (123 respondents): While some doubt the charges' environmental benefits, others advocate for greener transport despite questioning the suitability and fairness of these measures, given Radstock's current situation.
- h) **Impact on mental health and lifestyle** (11 respondents): The possible introduction of parking charges is viewed by a small number as an obstacle to well-being, with worries that costs and reduced accessibility may discourage activities that contribute to mental health and community cohesion.

3.5.14 In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Midsomer Norton?

- a) **Duration and accessibility of free parking** (1268 respondents): Opinions vary on ideal length of free parking; the need to serve short to long stays is highlighted with particular concerns for those with mobility issues, and discussions about balancing accessibility with preventing bay abuse.
- b) **Impact on local economy and high street vitality** (797 respondents): Free parking seen as vital to attracting high street visitors and supporting local businesses; concerns over the negative impact of parking charges on businesses are mentioned, alongside the need for policies to prevent misuse without harming the economy.

- c) **Policy transparency and public sentiment** (385 respondents): Concerns about the transparency of consultations on parking policy are raised; there is a call for more inclusive decision-making and clearer communication and justification of changes.
- d) **Social and community considerations** (249 respondents): Importance placed on free parking for supporting the community, especially the elderly, disabled, and those attending health appointments; free parking is linked to enabling social interaction and equal amenity access.
- e) **Environmental implications** (46 respondents): Some commentary on the environmental impact of car use, suggestions of policy differentiation based on emissions, and encouragement of alternative transport to improve air quality and sustainability.
- f) **Public transport and alternative solutions** (32 respondents): Discussions highlight inadequate public transport reinforcing car dependency; a need for improving transport services and discussing sustainable options is evident, particularly for rural residents and those with limited mobility.

3.5.15 In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Radstock?

- a) **Duration and Flexibility of Free Parking** (817 respondents): Users advocate for free parking ranging from two hours to unlimited time to support local shopping and activities, calling for policies to be flexible and community-focused to avoid congestion and parking misuse.
- b) **Economic and Business Impact** (594 respondents): Respondents argue that paid or restricted parking may deter visitors, affecting local businesses negatively, highlighting the need for parking policies that encourage town centre visits and support the local economy.
- c) **Equity and Social Impact** (84 respondents): Concerns are raised about the fair access to parking, particularly for disabled and elderly users, and workers without blue badges, emphasising the need for inclusive policies that cater to diverse community needs.
- d) **Local Infrastructure and Urban Development** (57 respondents): Suggestions are made for better infrastructure to support local development goals, including better alignment of parking policies with urban planning, cycling promotion, and protection of residential areas from overspill parking.
- e) **Environmental and Health Considerations** (30 respondents): Several users discuss how parking policies should encourage reduced congestion and pollution while promoting physical activity, but also consider the needs of those reliant on car use.
- f) **Payment Methods and Accessibility** (1 respondent): The need for various payment options is highlighted to ensure accessibility for all, including those who prefer using cash or have difficulties with digital payment systems.

- g) **Technology and Innovation** (1 respondent): There is a suggestion for modern, user-friendly parking management solutions, like real-time availability apps, provided they cater to users not comfortable with technology.

3.5.16 To what extent do you support or oppose our proposals for parking charges in Salford?

- a) **Perception of Parking Charges as a Tax** (128 respondents): There is resistance to the idea of parking charges being another form of taxation, particularly in Salford, which is seen as a village with limited amenities that should not be subject to such charges.
- b) **Community and Visitor Perspectives on Accessibility** (88 respondents): A split is evident between residents who might benefit from less parking congestion and visitors concerned about access to amenities, underlining the necessity for a balanced parking policy.
- c) **Impact on Local Businesses and High Street Regeneration** (82 respondents): Concerns exist that parking charges could lead to reduced footfall and a decline in high street activity, potentially harming local businesses.
- d) **Social Equity and Economic Impact** (63 respondents): The introduction of parking charges is viewed as likely to disproportionately impact lower-income individuals and those reliant on cars, prompting calls for a fairer charge system.
- e) **Environmental and Sustainability Considerations** (52 respondents): There is a divide in opinion regarding the relationship between parking charges and environmental aims, with some suggesting it could encourage cleaner transport modes and others highlighting potential unfairness to those already economically stretched.
- f) **Accessibility and Recreational Use** (41 respondents): Concerns are raised about parking charges deterring recreational visitors, pointing to the need to maintain accessibility for both residents and non-residents to support the local economy.
- g) **Differential Charging Based on Vehicle Emissions** (41 respondents): Discussions include the idea of variable parking charges based on vehicle emissions to encourage environmentally friendly transport choices while being considerate of economic realities.
- h) **Transport and Infrastructure Improvement Needs** (34 respondents): Some feedback suggests that revenue from parking charges should be reinvested into improving public transport and cycling infrastructure, signalling a desire for enhanced and accessible transport options.

3.5.17 To what extent do you support or oppose our proposals for parking charges for motorbikes?

- a) **Congestion and Space Utilisation** (700 respondents): Motorbikes seen as easing congestion and efficient in space usage; parking charges might lead to increased car use, counteracting these benefits.
- b) **Environmental Impact and Emission Considerations** (596 respondents): Discussion split, some believe motorbikes less polluting than cars while others point out noise pollution and question emissions equality; calls for nuanced approach in charging based on vehicle type's environmental impact.
- c) **Financial and Social Equity Concerns** (270 respondents): Concerns that parking charges could disproportionately affect low-income riders, persons with disabilities, and those without modern payment access; fairness of uniform charges questioned, with potential deterring impact on motorcycle reliance and accessibility.
- d) **Policy Perception and Trust in Authorities** (161 respondents): Proposal perceived by some as focused on revenue, not environmental or congestion solutions; distrust towards council and policymakers exacerbated by perceived lack of consultation.
- e) **Legal and Policy Framework Considerations** (129 respondents): Calls for inclusive policy framework recognising motorcycles' benefits against cars, with a balanced approach to support environmental goals without unfairly penalising motorcyclists.
- f) **Impact on Local Economy and Accessibility** (87 respondents): Concerns that parking charges for motorbikes could negatively affect local businesses by reducing visitor numbers, with motorcycles being important for area accessibility and local economy vitality.
- g) **Technological and Implementation Challenges** (59 respondents): Operational concerns with enforcing parking charges due to issues like securely displaying tickets on bikes and reliance on digital payments, raising fairness and practicability questions.

3.5.18 Thematic analysis of email responses

- a) **Local Economy and Business Impact** (94 respondents): Concerns centre on how parking charges could deter shoppers, potentially harming footfall and revenue for small businesses, cafes, and restaurants; added parking costs might increase operational expenses.
- b) **Accessibility and Social Equity** (73 respondents): Fears that parking charges may exacerbate social inequality, disadvantaging those with limited

mobility, pensioners, and low-income workers, and possibly making town centres less accessible to the financially disadvantaged.

- c) **Infrastructure and Urban Planning** (68 respondents): Discussions focus on the need for better parking facilities, electric vehicle charging points, and public transportation, with a holistic approach to urban planning that prioritises sustainability without compromising local livability.
- d) **Transportation and Environmental Concerns** (62 respondents): Parking charges tied to vehicle emissions ignite debates over the adequacy of public transport and cycling infrastructure, the fairness of penalising less affluent families with older vehicles, and the urgency of addressing air quality.
- e) **Consultation Process and Community Engagement** (49 respondents): Dissatisfaction with the consultation process stems from perceptions of it being biased and unrepresentative, bringing to light issues of governance, transparency, and the desire for genuine engagement with community needs.
- f) **Legal and Policy Considerations** (14 respondents): Legal disputes over the introduction of parking charges touch upon the appropriate use of public spaces and the balancing act local governments face between fiscal responsibility, environmental objectives, and community welfare.

4 Discussion of results

4.1 Discussion of qualitative feedback

- 4.1.1 The high number of public webpage views and responses received for this consultation indicate that a high level of public awareness of the issues being considered, with the distribution of geographical location of respondents (Figure 3) also demonstrating this. It should also be noted that the number of responses received is in line with some of the very highest response levels ever achieved by the Council.
- 4.1.2 Whilst the distribution shown across age groups does not align to the 2023 mid-Year ONS data for Bath & North East Somerset, the lack of responses from the upper and lower age groups could be attributed to vehicle use, noting that most individuals in the under 17 group will be too young to hold a driving licence and those in the older groups (75+) may typically no longer choose to drive (with a driving license also requiring a 3 year renewal after the age of 70) and this will skew the response distribution. Department for Transport data also indicates that the age group 50-59, the highest responding group in this consultation, represents the highest proportion of driving licence holders in the UK with 86% of people in this age group holding a Full UK driving licence in 2023 (<https://www.gov.uk/government/statistical-data-sets/nts02-driving-licence-holders>). The distribution of respondents age matches the ranges shown for previous parking surveys.
- 4.1.3 23% (992) of responses were received from people living within four wards across Midsomer Norton, Westfield and Radstock and can be attributed to the direct impact of proposals to introduce parking charges to these towns in council car parks that are currently free to use.
- 4.1.4 The higher proportion of objections across the proposals to introduce or increase parking charges (including the extension of emission-based charges) from respondents is not unexpected, and is a typical response received during previous public consultations where an increase to the level of parking charges is proposed.

The use of parking charges are themselves a well-recognised and established driver of behaviour change and a demand management tool. Charges help encourage price sensitive motorists towards more sustainable travel options and helps to promote turnover of spaces by discouraging motorists from leaving vehicles parked for extended periods. This increased turnover of spaces allowing them to be made available for other users.

- 4.1.5 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.

Parking is an emotive subject for many people and when this sensitive topic is also aligned to increases in charges this is never a popular option for customers, even where many may recognise the outcomes and benefits that this form of behaviour change is designed to encourage.

- 4.1.6 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.1.7 The views of respondents regarding the importance of air quality, air pollution, and its impacts on health are shown in Figure 4 and Figure 5. A clear majority of respondent in both questions expressed concern about air pollution and its impacts on health and that action was required to improve air quality.

There is a notable contrast with these views compared to the views expressed in regard to the proposals for parking charges. This demonstrates within these results a clear overlap between those respondents that objected to the proposals but who are also concerned about air quality and its impacts, noting that these are core objectives of these proposals in line with the Corporate Strategy and other policies outlined in chapter 1.

This suggests that a notable proportion of the respondents that objected to the price change proposals did so based on factors other than the core objectives, such as price sensitivity. It's acknowledged that these proposals will result in additional revenue being generated from drivers that bring their vehicles into these urban centres to park; however, this is not the objective of the proposals.

- 4.1.8 No feedback was received that identified or highlighted that these proposals could have a negative or adverse impact on an individual or group in accordance with the Equalities Act 2010 and the Public Sector Equality Act 2023. Socio economic disadvantage is not a protected characteristic under the law but it is a local consideration that the council rightly considers alongside and as part of our statutory requirements.
- 4.1.9 Figure 22 provides an overview of the frequency with which respondents use various forms of transport. It was not the intention for this question to

facilitate a detailed breakdown of each mode; however, it's acknowledged that the use of 'car' in a group in isolation was an error. This group would have been more appropriately titled 'private motorised transport' or similar to facilitate the inclusion of a wider range of vehicle types, including motorbikes, which were referenced by respondents within comments to other.

The distribution of respondents identified a large proportion of respondents living in more rural areas (Figure 3), the high volume of regular car use is notable.

4.2 Discussion of quantitative feedback

4.3 How concerned are you about air pollution and the impacts on people's health?

4.3.1 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”

<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

4.3.2 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

4.3.3 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across

these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

- 4.3.4 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.3.5 Whilst there is no direct evidence available to show that these proposals will improve air quality, benefiting resident and visitors alike; charging mechanisms are a well understood demand management restraint tool linked to price elasticity.
- 4.3.6 Whilst legal limits exist for air pollution and air quality, there is no safe limit and any measure that aims to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.3.7 It should also be noted that following the introduction of emission-based parking charges across Bath car parks in September 2023 the proportion of vehicles only charged the baseline charge (i.e. the less polluting vehicles) increased from 34% to 52%, suggesting an impact in behaviour change with owners of more polluting vehicles choosing alternatives to council car parks.
- 4.3.8 It's acknowledged that people will make vehicle choices for a variety of reasons to meet their needs and will continue to do so. It's also noted that some respondents questioned the fairness of policies that encourage the purchase of expensive electric vehicles. This proposal does not seek to mandate vehicle change or promote the use of electric vehicles over other types of vehicle, rather it aims to help influence proactive choices for lower emission vehicles, when people decide to purchase a vehicle.
- 4.3.9 These proposals also aim to encourage greater consideration of other more sustainable or active ways to travel, to reduce car usage and congestion across the road network. Similarly, reduced parking charges are not proposed for electric vehicles as whilst they may be better for the environment during use, they are not resistant to producing airborne pollutants. This includes for example particles released from brake and tyre wear and road dust disturbed by a vehicle's motion regardless of the vehicle type or it's mode of power, with electric vehicles also being typically heavier, this impact, and that of road wear, over similarly sized internal combustion powered vehicles is greater. Whilst emissions from EV vehicles on the road overall are significantly less than other vehicles, they also still contribute to congestion and the use of kerb space.

- 4.3.10 As part of ongoing efforts to reduce transport emissions and achieve net zero targets the council has installed new electric vehicle charging points, with 14 new fast (22kW) bays and 10 new rapid (50kW) bays being installed since 2022 across its public car parks bringing the total number of charging bays to 38. The council has recently appointed a new Electric Vehicle Infrastructure Lead, who is responsible for leading on the development of electric vehicle policies and infrastructure across Bath & North East Somerset, aligning to our core policies such as the Journey to Net Zero. The installation of electric vehicle infrastructure requires significant resource and the council must balance the use of its own resources
- 4.3.11 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.
- 4.3.12 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.3.13 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.3.14 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report. Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.3.15 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.
<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

- 4.3.16 The development of direct air quality improvement measures, such as more green spaces and cleaner public transport, remain outside the scope of this consultation and report.
- 4.3.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.3.18 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).
- 4.3.19 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.3.20 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.
- 4.3.21 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.
- 4.3.22 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the

future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>

4.3.23 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>

4.3.24 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.4 In your opinion, how important is tackling and improving air quality?

4.4.1 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – "Every breath we take: the lifelong impact of air pollution"
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

4.4.2 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

4.4.3 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.

- 4.4.4 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Climate Emergency Strategy and Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO2 emissions and the intrusion of vehicles, particularly more polluting vehicles, into the historic core and our urban centres.
- 4.4.5 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue at the local level and therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.4.6 The development of more direct air quality improvement measures, such as cleaner vehicles, remain outside the scope of this consultation and report. It is however noted that whilst there is a national trend for more efficient and cleaner internal combustion engines over the past two decades, there was a reversal in efficiently improvements in 2016 driven largely by an increase in the proportion of larger heavier SUVs and other large vehicles (source: DfT Transport Statistics 2019).
- 4.4.7 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.
- 4.4.8 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.
- 4.4.9 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.

- 4.4.10 The council notes concern highlighted about the socioeconomic impact across all sectors of the community. Travel by vehicle data published by the Department of Transport (2023) indicates a clear correlation between private vehicle ownership and household income with almost twice as many households in the lowest quintile owning no car or van (44%) compared to 26% owning no car or van in the second quintile. This falls to 15% and 13% respectively for the third and upper quintile. It's also notable that households with either greater income (those also being those with typically more vehicles) undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. This indicates that whilst lower income groups will be impacted when they park in locations affected by these proposals, they will do so less frequently, noting that the impacts of air pollution affect everyone. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.4.11 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.4.12 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.4.13 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report. Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.4.14 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.

4.5 To what extent do you support or oppose our proposals to extend emission-based car park charges?

- 4.5.1 These proposals seek to improve air quality using the polluter pays principle which means that, where possible, the costs of pollution should be borne by those causing it, rather than the person who suffers the effects of the resulting environmental damage, or the wider community. A reduction in all pollutants, and therefore an improvement in air quality, by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.
- 4.5.2 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>
- 4.5.3 It should be noted that those that don't drive, and therefore don't contribute more directly to poor air quality, will not be directly impacted by these proposals. All vehicles, particularly those that combust fossil fuels emit varying quantities of air pollutants that reduce air quality and it's not just the polluters, or drivers, that are impacted. Everyone is affected by air pollution and poor air quality.
- 4.5.4 Whilst legal limits exist for air pollution and air quality, there is no safe limit and any measure that aims to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.5.5 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a

household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

- 4.5.6 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.5.7 Whilst there is no direct evidence available to show that these proposals will improve air quality, benefiting resident and visitors alike; charging mechanisms are a well understood demand management restraint tool linked to price elasticity.
- 4.5.8 It should also be noted that following the introduction of emission-based parking charges across Bath car parks in September 2023 the proportion of vehicles only charged the baseline charge (i.e. the less polluting vehicles) increased from 34% to 52%, suggesting an impact in behaviour change with owners of more polluting vehicles choosing alternatives to council car parks.
- 4.5.9 It's acknowledged that people will make vehicle choices for a variety of reasons to meet their needs and will continue to do so. This proposal does not seek to mandate vehicle change or promote the use of electric vehicles over other types of vehicle, rather it aims to help influence proactive choices for lower emission vehicles, when people decide to purchase a vehicle. It also aims for greater consideration of other more sustainable or active ways to travel, to reduce car usage and congestion across the road network.
- 4.5.10 Reduced parking charges are not proposed for electric vehicles as whilst they may be better for the environment during use, they are not resistant to producing airborne pollutants. This includes for example particles released from brake and tyre wear and road dust disturbed by a vehicle's motion regardless of the vehicle type or it's mode of power, with electric vehicle also being typically heavier this impact, and that of road wear, over similarly sized internal combustion powered vehicles is greater. Whilst emissions from EV vehicles on the road overall are significantly less than other vehicles, they also still contribute to congestion and the use of kerb space.
- 4.5.11 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some

motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

- 4.5.12 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.5.13 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.5.14 Charges for Blue Badge holders apply in Bath car parks, as they do currently, but blue badge parking in council-managed car parks in other towns would remain free when a badge is displayed in marked blue badge bays.
- 4.5.15 Blue Badge holders are also able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed.
- 4.5.16 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.5.17 It's noted than many respondents agreed with the environment objectives these proposals aimed to achieve; however, they raised concerns about the practical challenges including the availability and access to more sustainable alternatives. The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).

- 4.5.18 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.5.19 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.
- 4.5.20 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.
- 4.5.21 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>
- 4.5.22 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>
- 4.5.23 It's noted that some respondents suggested that the use of parking charges may improve the turnover so spaces, which aligns to the principles of good parking management. Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting the vitality of local businesses by ensuring space is available for visitors.
- 4.5.24 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy->

[2023-2027](#)) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report.

4.5.25 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.

<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.5.26 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.6 To what extent do you support or oppose our proposals for parking charges in Bath?

4.6.1 These proposals seek to improve air quality using the polluter pays principle which means that, where possible, the costs of pollution should be borne by those causing it, rather than the person who suffers the effects of the resulting environmental damage, or the wider community. A reduction in all pollutants, and therefore an improvement in air quality, by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

4.6.2 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

- 4.6.3 It should be noted that those that don't drive, and therefore don't contribute more directly to poor air quality, will not be directly impacted by these proposals. All vehicles, particularly those that combust fossil fuels emit varying quantities of air pollutants that reduce air quality and it's not just the polluters, or drivers, that are impacted. Everyone is affected by air pollution and poor air quality.
- 4.6.4 Whilst legal limits exist for air pollution and air quality there is no safe limit and any measure that aims to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.6.5 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.6.6 Whilst there is no direct evidence available to show that these proposals will improve air quality, benefiting resident and visitors alike; charging mechanisms are a well understood demand management restraint tool linked to price elasticity.
- 4.6.7 It should also be noted that following the introduction of emission-based parking charges across Bath car parks in September 2023 the proportion of vehicles only charged the baseline charge (i.e. the less polluting vehicles) increased from 34% to 52%, suggesting an impact in behaviour change with owners of more polluting vehicles choosing alternatives to council car parks.
- 4.6.8 It's acknowledged that people will make vehicle choices for a variety of reasons to meet their needs and will continue to do so. This proposal does not seek to mandate vehicle change or promote the use of electric vehicles over other types of vehicle, rather it aims to help influence proactive choices for lower emission vehicles, when people decide to purchase a vehicle. It also aims for greater consideration of other more sustainable or active ways to travel, to reduce car usage and congestion across the road network.
- 4.6.9 Reduced parking charges are not proposed for electric vehicles as whilst they may be better for the environment during use, they are not resistant to producing airborne pollutants. This includes for example particles released from brake and tyre wear and road dust disturbed by a vehicle's motion regardless of the vehicle type or it's mode of power, with electric vehicle also being typically heavier this impact, and that of road wear, over similarly sized internal combustion powered vehicles is greater. Whilst emissions from EV vehicles on the road overall are significantly less than other vehicles, they also still contribute to congestion and the use of kerb space.

- 4.6.10 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.
- 4.6.11 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.6.12 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.6.13 A recent comparison of average car parking charges across four English cities of comparable size to Bath highlighted that Bath has the second cheapest parking. The analysis looked at average parking costs across Bath, York, Leeds, Salisbury and Cambridge, with Bath has the second cheapest parking charges. It's acknowledged that Bath has a variable emission-based parking charge, however, this comparative analysis highlights that charges in Bath are aligned with other similar cities.
- 4.6.14 Some respondents suggested that incentives should be provided to encourage smaller vehicles that take up less space. It's noted that whilst there is a national trend for more efficient and cleaner internal combustion engines over the past two decades, there was a reversal in efficiently improvements in 2016 driven largely by an increase in the proportion of larger heavier SUVs and other large vehicles (source: DfT Transport Statistics 2019). More modern vehicles that are smaller and lighter are typically fitted with smaller and more efficient engines which combust less fuel than larger heavier vehicles. These will benefit from lower parking charges as a result of the emission-based variable charging structure. Additionally, whilst some car park operators have increased bay size to accommodate the national trend for larger vehicles, the council has no plans to do so.
- 4.6.15 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who

own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

4.6.16 Charges for Blue Badge holders apply in Bath car parks; however, disabled parking bays that are free for Blue Badge holders are located on the approach to the main car park area at Charlotte Street car park.

4.6.17 Blue Badge holders are also able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed.

4.6.18 Redevelopment within the historic core in Bath has seen changes to the availability of parking. The promotion of parking out of the city centre by prioritising sustainable transport such as the park and ride service (through increased city centre parking charges), ensures that the city, as a popular visitor destination and double UNESCO world Heritage site, remains accessible to all road users.

4.6.19 The Park and Ride service (£3.70 per adult return) also provides a range of discounts that include;

- a) English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday.
- b) A group of two adults may purchase a discounted return fare after 09.30 Monday to Friday of £5.50
- c) Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime), equivalent to a return fare of £2.96.
- d) up to 5 children (under 16) can travel for free with each fare paying adult.
- e) A Bath Zone group day ticket, providing unlimited travel for 5 people on the Park and Ride and all First buses in the Bath Zone, is £12.00

4.6.20 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.

4.6.21 It's noted that many respondents agreed with the environment objectives these proposals aimed to achieve; however, they raised concerns about the practical challenges including the availability and access to more sustainable alternatives. The council works in enhanced partnership with the West of

England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).

4.6.22 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>

4.6.23 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.

4.6.24 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.

4.6.25 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>

4.6.26 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>

4.6.27 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting the vitality of local businesses by ensuring space is available for visitors.

4.6.28 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.

<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.6.29 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.7 To what extent do you support or oppose our proposals for parking charges for hotel permits?

4.7.1 These proposals seek to improve air quality using the polluter pays principle which means that, where possible, the costs of pollution should be borne by those causing it, rather than the person who suffers the effects of the resulting environmental damage, or the wider community. A reduction in all pollutants, and therefore an improvement in air quality, by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

4.7.2 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”

<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

- 4.7.3 All vehicles, particularly those that combust fossil fuels emit varying quantities of air pollutants that reduce air quality and it's not just the polluters, or drivers, that are impacted. Everyone is affected by air pollution and poor air quality. Whilst legal limits exist for air pollution and air quality there is no safe limit and any measure that aims to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.7.4 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.7.5 Hotel permits remain available to only a limited number of establishments within Bath. For hotels located within the central zone, zone 1 and zone 6 they facilitate guest parking in council owned long stay car parks, at the same level of charge as the least polluting vehicles. Those located in other resident parking zones facilitate on street parking for the same charge. The introduction of emission-based charges to hotel permit users introduces fairness to all motorists to ensure that they are charged according to the polluter pays principle. This also prevents the hotel permit scheme being misused to circumvent the public emission-based charges and ensures that guests of hotels that are not eligible for a hotel permit are treated equally to those staying a hotel that is eligible.
- 4.7.6 Only hotel guests that bring a more polluting vehicle into the city centre will be affected by higher charges. Hotels are not required to facilitate guest parking via a hotel permit and are free to absorb these charges as part of a packaged offer to guest, or to recharge the guest accordingly.
- 4.7.7 Charges for Blue Badge holders apply in Bath car parks; however, disabled parking bays that are free for Blue Badge holders are located on the approach to the main car park area at Charlotte Street car park.
- 4.7.8 Blue Badge holders are also able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed.
- 4.7.9 Redevelopment within the historic core in Bath has seen changes to the availability of parking. The promotion of parking out of the city centre by prioritising sustainable transport such as the park and ride service (through increased city centre parking charges), ensures that the city, as a popular visitor destination and double UNESCO world Heritage site, remains accessible to all road users.

4.7.10 The Park and Ride service (£3.70 per adult return) also provides a range of discounts that include;

- f) English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday.
- g) A group of two adults may purchase a discounted return fare after 09.30 Monday to Friday of £5.50
- h) Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime), equivalent to a return fare of £2.96.
- i) up to 5 children (under 16) can travel for free with each fare paying adult.
- j) A Bath Zone group day ticket, providing unlimited travel for 5 people on the Park and Ride and all First buses in the Bath Zone, is £12.00

4.7.11 A recent comparison of average car parking charges across four English cities of comparable size to Bath highlighted that Bath has the second cheapest parking. The analysis looked at average parking costs across Bath, York, Leeds, Salisbury and Cambridge, with Bath has the second cheapest parking charges. It's acknowledged that Bath has a variable emission-based parking charge, however, this comparative analysis highlights that charges in Bath are aligned with other similar cities.

4.7.12 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.8 To what extent do you support or oppose our proposals for parking charges in Keynsham?

4.8.1 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

4.8.2 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring

their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

- 4.8.3 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.8.4 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Climate Emergency Strategy and Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO2 emissions and the intrusion of vehicles, particularly more polluting vehicles, into our urban centres.
- 4.8.5 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue at the local level and therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.8.6 The development of more direct air quality improvement measures, such as cleaner vehicles, remain outside the scope of this consultation and report. It is however noted that whilst there is a national trend for more efficient and cleaner internal combustion engines over the past two decades, there was a reversal in efficiency improvements in 2016 driven largely by an increase in the proportion of larger heavier SUVs and other large vehicles (source: DfT Transport Statistics 2019).
- 4.8.7 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.
- 4.8.8 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a

purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

- 4.8.9 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.8.10 Parking is to remain free of charge for Blue Badge holders displaying their badge in marked bays in car parks in Keynsham.
- 4.8.11 Blue Badge holders are also able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed.
- 4.8.12 Many respondents commented on alternative solutions including free time limited parking and it should be noted that up to 30 minutes free parking remains available within Ashton Way car park 7 days a week. Additionally free publicly available long stay parking is also available by the railway station on Keynsham Road. Bath Hill East long stay car park remains free of charge all day on Saturday, with all council car parks in Keynsham being free to use without time limit on Sunday's and bank holidays.
- 4.8.13 The council notes concern highlighted about the socioeconomic impact across all sectors of the community. Travel by vehicle data published by the Department of Transport (2023) indicates a clear correlation between private vehicle ownership and household income with almost twice as many households in the lowest quintile owning no car or van (44%) compared to 26% owning no car or van in the second quintile. This falls to 15% and 13% respectively for the third and upper quintile. It's also notable that households with either greater income (those also being those with typically more vehicles) undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. This indicates that whilst lower income groups will be impacted when they park in locations affected by these proposals, they will do so less frequently, noting that the impacts of air pollution affect everyone. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.8.14 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.

- 4.8.15 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report.
- 4.8.16 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.8.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.8.18 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).
- 4.8.19 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.8.20 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.

- 4.8.21 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.
- 4.8.22 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>
- 4.8.23 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>
- 4.8.24 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.
<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>
- 4.8.25 The Council has completed a review and options appraisal of its existing CCTV system to ensure that changes and upgrades can be undertaken across the network and will be compatible with existing equipment, with reduced camera faults and downtime. This helps the council to focus on prevention, a priority set out in the council's Corporate Strategy
<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>
- 4.8.26 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.9 To what extent do you support or oppose our proposals for parking charges in Midsomer Norton?

- 4.9.1 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays

a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

- 4.9.2 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person’s behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people’s health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.
- 4.9.3 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.9.4 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Climate Emergency Strategy and Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO2 emissions and the intrusion of vehicles, particularly more polluting vehicles, into our urban centres.
- 4.9.5 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue at the local level and therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.9.6 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.
- 4.9.7 Whilst the aims of these proposals as already described are not about raising revenue, it’s expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more

polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

- 4.9.8 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.9.9 Parking is to remain free of charge for Blue Badge holders displaying their badge in marked bays in car parks in Midsomer Norton.
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- 4.9.11 Free time limited parking in designated bays is also proposed 7 days a week in Midsomer Norton, with no charges operational on Sundays or bank holidays.
- 4.9.12 The council notes concern highlighted about the socioeconomic impact across all sectors of the community. Travel by vehicle data published by the Department of Transport (2023) indicates a clear correlation between private vehicle ownership and household income with almost twice as many households in the lowest quintile owning no car or van (44%) compared to 26% owning no car or van in the second quintile. This falls to 15% and 13% respectively for the third and upper quintile. It's also notable that households with either greater income (those also being those with typically more vehicles) undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. This indicates that whilst lower income groups will be impacted when they park in locations affected by these proposals, they will do so less frequently, noting that the impacts of air pollution affect everyone. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.9.13 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.

- 4.9.14 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report.
- 4.9.15 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.9.16 The council notes concerns raised by respondents regarding the potential for displacement of vehicles from the car parks into residential areas if charges are introduced. The current processes for addressing localised impacts of inappropriate parking through the rolling Traffic Regulation Order reviews provide an opportunity for resident, through their local councillor, to request changes to existing restrictions to ensure the impact of selfish motorists can be managed.
- 4.9.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.9.18 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).
- 4.9.19 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.9.20 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more

local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.

- 4.9.21 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.
- 4.9.22 Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to services. More information on these can be found online at <https://livewell.bathnes.gov.uk/community-transport>.
- 4.9.23 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes.
<https://beta.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>
- 4.9.24 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>
- 4.9.25 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>
- 4.9.26 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.
<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.9.27 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.10 To what extent do you support or oppose our proposals for parking charges in Radstock?

4.10.1 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
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- 4.10.18 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>

- 4.10.19 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.
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- 4.10.21 Some respondents also felt that the charges may be an obstacle to well-being and reduce accessibility to local service and amenities. Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to services. More information on these can be found online at <https://livewell.bathnes.gov.uk/community-transport>
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4.10.26 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.11 In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Midsomer Norton?

4.11.1 The core objective of these proposals is to seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead, noting the provision of free parking that suits the needs and convenience of all road users will undermine this objective. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

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- 4.11.15 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.11.16 The council notes concerns raised by respondents regarding transparency and communication of the consultation and refers to the efforts detailed within section 2 of this report to ensure that there was awareness of these proposals within our local communities and amongst customers. The high response levels described in section 3.1 demonstrate the success of these efforts and a high level of public awareness.

- 4.11.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
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4.12 In your opinion what duration of free parking in designated bays do you feel should be available in council car parks in Radstock?

4.12.1 The core objective of these proposals is to seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead, noting the provision of free parking that suits the needs and convenience of all road users will undermine this objective. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

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- 4.12.9 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.12.10 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.
- 4.12.11 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.12.12 The council notes concern highlighted about the socioeconomic impact across all sectors of the community. Travel by vehicle data published by the Department of Transport (2023) indicates a clear correlation between private vehicle ownership and household income with almost twice as many households in the lowest quintile owning no car or van (44%) compared to 26% owning no car or van in the second quintile. This falls to 15% and 13% respectively for the third and upper quintile. It's also notable that households with either greater income (those also being those with typically more vehicles) undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. This indicates that whilst lower income groups will be impacted when they park in locations affected by these proposals, they will do so less frequently, noting that the impacts of air pollution affect everyone. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.12.13 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%. <https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

- 4.12.14 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report.
- 4.12.15 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.12.16 The council notes concerns raised by respondents regarding transparency and communication of the consultation and refers to the efforts detailed within section 2 of this report to ensure that there was awareness of these proposals within our local communities and amongst customers. The high response levels described in section 3.1 demonstrate the success of these efforts and a high level of public awareness.
- 4.12.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.12.18 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).
- 4.12.19 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.12.20 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on

new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.

4.12.21 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.

4.12.22 Some respondents also felt that the charges may be an obstacle to well-being and reduce accessibility to local service and amenities. Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to services. More information on these can be found online at <https://livewell.bathnes.gov.uk/community-transport>

4.12.23 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes. <https://beta.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>

4.12.24 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformational-plan-making-and-doughnut-economics-model>

4.12.25 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>

4.12.26 All payment options currently offered to customers across existing paid for parking locations in Bath & North East Somerset will be available where charges are introduced, including cash, card, MiPermit (mobile App, website, telephone service or text message).

4.12.27 The council will monitor car park usage and turnover and where appropriate will consider the use of real-time monitoring options to help inform motorists to help them better plan their journey or use other more sustainable transport options.

4.12.28 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.13 To what extent do you support or oppose our proposals for parking charges in Salford?

4.13.1 Feedback indicated a degree of misunderstanding amongst respondents with these proposals. It should be noted that seasonal parking charges (April to September) are currently operational at The Shallows car park in Salford to manage the limited parking availability at this popular riverside destination during peak periods. As set out within the consultation material, there are no proposals to introduce parking charges at any other council car parks in Salford.

4.13.2 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.
<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.13.3 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

4.13.4 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person’s behaviour on its own, it increases awareness

of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

4.13.5 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.

4.13.6 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Climate Emergency Strategy and Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO2 emissions and the intrusion of vehicles, particularly more polluting vehicles, into our urban centres.

4.13.7 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue at the local level and therefore these proposals are complimentary to other measures and projects as set out in section 1.

4.13.8 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.

4.13.9 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

4.13.10 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.

4.13.11 Parking is to remain free of charge for Blue Badge holders displaying their badge in marked bays in car parks in The Shallows car park.

- 4.13.12 Blue Badge holders are also able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed
- 4.13.13 The council notes concern highlighted about the socioeconomic impact across all sectors of the community. Travel by vehicle data published by the Department of Transport (2023) indicates a clear correlation between private vehicle ownership and household income with almost twice as many households in the lowest quintile owning no car or van (44%) compared to 26% owning no car or van in the second quintile. This falls to 15% and 13% respectively for the third and upper quintile. It's also notable that households with either greater income (those also being those with typically more vehicles) undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. This indicates that whilst lower income groups will be impacted when they park in locations affected by these proposals, they will do so less frequently, noting that the impacts of air pollution affect everyone. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>
- 4.13.14 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.13.15 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.13.16 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).

- 4.13.17 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
- 4.13.18 Reforming bus services is a key pillar of the new government's transport policy. The Better Buses Bill, presented in the King's Speech, will hand more local leaders' powers to franchise buses and lift restrictions on new publicly owned bus operators (municipal ownership). It is likely that this new Bill will make changes to the statutory assessment process that the West of England Mayoral Combined Authority must follow when considering whether to implement bus franchising. The Bill is expected to be introduced in early 2025.
- 4.13.19 Some respondents also felt that the charges may be an obstacle to well-being and reduce accessibility to local service and amenities. Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to services. More information on these can be found online at <https://livewell.bathnes.gov.uk/community-transport>
- 4.13.20 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes. <https://beta.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>
- 4.13.21 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>
- 4.13.22 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>

4.13.23 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.14 To what extent do you support or oppose our proposals for parking charges for motorbikes?

4.14.1 The council notes comments made by respondents that motorbikes typically take up less space on the road and, where parked considerately, may also make more efficient use of kerb space and space in public car parks. All vehicles, particularly those that combust fossil fuels emit varying quantities of air pollutants that reduce air quality and it's not just the polluters, or drivers, that are impacted. Everyone is affected by air pollution and poor air quality.

4.14.2 Motorbikes are currently the only class of vehicle that combusts fossil fuels that does not have to pay to park across Bath & North East Somerset, and in addition to the published objectives, this proposal also seeks to ensure equity alongside the polluter pays principle.

4.14.3 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
<https://www.rcp.ac.uk/improving-care/resources/every-breath-we-take-the-lifelong-impact-of-air-pollution/>

4.14.4 These proposals seek to improve air quality through a reduction in all pollutants by incentivising all motorists, including motorcyclists, with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.

- 4.14.5 Whilst national targets and legal limits exist for air pollution and air quality there is no safe limit. Any measures that aim to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.14.6 Whilst not the primary objective, these proposals align with the vision and outcomes from the Bath & North East Somerset Climate Emergency Strategy and Journey to Net Zero Transport Strategy, by promoting sustainable transport and reducing CO2 emissions and the intrusion of vehicles, particularly more polluting vehicles, into our urban centres.
- 4.14.7 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue at the local level and therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.14.8 In the case of emission-based parking charges, it is a higher charge itself for more polluting vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them not to bring them into urban areas centre, but to use more sustainable alternatives. The higher charge for more polluting vehicles serves as a mechanism to encourage motorists, and motorcyclists, to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.
- 4.14.9 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists, or motorcyclists, will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.
- 4.14.10 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.
- 4.14.11 Motorcyclists that are also a Blue Badge holders are able to park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours and paid for on-street parking bays for as long as needed. It's note that a motorbike lack a secure internal cabin within which to display a Blue Badge; however, motorbike compatible options are available on the market.

- 4.14.12 The prices for digital season tickets available for all council long stay car parks, and which require no physical permit to be displayed, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.
- 4.14.13 The council notes concerns raised by respondents regarding a perceived lack of consultation and refers to the efforts detailed within section 2 of this report to ensure that there was awareness of these proposals within our local communities and amongst customers. The high response levels described in section 3.1 demonstrate the success of these efforts and a high level of public awareness.
- 4.14.14 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformative-plan-making-and-doughnut-economics-model>
- 4.14.15 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%. <https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>
- 4.14.16 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.
- 4.14.17 Feedback on the level of charges proposed for motorbikes, which is comparable to that for other vehicles, is noted. It's acknowledged that whilst there are always exceptions, motorbikes will typically contribute less to air pollution than other vehicles due to smaller engines and the combustion of less fossil fuel for the same distance travelled.
- 4.14.18 All payment options currently offered to customers across existing paid for parking locations in Bath & North East Somerset will be available where charges are introduced, including cash, card, MiPermit (mobile App, website, telephone service or text message).
- 4.14.19 The council also notes feedback from some respondent in regards to the accuracy of DVLA data for CO2 emissions, with this data not having been

required historically for the purposes of calculating vehicle excise duty charging levels.

4.14.20 The upgrade of the council's on location pay and display equipment in 2023 ensures that live transactional data on valid parking stays purchased through these machines park is visible in real time on Civil Enforcement Officer handheld devices. There is therefore no requirement for motorists or motorcyclist to display a ticket.

4.14.21 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.15 Thematic Analysis of email responses

4.15.1 In line with the principles set out in the Corporate Strategy (<https://beta.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities, with further information provided in paragraph 1.6.7 of this report. Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.

4.15.2 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.
<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.15.3 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services and to business. In the UK, these costs add up to more than £20 billion every year. Source: Royal College of Physicians – “Every breath we take: the lifelong impact of air pollution”
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- 4.15.4 These proposals seek to improve air quality through a reduction in all pollutants by incentivising motorists with more polluting vehicles to not bring their vehicle into our urban centres and consider more sustainable alternatives instead. Whilst the charges themselves may not in isolation be sufficient to change a person's behaviour on its own, it increases awareness of, and helps make the connection to existing vehicle and travel choices, their impact on air quality and people's health, particularly the health of vulnerable groups that are more severely impacted by poor air quality.
- 4.15.5 The use of emission-based parking charges to achieve the published objectives is a relatively new tool for councils and it should be noted that there is no single solution available to the council to help address the causes of such a complex issue therefore these proposals are complimentary to other measures and projects as set out in section 1.
- 4.15.6 Whilst there is no direct evidence available to show that these proposals will improve air quality, benefiting resident and visitors alike; charging mechanisms are a well understood demand management restraint tool linked to price elasticity.
- 4.15.7 Whilst legal limits exist for air pollution and air quality there is no safe limit and any measure that aims to reduce the impact of vehicle emissions will have a beneficial impact on human health and the environment.
- 4.15.8 It should also be noted that following the introduction of emission-based parking charges across Bath car parks in September 2023 the proportion of vehicles only charged the baseline charge (i.e. the less polluting vehicles) increased from 34% to 52%, suggesting an impact in behaviour change with owners of more polluting vehicles choosing alternatives to council car parks.
- 4.15.9 It's acknowledged that people will make vehicle choices for a variety of reasons to meet their needs and will continue to do so. It's also noted that some respondents questioned the fairness of policies that encourage the purchase of expensive electric vehicles. This proposal does not seek to mandate vehicle change or promote the use of electric vehicles over other types of vehicle, rather it aims to help influence proactive choices for lower emission vehicles, when people decide to purchase a vehicle.
- 4.15.10 These proposals also aim to encourage greater consideration of other more sustainable or active ways to travel, to reduce car usage and congestion across the road network. Similarly, reduced parking charges are not proposed for electric vehicles as whilst they may be better for the environment during use, they are not resistant to producing airborne pollutants. This includes for example particles released from brake and tyre wear and road dust disturbed by a vehicle's motion regardless of the vehicle type or it's mode of power, with electric vehicle also being typically heavier this impact, and that

of road wear, over similarly sized internal combustion powered vehicles is greater. Whilst emissions from EV vehicles on the road overall are significantly less than other vehicles, they also still contribute to congestion and the use of kerb space.

4.15.11 As part of ongoing efforts to reduce transport emission and achieve net zero targets the council has installed new electric vehicle charging points, with 14 new fast (22kW) bays and 10 new rapid (50kW) bays being installed since 2022 across its public car parks bringing the total number of charging bays to 38. The council has recently appointed a new Electric Vehicle Infrastructure Lead, who is responsible for leading on the development of electric vehicle policies and infrastructure across Bath & North East Somerset, aligning to our core policies such as the Journey to Net Zero. The installation of electric vehicle infrastructure requires significant resource and the council must balance the use of its own resources

4.15.12 Whilst the aims of these proposals as already described are not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of parking a more polluting vehicle in our urban centres rather than be encouraged to use alternatives. Surplus income raised from these car park charges is not subject to the same controls as on street income and may be used to fund council services. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

4.15.13 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to drivers of more polluting vehicles, they nevertheless come at a sensitive time.

4.15.14 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

4.15.15 The prices for season tickets, which are available for all council long stay car parks, provide a significant discount of 35% against the equivalent daily charge parking is purchased each day.

- 4.15.16 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.
- 4.15.17 The council works in enhanced partnership with the West of England Combined Authority, neighbouring Highways Authorities and local bus operators. The West of England Bus Strategy sets out the West of England Combined Authority's vision (as Local Transport Authority for the West of England region) to improve bus services in the region. Through its delivery plans, the strategy sets out ambitious targets to; reduce bus journey times by 10%; ensure 95% of services run on time; grow bus passenger trips by 24% from pre-pandemic levels; increase passenger satisfaction to 95%; and require 100% of buses to be zero emission (by 2035).
- 4.15.18 A recent report presented to the West of England Combined Authority Committee sets out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making. <https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>
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- 4.15.20 The Somer Valley Links project aims to improve travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking and cycling. Further information is available on the council's website at <https://beta.bathnes.gov.uk/somer-valley-links>, where details of a future public consultation will also be made available.
- 4.15.21 The council is looking to use the Doughnut Economics Model in underpinning its approach to improving people's lives and particularly in preparing for the future. We will utilise Doughnut Economics in helping us to ensure we are tackling the Climate and Ecological Emergencies and in

moving towards a more resilient, greener and fairer economy. Further information is available on the council's website at <https://beta.bathnes.gov.uk/local-plan-options/transformational-plan-making-and-doughnut-economics-model>

4.15.22 The council recognises the importance of walking, wheeling, and cycling, or 'active travel', as an affordable and accessible mode of transport and in the summer of 2024 consulted with the public on its Active Travel Masterplan. Further information on this is available on the council's website at <https://beta.bathnes.gov.uk/active-travel-masterplan>

4.15.23 The council notes concerns raised by respondents regarding their dissatisfaction with the consultation process and refers to the efforts detailed within section 2 of this report to ensure that there was awareness of these proposals within our local communities and amongst customers. The high response levels described in section 3.1 demonstrate the success of these efforts and a high level of public awareness.

4.15.24 Respondents concerns that the feedback process was biased are noted. However, the council confirms that the web-based questionnaire was developed to seek the views from all stakeholders on the proposals. This feedback form was designed in consultation with other council services to ensure the questions remained neutral so that responses reflect respondents own views. Due to the range of proposals included within the public consultation the feedback form was separated into specific questions designed to help respondents provide exact feedback for each proposal as well as any additional information they felt was appropriate. Respondents were therefore encouraged to provide their feedback via the online feedback form; however, the council welcomed and accepted feedback on the proposals across a range of channels including email; telephone; or in writing both directly and through our Council one stop shops to ensure that no member of the community was digitally excluded from providing us with their views.

4.15.25 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

Appendix A – Details of proposed charges

Full details of the proposed charges included within the public consultation are set out below.

Bath car parks

Table A1a – Current Bath car park charges - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£1.70	£1.80	£1.80	£1.90	£1.90	£2.00	£2.00	£1.80	£1.90	£2.00	£2.10	
2	£3.40	£3.50	£3.60	£3.70	£3.80	£3.90	£4.00	£3.60	£3.80	£4.00	£4.20	
3	£5.10	£5.30	£5.40	£5.50	£5.70	£5.80	£6.00	£5.40	£5.70	£6.00	£6.20	
4	£6.80	£7.00	£7.20	£7.40	£7.60	£7.70	£7.90	£7.20	£7.50	£7.90	£8.30	
6	£10.20	£10.50	£10.80	£11.00	£11.30	£11.60	£11.90	£10.80	£11.30	£11.90	£12.40	
8	£13.60	£14.00	£14.30	£14.70	£15.10	£15.40	£15.80	£14.30	£15.00	£15.80	£16.60	
24	£17.10	£17.60	£18.00	£18.50	£18.90	£19.40	£19.90	£18.00	£18.90	£19.80	£20.80	
Evening Charge	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90	
Overnight Charge	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Table A1b – Current Bath car park charges - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50	£2.30	£2.40	£2.50	£2.60	
2	£3.90	£4.00	£4.10	£4.20	£4.30	£4.40	£4.50	£4.10	£4.30	£4.50	£4.70	
3	£5.60	£5.80	£5.90	£6.00	£6.20	£6.30	£6.50	£5.90	£6.20	£6.50	£6.70	
4	£7.30	£7.50	£7.70	£7.90	£8.10	£8.20	£8.40	£7.70	£8.00	£8.40	£8.80	
6	£11.20	£11.50	£11.80	£12.00	£12.30	£12.60	£12.90	£11.80	£12.30	£12.90	£13.40	
8	£14.60	£15.00	£15.30	£15.70	£16.10	£16.40	£16.80	£15.30	£16.00	£16.80	£17.60	
24	£18.10	£18.60	£19.00	£19.50	£19.90	£20.40	£20.90	£19.00	£19.90	£20.80	£21.80	
Evening Charge	£2.50	£2.60	£2.60	£2.70	£2.70	£2.70	£2.80	£2.60	£2.70	£2.80	£2.90	
Overnight Charge	£2.50	£2.60	£2.60	£2.70	£2.70	£2.70	£2.80	£2.60	£2.70	£2.80	£2.90	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Table A2a – Proposed Bath car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£1.80	£1.90	£1.90	£2.00	£2.00	£2.10	£2.10	£1.90	£2.00	£2.10	£2.20	
2	£3.60	£3.70	£3.80	£3.90	£4.00	£4.10	£4.20	£3.80	£4.00	£4.20	£4.40	
3	£5.40	£5.60	£5.70	£5.90	£6.00	£6.20	£6.30	£5.70	£6.00	£6.30	£6.60	
4	£7.20	£7.40	£7.60	£7.80	£8.00	£8.20	£8.40	£7.60	£8.00	£8.40	£8.80	
6	£10.80	£11.10	£11.40	£11.70	£12.00	£12.30	£12.60	£11.40	£12.00	£12.60	£13.20	
8	£14.40	£14.80	£15.20	£15.60	£15.90	£16.30	£16.70	£15.20	£15.90	£16.70	£17.60	
24	£18.90	£19.40	£19.90	£20.40	£20.90	£21.40	£22.00	£19.90	£20.90	£21.90	£23.00	
Evening Charge	£2.50	£2.60	£2.70	£2.70	£2.80	£2.90	£2.90	£2.70	£2.80	£2.90	£3.10	
Overnight Charge	£2.50	£2.60	£2.70	£2.70	£2.80	£2.90	£2.90	£2.70	£2.80	£2.90	£3.10	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Table A2b – Proposed Bath car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£2.30	£2.40	£2.40	£2.50	£2.50	£2.60	£2.60	£2.40	£2.50	£2.60	£2.70	
2	£4.10	£4.20	£4.30	£4.40	£4.50	£4.60	£4.70	£4.30	£4.50	£4.70	£4.90	
3	£5.90	£6.10	£6.20	£6.40	£6.50	£6.70	£6.80	£6.20	£6.50	£6.80	£7.10	
4	£7.70	£7.90	£8.10	£8.30	£8.50	£8.70	£8.90	£8.10	£8.50	£8.90	£9.30	
6	£11.80	£12.10	£12.40	£12.70	£13.00	£13.30	£13.60	£12.40	£13.00	£13.60	£14.20	
8	£15.40	£15.80	£16.20	£16.60	£16.90	£17.30	£17.70	£16.20	£16.90	£17.70	£18.60	
24	£19.90	£20.40	£20.90	£21.40	£21.90	£22.40	£23.00	£20.90	£21.90	£22.90	£24.00	
Evening Charge	£3.50	£3.60	£3.70	£3.70	£3.80	£3.90	£3.90	£3.70	£3.80	£3.90	£4.10	
Overnight Charge	£3.50	£3.60	£3.70	£3.70	£3.80	£3.90	£3.90	£3.70	£3.80	£3.90	£4.10	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Table A3a – Proposed Bath car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.30	£2.00	£2.10	£2.20	£2.40	
2	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£4.50	£4.00	£4.20	£4.40	£4.70	
3	£5.70	£5.90	£6.00	£6.20	£6.30	£6.50	£6.70	£6.00	£6.30	£6.60	£7.00	
4	£7.60	£7.80	£8.00	£8.20	£8.40	£8.60	£8.90	£8.00	£8.40	£8.80	£9.30	
6	£11.40	£11.70	£12.00	£12.30	£12.60	£12.90	£13.30	£12.00	£12.60	£13.20	£13.90	
8	£15.20	£15.60	£16.00	£16.40	£16.80	£17.20	£17.70	£16.00	£16.80	£17.60	£18.50	
24	£19.70	£20.20	£20.70	£21.30	£21.80	£22.30	£22.90	£20.70	£21.80	£22.90	£24.00	
Evening Charge	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£4.50	£4.00	£4.20	£4.40	£4.70	
Overnight Charge	£3.50	£3.60	£3.70	£3.80	£3.90	£4.00	£4.10	£3.70	£3.90	£4.10	£4.30	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Table A3b – Proposed Bath car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£2.40	£2.50	£2.50	£2.60	£2.60	£2.70	£2.80	£2.50	£2.60	£2.70	£2.90	
2	£4.30	£4.40	£4.50	£4.60	£4.70	£4.80	£5.00	£4.50	£4.70	£4.90	£5.20	
3	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£7.20	£6.50	£6.80	£7.10	£7.50	
4	£8.10	£8.30	£8.50	£8.70	£8.90	£9.10	£9.40	£8.50	£8.90	£9.30	£9.80	
6	£12.40	£12.70	£13.00	£13.30	£13.60	£13.90	£14.30	£13.00	£13.60	£14.20	£14.90	
8	£16.20	£16.60	£17.00	£17.40	£17.80	£18.20	£18.70	£17.00	£17.80	£18.60	£19.50	
24	£20.70	£21.20	£21.70	£22.30	£22.80	£23.30	£23.90	£21.70	£22.80	£23.90	£25.00	
Evening Charge	£4.30	£4.40	£4.50	£4.60	£4.70	£4.80	£5.00	£4.50	£4.70	£4.90	£5.20	
Overnight Charge	£4.50	£4.60	£4.70	£4.80	£4.90	£5.00	£5.10	£4.70	£4.90	£5.10	£5.30	

- Not all hours are available at all locations. Evening charge is only available at Charlotte Street car park between 6pm and 8pm.

Bath on-street parking

Table A4 - Current Bath on-street charges

Tariff band	Hours	Current charge
1	0.5	£1.60
1	1	£2.80
1	2	£4.10
1	3	£5.40
1	4	£6.70
2	0.5	£1.90
2	1	£3.70
2	2	£5.40
2	3	£6.50
2	4	£7.90
3	0.5	£2.10
3	1	£4.10
3	2	£6.00
3	3	£7.90
3	4	£9.80
Park	0.5	£0.00
Park	1	£0.00
Park	2	£1.60
Park	3	£3.90
Park	4	£5.20

- Not all hours are available at all locations.

Table A5a – Proposed Bath on-street charges (January 2025) - Petrol fuel or other (non-diesel)

Tariff band	Hours	Least polluting vehicle										Most polluting vehicle
		0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
1	0.5	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£2.00	£1.80	£1.90	£2.00	£2.10
1	1	£2.90	£3.00	£3.10	£3.20	£3.30	£3.30	£3.40	£3.10	£3.20	£3.40	£3.60
1	2	£4.30	£4.50	£4.60	£4.70	£4.80	£4.90	£5.00	£4.60	£4.80	£5.00	£5.30
1	3	£5.70	£5.90	£6.00	£6.20	£6.30	£6.50	£6.70	£6.00	£6.30	£6.60	£7.00
1	4	£7.10	£7.30	£7.50	£7.70	£7.90	£8.10	£8.30	£7.50	£7.90	£8.30	£8.70
2	0.5	£2.00	£2.00	£2.10	£2.10	£2.20	£2.30	£2.30	£2.10	£2.20	£2.30	£2.40
2	1	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£4.50	£4.00	£4.20	£4.40	£4.70
2	2	£5.60	£5.80	£5.90	£6.10	£6.20	£6.40	£6.50	£5.90	£6.20	£6.50	£6.90
2	3	£6.80	£7.00	£7.20	£7.40	£7.60	£7.70	£7.90	£7.20	£7.50	£7.90	£8.30
2	4	£8.30	£8.60	£8.80	£9.00	£9.20	£9.40	£9.70	£8.80	£9.20	£9.70	£10.10
3	0.5	£2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50	£2.30	£2.40	£2.50	£2.70
3	1	£4.20	£4.40	£4.50	£4.60	£4.70	£4.80	£4.90	£4.50	£4.70	£4.90	£5.20
3	2	£6.20	£6.40	£6.60	£6.70	£6.90	£7.10	£7.20	£6.60	£6.90	£7.20	£7.60
3	3	£8.20	£8.50	£8.70	£8.90	£9.10	£9.30	£9.60	£8.70	£9.10	£9.50	£10.00
3	4	£10.20	£10.50	£10.80	£11.00	£11.30	£11.60	£11.90	£10.80	£11.30	£11.90	£12.40
Park	0.5	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	1	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	2	£1.80	£1.90	£1.90	£2.00	£2.00	£2.10	£2.10	£1.90	£2.00	£2.10	£2.20
Park	3	£4.20	£4.40	£4.50	£4.60	£4.70	£4.80	£4.90	£4.50	£4.70	£4.90	£5.20
Park	4	£5.60	£5.80	£5.90	£6.10	£6.20	£6.40	£6.50	£5.90	£6.20	£6.50	£6.90

Not all hours are available at all locations.

Table A5b – Proposed Bath on-street charges (January 2025) - Diesel fuel

Tariff band	Hours	Least polluting vehicle										Most polluting vehicle
		0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
1	0.5	£2.20	£2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.30	£2.40	£2.50	£2.60
1	1	£3.40	£3.50	£3.60	£3.70	£3.80	£3.80	£3.90	£3.60	£3.70	£3.90	£4.10
1	2	£4.80	£5.00	£5.10	£5.20	£5.30	£5.40	£5.50	£5.10	£5.30	£5.50	£5.80
1	3	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£7.20	£6.50	£6.80	£7.10	£7.50
1	4	£7.60	£7.80	£8.00	£8.20	£8.40	£8.60	£8.80	£8.00	£8.40	£8.80	£9.20
2	0.5	£2.50	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£2.90
2	1	£4.30	£4.40	£4.50	£4.60	£4.70	£4.80	£5.00	£4.50	£4.70	£4.90	£5.20
2	2	£6.10	£6.30	£6.40	£6.60	£6.70	£6.90	£7.00	£6.40	£6.70	£7.00	£7.40
2	3	£7.30	£7.50	£7.70	£7.90	£8.10	£8.20	£8.40	£7.70	£8.00	£8.40	£8.80
2	4	£8.80	£9.10	£9.30	£9.50	£9.70	£9.90	£10.20	£9.30	£9.70	£10.20	£10.60
3	0.5	£2.70	£2.80	£2.80	£2.90	£2.90	£3.00	£3.00	£2.80	£2.90	£3.00	£3.20
3	1	£4.70	£4.90	£5.00	£5.10	£5.20	£5.30	£5.40	£5.00	£5.20	£5.40	£5.70
3	2	£6.70	£6.90	£7.10	£7.20	£7.40	£7.60	£7.70	£7.10	£7.40	£7.70	£8.10
3	3	£8.70	£9.00	£9.20	£9.40	£9.60	£9.80	£10.10	£9.20	£9.60	£10.00	£10.50
3	4	£10.70	£11.00	£11.30	£11.50	£11.80	£12.10	£12.40	£11.30	£11.80	£12.40	£12.90
Park	0.5	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	1	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	2	£2.30	£2.40	£2.40	£2.50	£2.50	£2.60	£2.60	£2.40	£2.50	£2.60	£2.70
Park	3	£4.70	£4.90	£5.00	£5.10	£5.20	£5.30	£5.40	£5.00	£5.20	£5.40	£5.70
Park	4	£6.10	£6.30	£6.40	£6.60	£6.70	£6.90	£7.00	£6.40	£6.70	£7.00	£7.40

Not all hours are available at all locations.

Table A6a – Proposed Bath on-street charges (January 2026) - Petrol fuel or other (non-diesel)

Tariff band	Hours	Least polluting vehicle										Most polluting vehicle
		0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
1	0.5	£1.70	£1.80	£1.80	£1.90	£1.90	£2.00	£2.00	£1.80	£1.90	£2.00	£2.10
1	1	£3.00	£3.10	£3.20	£3.30	£3.40	£3.40	£3.50	£3.20	£3.40	£3.50	£3.70
1	2	£4.50	£4.70	£4.80	£4.90	£5.00	£5.10	£5.30	£4.80	£5.00	£5.30	£5.50
1	3	£6.00	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£6.30	£6.70	£7.00	£7.30
1	4	£7.50	£7.70	£7.90	£8.10	£8.30	£8.50	£8.70	£7.90	£8.30	£8.70	£9.20
2	0.5	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50
2	1	£3.90	£4.00	£4.10	£4.20	£4.40	£4.50	£4.60	£4.10	£4.30	£4.60	£4.80
2	2	£5.80	£6.00	£6.10	£6.30	£6.50	£6.60	£6.80	£6.10	£6.40	£6.80	£7.10
2	3	£7.10	£7.30	£7.50	£7.70	£7.90	£8.10	£8.30	£7.50	£7.90	£8.30	£8.70
2	4	£8.70	£9.00	£9.20	£9.40	£9.70	£9.90	£10.10	£9.20	£9.60	£10.10	£10.60
3	0.5	£2.20	£2.30	£2.40	£2.40	£2.50	£2.50	£2.60	£2.40	£2.50	£2.60	£2.70
3	1	£4.30	£4.50	£4.60	£4.70	£4.80	£4.90	£5.00	£4.60	£4.80	£5.00	£5.30
3	2	£6.40	£6.60	£6.80	£6.90	£7.10	£7.30	£7.50	£6.80	£7.10	£7.50	£7.80
3	3	£8.50	£8.80	£9.00	£9.20	£9.40	£9.70	£9.90	£9.00	£9.40	£9.90	£10.40
3	4	£10.60	£10.90	£11.20	£11.50	£11.80	£12.00	£12.30	£11.20	£11.70	£12.30	£12.90
Park	0.5	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	1	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	2	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50
Park	3	£4.50	£4.70	£4.80	£4.90	£5.00	£5.10	£5.30	£4.80	£5.00	£5.30	£5.50
Park	4	£6.00	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£6.30	£6.70	£7.00	£7.30

Not all hours are available at all locations.

Table A6b – Proposed Bath on-street charges (January 2026) - Diesel fuel

Tariff band	Hours	Least polluting vehicle										Most polluting vehicle
		0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
1	0.5	£2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50	£2.30	£2.40	£2.50	£2.60
1	1	£3.50	£3.60	£3.70	£3.80	£3.90	£3.90	£4.00	£3.70	£3.90	£4.00	£4.20
1	2	£5.00	£5.20	£5.30	£5.40	£5.50	£5.60	£5.80	£5.30	£5.50	£5.80	£6.00
1	3	£6.50	£6.70	£6.90	£7.00	£7.20	£7.30	£7.50	£6.80	£7.20	£7.50	£7.80
1	4	£8.00	£8.20	£8.40	£8.60	£8.80	£9.00	£9.20	£8.40	£8.80	£9.20	£9.70
2	0.5	£2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.80	£2.90	£3.00
2	1	£4.40	£4.50	£4.60	£4.70	£4.90	£5.00	£5.10	£4.60	£4.80	£5.10	£5.30
2	2	£6.30	£6.50	£6.60	£6.80	£7.00	£7.10	£7.30	£6.60	£6.90	£7.30	£7.60
2	3	£7.60	£7.80	£8.00	£8.20	£8.40	£8.60	£8.80	£8.00	£8.40	£8.80	£9.20
2	4	£9.20	£9.50	£9.70	£9.90	£10.20	£10.40	£10.60	£9.70	£10.10	£10.60	£11.10
3	0.5	£2.70	£2.80	£2.90	£2.90	£3.00	£3.00	£3.10	£2.90	£3.00	£3.10	£3.20
3	1	£4.80	£5.00	£5.10	£5.20	£5.30	£5.40	£5.50	£5.10	£5.30	£5.50	£5.80
3	2	£6.90	£7.10	£7.30	£7.40	£7.60	£7.80	£8.00	£7.30	£7.60	£8.00	£8.30
3	3	£9.00	£9.30	£9.50	£9.70	£9.90	£10.20	£10.40	£9.50	£9.90	£10.40	£10.90
3	4	£11.10	£11.40	£11.70	£12.00	£12.30	£12.50	£12.80	£11.70	£12.20	£12.80	£13.40
Park	0.5	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	1	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Park	2	£2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.80	£2.90	£3.00
Park	3	£5.00	£5.20	£5.30	£5.40	£5.50	£5.60	£5.80	£5.30	£5.50	£5.80	£6.00
Park	4	£6.50	£6.70	£6.90	£7.00	£7.20	£7.30	£7.50	£6.80	£7.20	£7.50	£7.80

Not all hours are available at all locations.

Bath Park and Ride

Table A7 – Current and proposed charges for parking only at Bath Park and Ride sites

Hours	Current charge	Proposed charge (October 2024)	Proposed charge (October 2025)
3 hours	£1	£1.50	£2
Up to 11:59pm	£2 (Expires at 11:59pm)	£2.50 (Expires after 24-hours)	£3 (Expires after 24-hours)

Keynsham car parks

Table A8 – Current charges for all vehicles within Keynsham car parks

Hours – where available	Current charge
2	£0.60
3	£0.90
4	£1.20
8	£2.40
10	£3.00

Not all hours are available at all locations.

Free to use parking bays are not included within this appendix and will remain unchanged.

Table A9a – Proposed Keynsham car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle							Most polluting vehicle			
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.80	£0.90	£0.90	£0.90	£0.90	£1.00	£1.00	£0.90	£0.90	£1.00	£1.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.50
4	£1.60	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£1.70	£1.80	£1.90	£2.00
8	£3.20	£3.30	£3.40	£3.50	£3.60	£3.70	£3.80	£3.40	£3.60	£3.80	£3.90
10	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.90

Not all hours are available at all locations.

Table A9b – Proposed Keynsham car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle							Most polluting vehicle			
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.10	£1.20	£1.20	£1.20	£1.20	£1.30	£1.30	£1.20	£1.20	£1.30	£1.30
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.80
4	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.20	£2.00	£2.10	£2.20	£2.30
8	£3.70	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£3.90	£4.10	£4.30	£4.40
10	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.40

Not all hours are available at all locations.

Table A10a – Proposed Keynsham car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle							Most polluting vehicle			
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.00	£1.10	£1.10	£1.10	£1.20	£1.20	£1.20	£1.10	£1.20	£1.20	£1.30
3	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90
4	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50
8	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.90
10	£5.00	£5.20	£5.30	£5.40	£5.60	£5.70	£5.80	£5.30	£5.60	£5.80	£6.10

Not all hours are available at all locations.

Table A10b – Proposed Keynsham car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle							Most polluting vehicle			
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.30	£1.40	£1.40	£1.40	£1.50	£1.50	£1.50	£1.40	£1.50	£1.50	£1.60
3	£1.80	£1.90	£1.90	£2.00	£2.00	£2.00	£2.10	£1.90	£2.00	£2.10	£2.20
4	£2.30	£2.40	£2.50	£2.50	£2.60	£2.60	£2.70	£2.40	£2.60	£2.70	£2.80
8	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.40
10	£5.50	£5.70	£5.80	£5.90	£6.10	£6.20	£6.30	£5.80	£6.10	£6.30	£6.60

Not all hours are available at all locations.

Midsomer Norton car parks

The tables of charges propose free parking at 30minutes for illustration purposes only.

Table A11a – Proposed Midsomer Norton car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.80	£0.90	£0.90	£0.90	£0.90	£1.00	£1.00	£0.90	£0.90	£1.00	£1.00	£1.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.40	£1.50
4	£1.60	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£1.70	£1.80	£1.90	£1.90	£2.00
8	£3.20	£3.30	£3.40	£3.50	£3.60	£3.70	£3.80	£3.40	£3.60	£3.80	£3.80	£3.90
10	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.70	£4.90

Not all hours are available at all locations.

Table A11b – Proposed Midsomer Norton car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.10	£1.20	£1.20	£1.20	£1.20	£1.30	£1.30	£1.20	£1.20	£1.30	£1.30	£1.30
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.70	£1.80
4	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.20	£2.00	£2.10	£2.20	£2.20	£2.30
8	£3.70	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£3.90	£4.10	£4.30	£4.30	£4.40
10	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.20	£5.40

Not all hours are available at all locations.

Table A12a – Proposed Midsomer Norton car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.00	£1.10	£1.10	£1.10	£1.20	£1.20	£1.20	£1.10	£1.20	£1.20	£1.20	£1.30
3	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.80	£1.90
4	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.40	£2.50
8	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.70	£4.90
10	£5.00	£5.20	£5.30	£5.40	£5.60	£5.70	£5.80	£5.30	£5.60	£5.80	£5.80	£6.10

Not all hours are available at all locations.

Table A12b – Proposed Midsomer Norton car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.30	£1.40	£1.40	£1.40	£1.50	£1.50	£1.50	£1.40	£1.50	£1.50	£1.60
3	£1.80	£1.90	£1.90	£2.00	£2.00	£2.00	£2.10	£1.90	£2.00	£2.10	£2.20
4	£2.30	£2.40	£2.50	£2.50	£2.60	£2.60	£2.70	£2.40	£2.60	£2.70	£2.80
8	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.40
10	£5.50	£5.70	£5.80	£5.90	£6.10	£6.20	£6.30	£5.80	£6.10	£6.30	£6.60

Not all hours are available at all locations.

Radstock car parks

The tables of charges propose free parking at 30minutes for illustration purposes only.

Table A13a – Proposed Radstock car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.80	£0.90	£0.90	£0.90	£0.90	£1.00	£1.00	£0.90	£0.90	£1.00	£1.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.50
4	£1.60	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£1.70	£1.80	£1.90	£2.00
5	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50

Not all hours are available at all locations.

Table A13b – Proposed Radstock car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.10	£1.20	£1.20	£1.20	£1.20	£1.30	£1.30	£1.20	£1.20	£1.30	£1.30
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.80
4	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.20	£2.00	£2.10	£2.20	£2.30
5	£2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.80	£2.90	£3.00

Not all hours are available at all locations.

Table A14a – Proposed Radstock car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.00	£1.10	£1.10	£1.10	£1.20	£1.20	£1.20	£1.10	£1.20	£1.20	£1.30
3	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90
4	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50
5	£2.50	£2.60	£2.70	£2.70	£2.80	£2.90	£2.90	£2.70	£2.80	£2.90	£3.10

Not all hours are available at all locations.

Table A14b – Proposed Radstock car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£1.30	£1.40	£1.40	£1.40	£1.50	£1.50	£1.50	£1.40	£1.50	£1.50	£1.60
3	£1.80	£1.90	£1.90	£2.00	£2.00	£2.00	£2.10	£1.90	£2.00	£2.10	£2.20
4	£2.30	£2.40	£2.50	£2.50	£2.60	£2.60	£2.70	£2.40	£2.60	£2.70	£2.80
5	£3.00	£3.10	£3.20	£3.20	£3.30	£3.40	£3.40	£3.20	£3.30	£3.40	£3.60

Not all hours are available at all locations.

Saltford – The Shallows car park

Table A15 – Current charges for all vehicles at The Shallows car park

Hours – where available	Current charge
1	£0.30
2	£0.60
3	£0.90

Charges apply 7 days a week during 1 April and 30 September.

Table A16a – Proposed Charges (October 2024) – Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
1	£0.40	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50
2	£0.80	£0.90	£0.90	£0.90	£0.90	£1.00	£1.00	£0.90	£0.90	£1.00	£1.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.50

Table A16b – Proposed Charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£0.70	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80	£0.80
2	£1.10	£1.20	£1.20	£1.20	£1.20	£1.30	£1.30	£1.20	£1.20	£1.30	£1.30	£1.30
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.70	£1.80

Table 17a – Proposed Charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£0.50	£0.60	£0.60	£0.60	£0.60	£0.60	£0.60	£0.60	£0.60	£0.60	£0.60	£0.70
2	£1.00	£1.10	£1.10	£1.10	£1.20	£1.20	£1.20	£1.10	£1.20	£1.20	£1.20	£1.30
3	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.80	£1.90

Table A17b – Proposed Charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
1	£0.80	£0.90	£0.90	£0.90	£0.90	£0.90	£0.90	£0.90	£0.90	£0.90	£0.90	£1.00
2	£1.30	£1.40	£1.40	£1.40	£1.50	£1.50	£1.50	£1.40	£1.50	£1.50	£1.50	£1.60
3	£1.80	£1.90	£1.90	£2.00	£2.00	£2.00	£2.10	£1.90	£2.00	£2.10	£2.10	£2.20

Appendix B – Supplementary notice to highlight proposals to customers

**Bath & North East
Somerset Council**

Improving People's Lives



We want to hear from you

Have your say on the
parking charge review 2024/25 consultation.

Take part in the online consultation:

beta.bathnes.gov.uk/parkingchargereview



Closes 5pm
Thursday 8 August

GIVING PEOPLE A BIGGER SAY



Appendix C – Distribution of responses by respondent's location

Ward	Number of responses	% of total response
Outside Banes	523	12.1%
Midsomer Norton North	280	6.5%
Midsomer Norton Redfield	259	6.0%
Westfield	241	5.6%
Radstock	212	4.9%
Incomplete BA postcode	197	4.6%
Kingsmead	164	3.8%
Paulton	136	3.1%
Widcombe & Lyncombe	133	3.1%
Peasedown	114	2.6%
Walcot	104	2.4%
Lansdown	87	2.0%
Westmoreland	87	2.0%
Newbridge	64	1.5%
Bathavon South	63	1.5%
Weston	62	1.4%
Combe Down	50	1.2%
Lambridge	50	1.2%
Bathavon North	46	1.1%
Oldfield Park	43	1.0%
High Littleton	43	1.0%
Moorlands	42	1.0%
Southdown	42	1.0%
Timsbury	39	0.9%
Odd Down	35	0.8%
Clutton & Farmborough	33	0.8%
Saltford	30	0.7%
Keynsham East	29	0.7%
Keynsham South	29	0.7%
Bathwick	26	0.6%
Chew Valley	26	0.6%
Twerton	24	0.6%
Mendip	18	0.4%
Keynsham North	17	0.4%
Publow & Whitchurch	4	0.1%
Total identifiable responses	3352	78%
Unknown	969	22.4%
Total	4322	100.0%

Appendix D – Details of revised charges as recommended for Midsomer Norton and Radstock car parks

Following the recommendations made in this report, the revised emission-based charges for Midsomer Norton and Radstock are set out in the tables below.

Midsomer Norton car parks

Table D1a – Proposed Midsomer Norton car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£0.90	£1.00	£1.00	£1.00	£1.00	£1.10	£1.10	£1.00	£1.00	£1.10	£1.10
4	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.50
8	£2.40	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£3.00
10	£3.00	£3.10	£3.20	£3.30	£3.40	£3.40	£3.50	£3.20	£3.40	£3.50	£3.70

Not all hours are available at all locations.

Table D1b – Proposed Midsomer Norton car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.20	£1.30	£1.30	£1.30	£1.30	£1.40	£1.40	£1.30	£1.30	£1.40	£1.40
4	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.80
8	£2.90	£3.00	£3.10	£3.10	£3.20	£3.30	£3.30	£3.10	£3.20	£3.30	£3.50
10	£3.50	£3.60	£3.70	£3.80	£3.90	£3.90	£4.00	£3.70	£3.90	£4.00	£4.20

Not all hours are available at all locations.

Table D2a – Proposed Midsomer Norton car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle									Most polluting vehicle	
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.50
4	£1.60	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£1.70	£1.80	£1.90	£2.00
8	£3.20	£3.30	£3.40	£3.50	£3.60	£3.70	£3.80	£3.40	£3.60	£3.80	£3.90
10	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.90

Not all hours are available at all locations.

Table D2b – Proposed Midsomer Norton car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.70	£1.80
4	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.20	£2.00	£2.10	£2.20	£2.20	£2.30
8	£3.70	£3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£3.90	£4.10	£4.30	£4.30	£4.40
10	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.20	£5.40

Not all hours are available at all locations.

Radstock car parks

The tables of charges propose free parking at 30minutes for illustration purposes only.

Table D3a – Proposed Radstock car park charges (October 2024) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£0.90	£1.00	£1.00	£1.00	£1.00	£1.10	£1.10	£1.00	£1.00	£1.10	£1.10	£1.10
4	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.40	£1.50
5	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.80	£1.90

Not all hours are available at all locations.

Table D3b – Proposed Radstock car park charges (October 2024) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551- 1950cc	1951- 2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.20	£1.30	£1.30	£1.30	£1.30	£1.40	£1.40	£1.30	£1.30	£1.40	£1.40	£1.40
4	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.70	£1.80
5	£2.00	£2.10	£2.10	£2.20	£2.20	£2.20	£2.30	£2.10	£2.20	£2.30	£2.30	£2.40

Not all hours are available at all locations.

Table D4a – Proposed Radstock car park charges (October 2025) - Petrol fuel or other (non-diesel)

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.20	£1.30	£1.30	£1.30	£1.40	£1.40	£1.40	£1.30	£1.40	£1.40	£1.40	£1.50
4	£1.60	£1.70	£1.70	£1.80	£1.80	£1.90	£1.90	£1.70	£1.80	£1.90	£1.90	£2.00
5	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.40	£2.50

Not all hours are available at all locations.

Table D4b – Proposed Radstock car park charges (October 2025) - Diesel fuel

(Hours – where available)	Least polluting vehicle											Most polluting vehicle
	0-130 g/km	131 - 150 g/km	151 - 170 g/km	171 - 190 g/km	191 - 225 g/km	226 - 255 g/km	Over 255 g/km	0-1550 cc	1551-1950cc	1951-2950cc	over 2951cc	
30mins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
2	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
3	£1.50	£1.60	£1.60	£1.60	£1.70	£1.70	£1.70	£1.60	£1.70	£1.70	£1.70	£1.80
4	£1.90	£2.00	£2.00	£2.10	£2.10	£2.20	£2.20	£2.00	£2.10	£2.20	£2.20	£2.30
5	£2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.80	£2.90	£2.90	£3.00

Not all hours are available at all locations.