

FACTUAL INFORMATION TO INFORM THE DEBATE

- The requirement to review all on street parking and identify areas to be classed as premium short stay areas to increase income by £50K was included within the MTSRP savings agreed at Full Council in February 2013.
- The charges are designed to support the Council's emerging Transport Strategy and the Parking Strategy. They rely on the principle that the unit costs for on-street city centre parking should be at a premium over off-street parking as this hierarchy of charging supports the Council's wider transport objectives.
- Prices for on-street parking in Bath were last revised in 2010. As there is a need to ensure that the balance of charges continues to support the charging hierarchy and therefore the Council's transportation policies, encouraging use of the Park & Ride service and ensuring that parking prices in car parks are more attractive than on-street prices, consideration was given to a range of issues including potential impacts on residents, commerce, tourism, carbon footprint and transportation.
- Work to identify the areas where premium charging should apply has been undertaken based on the data provided from the Pay & Display machines and Traffic Regulation Orders to understand demand within each location.
- The purpose of a balanced increase is to support the displacement of some longer stay parking into off street (car park) spaces whilst retaining the convenience of the on-street charges, charging a premium of location and convenience.
- Lower tariffs do in many instances increase the amount of traffic in a location as behaviour changes. Therefore reducing tariffs in Laura Place may increase traffic through an area that has a significant heritage value and go against the objectives of the Transport Strategy.
- Introducing a free 30 minute parking period would have significant impacts on traffic flows and income. As this has not been trialled, it is impossible to forecast accurately but the majority of the stays on street are for 1 hour. Thus the introduction of a 30 minute free period would reduce income significantly (likely to be in the hundreds of thousands) whilst increasing the likelihood of circulating traffic and congestion on the network.
- Royal Victoria Park is used primarily by families and visitors to the park and therefore cannot be compared to Laura Place and other city centre on street parking locations.
- Overleaf, there is a list of all on-street parking locations which outlines on-street locations where parking charges have changed as well as those where there is no change.