
Bath & North East Somerset Council

Improving People's Lives

To: All Members of the Climate Emergency and Sustainability Policy Development and Scrutiny Panel

Bath and North East Somerset Councillors: Andy Wait (Chair), Grant Johnson (Vice-Chair), Michael Auton, Alex Beaumont, Anna Box, Jess David, Ian Halsall, John Leach, Saskia Heijltjes and June Player

Chief Executive and other appropriate officers
Press and Public

Dear Member

**Climate Emergency and Sustainability Policy Development and Scrutiny Panel:
Thursday, 21st March, 2024**

Please find attached a **SUPPLEMENTARY AGENDA DESPATCH** of late papers which were not available at the time the agenda was published. Please treat these papers as part of the agenda.

Papers have been included for the following items:

9: IMPLEMENTATION OF THE CAR PARKING PROPOSALS AGREED IN THE BUDGET

Yours sincerely

Michaela Gay
for Chief Executive

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	21 March 2024	EXECUTIVE FORWARD PLAN REFERENCE:
		N/A
TITLE:	Parking Charge review 2024/25	
WARD:	All	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix 1 - Outline of Proposed Parking Charges</p> <p>Appendix 2 – Draft Equalities Impact Assessments</p>		

1 THE ISSUE

- 1.1 This report provides an update to the Panel on proposals to review parking charges and extend emissions-based parking charges to all paid for parking locations, as agreed by Council on 20 February 2024.
- 1.2 In line with our corporate strategy, these proposals have been developed aimed to improve air quality through a major shift to mass 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 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 and emergency.
- 1.3 Parking charges remain an effective mechanism to encourage behaviour change and delivery strategic transport objectives.

2 RECOMMENDATION

The Panel is asked to;

- 2.1 Note the proposals presented as a review of parking charges across council car parks and on street paid for parking locations, to be taken to public consultation.**

2.2 Note the extension of the method of delivering emission-based car parking charges in Bath to all council operated paid for parking locations across Bath & North East Somerset, to be taken to public consultation.

3 THE REPORT

3.1 This report sets out proposals which will affect everyone living within, or visiting, Bath and North East Somerset, and therefore its aims are aligned to the Corporate Strategy as set out below.

One: We have one overriding purpose – to improve people’s lives.

Two: We have two core policies – tackling the climate and ecological emergency and giving people a bigger say. These will shape everything we do.

Three: To translate our purpose into commitments, we have identified three principles. We want to prepare for the future, deliver for local residents and focus on prevention. Our four values - bold, empowered, transparent and supportive - continue to underpin all of our work.

Our three principles – preparing for the future, delivering for local residents and focusing on prevention, with the following commitments added to amplify them.

- preparing for the future.
- delivering for local residents.
- focusing on prevention.

Within this framework, the following priorities align strongly with those set out in the Corporate Strategy:

- Healthy lives and places – working with health and other partners to tackle inequalities, promote healthy places, and support people to live healthier lives.
- Clean, safe and vibrant neighbourhoods - working with local communities to promote civic pride and preventative approaches.
- More travel choices – making it easier for people to walk, wheel and use public transport to reduce transport emissions.
- Cultural life - valuing and developing its contribution to Bath and North East Somerset.

3.2 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:

- (1) 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

- (2) Improving the safety of cyclists and pedestrians through active travel schemes which rebalance priorities on our roads and build on social distancing needs.
- (3) A Clean Air Zone in central Bath, to encourage less polluting ways of travelling around the city
- (4) Liveable Neighbourhoods policy and work concerning reducing the effect of motor vehicles on neighbourhoods, particularly residential neighbourhoods.

Climate Emergency Context

3.3 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 this report does not attempt to justify the proposals on climate change grounds, it is anticipated that the measures set out in this report and 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 or more sustainable modes of transport.

Further Context

3.4 In order 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 discussed in section 4) 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.

Air pollution

- 3.5 The primary 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.
- 3.6 Pollutants from these sources may not only prove a problem in the immediate vicinity of these sources but can be transported long distances.
- 3.7 Additionally, ozone (as a secondary pollutant) often impacts rural areas far from the original emission site because of long-range transport. Photochemical reactions resulting from the action of sunlight on nitrogen dioxide (NO₂) and VOCs, typically emitted from road vehicles, lead to the formation of ozone.
- 3.8 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly.
- 3.9 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 the city centre will have a beneficial impact on those living and visiting the city centre.

- 3.10 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.

Background to emission-based charges in Bath & North East Somerset.

- 3.11 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.
- 3.12 In September 2023 emission-based car parking charges were implemented across all Council managed car parks in Bath across all payment channels, including cash payments at the pay and display machine. The council also deployed card reader terminals where practically possible to increase the payment options available, noting that many individuals in vulnerable groups do not have access to a smartphone.
- 3.13 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. 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.
- 3.14 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 engines of other fuel types) due to the higher levels of other pollutants emitted from the tail pipe following the combustion of this fuel type.
- 3.15 Emission-based charges aims 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.
- 3.16 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>

Extension emission-based charges.

- 3.17 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 as described in paragraphs 3.9 to 3.15.
- 3.18 Emission-based parking charges are proposed to be implemented at the following locations:

- (1) Bath on street pay and display, all locations.

- (2) Keynsham, all council car parks.
- (3) South View Road and Excelsior Terrace car parks, Midsomer Norton.
- (4) Church Rd and Waterloo Road car parks, Radstock.
- (5) The Shallows, Saltford

3.19 Emission-based charges are not proposed at Bath’s three Park and Ride (P&R) sites at this time for those using the site but not the bus service.

3.20 Based on the current customer base, its calculated that 40% of customers using Keynsham car parks will pay no increase because of the introduction of an emission-based charge, notwithstanding the impact of changes to the underlying charges as a result of a separate price review.

3.21 No customer data is available for car parks in Midsomer Norton, Radstock, or Saltford.

3.22 A draft outline of proposed emission-based charges is included within Appendix 1. This is subject to the outcomes of a public consultation.

Review of Parking Charges – Motorbikes.

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

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

3.25 It’s proposed that motorbike users will require an emission-based resident parking permit in order to park in a permit holder spaces, or to pay the appropriate emission-based parking charge in on-street and off-street locations.

3.26 To acknowledge the disparity in engine size between motorbikes and other vehicles, the banding used for vehicles where no CO2 emission data is held by the DVLA is proposed as follows:

Current bands for four wheeled vehicles	Equivalent bands for motorbikes
0-1550 cc	Under 151 cc
1551-1950cc	151 - 400 cc
1951-2950cc	401 - 600 cc
over 2951cc	Over 600 cc

3.27 A draft outline of proposed emission-based charges that would also apply to motorbikes is included within Appendix 1. This is subject to the outcomes of a public consultation.

Review of Parking Charges – Bath.

3.28 The baseline hourly charge for Bath car parks is proposed to rise by £0.10 per hour in October 2024 and October 2025, equivalent to a 6% increase. The emission-based charge 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.

- 3.29 The evening charge available at Charlotte Street car park is proposed to increase by £1 against the baseline charge in October 2024. In October 2025 the baseline evening charge will be increased to align to the equivalent per hour rate in Bath car parks, maintaining a 2-hour evening only charge in this central location at the same charge as other car parks where 2 hours are available.
- 3.30 The overnight charge at all Bath car parks is proposed to increase by £1 in October 2024 and October 2025.
- 3.31 On-street paid for parking in Bath city centre is proposed to increase by £0.10 per hour against the baseline charge in January 2025 and January 2026.
- 3.32 Parking charges are proposed to increase for customers parking at Bath's three P&R locations and not using the P&R service, with both available tariffs (up to 3 hours and up to 23.59) increasing by £0.50 in October 2024, and October 2025. This modest price increase 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.
- 3.33 A draft outline of proposed charges, including emission-based charges, is included within Appendix 1. This is subject to the outcomes of a public consultation.

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

- 3.34 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.
- 3.35 The 30 minutes free parking in dedicated bays will remain in Keynsham where bays are marked.
- 3.36 The baseline hourly charge for Keynsham car parks is proposed to be increased by £0.10 per hour on the current charge. A draft outline of proposed charges, including emission-based charges, is included within Appendix 1. This is subject to the outcomes of a public consultation.
- 3.37 Charges for season tickets in Keynsham are to be available at all long stay locations and will also be linked to a vehicle's emissions.
- 3.38 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.
- 3.39 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.

- 3.40 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.
- 3.41 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.
- 3.42 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>
- 3.43 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.
- 3.44 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 and to also apply from 8am to 6pm Monday to Saturday inclusive.
- 3.45 The council will consult on options for the inclusion of dedicated free to use short stay bays in car parks within Midsomer Norton and Radstock.
- 3.46 The charge structure in Midsomer Norton, which currently has unrestricted free parking, is proposed to match that for long stay parking in Keynsham. A draft outline of proposed charges is included within Appendix 1. This is subject to the outcomes of a public consultation.
- 3.47 The existing time periods 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. A draft outline of proposed charges is included within Appendix 1. This is subject to the outcomes of a public consultation.
- 3.48 Charges for season tickets within Midsomer Norton to be available at all long stay locations and will also be linked to a vehicle's emissions.
- 3.49 Season tickets are not proposed to be available within Radstock car parks as these locations do not provide all day parking as described in 3.45.

Hotel Permits

- 3.50 In January 2022 the council linked 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.

3.51 As hotel permits provided a mix of on-street and off-street parking for guests the charges remained at the baseline charge and was not linked to a vehicles emissions in September 2023.

3.52 It's proposed that with the implementation of on-street emission-based charges in January 2025 that the charges for hotel guests through a hotel permit are linked to their vehicles emissions in order to discourage visitors to the city from bringing their more polluting vehicles into urban areas. This will also prevent a hotel permit being used to avoid the emissions-based charges for more polluting vehicles.

4 STATUTORY CONSIDERATIONS

4.1 Changes to parking charges are subject to the processes set out in the RTRA 1984, which include, in some circumstances, a requirement to consult bodies and consider public comments. The council is also able to carry out public engagement in addition to that required by the Act.

4.2 Under section 122 of the RTRA 1984, it is the duty of the local highway authority exercising its functions under that Act (such as setting parking charges) to seek "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". It must seek to secure those purposes so far as is practicable having regard to the following matters:

- (1) the desirability of securing and maintaining reasonable access to premises;*
- (2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;*
- (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*
- (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and*
- (5) any other matters appearing to the strategic highways company or the local authority to be relevant.*

4.3 The proposals set out in this report are designed to achieve the purposes set out at 1.2 and 3.2 above, taking account of and in accordance with the section 122 duty.

4.4 The information on climate change is included solely because it is deemed to be of wider interest to the Panel following the declaration of the Climate Emergency in March 2019.

4.5 There have been a number of high-profile legal challenges regarding the interpretation and application of this legislation and having considered those challenges the Council considers that the proposals outlined in this report are in accordance with the requirements of the RTRA 1984. In particular the Council considers that the introduction of an emissions and fuel-based pricing policy, as outlined in section 3 of this report, is not contrary to the RTRA 1984 as the proposals are not intended to raise revenue to fund projects to address air

pollution risks to pedestrian safety but instead are themselves the measures to address such risks.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 A review of parking charges and the introduction of emission-based pay and display charges to all council managed car parks were included in proposals for the council's budget for 2024/25, as agreed on 20 February 2024, as part of a package of £760k of savings (£206k in 2024/25, £374k in 2025/26, £180k in 2026/27).

6 RISK MANAGEMENT

6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.

7 EQUALITIES

7.1 Equalities impact assessments have been developed as part of these proposals and are included with Appendix 2.

7.2 These draft assessments will be reviewed as appropriate following the consideration of feedback received from Council, this Panel and the statutory consultation.

8 CLIMATE CHANGE

8.1 The objective is to improve the safety of road users (particularly vulnerable people) by improving air quality.

8.2 A reduction in vehicle emissions more generally will also see a reduction in the tail pipe emissions (including carbon) linked to climate change, helping to address the climate and ecological emergency; however, this is not the core objective.

9 OTHER OPTIONS CONSIDERED

9.1 None. This proposal continues the process and rationale introduced for emission-based charges for on street residents parking permits and Bath car parks.

10 CONSULTATION

10.1 Significant engagement and consultation work was undertaken to introduce the concept of emission-based charging for On-Street permits in 2021 and agreed by the council's Cabinet in July 2021, with further consultation work undertaken in the Summer of 2023 for emission-based car parking charges in Bath. The consultation documentation and outcome reports are available online at:

(1) Spring 2021 engagement (including cabinet report) for emission-based permits charges – <https://beta.bathnes.gov.uk/parking-permits-consultation-april-2021>

(2) Autumn 2021 TRO consultation for emission-based permit charges – <https://beta.bathnes.gov.uk/parking-TRO-consultation-autumn-2021>

- (3) Summer 2023 TRO consultation for emission-based car parking charges in Bath - <https://beta.bathnes.gov.uk/emission-based-car-parking-charges-bath-car-parks>

10.2 The proposals have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2024/25 as part of the Council's budget setting process, as approved by full Council in February 2024.

10.3 All proposals that vary car parking charges will require a change to the Traffic Regulation Order, which requires a statutory consultation over a period of 21 days to allow all interested stakeholders the opportunity to comment. This public consultation is due to launch later in May 2024.

10.4 As these proposals impact visitors our market towns and city, the customers who comprise the 77% of transactions paid for via MiPermit will receive direct communication (where appropriate details are held) alerting them to the proposals and the consultation so they can feed in their views.

10.5 Additional signage, over and above that required in the regulations, will be installed across all impacted locations to raise awareness of the proposals and signpost customers to the consultation material.

10.6 The outcome and recommendations from the public consultation are anticipated to be published in August 2025, with the Traffic Regulation Order containing accepted proposals to be sealed in August 2025. Adopted change are expected to be line in October 2024 and October 2025 (car parks) and January 2025 and January 2026 (on street).

Contact person	Cllr Manda Rigby, Cabinet Member for Highways
Background papers	<ul style="list-style-type: none"> • Single Member Decision E3252 <i>Addressing air quality and traffic management issues through the management of parking behaviour on the highway</i>, February 2021. https://democracy.bathnes.gov.uk/mgIssueHistoryHome.aspx?Ild=31781&PlanId=771&RPID=35906096 • Cabinet report E3281 <i>On street parking permits and charges</i>, July 2021. https://democracy.bathnes.gov.uk/mgAi.aspx?ID=27560#mgDocuments • Budget and Council Tax 2023/24 and Financial Outlook Council, 21 February 2023 (item 78) https://democracy.bathnes.gov.uk/mgAi.aspx?ID=31047#mgDocuments • Climate Emergency and Sustainability Policy Development and Scrutiny Panel, 6 July 2023. <i>Emission-based car park charges for Bath</i> (item 9) https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=636&MId=6397

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| | <ul style="list-style-type: none">• Budget and Council Tax 2024/25 and Financial Outlook. Council, 20 February 2024 (item 8)
https://democracy.bathnes.gov.uk/mgAi.aspx?ID=32565#mgDocuments |
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Appendix 1 – Outline of proposed parking charges

Section A – Proposed charges for Bath car parks

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

(Hours – where available)	Emissions based charges - non diesel fuelled vehicles										
	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 & 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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Table A1b – Current charges - Diesel fuel

(Hours – where available)	Emissions based charges - diesel fuelled vehicles										
	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 & 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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Table A2a – 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	£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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Table A2b – 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	£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	£3.00	£3.10	£3.20	£3.20	£3.30	£3.40	£3.40	£3.20	£3.30	£3.40	£3.60
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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Table A3a – 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	£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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Table A3b – 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	£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 – this is only available at Charlotte Street car park between 6pm and 8pm.

Section B – Proposed charges for Keynsham car parks

Table B1 – Current charges for all vehicles

(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 B2a – 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
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	£2.40	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£3.00
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 B2b – 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
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	£2.90	£3.00	£3.10	£3.10	£3.20	£3.30	£3.30	£3.10	£3.20	£3.30	£3.50
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 B3a – 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
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	£2.40	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£3.00
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 B3b – 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
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	£2.90	£3.00	£3.10	£3.10	£3.20	£3.30	£3.30	£3.10	£3.20	£3.30	£3.50
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.

Section C – Proposed charges for Midsomer Norton car parks

- The council will consult on options for the inclusion of dedicated free to use short stay bays in car parks within Midsomer Norton and these are not included in these tables of charges.

Table C1a – 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
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	£2.40	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£3.00
10	£4.00	£4.10	£4.30	£4.40	£4.50	£4.60	£4.70	£4.20	£4.50	£4.70	£4.90

Table C1b – 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
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	£2.90	£3.00	£3.10	£3.10	£3.20	£3.30	£3.30	£3.10	£3.20	£3.30	£3.50
10	£4.50	£4.60	£4.80	£4.90	£5.00	£5.10	£5.20	£4.70	£5.00	£5.20	£5.40

Table C2a – 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
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	£2.40	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.70	£2.80	£3.00
10	£5.00	£5.20	£5.30	£5.40	£5.60	£5.70	£5.80	£5.30	£5.60	£5.80	£6.10

Table C2b – 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
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	£2.90	£3.00	£3.10	£3.10	£3.20	£3.30	£3.30	£3.10	£3.20	£3.30	£3.50
10	£5.50	£5.70	£5.80	£5.90	£6.10	£6.20	£6.30	£5.80	£6.10	£6.30	£6.60

Section D – Proposed charges for Radstock car parks

Table D1a – 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
nins	£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 D1b – 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
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 D2a – 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
ins	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	£1.00	£1.10	£1.10	£1.10	£1.20	£1.20	£1.20	£1.10	£1.20	£1.20	£1.30
	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90
	£2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.30	£2.40	£2.50
	£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 D2b – 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
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.

Section E – Proposed charges for Saltford car parks

Table E1 – Proposed Charges (October 2024) - Petrol fuel or other (non diesel)

(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 E2a – 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 E2b – 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
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

Table E3a – 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	£0.70
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

Table E3b – 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	£1.00
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

Section F - Proposed charges for Bath on-street locations

Table F1 – Current charges for all vehicles

Tariff band	Hours available	Current charge
1	0.5	£ 1.60
	1	£ 2.80
	2	£ 4.10
	3	£ 5.40
	4	£ 6.70
2	0.5	£ 1.90
	1	£ 3.70
	2	£ 5.10
	3	£ 6.50
	4	£ 7.90
3	0.5	£ 2.10
	1	£ 4.10
	2	£ 6.00
	3	£ 7.90
	4	£ 9.80
Park	0.5	£ -
	1	£ -
	2	£ 1.60
	3	£ 3.90
	4	£ 5.20

- Not all hours are available at all locations.

Table F2a – Proposed Charges (January 2025) - Petrol fuel or other (non diesel)

Tariff band	Hours	Emissions based charges - non diesel fuelled vehicles										
		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	£1.80	£1.90	£1.90
	1	£ 2.90	£3.00	£3.10	£3.20	£3.30	£3.30	£3.40	£3.10	£3.20	£3.20	£3.30
	2	£ 4.30	£4.50	£4.60	£4.70	£4.80	£4.90	£5.00	£4.60	£4.70	£4.80	£4.90
	3	£ 5.70	£5.90	£6.00	£6.20	£6.30	£6.50	£6.70	£6.00	£6.20	£6.30	£6.50
	4	£ 7.10	£7.30	£7.50	£7.70	£7.90	£8.10	£8.30	£7.50	£7.70	£7.90	£8.10
2	0.5	£ 2.00	£2.00	£2.10	£2.10	£2.20	£2.30	£2.30	£2.10	£2.10	£2.20	£2.30
	1	£ 3.80	£3.90	£4.00	£4.10	£4.20	£4.30	£4.50	£4.00	£4.10	£4.20	£4.30
	2	£ 5.30	£5.50	£5.60	£5.80	£5.90	£6.00	£6.20	£5.60	£5.80	£5.90	£6.00
	3	£ 6.80	£7.00	£7.20	£7.40	£7.60	£7.70	£7.90	£7.20	£7.40	£7.60	£7.70
	4	£ 8.30	£8.60	£8.80	£9.00	£9.20	£9.40	£9.70	£8.80	£9.00	£9.20	£9.40
3	0.5	£ 2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50	£2.30	£2.40	£2.40	£2.50
	1	£ 4.20	£4.40	£4.50	£4.60	£4.70	£4.80	£4.90	£4.50	£4.60	£4.70	£4.80
	2	£ 6.20	£6.40	£6.60	£6.70	£6.90	£7.10	£7.20	£6.60	£6.70	£6.90	£7.10
	3	£ 8.20	£8.50	£8.70	£8.90	£9.10	£9.30	£9.60	£8.70	£8.90	£9.10	£9.30
	4	£ 10.20	£10.50	£10.80	£11.00	£11.30	£11.60	£11.90	£10.80	£11.00	£11.30	£11.60
Park	0.5	£ -	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	1	£ -	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	2	£ 1.80	£1.90	£1.90	£2.00	£2.00	£2.10	£2.10	£1.90	£2.00	£2.00	£2.10
	3	£ 4.20	£4.40	£4.50	£4.60	£4.70	£4.80	£4.90	£4.50	£4.60	£4.70	£4.80
	4	£ 5.60	£5.80	£5.90	£6.10	£6.20	£6.40	£6.50	£5.90	£6.10	£6.20	£6.40

- Not all hours are available at all locations.

Table F2b – Proposed Charges (January 2025) - Diesel fuel

Tariff band	Hours	Emissions based charges - non diesel fuelled vehicles										
		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	£2.30	£2.40	£2.40
	1	£ 3.40	£3.50	£3.60	£3.70	£3.80	£3.80	£3.90	£3.60	£3.70	£3.70	£3.80
	2	£ 4.80	£5.00	£5.10	£5.20	£5.30	£5.40	£5.50	£5.10	£5.20	£5.30	£5.40
	3	£ 6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£7.20	£6.50	£6.70	£6.80	£7.00
	4	£ 7.60	£7.80	£8.00	£8.20	£8.40	£8.60	£8.80	£8.00	£8.20	£8.40	£8.60
2	0.5	£ 2.50	£2.50	£2.60	£2.60	£2.70	£2.80	£2.80	£2.60	£2.60	£2.70	£2.80
	1	£ 4.30	£4.40	£4.50	£4.60	£4.70	£4.80	£5.00	£4.50	£4.60	£4.70	£4.80
	2	£ 5.80	£6.00	£6.10	£6.30	£6.40	£6.50	£6.70	£6.10	£6.30	£6.40	£6.50
	3	£ 7.30	£7.50	£7.70	£7.90	£8.10	£8.20	£8.40	£7.70	£7.90	£8.10	£8.20
	4	£ 8.80	£9.10	£9.30	£9.50	£9.70	£9.90	£10.20	£9.30	£9.50	£9.70	£9.90
3	0.5	£ 2.70	£2.80	£2.80	£2.90	£2.90	£3.00	£3.00	£2.80	£2.90	£2.90	£3.00
	1	£ 4.70	£4.90	£5.00	£5.10	£5.20	£5.30	£5.40	£5.00	£5.10	£5.20	£5.30
	2	£ 6.70	£6.90	£7.10	£7.20	£7.40	£7.60	£7.70	£7.10	£7.20	£7.40	£7.60
	3	£ 8.70	£9.00	£9.20	£9.40	£9.60	£9.80	£10.10	£9.20	£9.40	£9.60	£9.80
	4	£ 10.70	£11.00	£11.30	£11.50	£11.80	£12.10	£12.40	£11.30	£11.50	£11.80	£12.10
Park	0.5	£ 0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50
	1	£ 0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50
	2	£ 2.30	£2.40	£2.40	£2.50	£2.50	£2.60	£2.60	£2.40	£2.50	£2.50	£2.60
	3	£ 4.70	£4.90	£5.00	£5.10	£5.20	£5.30	£5.40	£5.00	£5.10	£5.20	£5.30
	4	£ 6.10	£6.30	£6.40	£6.60	£6.70	£6.90	£7.00	£6.40	£6.60	£6.70	£6.90

- Not all hours are available at all locations.

Table F3a – Proposed 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	£1.90	£2.00
	1	£ 3.00	£3.10	£3.20	£3.30	£3.40	£3.40	£3.50	£3.20	£3.30	£3.40	£3.40
	2	£ 4.50	£4.70	£4.80	£4.90	£5.00	£5.10	£5.30	£4.80	£4.90	£5.00	£5.10
	3	£ 6.00	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£6.30	£6.50	£6.70	£6.80
	4	£ 7.50	£7.70	£7.90	£8.10	£8.30	£8.50	£8.70	£7.90	£8.10	£8.30	£8.50
2	0.5	£ 2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.20	£2.30	£2.30
	1	£ 3.90	£4.00	£4.10	£4.20	£4.40	£4.50	£4.60	£4.10	£4.20	£4.40	£4.50
	2	£ 5.50	£5.70	£5.80	£6.00	£6.10	£6.30	£6.40	£5.80	£6.00	£6.10	£6.30
	3	£ 7.10	£7.30	£7.50	£7.70	£7.90	£8.10	£8.30	£7.50	£7.70	£7.90	£8.10
	4	£ 8.70	£9.00	£9.20	£9.40	£9.70	£9.90	£10.10	£9.20	£9.40	£9.60	£9.90
3	0.5	£ 2.20	£2.30	£2.40	£2.40	£2.50	£2.50	£2.60	£2.40	£2.40	£2.50	£2.50
	1	£ 4.30	£4.50	£4.60	£4.70	£4.80	£4.90	£5.00	£4.60	£4.70	£4.80	£4.90
	2	£ 6.40	£6.60	£6.80	£6.90	£7.10	£7.30	£7.50	£6.80	£6.90	£7.10	£7.30
	3	£ 8.50	£8.80	£9.00	£9.20	£9.40	£9.70	£9.90	£9.00	£9.20	£9.40	£9.70
	4	£ 10.60	£10.90	£11.20	£11.50	£11.80	£12.00	£12.30	£11.20	£11.50	£11.70	£12.00
Park	0.5	£ -	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	1	£ -	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
	2	£ 2.00	£2.10	£2.20	£2.20	£2.30	£2.30	£2.40	£2.10	£2.20	£2.30	£2.30
	3	£ 4.50	£4.70	£4.80	£4.90	£5.00	£5.10	£5.30	£4.80	£4.90	£5.00	£5.10
	4	£ 6.00	£6.20	£6.40	£6.50	£6.70	£6.80	£7.00	£6.30	£6.50	£6.70	£6.80

- Not all hours are available at all locations.

Table F3b – Proposed 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	£2.40	£2.50
	1	£ 3.50	£3.60	£3.70	£3.80	£3.90	£3.90	£4.00	£3.70	£3.80	£3.90	£3.90
	2	£ 5.00	£5.20	£5.30	£5.40	£5.50	£5.60	£5.80	£5.30	£5.40	£5.50	£5.60
	3	£ 6.50	£6.70	£6.90	£7.00	£7.20	£7.30	£7.50	£6.80	£7.00	£7.20	£7.30
	4	£ 8.00	£8.20	£8.40	£8.60	£8.80	£9.00	£9.20	£8.40	£8.60	£8.80	£9.00
2	0.5	£ 2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.70	£2.80	£2.80
	1	£ 4.40	£4.50	£4.60	£4.70	£4.90	£5.00	£5.10	£4.60	£4.70	£4.90	£5.00
	2	£ 6.00	£6.20	£6.30	£6.50	£6.60	£6.80	£6.90	£6.30	£6.50	£6.60	£6.80
	3	£ 7.60	£7.80	£8.00	£8.20	£8.40	£8.60	£8.80	£8.00	£8.20	£8.40	£8.60
	4	£ 9.20	£9.50	£9.70	£9.90	£10.20	£10.40	£10.60	£9.70	£9.90	£10.10	£10.40
3	0.5	£ 2.70	£2.80	£2.90	£2.90	£3.00	£3.00	£3.10	£2.90	£2.90	£3.00	£3.00
	1	£ 4.80	£5.00	£5.10	£5.20	£5.30	£5.40	£5.50	£5.10	£5.20	£5.30	£5.40
	2	£ 6.90	£7.10	£7.30	£7.40	£7.60	£7.80	£8.00	£7.30	£7.40	£7.60	£7.80
	3	£ 9.00	£9.30	£9.50	£9.70	£9.90	£10.20	£10.40	£9.50	£9.70	£9.90	£10.20
	4	£ 11.10	£11.40	£11.70	£12.00	£12.30	£12.50	£12.80	£11.70	£12.00	£12.20	£12.50
Park	0.5	£ 0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50
	1	£ 0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50	£0.50
	2	£ 2.50	£2.60	£2.70	£2.70	£2.80	£2.80	£2.90	£2.60	£2.70	£2.80	£2.80
	3	£ 5.00	£5.20	£5.30	£5.40	£5.50	£5.60	£5.80	£5.30	£5.40	£5.50	£5.60
	4	£ 6.50	£6.70	£6.90	£7.00	£7.20	£7.30	£7.50	£6.80	£7.00	£7.20	£7.30

- Not all hours are available at all locations.

Section G - Proposed charges for Bath Park and Ride locations

Table G1 – Current and proposed charges for all vehicles

Hours	Current Charge	October 2024	October 2025
3	£ 1.00	£ 1.50	£ 2.00
up to 23.59	£ 2.00	£ 2.50	£ 3.00

Equality Impact Assessment / Equality Analysis

(Updated December 2022)

Title of service or policy	Parking Charge review 2024/25 Parking charges and emission-based charging in council car parking in Bath, Keynsham, Midsomer Norton, Radstock, and Saltford
Name of directorate and service	Place Management - Parking Services
Name and role of officers completing the EIA	Andrew Dunn, Team Manager – Parking
Date of assessment	8 December 2023 – 1 st draft

Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council’s website.

1.1 Identify the aims of the policy or service and how it is implemented

Key questions	Answers / notes
<p>1.1 Briefly describe purpose of the service/policy e.g.</p> <ul style="list-style-type: none"> ● How the service/policy is delivered and by whom ● If responsibility for its implementation is shared with other departments or organisations ● Intended outcomes 	<p>A review of car parking charges has been undertaken with the outcome to increase the charges and widen the adoption of the emission-based variable charge to continue to incentivise behaviour change and improve air quality following the successful introduction of emission-based pay and display charges in B&NES car parks and for residents parking permits introduced in Bath car parks in 2023.</p> <p>Includes a programmed uplift after a further 12 months to further incentivise and embed behaviour change due to the impacts of price elasticity and inflation.</p> <p>Delivery will be achieved in conjunction with colleagues in Highways to develop and implement required Traffic Regulation Orders (TROs).</p>
<p>1.2 Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> ● Is it a new service/policy or review of an existing one? ● Is it a national requirement?). ● How much room for review is there? 	<p>There is no national requirement and as such there is room for review, noting that proposals will need to be taken to public consultation in line with the statutory process for TROs.</p> <p>However, although not the purpose of these proposals, it is noted that by implementing these changes it should help in addressing the climate and ecological emergency by encouraging the use of sustainable transport, active travel, and reducing use of more polluting vehicles.</p> <p>This also therefore compliments the ‘Journey to Net Zero’ plan, reducing the environmental impact of transport and which was adopted by the Council in May 2022.</p>

	Private car parks are not affected by these proposals.
1.3 Do the aims of this policy link to or conflict with any other policies of the Council?	<p>This policy aligns to the core aims of the council’s corporate strategy; its three principles; and the following four priorities:</p> <ul style="list-style-type: none"> • Healthy lives and places • Clean, safe and vibrant neighbourhoods. • More travel choices. • Cultural life <p>It is also in line with Transport Policies, the Parking Strategy, and is consistent with the objectives of the Clean Air Zone, the prioritisation of active travel and the ‘Journey to Net Zero’ plan.</p> <p>https://beta.bathnes.gov.uk/document-and-policy-library/balancing-your-needs-parking-strategy-bnes</p> <p>https://beta.bathnes.gov.uk/bath-clean-air-zone</p> <p>https://beta.bathnes.gov.uk/active-travel</p> <p>https://beta.bathnes.gov.uk/active-travel-schemes-overview</p> <p>https://beta.bathnes.gov.uk/journey-net-zero/why-do-we-need-journey-net-zero</p> <p>Redevelopment within the historic core in Bath has also seen changes to the availability of parking and the promotion of parking out of the city centre. Prioritising sustainable transport such as the park and ride service ensures that the city, as a popular visitor destination and double UNESCO world Heritage site remains accessible.</p> <p>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.</p> <p>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.</p>

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.

2. Consideration of available data, research and information

Key questions	Data, research and information that you can refer to
2.1 What equalities training have staff received to enable them to understand the needs of our diverse community?	<p>All staff within Parking Services have completed Equalities training during their induction to ensure compliance with corporate standards.</p> <p>A structured training plan is in place for all new staff to ensure they do receive equalities training in a timely manner after commencing employment. The team also receive Equalities training provided by our Corporate Equalities Officer to maintain and refresh knowledge.</p>
2.2 What is the equalities profile of service users?	<p>Anyone who requires parking within the geographical area of Bath and North East Somerset can potentially purchase parking, therefore the service users are likely to be representative of the national population that travel by private vehicle.</p> <p>http://www.bathnes.gov.uk/services/your-council-and-democracy/equality-and-diversity/equality-mapping</p>
2.3 Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?	<p>Parking Services also uses the Voicebox survey to measure customer satisfaction. The results of the Voicebox 31 survey (2022/23) record 67% of respondents rating the provision and operation of off-street parking areas as acceptable to good.</p>
2.4 What engagement or consultation has been undertaken as part of this	<p>The “Balancing your Needs” parking strategy was consulted on in 2017 and adopted in 2018. The parking strategy set out the key policy direction and objectives for the service until 2028.</p>

<p>EIA and with whom? What were the results?</p>	<p>The proposals have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2024/25 as part of the Council's budget setting process, as approved by full Council in February 2024</p> <p>This EIA and the proposals are to be presented to the Climate Emergency and Sustainability Policy Development and Scrutiny panel on 21 March 2024, and will be reviewed following feedback received by the panel.</p> <p>This EIA and the proposals are due to be presented to the general public as part of the statutory consultation process for Traffic Regulation Orders (TROs) in line with the Road Traffic Regulation Act 1984 across a 21-day period in the Spring of 2023, and will be reviewed following feedback received by the public and other stakeholders.</p>
<p>2.5 If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?</p>	<p>Parking charges are to be set within the Council's Traffic Regulation Orders and changes to these require a Statutory Notification period of 21 days for respondents to consider and provide feedback.</p> <p>All members of the public can provide feedback on the proposals, indicating whether they support; partially support; or object to them. This includes feedback if a respondent feels there is an equalities issue that has not been identified or considered. The Council is mandated to consider such objections.</p> <p>The consultation will be publicised via local press, social media and our website where people can view the information and complete the online survey to 'Have Their Say'. We will also proactively contact customers where contact details are held in line with Data Protection requirements.</p> <p>Web pages will meet the required Accessibility standards.</p> <p>Consultation information will make known alternative formats are available upon request and who to contact. This includes a printed survey, or information in another format including audio, braille, large print or in another language, and support will be made available to respondents that require assistance in submitting a response.</p>

3. Assessment of impact: 'Equality analysis'

Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:

- Meets any particular needs of equalities groups or could help promote equality in some way.
- Could have a negative or adverse impact for any of the equalities groups

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
3.1 Issues relating to all groups and protected characteristics		
3.2 Sex – identify the impact/potential impact of the policy on women and men.		<p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.</p> <p>Other private car park provision is available in Midsomer Norton.</p>
3.3 Pregnancy and maternity	Any improvements in air quality that result from a reduction in more polluting vehicles entering central areas will be of benefit to those that are vulnerable to poor air quality.	Women on maternity leave may have reduced income and need to access health services in the area.

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p>
3.4 Gender reassignment – identify the impact/potential impact of the policy on transgender people		<p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.</p> <p>Other private car park provision is available in Midsomer Norton.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p>
3.5 Disability – identify the impact/potential impact of the policy on disabled people (ensure consideration both	No negative impact – a blue badge is a mobility concession not a financial one, however its recognised that a blue badge holder may be more likely to be on a lower income.	A Blue badge also allows up to 3 hours of parking when parking on yellow lines where no loading restrictions are in place.

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
physical, sensory and mental impairments and mental health)	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality.</p> <p>Residents living within Resident parking scheme areas that are also blue badge holders are entitled to a resident parking permit free of charge.</p>	<p>A Blue badge also allows up to 3 hours of parking when parking on yellow lines where no loading restrictions are in place.</p> <p>It should be noted that there are other changes taking place within Bath city centre for security purposes which restrict motor vehicle access to some roads within the city during the hours 10.00 to 18.00/2200. Additional work has been undertaken to consider some of the issues experienced by Blue Badge holders as a result of these road closures and to ensure alternative locations where a Blue Badge can be used for free on street parking are available. Further information can be viewed at:- https://beta.bathnes.gov.uk/citycentresecurityworks</p> <p>View our map of Blue Badge parking bays and public seating in Bath City Centre online at https://beta.bathnes.gov.uk/media/4479</p> <p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality</p>
3.6 Age – identify the impact/potential impact of the policy on different age groups	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential streets will be of benefit to those that are vulnerable to poor air quality.</p> <p>All concessionary pass holders can use the Park & Ride service in Bath free of charge upon use of their pass after 09.00 and are therefore not affected by any rise in car parking charges.</p>	<p>Card payment terminals will now be widely deployed across council car parks, where electricity supplies to equipment allow, to increase the flexibility of payment options including those who may not have access to a mobile/smart phone.</p> <p>We will continue to assess the impact of emission-based lookups on the power status of machines operating on battery power (charged by solar panels). Installation of card terminals in battery powered machines will be assessed on a location-by-location basis where usage/power drain/and charge status allow.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>
<p>3.7 Race – identify the impact/potential impact on across different ethnic groups</p>		<p>It's important to note that the aims of the emission-based variable charges are to improve air quality within urban areas and protect the health, safety and wellbeing of vulnerable people that are more directly affected by air pollution and poor air quality.</p> <p>Vehicle information and not any protected characteristics of an individual forms the basis of the variable charge; however, it is reasonable to assume that those with a foreign number plate are more likely to be foreign drivers and therefore may be indirectly discriminated. This must be considered within the context of the legitimate aim of the policy and its objectives relating to air quality and protecting vulnerable people.</p> <p>The variable charges are themselves complex to communicate, particularly as many national operators (both council and private) continue to use non variable tariffs in their public car parks. To operate this variable charge effectively and work towards the achievement of the outcomes the operation of the scheme and the calculation of</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>the charges should be automatic to allow users to determine their charges quickly and simply, and the use of nationally held DVLA data helps to achieve this.</p> <p>The lack of any reliable data held within the UK on foreign registered vehicles prevents the accurate determination of the emission status of a vehicle registered outside the UK.</p> <p>It is not considered a proportionate response (technically or administratively) for a single Local Authority to manage and maintain a DPA compliant database locally of foreign registered vehicles so that motorists choosing to bring their own private vehicle into town centres from their country of residence, rather than travel more sustainably, can pre-register and obtain a lower variable charge. Such a mechanism would also be challenging for visitors should other schemes become operative requiring action for individual city's.</p> <p>Promotion of the variable charges, and the basis for the charge (including the impact on foreign registered vehicles), will be well publicised so that those planning trips to cities and towns where these charges exist may make an informed choice for their mode of transport and consider alternative options for travel, for example public transport.</p> <p>The council has a published and accessible complaints process to allow customers to provide feedback and ensure that concerns raised are considered on a case-by-case basis. Contact details for Parking Services are publicised across all car parks, including those with variable charges for the convenience of all customers should they have specific concerns to raise.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit 'light spill'.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.</p> <p>Other private car park provision is available in Midsomer Norton.</p>
<p>3.8 Sexual orientation – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people</p>		<p>No known impact</p>
<p>3.9 Marriage and civil partnership – does the policy/strategy treat married and civil partnered people equally?</p>		<p>Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO2, paying more for their parking.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>
<p>3.10 Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.</p>		<p>Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO₂, paying more for their parking.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>
<p>3.11 Socio-economically disadvantaged* – identify the impact on people who are disadvantaged due to factors like family background, educational attainment,</p>	<p>The Council provides a Park and Ride service for Bath that is of benefit to the socio-economically disadvantaged as the service allows motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is</p>	<p>Whilst there is no intended impact based on socio-economically disadvantage- all who qualify can purchase parking, increased charges could have an impact on those who are economically disadvantaged.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
<p>neighbourhood, employment status can influence life chances (this is not a legal requirement, but is a local priority).</p>	<p>typically cheaper than the cost of parking in the city.</p>	<p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>It may be that lower income households have an older car that may emit more CO2, and therefore pay more to park in Bath council owned car parks.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>People who are of state Pension Age may apply for a free Older Persons Bus Pass. The Park and Ride service provides a range of discounts that include;</p> <ul style="list-style-type: none"> • English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday. • A group of two adults may purchase a discounted fare after 09.30 Monday to Friday. • Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime).

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<ul style="list-style-type: none"> up to 5 children (under 16) can travel for free with each fare paying adult. <p>https://travelwest.info/park-ride/</p>
<p>3.12 Rural communities* identify the impact / potential impact on people living in rural communities</p>	<p>The Council provides a Park and Ride service which is of benefit to those living in rural communities without access to a suitable service that need to visit the centre of Bath.</p> <p>The Park and Ride service allows these motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.</p>	<p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle and therefore the impact is small.</p> <p>Other more sustainable options are available for those visiting Bath, including the Park and Ride are available 7 days a week</p> <p>https://travelwest.info/park-ride/</p>
<p>3.13 Armed Forces Community ** serving members; reservists; veterans and their families, including the bereaved. Public services are required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions,</p>		<p>No known impact.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).		

*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

** The Equality Act does not cover armed forces community. However, the Armed Forces Bill (which came in on 22 Nov 2022) introduces a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

4. Bath and North East Somerset Council & NHS B&NES

Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when
EIA to be reviewed annually or if significant changes happen within the service provision.	To review the EIA		Team Manager - Parking	1 st April
Issues raised by: <ol style="list-style-type: none"> 1. New elected members via the Informal Cabinet process 2. Council's Independent Equalities Advisory Group 3. The Climate Emergency and Sustainability Policy Development and Scrutiny panel 4. Consultees through statutory consultation. 	Staff to review feedback and identify any equalities issues and actions required as necessary.	Completion of review of feedback: <ol style="list-style-type: none"> 1. Not yet completed 2. Not yet completed 3. Not yet completed 4. Not yet completed 5. 	Project lead	One month after engagement ends.

5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

Signed off by: (Divisional Director or nominated senior officer)

Date

Equality Impact Assessment / Equality Analysis

(Updated December 2022)

Title of service or policy	Parking Charge review 2024/25 On-street parking charges and emission-based charging in Bath
Name of directorate and service	Place Management - Parking Services
Name and role of officers completing the EIA	Andrew Dunn, Team Manager – Parking
Date of assessment	8 December 2023 – 1 st draft

Equality Impact Assessment (or 'Equality Analysis') is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council’s website.

1.2 Identify the aims of the policy or service and how it is implemented

Key questions	Answers / notes
<p>1.1 Briefly describe purpose of the service/policy e.g.</p> <ul style="list-style-type: none"> ● How the service/policy is delivered and by whom ● If responsibility for its implementation is shared with other departments or organisations ● Intended outcomes 	<p>A review of on-street parking charges in Bath has been undertaken with the outcome to increase the charges and widen the adoption of the emission-based variable charge to continue to incentivise behaviour change and improve air quality following the successful introduction of emission-based pay and display charges in B&NES car parks and for residents parking permits introduced in Bath car parks in 2023.</p> <p>Includes a programmed uplift after a further 12 months to further incentivise and embed behaviour change due to the impacts of price elasticity and inflation.</p> <p>Delivery will be achieved in conjunction with colleagues in Highways to develop and implement required Traffic Regulation Orders (TROs).</p>
<p>1.2 Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> ● Is it a new service/policy or review of an existing one? ● Is it a national requirement?). ● How much room for review is there? 	<p>There is no national requirement and as such there is room for review, noting that proposals will need to be taken to public consultation in line with the statutory process for TROs.</p> <p>However, although not the purpose of these proposals, it is noted that by implementing these changes it should help in addressing the climate and ecological emergency by encouraging the use of sustainable transport, active travel, and reducing use of more polluting vehicles.</p> <p>This also therefore compliments the ‘Journey to Net Zero’ plan, reducing the environmental impact of transport and which was adopted by the Council in May 2022.</p> <p>Private car parks and on street parking permits are not affected by these proposals.</p>
<p>1.3 Do the aims of this policy link to or conflict with any other policies of the Council?</p>	<p>This policy aligns to the core aims of the council’s corporate strategy; its three principles; and the following four priorities: Healthy lives and places</p>

	<p>Clean, safe and vibrant neighbourhoods. More travel choices. Cultural life</p> <p>It is also in line with Transport Polices, the Parking Strategy, and is consistent with the objectives of the Clean Air Zone, the prioritisation of active travel and the ‘Journey to Net Zero’ plan.</p> <p>https://beta.bathnes.gov.uk/document-and-policy-library/balancing-your-needs-parking-strategy-bnes https://beta.bathnes.gov.uk/bath-clean-air-zone https://beta.bathnes.gov.uk/active-travel https://beta.bathnes.gov.uk/active-travel-schemes-overview</p> <p>https://beta.bathnes.gov.uk/journey-net-zero/why-do-we-need-journey-net-zero</p> <p>Redevelopment within the historic core of Bath has also seen changes to the availability of parking and the promotion of parking out of the city centre. Prioritising sustainable transport such as the park and ride service ensures that the city, as a popular visitor destination and double UNESCO world Heritage site remains accessible.</p>
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2. Consideration of available data, research and information

Key questions	Data, research and information that you can refer to
<p>2.1 What equalities training have staff received to enable them to understand the needs of our diverse community?</p>	<p>All staff within Parking Services have completed Equalities training during their induction to ensure compliance with corporate standards.</p> <p>A structured training plan is in place for all new staff to ensure they do receive equalities training in a timely manner after commencing employment. The team also receive Equalities training provided by our Corporate Equalities Officer to maintain and refresh knowledge.</p>

<p>2.2 What is the equalities profile of service users?</p>	<p>Anyone who requires parking within the geographical area of Bath and North East Somerset can potentially purchase parking, therefore the service users are likely to be representative of the national population that travel by private vehicle. http://www.bathnes.gov.uk/services/your-council-and-democracy/equality-and-diversity/equality-mapping</p>
<p>2.3 Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?</p>	<p>Parking Services also uses the Voicebox survey to measure customer satisfaction. The results of the Voicebox 31 survey (2022/23) record 67% of respondents rating the provision and operation of off-street parking areas as acceptable to good.</p>
<p>2.4 What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?</p>	<p>The “Balancing your Needs” parking strategy was consulted on in 2017 and adopted in 2018. The parking strategy set out the key policy direction and objectives for the service until 2028.</p> <p>The proposals have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2024/25 as part of the Council's budget setting process, as approved by full Council in February 2024</p> <p>This EIA and the proposals are to be presented to the Climate Emergency and Sustainability Policy Development and Scrutiny panel on 21 March 2024, and will be reviewed following feedback received by the panel.</p> <p>This EIA and the proposals are due to be presented to the general public as part of the statutory consultation process for Traffic Regulation Orders (TROs) in line with the Road Traffic Regulation Act 1984 across a 21-day period in the Spring of 2023, and will be reviewed following feedback received by the public and other stakeholders.</p>
<p>2.5 If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?</p>	<p>Parking charges are to be set within the Council’s Traffic Regulation Orders and changes to these require a Statutory Notification period of 21 days for respondents to consider and provide feedback.</p> <p>All members of the public can provide feedback on the proposals, indicating whether they support; partially support; or object to them. This includes feedback if a respondent feels there is an equalities issue that has not been identified or considered. The Council is mandated to consider such objections.</p> <p>The consultation will be publicised via local press, social media and our website where people can view the information and complete the online survey to ‘Have Their Say’. We will also proactively contact customers where contact details are held in line with Data Protection requirements.</p>

Web pages will meet the required Accessibility standards.

Consultation information will make known alternative formats are available upon request and who to contact. This includes a printed survey, or information in another format including audio, braille, large print or in another language, and support will be made available to respondents that require assistance in submitting a response.

3. Assessment of impact: ‘Equality analysis’

Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:

- Meets any particular needs of equalities groups or could help promote equality in some way.
- Could have a negative or adverse impact for any of the equalities groups

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
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3.2 Sex – identify the impact/potential impact of the policy on women and men.		<p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.
3.3 Pregnancy and maternity	Any improvements in air quality that result from a reduction in more polluting vehicles entering central areas will be of benefit to those that are vulnerable to poor air quality.	Women on maternity leave may have reduced income and need to access health services in the area. The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.
3.4 Gender reassignment – identify the impact/potential impact of the policy on transgender people		Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed. It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’. CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements. The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.
3.5 Disability – identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)	No negative impact – a blue badge is a mobility concession not a financial one, however its recognised that a blue badge holder may be more likely to be on a lower income.	A Blue badge also allows up to 3 hours of parking when parking on yellow lines where no loading restrictions are in place.

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality</p> <p>Blue badges can be used on street pay and display or time limited bays with no time limit, or on double and single yellow lines for up to 3 hours.</p>	<p>A Blue badge also allows up to 3 hours of parking when parking on yellow lines where no loading restrictions are in place.</p> <p>It should be noted that there are other changes taking place within Bath city centre for security purposes which restrict motor vehicle access to some roads within the city during the hours 10.00 to 18.00/2200. Additional work has been undertaken to consider some of the issues experienced by Blue Badge holders as a result of these road closures and to ensure alternative locations where a Blue Badge can be used for free on street parking are available. Further information can be viewed at:- https://beta.bathnes.gov.uk/citycentresecurityworks</p> <p>View our map of Blue Badge parking bays and public seating in Bath City Centre online at https://beta.bathnes.gov.uk/media/4479</p> <p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality</p>
3.6 Age – identify the impact/potential impact of the policy on different age groups	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential streets will be of benefit to those that are vulnerable to poor air quality</p> <p>All concessionary pass holders can use the Park & Ride service in Bath free of charge upon use of their pass after 09.00 and are</p>	<p>Card payment terminals will now be widely deployed across council car parks, where electricity supplies to equipment allow, to increase the flexibility of payment options including those who may not have access to a mobile/smart phone.</p> <p>We will continue to assess the impact of emission-based lookups on the power status of machines operating on</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
	therefore not affected by any rise in car parking charges.	battery power (charged by solar panels). Installation of card terminals in battery powered machines will be assessed on a location-by-location basis where usage/power drain/and charge status allow.
<p>3.7 Race – identify the impact/potential impact on across different ethnic groups</p>		<p>It's important to note that the aims of the emission-based variable charges are to improve air quality within urban areas and protect the health, safety and wellbeing of vulnerable people that are more directly affected by air pollution and poor air quality.</p> <p>Vehicle information and not any protected characteristics of an individual forms the basis of the variable charge; however, it is reasonable to assume that those with a foreign number plate are more likely to be foreign drivers and therefore may be indirectly discriminated. This must be considered within the context of the legitimate aim of the policy and its objectives relating to air quality and protecting vulnerable people.</p> <p>The variable charges are themselves complex to communicate, particularly as many national operators (both council and private) continue to use non variable tariffs in their public car parks. To operate this variable charge effectively and work towards the achievement of the outcomes the operation of the scheme and the calculation of the charges should be automatic to allow users to determine their charges quickly and simply, and the use of nationally held DVLA data helps to achieve this.</p> <p>The lack of any reliable data held within the UK on foreign registered vehicles prevents the accurate</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>determination of the emission status of a vehicle registered outside the UK.</p> <p>It is not considered a proportionate response (technically or administratively) for a single Local Authority to manage and maintain a DPA compliant database locally of foreign registered vehicles so that motorists choosing to bring their own private vehicle into town centres from their country of residence, rather than travel more sustainably, can pre-register and obtain a lower variable charge. Such a mechanism would also be challenging for visitors should other schemes become operative requiring action for individual city's.</p> <p>Promotion of the variable charges, and the basis for the charge (including the impact on foreign registered vehicles), will be well publicised so that those planning trips to cities and towns where these charges exist may make an informed choice for their mode of transport and consider alternative options for travel, for example public transport.</p> <p>The council has a published and accessible complaints process to allow customers to provide feedback and ensure that concerns raised are considered on a case-by-case basis. Contact details for Parking Services are publicised across all car parks, including those with variable charges for the convenience of all customers should they have specific concerns to raise.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit 'light spill'.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements. Other private car park provision is available in Midsomer Norton.
3.8 Sexual orientation – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people		No known impact
3.9 Marriage and civil partnership – does the policy/strategy treat married and civil partnered people equally?		<p>Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO2, paying more for their parking.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>The costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p>
3.10 Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.		<p>Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO2, paying more for their parking.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p>
<p>3.11 Socio-economically disadvantaged* – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances (this is not a legal requirement, but is a local priority).</p>	<p>The Council provides a Park and Ride service for Bath that is of benefit to the socio-economically disadvantaged as the service allows motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.</p>	<p>Whilst there is no intended impact based on socio-economically disadvantage- all who qualify can purchase parking, increased charges could have an impact on those who are economically disadvantaged.</p> <p>It may be that lower income households have an older car that may emit more CO2, and therefore pay more to park in Bath council owned car parks.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>People who are of state Pension Age may apply for a free Older Persons Bus Pass. The Park and Ride service provides a range of discounts that include;</p> <ul style="list-style-type: none"> • English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday. • A group of two adults may purchase a discounted fare after 09.30 Monday to Friday. • Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime). • up to 5 children (under 16) can travel for free with each fare paying adult.

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		https://travelwest.info/park-ride/
<p>3.12 Rural communities* identify the impact / potential impact on people living in rural communities</p>	<p>The Council provides a Park and Ride service which is of benefit to those living in rural communities without access to a suitable service that need to visit the centre of Bath.</p> <p>The Park and Ride service allows these motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.</p>	<p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle and therefore the impact is small.</p> <p>Other more sustainable options are available for those visiting Bath, including the Park and Ride are available 7 days a week</p> <p>https://travelwest.info/park-ride/</p>
<p>3.13 Armed Forces Community ** serving members; reservists; veterans and their families, including the bereaved. Public services are required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions, particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).</p>		<p>No known impact.</p>

*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

** The Equality Act does not cover armed forces community. However, the Armed Forces Bill (which came in on 22 Nov 2022) introduces a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when
EIA to be reviewed annually or if significant changes happen within the service provision.	To review the EIA		Team Manager - Parking	1 st April
Issues raised by: 5. New elected members via the Informal Cabinet process 6. Council's Independent Equalities Advisory Group 7. The Climate Emergency and Sustainability Policy Development and Scrutiny panel 8. Consultees through statutory consultation.	Staff to review feedback and identify any equalities issues and actions required as necessary.	Completion of review of feedback: 6. Not yet completed 7. Not yet completed 8. Not yet completed 9. Not yet completed 10.	Project lead	One month after engagement ends.

5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

Signed off by: (Divisional Director or nominated senior officer)

Date:

Equality Impact Assessment / Equality Analysis

(Updated December 2022)

Title of service or policy	Parking Charge review 2024/25 Requirement for motorbike users to pay for parking or to hold a valid resident permit.
Name of directorate and service	Place Management - Parking Services
Name and role of officers completing the EIA	Andrew Dunn, Team Manager – Parking
Date of assessment	8 December 2023 – 1 st draft

Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The main aim is to identify any discriminatory or negative consequences for a particular group or sector of the community, and also to identify areas where equality can be better promoted. Equality impact Assessments (EIAs) can be carried out in relation to services provided to customers and residents as well as employment policies/strategies that relate to staffing matters.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis. **Not all sections will be relevant – so leave blank any that are not applicable.** It is intended that this is used as a working document throughout the process, and a final version will be published on the Council’s website.

1.3 Identify the aims of the policy or service and how it is implemented

Key questions	Answers / notes
<p>1.1 Briefly describe purpose of the service/policy e.g.</p> <ul style="list-style-type: none"> ● How the service/policy is delivered and by whom ● If responsibility for its implementation is shared with other departments or organisations ● Intended outcomes 	<p>Motorbike users who have historically benefitted from free parking will be required to have a digital parking permit or will be charged emissions-based parking fees.</p> <p>Whilst it’s recognised that motorbikes may be less impactful on congestion, they continue to utilise road space and emit pollutants. The adoption of the emission-based variable charge for parking and permit parking will continue to incentivise behaviour change and improve air quality following the successful introduction of emission-based pay and display charges in B&NES car parks and for residents parking permits introduced in Bath car parks in 2023.</p> <p>Separate proposals to review parking charges also provide a programmed uplift after a further 12 months to further incentivise and embed behaviour change due to the impacts of price elasticity and inflation.</p> <p>Delivery will be achieved in conjunction with colleagues in Highways to develop and implement required Traffic Regulation Orders (TROs).</p>
<p>1.2 Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> ● Is it a new service/policy or review of an existing one? ● Is it a national requirement?). ● How much room for review is there? 	<p>There is no national requirement and as such there is room for review, noting that proposals will need to be taken to public consultation in line with the statutory process for TROs.</p> <p>However, although not the purpose of these proposals, it is noted that by implementing these changes it should help in addressing the climate and ecological emergency by encouraging the use of sustainable transport, active travel, and reducing use of more polluting vehicles.</p> <p>This also therefore compliments the ‘Journey to Net Zero’ plan, reducing the environmental impact of transport and which was adopted by the Council in May 2022.</p>

	Private car parks are not affected by these proposals.
1.3 Do the aims of this policy link to or conflict with any other policies of the Council?	<p>This policy aligns to the core aims of the council’s corporate strategy; its three principles; and the following four priorities:</p> <p>Healthy lives and places Clean, safe and vibrant neighbourhoods. More travel choices. Cultural life</p> <p>It is also in line with Transport Policies, the Parking Strategy, and is consistent with the objectives of the Clean Air Zone, the prioritisation of active travel and the ‘Journey to Net Zero’ plan.</p> <p>https://beta.bathnes.gov.uk/document-and-policy-library/balancing-your-needs-parking-strategy-bnes https://beta.bathnes.gov.uk/bath-clean-air-zone https://beta.bathnes.gov.uk/active-travel https://beta.bathnes.gov.uk/active-travel-schemes-overview</p> <p>https://beta.bathnes.gov.uk/journey-net-zero/why-do-we-need-journey-net-zero</p> <p>Redevelopment within the historic core in Bath has also seen changes to the availability of parking and the promotion of parking out of the city centre. Prioritising sustainable transport such as the park and ride service ensures that the city, as a popular visitor destination and double UNESCO world Heritage site remains accessible.</p> <p>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.</p> <p>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</p>

community ownership; and market town brand for Midsomer Norton focusing on important aspects of local culture.

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.

2. Consideration of available data, research and information

Key questions	Data, research and information that you can refer to
<p>2.1 What equalities training have staff received to enable them to understand the needs of our diverse community?</p>	<p>All staff within Parking Services have completed Equalities training during their induction to ensure compliance with corporate standards.</p> <p>A structured training plan is in place for all new staff to ensure they do receive equalities training in a timely manner after commencing employment. The team also receive Equalities training provided by our Corporate Equalities Officer to maintain and refresh knowledge.</p>
<p>2.2 What is the equalities profile of service users?</p>	<p>Anyone who requires parking within the geographical area of Bath and North East Somerset can potentially purchase parking, therefore the service users are likely to be representative of the national population that travel by private vehicle. http://www.bathnes.gov.uk/services/your-council-and-democracy/equality-and-diversity/equality-mapping</p>
<p>2.3 Are there any recent customer satisfaction surveys to refer to? What were the results? Are there any gaps? Or differences in experience/outcomes?</p>	<p>Parking Services also uses the Voicebox survey to measure customer satisfaction. The results of the Voicebox 31 survey (2022/23) record 67% of respondents rating the provision and operation of off-street parking areas as acceptable to good.</p>
<p>2.4 What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?</p>	<p>The “Balancing your Needs” parking strategy was consulted on in 2017 and adopted in 2018. The parking strategy set out the key policy direction and objectives for the service until 2028.</p>

	<p>The proposals have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2024/25 as part of the Council's budget setting process, as approved by full Council in February 2024</p> <p>This EIA and the proposals are to be presented to the Climate Emergency and Sustainability Policy Development and Scrutiny panel on 21 March 2024, and will be reviewed following feedback received by the panel.</p> <p>This EIA and the proposals are due to be presented to the general public as part of the statutory consultation process for Traffic Regulation Orders (TROs) in line with the Road Traffic Regulation Act 1984 across a 21-day period in the Spring of 2023, and will be reviewed following feedback received by the public and other stakeholders.</p>
<p>2.5 If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?</p>	<p>Parking charges are to be set within the Council's Traffic Regulation Orders and changes to these require a Statutory Notification period of 21 days for respondents to consider and provide feedback.</p> <p>All members of the public can provide feedback on the proposals, indicating whether they support; partially support; or object to them. This includes feedback if a respondent feels there is an equalities issue that has not been identified or considered. The Council is mandated to consider such objections.</p> <p>The consultation will be publicised via local press, social media and our website where people can view the information and complete the online survey to 'Have Their Say'. We will also proactively contact customers where contact details are held in line with Data Protection requirements.</p> <p>Web pages will meet the required Accessibility standards.</p> <p>Consultation information will make known alternative formats are available upon request and who to contact. This includes a printed survey, or information in another format including audio, braille, large print or in another language, and support will be made available to respondents that require assistance in submitting a response.</p>

3. Assessment of impact: 'Equality analysis'

Based upon any data you have considered, or the results of consultation or research, use the spaces below to demonstrate you have analysed how the service or policy:

- Meets any particular needs of equalities groups or could help promote equality in some way.
- Could have a negative or adverse impact for any of the equalities groups

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
3.1 Issues relating to all groups and protected characteristics		
3.2 Sex – identify the impact/potential impact of the policy on women and men.		<p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.</p> <p>Other private car park provision is available in Midsomer Norton.</p>
3.3 Pregnancy and maternity	Any improvements in air quality that result from a reduction in more polluting vehicles entering central areas will be of benefit to those that are vulnerable to poor air quality.	<p>Women on maternity leave may have reduced income and need to access health services in the area.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p>
<p>3.4 Gender reassignment – identify the impact/potential impact of the policy on transgender people</p>		<p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased) which will be reviewed.</p> <p>It is also a requirement to have regard to conservation areas and restrictions that may be imposed to limit ‘light spill’.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements.</p> <p>Other private car park provision is available in Midsomer Norton.</p> <p>The council is reviewing security of its two locations with covered parking in Bath city centre where ASB is experienced.</p>
<p>3.5 Disability – identify the impact/potential impact of the policy on disabled people (ensure consideration both physical, sensory and mental impairments and mental health)</p>	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality.</p> <p>Residents living within Resident parking scheme areas that are also blue badge holders are entitled to a resident parking permit free of charge.</p>	<p>A blue badge is a mobility concession not a financial one, however its recognised that a blue badge holder may be more likely to be on a lower income. Residents living within Resident parking scheme areas that are also blue badge holders are entitled to a resident parking permit free of charge.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>Blue Badge holders that use a motorbike to visit the city centre and park do not currently have to pay for their parking but will be required to do so under these proposals. It's noted that a Blue badge cannot be displayed on a motorbike due to the risk of theft of the badge.</p> <p>The Council will ensure these impacts are highlighted during the consultation process and continue to review options to mitigate any impacts raised by motorbike groups and individual users.</p> <p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential will be of benefit to those that are vulnerable to poor air quality</p>
<p>3.6 Age – identify the impact/potential impact of the policy on different age groups</p>	<p>Any improvements in air quality that result from a reduction in vehicles entering central areas or residential streets will be of benefit to those that are vulnerable to poor air quality.</p> <p>All concessionary pass holders can use the Park & Ride service in Bath free of charge upon use of their pass after 09.00 and are therefore not affected by any rise in car parking charges.</p>	<p>Card payment terminals will now be widely deployed across council car parks, where electricity supplies to equipment allow, to increase the flexibility of payment options including those who may not have access to a mobile/smart phone.</p> <p>We will continue to assess the impact of emission-based lookups on the power status of machines operating on battery power (charged by solar panels). Installation of card terminals in battery powered machines will be assessed on a location-by-location basis where usage/power drain/and charge status allow.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>the financial impact on those with more polluting vehicles.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>
<p>3.7 Race – identify the impact/potential impact on across different ethnic groups</p>		<p>It's important to note that the aims of the emission-based variable charges are to improve air quality within urban areas and protect the health, safety and wellbeing of vulnerable people that are more directly affected by air pollution and poor air quality.</p> <p>Vehicle information and not any protected characteristics of an individual forms the basis of the variable charge; however, it is reasonable to assume that those with a foreign number plate are more likely to be foreign drivers and therefore may be indirectly discriminated. This must be considered within the context of the legitimate aim of the policy and its objectives relating to air quality and protecting vulnerable people.</p> <p>The variable charges are themselves complex to communicate, particularly as many national operators (both council and private) continue to use non variable tariffs in their public car parks. To operate this variable charge effectively and work towards the achievement of the outcomes the operation of the scheme and the</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>calculation of the charges should be automatic to allow users to determine their charges quickly and simply, and the use of nationally held DVLA data helps to achieve this.</p> <p>The lack of any reliable data held within the UK on foreign registered vehicles prevents the accurate determination of the emission status of a vehicle registered outside the UK.</p> <p>It is not considered a proportionate response (technically or administratively) for a single Local Authority to manage and maintain a DPA compliant database locally of foreign registered vehicles so that motorists choosing to bring their own private vehicle into town centres from their country of residence, rather than travel more sustainably, can pre-register and obtain a lower variable charge. Such a mechanism would also be challenging for visitors should other schemes become operative requiring action for individual city's.</p> <p>Promotion of the variable charges, and the basis for the charge (including the impact on foreign registered vehicles), will be well publicised so that those planning trips to cities and towns where these charges exist may make an informed choice for their mode of transport and consider alternative options for travel, for example public transport.</p> <p>The council has a published and accessible complaints process to allow customers to provide feedback and ensure that concerns raised are considered on a case-by-case basis. Contact details for Parking Services are publicised across all car parks and on street pay and</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>display machines including those with variable charges for the convenience of all customers should they have specific concerns to raise.</p> <p>CCTV is present at most council car parks. This provision is currently under review and will include identification of any potential for improvements. Other private car park provision is available in Midsomer Norton.</p>
<p>3.8 Sexual orientation – identify the impact/potential impact of the policy on lesbian, gay, bisexual, heterosexual people</p>		<p>No known impact</p>
<p>3.9 Marriage and civil partnership – does the policy/strategy treat married and civil partnered people equally?</p>		<p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>
<p>3.10 Religion/belief – identify the impact/potential impact of the policy on people of different religious/faith groups and also upon those with no religion.</p>		<p>Larger families may require larger cars that may be older or heavier and therefore emit greater levels of CO₂, paying more for their parking.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
<p>3.11 Socio-economically disadvantaged* – identify the impact on people who are disadvantaged due to factors like family background, educational attainment, neighbourhood, employment status can influence life chances (this is not a legal requirement, but is a local priority).</p>	<p>The Council provides a Park and Ride service for Bath that is of benefit to the socio-economically disadvantaged as the service allows motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.</p>	<p>Whilst there is no intended impact based on socio-economically disadvantage- all who qualify can purchase parking, increased charges could have an impact on those who are economically disadvantaged.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>It may be that lower income households have an older car that may emit more CO₂, and therefore pay more to park in Bath council owned car parks.</p> <p>However, the costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle.</p> <p>There is a wide choice of alternative options for travel within Bath, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		<p>People who are of state Pension Age may apply for a free Older Persons Bus Pass. The Park and Ride service provides a range of discounts that include;</p> <ul style="list-style-type: none"> • English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday. • A group of two adults may purchase a discounted fare after 09.30 Monday to Friday. • Regular service users can benefit from discounts when purchasing 10 single journeys one transaction (for use anytime). • up to 5 children (under 16) can travel for free with each fare paying adult. <p>https://travelwest.info/park-ride/</p>
<p>3.12 Rural communities* identify the impact / potential impact on people living in rural communities</p>	<p>The Council provides a Park and Ride service which is of benefit to those living in rural communities without access to a suitable service that need to visit the centre of Bath.</p> <p>The Park and Ride service allows these motorists to travel by private vehicle to the edge of the city and benefit from the use of convenient and sustainable transport directly into the city centre that is typically cheaper than the cost of parking in the city.</p>	<p>The lower level of charges proposed in Keynsham, Midsomer Norton, Radstock and Saltford mean a lower range of charges across emission-based bands, reducing the financial impact on those with more polluting vehicles.</p> <p>Free parking remains available in Keynsham within 2 locations for 30 minutes and 1 hour. On street free to use limited waiting bays are available within these areas.</p> <p>Free car parking remains available in Radstock. On street free to use limited waiting bays are also available within both Midsomer Norton and Radstock.</p> <p>The costs of parking stays equate only to a small percentage of the annual costs of running a motor vehicle and therefore the impact is small.</p>

	Examples of what the service has done to promote equality	Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this
		Other more sustainable options are available for those visiting Bath, including the Park and Ride are available 7 days a week https://travelwest.info/park-ride/
3.13 Armed Forces Community ** serving members; reservists; veterans and their families, including the bereaved. Public services are required by law to pay due regard to the Armed Forces Community when developing policy, procedures and making decisions, particularly in the areas of public housing, education and healthcare (to remove disadvantage and consider special provision).		No known impact.

*There is no requirement within the public sector duty of the Equality Act to consider groups who may be disadvantaged due to socio economic status, or because of living in a rural area. However, these are significant issues within B&NES and have therefore been included here.

** The Equality Act does not cover armed forces community. However, the Armed Forces Bill (which came in on 22 Nov 2022) introduces a requirement to pay 'due regard' to make sure the Armed Forces Community are not disadvantaged when accessing public services.

4. Bath and North East Somerset Council & NHS B&NES Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment/analysis. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

Issues identified	Actions required	Progress milestones	Officer responsible	By when
EIA to be reviewed annually or if significant changes happen within the service provision.	To review the EIA		Team Manager - Parking	1 st April
Issues raised by: 9. New elected members via the Informal Cabinet process 10. Council's Independent Equalities Advisory Group 11. The Climate Emergency and Sustainability Policy Development and Scrutiny panel 12. Consultees through statutory consultation.	Staff to review feedback and identify any equalities issues and actions required as necessary.	Completion of review of feedback: 11. Not yet completed 12. Not yet completed 13. Not yet completed 14. Not yet completed 15.	Project lead	One month after engagement ends.

5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

Signed off by: (Divisional Director or nominated senior officer)

Date: