

Climate Emergency and Sustainability Policy Development and Scrutiny Panel

Date: Thursday, 6th July, 2023

Time: 10.00 am

Venue: Council Chamber - Guildhall, Bath

Councillors: Andy Wait, Michael Auton, Anna Box, Jess David, John Leach,
Alex Beaumont, June Player and Saskia Heijltjes



Michaela Gay

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NOTES:

1. **Inspection of Papers:** Papers are available for inspection as follows:

Council's website: <https://democracy.bathnes.gov.uk/ieDocHome.aspx?bcr=1>

2. **Details of decisions taken at this meeting** can be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime, details can be obtained by contacting as above.

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**Climate Emergency and Sustainability Policy Development and Scrutiny Panel -
Thursday, 6th July, 2023**

at 10.00 am in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

- (a) The agenda item number in which they have an interest to declare.
- (b) The nature of their interest.
- (c) Whether their interest is **a disclosable pecuniary interest** or **an other interest**,
(as defined in Part 4.4 Appendix B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

At the time of publication no notifications had been received.

7. MINUTES (Pages 7 - 10)

8. CLIMATE STRATEGY OVERVIEW

Supporting information on this item will follow.

9. EMISSIONS BASED CAR PARKING CHARGES (Pages 11 - 46)

The report and presentation slides are attached.

10. PANEL WORKPLAN (Pages 47 - 48)

This report presents the latest workplan for the Panel. Any suggestions for further items or amendments to the current programme will be logged and scheduled in consultation with the Panel's Chair and supporting senior officers.

The Committee Administrator for this meeting is Michaela Gay who can be contacted on 01225 394411.

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BATH AND NORTH EAST SOMERSET

MINUTES OF CLIMATE EMERGENCY AND SUSTAINABILITY POLICY DEVELOPMENT AND SCRUTINY PANEL MEETING

Monday, 6th March, 2023

Present:- **Councillors** Karen Walker, Joel Hirst, Shelley Bromley, Grant Johnson, Ruth Malloy, Lisa O'Brien and Dr Kumar

Apologies for absence: Councillors: Paul Crossley and Ryan Wills

69 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

70 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the emergency evacuation procedure.

71 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Councillors Paul Crossley and Ryan Wills sent their apologies.

72 DECLARATIONS OF INTEREST

There were none.

73 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

74 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

Bob Goodman made a statement to the Panel regarding the Fashion Museum.

75 MINUTES

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chair.

The Chair asked the Democratic Services officer to follow up a question from Councillor Bromley to Councillor Manda Rigby at the January meeting.

76 HERITAGE SERVICES BUSINESS PLAN 2023-2027

The Chair invited Robert Campbell, Head of Heritage Services, to introduce the item. The Council Leader, Councillor Kevin Guy was also in attendance and answered questions.

Panel members made the following points and asked the following questions:

Councillor Johnson stated that the Victoria Art Gallery (VAG) has been one of the hardest hit sites in terms of visitor numbers post covid. There has been a stark decline in projected visitor numbers since previous business plans. The action areas on this do not help us to understand who the future audiences could be. We should be looking at an action plan for this asset. The officer explained that the numbers of visitors to the VAG have declined due to visitor behaviour, they have not returned post covid. He assured the Panel that staff and the Council are committed to the VAG and investment is planned. There will be a focus on attracting families.

Councillor O'Brien commented that there were two very successful exhibitions in the VAG – these were relatable and attractive. Some other exhibitions have been niche and abstract so maybe it is a case of looking at the type of exhibition in terms of visitor numbers and appealing to younger demographic. The money that has been invested and future investments call for more of a broad appeal to benefit residents and visitors. The officer explained that there is not a development plan in this report as a new curator has just been appointed so this is a chance to make some changes with a focus on local rate payers. He acknowledged the comment about the niche exhibitions but noted that this is subjective.

Councillor O'Brien stated that she shares the reservation of the member of the public who made a statement (Bob Goodman) regarding losing use of the Assembly Rooms and purchase of the old Post Office building. She stated that the levelling up funding bid was not successful and in the meantime, there is a loss of income, storage costs and a building that will need significant revamp. She asked if the reopening date achievable. The officer explained that there will be a bid to Heritage Lottery Funding, the full funding plan is not set out in the report. He explained that the authority has a very successful Heritage Services area and that he is confident in delivering this project for which there is funding in place for the next 18 months.

Councillor Hirst noted the three assets – Roman Baths, Victoria Art Gallery and Fashion Museum – but asked that other monuments around the area also be considered and maintained. He stated that the Wansdyke monument has gradually degraded. The officer stated that he agreed and that a wider cultural strategy is being considered but this report was focused on the visitor facing assets. He stated that he would refer the concerns on the Wansdyke monument to the Corporate Property Team. Councillor Kevin Guy stated that there are a number of assets in the property portfolio, and he could look at the remit of Heritage Services.

Councillor Bromley asked what the advantages will be of the new location for the Fashion Museum and asked about the implication of World Heritage Management moving to the planning service. The officer stated that the new location would be transformational, the new site has multiple floors and many opportunities for commercial optimisation. He explained that the central location means it will be more accessible to both the heritage core of the city and the railway station. It will also be a gateway to the Milsom Quarter. Regarding moving to the planning service, the officer stated that this would make the World Heritage Management more visible across the Council.

Councillor Malloy asked if the Ralph Allen town house could be developed. Councillor Kevin Guy stated that he is happy to meet with the relevant person regarding the Ralph Allen town house.

Councillor Malloy stated that she hoped there could be some collaboration with the great spa towns of Europe to enhance the wellbeing of residents. Councillor Guy stated that working with the spa towns is a 15/20-year project and the ambition of the administration was that Bath be transformed into a fashion centre with the fashion quarter and museum and be the best in Europe, this is also a 15/20 year project aspiration.

Councillor Walker asked about the reference to attracting those not 'traditionally welcome' to assets. The officer explained that 23,000 discovery cards had been issued to residents since May but the majority are from areas of higher socio economic backgrounds. We want to focus therefore on attracting people in those other areas and take down the barriers so that people want to visit.

Councillor Walker asked if there was feedback on why the two levelling up bids had not been successful. The officer explained that he does have written feedback but has sought further detail on this and is happy to feedback to the Panel on that detail when he receives it. Councillor Walker asked that the Annual Report to the Heritage Advisory Board be shared with this Panel in the future – the officer agreed.

Councillor Malloy asked if it would be possible to invite the National Trust manager of the Assembly Rooms to a meeting of the Panel in the future. The officer agreed to extend this invitation.

The Chair thanked the officer and Council Leader.

77 CABINET MEMBER UPDATE

There was no Cabinet Member update.

The Chair thanked the Panel members for their contributions over the last 4 years. Councillor O'Brien and Councillor Dr Kumar thanked the Chair for her work with the Panel. Panel members agreed.

The meeting ended at 4.41 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	6 July 2023	
TITLE:	Emission-based car park charges for Bath	
WARD:	All	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Please list all the appendices here, clearly indicating any which are exempt and the reasons for exemption</p>		

1 THE ISSUE

- 1.1 The purpose of this report is to provide an update to Policy Development & Scrutiny Panel on proposals to introduce emissions-based parking charges in Bath car parks, as agreed by Full Council on 9 February 2023, and the work that is underway to deliver these proposals for residents.

2 RECOMMENDATION

The Panel is asked to;

- 2.1 Note the replacement of new pay and display machines across council car parks and on street locations as part of the council's forward plan of works, which is a key enabler to the delivery of emissions-based charges.**
- 2.2 Note the introduction to emission-based parking charges in Bath car parks as agreed in the council's budget by Full Council on 9 February 2023, with more polluting vehicles paying more for their parking.**
- 2.3 Note the sensitivities regarding a further potentially significant rise to some season ticket customers within the last 12 months and the proposal to mitigate this for existing customers.**
- 2.4 Note the draft signs and, recognising the complexity, provide further comment as required.**

3 THE REPORT

Background & Context

- 3.1 Following extensive engagement and consultation work during 2021 and agreed by Cabinet in July 2021, the council implemented emission-based parking charges for residents on street parking permits across all resident parking zones.
- 3.2 These 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 at 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.

Paying for Parking

- 3.3 Acceptance of cash for paid for parking is a key source of revenue for the council, with cash payments representing 28% of customer transactions totalling a combined £1M of parking income.
- 3.4 Parking Services has been successful in encouraging the remaining 72% of customer transactions for paid for parking to use our digital channels via MiPermit. MiPermit can be used to pay for parking via either the mobile app; the mobile web; a text service; or via a helpline. MiPermit use by customers now accounts for over 88%, or £8M, of all Pay & Display (P&D) income; however, it should be noted that the proportion of cash use increases for shorter duration, lower value stays.
- 3.5 Recent data published by Ofcom in 2022 shows that 97% of the UK population have access to a mobile phone, with this dropping to 90% for a smartphone. It's reasonable to expect that this average will vary when looking at individual age groups, and the Ofcom data identifies that for those aged 65 and over the percentages fall 90% and 68% respectively.
- 3.6 Cash remains an important source of revenue for paid for parking and additionally provides an important and accessible channel for customers without access to a mobile phone or smartphone.

Government's view on the accessibility of cashless parking

- 3.7 On 4th April the Secretary of State for Levelling Up, Housing & Communities wrote to Council Leaders to ensure that public parking provision on the High Streets remained accessible and that no part of society is digitally excluded.
- 3.8 The council has three minor locations that only accept payment via MiPermit, with no cash alternative for operational reasons. These are Broad Street car park; the temporary Green Park Road car park (both in Bath); and The Shallows seasonal car park in Saltford. Cash payment has recently been introduced at all three park and rides for customers not using the bus service.
- 3.9 This report makes no proposals to remove cash as a payment channel from any further locations, and furthermore (as detailed in paragraphs 3.3 to 3.6) cash

payments remain a valuable source of income, particularly in short stay locations where the charges are less.

Replacement of Pay and Display (P&D) machines

- 3.10 The council has 101 P&D machines across both its car parks and on street paid for parking locations. Equipment varies by age and supplier which can result in a varying experience for the customer both in terms of usability, reliability, or the impact by ambient environmental conditions, and leading to negative feedback from customer's and reputational damage. Out of order equipment may also discourage some customers from purchasing parking, leading to loss of income and the issue of Penalty Charge Notices.
- 3.11 Existing machines are now at least 12 years old and are now obsolete. They are unable to provide any real time data on customer purchases to Civil Enforcement Officers (CEO), who must manually check each vehicle for the display of a valid ticket where no digital MiPermit stay is identified. The lack of real time data for the 28% of parking stays paid for in cash results in an incomplete strategic data set which, if complete, could be used proactively to understand customer compliance with the terms and conditions (i.e. those that have paid for parking) when aligned to ANPR data.
- 3.12 The current capital replacement programme presents an opportunity to ensure modern and standardised equipment is in place across the council's paid for parking locations, whilst ensuring improved reliability and security for assets which remain outside in all conditions and are responsible for over £1M worth of income per year.
- 3.13 The council has successfully reduced its number of installed machines from circa 150 machines to 101 since 2019. As part of this replacement programme any further equipment identified as surplus to requirements (noting the channel shift to MiPermit and the council position on the importance of cash as an option set out in paragraphs 3.3 to 3.9) will be removed and may not be replaced to further reduce ongoing liabilities for maintenance and cash collection.
- 3.14 The new equipment will limit the practice of passing unused parking tickets between customers and enable live transactional data to be uploaded in real time and made available to CEOs, improving their effectiveness by ensuring all valid parking stays are recorded on their handheld devices. This will reduce the time required patrolling car parks, allowing more time to be spent in residential streets. This improved efficiency is linked to further savings of £10K agreed by Full Council in the budget for 23/24.
- 3.15 The age of the existing equipment prevents them being upgraded to deliver emission-based parking charges (or any kind of variable charging tariff) to cash paying customers. Equipment in Bath car parks will be upgraded as a priority to facilitate the emission-based charges.
- 3.16 The replacement programme avoids additional revenue spend of hundreds of pounds per machine to upgrade the equipment's mobile communications to accommodate the national decommissioning of 2.5G and 3G mobile networks across 2023 and into 2024.

- 3.17 Card payment terminals were historically present in some long stay car parks and were removed to facilitate savings during the pressures of the COVID-19 pandemic. The terminals used in our now discontinued equipment led to financial pressures and reputational risk due to frequent dropouts and terminated transactions [by the banks] causing customer frustration and increased customer contact. The removal of card terminals encouraged a significant increase in MiPermit usage (Paragraph 3.4) where fees are paid by the customer.
- 3.18 The lack of card payment facilities remains unpopular with many customers and the machine replacement programme presents an opportunity to address this consistent level of dissatisfaction amongst many customers.
- 3.19 Card payment terminals will be installed in all new machines, subject to operational or technical restrictions.
- 3.20 Whilst MiPermit usage remains high, and behaviours are expected to be embedded within most users, it's expected that the reintroduction of card payment at machines will result in some nominal behaviour change amongst MiPermit users who will move back to paying at a machine, at a cost to the council of £0.12 per transaction. This should also be considered alongside the qualitative improvements such as improved customer satisfaction, accessibility benefits from this extra payment channel and reduced complaints.
- 3.21 Equipment will be replaced in phases:
- (1) Bath car parks– end of August 2023
 - (2) All other car parks – Autumn 2023
 - (3) Bath on street – Jan 2024

Emissions based car park charges

- 3.22 We are proposing to introduce emission-based charges for parking in Bath car parks only, due to the clean air direction.
- 3.23 The introduction of emission-based charging 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.
- 3.24 Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. 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.
- 3.25 An emission-based charge aims to incentivise the displacement of more polluting vehicles away from city centre car parks to more sustainable alternatives, including the city's park and ride service (where no charge increases are proposed) or other public transport options.

- 3.26 The new charges will be based on the existing parking prices introduced on 1st November 2022 and will replicate the structure and rationale of the council's emission-based residents parking permits as per VED bands.
- 3.27 More polluting vehicles emitting more than 131g/km of CO₂ will pay progressively more for their parking. The price of parking for diesel fuelled vehicles will be 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.
- 3.28 Electric vehicles (which are required to pay for their parking and pay for their charging), and those with a non-diesel fuelled internal combustion engine that emits 130g/km or less of CO₂, will not see any increase in their parking charges as part of these proposals. The proposed charging structure for Bath car parks is outlined in Appendix A to this report, with the charges for diesel fuelled vehicles shown in table 2 of Appendix A.
- 3.29 It should be noted that whilst other local authorities have implemented emissions-based parking charges with their cashless providers, we are not aware that any council has enabled this for customers when using on site Pay and display equipment.
- 3.30 The actual charge the customer must pay will be presented to them when they supply their Vehicle Registration Mark (VRM) into the appropriate channel (MiPermit or the P&D machine).
- (1) The exact process flows for customers using an onsite machine are yet to be finalised; however, MiPermit use will remain unchanged.
 - (2) In line with resident permits the supplied VRM will be checked against publicly available DVLA data (which excludes personal data such as keeper details) to determine CO₂ emissions, fuel type and engine capacity.
 - (3) This is then matched against the appropriate charge and presented to the customer prior to purchase.
- 3.31 It should be noted that the less than 2% of MiPermit users that make use of the text service to pay for parking will have their charge stated within the confirmation text they receive after creating their parking stay. This is a result of the limitation of the technology and can only be prevented by removing this access channel, preventing non-smartphone users from using MiPermit. Our signage and direct engagement with text service users will seek to encourage their shift to other payment methods and advise them of this change.
- 3.32 Analysis of pay and display data suggests that 34% of customers will experience no change from these proposals. The remaining 66% of customers are those with more polluting vehicles (those with diesel engines or CO₂ output over 131g/km) and will experience their car park charge rise by an amount relative to their vehicle's emissions under these proposals.
- 3.33 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>
- 3.34 Where a DVLA lookup returns no result, it's proposed the customer is charged the maximum tariff as it hasn't been possible to determine any vehicle

details. This will be clearly advertised and will apply to vehicles that are not registered with the DVLA for a range of reasons, including all foreign registered vehicles.

- 3.35 How the new charges are communicated to customers is a key consideration in the success of these proposals and further consultation work is required as part of the TRO process, launching on 6 July 2023, in addition to engagement activities such as signage, website and communications to users.
- 3.36 Draft proposals for car park signage are outlined in Appendix B to this report.
- 3.37 Emission-based parking charges are not proposed for the Park and Rides or the Odd Down Coach Park as these facilities are located outside the city centre. Any increase to coach parking charges is anticipated to disincentivise the use of this location, resulting in an increase in inappropriate on street parking by coaches in residential areas across the city.

Car Park Season Tickets

- 3.38 The council provides a limited range of season tickets that allow customers to purchase unreserved parking for long stay car parks in advance for periods of 1, 3, 6 and 12 months, with the customer free to amend the vehicle registered to the season ticket as they wish.
- 3.39 In November 2022, after a review of car park charges, the charge for season tickets was aligned to represent a 35% discount against the equivalent daily P&D charge at all locations. Prior to this review the charge was variable across locations and was a disincentive to the use of more sustainable modes of transport by offering a disproportionate discount of up 70%. The review resulted in significant season ticket cost increases which generated national press interest (<https://www.bbc.co.uk/news/uk-england-somerset-63730610>).
- 3.40 Under these proposals the maximum charge for a season ticket linked to the emissions of the vehicle is shown below:

<i>Current annual charge (7day permit)</i>	<i>£4056.98</i>
Proposed charge - (0-130g/km CO2 petrol or an electric vehicle)	£4056.98
Proposed maximum charge - (most polluting diesel vehicle)	£5172.05

- 3.41 This would result in a second significant increase in cost (equivalent to 27% of the existing charge) within 12 months for customers with the most polluting vehicles.
- 3.42 In order to recognise the sensitivity of residents with no access to their own off street or on street parking and those who may be financially impacted for example by the cost-of-living crisis, it's proposed that emission-based charges for season tickets are limited to new customers only at launch.

- 3.43 Customers that currently purchase season tickets, and where their account shows a valid season ticket at the date of the proposals being implemented, can continue to purchase their existing season ticket at current charges for 12 months after the emission-based charges launch to help them plan and adjust to the new charges, for example to consider alternative options or the purchase of a lower emission vehicle.
- 3.44 The new emission-based season tickets will only allow preregistered vehicles to be used on the permit in order to prevent a permit being purchased for a least polluting vehicle and then a more polluting vehicle added after purchase. This replicates how residents on street permits operate. Changes can be made to accommodate unexpected changes in car ownership, or for collisions, but only to less polluting vehicles and are subject to a £10 administration charge. A new season ticket must be purchased where a replacement vehicle is more polluting.

Hotel Permits

- 3.45 Hotel permits enable parking in council car parks (for properties located in central zone; zone 1; or zone 6) or on street permit bays (for properties located in all other zones) and are provided to eligible businesses free of charge. Account holders are charged for each use over a 24 hour period (midday to midday) and the charge is linked to the daily rate of a 24 hour stay in a Bath car park.
- 3.46 As these permits provide both on street and car park parking depending on the resident parking zone the premises is located in, there are no proposals to align the cost of using a hotel permit to the emissions of the vehicle at this time.

4 STATUTORY CONSIDERATIONS

- 4.1 This proposal is made in accordance with the Road Traffic Regulation Act 1984, section 35 (Variation of charges at off-street parking places). An order under section 35(1)(a)(iii) of this Act makes provision as to the charges to be paid in connection with the use of off-street parking places, the authority making that order may vary those charges by notice given under this section.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Emission-based pay and display charges were included in proposals for the council's budget in 23/24, with £450k of annual savings identified (£225k in 23/24, £225k in 24/25).
- 5.2 The replacement of pay and display machines is an existing programme from the council's forward plan of capital works, with a budget of £530k.

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 An EQIA has been developed as part of this project and is included within Appendix C. This will be reviewed as appropriate including following the consideration of feedback received from the statutory consultation.
- 7.2 The Equalities Officer has been consulted during the development of this draft document, which was also presented to the B&NES Independent Equalities Advisory Group on 13 June 2023.

8 CLIMATE CHANGE

- 8.1 The proposal's 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.

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. The consultation documentation and outcome reports are available online at:
- (1) Spring 2021 engagement (including cabinet report) – <https://beta.bathnes.gov.uk/parking-permits-consultation-april-2021>
 - (2) Autumn 2021 TRO consultation – <https://beta.bathnes.gov.uk/parking-TRO-consultation-autumn-2021>
- 10.2 The emission-based car parking charges have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2023/24 as part of the Council's budget setting process, as approved by full Council in February 2023.
- 10.3 Emissions based 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 on 6 July 2023.
- 10.4 As these proposals impact visitors to the city, the customers who comprise the 72% 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.

Contact person	Andrew Dunn, 01225 39 5415
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?IId=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
Please contact the report author if you need to access this report in an alternative format	

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Appendix A

Proposed Emission-based car park charges

Table 1: Emissions based charges - Rounded to nearest 10p (*1)- Petrol fuel or other type (non diesel)

(Hours – where available)	Existing Tariff	Emissions based charges										
		CO2 bands							Engine cc			
		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	£1.70	£1.80	£1.80	£1.90	£1.90	£2.00	£2.00	£1.80	£1.90	£2.00	£2.10
2	£3.40	£3.40	£3.50	£3.60	£3.70	£3.80	£3.90	£4.00	£3.60	£3.80	£4.00	£4.20
3	£5.10	£5.10	£5.30	£5.40	£5.50	£5.70	£5.80	£6.00	£5.40	£5.70	£6.00	£6.20
4	£6.80	£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	£10.20	£10.50	£10.80	£11.00	£11.30	£11.60	£11.90	£10.80	£11.30	£11.90	£12.40
8	£13.60	£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	£17.10	£17.60	£18.00	£18.50	£18.90	£19.40	£19.90	£18.00	£18.90	£19.80	£20.80
overnight charge (8pm to 8am)	£1.50	£1.50	£1.60	£1.60	£1.70	£1.70	£1.70	£1.80	£1.60	£1.70	£1.80	£1.90

(*1) – Charges rounded to nearest 10p for cash handling purposes.

(*2) - These are the existing parking charges in council car parks as implemented in November 2022.

Table 2: Emissions based charges - Rounded to nearest 10p (*1) - Diesel fuel

(Hours – where available)	Existing Tariff	Emissions based charges - including Diesel charge										
		CO2 bands							Engine cc			
		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	£2.20	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50	£2.30	£2.40	£2.50	£2.60
2	£3.40	£3.90	£4.00	£4.10	£4.20	£4.30	£4.40	£4.50	£4.10	£4.30	£4.50	£4.70
3	£5.10	£5.60	£5.80	£5.90	£6.00	£6.20	£6.30	£6.50	£5.90	£6.20	£6.50	£6.70
4	£6.80	£7.30	£7.50	£7.70	£7.90	£8.10	£8.20	£8.40	£7.70	£8.00	£8.40	£8.80
6	£10.20	£11.20	£11.50	£11.80	£12.00	£12.30	£12.60	£12.90	£11.80	£12.30	£12.90	£13.40
8	£13.60	£14.60	£15.00	£15.30	£15.70	£16.10	£16.40	£16.80	£15.30	£16.00	£16.80	£17.60
24	£17.10	£18.10	£18.60	£19.00	£19.50	£19.90	£20.40	£20.90	£19.00	£19.90	£20.80	£21.80
overnight charge (8pm to 8am)	£1.50	£2.50	£2.60	£2.60	£2.70	£2.70	£2.70	£2.80	£2.60	£2.70	£2.80	£2.90

(*1) – Charges rounded to nearest 10p for cash handling purposes.

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Appendix B

Examples of early tariff Board designs to indicate the new charges to customers

Draft 1

CHARGES APPLY

24 hours a day, including bank holidays


STANDARD CHARGES Arrival between 8am and 6pm	Least polluting vehicles (0-130g CO ₂ /km)	up to	Most polluting vehicles (Diesel fuel over 255 g CO ₂ /km)
Up to 2 hours	£3.40		£4.70
Up to 3 hours	£5.10		£6.70
Up to 4 hours	£6.80		£8.80
Up to 6 hours	£10.20		£13.40
Up to 8 hours	£13.60		£17.60
Up to 24 hours	£17.10		£21.80
Overnight Charge Arrival between 8pm and 8am only	£1.50		£2.90


Overnight parking
If staying later than 8pm, overnight charges also apply to the standard tariff
If arriving before 8am, overnight charges also apply to the standard tariff


Parking charges in this car park are emissions-based. The price charged is based on the current CO₂ emissions (or engine capacity) and fuel type of your vehicle held by the DVLA.

Enter your vehicle registration at a Pay & Display machine or use MiPermit to see charges for your vehicle.

For more information on emissions-based charging please visit:
<https://beta.bathnes.gov.uk/parking-and-travel>

 Park in designated bays and display badge clearly
Parking charges apply

 Motorcycles permitted in designated bays
No charge

 Charging points available in this car park. Vehicle must be plugged in and charging
Parking charges apply

Pay & Display machines do not give change.
A ticket or cashless stay must be purchased for each space used.
Tickets and cashless stays are valid in this car park only.

Where we cannot verify emissions or engine capacity information for a vehicle, or is it not available at this time, the highest charge is applicable.

Draft 2

CHARLOTTE STREET CAR PARK
EMISSIONS BASED TARIFF BOARD
DRAFT (DESIGN 1)

CHARGES APPLY 7 days a week, including Bank Holidays


Parking charges in this car park are emissions-based. The price charged is based on the current CO₂ emissions and fuel type of your vehicle held by the DVLA.


Enter your vehicle registration at a Pay & Display machine or use MiPermit to see charges for your vehicle.


Arrival between 8am and 6pm	Least polluting	to	Most polluting
Up to 4 hours	£6.80		£8.80
Up to 6 hours	£10.20		£13.40
No return within 1 hour			
Up to 24 hours	£17.10		£21.80
EVENING Arrival between 6pm and 8pm only	£1.50		£2.90
OVERNIGHT Arrival between 8pm and 8am only	£1.50		£2.90

Evening and overnight parking
Evening charge only available from 6pm.
If staying later than 8pm, overnight charges also apply to the standard and evening tariff
If arriving before 8am, overnight charges also apply to the standard tariff

Tickets valid in this car park only
Purchase ticket for each space used
Tickets not transferable between vehicles
No change given

 Park in designated bays and display badge clearly
Parking charges apply

 Motorcycles permitted in designated bays
No charge

 Charging points available in this car park. Vehicle must be plugged in and charging
Parking charges apply

Any vehicle which rolls out of bay and causes an obstruction will be subject to recovery at a cost of £95 + VAT.

CHARGES APPLY 7 days a week, including Bank Holidays

Parking charges in this car park are emissions-based. The price charged is based on the current CO₂ emissions and fuel type of your vehicle held by the DVLA.

Enter your vehicle registration at a Pay & Display machine or use MiPermit to see charges for your vehicle.

Where we cannot verify emissions information for a vehicle, or is it not available at this time, the higher charge is applicable.

Evening and overnight parking

Evening charge only available from 6pm.

If staying later than 8pm, overnight charges also apply to the standard and evening tariff

If arriving before 8am, overnight charges also apply to the standard tariff

Pay & Display machines do not give change.
A ticket or MiPermit stay must be purchased for each space used.
Any vehicle which rolls out of bay and causes an obstruction will be subject to recovery at a cost of £95 + VAT.

STANDARD CHARGES

Arrival between 8am and 6pm

	Least polluting		Most polluting
Up to 4 hours	£6.80	to	£8.80
Up to 6 hours	£10.20	to	£13.40

Up to 24 hours	£17.10	to	£21.80
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EVENING

Arrival between 6pm and 8pm only

£1.50	to	£2.90
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OVERNIGHT

Arrival between 8pm and 8am only

£1.50	to	£2.90
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Park in designated bays and display badge clearly
Parking charges apply



Motorcycles permitted in designated bays
No charge



Charging points available in this car park. Vehicle must be plugged in and charging
Parking charges apply

Equality Impact Assessment / Equality Analysis

(Updated December 2022)

Page 25

Title of service or policy	Off Street Emissions based charges 2023
Name of directorate and service	Place Management - Parking Services
Name and role of officers completing the EIA	Andrew Dunn, Team Manager – Parking Jane Whiteman Service Delivery Officer - Parking
Date of assessment	Draft 13 June 23

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 off-street parking charges in council operated car parks has been undertaken with proposals to introduce emissions-based charges in Bath car parks due to clean air direction to help 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. The new charges will help incentivise the displacement of more polluting vehicles outside the city centre to more appropriate locations, such as the park and rides.</p> <p>The new charges will be based on the existing prices introduced on 1st November 2022 https://beta.bathnes.gov.uk/find-car-parks-bath with drivers of more polluting vehicles charged progressively more for their parking, mirroring the structure of emission-based residents parking permits as per DVLA VED bands.</p> <p>There will be no change to the charges for drivers of EV vehicles or non-diesel fuelled vehicles that emit up to 130g/km of CO2.</p>

	<p>Season tickets will also be subject to emissions-based charging for new customers. Existing season ticket customers will have their charge discounted to ensure their charge remains the same as it is currently (and not emission based) for the first 12 months following the large price rise they experienced in November 2022 in order to help them plan and adapt to the new charge, particularly as many residents in central Bath without access to private parking or on street permits rely on a season ticket for their needs.</p> <p>Delivery will be achieved in conjunction with colleagues in Highways to develop and implement required Traffic Regulation Orders, and will be facilitated by a separate project on the forward plan of works to replace obsolete pay and display equipment.</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. However, although not the purpose of these proposals, it is noted that by implementing these changes it should help in addressing the climate emergency by encouraging the use of sustainable transport and active travel. 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 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 meets the Councils core policies of tackling the climate and ecological emergencies.</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</p> <p>https://beta.bathnes.gov.uk/bath-clean-air-zone</p> <p>https://beta.bathnes.gov.uk/active-travel</p>

<https://beta.bathnes.gov.uk/active-travel-schemes-overview>

<https://beta.bathnes.gov.uk/journey-net-zero/why-do-we-need-journey-net-zero>

Redevelopment within the historic core 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.

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 28 survey (2019/20) record 67% of respondents rating the provision and operation of off-street parking areas as acceptable to good.</p> <p>The equivalent analysis from the latest survey, Voicebox 31, is not yet available.</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 emission-based car parking charges have been developed in cooperation with Parking Services, the Director of Place Management and Cabinet members, and proposed for 2023/24 as part of the Council's budget setting process, as approved full Council in February 2023.</p> <p>This EIA and the proposals were presented to the B&NES Independent Equalities Advisory Group on 13 June 2023 and feedback has been incorporated into this assessment.</p> <p>Proposals will be presented Climate Emergency and Sustainability Policy Development and Scrutiny panel on 6 July 2023 for feedback.</p> <p>This EIA as it is a review of existing services; however, the proposals and EIA will be advertised to the public as part of the statutory consultation process for Traffic Regulation Orders (TROs) in July 2023 in line with the Road Traffic Regulation Act 1984</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.</p>

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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>Only car park users with higher polluting vehicles will pay higher emissions-based charges in Bath car parks. On Street parking charges are not affected by these proposals.</p> <p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased). 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 Bath car parks including Avon Street, Charlotte Street, Guildhall, Manvers Street, Kingsmead Square, Sports & Leisure and Cattle Market Road car parks. CCTV provision is</p>

		currently under review and will include identification of any potential for improvements. There is a choice of other alternative options for travel, for example public transport, this including Park & Ride Services (CCTV present at all locations). Other private car park provision is available in Bath.
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 Bath.</p> <p>Only car park users with more polluting vehicles will pay higher emissions based charges in Bath car parks.</p> <p>There is a choice of other alternative options for travel, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p> <p>On Street parking charges are not affected by these proposals.</p>
3.4 Gender reassignment – identify the impact/potential impact of the policy on transgender people		<p>Only car park users with higher polluting vehicles will pay higher emissions based charges in Bath car parks.</p> <p>On Street parking charges are not affected by these proposals.</p> <p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased). 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 Bath car parks including Avon Street, Charlotte Street, Guildhall, Manvers Street, Kingsmead Square, Sports & Leisure and Cattle Market Road car parks. CCTV provision is currently under review and will include identification of any potential for improvements.</p> <p>There is a choice of other alternative options for travel, for example public transport, this including Park & Ride Services (CCTV present at all locations). Other private car park provision is available in Bath.</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 will be of benefit to those that are vulnerable to poor air quality.</p> <p>Dedicated parking for Blue Badge holders is available adjacent to the bus stop at all three park and ride sites and enforcement is undertaken to prevent abuse by those who are not Blue Badge holders.</p> <p>Blue badges can be used on street in paid for parking and permit bays for no time limit.</p>	<p>Only car park users with higher polluting vehicles will pay higher emissions based charges in Bath car parks. On Street parking charges are not affected by these proposals.</p> <p>Proposals may impact a Blue Badge holder wishing to use an off-street parking place included within these proposals through an increased parking charge. However, all on street pay and display bays and resident permit holder bays within the geographical area of Bath & north East Somerset Council are free to use by a Blue Badge holder providing a valid blue badge is clearly displayed.</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 related within Bath city centre for</p>

		<p>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>https://beta.bathnes.gov.uk/webinar/bath-city-centre-security-blue-badge-holder-information</p> <p>View our map of Blue Badge parking bays and public seating in Bath City Centre</p>
<p>3.6 Age – identify the impact/potential impact of the policy on different age groups</p>	<p>All concessionary pass holders can use the Park & Ride service 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>Only car park users with higher polluting vehicles will pay higher emission-based charges in Bath car parks. On Street parking charges are not affected by these proposals.</p> <p>There may be an adverse impact on some users where only cashless payment options are available, for example at Broad Street and Green Park Road car parks and payment cannot be accepted by cash. Recent data published by Ofcom in 2022 shows that 97% of the UK population have access to a mobile phone, with this dropping to 90% for a smartphone. Ofcom data identifies that for those aged 65 and over the percentages fall 90% and 68% respectively.</p> <p>In addition to the smartphone app, MiPermit may be used on any mobile phone using the text</p>

		<p>service or via telephone to the MiPermit Customer Service team (Monday to Friday 8am – 6pm, Saturday 8am – 4pm and Sunday from 10am – 4pm). Customers may also create a stay in advance from a landline (via the Customer Service team) or via a home PC. Whilst this does not reserve a parking space, the park and rides sites typically operate below capacity ensuring a space will be available when they arrive, the only exception to this is during the extreme peak periods such as the Christmas Market when demand exceeds capacity.</p> <p>An assessment is being undertaken to consider the feasibility and costs to introduce a limited number of credit/debit card readers at long stay car parks (where longer stay tariffs apply meaning appropriate level of coinage needed for cash payment) to increase the flexibility of payment options including those who may not have access to a mobile/smart phone.</p>
<p>3.7 Race – identify the impact/potential impact on across different ethnic groups</p>		<p>Only car park users with higher polluting vehicles will pay higher emission-based charges in Bath car parks. On Street parking charges are not affected by these proposals.</p> <p>Car parks (and Park & Ride sites) provide adequate lighting (noting fees for electricity have increased). 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 Bath car parks including Avon Street, Charlotte Street, Guildhall, Manvers Street, Kingsmead Square, Sports & Leisure and Cattle Market Road car parks. CCTV provision is currently under review and will include identification of any potential for improvements.</p> <p>There is a choice of other alternative options for travel, for example public transport, this including Park & Ride Services (CCTV present at all locations). Other private car park provision is available in Bath.</p>
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?		No known impact
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>Only car park users with higher polluting vehicles will pay higher emission-based charges in Bath car parks.</p> <p>Only car park users with higher polluting vehicles will pay higher emission-based charges in Bath car parks.</p> <p>There is a choice of other alternative options for travel, for example public transport, this including Park & Ride Services. Other private car park provision is available in Bath.</p>

		On Street parking charges are not affected by these proposals.
<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 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 carbon dioxide, 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>Other more sustainable options including active travel are also available.</p> <p>People who are of state Pension Age may apply for a free Older Persons Bus Pass.</p> <p>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.

		https://travelwest.info/park-ride/
3.12 Rural communities* identify the impact / potential impact on people living in rural communities	<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>Whilst there is no intended impact for those living in rural communities, 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 including the Park and Ride are available 7 days a week</p> <p>https://travelwest.info/park-ride/</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).		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 2024
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 due to take place July 2023 	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. Completed 13/6/2023 2. Completed 13/6/2023 3. Pending 4. Pending 	Project lead	One month after engagement ends

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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: Chris Major, Director of Place Management
senior officer)

(Divisional Director or nominated

Date: 13/6/2023

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Bath & North East Somerset Council

Improving People's Lives

Policy Development & Scrutiny Panel
Emission-based Car Park Charges update
2023-07-06

Paying for parking

- Current P&D machines obsolete
- Choice remains important
- Removal of cash not an option being considered.
- New machines –
 - will require vehicle registration number
 - Card payment terminals to be installed

Emission based charges - Context

- EB resident permits introduced Jan 2022.
- Charges linked to CO2 emissions, based on current DVLA VED
- Road Safety not Climate Change – consistent approach
- Only polluters pay more
 - diesel or 131+g/km CO2 have higher charges
- Incentivises alternatives including P&R (remains cheaper)
- Policy driven approach linked to Feb 2023 budget savings

How does emission-based charging work?

1. Vehicle Registration Mark (VRM) provided by customer
 2. System checks VRM against DVLA records.
 3. Charge display to the customer.
 4. Parking purchases.
 5. Cash ticket visible on CEO handheld in real time.
- No DVLA record (e.g. foreign/unregistered) = Highest charge.
 - DVLA data not reachable (system issue) = lowest charge for all.

Next Steps

- Machines in ground by August.
- Online TRO consultation – 6 to 27 July.
- Evaluation of feedback published mid August.
 - To include EQIA review
- Scheme live in September
 - subject to TRO consultation

Actions requested from the Panel

1. To note the replacement of new pay and display machines across council car parks and on street locations as part of the council's forward plan of works, which is a key enabler to the delivery of emissions-based charges.
2. To note the introduction to emission-based parking charges in Bath car parks as agreed in the council's budget by Full Council on 9 February 2023, with more polluting vehicles paying more for their parking.
3. To note the sensitivities regarding a further potentially significant rise to some season ticket customers within the last 12 months and the proposal to mitigate this for existing customers.
4. To note the draft signs and, recognising the complexity, provide further comment as required.

CLIMATE EMERGENCY AND SUSTAINABILITY

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

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<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

Should you wish to make representations, please contact the report author or, Democratic Services (). A formal agenda will be issued 5 clear working days before the meeting.

Agenda papers can be inspected on the Council's website.

Ref Date	Decision Maker/s	Title	Report Author Contact	Director Lead
6TH JULY 2023				
6 Jul 2023	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Climate Strategy Overview		Director of Sustainable Communities
6 Jul 2023	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Emissions based car parking charges		Director of Sustainable Communities
14TH SEPTEMBER 2023				
14 Sep 2023	Climate Emergency and Sustainability Policy Development and Scrutiny Panel	Liveable Neighbourhoods Update		Director of Sustainable Communities
9TH NOVEMBER 2023				
The Forward Plan is administered by DEMOCRATIC SERVICES: Democratic_Services@bathnes.gov.uk				