

## **BATH AND NORTH EAST SOMERSET**

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

Thursday, 9th November, 2023

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

Apologies for absence: Councillors: Grant Johnson

#### **23 WELCOME AND INTRODUCTIONS**

The Chair welcomed everyone to the meeting.

#### **24 EMERGENCY EVACUATION PROCEDURE**

The Chair drew attention to the emergency evacuation procedure.

#### **25 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

#### **26 DECLARATIONS OF INTEREST**

There were none.

#### **27 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

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

Adam Reynolds made a statement to the Panel. A copy of the statement is attached to these minutes.

Nicolette Boater submitted a question to the Panel, an answer was circulated. A copy of the question and answer is attached to these minutes.

#### **29 MINUTES**

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

*Note: The Cabinet Project Lead, Councillor Oli Henman agreed to arrange a meeting with Councillor Wait to update on Keynsham Community Energy Group.*

## 30 CABINET MEMBER UPDATE

Councillor Manda Rigby, Cabinet Member for Highways, gave an update on matters within her portfolio. A report and presentation slides are attached. The presentation covered the following:

- City Centre Security
- Residents Parking Zones (RPZs)
- Cleveland Bridge
- Emission Based Parking Charges
- Transport Improvement Programme

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

Councillor Box asked about Park and Ride parking charge changes, she also stated that parish members had commented on the times of services (especially in the evenings). The Cabinet Member agreed on the comment on rural bus services. She further explained that Park and Ride Services were brought back in house last year which had been an expensive project. She explained that we want to overachieve – all ringfenced funds will be invested back in the service. She asked that parish representatives write in with ideas.

Councillor Leach asked about the numbers of overweight lorries travelling over Cleveland Bridge. The Cabinet Member reported that it was 0.09%, on a monthly basis this is approximately 482 vehicles who have all had warning notices sent.

Councillor Heijltjes asked about the effects of the vacancies in parking services. The Cabinet Member explained that the Civil Enforcement Officer Service is running with 4 vacancies out of a staff of around 30. The main aim of the service is to educate people around the restrictions.

Councillor Beaumont asked to meet with the Cabinet Member regarding 20mph zones in Keynsham (school routes). The Cabinet Member stated that she would be delighted to meet and had plans to bunch together all of the areas that are requesting 20mph zones.

Councillor Heijltjes stated that she would like the free parking permits for Bath Councillors reviewed as a way of showcasing leadership. The Cabinet Member explained that everything is reviewed in the budgeting process, the budget will be considered by Council in February 2024.

Councillor David stated that there was an overspill issue in Oldfield with regard to RPZs and thanked officers for helping with this issue. She asked what monitoring was happening outside of the zones. The Cabinet Member confirmed that monitoring is being done and mitigations will be considered where necessary. She added that it was difficult to get to the cause of the issues and data can be affected by people parking a second car outside of the zone or HMOs.

Councillor Player asked about the state of roads and how, when potholes are repaired, they soon return to a bad state. She asked if cheaper materials are being

used to patch up the roads. The Cabinet Member stated that it was not that cheaper materials are used. She explained that there has been ongoing underfunding but that there had been investment in a machine that fills the roads differently which means pot hole repairs will last longer. She stated that the weather in the past year had been a large factor with regard to pot holes (almost double the damage last year).

The Cabinet Member, Councillor Rigby stated that she would like to thank the team who do an outstanding job.

The Chair thanked the Cabinet Member.

## **31 JOURNEY TO NET ZERO UPDATE**

Councillor Sarah Warren - Deputy Council Leader and Cabinet Member for Climate Emergency and Sustainable Travel – introduced a presentation which covered the following:

- Journey to Net Zero
- Vision
- Objectives
- Project Highlights
- Bath Clean Air Zone
- City Region Sustainable Transport Settlement
- Car Clubs: Launch Spring 24
- Working in Partnerships: Anchor Institutions

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

Councillor Heijltjes asked for an update on pavement parking with regard to Tier vehicles (E scooters and bikes). The Cabinet Member explained that she was looking into creating a process for on-street parking and asked for ideas to be put forward. With regard to connecting on-street parking with cycle hangers, the officer stated that work was being done on this and she would be happy to be sent any suggested locations.

Councillor Auton asked about car clubs and stated that he would be happy to look at locations in Midsomer Norton. He asked about the railway line. The Cabinet Member explained that the bid for funding had been unsuccessful regarding that site. She stated that she would check the details and agreed to a meeting.

Councillor David asked the following questions. *The Cabinet Member response is shown in italics:*

- Are there any public engagement plans. *The Cabinet Member explained that she recognised the importance of public engagement and the first job of the new communications officer is a communication strategy regarding each of the strands.*

- What is the Council's ambition regarding school streets. *The Cabinet Member explained that 'school streets' refers to a timed temporary closure of a road at pick up and drop off times. She further explained that work has started on this with schools who have expressed an interest. The criteria will include the enthusiasm of the school and the type of road etc.*

Councillor Player asked if there were any plans to expand the CAZ (Clean Air Zone). The Cabinet Member stated that a physical expansion would be an expensive option so this has not been considered in great detail. Regarding air quality data, the Cabinet Member explained that there is monitoring information/graphs on the website.

Councillor Player asked if there would be more cars available to car clubs as one person's use can dominate. The Cabinet Member stated that work is being done on the type of formula but welcomed the thoughts of residents on this.

Councillor Leach asked about the plan for development work at the Rec in terms of the potential increase in car journeys. The Cabinet Member stated that officers will work with developers on this.

In response to a question from Councillor Heijltjes regarding how progress is measured, the Cabinet Member that she will consider a formal target regarding active travel. She stated that there is a paper on the Cabinet agenda on performance management but that some areas are easier than others regarding collecting and presenting data.

Councillor Box asked about the location of car clubs – will they be in city and rural areas. The Cabinet Member stated that she was keen to include rural areas.

Councillor Box stated that school transport in rural areas is costly and are we looking at electric vehicles. The Cabinet Member stated that school transport is not her area but she would pass this on to her colleague.

Councillor Wait asked about cargo bikes. The Cabinet Member explained that Tier would introduce a couple in the coming weeks/months but currently these can be rented via the Council website.

The Chair thanked the Cabinet Member.

## **32 INITIAL RESPONSE TO CLIMATE ACTION SCORECARD**

Councillor Sarah Warren - Deputy Council Leader and Cabinet Member for Climate Emergency and Sustainable Travel – introduced the item. She referenced the Climate Emergency UK website and explained the mapping of where Climate Emergency has been declared. In the 2022 scorecard, this authority scored well – 57% when the average is 32%.

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

Councillor Leach asked about the previous scorecard where the authority did not do so well – he asked if the assumptions had changed. The Cabinet Member stated that the scoring methods have evolved, there are more details and this Council has engaged more. She added that we had not scored so high in terms of Transport and Waste but thought this was due to some work not being picked up in the scoring.

Councillor David stated that it is good news that this Council came 7<sup>th</sup>. She asked if waste and food issues could be picked up and helped by the Task and Finish Group. The Cabinet Member stated that this would be a great help. The officer added that the food issue is been considered.

Councillor Heijltjes referenced the low score for transport and asked if this was due to the range of great plans not having been implemented yet. The Cabinet Member agreed that the scoring had not been entirely fair on transport for example the score was 1/6 for transport schemes yet we have got the Tier partnership. Scoring is also not reflective in terms of the Clean Air Zone. There is always more to be done, our response can be shared with Panel members.

Councillor Wait congratulated the team on coming 7<sup>th</sup>. He asked about 84% yellow star on buildings and heating and the penalty points for transport. The Cabinet Member stated that the penalty point was for air pollution, she will double check this. Regarding the 84%, this reflected many innovations such as that in the Roman Baths.

The Chair thanked the Cabinet Member and officers.

### **33 RESPONSE TO THE ECOLOGICAL EMERGENCY**

Councillor Oli Henman - Cabinet Project Lead for Climate Emergency and Sustainable Travel – gave a presentation which covered the following:

- Nature Recovery – a new era for BANES
- Ecological Emergency Action Plan
- Vision and Priorities
- The ‘How’: Action Themes
- Priority Actions: updates
- Progress on other actions: highlights
- Priority actions to progress in coming year
- What is the LNRS?
- How will the LNRS be used?
- Stages for preparing and LNRS
- LNRS in the West of England
- LNRS Governance
- Milestones
- How we are developing priorities
- LNRS Stakeholder engagement
- Key next steps
- New extended Biodiversity Duty for Public Authorities
- GOV.UK guidance for LPAs

- First consideration

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

Councillor Anna Box asked the following questions, *officer and Cabinet Project Lead responses shown in italics:*

- There is some confusion on 'call for nature' sites – what is the aim of this. *The officer explained that the website is currently being updated – any landowners can submit sites regarding biodiversity net gain. We will try to link them with funding sources.*
- Is there a plan for light pollution guidance for new builds regarding compliance for bats. *The Cabinet Project Lead stated that he would check these powers.*

Councillor Leach asked about waterways and if there was any mapping of plastic pollution. The Cabinet Project Lead stated that the waterways comes up a lot as a theme and this could be looked at as a stand alone issue. The officer added that there are water space partnerships, volunteers do regular litter picks.

Councillor David asked about support for local level community initiatives as there is a lot going on especially regarding parks. The Cabinet Project Lead agreed that volunteers must be supported. The officer added that the aim is to have specific guidance for communities and help link them with funding streams

Councillor Heijltjes explained that performance monitoring has been postponed by the Corporate Audit Committee until 2024/25 – she asked that in the interim, will this Panel conduct the role. The officer stated that she would get information on this and pass on to the Panel.

Councillor Auton asked if the Cabinet Project Lead would meet with him and a local member who runs a forest school on Duchy of Cornwall land that has launched a new community growing space and has plans for a rewilding area. The Cabinet Project Lead stated that this sounds like a brilliant example to be explored and would like the meeting.

Councillor David asked what can be done regarding water pollution near sewage outflows. The Cabinet Project Lead stated that a national change is needed, there is a lack of funding for the Environmental Agency. He hoped for a different approach from National Government. The officer added that information can be given to the government department.

Councillor Heijltjes asked if there are resource constraints in the Nature Recovery Team. The Cabinet Project Lead stated that the emergency is real and action is needed, he stated that overall budgets are constantly being squeezed. It is harder to have core funding, the model is that funding is on a project basis. We will continue to pursue this.

Councillor David referenced a bat friendly lighting project and many opportunities for improvement. The Cabinet Project Lead stated that there is an ambition to connect across Council teams.

Councillor Wait stated that there is better scrutiny of Wessex Water than there is of landowners. He stated that when measuring pollution, it is difficult to see the source – can we identify particular positions for monitoring. The officer stated that the River Trust is looking at this, working with Wessex Water with priority catchments and more locations. He explained that there is a roll out of a real time test monitoring programme. He stated that the data will be available and interactive.

The Chair thanked the Cabinet Project Lead and officers.

### **34 PANEL WORKPLAN**

The Panel noted the future workplan, including items for the next meetings:

January 2024:

Liveable Neighbourhoods and RPZs Update  
Budget discussion

March 2024:

Local Plan Update  
Housing Policy

The meeting ended at 11.57 am

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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## Adam Reynolds statement to CES Panel 9<sup>th</sup> November 2023

Panel Members,

Your attention is drawn to Item 11, the Journey to Net Zero Update. Paragraphs 3.7 to 3.11 of the report discuss the benefits of the CRSTS program and specifically how they deliver on the JtNZ Strategy 3.5.

At the West of England Combined Authority Committee held on Friday, 6th October, 2023 (<https://westofengland-ca.moderngov.co.uk/ieListDocuments.aspx?Cid=141&Mid=613>), the Transport Infrastructure Projects report (Item 14) removed key elements of the Somer Valley Links (SVL) project (paragraph 4.8, Appendix 2 – Table of CRSTS Scope Amendments p38), the Bath Riverline Project, and bodes poorly for elements of WECA's A4 Bath to Bristol (B2B) and the upcoming Bath City Centre (BCC) transport improvement consultations.

It appears that within WECA, arbitrary decisions have been made on what schemes should or should not be delivered are part of the Department For Transport submitted CRSTS 2023 re-baselining exercise conducted due to forecast cost increases.

There are also elements where, even though costs have almost doubled, the split of the funding allocated to BaNES SVL, B2B, and BCC have been maintained evenly spread rather than combining all funds and then prioritising high impact high quality schemes across the region as a whole.

It is also evident that WECA has not followed the sustainable transport hierarchy, by prioritising bus infrastructure over walking, wheeling, and cycling infrastructure, and this approach has continued in its re-baselining exercise.

It is suggested that this panel consider raising the following issues as it considers appropriate:

1. Given that the Journey to Net Zero Update was issued one month after the WECA Transport report, why have the CRSTS scope changes above not been identified as a risk to delivering the JtNZ strategy?
2. Given how the re-baselining exercise was badly executed, resulting in poor value for BaNES, WECA be invited to initiate a 2024 CRSTS re-baselining exercise that restructures the funding allocated to BaNES and other authorities in a more appropriate manner to deliver on the JtNZ Strategy.

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**Question & Answer document – Climate Emergency and Sustainability  
Scrutiny Panel**

**Thursday 9<sup>th</sup> November 2023 10.00am Guildhall, Bath**

**Question from Nicolette Boater:**

*I note that the Council “hope[s] to be in a position to commence a new car club in Spring 2024” and to this end, is taking advice “on commercial models for car clubs across the district in B&NES” and seeking support “with market engagement to deliver a competitive tender process”(paragraph 3.22 of the Journey to Net Zero Update (Item 9 of 9.11.23 CE&S PDS agenda).*

*In view of the Council’s*

- renewed commitment in its 2023-27 Corporate Strategy to ‘giving people a bigger say’ ; and*
- desire to embed a Doughnut Economics approach into all its decision-making (as indicated in the authority’s [Local Plan 2022-42 Launch Document](#)) and affirmed the importance of this empowering all 4 sectors of Kate Raworth’s Embedded Economy (in the DEAL led 3<sup>rd</sup> October Doughnut Economics workshop);*

*what steps has or will the Council be taking to enabling and encourage the provision of such car clubs on a financially sustainable community owned business model where surplus profits are reinvested in the community to support and catalyse sustainable travel aligned with its Journey to Net Zero Strategy?*

**Answer provided by officers:**

*The council is committed to achieving the greatest social value from its contracts. We are currently working with Collaborative Mobility UK (CoMoUK) on the procurement of a new car club. CoMoUK work collaboratively with public, private and third sector organisations, conduct unique research and advise public authorities on shared transport and sustainable transport more broadly. All business models will be considered as part of the options assessment to ensure that the right long term sustainable approach is taken in providing a car club offer for all residents.*

*Working with CoMoUK, the national charity dedicated to the Social economic and environmental benefits of shared transport, we have a strong partner to lead in our engagement with market leaders to inform our scope and bidding process to achieve best value. Our approach will focus on delivering outcomes which reflect our commitments as an authority to achieve net zero and support our residents through creating thriving communities. By providing a Car Club we will provide communities with access to a greater number of transport options.*

*We will be expanding our local engagement to collaborate with Bath Universities, College, hospitals and other organisations to aim to widen the sustainable benefits and increase transport availability options.*

*We will use the Community Engagement Plan produced and Published by CoMoUk as a base for engaging with Local Authority officers, elected members, community and town councils, Local residents, businesses directly affected and any other resident with an interest in the scheme.*

*We aim to have the new scheme in place in spring 2024.*

<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Climate Emergency &amp; Sustainability Scrutiny Panel</b>	
MEETING DATE:	<b>09 November 2023</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>Not applicable</b>
TITLE:	<b>Cabinet Member for Highways portfolio update</b>	
WARD:	Multiple	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b>		
None		

## **1 RECOMMENDATION**

**The Climate Emergency & Sustainability Scrutiny Panel is asked to;**

1.1 Note the update on the Highways Portfolio.

## **2 THE REPORT**

2.1 Resident Parking Zones (RPZs) implementation

Our approach to RPZs aims to reduce the dominance of vehicles in residential areas, particularly through-traffic, whilst maintaining vehicle access to homes and businesses, and supports our core policies of tackling the climate change and ecological emergency.

Following extensive consultation with communities, seven RPZs have been successfully introduced in 2023, including schemes in Sion Hill, Chelsea Road, Snow Hill, Walcot and Claremont Road area, and Oldfield Park and Westmoreland.

Following further feedback from the community in Oldfield Park and Westmoreland about the possible impact of the RPZ on businesses and other key organisations, the launch of the scheme was deferred by 4 weeks to allow for extra visitor parking bays to be added under an Experimental Traffic Regulation Order (ETRO). In addition, some businesses have been provided with digital permits for their staff to support adaptation to the new parking arrangements. Initial feedback about the scheme has been largely positive with comments from residents about the reduction of circulating traffic in the area, a calmer, quieter area and the ability to park their vehicle during the day. Businesses have also welcomed the provision of the temporary permits to help them provide reassurance to staff who live outside of the area and have no other option but to drive a vehicle to work. The use of the extra visitor parking spaces

be monitored for at least 6 months up until March 2024 when a review will take place as part of the ETRO process on whether the spaces should be retained.

As the schemes embed, officers will continue to monitor parking behaviour including the displacement of vehicles into areas outside of RPZ boundaries. Where necessary, mitigations will be introduced to ensure the safety of pedestrians is maintained and consideration given on whether the boundary of the RPZ needs to be altered.

## 2.2 City Centre Security

The aims City Centre Security Project in protecting our streets are well documented and, following approval through Council's budget setting process in February 2023, have an approved budget of £7.4m. To date the project has delivered Hostile Vehicle Measures (HVM) on time and budget in:

- York Street (completed May 2023)
- Cheap Street (completed October 2023)\*
- Hot Bath Street (completed October 2023)

\* the final static bollards supporting the sliding bollards on Cheap Street will be completed by 10th November 2023

The programme of City Centre Security works has now moved to Upper Borough Walls, where advanced works are taking place. These works commenced on 11th September 2023 and are due to finish ahead of the Christmas embargo, prior to recommencing in January 2024 until completion in July 2024.

Upper Borough Walls is a challenging location, due to the complexities of the vaults and major utility lines under the road surface. Coupled with this is the requirement to maintain pedestrian access north and south of the City, and access to business premises throughout.

Extensive advanced communications, including a drop-in session on 7 September 2023 for businesses and residents, have assisted in temporary measures to ensure the management of waste and deliveries during construction, which are now in place and to date are working well. Traffic marshals are in place to assist with traffic management.

Work is currently underway on the diversion of a 300mm gas main at Upper Borough Walls. Other utility diversion works for Wessex Water and National Grid are programmed to be progressed prior to Upper Borough Walls being reinstated and opened during the Christmas embargo period.

In January and February 2024 statutory undertaker diversion works will be completed and excavation works for the sliding bollard foundation slab will be commenced. As much of this excavation work is above cellars, we will carry out further cellar condition surveys prior to these excavations being carried out.

Due to the nature of the work and the need for excavations above cellars to be carried out in sections, it is anticipated that the works at Upper Borough Walls will not complete until July 2024.

## 2.3 Cleveland Bridge

The temporary 18-tonne weight limit in place on Cleveland Bridge in Bath is to be extended for another year as the project team continues to monitor this historic structure.

The 18-tonne weight limit has been in place on the Grade II listed bridge for 12 months since October of last year, following a recommendation for a staged approach to reopening.

When the bridge reopened to traffic, engineers installed a monitoring system which can detect changes to the characteristic 'fingerprint' response of the structure and provides ongoing confidence that the bridge remains safe.

The temporary weight limit, which would have expired on 15 November, has been extended for up to 12 months through a Temporary Traffic Regulation Order (TTRO) so monitoring can continue.

## 2.4 Emissions Base Parking

Aims to continue improving air quality in Bath are being supported with the introduction of vehicle emission-based parking charges in council-owned car parks in Bath that commenced on 8<sup>th</sup> September 2023.

The new charges aim to incentivise motorists that own more polluting vehicles to use more sustainable alternatives when visiting the city centre, such as the Park & Ride, and encourage a shift to public transport, walking, wheeling and cycling.

The new variable charging structure will only affect motorists with more polluting vehicles, with many drivers not seeing any change in the price they pay.

The price of parking will depend on vehicle emissions, in line with the bands used for DVLA vehicle exercise duty. Drivers of non-diesel vehicles with emissions below 131g/km will not see prices increase. More polluting vehicles, like diesel vehicles, will now pay a higher rate.

Emission-based parking charges have been introduced at numerous local authorities throughout the country, however Bath & North East Somerset Council are the only local authority continuing to offer its customers a cash payment option, providing payment flexibility and making it easier to pay for stays.

Parking at the council's three Park & Ride sites will remain free for those using the bus service, helping to encourage its use and reducing vehicle intrusion into the city.

Foreign registered, or vehicles not registered with the DVLA, will be charged the highest price for the chosen duration. This is to encourage visitors to use sustainable alternatives such as our Park and Ride sites, and those with unregistered vehicles to adhere to the legal requirements.

## 2.5 Transport Improvement Programme

The Transport Improvement Programme is a £1.1m capital grant from the DfT for local highway improvements. The funds are allocated to WECA who passport the funding to B&NES. The draft programme is included in the February Budget Report that is approved by Full Council.

The programmes typically include:

- area parking reviews,
- accident investigations / improvements,
- speed limit changes,
- accessibility improvements, pedestrian and wheeling improvements,
- sustainable transport schemes
- traffic management measures.

The 2023/24 programme, approved at Full Council, is progressing well with schemes at different stages in the delivery process which includes design, consultation and Traffic Regulation Orders. Schemes delivered to date:

- 20 mph speed limits for Lansdown Road and the Avenue Timsbury
- B3110 Midford Road sharp bend safety improvements
- Area Parking review South West Bath, North West Bath, and Keynsham and Saltford.
- Mobility improvements

<b>Contact person</b>	Manda Rigby, Cabinet Member for Highways
<b>Background papers</b>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	



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# Bath & North East Somerset Council

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**Improving People's Lives**

Highways Portfolio Update  
Climate Emergency & Sustainable Scrutiny Panel  
9<sup>th</sup> November 2023

# City Centre Security

- £7.4million project that to date has delivered Hostile Vehicle Measures (HVM) on time and budget in:

- York Street (completed May 2023)
- Cheap Street (completed October 2023)\*
- Hot Bath Street (completed November 2023)

\* the final static bollards supporting the sliding bollards on Cheap Street will be completed by 10th November 2023

- Works on Upper Borough Walls commenced on 11th September 2023 and are due to pause ahead of the Christmas embargo, prior to re-recommencing in January 2024 until completion in July 2024

## Residents Parking Zones (RPZs)

- Seven (7) zones implemented in 2023.
- Launch of Oldfield Park & Westmoreland RPZ deferred by 4 weeks to allow for extra visitor parking bays to be added under an Experimental Traffic Regulation Order (ETRO) in response to concerns from businesses and community organisations.
- Monitoring ongoing in zones and surrounding areas.
- Where necessary, mitigations will be introduced to ensure the safety of pedestrians is maintained and consideration given on whether the boundary of the RPZ needs to be amended.

# Cleveland Bridge

- 18-tonne weight limit has been in place on the Grade II listed Cleveland Bridge for 12 months since October 2022 and was due to expire on 15 November
- When the bridge reopened to traffic, engineers installed a monitoring system which can detect changes to the characteristic 'fingerprint' response of the structure and provides ongoing confidence that the bridge remains safe
- Engineers have recommended that further monitoring is required and the Temporary weight limit is to be extended for another year through Temporary Traffic Regulation Order (TTRO).

# Emission-Based Parking Charges

- To continue improvements in air quality, introduction of vehicle emission-based parking charges in council-owned car parks in Bath commenced on 8th September 2023
- The new charges aim to incentivise motorists that own more polluting vehicles to use more sustainable alternatives when visiting the city centre
- Parking at the council's three Park & Ride sites remains free for those using the bus service, helping to encourage its use and reducing vehicle intrusion into the city
- Too early to assess the impacts of this policy, but early indications suggest that 49% of users are not being charged extra (from the baseline of 34%) suggesting the new charges are influencing price sensitive customers.

# Transport Improvement Programme

- A £1.1m capital grant from the DfT for local highway improvements with funds allocated to WECA and passported to B&NES
- The 2023/24 programme, approved at Full Council, is progressing well with schemes at different stages in the delivery process which includes design, consultation and Traffic Regulation Orders
- Schemes delivered to date:
  - 20 mph speed limits for Lansdown Road and the Avenue Timsbury
  - B3110 Midford Road sharp bend safety improvements
  - Area Parking review South West Bath, North West Bath, and Keynsham and Saltford.
  - Mobility improvements