

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	CES Policy Development & Scrutiny Panel	
MEETING/ DECISION DATE:	13 January 2020	EXECUTIVE FORWARD PLAN REFERENCE:
		N/A
TITLE:	Proposals to address the climate emergency through the management of parking behaviour	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: n/a		

1 THE ISSUE

To consider and discuss draft proposals developed to address the climate emergency and meet strategic objectives of the Parking Strategy to take to Cabinet in February 2020

2 RECOMMENDATION

The Panel is asked to;

- 2.1 Consider the proposals outlined and provide comments, guidance and views about measures suggested to address the local transport policy and climate emergency outcomes.

3 THE REPORT

- 3.1 The proposals outlined in this report offer options which can be used to address the climate emergency to improve air quality by ensuring NO2 targets are met, and CO2 emissions reduced, in the shortest possible time and achieve a 2030 headline target of a 25% reduction in car trips. This will facilitate the achievement of strategic outcomes of local transport policy by reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods.
- 3.2 The proposals presented support the Council's current parking and transportation policies and the new administrations broader transport aspirations, which include:

- (1) Change the prioritisation of our transport hierarchy to focus on walking, cycling, micro mobility, and public transport/mass transit.
 - (2) Creating momentum for change and delivery in the first two years to the administration
 - (3) An ambitious, fresh look at our transportation strategies, to include greater pedestrianisation, low traffic neighbourhoods, delivering enhanced bus services and infrastructure, extending safer routes to schools, a comprehensive review of our parking strategies
 - (4) Greater and earlier engagement of communities and partners
- 3.3 A differential pricing policy scheme based on vehicle emissions can be considered as a useful tool to achieve the aims of the climate emergency, by further discouraging unnecessary car ownership and encouraging a switch to low emission vehicles, improving air quality.

3.4 An outline of the emissions based scheme is as follows:

- (1) Pricing policy is based on vehicle CO2 emissions as per Vehicle Excise Duty (VED) classification.
- (2) Diesel supplement is used to achieve NO2 targets in the shortest possible time.
- (3) The baseline prices are equivalent to existing permit prices. In Bath a first permit is £100 per year, with a second permit at £160 per year.
- (4) The prices for the more polluting vehicles are set higher based proportionately on their emissions.
- (5) Where a VED emissions rating is not available, including all pre 2001 registered vehicles, the prices are set at a standard level based on engine capacity, similar to the approach for VED.
- (6) Motorists are able to check the DVLA records to confirm their emissions, or engine capacity, online at <https://www.gov.uk/get-vehicle-information-from-dvla>
- (7) Opportunities are currently being sought with WECA to share the costs of purchasing direct access to the DVLA bulk data set to ensure reliable access to support self-serve transactions and enable MiPermit to apply the policy correctly to each vehicle automatically. The annual charge for access to this DVLA dataset is £90k per year.

3.5 **Proposals for consideration are as follows:**

- (1) Emissions based permits:

Proposal number	
A	CO2 Emissions based pricing –for residents permits
B	NO2 Emissions based pricing - diesel supplement for CO2 based residents permits

(2) Other proposals

Proposal number	
C	Increase all charges for the next three years Do you agree that all parking/vehicle storage charges should increase on an annual basis as all other charges do?
D	Extend on street parking tariffs to include Sundays
E	Overnight and evening car park tariff - Bath Roll out £1.50 evening charge (currently in Charlotte Street) across all Bath car parks and extend the hours charge is payable until 8am the next morning.
F	Directly link car park season ticket prices to the daily rate
G	Medical permit review Digitise permits through MiPermit to reduce & manage misuse
H	Hotel permit review Removal of use from on Street parking and digitisation through MiPermit to remove opportunity for sale to customers.
I	Visitor permits – increase all permit prices
J	Blue Badge to require a residents permit to park in residents permit bays
K	Charges for Blue Badge holders when using Keynsham car parks
L	Review Christmas Market coach parking management prices
M	Prioritise walking, cycling, micro mobility and public transport over car use by residents Residents no longer get the 10% discount for parking/vehicle storage in Bath

4 STATUTORY CONSIDERATIONS

- 4.1 Parking permit charges cannot be introduced for the purpose, whether primary or secondary, of raising revenue, even if this revenue was intended to be applied to fund projects meeting the purposes set out in the Road Traffic Regulation Act 1984 (RTRA 1984).
- 4.2 There have been a number of high profile legal challenges regarding the interpretation and application of this legislation and we have therefore sought external legal advice which has stated that the introduction of an emissions and fuel based pricing policy, as outlined in this report, is not contrary to the RTRA 1984 as the proposals are themselves the measures to address air pollution.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Resources implications will be considered based on the final proposals agreed at Cabinet.
- 5.2 Assessment will consider all revenue and capital costs associated with technology, staffing, signage and all other costs as appropriate.

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.
- 6.2 The assessment of risk at this stage of the proposals is through Equalities Impact Assessments, which are now being undertaken to identify issues of concern to be addressed.
- 6.3 Based on the current Equalities Impact Assessments for parking policy there are no significant impacts as the proposals will broadly impact on all groups regardless of protected characteristics.

7 CLIMATE CHANGE

- 7.1 Achieving compliance with air quality standards across Bath will result in widespread public health improvements. Specific health impacts for nitrogen dioxide include:
 - (1) Long-term exposure to air pollution is linked to increases in premature death, associated with lung, heart and circulatory conditions.
 - (2) Short term exposure can contribute to adverse health effects including exacerbation of asthma, effects on lung function and increases in hospital admissions.
 - (3) Other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child are also linked to air pollution exposure.
- 7.2 Transport is widely acknowledged as a key driver of air quality issues. It is estimated in B&NES that around 92% of all Nitrogen Oxide (NOx) emissions are attributable to road traffic.
- 7.3 Consequently, the Bath Clean Air Plan (CAP) has been developed with an understanding of the wider transport, business and air quality strategies in B&NES and beyond, in order to accord with these policies (for example the Getting Around Bath Strategy and Joint Local Transport Plan), wherever possible.
- 7.4 Whilst the objectives of the CAP overlap with other local and regional strategies, and its delivery should be beneficial to achieving the objectives within these strategies, the CAP has its own specific objectives (resulting from the legal direction on the Council) and therefore does not seek to achieve all other local transport objectives such as general reductions in traffic flows or improvements in the public bus network.

8 OTHER OPTIONS CONSIDERED

8.1 None

9 CONSULTATION

9.1 All proposals outlined in this report are subject to further consultation.

9.2 A public engagement strategy is to be developed and agreed with Communications & Marketing and Legal, for approval by Cabinet Members, for all proposals that affect permits to ensure that the implemented outcomes are in accordance of the Gunning principles.

9.3 All other proposals are will be subject to the statutory Traffic Regulation Order processes and therefore consideration and comment by the public before implementation.

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Background papers	<i>n/a</i>
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