

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr Neil Butters and Joanna Wright, Cabinet Members for Transport	
MEETING/ DECISION DATE:	On or after 20 February 2021 (for single Member decision)	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3253
TITLE:	Addressing air quality and traffic management issues through the management of parking behaviour on the highway	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix A – Emissions based parking permits prices for residents parking zones Appendix B – On street parking charges Appendix C – Draft Medical Permit engagement document Appendix D – Draft Hotel Permit engagement document Appendix E – Equalities Impact Assessments		

1 THE ISSUE

1.1 To support and agree to:

- (1) the proposals and levels of prices as outlined in this report, developed to address air quality issues and to meet strategic objectives of the Parking Strategy, to be published for community engagement.
- (2) a wider community engagement and/or consultation exercise in relation to the proposals and prices, to seek public input and which will also satisfy the relevant notification and consultation requirements under the Road Traffic Regulation Act 1984 (RTRA 1984).

2 RECOMMENDATION

The Cabinet members are asked to;

- 2.1 Agree the levels of charges proposed (noting that these may change following engagement and/or consultation).
- 2.2 Agree to the progression of proposals outlined in this report for wider community engagement and/or statutory consultation as appropriate.

2.3 Agree that any surplus raised from the proposals as implemented be allocated to a revenue reserve account to be applied (where permissible under section 55 of the Road Traffic Regulation Act 1984 (RTRA 1984)), to:

- (1) Cover the cost of implementing the proposals.
- (2) Cover future maintenance of assets to ensure the effective parking enforcement of restrictions.
- (3) To support the development of sustainable transport schemes in accordance with statutory obligations.

3 THE REPORT

Purposes of these Proposals

3.1 This report details proposals which are intended to

- (1) improve air quality in the shortest possible time through a major shift to mass transport, walking and cycling and incentives to reduce the use of more polluting vehicles in order to secure the safer movement of pedestrian traffic on the highway by reducing the public health risks posed to them by air pollution and/or
- (2) facilitate the achievement of strategic outcomes of local transport policy by reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods.

3.2 All proposals 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 of transport improvements in the first two years of the administration
- (3) An ambitious, fresh look at our transportation strategies, to include greater pedestrianisation, low traffic and liveable 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 The following Parking Strategy Objectives (PSO) and Actions (PSA) have been considered in the development of these proposals:

- (1) **PSO 7** Within the centre of Bath priority for on-street parking will be given to disabled users who are Blue Badge holders, then residents parking zones and then short stay parking (maximum 2 hours) at the expense of long stay parking.
- (2) **PSO 12** Any increase in short stay off-street parking in Bath will be at the expense of long stay parking.

- (3) **PSO 20** Prices for long stay parking in Bath will be increased to discourage commuter trips, provide more space for short stay visitors and encourage greater use of the Park and Ride facilities.
- (4) **PSO 21** Parking charges in Bath and North East Somerset should be periodically reviewed and adjusted as required to ensure that they achieve the aims of the Council's strategies and are comparative with privately operated car parks in the same location.
- (5) **PSO 22** On-street parking charges in Bath will be increased, and tariffs for greater than 2 hour stays phased out, to prioritise the space for short stay visitors and residents.
- (6) **PSA3** The Council should undertake a review of the available permit types and remove those that do not comply with the objectives and policies of this strategy.

Climate Emergency Context

3.4 As noted in the National Air Quality Strategy, measures designed to address air quality issues will often have a positive effect on climate change. Whilst this report does not attempt to justify the proposals on climate change grounds, it is anticipated that the measures set out in this report and which are designed to (1) improve air quality in order to secure the safer movement of pedestrian traffic on the highway, and (2) meet traffic management purposes, will also significantly reduce the level of emissions that drive climate change, as a result, for example, of discouraging unnecessary car ownership and a switch to low emission vehicles.

Further Context

- 3.5 Other positive measures to improve the utilisation of road space by other users are expected to also have a positive impact on air quality and congestion, including low traffic and liveable neighbourhoods. These measures should be viewed as complimentary to the proposals within this report.
- 3.6 It's recognised that there was a reduction in traffic as a direct result of the first national lockdown implemented during the COVID-19 outbreak and that this had a short-term positive impact on air quality and congestion levels. However, this has not reduced the levels of vehicles ownership with traffic and pollution levels rising to almost pre pandemic levels as residents became more mobile as lockdown measures eased. Subsequent national lockdowns during the pandemic have shown a lesser impact on traffic and pollution levels with more rapid returns to pre lockdown levels once lockdown measures are eased.
- 3.7 The Government has published safer travel advice to help people make journeys safely during the COVID-19 outbreak when lockdown restrictions are not in place, advising the public to think carefully about the times, routes and ways they travel to ensure we will all have more space to stay safe. This guidance is available online at <https://www.gov.uk/guidance/coronavirus-covid-19-safer-travel-guidance-for-passengers>.
- 3.8 The supply of bus and rail services is well in excess of demand at present with levels at 95% of normal mileage, compared to usage at 35% normal, so social

distancing is possible on public transport but there is much uncertainty about the long-term impact of COVID-19 and what this will do to public confidence about its safety, perceived or otherwise, particularly in light of government advice previously given to “avoid unless necessary”. This is expected to result in an increased number of car journeys where this remains a financially viable option for commuters who would otherwise have used local bus services or the Park & Ride. Park & Ride usage in Bath is currently more than 50% below compared to the same period on 2019.

- 3.9 In order to develop a fair and balanced package of proposals to meet traffic management and pedestrian safety purposes, regard has been given (to an extent permissible with the requirements under s.122 of the Road Traffic Regulation Act 1984 discussed below) to a range of issues which appear to the Council to be relevant, including potential impacts on residents; commerce; tourism; carbon footprint and air quality; and transportation.

The Proposals

3.10 Emissions based parking permits for all residents parking zones

- (1) This proposal is designed to achieve the objectives as set out in 3.1. by discouraging unnecessary car ownership and encouraging a switch to low emission vehicles and a shift to mass transport, walking and cycling.
- (2) In line with precedents set by other Local Authorities, the proposed pricing policy is based on vehicle carbon dioxide (CO₂) emissions as per Vehicle Excise Duty (VED) classification with bands matching 1 April 2017 classification. As CO₂ is by-product of internal combustion, a reduction in CO₂ emissions through reduced combustion will therefore reduce other pollutants within vehicle emissions which are harmful to pedestrian safety.
- (3) The baseline prices under the proposals are equivalent to existing permit prices in Bath. A first permit is £100 per year, with a second permit at £160 per year. This baseline is set at CO₂ emissions of 111-130g/km, including 44% of all existing permits. The proposed price increases by 5% for each subsequent and higher emissions band.
- (4) A diesel supplement is proposed to achieve NO₂ targets in the shortest possible time. The price for a permit for a diesel fuelled vehicle contains a 25% surcharge on top of the basic price based on CO₂ emission alone. On a baseline price this surcharge would be £25 and £40 for the first and second permit respectively.
- (5) Proposed prices are to be implemented across all residents parking zones in Bath & North East Somerset.
- (6) The proposed prices for the more polluting vehicles are set higher based proportionately on their emissions and details of the prices proposed for each level are outlined in appendix A.
- (7) 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.

- (8) 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>
- (9) Residents will be required to provide all Vehicle Registration Marks (VRM) in their household that may use the permit at the point of purchase (subject to a maximum of four vehicles per permit).
 - a) The cost of the permit being based on the highest polluting vehicle.
 - b) Once issued, the addition or change of a vehicle can only be made by mediation with Council staff, subject to a £10 administration charge.
 - c) Council staff will verify that the emissions class of the new vehicle is less than, or equal to, those vehicles already registered on the permit. Where the new vehicle is more polluting, no change will be permitted unless the current permit is cancelled with no refund available and a new permit then purchased at the appropriate price as per 3.10 (9) a).
- (10) 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 £96k per year.

3.11 On street parking charges – the next 3 years

- (1) All on street parking charges are proposed to be increased to achieve the objectives outlined at 3.3 and as a minimum be in line with inflation. Any variation from this is due to rounding up of the charge to the nearest whole pence that can be accepted in cash by pay and display equipment. Appendix B outlines the detailed prices across each location and tariff.
- (2) The 10p MiPermit service charge for on street digital transactions is to be absorbed by the Council in the new charges and not passed on to the customer to further incentivise digital transactions and reduce cash handling.

3.12 On street parking tariffs to include Sundays

- (1) On street pay and display parking on Sundays was historically free of charge in Bath as no Park & Ride service operated on this day. Now that the Park & Ride service operates 7 days a week, this proposal aligns the on street charges to those of the Council's car parks to ensure that the cost of parking does not undermine the use of more sustainable alternatives such as the Park & Ride. This will ensure an increased availability of spaces for local residents and short stays, complementing other schemes to reutilise road space such as those implemented under the Council's liveable neighbourhoods strategy, currently in draft at the time of this report.
- (2) Charges will only apply during the operational hours of the Park & Ride services, and are outlined in appendix B.
- (3) It is proposed that all Residents Parking zones in Bath be amended via the statutory processes in the RTRA 1984 to operate 7 days a week to ensure

commuter and visitor vehicles are not just displaced to resident permit only bays. Currently, only zones 15 and 16 operate on Sundays.

3.13 Trade permits

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) Trade permits allow trade persons or landlords to park in any permit holder's bay or pay and display bay on street or in car parks across Bath. Within pay and display areas, holders can activate and pay for parking stays that are longer than the maximum stay period at any location.
- (3) Existing charges for the Central and zone 1 (inner zones) are £3 per hour, with all other residential zones (outer zones) charged at £6.60 per day.
- (4) The hourly charge for the inner zone is less than the cost of 1 hour at many prominent on street locations which include Laura Place and Grand Parade; however, these locations are cheaper than a trade permit for periods of 2 hours and longer.
- (5) It is proposed that trade permit inner zone charges be increased to £3.50 per hour, capped at a maximum of £28 per day for continuous stays and outer Zone trade stays be increased to £7.00 per day.
- (6) Trade permit charges are to increase in line with the proposals for on street parking charges (3.13) for the next 3 years;
 - a) Inner zone – 10p per hour each year in years 2 and 3.
 - b) Outer zone – All day increase 50p in year 2 and 3.

3.14 Parking suspensions

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) Parking Services also provide the means for residents and businesses to request a temporary suspension of the restrictions prescribed by TROs to support the local economy, including for house moves, events, and utilities works.
- (3) Charges are reviewed annually and set via the Fees and Charges process.
- (4) The current price for the first, or a single bay, for 1 day was increased to £44 in 2016. The daily charge per each additional bay, or day, in the central zone is £29 and £10 in all other zones.
- (5) Proposed charges are displayed in the table below:

	First bay/day	Each additional bay/day
Inner Zone	£50	£30
Outer Zone	£50	£10

3.15 Medical permit review

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) Paper based medical permits are available to medical professionals and carers who are required to visit patients for treatment in their own homes. These permits are frequently misused for cheap all-day commuter parking in residential areas and are cheaper than a residents permit at £60 per year, compared to £100 charged to residents.
- (3) The proposal is to increase the permit price to align with the current residents permit baseline on £100 per permit, in accordance with Parking Strategy objectives (paragraph 3.3). This means that the relative pricing of different permit types will no longer inappropriately prioritise medical permit holders over GP and residential permit holders.
- (4) Digitising these permits will allow for proactive management of misuse whilst also ensure self-service functionality and avoid the need for staff mediated annual renewals.
- (5) Appendix C outlines the details of this proposal within a draft engagement document for permit holders and the results of permit holder engagement in 2017.

3.16 Hotel permit review

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) Paper based hotel, guest house and B&B permits are available to businesses to provide convenient on street parking in residential permit areas for guests with per permit prices ranging from £80 (1-5 permits) to £160 (11 to 15 permits).
- (3) Due to their low price these permits are frequently misused to provide cheap convenient staff parking and are also often sold to guests at a daily rate to the profit of the business. A charge of £10 per day to the guest may generate £2.6k per year to the permit account holder.
- (4) The proposed digital permits will be available to all hospitality businesses providing accommodation to paying guests where they are registered for business rates.
- (5) The digital permit must then be activated electronically by the account holder for the period required to provide authorisation for their guest to stay in a Council operated car park. The account holder will then be automatically charged, via MiPermit, the equivalent daily rate for off street parking. The rates and terms of use for these permits are set in accordance with policy to encourage and ensure appropriate use of the parking available.
- (6) Digitisation will ensure self-service functionality and avoid the need for staff mediated annual renewals.

- (7) Appendix D outlines the details of this proposal within a draft engagement document to be made available to permit holders and the wider community.

3.17 Review of historic paper permits

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) A number of historic paper-based parking permits remain in circulation allowing holders to park in various locations across the city.
- (3) These permits are not managed through the current parking management system and they will therefore, in line with paragraph 3.3 (6), will be reviewed as and when requests for renewal are received and those not in line with current Council policies may be removed from circulation.
- (4) Where the renewal of a historic permit is appropriate, this will be as a digital permit with charges based on the principle that the minimum charge is set against the baseline charge (see paragraph 3.10 (3)) for a first residents permit.

3.18 Resident parking – visitor permits

- (1) This proposal results from a review of this permit type as per the objectives outlined in 3.3.
- (2) Visitor permit prices are currently £1 per day allowing residents to receive visitors that can park conveniently and cheaply within residential street. It is not technically possible to link visitor permits to a vehicle's emissions as they are purchased by residents in advance of their use. Permits are either paper (useable by the 1 day) or digital (useable by the hour).
- (3) Prices are to increase by £0.50 per day in year 1, followed by subsequent rises of £0.25 per day in each of years 2 and 3.
- (4) A half day permit paper permit is also proposed to support vulnerable residents that are unable to utilise the greater flexibility and financial savings offered by digital permits. The price of half day paper permits will be set at 50% of the daily price (as 3.18 (2) and (3)) rounded up to the nearest full 5p for cash handling purposes.

3.19 Bath Christmas Market coach parking management fees

- (1) The Council manages up to 1k coaches during the three week period of the Bath Christmas Market to ensure that passengers have a safe and controlled location to board and alight, and to minimise the impact of coaches on the network at this peak time. Charges to operators for this pre booked service are currently £1 per seat.
- (2) The fees charged do not cover the current costs with a significant contribution from the event licencing making up the shortfall. The closure of Riverside Coach Park in November 2020 will require the use of new on street locations, further increasing stewarding requirements which currently comprise 72% of all costs.

- (3) The new charges have been designed to encourage operators to visit the market on non-peak days to reduce the impact on the city and the network.

Visit day	£ per seat
Monday	£1.00
Tuesday	£1.00
Wednesday	£1.25
Thursday	£1.25
Friday	£1.25
Saturday	£1.50
Sunday	£1.50

3.20 Prioritise walking, cycling, micro mobility and public transport over car use by residents

- (1) Residents of Bath & North East Somerset currently receive a 10% discount off their daily paid for parking when using MiPermit in Bath. All paid for parking in the city is centrally located, this disincentivises the use of more sustainable forms of transport and encourages cars into the city centre.
- (2) The removal of this discount for on street parking ends this incentive in order to achieve the objectives as set out in 3.1.

3.21 Timetable for implementation

- (1) Implementation of these proposals is subject the completion of a public engagement strategy as outlined in paragraph 10.2 of this report.
- (2) Delivery is subject to challenges during engagement and consultation phase. A timeline for implementation and delivery (after completion of any required traffic order or notice processes) is shown in the table below. It should be noted that this is indicative only as delivery will be significantly impacted by the national COVID-19 lockdown, limiting the ability to engage fairly with the community.

Proposal	2020/21				2021/22 Q1			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Emissions based permits				X	X	X		
On street charges					X	X		
Sunday on street charges					X	X		
Trade permits				X				
Parking suspensions				X				
Medical permits				X	X			
Hotel permits				X	X			
Visitor permits				X	X	X		
Christmas Market coach charges					X	X		
Prioritise transport hierarchy					X	X		

4 STATUTORY CONSIDERATIONS

- 4.1 Changes to parking charges are subject to the processes set out in the RTRA 1984, which include, in some circumstances, a requirement to consult bodies and consider public comments. The council is also able to carry out public engagement in addition to that required by the Act.
- 4.2 Under section 122 of the RTRA 1984, it is the duty of the local highway authority exercising its functions under that Act (such as setting parking charges) to seek “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”. It must seek to secure those purposes so far as is practicable having regard to the following matters:
- (1) *the desirability of securing and maintaining reasonable access to premises;*
 - (2) *the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;*
 - (3) *the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*
 - (4) *the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and*
 - (5) *any other matters appearing to the strategic highways company or the local authority to be relevant.*
- 4.3 The proposals set out in this report are designed to achieve the purposes set out at 3.1 to 3.3 above, taking account of and in accordance with the section 122 duty.
- 4.4 In particular it is important to note that 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 RTRA 1984 and that this report does not attempt to justify the proposals on climate change grounds. The information on climate change is included solely because it is deemed to be of wider interest to Cabinet Members following the declaration of the Climate Emergency in March 2019.
- 4.5 There have been a number of high profile legal challenges regarding the interpretation and application of this legislation and having considered those challenges the Council considers that all the proposals outlined in this report are in accordance with the requirements of the RTRA 1984. In particular the Council considers that the introduction of an emissions and fuel based pricing policy, as outlined at 3.11 in this report, is not contrary to the RTRA 1984 as the proposals are not intended to raise revenue to fund projects to address air pollution risks to pedestrian safety but instead are *themselves* the measures to address such risks.
- 4.6 The Equalities Impact Assessment for these proposals (Appendix E) identifies that there are potentially positive health impacts for those protected

characteristics groups including age, disability, pregnancy and maternity. There are no new impacts that arise as a direct result of these proposals.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 The funding required to implement the changes to parking charges is proposed to come from parking charges and permit fees in accordance with s55 of the RTRA 1984 and paragraph 2.3 of this report. This is estimated at £90k.
- 5.2 Changes to permit parking charges through the introduction of an emissions-based charge as proposed (see Appendix A) are forecast to generate additional income of £135k per year.
- 5.3 Proposals to increase charges for on street parking (see Appendix B) and extend this to include Sundays are forecast to generate additional income of £85k in year one, and a further £40k in years two and three.
- 5.4 In accordance with section 55 of the RTRA 1984 Local Authorities must keep a special account of income and operational expenditures relating to designated parking places. In essence parking charges must not be increased in order to generate income for the General Fund. Additionally, it is recognised that the 1984 Act is not a fiscal measure and does not authorise the authority to use its powers to charge for parking in order to raise surplus revenue for other transport purposes funded by the General Fund.
- 5.5 Parking charges are recognised within the Parking Strategy with the intention to achieve the Council's transport policy aims of reducing congestion and improving air quality for the benefit of public safety and improved parking management. Any surplus must be applied for a purpose specified in section 55(4) of the 1984 Act and will be allocated to fund improvements to transport and transport related schemes, such as Safer Routes to Schools.

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 have been included within Appendix E.
- 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.
- 6.4 Engagement undertaken during the development of the Parking Strategy identified strong support within the local community to keeping Sundays free.

7 EQUALITIES

- 7.1 No new adverse impacts have been identified as a result of these proposals following the completion of Equality Impact Assessments, as identified in Appendix E.

- 7.2 By their very nature, increased charges may have an impact on some vulnerable groups more than others; however, this should also be considered alongside the positive impacts, such as improved air quality, of these proposals on other vulnerable groups.
- 7.3 There will be a lot of disabled people and older people, and people who are classed as extremely clinically vulnerable to Covid-19 who are not Blue Badge holders. Proposals which seek to encourage greater use of public transport may disadvantage, or create barriers, for them. To help people to travel safely during the Coronavirus outbreak, the government have published guidance for walking, cycling and travelling in vehicles or on public transport (as referred to above).
- 7.4 The introduction of social distancing measures, including pavement widening and access restrictions, in response to Covid-19 has resulted in a temporary reduction to accessible spaces in the centre. Temporary accessible bays have been put in place to offset this impact

8 WIDER AIR QUALITY INFORMATION

8.1 Achieving compliance with air quality standards across Bath will result in widespread public health improvements. Specific health impacts for NO₂ 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.

8.2 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 (NO_x) emissions are attributable to road traffic.

8.3 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. 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.

9 OTHER OPTIONS CONSIDERED

9.1 None

10 CONSULTATION AND PUBLIC ENGAGEMENT

10.1 Proposals were presented to Climate Emergency and Sustainability PDS panel on 13 January 2020 for consideration and feedback has been considered by the Cabinet Members for Transport in taking these proposals forward.

10.2 All proposals outlined in this report are subject to further engagement within the community as per the steps outlined below:

- (1) A public engagement document is to be developed and agreed with Communications & Marketing and Legal, for approval by Cabinet Members for Transport.
- (2) The engagement document is to outline the principles of the proposals and the new terms and conditions to be applied to each permit type, in order to invite comments from the public to ensure that the implemented outcomes are formulated in accordance with the principles of appropriate public consultation. The proposals to be included within this stage of the engagement process are as follows:

Emissions based permits
Medical permits
Hotel permits
Visitor permits
Trade permits

- (3) The outcomes and recommendations from the engagement process are to be reported to the Cabinet Members for Transport, with the final parking permit terms and conditions included for approval and adoption.
- (4) It is then intended that all final proposals will be subject to a final round of public engagement which, together with the earlier engagement processes, will also meet all relevant consultation, consideration and notification requirements in the RTRA 1984. This process is to include:

Parking permit terms and conditions
Emissions based permits charges
On street parking charges
Sunday on street charges
Visitor permits charges
Christmas Market coach charges
Prioritise transport hierarchy

Contact person	Andy Dunn 01225 39 5415
Background papers	<p>CES Policy Development & Scrutiny Panel 13 January 2020 - https://democracy.bathnes.gov.uk/documents/s59857/Parking%20Charges%20Policy.pdf</p> <p>It is important to note that the description of the purpose and detail of the proposed measures given in this earlier report has in part been superseded by this current report.</p>
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