

## Bath & North East Somerset Council

MEETING/ DECISION MAKER:	<b>Cabinet</b>	
MEETING/ DECISION DATE:	<b>20 July 2021</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 3281</b>
TITLE:	<b>On street parking - parking permits and charges</b>	
WARD:	All	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p>Please list all the appendices here, clearly indicating any which are exempt and the reasons for exemption</p> <p>Appendix 1 – Parking Permit Consultation outcomes report</p> <p>Appendix 2 – On Street Parking Permit Terms &amp; Conditions</p> <p>Appendix 3 – Summary of themes identified from first stage consultation</p> <p>Appendix 4 – Emissions based parking permits prices for residents parking zones</p> <p>Appendix 5 – Distribution of Hotel and Holiday Let/Guest House permits in Bath</p> <p>Appendix 6 – Analysis of permit/space demand by RPZ in Bath</p> <p>Appendix 7 – Updated Equalities Impact Assessments following first stage consultation</p> <p>Appendix 8 – RPZ Review - Parking Permit Proposals - Distributional Impact Assessment</p> <p>Appendix 9 – Distribution of vehicles impacted by higher permit charge across local deciles</p>		

### 1 THE ISSUE

- 1.1 A range of proposals affecting on street parking permits have been developed aimed to improve air quality through a major shift to mass transport, walking and cycling and incentives to reduce the use of more polluting vehicles 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. These proposals are also aimed to facilitate the achievement of strategic outcomes of local transport policy by reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods and align with the Council policy on Liveable Neighbourhoods.

## **2 RECOMMENDATION**

### **The Cabinet is asked to:**

- 2.1 Consider the feedback to the consultation on proposals for on street parking permits, including terms and conditions.
- 2.2 Support and agree to the progression of proposals outlined in section 3 of this report to statutory consultation and notification progression, namely Emissions based residents permits; Hotel permits; Medical permits; Visitor and Trade parking permits.
- 2.3 Support and agree to the adoption of the On-street Parking Permit Terms and Conditions (Appendix 2).
- 2.4 Support and agree to delegate future operational changes to the On-street Parking Permit Terms and Conditions, including the withdrawal of permits, to be agreed between the Cabinet Member for Transport and the relevant Director.
- 2.5 To note the approvals previously provided by Single Member Decision (E3253) to take proposals to statutory consultation, namely on street parking charges; Sunday on street charges; Prioritise transport hierarchy; and the use of any surplus raised from the proposals.
- 2.6 To support and agree to the recommendation that only existing properties with a Hotel; Holiday Let; or Guest House permit will be able to have Hotel permits from the date the Traffic Regulation Order is sealed.

## **3 THE REPORT**

### **Purposes of these Proposals**

- 3.1 The purposes of these proposals are set out at 1 above (The Issue). Air quality impacts on pedestrian safety, managing traffic flows and availability of parking are all significant issues in our region, particularly in the city of Bath. Whilst the proposals detailed in this report are a separate standalone scheme, they are complimentary to other projects aimed at addressing these issues, including but not limited to the following:
  - (1) Promoting a major shift to mass transport, walking and cycling, with incentives to reduce the use of more polluting vehicles, in accordance with the UK government National Air Quality Strategy
  - (2) Improving the safety of cyclists and pedestrians through active travel schemes which rebalance priorities on our roads and build on social distancing needs
  - (3) Introducing a Clean Air Zone in central Bath, to encourage less polluting ways of travelling around the city
  - (4) Liveable Neighbourhoods policy and work concerning reducing the effect of motor vehicles on neighbourhoods, particularly residential neighbourhoods.

## Climate Emergency Context

- 3.2 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 encouraging a switch to low emission vehicles.

## Further Context

- 3.3 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

- 3.4 These proposals provide an opportunity to reset the rules of operation of schemes and address anomalies that have arisen over time to ensure consistency of the scheme and its operation.
- 3.5 New terms and conditions have been consultation upon to reflect the changes proposed (Appendix 2).

### **3.6 Emissions based residents permits**

- (1) Charges for resident permits to be based on the CO<sub>2</sub> emissions of the vehicle using the existing bands classified for Vehicle Excise Duty (VED), or 'car tax'. As CO<sub>2</sub> is by-product of internal combustion, a reduction in CO<sub>2</sub> emissions through reduced combustion will therefore reduce other pollutants within vehicle emissions which are harmful to pedestrian safety.
- (2) 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 CO<sub>2</sub> emissions of 111-130g/km and covers 1 in 3 vehicles currently with a permit. The proposed price increases by 5% for each subsequent and higher emissions band.
- (3) A diesel supplement is proposed to compliment the work to achieve NO<sub>2</sub> 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 CO<sub>2</sub> emission alone.
- (4) New charges as outlined in appendix 4 are to be applied consistently to all residents parking zones across Bath & North East Somerset to ensure they are fair with more polluting vehicles set higher based proportionately on their emissions. Current schemes outside Bath historically benefit from significantly lower permit costs despite the schemes operating identically.

- (5) 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). Once a permit is issued changes must be staff mediated and will incur an administration charge of £10. This change is subject to the new vehicle being equal to or less polluting than the highest polluting vehicle pre-registered against the permit.

### **3.7 Emissions based residents permits - measures to address issues and needs identified in the first stage consultation**

- (1) After consideration of issues raised by respondents within the first stage consultation, the following changes are recommended as mitigating measures to the issues outlined in Section 7 below.
- (2) To make the permits more affordable for permit holders that will experience price rises the proposals have been amended to include a 6 month and 3-month permit that is charged pro rata against the annual cost. Current 6-month permits include a surcharge which will be removed.
- (3) A monthly permit will also be introduced which will include a modest additional surcharge of £0.62, equivalent to £7.44 over a full year, to reflect the increased bank charges and permit fees that the additional transactions will incur.
- (4) The inclusion of a monthly permit provides a more affordable and more flexible payment option. This allows permit holders to minimise the risk of losing time on a permit when they change their vehicle. Permit auto renewal features will be available for durations of 6 months or less, up to a maximum period of 1 year to ensure the address validation process can take place.
- (5) Proposed charges for emissions based resident permits based on CO2 emissions band and the new monthly durations are attached in appendix 4

### **3.8 Hotel permits**

- (1) All existing permits for hospitality businesses combined into a single permit type and digitised within MiPermit – removing the need to renew, manage and display a paper permit.
- (2) Permit availability remains linked to a property's number of discrete rooms, up to a maximum of 15. Holiday Let/Guest House entitlement remains at 1 permit per property.
- (3) Charges for guest parking are brought in line with the daily charge for visitor parking in council car parks, this is currently at £15 per day. Businesses will only pay for parking when they activate a permit stay for a guest and the cost of this may be passed on to guests at the discretion of the business.
- (4) As with all other parking on-street and in council car parks, the activation of a permit stay does not provide reserved parking and access to a parking space will be dependent on availability within any long stay car park.

### 3.9 **Hotel permits - measures to address issues and needs identified in the first stage consultation**

- (1) After consideration of issues raised by respondents within the first stage consultation, the following changes are recommended as mitigating measures to the issues outlined in Section 7 below.
- (2) Hotel permits will only be issued to those premises that hold a valid Hotel, Holiday let or guest house permit on the date the TRO implementing this proposal is sealed. No new properties will be entitled for the new Hotel permit.
- (3) Many people felt that requiring guests staying at establishments outside the city centre to use long stay car parks, which are all located in the city centre, was unreasonable. The proposals for Hotel permits have been amended to create an inner and outer zone for Hotel permits.
- (4) The Hotel inner/outer zone boundary aligns to Residents Parking Zone (RPZ) boundaries and has been based on the distribution of properties which have Hotel permits (appendix 5) and an analysis of permit demand (appendix 6).
  - a) **Inner Hotel permit zone** – includes the areas covered by the Central zone; zone 1; and zone 6 RPZs.

These areas contain the highest concentration of Hotel permit accompanied by high pressure for kerb space.
  - b) **Outer Hotel permit zone** – includes all other zones.

These areas have typically low pressure for kerb space and low number of Hotel permits
- (5) These zones also apply to holiday lets and guest houses, who will also use the new Hotel permit; however, they have not been included in the assessment of the zone boundary as they are only entitled to a single permit each. Additionally, a holiday let/guest house must be liable for business rates (NNDR) to be eligible for a Hotel permit.
- (6) Hotel permits issued within inner zone areas will only be valid in council long stay car parks. Hotel permits issued within the outer zone areas will be valid on street in the relevant RPZ.
- (7) To address the concerns regarding accessibility, Blue Badge holders who are guests of premises within the inner Hotel permit zone will be able to park on street with a valid Hotel permit AND where they display their Blue Badge.
- (8) It should be noted that currently Blue Badge holders may park for free within resident permit bays because of historic local policy. This local policy has now changed, and Blue Badge holders will no longer be able to do this once enabling work is complete, subject to resources being identified. See paragraph 7.10.

### 3.10 **Medical permits**

- (1) Medical permits to be separated into a Medical and a Social Care permits and digitised within MiPermit. To be available to healthcare professionals treating residents in their own homes.
- (2) Initial application only required, with account holders able to renew annually via self-serve with no further authorisation required. Current medical permit costs are £60, the new annual charge will be linked to the baseline cost of a resident's permit, currently £100.
- (3) When needed, a free 2-hour parking permit stay must be activated online each time the permit is used using the MiPermit app, website, or text service. Online parking permit activation can be managed centrally by a practice or business, or individual staff members can do it.

### 3.11 **Visitor permits**

- (1) Introduction of half day paper permits in zones where paper permits are available to provide greater flexibility to those that cannot use digital permits and avoid using a whole day permit for shorter visits.
- (2) Includes a modest increase in daily charges for visitor parking, the first time we have done this since 2013. Increases will be phased in over three years, with a 50p per day rise in year one, followed by 25p per day rises in years two and three.

### 3.12 **Trade permits**

- (1) 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.
- (2) Existing charges for the central zone and zone 1 (Trade inner zones) are £3 per hour, with all other residential zones (Trade outer zones) charged at £6.60 per day.
- (3) Proposed price increases for trade inner zone trade permit activations to bring them in line with proposed on street parking charges equivalent to our second tier areas, which include premium locations such as Walcot Street, Queens Square and St James Parade in central Bath.

<b>Proposed Trade Permit price increases</b>			
<b>Parking Zone</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>
<b>Central and Zone 1 (hourly charge)</b>	£3.50 (£28 max/day)	£3.60	£3.70
<b>Trade outer zones (daily charge)</b>	£7	£7.50	£8

### 3.13 **On Street Permit Consultation Outcomes**

- (1) The results and analysis from the feedback received is detailed within the Parking Permit Consultation Outcomes Report, attached as Appendix 1
- (2) Free-text comment boxes were provided to all respondents where they expressed a negative opinion to the proposal selecting either 'Don't really support' or 'Strongly disagree'. Whilst this has the effect of providing a negative weighting to the comments received, it should be noted that some residents disagreed with the proposals as they didn't feel they went far enough and can be considered broadly supportive of the proposals.
- (3) There was broad support for council action to address a widely held view that air quality was important to respondents. However, this was in contrast to the mechanism proposed to encourage behaviour change through the implementation of emissions based residents parking permits with key objections linked to increased cost; the impacts on those on low incomes; and the link to CO2 emissions rather than the Euro standard classification.
- (4) There was broad support amongst respondents for the hotel and medical permit proposals and the new terms and conditions.
- (5) The outcome for the proposals to increase charges for trade and visitor permits, whilst almost evenly matched, was that a small majority were not in favour. It should be noted that responses for these two proposals contained a high proportion of 'no strong opinion' of at least 1 in 5 respondents.
- (6) Within the 3,380 free text responses respondents raised a broad range of themes and issues which are summarised within appendix 3.

### 3.14 **Proposals previously approved by Single Member Decision (E3253)**

- (1) In February 2021, the Cabinet Member for Transport approved a series of proposals to take forward to statutory consultation, which are to be included within statutory consultation alongside all proposals outlined within this report. This includes:
  - a) On street Parking Charges
  - b) Sunday on street charging
  - c) Prioritisation of the transport hierarchy - the removal of the 10% paid for parking discount for residents.

### 3.15 **Timetable for implementation**

- (1) Delivery is subject to challenges during statutory consultation phase.
- (2) Implementation of the new On Street Parking Permit Terms and Conditions is proposed for January 2022. This ensure they align with the TRO changes required by the proposals set out in this report and approved by Single Member Decision (E2353).
- (3) Implementation of permit changes is proposed for January 2022, with future year increase for Trade and Visitor permits set for January 2023 and January 2024.

- (4) Implementation of on street charges as approved by Single Member Decision (E2353) are proposed to come into effect as below:
- a) Year 1 – January 2022 to 1<sup>st</sup> April 2022. Additional time is required to implement changes to on street charges to facilitate Sunday charging and RPZ operation.
  - b) Year 2 – January 2023
  - c) Year 3 – January 2024.

## 4 STATUTORY CONSIDERATIONS

- 4.1 Changes to parking charges are subject to the processes set out in the RTRA 1984, which include, in some circumstances, a requirement to consult bodies and consider public comments. The council is also able to carry out public engagement in addition to that required by the Act.
- 4.2 Under section 122 of the RTRA 1984, it is the duty of the local highway authority exercising its functions under that Act (such as setting parking charges) to seek “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”. It must seek to secure those purposes so far as is practicable having regard to the following matters:
- (1) *the desirability of securing and maintaining reasonable access to premises;*
  - (2) *the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;*
  - (3) *the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*
  - (4) *the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and*
  - (5) *any other matters appearing to the strategic highways company or the local authority to be relevant.*
- 4.3 The proposals set out in this report are designed to achieve the purposes set out at 1.1 and 3.1 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 3.6 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.

## **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 Single Member Decision E3253. This is estimated at £90k.

5.2 Changes to permit parking charges through the introduction of an emissions-based charge as proposed (see paragraph 3.6) are forecast to generate additional income of £135k per year. The use of any surplus generated from these proposals, as approved by Single Member Decision (E2353), are to 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.

5.3 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.

5.4 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.

## **7 EQUALITIES**

- 7.1 We completed Preliminary Equalities Impact Assessments to assess and identify impacts to those groups with protected characteristics and those vulnerable individuals on low income and in deprived areas.
- 7.2 The proactive first stage consultation undertaken between 27 April and 24 May allowed us to consider additional needs and feedback that we may not have considered. The Equalities Impact Assessments have been revised to reflect changes in the proposals to mitigate issues raised by respondents during the consultation. These are attached within appendix 7.
- 7.3 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.

### **Emissions Based residents permits**

- 7.4 A Distributional Impact Assessment (DIA) was undertaken to assess the impact of the resident permit proposals on relevant socio-economic groups and the report is attached as appendix 8. The same methodology was used in this assessment as was used for the Clean Air Zone.
- (1) Anonymised data on vehicles registered to permits across the residents parking zones was analysed against census data and Indices of Deprivation (2019) statistics which measure relative levels of deprivation in England across 32,844 areas (Lower Super Output Areas – LSOA) which are then ranked accordingly. It should be noted that the Indices of Deprivation (2019) are grouped into quintiles for the purposes of this report.
  - (2) A screening and assessment process was used to determine if an identified impact area is likely to affect a social group. Where an impact is identified this can be further assessed to determine if the impacts are proportionate across this group.
  - (3) The DIA assessment identified an impact on ‘Affordability’ within ‘Low Income Households’ and a further, more detailed assessment, of this was undertaken which identified that 65% of permits (assuming one vehicle per permit) would see a cost increase of up to 50%, and further 4% experiencing a cost increase of above 50%.
  - (4) The net impact on permit charges across the RPZs indicates that the distributional impact of affordability is slightly uneven compared to the distribution of income deprivation. Importantly though, given that affordability is intrinsically linked with income deprivation, the most income deprived quintiles (1 & 2) are less proportionally impacted compared to the proportion of population in those quintiles. The impact on the upper (4) and middle (3) quintiles are the most uneven, being under and over-represented respectively; impact on the least deprived quintile is proportionate to its share of population.
- 7.5 Additional analysis was undertaken by the council independently to further validate and consider this impact in more detail, its results are shown in Appendix 9. Indices of Deprivation are measured in deciles which provided additional granularity compared to the DIA.

- 7.6 The results of this analysis show the distribution of vehicles affected by the charges across these 10 deciles. The average proportion of vehicles that will be charged is 69% across all deciles with no significant variation from this average shown in individual deciles. This strongly indicates that there is no disproportionate impact on more deprived areas. It should be noted that the actual number of vehicles affected in the lower deciles is lower than higher deciles and this reflective of the smaller population from these deciles within RPZs, as shown in the DIA (appendix 8 – Figure 3.2 and Table 4.3).
- 7.7 The average additional cost of permit for a vehicle affected by the proposals is £25, again with no significant variation across individual deciles.
- 7.8 It is noted that whilst there is no disproportionate impact to more deprived areas, it is acknowledged that individuals living within these areas could be impacted more significantly by an increase in costs than those in less deprived areas. Measures to mitigate this impact are outlined paragraph 3.7 of this report and within appendix 7.
- 7.9 The Blue Badge scheme provides people with a mobility based or hidden disability with parking concessions allowing them to park closer to their destination, it is not means tested and therefore not a financial concession.
- 7.10 From December 2020 a change in local policy means that a Blue Badge no longer entitles the holder to park in a permit holders bay without a residents parking permit. This change was made to align to the national Blue Badge scheme and provides consistency for all Blue Badge holders. Residents with Blue Badges that live in RPZs are entitled to a free resident's permit so they can use their Blue Badge in other vehicles and leave their own vehicle legally parked at home. However, the implementation of this new policy requires enabling works to assess where existing advisory bays are and where additional dedicated Blue Badge parking is needed to ensure that local amenities within RPZs remain accessible to Blue Badge holders. This enabling work is subject to resources being allocated as all the Council's area TROs must be reviewed and varied at the same time to ensure the policy can then be consistently applied. There are currently no resources identified in this year to undertake this enabling work, therefore Blue Badge holders will remain able to park in residents permit bays without a residents permit as long as they display their Blue Badge.
- 7.11 Once this enabling work is complete and the policy has been enacted, Blue Badge holders that are residents of RPZs will be entitled to a residents permit free of charge. These changes will be communicated on the council's website and to all Blue Badge holders in Bath & North East Somerset.

### **Hotel permits**

- 7.12 People who commented on the hotel permit proposals felt that requiring visitors with reduced mobility and accessibility to park in off street car parks during their stay would be detrimental to their needs and likely to increase anxiety regarding safety and security.
- 7.13 Blue Badge holders are permitted to park on yellow lines for up to 3 hours in accordance with the provisions of the Blue Badge Rights and Responsibilities scheme <https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england>. This also allows Blue Badge holders to

park for an unlimited time in on street pay and display bays located across the city centre.

7.14 Currently all Blue Badge holders can park for free in residents permit bays with no time limit with display of their Blue Badge. When the new policy is enacted (paragraph 7.10) they will no longer be able to do this.

7.15 The Council recognises that whilst the Blue Badge scheme provides alternatives options for Blue Badge holders (paragraph 7.13) this reduces the options and flexibility available to them. Measures to mitigate these impacts, are outlined in paragraph 3.9 of this report and appendix 7.

## **8 WIDER AIR QUALITY INFORMATION**

8.1 Achieving compliance with air quality standards across Bath will result in widespread public health improvements. Air pollution can cause or contribute to a variety of health conditions, particularly amongst the young and elderly. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution which plays a role in many of the major health challenges of our day. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia. 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 – “*Every breath we take: the lifelong impact of air pollution*”  
<https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>.

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 (NOx) 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

## **9 OTHER OPTIONS CONSIDERED**

9.1 Leave all schemes as they are.

- (1) This has been discounted as the changes are aimed to facilitate the achievement of strategic outcomes of local transport policy and align with the Council policy on Liveable Neighbourhoods, in addition to addressing air quality issues.

9.2 Digitise all permits with no other scheme changes.

- (1) The digitisation of all remaining paper permits within MiPermit will provide efficiency improvements to the issue and management of these remaining permits. The continuation of schemes on their current terms and conditions, whilst maintaining a trust-based approach, has been discounted as the council has evidence of misuse by permit holders, particularly within the current hotel and medical permit schemes.

## 10 CONSULTATION

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 progressing these proposals. Progression of these proposals was paused due to uncertainty caused as a result of the COVID pandemic.

10.2 The first stage consultation was held between 27 April and 24 May 2021 and publicised digitally via the council’s website; twitter account; press release; the Council’s Interagency Network; CCG newsletter, and direct contact via email with Residents Associations; expressions of interest; and over 8,000 permit account holders.

- (1) A web-based questionnaire was developed to seek views on the proposals and new terms and conditions, with questions designed to minimise any bias or leading of respondent’s answers. A copy of the survey questionnaire is provided as Appendix PPC1 within Appendix 1 of this report. Due to Covid-19 restrictions no public-facing drop-in events were held. Any queries were directed to a dedicated consultation email address:

[Parking\\_consultation@bathnes.gov.uk](mailto:Parking_consultation@bathnes.gov.uk)

- (2) Following consideration of the responses to the consultation, the proposals have been amended to mitigate issues and needs raised by respondents and these are outlined in section 3 of this report.

10.3 Proposals are subject to further statutory public consultation which, together with the first stage consultation process outlined in paragraph 10.2, will meet all relevant consultation, consideration, and notification requirements in the RTRA 1984.

- (1) This final statutory consultation is to include:

Emissions based permits charges
On street parking charges
Sunday on street charges
Visitor permits charges
Medical permit charges
Hotel permit charges
Prioritise transport hierarchy

<b>Contact person</b>	Andy Dunn 01225 39 5415
<b>Background</b>	• CES Policy Development & Scrutiny Panel 13 January 2020 -

<b>papers</b>	<p><a href="https://democracy.bathnes.gov.uk/documents/s59857/Parking%20Charges%20Policy.pdf">https://democracy.bathnes.gov.uk/documents/s59857/Parking%20Charges%20Policy.pdf</a></p> <p>It is important to note that the description of the purpose and detail of the proposed measures given in this earlier report to CES PDS has in part been superseded by later reports.</p> <ul style="list-style-type: none"><li>• E3235 - Addressing air quality and traffic management issues through the management of parking behaviour on the highway - <a href="https://democracy.bathnes.gov.uk/ieDecisionDetails.aspx?ID=1507">https://democracy.bathnes.gov.uk/ieDecisionDetails.aspx?ID=1507</a></li></ul>
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