

Parking Charges Proposals for 2026-27

Preliminary Consultation Outcome Report



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Executive Summary

- a) Several proposals (set out in section 1.4 of this report) have been formulated in accordance with the requirements of section 122 of the Road Traffic Regulation Act (1984). Their primary objective is to address both traffic management and pedestrian safety considerations, thereby supporting the council's Corporate Strategy and local transport policy. These initiatives are consistent with the council's commitments to Liveable Neighbourhoods and the Journey to Net Zero. By shaping travel behaviour, the proposals aim to enhance pedestrian safety, promote greater uptake of active travel, improve public transport journey times, and reduce road congestion.
- b) Vehicle sizes are increasing, driven by consumer demand for larger models like SUVs, which made up over 60% of new UK car sales in 2024—up from less than 50% in 2020. Research shows that bigger vehicles such as SUVs and vans are more likely to cause serious injuries or fatalities to pedestrians (especially children) and cyclists because of their height and blind spots. Large vehicles also block buses, emergency services, and deliveries on narrow roads, making travel more difficult for everyone.
- c) The analysis of costs for administering, maintaining, and enforcing resident parking schemes in 2024/25 shows a £168k shortfall compared to income from on-street parking permit sales. Reviewing visitor permit charges complements a separate review of base charges in 2025/26 for resident parking permits to ensure that Resident Parking Scheme are self-financing so that their operating costs are not covered by other council funds.
- d) A preliminary online public consultation was advertised in the local press, and the council took a proactive approach with direct contact to over 13,000 customers to ensure as many stakeholders as possible were aware of the proposals and how to provide feedback.
- e) The public consultation ran for 21-days between October and November 2025 and generated 490 individual responses. A total of 660 free text comments were received and analysed using Generative AI to identify key themes for discussion.
- f) Parking charges will always be emotive and formed a core tenet of these proposals, these being the mechanism to incentivise behaviour change. It was therefore expected that the overall view of respondents would be broadly aligned to previous consultations on parking charges. A summary of respondent's views is outlined below:

Introduction of an additional size-based charge or discount for residents permits	50% support / 44% oppose
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Increase the charge for visitor parking permits	31% support / 49% oppose
Extend parking charges at Bath Hill East car park, Keynsham, to include Saturday	16% support / 29% oppose
Increase the charge for all day parking at Bath Park and Ride sites for motorists not using the bus service	38% support / 37% oppose

- g) Comments were received from respondents, and these raised a range of themes and issues which have been responded to within this report within section 4.
- h) Analysis of the consultation results indicate a contrast with previous consultations seeking to introduce or increase parking charges and there was a notable degree of support for the introduction of size-based additional charges.
- i) The council acknowledges that its consultation indicated DVLA data would be used to determine vehicle length and width (excluding wing mirrors) for the purpose of calculating vehicle size or area. The DVLA do not hold information necessary to calculate vehicle size as set out in this proposal and the council will utilise alternative data sources which are to be declared with its On Street Parking Permit Terms and Conditions to ensure transparency. It's acknowledged there may be some variability in the data manufacturers provide (including with and without wing mirrors); however, this remains outside the council's control. The examples used within this consultation (appendix B) were based on data for actual permits across scheme areas as provided by manufacturers via UK Vehicle Data.
- j) An equalities impact assessment was completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact. No updates were required following consideration of the consultation responses.

Recommendations

After consideration of the feedback received during the public consultation, it is recommended that:

- k) Proposals to introduce an additional size-based charge or discount for resident permits are amended as follows:
 - i. The council will use manufacture supplied data from a declared data set, to be recorded within its On Street Parking Permit Terms and Conditions. This data set may be amended as required.

- l) Proposals to increase the cost of visitor parking permits are progressed as set out
- m) Proposals to extend the parking charge at Bath Hill East car park, Keynsham, are withdrawn.
- n) Proposals to increase the charge for all day parking at Bath Park and Ride sites for motorists not using the Park and Ride bus service are amended as follows:
 - i. Where agreement is provided to implement the new charge, this is to become operational at the earliest opportunity.

All proposals selected for progression will be advanced to further statutory consultation, consistent with the formal procedure for considering variations to the relevant Traffic Regulation Order (TRO).

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1 Introduction

1.1 Background

1.1.1 The proposals included within this consultation will affect everyone living within, or visiting, Bath and North East Somerset, and therefore their aims are aligned to the council's Corporate Strategy. Within this framework, the proposals strongly align to the following priorities:

- More travel choices
- Clean, safe and vibrant neighbourhoods
- Healthy lives and places
- Cultural life

1.1.2 In 2022 the council implemented an emissions-based pricing policy for resident parking permits. In September 2023, emission-based car parking charges were introduced across all council managed car parks in Bath across all payment channels, a national first, followed by all paid for parking locations in November 2024.

1.1.3 Emissions-based charges were developed to improve air quality through a major shift to sustainable transport, walking and cycling and incentives to reduce the use of more polluting vehicles to secure the safer movement of pedestrian traffic on the highway by reducing the public health risks posed to them by air pollution. This approach also aimed to facilitate the achievement of strategic outcomes of local transport policy by influencing behaviour change and reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods and align with the Council policy on Liveable Neighbourhoods and the climate and nature emergency.

1.1.4 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 emissions-based charges were not justified on climate change grounds; it was anticipated that measures 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 reduce the level of emissions that drive climate change, as a result, for example, of encouraging a switch to low emission vehicles.

1.1.5 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) 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.

1.1.6 This report aligns to the Parking Strategy to ensure that 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.

1.1.7 Pedestrian safety; managing traffic flows; and availability of parking are all significant issues in our region. 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:

- 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
- Improving the safety of cyclists and pedestrians through active travel schemes which rebalance priorities on our roads and build on social distancing needs.
- A Clean Air Zone in central Bath, to encourage less polluting ways of travelling around the city, which has successfully reduced harmful Nitrogen Dioxide levels at monitoring locations across the city to below the limit of 40 µg/m³ for the second consecutive year, with ongoing reductions in the number of non-compliant vehicles entering the city.
- Liveable Neighbourhoods policy and work concerning reducing the effect of motor vehicles on neighbourhoods, particularly residential neighbourhoods.
- Emission-based car parking charges.

1.2 The Issue – Keeping our roads safe and clear

1.2.1 Vehicle sizes have been growing significantly due to factors like consumer demand for larger models, such as SUVs, and a trend of increasing dimensions in many popular cars. SUVs became the most popular car type in the UK in 2024, accounting for over 60% of all new car sales, a significant increase from less than 50% in 2020. <https://cleancitiescampaign.org/rise-of-cars-spreading-uk/>

1.2.2 Studies suggest that larger and taller vehicles like SUVs and vans are more likely to cause increased injuries or fatalities in a collision with a pedestrian, especially children, or cyclists due to factors which include bonnet height and increased blind spots.
<https://injuryprevention.bmj.com/content/early/2025/04/11/ip-2024-045613>

1.2.3 Larger vehicles can also obstruct buses, emergency services, and deliveries in our narrow roads, making it harder for all of us to get around.

- 1.2.4 The council's Waste Services team, in partnership with Avon Fire Service, has been working to raise awareness of the impact of inconsiderate parking which can prevent access to service vehicles to properties and streets.
- 1.2.5 We also propose to only issue parking permits to vehicles with a valid MOT certificate at the time of permit issue, to help protect people from unsafe and potentially uninsured vehicles.

1.3 Purpose of the consultation

- 1.3.1 The purpose of this public consultation was to seek feedback for consideration on a range of parking charge proposals that aim to improve road safety, encourage sustainable travel, and ensure our parking services cover their costs. Where the decision is taken to progress a proposal, it will be subject to further public consultation as part of the statutory process to vary our Traffic Regulation Orders (TRO).

1.4 The proposals for consultation

- 1.4.1 An outline of the proposals as included within the public consultation is set out in this section. More details on charges and what a customer might be required to pay, are included within Appendix A
- 1.4.2 The baseline charge refers to the charge applied to the least polluting vehicles for paid for parking.

1.4.3 Size based resident permit charges

- 1.4.4 We are proposing that the cost of a residents' parking permit is based on the size of the vehicle, with supplementary charges for some larger vehicles and discounts for smaller vehicles.
- 1.4.5 To support public health and the safety of pedestrians, we already link the cost of parking permits to a vehicle's emissions. By also linking permit costs to the size of a vehicle, we encourage ownership of smaller vehicles that reduce risks for pedestrians and cyclists.
- 1.4.6 Vehicles are getting larger every year which is concerning when we know that they are more likely to seriously injure or kill pedestrians and cyclists in a collision than smaller vehicles. They also take up more space on increasingly congested streets, blocking access for emergency vehicles and buses, and making it harder for everyone to get around.
- 1.4.7 Introducing supplementary charges for larger vehicles and including discounts for smaller ones will encourage the uptake of safer, smaller and cleaner vehicles and allow more vehicles to park in our busy residential streets.

1.4.8 Size-based charges are proposed to be based on a vehicle's area in square metres (length times width, excluding wing mirrors) with a similar approach to our emissions-based charges, with some larger vehicles paying more. A discount on the first permit is available for the smallest vehicles, encouraging residents to own smaller cars.

1.4.9 The initial proposals stated the charge would be automatically calculated by MiPermit using vehicle data held by the DVLA. Where data on size is not held on a specific vehicle, we would also accept photographic or documentary evidence that clearly shows the vehicle's dimensions. If no evidence exists, we will apply the maximum charge.

1.4.10 Vehicles are grouped into bands based on their size (area in metres squared). The permit charge or discount applied will depend on the vehicle's band and whether it is a first or second permit.

1.4.11 Size-based charges are capped at a maximum which is equivalent to a vehicle that is 14.01m².

1.4.12 Charges for a second permit are higher than for a first permit and no discount is offered for second permits. This reflects the added pressure that multiple-vehicle households place on limited road space.

1.4.13 People with a blue badge living in a resident parking zone are entitled to a permit free of charge and therefore are not impacted by these proposals.

1.4.14 Visitor parking permits

1.4.15 Visitor permits can be purchased in advance by resident living in eligible properties. They are sold in bundles of 100 hours (digital permits) or 10 days/20 half days (paper permits) with a day being equivalent to 10 hours.

1.4.16 Currently permits cost the equivalent of £1 per day. This will increase by 50 pence each year, for three years. By 2028 the equivalent cost per day would be £2.50. Already purchased visitor permits remain valid for 12 months from the day of purchase and are not impacted by any price change.

1.4.17 The increase will help to cover the administration and enforcement costs of RPZs so that they are funded by the permit holders who benefit, and not by those living outside the zone.

1.4.18 Car parking charges - Keynsham

1.4.19 We are proposing to introduce parking charges on Saturdays in Bath Hill East car park.

1.4.20 Saturday charges already apply at other council-owned car parks, including those in Keynsham, Midsomer Norton and Radstock. This revenue funds maintenance and improvement costs, and all car parks in these towns remain free of charge on Sundays.

1.4.21 Car parking charges – Bath Park and Ride

1.4.22 We're proposing to increase the 'up to 24-hour' parking charge at our P&R sites from £3 to £4 for motorists who do not use the bus service. This change would take effect from October 2026.

1.4.23 We want to discourage long-stay parking by those who do not use the bus service to free up limited space for those who do, particularly at peak times. This will ensure our P&R services are effective in encouraging sustainable travel.

2 Public Consultation

- 2.1.1 A public consultation was held to advertise the proposals and facilitate public feedback over a 21-day period between 17 October 2025 and 7 November 2025 and publicised digitally via the Council's website; press release; and direct email contact to key stakeholders.
- 2.1.2 The council took a proactive approach to engagement and issued direct communications (where contact details were available) to many groups including:
 - a) 13,135 emails and 52 SMS messages sent to customers that had an active permit account or had recently used the MiPermit service to pay for parking in Council car parks.
 - b) Service header, or banner, placed across relevant Council and MiPermit service pages.
- 2.1.3 A dedicated web page was created on the council's website to provide accessible information to potential respondents on the proposals.
- 2.1.4 The website set out in detail the proposed charges and included a range of common vehicles across different charge bands (identified from real world permit data) so that people could see indicative charges. These example charges are included in Appendix B.
- 2.1.5 A dedicated mailbox was made available for stakeholders to use where they required clarification on any element of the proposals.
- 2.1.6 The council is legally required to pay 'due regard' to people with protected characteristics as defined under the Equality Act (2010) and the Public Sector Equality Act (2023). Equality impact assessments were undertaken prior to public consultation, and these were published within the online documentation.
- 2.1.7 A web-based questionnaire was developed to seek the views from all stakeholders on the proposals. This feedback form was designed to ensure the questions remained neutral so that responses reflect respondents own views.
- 2.1.8 Due to a range of proposals being included within the public consultation the feedback form was separated into specific questions designed to help respondents provide exact feedback for each proposal as well as any additional information they felt was appropriate.

2.1.9 Respondents were encouraged to provide their feedback via the online feedback form; however, the council welcomed and accepted feedback on the proposals across a range of channels including email; telephone; or in writing both directly and through our Council one stop shops to ensure that no member of the community was digitally excluded from providing us with their views.

2.1.10 The feedback form was designed to collect both quantitative and qualitative data. Quantitative data was gathered through single answer questions producing numerical results. Qualitative data was gathered through additional comments to support the respondent's choice or add additional comment.

2.1.11 In direct regards to the proposals included within the consultation, respondents were asked:

- a) To what extent do you support or oppose our proposals to introduce an additional size based charge or discount for residents permits?
- b) To what extent do you support or oppose our proposals to increase the charge for visitor parking permits?
- c) To what extent do you support or oppose our proposals to extend parking charges at Bath Hill East car park, Keynsham, to include Saturday?
- d) To what extent do you support or oppose our proposals to increase the charge for all day parking at our park and ride sites for motorists that do not use the park and ride bus service?

2.1.12 Respondents were asked for their age (within defined ranges) and if they considered themselves to be disabled or have a blue badge. The purpose of this was to determine if there was any variability, and therefore potential impact, across these different groups.

2.1.13 Respondents were asked to provide their postcode to allow identification of Bath & North East Somerset residents and those that travel to the Local Authority area.

2.1.14 Respondents were made aware that was to Generative Artificial Intelligence (AI) analysis tools where to be used to aid the analysis of data and to ensure personal information was not included. This analysis has been undertaken in accordance with the council's policy for the use of AI.

3 Consultation Response

3.1 Feedback

- 3.1.1 The public consultation generated a total of 490 individual responses. 479 responses were submitted via the online feedback form, a further 11 being submitted through another channel.
- 3.1.2 On 19 October the council received correspondence raising concern that statements made within the online consultation material regarding vehicle size and pedestrian safety did not accurately reflect the finding of research quoted.
- 3.1.3 The council accepted his concern and took prompt action to ensure the consultation material was revised to more accurately reflect the research findings quoted regarding the impact of large vehicles on injury and fatality rates. This change was effective from 22 October and included a note to ensure people were aware of the change and the reason for this.
- 3.1.4 It should be noted that the underlying basis for charges based on vehicle size is that larger vehicles should be charged more for their permits on the basis that these vehicles represent an increased safety risk or take up more kerb space on the highway, and that these impacts are not mutually exclusive.

3.2 Equalities monitoring

- 3.2.1 Respondents were asked to provide equalities information relating to the protected characteristics of age and disability. These results are provided in Figure 1 and Figure 2
- 3.2.2 Figure 1 shows how the distribution of respondents age compares with the 2024 Mid-Year ONS data for Bath & North East Somerset.

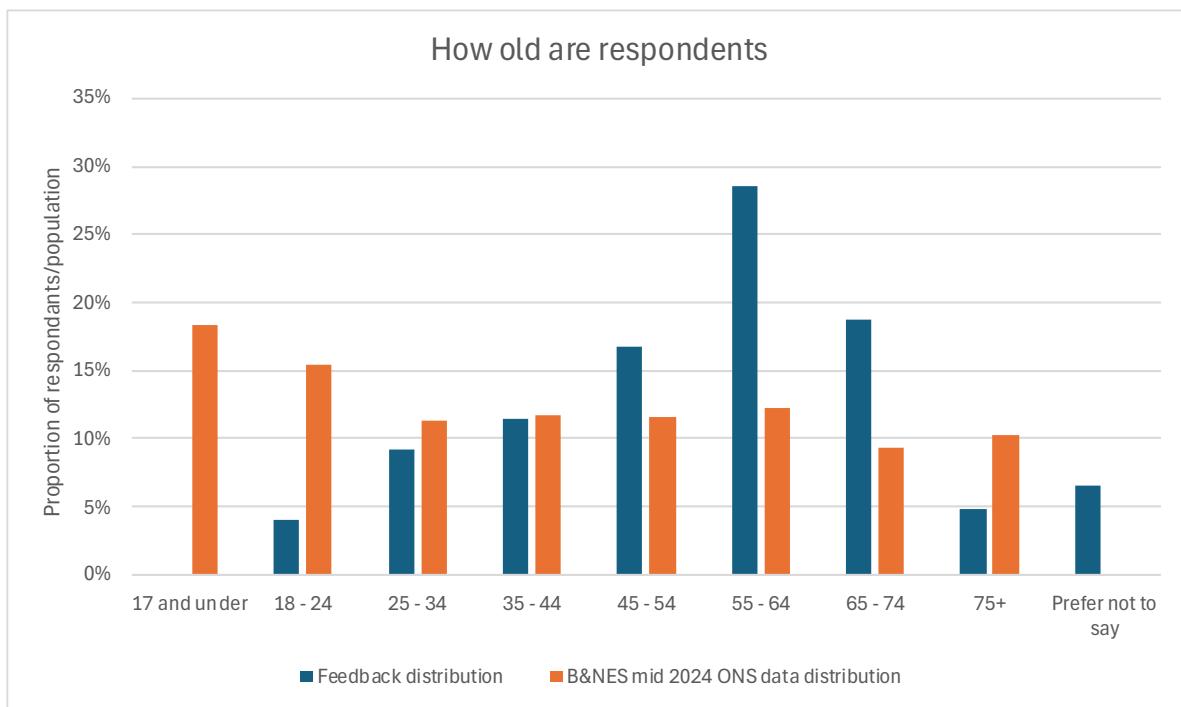


Figure 1 – Respondant age distribution compared to 2024 mid year ONS data for Bath & North East Somerset

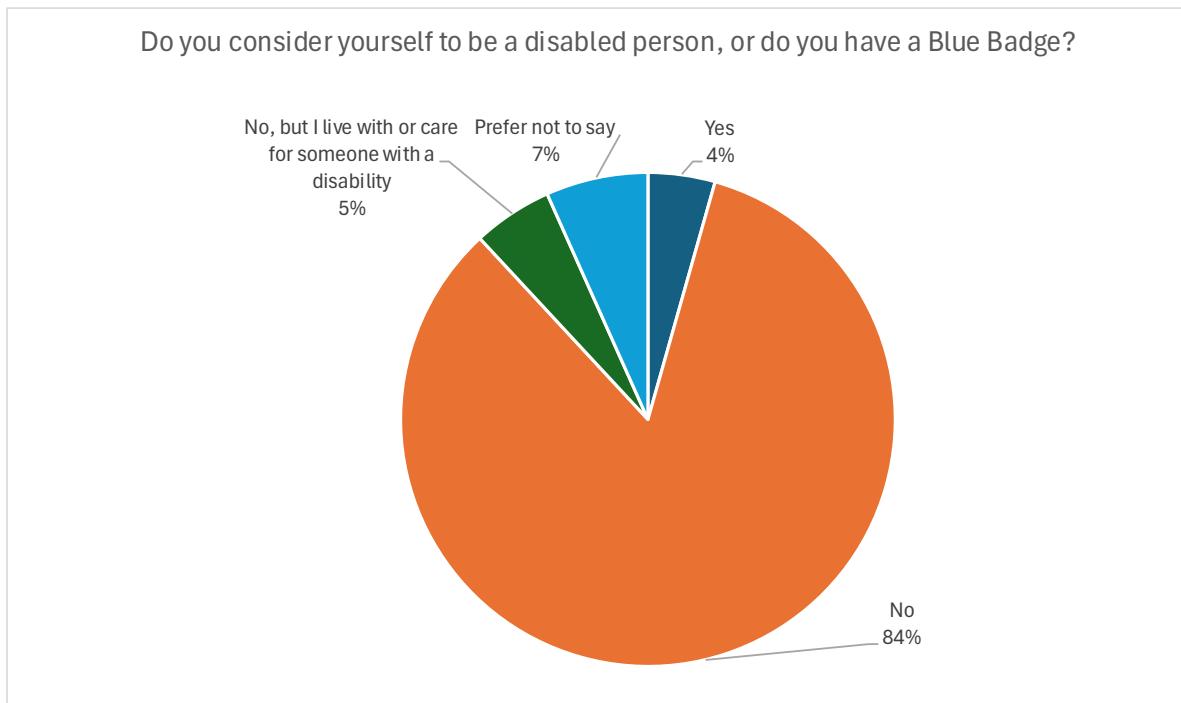


Figure 2 – Respondents declared disability status

3.3 Respondent distribution

3.3.1 82% of responses (393 in total) to the online questionnaire were from individuals that could be identified as living within the Bath & North East Somerset area, with 3% (13 responses) recorded as living outside the Bath & North East Somerset area. A further 15% (73 responses) could not be

geographically located. A full breakdown of this distribution is included within Appendix C.

3.3.2 Figure 3 shows the distribution of 85% of responses (406) where their location could be broadly identified, including at the ward level within Bath & North East Somerset.

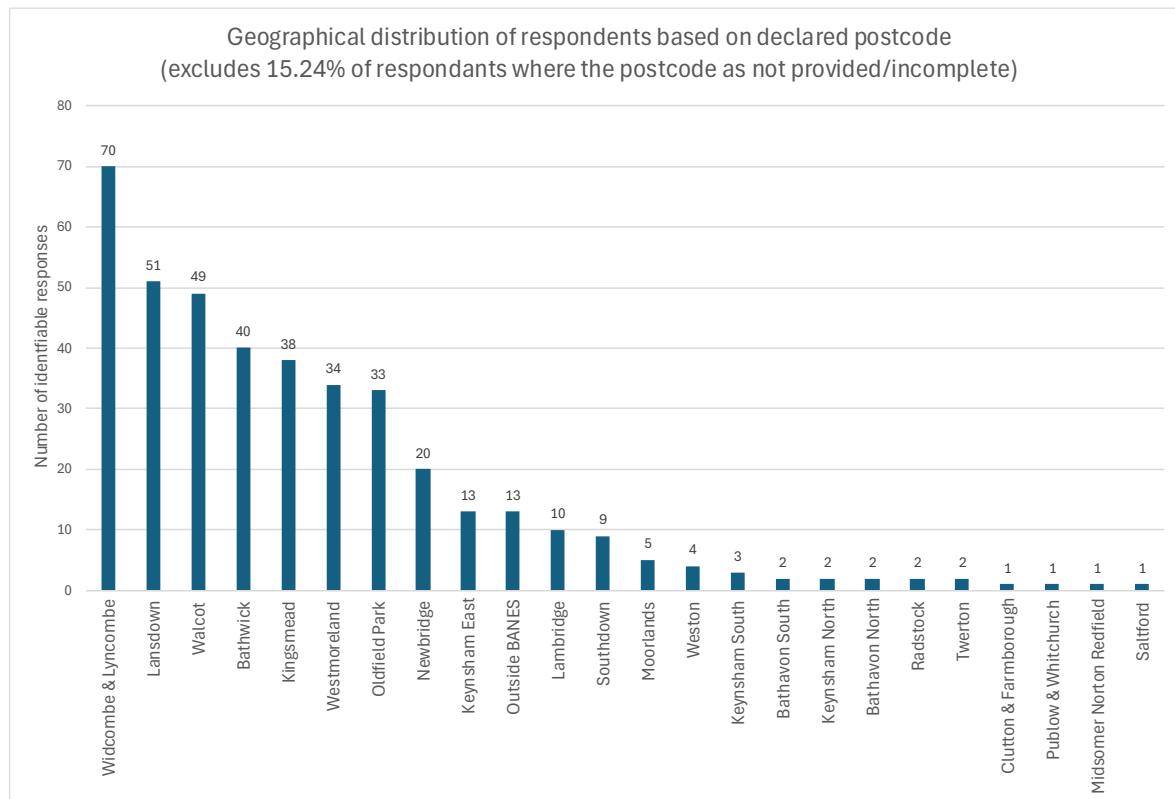


Figure 3 - Distribution of respondent's geographical location, as identified by declared postcode

3.3.3 Analysis of consultation page view analytics shows a total of 4106 page views during the consultation period, of which 1198 identify as unique visits, i.e., those from a different person or internet address. The average time spent viewing the page is 3m 30s.

3.3.4 With 479 responses, only 40% of people who viewed the consultation pages (counting unique views only) went on to submit a response (online or via other channels).

3.4 Quantitative Results

3.4.1 Where a respondent has stated that a question is not applicable to them these responses have been excluded from the relevant analysis.

3.4.2 Analysis of the views of respondents to the introduction of an additional charge for resident parking permits based on vehicles size ([Error! Reference source not found.4](#)) show that 50% (237) are supportive, with 44% (210) not in support.

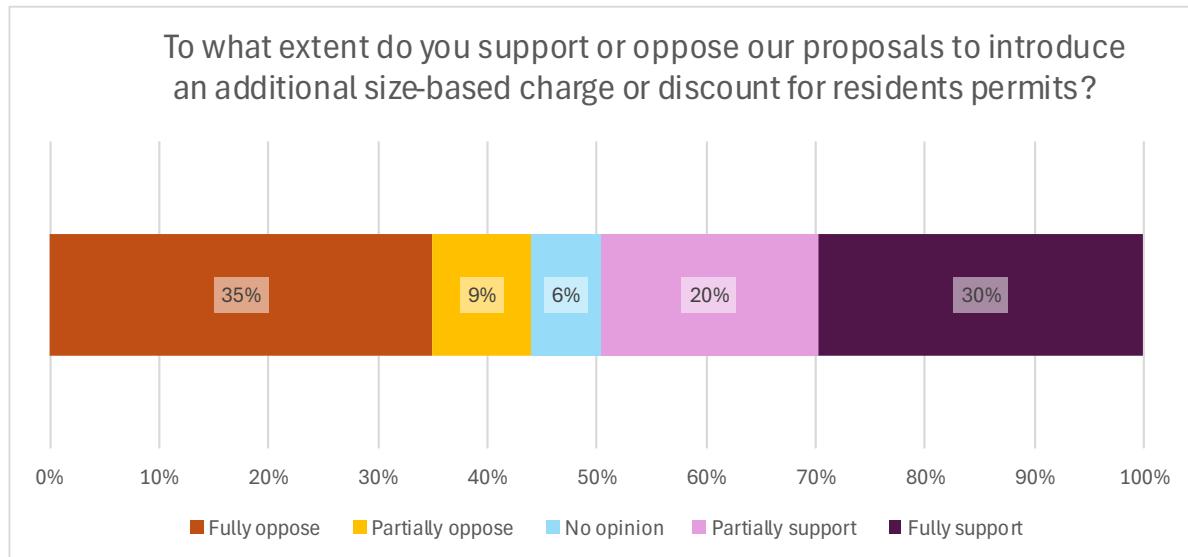


Figure 4 - Respondents view on the introduction of an additional size-based charge for residents parking permits

3.4.3 Proposals for to increase the visitor parking permit charge were supported by 31% (147) of respondents ([Error! Reference source not found.5](#)), with 59% (279) not supporting the new charges.

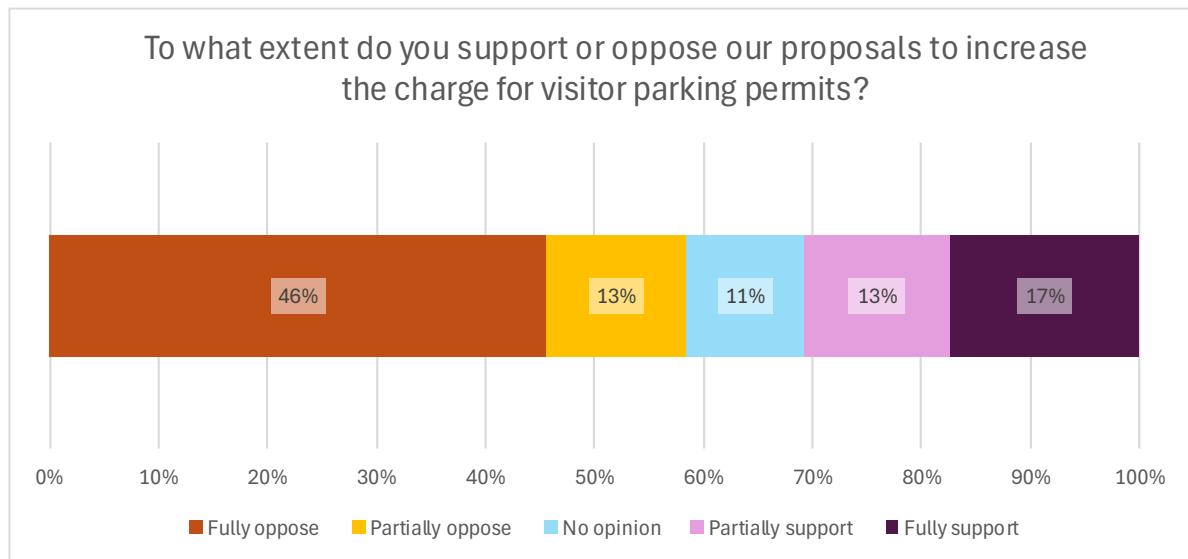


Figure 5 - - Respondents view on proposed increases to visitor parking permits

3.4.4 16% (79) of respondents were supportive of charges on Saturday in Bath Hill East car park, Keynsham ([Error! Reference source not found.6](#)), compared to 29% (138) opposing this charge. A further 54% (259) expressed no opinion.

To what extent do you support or oppose our proposals to extend parking charges at Bath Hill East car park, Keynsham, to include Saturday?

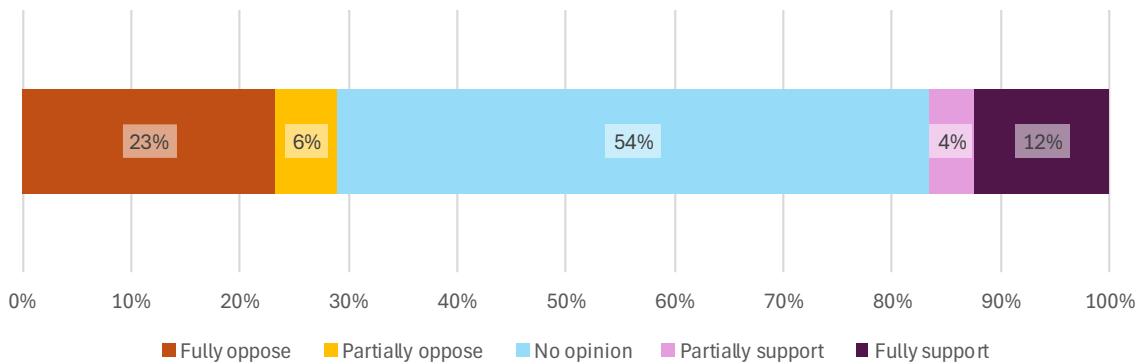


Figure 6 - Respondents view on proposals for charging at Bath Hill East car park, Keynsham, on Saturday

3.4.5 The changes to parking charges at our Park and Ride sites for all day parking by non-bus service users were supported by 38% (180) of respondents (**Error! Reference source not found.7**), with a further 25% (51) expressing no opinion. 37% (177) of respondents were not in support.

To what extent do you support or oppose our proposals to increase the charge for all day parking at our park and ride sites for motorists that do not use the park and ride bus service?

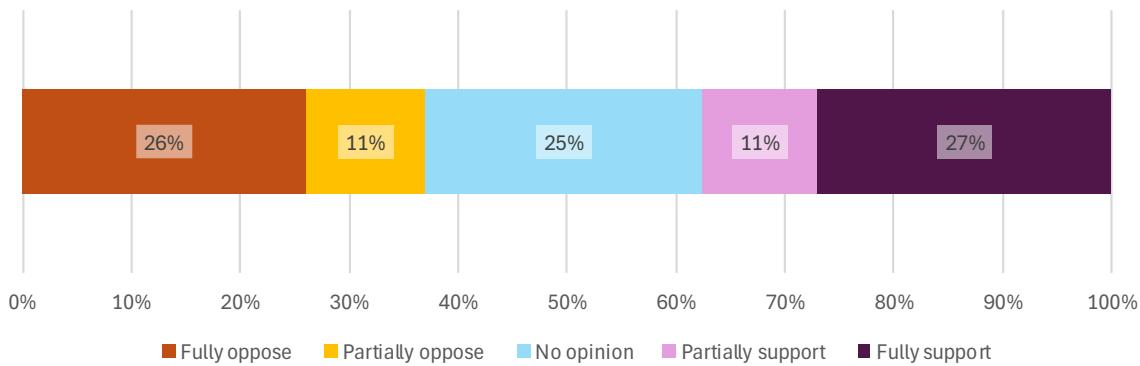


Figure 7 - Respondents view on proposed Keynsham parking charges

3.5 Qualitative Results

- 3.5.1 Free-text comment boxes were provided within the feedback form to allow respondents to provide further details and comment to support their response to the proposal.
- 3.5.2 A total of 660 separate free text comments were received across the feedback, including within the online feedback form or email.
- 3.5.3 Due to the number of individual comments common themes have been identified using Generative Artificial Intelligence (AI) analysis tools.
- 3.5.4 The themes identified in the responses of each question are detailed in this section, with each theme being listed in descending order based on the number of responses that the theme was related to.
- 3.5.5 Emails were analysed separately as the comments could not be aligned to specific questions within the feedback form.

3.5.6 **To what extent do you support or oppose our proposals to introduce an additional size based charge or discount for residents permits?**

- a) **Parking Space Efficiency & Road Capacity** (93 respondents, 29%): Respondents note that larger vehicles occupy significantly more on-street space. Larger vehicles often span more than one marked bay, protrude into narrow streets and pavements, and may obstruct cyclists, emergency services and refuse collections. Higher tariffs scaled to vehicle length could discourage oversize parking and align with a user-pays principle. Bay widths rarely accommodate modern SUVs and vans, suggesting the introduction of clearly marked larger-vehicle bays or dedicated parking areas. Calibrating charges by vehicle length rather than engine size may better reflect kerb space usage. However, inconsistent parking behaviour can create unusable gaps irrespective of vehicle size, and size-based charges alone could prompt some households to replace one large vehicle with two smaller ones, potentially increasing overall congestion. Focusing on improved bay markings and physical infrastructure adjustments may therefore address space efficiency and road capacity more directly than tariff changes alone.
- b) **Socio-economic Equity** (86 respondents, 26%): Respondents highlight perceived socio-economic inequities in the proposed size-based permit charge. Families with multiple children may require larger vehicles to transport passengers, prams and equipment and would face higher costs under dimension-based charges. Disabled drivers and blue badge holders could be disproportionately affected by reduced parking availability and additional fees despite medical necessity for larger cars. Tradespeople and community service providers may need vans parked outside their homes during permit hours and would incur unjust financial

burdens. Poor public transport access and lack of off-street parking could leave some residents no alternative but to own larger cars, making extra charges regressive. Pensioners and low-income households managing rising energy, food and housing costs may struggle to afford permit increases based solely on vehicle size. Second-car premiums could punish multi-generational households with no choice but to operate more than one vehicle for work and family duties. Existing emissions levies at the petrol pump and clean air zone surcharges may already penalise high-mileage vehicles, rendering further size-based charges redundant. Exemptions or discounts for registered disabled users, permanent residents in high-HMO areas or those delivering essential services may help to mitigate unfairness. Differentiating people-carriers used for family transport from luxury SUVs could prevent blanket penalisation based on simple dimension metrics.

c) **Incentives & Behavioural Outcomes** (77 respondents, 24%):

Opinions diverge on how size-based permit charges could influence driver behaviour and vehicle choice. A size-based charge may dissuade people from buying larger cars. Conversely, only a significant price differential would motivate owners of SUVs and large vehicles to downsize their cars. Lower costs for smaller vehicles could encourage adoption of compact and electric cars without appearing punitive. Linking permit fees to mileage or journey frequency into the clean air zone may more accurately align charges with environmental impact. Charging based on vehicle mass rather than footprint could further incentivise adoption of lighter cars. Requiring higher fees for second permits may prompt households to retain a single vehicle rather than acquire additional cars. However, families or leaseholders may find vehicle replacement impractical, delaying any behavioural shift. Unintended outcomes could include purchasing a second small car, disputes over vehicle measurements or increased scooter use on pavements. Complementary measures such as improved park-and-ride services and free bus options could reinforce incentives to reduce car usage.

d) **Environmental & Policy Alignment** (68 respondents, 21%):

Respondents link environmental objectives to charging metrics that reflect a vehicle's pollution and usage. Mileage data could form the basis of a permit price, rewarding low-mileage residents for minimal environmental impact. Emissions or journey counts could replace or supplement vehicle dimensions as a fairer basis for charges. Existing emissions-based escalators appear redundant alongside a separate size surcharge. Weight and volumetric measurements could target the most polluting vehicles more effectively. Discount tiers for electric and hybrid powertrains may reinforce net zero ambitions. Insufficient local charging infrastructure may undermine an emissions-focused scheme. Penalising large vehicles with low operational emissions is seen as inconsistent with climate objectives. Permit fees should prioritise actual use and tailpipe output rather than static dimensions. Eliminating dual levies on emissions and size could simplify and enhance policy coherence.

e) **Pedestrian & Road Safety** (66 respondents, 20%):

The policy linking permit fees to vehicle size on safety grounds drew contrasting assessments of its potential impact on pedestrian and road safety.

Collision energy varies directly with vehicle mass rather than external dimensions. Heavier vehicles impart greater kinetic energy in collisions and could pose a higher risk to pedestrians and cyclists. Wide or tall vehicles are reported to obstruct sight lines on narrow streets, making crossings and manoeuvres more hazardous. Bonnet height is argued to correlate more strongly with impact severity than vehicle length or width. Parking larger vehicles partially on pavements is cited as creating hazardous obstructions for pedestrians. Narrow residential roads are described as becoming constricted by larger vehicles, hampering safe overtaking of cyclists and emergency access. Modern safety features such as advanced emergency braking and crumple zones are highlighted as mitigating collision harm regardless of vehicle size. A Bath-specific accident rate dataset is requested to substantiate any safety rationale for size-based charges. Enforcement of existing road safety regulations and improvements to crossings and visibility are proposed as more effective than adjusting permit fees by vehicle size. Speed, driver attention and road layout are emphasised as primary determinants of safety rather than parked vehicle dimensions.

f) **Revenue Use & Financial Transparency** (48 respondents, 15%): A policy to introduce a size-based charge or discount for residents' parking permits prompts concerns over revenue use and financial transparency. Funds raised should be ring-fenced for the permit service and not cross-subsidise other council activities. A full financial breakdown of administration costs could help assess whether the policy merely generates extra income. Clear information on proposed charge and discount figures may be needed before any increase is accepted. Assurance that additional revenue would be invested in parking improvements, road maintenance or sustainable transport infrastructure could lend the policy greater credibility. Discounts for smaller vehicles may need to equate meaningfully to surcharges on larger cars to avoid appearing as a stealth tax. Honest communication about the council's budget pressures may be preferable to explanations that centre on revenue raising. Visible enforcement of existing regulations could be prioritised over introducing new charges. Without transparency on how income will be applied locally, the proposal risks being viewed primarily as a mechanism to boost council coffers.

g) **Vehicle Size Definition & Enforcement** (43 respondents, 13%): Respondents highlight the absence of a clear definition of "larger vehicle", noting ambiguity over whether this refers to physical dimensions, engine size or kerb weight. A clear definition could specify thresholds for length, width and height or require that vehicles fit entirely within marked bays. Mass in service (MIS) has been recorded on UK logbooks since 2004 and could serve as a proxy in the absence of consistent width data. Width measurements vary depending on inclusion of mirrors, leading to potential disputes over classification. Length-based metrics are seen as more pragmatic than area-based charges, with suggestions for a starting threshold closer to 8 m² rather than 7 m². Height is deemed important for visibility over parked vehicles and pedestrian safety. The policy threshold is proposed to apply only to vehicles that exceed bay dimensions, such as large SUVs and vans, while acknowledging that some SUVs match the size of conventional family cars. International precedents in Paris, Zurich, Aachen and Koblenz illustrate the

use of kerb weight to vary charges. Alternative categories such as “saloon”, “SUV/people carrier” and “van/mini-bus” could simplify administration. Additional verification methods, such as photographic evidence of vehicle dimensions, may impose significant administrative burdens. Effective enforcement through regular permit checks is requested to ensure compliance and prevent oversized vehicles from avoiding higher charges.

h) **Charge Structure Complexity & Transparency** (34 respondents, 10%): The proposed size-based charge for residents permits raises concerns over complexity and lack of transparency. The proposal appears to create additional bureaucracy and administrative burdens for both residents and the council. Clarification is needed on whether size-based adjustments apply on top of existing charges or replace them. A clear definition of “larger vehicle” is essential to avoid disputes over classification and to determine which vehicles qualify for discounts or surcharges. Monetary figures for each tier must be published alongside a full financial breakdown of permit service costs to justify any price changes. Complexity could be reduced by adopting simple categories such as saloon, SUV/people carrier and van/mini-bus, or by using MOT mileage bands as a more accessible metric. Verification methods based on dimensions or kerb weight may impose significant extra work and confusion. The rationale for linking size to safety or emissions requires transparent supporting evidence rather than appearing as a hidden revenue-raising measure. A simpler, single-rate charge for the most expensive option may be fairer and more straightforward than tiered cost adjustments

i) **Other** (208 respondents, 64%): Respondents raise a variety of additional considerations beyond core arguments for or against size-based permit charges. Public transport connectivity, regularity and reliability may require improvement before size-based charges are introduced. Enforcement of parking regulations is emphasised as necessary, particularly on match days at Bath Rugby. Visitor permit rules and annual expiry terms may need revision to prevent the unjustified loss of unused permit value. On-street electric-vehicle charging infrastructure may need expansion to avoid disadvantaging residents without private off-street parking. Survey question wording is criticised as unclear or poorly structured, potentially leading to misunderstanding of separate proposals. Permit administration processes, including app functionality and extra fees for vehicle substitutions, may impose additional burdens. Alternative council savings in non-essential budget areas could be explored instead of increasing charges on essential resident services. HMO tenants, university students and non-council-tax-paying households are highlighted as groups potentially requiring permit eligibility review. Parking zone boundaries and numbering proposals may not reflect local community preferences. Lack of transparency on policy evidence, data sources and cost assumptions is questioned. Ring-fencing parking revenue for transport and infrastructure improvements is suggested to address concerns about profiteering. Precedents from truck road fund fees based on weight and tyre count are cited as alternative variable charging models. Provision of one free on-street parking permit per household is proposed as an alternative to tiered size-based charges.

3.5.7 To what extent do you support or oppose our proposals to increase the charge for visitor parking permits?

a) Permit price quantum & inflation alignment (101 respondents, 35%):

Respondents challenge the scale and justification of the proposed increase in visitor parking permit charges. The rise from £1 to £2.50 per day over three years represents a 150% increase that is vast, excessive and disproportionate to inflation. Linking permit charges to an inflation index or applying annual CPI-linked increments would be fairer than the proposed steep hikes.

Describing the increase as “small” or “modest” is disingenuous and politically misleading. Permit fees should cover only the service’s operating costs rather than generate additional revenue, especially as current prices are already viewed as low. A more reasonable uplift might be capped at 10–20% per year or aligned with the 20% increase proposed for resident permits. Allowing smaller permit batches (for example £2 or £5 increments) could help minimise wastage. Sharply higher charges risk placing undue financial pressure on low-income households and undermining visits by friends, family and tradespeople. Lack of evidence for such a substantial rise further undermines its justification. Fees in comparable towns remain significantly lower, indicating that current charges here already exceed local norms.

b) Social and mental health implications of parking charges (37 respondents, 13%):

Respondents express that raising visitor parking permit fees may harm social connections and mental health. Increased charges could deter essential daytime visits by family, friends and carers. Stricter fees could prevent tradespeople from undertaking vital home maintenance. Elevated costs may burden elderly residents living alone who rely on visitors for practical and emotional support. Guilt associated with parking payments could further dissuade visitors. Reduced social contact could exacerbate loneliness and undermine mental well-being. The policy risks penalising sociability and isolating vulnerable or working adults dependent on unpaid childcare and support from relatives. Restricting visitor permits may weaken community cohesion and quality of life. Proposed charges could hinder recovery from COVID-related isolation. Discounts for carers or designated free days might mitigate adverse effects.

c) Permit validity, bundling and expiry (32 respondents, 11%):

Permit validity, bundling and expiry prompt strong criticism. Permit hours currently expire after 12 months, causing paid hours to go unused and leading to perceptions of a stealth charge. Expiry could be replaced by roll-over or extended to two or three years. Advance warnings of impending expiry are absent and the mobile app ceases to function without notification when permits expire. Minimum bundle size of 100 hours compels purchase of excess capacity. Offering smaller bundles (for example, blocks of 40 or increments of £2 or £5) could reduce wastage. Hourly or shorter-term permit options could accommodate brief visits. Refunds or time adjustments when visitors depart early could improve flexibility. Registration of up to six vehicle numbers per address with swaps allowed would aid management of permit

usage. Free or exempt short-visit allowances, such as for deliveries or brief checks, may reduce the need for purchased hours.

d) Impact on essential service visits (carers, tradespeople) (27 respondents, 9%):

The respondent argues that the policy to increase charges for visitor permits would hinder essential service visits by carers, tradespeople and other support providers. Raising the cost from £10 to £25 may make home visits by engineers, builders, childcare providers and social carers unaffordable.

Tradespersons could find it difficult to attend permit zones, adding expense to property maintenance, repairs and deliveries. Higher fees would penalise residents with care needs, elderly relatives and those requiring regular support visits, potentially restricting access to vital practical and emotional assistance. The current system is described as affordable and effective for covering the cost of occasional guests and workmen. A discounted or free work parking permit with time limits is proposed to prevent misuse while protecting essential service access.

e) Enforcement adequacy & misuse prevention (23 respondents, 8%):

Enforcement adequacy and misuse prevention are central concerns in the context of the policy to increase visitor parking permit charges. Control of commuter parking is seen as a priority over penalising local residents.

Insufficient numbers of wardens undermine compliance monitoring. Doubts arise over whether increased permit revenue would fund enforcement or be absorbed into general budgets. Visitor bays are often occupied all day by dog walkers, trades vehicles and sports spectators, flouting two-hour limits. Annual visitor passes could be capped, with additional permits charged at standard parking rates. Uniform permit cost hikes are regarded as punishing homeowners in zones where permits already deter non-residents.

Enforcement focus should target unnecessary student cars given available public transport. Coverage gaps in certain RPZs suggest permit costs should reflect actual enforcement levels. Peak-time needs justify permits but constant enforcement outside peak times is questioned. Permit parking should deter weekday commuter use rather than generate revenue. Charge increases should be linked to consistent enforcement that effectively reduces non-visitor infringements. Abuse through resale of visitor permits or spaces to commuters warrants investigation. Widespread abuses include permitless parking and overstaying two-hour bays. Inadequate non-resident checks raise suspicions of revenue-raising motives rather than deterrence. Work-related visitors (builders, carers) could hold free, time-limited permits to prevent misuse.

Higher permit charges would only be acceptable if they guarantee improved enforcement. Genuine visitors should not be penalised by charge rises.

Pavement parking controls are questioned due to past enforcement failures.

Charge increases must be balanced with incentives, not just penalties.

Increased resident parking charges are supported if RPZ enforcement is sufficiently robust. Monitoring distinct vehicles using visitor permits may reveal workday parking abuse. Charges should fund adequate enforcement. A lack of widespread abuse is cited as a reason against raising permit charges.

Airbnb hosts could be restricted from using visitor permits to attract paying guests. Higher charges are seen as a tool to curb non-genuine visitors

exploiting residential areas. Alternatively, fines for illegal parking could be raised instead of permit costs.

f) Alternative parking and transport provision (22 respondents, 8%):
Respondents say adequate out-of-city park-and-ride provision with reliable transport links into central areas would be essential should the policy to increase visitor parking permit charges go ahead. Park-and-ride services currently lack overnight parking and operate at charges that may offset any benefit of reduced city centre fees. The absence of dependable bus services and high train fares from London or Heathrow could mean driving remains the most affordable option for groups, families with young children or visitors carrying luggage. The city's hilly terrain and poor bus network may render walking or cycling impractical for many visitors. Extending park-and-ride hours and overnight parking, or revising its charges, could make it a more viable alternative to city centre parking. Investment in public transport capacity and reliability, including free or discounted bus passes for older residents, may be necessary before higher visitor permit fees can be justified. Improvements to electric vehicle charging and cycle infrastructure could complement efforts to reduce car use. Failing to address these transport and parking shortcomings could undermine the policy's aim to divert visitor traffic from residential streets.

g) Revenue transparency and infrastructure reinvestment (18 respondents, 6%):

Respondents raise concerns about revenue transparency and infrastructure reinvestment in relation to increasing visitor parking permit charges. Permit tax revenue is not improving road condition in the RPZ. Proceeds of the permit tax do not appear to benefit residents. Cash-cow resident parking zones have not enhanced local liveability. Current scheme costs and revenues require full disclosure, including enforcement salaries and the allocation of additional charges. Communication about the use of collected fees must be clarified and publicised. Funds could be used to improve electric and cycling infrastructure before visitor permit charges rise. Additional revenue might reduce the cost of main residential permits rather than increase council income. Higher visitor charges would only be acceptable if they secure enhanced enforcement, which is not promised. Justification for the proposed charge increase and its intended purpose has not been provided. Funding has reportedly been diverted to ineffective measures such as bollards and low-traffic neighbourhoods. Parking fees should reflect service costs only.

h) Exemptions and discounts for vulnerable visitors (12 respondents, 4%):

The policy to increase visitor permit charges could impose financial burdens on individuals providing or receiving care. Discounts may be needed for family members or carers making regular visits for medical, social or childcare support. Exemptions or reduced rates could be applied where caring responsibilities affect multiple visits. Additional concessions for elderly or disabled recipients of visits may be required to avoid restricting access to essential support.

i) Other (212 respondents, 74%):

Requests for clarification of the rationale and supporting data for the proposed visitor parking permit charge policy are raised. Evidence underpinning safety

claims linking vehicle size to injury risk is questioned due to lack of substantiation. The consultation process may be viewed as untrustworthy due to perceptions that community feedback is ignored. Alternative cost-saving measures are suggested in place of raising visitor permit fees. Suggestions include tiered charges, targeted levies on tourist coaches or larger vehicles, and enhanced digital permit features. Provision of visible windscreen permits is proposed to address perceived flaws in the digital-only system. The scheme is regarded by some as a revenue-raising exercise rather than a means to improve parking management. Extension of charges to additional areas or user groups such as motorcyclists and outlying neighbourhoods is questioned. Transparency is sought on administrative cost calculations and whether resident parking zones are self-financing

3.5.8 To what extent do you support or oppose our proposals to extend parking charges at Bath Hill East car park, Keynsham, to include Saturday?

a) Town centre footfall (35 respondents, 25%):

Respondents emphasised that extending Saturday parking charges at Bath Hill East car park could reduce town centre footfall. Free weekend parking is seen as a key incentive encouraging shoppers to visit the high street and to support markets, leisure facilities and small businesses. Potential impact of charging is noted as uncertain, adding caution to predictions on footfall changes. Introducing charges may prompt visitors to shorten their stay or to shop in out-of-town centres offering free parking. Higher parking costs could discourage families and leisure seekers from using local amenities and diminish spending in town. Reduced footfall could further weaken a high street already perceived as struggling with charity shops and high rents. Increased parking fees may drive customers online or to alternative retail areas, undermining long-term vibrancy of Keynsham's town centre.

b) Affordability and social equity (19 respondents, 14%):

Respondents raise concerns that extending parking charges to Saturdays at Bath Hill East car park could undermine affordability and social equity for families, older residents and local traders. Additional parking costs could deter families from outdoor and active pursuits during winter months. Low existing parking fees are praised for minimising expenses alongside leisure activities such as swimming. Saturday charges could become unaffordable for households already struggling with rising living costs and high work-related parking expenses. Parking fees may restrict older residents' access to the high street for shopping, volunteering and social activities. Proposals for permit and visitor parking cost increases of up to 20% for annual permits and 250% over three years for visitor parking could be deemed excessive. Extended charges may divert vehicles to town-centre car parks, reducing spaces for less mobile users. Increased parking fees may erode the high street's accessibility and inclusivity, potentially deterring visitors and harming small businesses under financial strain. Provision of free or discounted parking at least one day a week is suggested to maintain access for those on tight budgets.

- c) **Revenue generation and maintenance funding** (14 respondents, 10%):
Respondents question the council's need for additional revenue from extending parking charges at Bath Hill East car park to include Saturday. The policy may be seen as solely intended to generate revenue rather than tackle core budget issues. Effective internal budget management could be preferred to shifting deficits onto residents. Weekend parking charges could reduce town centre footfall and diminish overall revenue. Car park maintenance costs could justify user charges, but projected income might be minimal. Anticipated revenue may not fund infrastructure improvements as expected. Charging on Saturdays could risk economic harm if visitor numbers fall. Funds from weekend charges would require responsible allocation to transport and related services. A balanced approach could combine user contributions with strategic budgeting to address maintenance costs.
- d) **Community and recreational access** (9 respondents, 6%):
The proposed policy to extend parking charges to Saturday could reduce community access to local recreational resources by adding cost barriers. Extending charges to Saturday could deter families from visiting the park, riverside walks and play areas, especially during winter months. Free Saturday parking supports visits to the farmers' market, leisure centre, library, swimming pool and shops on the high street by working families. The car park provides the only close vehicle access to the River Chew and memorial park, enabling untimed recreational use for families on limited budgets. Introducing weekend charges could shorten visits to commercial outlets and outdoor spaces in Keynsham. Maintaining one day of free parking could ensure equitable access to community recreational facilities.
- e) **Traffic displacement** (8 respondents, 6%):
Respondents warn that extending parking charges to Saturdays at Bath Hill East car park could drive visitors away from the town centre. Visitors may choose out-of-town shopping centres such as Longwell Green or Cribbs Causeway due to cheaper or free parking. Motorcyclists may resort to pavement parking, reversing gains in footway clearance. Residential side streets may see increased congestion as drivers seek alternative free parking. Demand may shift to other town centre car parks, reducing spaces for shoppers with limited mobility.
- f) **Public transport dependency** (5 respondents, 4%):
Respondents link high bus fares and unreliable services to increased car dependency and reduced town centre visits. High bus fares may discourage trips into Keynsham and drive online shopping. Reliability of alternative public transport could strengthen arguments for extending parking charges to Saturdays under the policy and may need to be balanced with improved bus services. Free bus passes for those over 60 may encourage a shift from cars to buses. Unreliable and infrequent buses leave time-critical journeys dependent on cars.
- g) **Consistency of charging regimes** (5 respondents, 4%):
Respondents highlight the importance of consistent charges across all council services and car parks. Uniform low Saturday rates could prevent harm to local businesses. Extension of Saturday charging would align Bath Hill East

with the policy and practices at other council car parks. Consistent application of charging principles across council-run car parks may promote fairness. Extended Saturday charges may place Keynsham on parity with neighbouring areas.

- h) **Motorcycle parking and pavement management** (1 respondent, 1%): The respondent warns that the policy to extend parking charges at Bath Hill East car park to Saturdays may reverse the reduction of pavement parking achieved by previously free motorcycle parking. Charging motorcycles at rates equivalent to those for gas-guzzling vehicles may lead riders to park on pavements. This unintended consequence could see large numbers of scooters and motorcycles returning to pavement parking.
- i) **Other** (81 respondents, 58%): Respondents offered a variety of views on extending parking charges to include Saturday at Bath Hill East car park. Extending charges to include Saturday is described as an unnecessary additional tax on motorists. Existing weekday fees are criticised as already excessive. The proposal is seen as unlikely to deliver any improvements or services in return. Additional charges are feared to harm local businesses by reducing visitor numbers and shopping frequency. Eliminating the only free parking day is expected to drive customers away and weaken the high street's vitality. Charges are viewed as unfair to motorcyclists and residents who rely on free parking for domestic parking. Inflation and a shrinking economy are cited as reasons to avoid increasing parking costs. Clarification is requested on whether any tangible benefits or services would accompany the charge extension. Conditional support would depend on assurances that local businesses would not suffer and that revenues would fund community improvements. Equal treatment is proposed through location-based fees or restrictions on long stays rather than blanket Saturday charges. Saturday is characterised as just another weekday and therefore already chargeable on park-and-ride sites. Ceasing use of the car park on Saturdays is predicted if charges are introduced. Irrelevance is noted by those who do not use the car park and therefore see the proposal as having no impact on them. The measure is described as short-sighted, counterproductive and unlikely to succeed given past failures on related parking issues.

3.5.9 **To what extent do you support or oppose our proposals to increase the charge for all day parking at our park and ride sites for motorists that do not use the park and ride bus service?**

- a) **Policy Coherence with Transport Objectives** (60 respondents, 31%): Policy Coherence with Transport Objectives considers whether raising the all-day parking charge for motorists who do not use the park and ride bus aligns with the goal of reducing city-centre congestion and promoting sustainable travel. Increasing the charge for all-day parking at park and ride sites may undermine efforts to discourage private car use and reduce traffic entering town centres. Higher parking fees could incentivise motorists to seek on-street parking closer to the city, counteracting congestion-reduction objectives. Keeping park and ride affordable could maintain its appeal as the cheapest

option and support shifts towards bus use, walking, cycling or car-sharing for the onward journey. Penalising drivers who walk, cycle or car-share instead of using the bus may contradict policies to promote active and low-carbon travel modes. Integrating parking fees with a free or discounted bus service, including for multiple occupants, could better align charges with the purpose of park and ride facilities. Differential pricing such as weekend rates or multi-day options may support flexibility while preserving the function of park and ride to remove vehicles from the city centre. Offering discounts for NHS staff and EV charging users may further align parking charges with wider sustainability and transport objectives

b) Tariff Design and Options (45 respondents, 23%):

The policy under consideration is the proposal to increase the all-day parking charge from £3 to £4 at park and ride sites for motorists not using the bus service. Alignment of parking charges with equivalent town-centre rates may incentivise bus use. Park and ride must remain significantly cheaper than city-centre parking to discourage car journeys into Bath. Raising the charge without improving bus reliability could deter uptake and risk shifting vehicles onto urban streets. Exempting or capping increases to peak periods, weekends or match days could manage demand without penalising off-peak users. Differential charging for long-stay or non-bus users is viewed as a disincentive, provided enforcement is clear and effective. Extended-stay, multi-day and flexible ticketing options could improve user convenience, particularly for hotel guests, shift workers and NHS staff. Discounts or concessions for NHS workers, over-60s, cyclists and car-sharers may support equitable access. Integrating the bus fare into a vehicle-based parking charge could simplify pricing and encourage family use. Per-person charging on buses may disproportionately penalise groups and undermine the value proposition of park and ride. Upgrading machines to accept multi-day payments and contactless transactions could address current usability issues. Parking fees are expected to reflect the cost of service provision without rendering park and ride redundant. Affordability of parking is crucial to attract visitors, support local businesses and achieve strategic transport objectives.

c) Bus Service Uptake (38 respondents, 20%):

Respondents' views on bus service uptake in relation to the policy reveal support for stronger incentives and concerns about practical barriers. Increasing the all-day parking charge could prompt motorists to use the park and ride bus instead of driving into the city centre. Park and ride sites are designed to encourage public transport use rather than serve as long-stay car parks. An unreliable bus service and lack of direct routes may deter motorists from switching to the bus. Affordability and reliability of public transport are seen as prerequisites for any charge increase to be effective. A differential weekend charge is suggested to balance parking demand without bus use. A steep rise from the existing £4 charge to much higher levels is deemed excessive and likely to displace parking into town. Free or subsidised bus travel by vehicle occupants is proposed as a more direct incentive to board the bus. Per-person bus charges could render park and ride less attractive than driving directly into the city centre. Provision of longer-term parking solutions is highlighted as necessary for users from poorly served outlying

villages. A free bus pass for over-60s is offered as an alternative incentive to reduce car journeys.

d) Car Park Capacity Management (28 respondents, 15%):

Respondents highlight that park and ride car parks are seldom full outside peak events. Park and ride facilities show consistent spare capacity, with Newbridge mostly empty during weekdays and Lansdown and Odd Down rarely reaching capacity. Higher charges would be unjustified when parking spaces are readily available. However, charges could be fair if scarcity prevents bus users from securing a space. Charges restricted to peak periods or weekends may better align with actual demand. Parking provision is intended primarily for bus users, and measures could discourage all-day parking without bus use only when genuine shortages occur. All-day parking often includes motorists using the sites for pick-up trips rather than catching the bus. Expanding capacity, whether through unused land or additional spaces, may present an alternative to increasing fees. Transparent data on typical usage and spare capacity would inform any decision on the policy.

e) Urban Traffic Displacement (25 respondents, 13%):

Respondents raise concerns that the policy may displace parking demand from park and ride sites into the city and surrounding residential areas, undermining efforts to reduce city centre congestion.

- Increased parking charges may drive motorists to seek free or cheaper on-street parking closer to the city, defeating the objective of keeping cars out of the centre.
- Removal of free park and ride parking may prompt a return to pavement parking, creating enforcement challenges for scooters and motorcycles.
- Higher fees could redirect commuters and hospital staff onto residential streets, exacerbating parking pressures and causing obstructions.
- Lack of a clear cost incentive may lead drivers to use city centre parking instead of park and ride facilities.
- Per-passenger bus charging when multiple occupants travel may render park and ride less attractive than driving into Bath.
- Excessive fees risk diverting shoppers and tourists to out-of-town venues, potentially harming local businesses.
- Shifts in parking demand may increase strain on hospital parking zones.

f) Local Economy Impacts (23 respondents, 12%):

Local economy impacts centre on concerns that the proposed increase in all-day parking charges for non-bus users at park and ride sites may deter visits and reduce spending in Bath. Increasing charges may drive motorists to park in city centre streets or out-of-town locations, undermining local high streets. Higher fees could make it unaffordable to work in Bath or Keynsham and restrict staff availability for local businesses. Tourist visits may decline and visitor spending could fall, particularly if bus reliability is not improved beforehand. Excessive parking costs risk pushing shoppers towards out-of-town centres, reducing employment opportunities and exacerbating shop vacancies in Bath. Conversely, bundling bus use into the parking fee could encourage longer stays with a fixed daily rate. Limiting higher charges to peak periods, such as the Christmas market, could help balance visitor numbers with business needs. Park and ride car parks may provide essential parking

for workers and shoppers who prefer to walk into town rather than board a bus.

g) User Equity and Exemptions (20 respondents, 10%):

Respondents highlighted concerns over equity and potential exemptions under the policy to increase all day parking charges for motorists who do not use the park and ride bus service. Tourists staying in hotels could be allowed multi-day parking after a single bus use rather than daily trips. Free bus passes for over-60s may prompt modal shift away from driving. Motorcyclists could be exempted since they contribute little to congestion yet would face disproportionate charges. People with disabilities and those with mobility limitations may require concessions due to inability to use the bus service. NHS and RUH staff commuting from park and ride sites could receive discounted or waived parking arrangements. Walkers, cyclists and car sharers entering the city centre could be rewarded with reduced or waived parking fees to support sustainable travel. Extended-stay or multi-day permit schemes may offer flexibility for shift workers, residents without permits and visitors. EV users could have parking fees waived or set to cover only energy costs and VAT.

h) Charge Enforcement Mechanisms (13 respondents, 7%):

Respondents highlight widespread uncertainty about how the increased all-day parking charge policy could be enforced. Confirmation of bus service use could be impossible without associating vehicle registrations with bus tickets. Absence of a registration-ticket link may allow motorists to park without using the bus service without detection. Lack of enforcement at present suggests the new charge would be equally unpoliced. Enforcement may require intrusive monitoring equipment at high cost, yielding little benefit beyond the parking charge revenue. Caravans and similar vehicles without standard plates may evade tickets entirely. Operational detail on enforcement mechanisms is requested to clarify how policy objectives would be met. Proposed measures must account for alternative site uses, such as pick-ups or walking, which current arrangements do not distinguish.

i) Other (101 respondents, 53%):

Comments question the fairness and logic of the policy to raise all-day parking charges for motorists who do not use the bus service, pointing out existing fees are already high, the proposed uplift is disproportionate to city centre rates and the rationale remains unclear. The dual purpose of park and ride sites—for healthy recreation, family visits and hospital access—may be undermined by higher costs and limited secure, longer-term or weekend alternatives. Potential unintended effects include continued van and caravan camping, reduced use of designated sites and scant incentive to switch to the bus without improvements to service reliability, enforcement and charging infrastructure. Conversely, covering rising operating costs and discouraging car-based city centre parking could justify a modest increase, provided revenues are transparently allocated and genuine park and ride use is promoted.

3.5.10 Thematic analysis of email responses

- a) **Space layout & supply** (3 respondents, 50%):
Respondents highlight that current space layout and supply have diminished parking accessibility and raised safety concerns for older residents. Residents at Catherine Place BA12PR cannot find spaces for their vehicles. Permit-holder-only regulations have replaced previously available parking spots. Installation of cycle hangers and removal of spaces to allow car turning have further reduced parking capacity.
- b) **Permit zone boundaries** (3 respondents, 50%):
Respondents express a desire for residents-only parking and clearer permit zone boundaries. Residents-only parking is viewed as essential to reserve spaces for permit-holders. Removal of the permit-holder-only restriction on Falkland Road is requested. Increased central-zone resident charges should be accompanied by the abolition of metered parking for non-residents.
- c) **Non-residential parking controls** (2 respondents, 33%):
Maintaining the current cost for metered parking may support non-residential users. An increase in central-zone resident parking charges could be paired with the abolition of metered parking for non-residents.
- d) **Permit administration & flexibility** (1 respondent, 17%):
The respondent calls for reinstatement of the previous online permit system that allowed free vehicle changes. This change may enhance permit administration flexibility.
- e) **Local Economy and Business Impact** (94 respondents): Concerns centre on how parking charges could deter shoppers, potentially harming footfall and revenue for small businesses, cafes, and restaurants; added parking costs might increase operational expenses.

4 Discussion of results

4.1 Discussion of qualitative feedback

- 4.1.1 Whilst the distribution shown across age groups (Figure 1) does not align to the 2024 mid-Year ONS data for Bath & North East Somerset, the lack of responses from the upper and lower age groups could be attributed to vehicle use, noting that most individuals in the under 17 group will be too young to hold a driving licence and those in the older groups (75+) may typically no longer choose to drive (with a driving license also requiring a 3 year renewal after the age of 70) and this will skew the response distribution. Department for Transport data also indicates that the age group 50-59, the highest responding group in this consultation, represents the highest proportion of driving licence holders in the UK with 86% of people in this age group holding a Full UK driving licence in 2024 (<https://www.gov.uk/government/statistical-data-sets/nts02-driving-licence-holders>). The distribution of respondents age matches the ranges shown for previous parking surveys.
- 4.1.2 The high number of public webpage views and responses received for this consultation indicate that a high level of public awareness of the issues being considered, with the distribution of geographical location of respondents (Figure 3) also demonstrating this.
- 4.1.3 Approximately 72% (345) of responses originate from 9 wards (Figure 3) where on street parking is currently managed by, or where it's proposed to be managed by, resident parking schemes, and where residents are therefore more directly impacted by proposals that affect the charges for permits. The council currently manages a total of 32 separate schemes encompassing approximately 18,612 residential properties.
- 4.1.4 The proportion of respondents supporting the introduction of additional size-based charges (50%) exceeds those opposed (44%), as shown in Figure 4. This level of support is significantly stronger than the approximate 25% typically observed in previous parking charge reviews.
- 4.1.5 In the case of size-based additional charges, it is a higher charge itself for larger vehicles that is the mechanism to encourage behaviour change amongst motorists to incentivise them to own smaller vehicles. The higher charge for these larger vehicles serves as a mechanism to encourage motorists to consider the impacts that their choice may have on other people, in particular vulnerable people, when purchasing a vehicle.

- 4.1.6 Two thirds of respondents that expressed an opinion (279 out of 426) were not in favour of an increase in visitor permit charges. 52 respondents (15% of 479 total responses) expressed no opinion.
- 4.1.7 The extension of current parking charges at Bath Hill East car park to include Saturday was also opposed by approximately two thirds of respondents that expressed an opinion (138 out of 217). 259 respondents (54% of the 479 total responses) expressed no opinion.
- 4.1.8 Parking is an emotive subject for many people and when this sensitive topic is also aligned to increases in charges this is typically never a popular option for customers, even where many may recognise the outcomes and benefits that this form of behaviour change is designed to encourage. However, the results for the size-based charges suggest strong backing for the proposed changes, particularly in relation to pedestrian safety, kerb space management, and improved vehicle movement. Further quantitative analysis is provided in section 4.3 of this report.
- 4.1.9 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families. Whilst our size based additional charges mean higher charges only apply to larger vehicles, they nevertheless come at a sensitive time.
- 4.1.10 Any financial implications should be weighed against the risks that larger vehicles pose to public health and safety, as well as the operational need to prioritise residents' access to limited kerb space in residential areas. It is also essential to maintain network movement for public transport, emergency services, and delivery vehicles near homes.
- 4.1.11 No feedback was received that identified or highlighted that these proposals could have a negative or adverse impact on an individual or group in accordance with the Equalities Act 2010 and the Public Sector Equality Act 2023. Socio economic disadvantage is not a protected characteristic under the law but it is a local consideration that the council rightly considers alongside and as part of our statutory requirements.

4.2 Discussion of quantitative feedback

4.3 To what extent do you support or oppose our proposals to introduce an additional size-based charge or discount for residents permits?

- 4.3.1 This proposal seeks to improve the safety of pedestrians and improve the movement of vehicles on our network, helping to ensure improved access to

residential areas for public transport, emergency services and delivery vehicles, whilst also seeking to maximise access to limited kerb space in our urban areas for residents.

- 4.3.2 This proposal supports our current emissions-based charges, which aim to improve air quality and pedestrian safety by discouraging high-polluting vehicles from entering urban centres and promoting sustainable alternatives.
- 4.3.3 Our permit system will automatically calculate any extra charges or discounts, so customers receive a personalised fee for their specific vehicle without needing to provide any further calculation details themselves. The consultation material included a large set of example vehicles and proposed charges, all based on actual permit data, so that permit holders could see how they might be impacted. This is included in Appendix B.
- 4.3.4 The council has developed this proposal based on data that is readily available to it as supplied by manufacturers. It's acknowledged there may be some variability in the data manufacturers provide; however, this remains outside the council's control.
- 4.3.5 The council acknowledges that its consultation indicated DVLA data would be used to determine vehicle length and width (excluding wing mirrors) for the purpose of calculating vehicle size or area. The DVLA do not hold information necessary to calculate vehicle size as set out in this proposal and the council will instead utilise alternative data sources.
- 4.3.6 The data source used will be described within the On Street Parking Permit Terms and Conditions to ensure transparency. Data currently being used is held by UK Vehicle Data (<https://ukvehicledata.co.uk/>) and supplied by manufacturers. Changes to this data source will follow the approved On Street Parking Permit Terms and Conditions process, as adopted by the council on 20 July 2021 (<https://democracy.bathnes.gov.uk/mgAi.aspx?ID=27560#mgDocuments>), whenever required.
- 4.3.7 Some respondents believed it was more practical to focus solely on vehicle length. While this addresses the greater impact that longer vehicles have on kerb space access, it does not consider how wider vehicles can affect access to residential areas for public transport, emergency vehicles, and deliveries.
- 4.3.8 Some respondents have proposed that charges be determined based on vehicle Mass in Service (weight) rather than size. This methodology has been adopted in other locations, such as Paris since 2024. Although vehicle weight is recorded within DVLA data, implementing a weight-based charge may disproportionately affect electric vehicles (EVs) and could potentially discourage the adoption of EVs. While it is possible to introduce alternative

weight bandings specifically for EVs, such modifications would likely increase the complexity of the charging framework. Furthermore, this approach may not adequately address issues related to the additional road space occupied by larger vehicles (“carspreading”), particularly where larger vehicles are built on chassis shared with smaller models. However, metrics based on weight could be considered as a potential option in the future.

4.3.9 It's acknowledged that people will make vehicle choices for a variety of reasons to meet their needs and will continue to do so. This proposal does not seek to mandate vehicle change, rather it aims to help influence proactive choices for smaller vehicles when people decide to purchase a vehicle. It also aims for greater consideration of other more sustainable or active ways to travel, to reduce car usage and congestion across the road network.

4.3.10 The council generally does not designate individual bays for single vehicles within longer on-street parking areas, as doing so may reduce overall parking capacity. This is because marked bays limit flexibility, preventing vehicles from parking more closely together and thereby failing to accommodate the varying lengths of different vehicles.

4.3.11 There is no evidence that size-based charges would lead households to replace one large vehicle with two, as this would raise ownership, running, and permit costs, offsetting any savings from lower charges.

4.3.12 Many respondents felt that the proposals might see an increase in pavement parking. The council already has legal powers to address pavement parking where it occurs alongside an existing restriction on the highway. The government held a consultation in December 2020 on pavement parking and have yet to publish any outcomes from this.
<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>. At this time the legal powers to address pavement parking (where no restrictions exist) remain with the Police under their powers of obstruction.

4.3.13 Several respondents argued that the proposals are intended to safeguard public safety, referencing advancements in safety features found in modern vehicles. While these measures benefit vehicle occupants during collisions, they do not offer protection for vulnerable road users such as pedestrians and cyclists.

4.3.14 Certain feedback pointed out that there was insufficient accident rate data specific to Bath to support the reasoning behind the proposals. However, it's important to highlight that these proposals are designed to enhance safety for vulnerable road users in general collision scenarios, rather than specifically targeting known accident hotspots.

4.3.15 There was extensive feedback from respondents who felt that enforcement of scheme areas was insufficient to justify any increase in permit charges.

Officer staffing levels are a finite resource that must be allocated based on demand, which means officers may not always be present exactly where the public needs them. Officers are assigned to provide consistent coverage; however, this can be affected by factors such as staff illness and demands elsewhere. The council values intelligence from local communities, using this information to proactively deploy officers when specific issues are identified.

4.3.16 Whilst the aims of this proposal, as already described, is not about raising revenue, it's expected that additional income will be generated as some motorists will choose to pay more for the convenience of owning large vehicles rather than be encouraged to smaller vehicles or sustainable alternatives. Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the RTRA 1984 and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

4.3.17 Although the council publishes its parking account details annually, it is recognised that these reports currently do not provide a breakdown of the estimated operational costs and income related to Resident Parking Schemes. The council is committed to including this information in future reports and will ensure this is included from the report for 2024/25.

4.3.18 The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst our size based additional charges mean higher charges only apply to larger vehicles, they nevertheless come at a sensitive time.

4.3.19 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

4.3.20 Our Equalities Impact Assessment recognises that some households with larger families may face higher charges due to the ownership of larger vehicles to transport family and equipment. However, any financial implications should be weighed against the risks that larger vehicles pose to public health and safety, as well as the operational need to prioritise residents' access to limited kerb space in residential areas. It is also essential to

maintain network movement for public transport, emergency services, and delivery vehicles near homes.

- 4.3.21 Blue Badge holders can park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed. Disabled drivers that qualify for a Blue Badge are entitled for a permit free of charge upon application.
- 4.3.22 It is a resident's choice if they wish to allocate visitor parking to trades people or other visiting services to their home, including medical and social care providers. Other parking permits are available to professionals when visiting residents in residents parking zones to avoid the need for use of visitor parking permits including trade permits and medical permits and these are not affected by these proposals. The council has made recent changes to information presented to resident when they purchase visitor permits to highlight these options and will continue to review options to help increase public awareness.
- 4.3.23 Limited waiting parking is typically available in many residents parking zones which allow free parking for short periods of up to typically between 2-3 hours.
- 4.3.24 Bath & North East Somerset Council has secured Local Electric Vehicle Infrastructure (LEVI) funding through the West of England Combined Authority to deliver a major expansion of public EV charging infrastructure, specifically targeting residents without access to off-street parking.
- 4.3.25 Projects delivered through the LEVI fund will see hundreds of new charge points installed across priority areas, creating a convenient and accessible network for drivers who rely on on-street parking. The rollout will focus on 7kW fast chargers, ideal for overnight charging near home, complemented by a smaller number of rapid chargers in council car parks to support drivers needing quicker top-ups. Installation is expected to begin in 2027.
- 4.3.26 In September 2024, a report presented to the West of England Combined Authority Committee set out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making.
<https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>. We are awaiting the outcomes from this work.
- 4.3.27 The council are committed to enhancing active travel infrastructure as part of our broader efforts to provide more travel choices and support healthy lives and places. One of the key components of our strategy is the Active Travel

Masterplan (<https://www.bathnes.gov.uk/active-travel-masterplan>), which outlines our vision and objectives for improving cycling and walking facilities across the region. This masterplan includes the development of safe and accessible cycle routes, as well as the provision of secure cycle storage facilities, such as hangars.

4.3.28 In addition to the Active Travel Masterplan, the Creating Sustainable Communities Programme (<https://www.bathnes.gov.uk/creating-sustainable-communities-programme>); Journey to Net Zero (<https://www.bathnes.gov.uk/document-and-policy-library/journey-net-zero-final-report>) and emerging Movement Strategy for Bath (<https://www.banestransport.co.uk/>) are crucial documents that guide our efforts to create a more sustainable and efficient transport network. This strategy highlights the importance of integrating active travel infrastructure with other modes of transport, ensuring seamless connections to public transport hubs and key destinations.

At a West of England level, the Local Cycling and Walking Infrastructure Plan (LCWIP) (<https://www.westofengland-ca.gov.uk/what-we-do/transport/local-cycling-and-walking-infrastructure-plan/>) sets out specific proposals for new and improved walking and cycling routes, prioritizing areas with high demand and potential for growth.

4.3.29 The Active Travel Fund (<https://www.bathnes.gov.uk/active-travel-capability-fund>), City Region Sustainable Transport Settlement and Transforming Cities Fund provides financial backing for our active travel infrastructure initiatives (<https://www.bathnes.gov.uk/city-region-sustainable-transport-settlements-crsts-projects>). These funding streams enable us to deliver high-quality transport facilities and support the wider active travel incentives and schemes that encourage more people to travel actively and sustainably.

4.3.30 Under the Better Bus Bill, WECA as the Local Transport Authority must put measures in place to protect socially necessary routes, which it defines locally in consultation with stakeholders. However, these protections do not come with additional central government funding. Therefore, if funding isn't available locally, services may still be at risk despite the protections.

4.3.31 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes.
<https://www.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>

4.3.32 The council commenced work to update its Local Plan in 2022; however, following changes to national planning policy in December 2024, we have had to reset this process including engagement and consultation activities. We want to deliver the forecast growth within the New Local Plan as part of our

drive towards the decarbonisation of the transport networks across the district. At the heart of this vision is the need to ensure that people can get to where they need to go and can access the facilities and services that they need, as sustainably as possible. Transport and Mobility play a key part of our Local Plan in helping to deliver the types of places that people want to live and work in. Our Options consultation closed in November 2025 and we will publish the results in due course, ahead of further consultation in 2026. More information is available at <https://www.bathnes.gov.uk/local-plan>.

4.3.33 In line with the principles set out in the Corporate Strategy (<https://www.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities.

4.3.34 Requests to amend scheme boundaries due to local community preferences are outside the scope of this consultation. These requests should be directed to local councillors in line with the Council's Residents Parking Scheme strategy. <https://www.bathnes.gov.uk/document-and-policy-library/residents-parking-scheme-strategy>

4.3.35 The following suggestions and requests were also included within the feedback; however, these have not been considered within this report as they remain outside the scope of this consultation:

- a) Review eligibility to decide if HMO tenants, students, or others not paying council tax qualify for resident parking permits,
- b) Remove administration fees for changing vehicles linked to a permit after purchase,
- c) Offer the first permit free for every household.

4.3.36 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.4 To what extent do you support or oppose our proposals to increase the charge for visitor parking permits?

4.4.1 The current historic charges for visitor parking permits have remained unchanged since 2013. An increase in these low charges will help to cover the administration and enforcement costs of RPZs so that they are funded by the permit holders who benefit, and not by those living outside the zone.

4.4.2 The council's published on-street parking permit terms and conditions (paragraph 3.11 of the terms and conditions available online at

<https://www.bathnes.gov.uk/street-parking-permits-terms-and-conditions>)

states that “*the charge paid for a permit covers the membership, administration, maintenance and enforcement of permit schemes.*

4.4.3 The council’s Residents Parking Scheme strategy (<https://www.bathnes.gov.uk/document-and-policy-library/residents-parking-scheme-strategy>) states that the council must ensure that its residents parking schemes are self-financing to ensure that operating costs are not subsidised by other areas of the Council.

4.4.4 Analysis of the costs for the administration, maintenance and enforcement of resident parking schemes in 2024/25 indicate a shortfall of £168k against income generated from the sale of on street parking permits. The review of visitor permits charges is complementary to a separate review to the baseline charges for a resident parking permit. <https://www.bathnes.gov.uk/traffic-regulation-order-consultation-review-street-parking-permit-charges-2025-26>.

4.4.5 Although the proposed increase appears as a large proportion of the current charge, it should be noted that the original daily charge is low, so even a small increase can seem disproportionately high. The proposed charge per hour is equivalent to 5 pence per hour used.

4.4.6 Some respondents felt that allowing residents to purchase visitor permits in smaller bundles would help them minimise waste [where unused permits expire after 12 months] and reduce the purchase costs. Permits are issued in increments of 10 days for paper permits and in 100-hour equivalents for digital permits. Reducing the bundle size may increase administrative expenses currently absorbed by the council associated with paper permits and could have a disproportionate effect on vulnerable residents who rely on these permits.

4.4.7 Many respondents were concerned that higher visitor permit fees would affect people needing property maintenance or receiving care at home. Visitor permits are intended only for personal visits to residents, such as family and friends. The council offers trade, medical care, and social care permits, allowing professionals or informal carers to park in permit areas when visiting residents and these are not affected by these proposals. Social care permits help prevent visitor permits from being used up for regular care by friends or family.

4.4.8 Some feedback noted dissatisfaction with unused visitor permits expiring after 12 months. This policy prevents account holders from accumulating excess permits, which could be misused or sold, creating unmanageable pressure on limited kerb space. Permit expiry is clearly outlined in our terms and conditions and is standard practice among neighbouring councils. To minimise losses from unused permits, the council allows purchases in small

bundles equivalent to £10 at current charges.

The council acknowledges that some customers have recently been impacted by visitor permits they held no longer rolling over from one year to the next.

This follows the identification of a technical issue that was resolved.

Customers that have been adversely impacted by the resolution of this technical issue are advised to contact Parking Services on 01225 477133.

- 4.4.9 While the council or MiPermit can restore permits that have been activated but not used (such as when a guest departs earlier than expected), account holders currently do not have this capability. The council acknowledges the advantages for customers in managing this process independently—allowing purchased permits to be returned to an account holder's allocation for future use—and will assess the technical feasibility of enabling this functionality with our supplier.
- 4.4.10 Blue Badge holders can park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as long as needed. Disabled drivers that qualify for a Blue Badge are entitled for a permit free of charge upon application.
- 4.4.11 Limited waiting parking is typically available in many residents parking zones which allow free parking for short periods of up to typically between 2-3 hours.
- 4.4.12 Some respondents felt that the proposals might see an increase in pavement parking. The council already has legal powers to address pavement parking where it occurs alongside an existing restriction on the highway. The government held a consultation in December 2020 on pavement parking and have yet to publish any outcomes from this.
<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>. At this time the legal powers to address pavement parking (where no restrictions exist) remain with the Police under their powers of obstruction.
- 4.4.13 There was extensive feedback from respondents who felt that enforcement of scheme areas was insufficient to justify any increase in permit charges. Officer staffing levels are a finite resource that must be allocated based on demand, which means officers may not always be present exactly where the public needs them. Officers are assigned to provide consistent coverage; however, this can be affected by factors such as staff illness and demands elsewhere. The council values intelligence from local communities, using this information to proactively deploy officers when specific issues are identified.
- 4.4.14 The council implements reasonable and proportionate measures to verify that account holders reside at the property for which they are purchasing permits, ensuring eligibility requirements are met. This process is balanced by the

considerable benefits of allowing residents to self-serve, enabling immediate access to permits when needed. Additionally, this approach reduces the resources required for verification and validation of permit purchases, benefiting all residents and allowing permit revenue to be allocated toward enforcement and other operational expenses.

While this system may result in some people accessing permits for which they are not eligible, the council remains committed to conducting regular audits of accounts as resources permit and encourages members of the local community to report any suspected misuse.

4.4.15 Some residents prefer paper permits displayed on windscreens over digital permits. While visible permits could help the community identify authorised vehicles, they might also lead to confrontations between residents and motorists without valid permits, increasing safety risks. Paper permits increase administration requirements, slow down permit issue and are more vulnerable to forgery and misuse, whereas digital permits allow the council to manage schemes and protect users more effectively whilst ensuring customers can self-serve and obtain a permit immediately when they need it.

4.4.16 Surplus raised from on street charges must be applied for a purpose specified in section 55(4) of the Road Traffic Regulation Act (1984) (RTRA 1984) and will be allocated to support the development of sustainable transport schemes in accordance with statutory obligations, such as Safer Routes to Schools.

4.4.17 Some believe permit charges are a tax and that they don't see any improvements to road condition linked to this income. The council must consider the requirements of s55 of the RTRA 1984 and the fact that these schemes must be cost neutral. However, the council has increased its investment into highway maintenance and is spending almost £10million in 2025/26, that's £760,000 more than last year and £1.1million more than in 2023-24. Almost £5.1million will be spent resurfacing highways, with the remaining money going towards improvements to highway structures, street lighting, drainage and pedestrian footways. The council is spending £1.2million on footways this year, almost double what it spent in 2023-24 and £100,000 more than it did last year.

4.4.18 Although the council publishes its parking account details annually, it is recognised that these reports currently do not provide a breakdown of the estimated operational costs and income related to Resident Parking Schemes. The council is committed to including this information in future reports.

4.4.19 Some individuals have proposed that, instead of raising permit costs, the council should consider increasing Penalty Charges for motorists who park illegally. However, these charges are set by legislation, so the council cannot change them independently. It is recognized that current Penalty Charge

levels may not deter some motorists, so the council is collaborating with other Local Authorities, the British Parking Association, the Local Government Association, and the Parking and Traffic Regulations Outside London (PATROL) statutory joint committee to request a review from the Department for Transport (DfT) and the Secretary of State. We are also awaiting results from a DfT trial with Bournemouth, Christchurch, and Poole Council, which involved temporarily raising the Penalty Charge significantly in August 2025.

4.4.20 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

4.4.21 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.

4.4.22 In 2025, 683 of 3,300 invited households in Bath and North East Somerset responded to the National Highways & Transport Network Survey. Of these, 67% rated the council's park and ride scheme as good, placing the council second out of 111 councils for the second consecutive year.

4.4.23 The Park and Ride bus service provided from all three sites in Bath has been extended on a trial basis with services operating until 23.30 Monday to Saturday. This trial is currently operating until the end of March 2026 supporting local businesses, enhancing the visitor experience, and offering greater convenience for workers and tourists.

4.4.24 The Park and Ride service (£3.70 per adult return) also provides a range of discounts that include;

- a) Regular service users can benefit from discounts when purchasing 10 single journeys in one transaction (for use anytime) for £14.80, equivalent to a return fare of £2.96.
- b) English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday.
- c) A group of two adults may purchase a discounted return fare after 09.30 Monday to Friday of £5.50

- d) up to 5 children (under 16) can travel for free with each fare paying adult.
- e) A Bath Zone group day ticket, providing unlimited travel for 5 people on the Park and Ride and all First buses in the Bath Zone, is £13.00

4.4.25 In September 2024, a report presented to the West of England Combined Authority Committee set out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making.

<https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-20Bus%20Improvement%20Options.pdf>. We are awaiting the outcomes from this work.

4.4.26 The council are committed to enhancing active travel infrastructure as part of our broader efforts to provide more travel choices and support healthy lives and places. One of the key components of our strategy is the Active Travel Masterplan (<https://www.bathnes.gov.uk/active-travel-masterplan>), which outlines our vision and objectives for improving cycling and walking facilities across the region. This masterplan includes the development of safe and accessible cycle routes, as well as the provision of secure cycle storage facilities, such as hangars.

4.4.27 In addition to the Active Travel Masterplan, the Creating Sustainable Communities Programme (<https://www.bathnes.gov.uk/creating-sustainable-communities-programme>); Journey to Net Zero (<https://www.bathnes.gov.uk/document-and-policy-library/journey-net-zero-final-report>) and emerging Movement Strategy for Bath (<https://www.banestransport.co.uk/>) are crucial documents that guide our efforts to create a more sustainable and efficient transport network. This strategy highlights the importance of integrating active travel infrastructure with other modes of transport, ensuring seamless connections to public transport hubs and key destinations.

At a West of England level, the Local Cycling and Walking Infrastructure Plan (LCWIP) (<https://www.westofengland-ca.gov.uk/what-we-do/transport/local-cycling-and-walking-infrastructure-plan/>) sets out specific proposals for new and improved walking and cycling routes, prioritizing areas with high demand and potential for growth.

4.4.28 The Active Travel Fund (<https://www.bathnes.gov.uk/active-travel-capability-fund>), City Region Sustainable Transport Settlement and Transforming Cities Fund provide significant financial backing for our active travel infrastructure initiatives (<https://www.bathnes.gov.uk/city-region-sustainable-transport-settlements-crsts-projects>). These funding streams enable us to deliver high-quality transport facilities and support the wider active travel incentives and schemes that encourage more people to travel actively and sustainably.

4.4.29 Under the Better Bus Bill, WECA as the Local Transport Authority must put measures in place to protect socially necessary routes, which it defines locally in consultation with stakeholders. However, these protections do not come with additional central government funding. Therefore, if funding isn't available locally, services may still be at risk despite the protections.

4.4.30 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes.

<https://www.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>

4.4.31 The council commenced work to update its Local Plan in 2022; however, following changes to national planning policy in December 2024, we have had to reset this process including engagement and consultation activities. We want to deliver the forecast growth within the New Local Plan as part of our drive towards the decarbonisation of the transport networks across the district. At the heart of this vision is the need to ensure that people can get to where they need to go and can access the facilities and services that they need, as sustainably as possible. Transport and Mobility play a key part of our Local Plan in helping to deliver the types of places that people want to live and work in. Our Options consultation closed in November 2025 and we will publish the results in due course, ahead of further consultation in 2026. More information is available at <https://www.bathnes.gov.uk/local-plan>.

4.4.32 In line with the principles set out in the Corporate Strategy (<https://www.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities.

4.4.33 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.5 To what extent do you support or oppose our proposals to extend parking charges at Bath Hill East car park, Keynsham, to include Saturday?

4.5.1 In March 2025, the council introduced parking charges to car parks that were historical free of charge in Midsomer Norton and Radstock to align with charges in other towns. This proposal aligns Bath Hill East car park in Keynsham to the same hours of operation as all other Keynsham car parks and those in our towns to support maintenance, improvement and wider enforcement costs.

4.5.2 Some respondents expressed concerns that extending parking charges to Saturday at this car park—which is situated farther from the high street than other chargeable facilities—could decrease town centre footfall, as free parking here is considered an important incentive for shoppers. However, data from parking transactions at other Keynsham locations demonstrate that chargeable car parks remain well-used and popular on Saturdays. This indicates that location and convenience are the primary factors influencing parking choices on Saturdays, and not free parking. The council accepts that some motorists using the free parking on Saturdays may be more price sensitive and notes that free parking remains available in Keynsham (paragraph 4.5.7).

4.5.3 Motorcycles are not affected by these proposals and may continue to park free of charge in designated bays within council car parks in Keynsham. The council is also considering providing additional motorcycle parking within the sheltered lower level of the public Civic Centre car park.

4.5.4 Blue Badge holders can park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays for as long as needed.

4.5.5 Parking is to remain free of charge for Blue Badge holders displaying their badge in marked bays in car parks in Keynsham.

4.5.6 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.

4.5.7 Free time limited parking of up to 30 minutes remains available within Ashton Way car park 7 days a week, with free parking for up to 2 hours also being provided in The Labbott North car park. Additionally free publicly available long stay parking is also available by the railway station on Keynsham Road, with all council car parks in Keynsham being free to use without time limit on Sunday's and bank holidays.

4.5.8 The Council has completed a review and options appraisal of its existing CCTV system to ensure that changes and upgrades can be undertaken across the network and will be compatible with existing equipment, with reduced camera faults and downtime. This helps the council to focus on prevention, a priority set out in the council's Corporate Strategy (<https://www.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>).

4.5.9 In the Summer the council closed Bath Hill East and the Fox and Hounds car park to undertake night time improvement works to minimise disruption for

customer and ensure that bay markings where clear. Further improvements have also been undertaken at The Labbott North car park which resulted in a net increase in the free parking spaces available for customer use, as well as standardising all bay sizes. Further improvements are scheduled later in 2025/2026 at the public Civic Centre car park.

4.5.10 Research undertaken by Sustrans on behalf of the Department for Transport in 2018 demonstrated that businesses will often overestimate how many of their customers travel by car by a factor of 100%.

<https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

4.5.11 The council notes concerns raised by respondents regarding the potential for displacement of vehicles from the car parks into residential areas if charges are introduced. The current processes for addressing localised impacts of inappropriate parking through the rolling Traffic Regulation Order reviews provide an opportunity for resident, through their local councillor, to request changes to existing restrictions to ensure the impact of selfish motorists can be managed.

4.5.12 It was felt by 1 respondent that the proposals might see an increase in pavement parking. The council already has legal powers to address pavement parking where it occurs alongside an existing restriction on the highway. The government held a consultation in December 2020 on pavement parking and have yet to publish any outcomes from this.

<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>. At this time the legal powers to address pavement parking (where no restrictions exist) remain with the Police under their powers of obstruction.

4.5.13 There was extensive feedback from respondents who felt that enforcement of scheme areas was insufficient to justify any increase in permit charges. Officer staffing levels are a finite resource that must be allocated based on demand, which means officers may not always be present exactly where the public needs them. Officers are assigned to provide consistent coverage; however, this can be affected by factors such as staff illness and demands elsewhere. The council values intelligence from local communities, using this information to proactively deploy officers when specific issues are identified.

4.5.14 The council implements reasonable and proportionate measures to verify that account holders reside at the property for which they are purchasing permits, ensuring eligibility requirements are met. This process is balanced by the considerable benefits of allowing residents to self-serve, enabling immediate access to permits when needed. Additionally, this approach reduces the resources required for verification and validation of permit purchases, benefiting all residents and allowing permit revenue to be allocated toward

enforcement and other operational expenses.

While this system may result in some people accessing permits for which they are not eligible, the council remains committed to conducting regular audits of accounts as resources permit and encourages members of the local community to report any suspected misuse.

4.5.15 Surplus income raised from this proposal, as income from an off-street parking place, is not subject to the same controls as on street income and may be used to fund council services.

4.5.16 Travel by vehicle data published by the Department of Transport indicates a clear correlation between the number of trips and distance travelled with a household's level of car ownership and with its income levels. It's notable that households with either greater income or more vehicles undertake a higher number of trips and cover more distance than those households who own less vehicles or have less income. This data also indicates that lower income households also undertake a greater number of local journeys by public transport. Little notable variation is seen for walking or cycling across these groups. <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>

4.5.17 Improvements to public transport cannot typically be achieved by increasing the frequency of buses on an already congested network, further impacting the flow of vehicles, and discouraging motorists from switching away from private vehicles. This also serves to further undermine the viability of services by increasing costs without raising the revenue needed to operate them.

4.5.18 In September 2024, a report presented to the West of England Combined Authority Committee set out the action needed to commission a feasibility study on a range of bus service reform options. This study will consider a variety of approaches to bus reform, including franchising, to ensure that a sound evidence base is available for future decision making.
<https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-%20Bus%20Improvement%20Options.pdf>. We are awaiting the outcomes from this work.

4.5.19 The council are committed to enhancing active travel infrastructure as part of our broader efforts to provide more travel choices and support healthy lives and places. One of the key components of our strategy is the Active Travel Masterplan (<https://www.bathnes.gov.uk/active-travel-masterplan>), which outlines our vision and objectives for improving cycling and walking facilities across the region. This masterplan includes the development of safe and accessible cycle routes, as well as the provision of secure cycle storage facilities, such as hangars.

4.5.20 In addition to the Active Travel Masterplan, the Creating Sustainable Communities Programme (<https://www.bathnes.gov.uk/creating-sustainable-communities-programme>); Journey to Net Zero (<https://www.bathnes.gov.uk/document-and-policy-library/journey-net-zero-final-report>) and emerging Movement Strategy for Bath (<https://www.banestransport.co.uk/>) are crucial documents that guide our efforts to create a more sustainable and efficient transport network. This strategy highlights the importance of integrating active travel infrastructure with other modes of transport, ensuring seamless connections to public transport hubs and key destinations. At a West of England level, the Local Cycling and Walking Infrastructure Plan (LCWIP) (<https://www.westofengland-ca.gov.uk/what-we-do/transport/local-cycling-and-walking-infrastructure-plan/>) sets out specific proposals for new and improved walking and cycling routes, prioritizing areas with high demand and potential for growth.

4.5.21 The Active Travel Fund (<https://www.bathnes.gov.uk/active-travel-capability-fund>), City Region Sustainable Transport Settlement and Transforming Cities Fund provide significant financial backing for our active travel infrastructure initiatives (<https://www.bathnes.gov.uk/city-region-sustainable-transport-settlements-crsts-projects>). These funding streams enable us to deliver high-quality transport facilities and support the wider active travel incentives and schemes that encourage more people to travel actively and sustainably.

4.5.22 Under the Better Bus Bill, WECA as the Local Transport Authority must put measures in place to protect socially necessary routes, which it defines locally in consultation with stakeholders. However, these protections do not come with additional central government funding. Therefore, if funding isn't available locally, services may still be at risk despite the protections.

4.5.23 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes.

<https://www.bathnes.gov.uk/applying-free-bus-pass-diamond-travelcard>

4.5.24 The council commenced work to update its Local Plan in 2022; however, following changes to national planning policy in December 2024, we have had to reset this process including engagement and consultation activities. We want to deliver the forecast growth within the New Local Plan as part of our drive towards the decarbonisation of the transport networks across the district. At the heart of this vision is the need to ensure that people can get to where they need to go and can access the facilities and services that they need, as sustainably as possible. Transport and Mobility play a key part of our Local Plan in helping to deliver the types of places that people want to live and work in. Our Options consultation closed in November 2025 and we will publish the results in due course, ahead of further consultation in 2026. More information is available at <https://www.bathnes.gov.uk/local-plan>.

4.5.25 In line with the principles set out in the Corporate Strategy (<https://www.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities.

4.5.26 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.6 To what extent do you support or oppose our proposals to increase the charge for all day parking at our park and ride sites for motorists that do not use the park and ride bus service?

- 4.6.1 Redevelopment within the historic core in Bath has seen changes to the availability of parking. The promotion of parking out of the city centre by prioritising sustainable transport such as the Park and Ride service (through increased city centre parking charges), ensures that the city, as a popular visitor destination and double UNESCO world Heritage site, remains accessible to all road users.
- 4.6.2 The primary purpose of our Park and Ride sites are to provide parking capacity to support the bus service, helping to ensure that both regular and occasional visitors can enter the city sustainably via a reliable and frequent service and reduce congestion and pollution on our roads.
- 4.6.3 Use of the Park and Ride car park by non-service users represents a risk to the long-term economic viability of the park and Ride service, especially at peak times when additional revenue raised from passengers supports the service throughout the year.
- 4.6.4 It was felt that an increased all-day charge could penalise drivers who use the sites and then walk, cycle or car share instead of using the bus. Whilst these individuals are travelling more sustainably within the city centre, their use of the Park and Ride site to undertake this, undermines the economic viability of the service, to the detriment of all service users and the network.
- 4.6.5 The all-day parking charge remains significantly below that of all day parking in city centre car parks.
- 4.6.6 Some respondents suggested that higher all-day parking charges for non-bus users could cause motorists to look for on-street parking near the city centre. However, as bus users park for free and much of the on-street city centre parking is regulated as part of Residents Parking Schemes

(<https://www.bathnes.gov.uk/document-and-policy-library/residents-parking-scheme-strategy>) or paid for parking, this issue is not expected to occur.

- 4.6.7 In 2025, 683 of 3,300 invited households in Bath and North East Somerset responded to the National Highways & Transport Network Survey. Of these, 67% rated the council's park and ride scheme as good, placing the council second out of 111 councils for the second consecutive year.
- 4.6.8 The Park and Ride bus service provided from all three sites in Bath has been extended on a trial basis with services operating until 23.30 Monday to Saturday. This trial is currently operating until the end of March 2026 supporting local businesses, enhancing the visitor experience, and offering greater convenience for workers and tourists.
- 4.6.9 The Park and Ride service (£3.70 per adult return) also provides a range of discounts that include;
 - f) Regular service users can benefit from discounts when purchasing 10 single journeys in one transaction (for use anytime) for £14.80, equivalent to a return fare of £2.96.
 - g) English National Concessionary Pass holders can travel for free after 09.00 Monday to Friday.
 - h) A group of two adults may purchase a discounted return fare after 09.30 Monday to Friday of £5.50
 - i) up to 5 children (under 16) can travel for free with each fare paying adult.
 - j) A Bath Zone group day ticket, providing unlimited travel for 5 people on the Park and Ride and all First buses in the Bath Zone, is £13.00
- 4.6.10 The council is currently exploring cost effective options to improve the customer experience; align payment channels for parking and/or bus payment; and ensure more effective enforcement of the Park and Ride sites can be undertaken.
- 4.6.11 Some respondents noted that recent unauthorised activity at the site has resulted from allowing non-bus service passengers to use the facility. The council acknowledges the health benefits of permitting individuals to utilize these sites for purposes beyond simply catching the bus, which is why a tiered tariff system is in place. These proposals aim solely to increase the all-day charge, ensuring, for example, that users of Lansdown Park and Ride for walking or sports will not be impacted.
- 4.6.12 Our broad approach under the current policy for unauthorised encampments balances the needs of the local community with the rights and dignity of those who find themselves living in vehicles. The policy involves initial engagement with the individuals to understand their circumstances and offer support services, such as housing advice and social services. The objective is to

provide assistance that encourages vehicle dwellers to move into more stable living conditions while addressing any immediate concerns around waste disposal, traffic safety, and community impact.

In cases where the presence of vehicle dwellers results in significant environmental, safety, or community issues, the council has limited powers to relocate them lawfully and compassionately. This involves coordinating with various council departments and external agencies to ensure minimal disruption and that the individuals receive the necessary support during the transition. However, we are also aware that some van dwellers are resistant to offers of support and all cases must be assessed on an individual basis.

All cases are assessed individually on a risk-based approach and actioned according to need and available resources.

The council has recently undertaken successful action to ensure that those camping at these sites are engaged with and issued with invitations to leave. As well as exploring options for additional signage across these and other sites to help prevent issues occurring.

4.6.13 Some feedback suggested that differential pricing could make site use more flexible while maintaining the park and ride function. However, the council is restricted by regulatory processes requiring charges to be set within Traffic Regulation Orders, which involve public consultation and significant resources. Although demand often follows predictable patterns, occasional fluctuations that require flexibility don't always fit the regulatory framework. A consistent charge is therefore more user-friendly and ensures uninterrupted service, even during irregular spikes in visitor numbers.

4.6.14 Customers parking at Park and Ride sites for multiple days must activate parking separately for each day rather than as a single block. This simplifies payment options and offers flexibility if plans change—unused days can be cancelled without charge.

4.6.15 Some respondents suggested that the council consider increasing the capacity of the park and ride sites as an alternative to raising all-day parking charges. However, creating facilities that meet the required standards would require significant capital investment, and even higher parking fees at these more remote sites might be necessary to offset these costs.

4.6.16 Free motorcycle parking is available within dedicated car park spaces and within all on-street paid for parking areas across the city centre.

4.6.17 Blue Badge holders can park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays and paid for on-street parking bays for as

long as needed. Free parking for Blue Badge holders is available in Charlotte Street car park and in dedicated time limited Disabled parking bays across Bath city centre. More information is available at <https://www.bathnes.gov.uk/accessible-parking>

4.6.18 People of qualifying age, or who have certain disabilities, can obtain a free Diamond Travelcard which will enable free bus travel on all local bus services, or discounted travel on community travel schemes.

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<https://westofengland-ca.moderngov.co.uk/documents/s8925/Item%2014%20-20Bus%20Improvement%20Options.pdf>. We are awaiting the outcomes from this work.

4.6.23 The council are committed to enhancing active travel infrastructure as part of our broader efforts to provide more travel choices and support healthy lives and places. One of the key components of our strategy is the Active Travel Masterplan (<https://www.bathnes.gov.uk/active-travel-masterplan>), which outlines our vision and objectives for improving cycling and walking facilities across the region. This masterplan includes the development of safe and accessible cycle routes, as well as the provision of secure cycle storage facilities, such as hangars.

4.6.24 In addition to the Active Travel Masterplan, the Creating Sustainable Communities Programme (<https://www.bathnes.gov.uk/creating-sustainable-communities-programme>); Journey to Net Zero (<https://www.bathnes.gov.uk/document-and-policy-library/journey-net-zero-final-report>) and emerging Movement Strategy for Bath (<https://www.banestransport.co.uk/>) are crucial documents that guide our efforts to create a more sustainable and efficient transport network. This strategy highlights the importance of integrating active travel infrastructure with other modes of transport, ensuring seamless connections to public transport hubs and key destinations. At a West of England level, the Local Cycling and Walking Infrastructure Plan (LCWIP) (<https://www.westofengland-ca.gov.uk/what-we-do/transport/local-cycling-and-walking-infrastructure-plan/>) sets out specific proposals for new and improved walking and cycling routes, prioritizing areas with high demand and potential for growth.

4.6.25 The Active Travel Fund (<https://www.bathnes.gov.uk/active-travel-capability-fund>), City Region Sustainable Transport Settlement and Transforming Cities Fund provide significant financial backing for our active travel infrastructure initiatives (<https://www.bathnes.gov.uk/city-region-sustainable-transport-settlements-crsts-projects>). These funding streams enable us to deliver high-quality transport facilities and support the wider active travel incentives and schemes that encourage more people to travel actively and sustainably.

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Plan in helping to deliver the types of places that people want to live and work in. Our Options consultation closed in November 2025 and we will publish the results in due course, ahead of further consultation in 2026. More information is available at <https://www.bathnes.gov.uk/local-plan>.

4.6.28 In line with the principles set out in the Corporate Strategy (<https://www.bathnes.gov.uk/document-and-policy-library/corporate-strategy-2023-2027>) the council continues to work with local communities to ensure that sustainable transport plans and regeneration programmes meet the needs of local communities.

4.6.29 An equalities impact assessment has been completed in conjunction with these proposals to consider what impacts may be likely on different groups and what measures may be appropriate to mitigate any identified impact.

4.7 Thematic Analysis of email responses

4.7.1 Requests to amend Residents Parking scheme boundaries or their internal structure due to local community preferences are outside the scope of this consultation. These requests should be directed to local councillors in line with the Council's Residents Parking Scheme strategy. <https://www.bathnes.gov.uk/document-and-policy-library/residents-parking-scheme-strategy>

4.7.2 The council are committed to enhancing active travel infrastructure as part of our broader efforts to provide more travel choices and support healthy lives and places. One of the key components of our strategy is the Active Travel Masterplan (<https://www.bathnes.gov.uk/active-travel-masterplan>), which outlines our vision and objectives for improving cycling and walking facilities across the region. This masterplan includes the development of safe and accessible cycle routes, as well as the provision of secure cycle storage facilities, such as hangars.

4.7.3 In addition to the Active Travel Masterplan, the Creating Sustainable Communities Programme (<https://www.bathnes.gov.uk/creating-sustainable-communities-programme>); Journey to Net Zero (<https://www.bathnes.gov.uk/document-and-policy-library/journey-net-zero-final-report>) and emerging Movement Strategy for Bath (<https://www.banestransport.co.uk/>) are crucial documents that guide our efforts to create a more sustainable and efficient transport network. This strategy highlights the importance of integrating active travel infrastructure with other modes of transport, ensuring seamless connections to public transport hubs and key destinations.

At a West of England level, the Local Cycling and Walking Infrastructure Plan (LCWIP) (<https://www.westofengland-ca.gov.uk/what-we-do/transport/local-cycling-and-walking-infrastructure-plan/>) sets out specific proposals for new and improved walking and cycling routes, prioritizing areas with high demand and potential for growth.

4.7.4 The Active Travel Fund (<https://www.bathnes.gov.uk/active-travel-capability-fund>) , City Region Sustainable Transport Settlement and Transforming Cities Fund provide significant financial backing for our active travel infrastructure initiatives (<https://www.bathnes.gov.uk/city-region-sustainable-transport-settlements-crsts-projects>). These funding streams enable us to deliver high-quality transport facilities and support the wider active travel incentives and schemes that encourage more people to travel actively and sustainably.

4.7.5 The proposed size-based charge or discount for resident permits supports our current emissions-based charges, which aim to improve air quality and pedestrian safety by discouraging high-polluting vehicles in urban areas and encouraging sustainable options. Vehicles must be registered at purchase to apply the correct emission charges.

While it is recognised that allowing residents to freely update vehicle registrations on their permits would increase administrative flexibility, this would also undermine the goals of the emission-based scheme. The council currently lets residents change their registered vehicle if the new vehicle has the same or lower emissions, providing some flexibility. However, an administration fee is charged to cover the necessary resources. Additionally, residents have the option to buy permits for shorter periods—1 month (with 11 months of auto-renewal), 3 months, or 6 months—to maintain similar levels of flexibility.

4.7.6 Some residents believe higher charges may reduce city centre visitors. Permit charges do not affect visitors, who cannot buy them. All-day Park and Ride parking fees may impact some local business customers but are expected to have minimal overall effect, as only those not using the bus pay the charge.

4.7.7 Some respondents expressed concern that extending parking charges In Bath Hill East car park—which is situated farther from the high street than other chargeable facilities—could deter shoppers, harming footfall and income for small businesses. However, data from parking transactions at other Keynsham locations demonstrate that chargeable car parks remain well-used and popular. This indicates that location and convenience are the primary factors influencing parking choices on Saturdays.

4.7.8 Blue Badge holders can park for no charge upon display of a valid blue badge and clock (where time limits apply) on single or double yellow lines for up to 3 hours, and in resident permit bays for as long as needed.

4.7.9 Parking is to remain free of charge for Blue Badge holders displaying their badge in marked bays in car parks in Keynsham.

4.7.10 Charging mechanisms are an established tool for encouraging turnover of spaces in car parks, further supporting local businesses by ensuring space is available for visitors.

4.7.11 Free time limited parking of up to 30 minutes remains available within Ashton Way car park 7 days a week, with free parking for up to 2 hours also being provided in The Labbott North car park. Additionally free publicly available long stay parking is also available by the railway station on Keynsham Road, with all council car parks in Keynsham being free to use without time limit on Sunday's and bank holidays.

Appendix A – Details of proposed charges

Full details of the proposed charges included within the public consultation are set out below.

1. Proposed charging bands and charges based on vehicle size

Vehicles are grouped into bands based on their size (area in metres squared). The permit charge or discount applied will depend on the vehicle's band and whether it is a first or second permit.

Band	Area lower range (metres squared)	Area upper range (metres squared)	Discount or charge multiplier – 1st permit	Discount or charge multiplier – 2nd permit
1	0	5.00	Fixed discount - £20	Vehicle area multiplied by £2
2	5.01	6.00	Fixed discount - £10	Vehicle area multiplied by £4
3	6.01	7.00	Fixed discount - £10	Vehicle area multiplied by £6
4	7.01	8.00	Vehicle area multiplied by £1	Vehicle area multiplied by £8
5	8.01	9.00	Vehicle area multiplied by £2	Vehicle area multiplied by £10
6	9.01	10.00	Vehicle area multiplied by £3	Vehicle area multiplied by £12
7	10.01	11.00	Vehicle area multiplied by £4	Vehicle area multiplied by £14
8	11.01	12.00	Vehicle area multiplied by £5	Vehicle area multiplied by £16
9	12.01	13.00	Vehicle area multiplied by £6	Vehicle area multiplied by £18
10	13.01	14.00	Vehicle area multiplied by £7	Vehicle area multiplied by £20
11	14.01	no maximum	Fixed charge of £112.08	Fixed charge of £308.22

2. Proposed Visitor permit charges

	Current price	Year 1, 2026	Year 2, 2027	Year 3, 2028
100 digital hours	£10	£15	£20	£25
10 days (paper)	£10	£15	£20	£25
20 half-days (paper)	£10	£15	£20	£25
Equivalent permit cost/day	£1	£1.50	£2	£2.50

3. Proposed charges at Bath Hill East car park on Saturday

Hours	Cost	Time period
Up to 2 hours	£1.00 to £1.60	Monday to Saturday, 8am to 6pm
Up to 4 hours	£2.00 to £2.80	Monday to Saturday, 8am to 6pm
Up to 8 hours	£4.00 to £5.40	Monday to Saturday, 8am to 6pm
Up to 10 hours	£5.00 to £6.60	Monday to Saturday, 8am to 6pm
Up to 6pm	£0.00	Concessionary/Bank Holidays/Sundays

4. Proposed Park and Ride charges

Duration	Current charge	Proposed charge from Oct 2026
Up to 3 hours	£2.00	£2.00 (<i>no change</i>)
Up to 24 hours	£3.00	£4.00 (£1 increase)

Appendix B – Common price per size examples

Shown below are the examples used in the public consultation to demonstrate the indicate size-based charge for a range of vehicles, taken from actual permit data.

Make	Model	Length (mm)	Width (mm)	Area (m ²)	Annual charge: 1st Permit	Annual charge: 2nd Permit
Smart	Fortwo Passion MHD Auto	2695	1559	4.2	-£20.00	£8.40
Toyota	IQ3 VVT-I CVT	2985	1680	5.01	-£10.00	£20.04
Toyota	Aygo+ VVT-I	3405	1615	5.5	-£10.00	£22.00
Kia	Picanto LX	3495	1595	5.57	-£10.00	£22.28
Fiat	Panda Dynamic 360	3538	1578	5.58	-£10.00	£22.32
Peugeot	107 Urban	3430	1630	5.59	-£10.00	£22.36
Citroen	C1 VT	3435	1630	5.6	-£10.00	£22.40
Hyundai	I10 Classic	3565	1595	5.69	-£10.00	£22.76
Volkswagen	Up GTI	3600	1645	5.92	-£10.00	£23.68
Hyundai	I10 SE	3665	1660	6.08	-£10.00	£36.48
Mini	Mini Cooper	3626	1688	6.12	-£10.00	£36.72
Ford	Ka Zetec	3620	1702	6.16	-£10.00	£36.96
Nissan	Micra SX	3715	1660	6.17	-£10.00	£37.02
Volkswagen	Polo S TDI 70	3916	1650	6.46	-£10.00	£38.76
Peugeot	108 Active	3475	1884	6.55	-£10.00	£38.76
Toyota	Yaris TR VVT-I	3885	1695	6.59	-£10.00	£39.54
Honda	Jazz I-VTEC ES	3900	1695	6.61	-£10.00	£39.66
Mercedes-Benz	A160 Classic SE CVT	3838	1764	6.77	-£10.00	£40.62
Fiat	Punto Easy	4065	1687	6.86	-£10.00	£41.16
Audi	A1 Sport 25 TFSI	4029	1740	7.01	£7.01	£56.08
Vauxhall	Corsa Energy	4021	1746	7.02	£7.02	£56.16
Renault	Clio Play 16V	4063	1732	7.04	£7.04	£56.32
Peugeot	208 Allure Premium EV	4055	1745	7.08	£7.08	£56.64
Volkswagen	Polo SE Evo	4053	1751	7.1	£7.10	£56.80
Peugeot	308 Active SW HDI Blue S/S	4585	1563	7.17	£7.17	£57.36
Volkswagen	Golf TDI SE	4149	1735	7.2	£7.20	£57.60
Ford	Fiesta Active X Edition T MHEV	4068	1941	7.9	£7.90	£63.20
Nissan	Qashqai N-Connecta DCI	4377	1806	7.9	£7.90	£63.20
Audi	Q3 SE TFSI	4385	1831	8.03	£16.06	£80.30

Make	Model	Length (mm)	Width (mm)	Area (m ²)	Annual charge: 1st Permit	Annual charge: 2nd Permit
Nissan	Leaf N-Connecta	4490	1788	8.03	£16.06	£80.30
Audi	A4 T (190) S Line	4545	1772	8.05	£16.10	£80.50
BMW	Z4 M40i	4324	1864	8.06	£16.12	£80.60
Kia	Niro 3 HEV S-A	4420	1825	8.07	£16.14	£80.70
BMW	X1 Xdrive18D Xline Auto	4439	1821	8.08	£16.16	£80.80
Peugeot	Partner Combi HDI	4137	1960	8.11	£16.22	£81.10
Ford	Focus Zetec	4337	2019	8.76	£17.52	£87.60
Ford	C-MAX Zetec	4333	2022	8.76	£17.52	£87.60
Audi	Q5 S Line Plus TDI Quattro	4629	1898	8.79	£17.58	£87.90
Vauxhall	Zafira Tourer Design Turbo	4666	1884	8.79	£17.58	£87.90
Aston Martin	Vantage V8	4380	2022	8.86	£17.72	£88.60
Vauxhall	Astra Elite	4419	2013	8.9	£17.80	£89.00
BMW	X3 Xdrive20D M Sport Auto	4708	1891	8.9	£17.80	£89.00
Ford	Mondeo ST-LINE TDCI	4867	1852	9.01	£27.03	£108.12
Renault	Scenic Privilege VVT CVT	4344	2077	9.02	£27.06	£108.24
Vauxhall	Zafria Exclusiv	4467	2026	9.05	£27.15	£108.60
Ford	C-MAX Zetec Turbo	4380	2067	9.05	£27.15	£108.60
Tesla	Model Y Long Range AWD	4750	1921	9.12	£27.36	£109.44
BMW	520D SE	4907	1860	9.13	£27.39	£109.56
Ford	Galaxy Zetec TDCI	4820	2154	10.38	£41.52	£145.32
Jaguar	F-Pace SE D MHEV AWD Auto	4747	2175	10.32	£41.28	£144.48
Land Rover	Discovery TD5 ES	4705	2190	10.3	£41.20	£144.20
Audi	A7 S Line 50 TDI MHEV Quat S-A	4969	2118	10.52	£42.08	£147.28
Ford	Transit Custom 320Leader Eblue	5340	1986	10.61	£42.44	£148.54
Peugeot	Boxer 335 Pro L2H2 Blue HDI	5413	2050	11.1	£55.50	£177.60
Audi	Q7 SLN BLK ED 55TFSI MHEV QT A	5063	2212	11.2	£56.00	£179.20
Renault	Trafic SL27 Sport NAV ENGY DCI	4999	2283	11.41	£57.05	£182.56
Mercedes-Benz	Sprinter 314CDI	5870	1993	11.7	£58.50	£187.20

Make	Model	Length (mm)	Width (mm)	Area (m ²)	Annual charge: 1st Permit	Annual charge: 2nd Permit
Peugeot	Boxer 335 Pro L3H2 BHDI	5998	2050	12.3	£73.80	£221.40
Ford	E-Transit 350 Leader	5981	2059	12.31	£73.86	£221.58
Renault	Master LM35 Business+ DCI	6225	2070	12.89	£77.34	£232.02
Mercedes	Sprinter 315 CDI LWB	6940	1960	13.6	£95.20	£272.00
Ford	Transit 290	5531	2474	13.68	£95.76	£273.60
Ford	Transit 350	5981	2474	14.8	£112.08	£308.22
Mercedes-Benz	Sprinter 319 Premium CDI	6967	2345	16.34	£112.08	£308.22

Appendix C – Distribution of responses by respondent's location

Ward	Number of responses	% of total response
Widcombe & Lyncombe	70	14.6%
Lansdown	51	10.6%
Walcot	49	10.2%
Bathwick	40	8.4%
Kingsmead	38	7.9%
Westmoreland	34	7.1%
Oldfield Park	33	6.9%
Newbridge	20	4.2%
Keynsham East	13	2.7%
Outside BANES	13	2.7%
Lambridge	10	2.1%
Southdown	9	1.9%
Moorlands	5	1.0%
Weston	4	0.8%
Keynsham South	3	0.6%
Bathavon South	2	0.4%
Keynsham North	2	0.4%
Bathavon North	2	0.4%
Radstock	2	0.4%
Twerton	2	0.4%
Clutton & Farmborough	1	0.2%
Publow & Whitchurch	1	0.2%
Midsomer Norton Redfield	1	0.2%
Saltford	1	0.2%
Total identifiable responses	406	85%
Unknown	73	15%
Total	479	100%