

Bath & North East Somerset Council		
DECISION MAKERS:	Cllr Joel Hirst, Cabinet Member for Sustainable Transport Strategy, and Cllr Manda Rigby, Cabinet Member for Communications and Community	
DECISION DATE:	On or after 24 January 2026	EXECUTIVE FORWARD PLAN REFERENCE:
		E 3676
TITLE:	Parking Charge Proposals for 2026-27 - Preliminary Consultation Outcome	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1 - Parking Proposals for 2026-27 consultation outcomes report. Appendix 2 – Equalities Impact Assessments		

1 THE ISSUE

1.1 This report highlights the outcomes and recommendations following a 21-day preliminary public consultation on parking charge proposals for 2026/27 which included:

- (1) Additional charges for a resident's permit based on vehicle size,
- (2) An increase to visitor permit charges,
- (3) Changes to charges in Bath Hill East car park, Keynsham, and for all day parking at Bath Park and Rides.

2 RECOMMENDATION

The Cabinet Members are asked to;

2.1 Note the outcomes of the public consultation,

2.2 Agree to progression to statutory public consultation via the Traffic Regulation Order process of the following:

- (1) Proposal to introduce an additional resident's permit charge based on vehicle size (area) in 2026/27.
- (2) Proposal to increase visitor permit charges in 2026/27.

- (3) Proposal to increase the all-day parking charge at all Park and Ride sites in Bath.

3 THE REPORT

- 3.1 Parking Services are required to consult with the public on proposals to introduce an additional charge based on vehicle area (size) for 2026/27. These proposals also include an increase to visitor permit charges, parking charges in some car parks in Keynsham, and at our three Bath Park and Rides.
- 3.2 These parking charge proposals have been formulated in accordance with the requirements of s122 of the Road Traffic Regulation Act (1984) (RTRA 1984). Their aim is to address both pedestrian safety and traffic management considerations, supporting the council's Corporate Strategy and local transport policy whilst also remaining consistent to the council's commitments to Liveable Neighbourhoods and the Journey to Net Zero.
- 3.3 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.
- 3.4 Reviewing visitor permit charges complements a separate review of base charges in 2025/26 for resident parking permits to ensure that Resident Parking Schemes are self-financing so that their operating costs are not covered by other council funds.

The Proposals

- 3.5 Further details for each proposal are included within section 1.4 of Appendix 1.
- 3.6 Additional permit charges for vehicles based on their size (by area as a function of length * width, using manufacturer data) using a banded charge escalator so that larger vehicles pay progressively more.
- (1) Smaller vehicles up to 7.00m² receive a discount on their first permit. No discount for second permits.
 - (2) Larger vehicles over 7.01m² pay an increased charge based on their area, with the charge multiplier banded and increasing by £1 for each m² above 7.01 m².
 - (3) Fixed charge applies for all vehicles over 14.01m².
 - (4) Charge multiplier doubled for second permits.
- 3.7 Increase in visitor permit charges by 50p per day (currently £1) each year for three years, rising to £2.50 per day in 2028/29.
- 3.8 Bath Hill East car park in Keynsham to no longer be free of charge on Saturday. No change is proposed to actual charge levels.

3.9 24-hour parking charge for non-bus users at Bath Park and Ride sites increases from £3 to £4 from October 2026, following recent price rise in October 2025.

3.10 A preliminary public consultation ensured that people had an opportunity to have a bigger say on proposals before they were progressed, if appropriate, for statutory consultation for the Traffic Regulation Order (TRO). The online documentation is available at <https://www.bathnes.gov.uk/preliminary-consultation-parking-charges-2026-27>.

3.11 This 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.

3.12 The consultation was open for feedback for 21 days between 17 October and 7 November 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.

An Overview of Feedback and Results

3.13 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 where most respondents typically oppose any price increase. However, analysis of the results indicates 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.

3.14 A summary of respondent's views is outlined below:

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

3.15 Comments received from respondents raised a range of themes and issues which have been responded to in detail within section 4 of Appendix 1.

Recommendations

3.16 After consideration of the feedback received during the public consultation, it's recommended that:

- (1) Proposals to introduce an additional size-based charge or discount for resident permits are amended as follows:

- a) The council will use manufacture supplied data from a declared data set, to be recorded within its On Street Parking Permit Terms and Conditions,
- (2) Proposals to increase the cost of visitor parking permits are progressed as set out,
- (3) Proposals to extend the parking charge at Bath Hill East car park, Keynsham, are withdrawn,
- (4) 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 progressed as set out.

To be noted

- 3.17 As part of the budget setting process for 25/26, the Council agreed an increase to the £100 baseline charge for emissions-based parking permits by £20 per permit.
- 3.18 The TRO consultation for this proposal ran simultaneously to this preliminary consultation and is available online at <https://www.bathnes.gov.uk/traffic-regulation-order-consultation-review-street-parking-permit-charges-2025-26>. The analysis of the feedback will follow in 2025/26 Q4 due to the prioritisation of the preliminary consultation outcomes discussed in this report.
- 3.19 It's proposed that the outcomes of the two TRO consultations, where taken forward, be implemented at the same time to provide a single price change event. This is anticipated to be in early 2026/27.

4 STATUTORY CONSIDERATIONS

- 4.1 These proposals have been developed in accordance with the duty under s122 of the RTRA 1984 (to secure the expeditious, convenient and safe movement of traffic) as well as enabling the council to fulfil its network management duty under section 16 of the Traffic Management Act (2004) (TMA 2004), which also states that the council must manage its road network with a view to securing the expeditious movement of traffic and may take any action they consider will contribute to securing (a) more efficient use of that network, or (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.
- 4.2 It is important to note that parking permit charges cannot be introduced for the purpose, whether primary or secondary, of raising revenue, even if this revenue was intended to be applied to fund projects meeting the purposes set out in the RTRA 1984. The proposals are themselves the measure to address risks to pedestrian safety from larger vehicles and achieve its duty under s122 of the RTRA 1984.
- 4.3 Any 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.

- 4.4 The power to designate parts of the highway as parking places and to manage these by either parking charges or through the issue of permits is set out in section 45 of the RTRA 1984.
- 4.5 The power to designate off street parking places is set out in section 32 of the RTRA 1984.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Whilst the aims of these proposals are focussed on pedestrian safety and the operation of resident permits schemes, it's expected that additional income will be generated by these proposals. Any surplus from on street charges will be considered within the requirements of s55 of the RTRA 1984 as further set within paragraphs 4.2 and 4.3.
- 5.2 Development and implementation of these proposals will be undertaken by current staff within existing revenue budgets.

6 RISK MANAGEMENT

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.

7 EQUALITIES

- 7.1 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. These are included as Appendix 2.
- 7.2 These assessments will be further reviewed following analysis of feedback from proposals taken to statutory public consultation.

8 CLIMATE CHANGE

- 8.1 Measures to discourage ownership of larger vehicles in residential areas will help to protect the flow of vehicles on the network and support the use of sustainable public transport, helping to encourage people to transition away from private vehicles.
- 8.2 Many smaller vehicles will also typically have lower emissions from their tail pipe reducing the level of greenhouse gases that contribute to climate change.

9 OTHER OPTIONS CONSIDERED

- 9.1 None. Proposals outlined in this report have been subject to public consultation.

10 CONSULTATION

- 10.1 These proposals have been developed in consultation with Cabinet Members and subject to public consultation as set out in section 3 of this report

10.2 The results and analysis of the feedback received from this preliminary public consultation are detailed within Appendix 1.

10.3 The council's s151 Officer and Monitoring Officer have been consulted on the contents of this report.

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Background papers	
Please contact the report author if you need to access this report in an alternative format	