

Single Member Cabinet Decision

**Executive  
Forward Plan  
Reference**

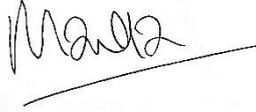
**E3676**

## **Parking Charge Proposals for 2026-27 - Preliminary Consultation Outcome**

<b>Decision maker/s</b>	Cllr Joel Hirst, Cabinet Member for Sustainable Transport Strategy, Cllr Manda Rigby, Cabinet Member for Communications and Community
<b>The Issue</b>	The report highlighted the outcomes and recommendations following a 21-day preliminary public consultation on parking charge proposals for 2026/27 which included: <ol style="list-style-type: none"><li>(1) Additional charges for a resident's permit based on vehicle size,</li><li>(2) An increase to visitor permit charges,</li><li>(3) Changes to charges in Bath Hill East car park, Keynsham, and for all day parking at Bath Park and Rides.</li></ol>
<b>Decision Date</b>	12 February 2026
<b>The decision</b>	The Cabinet Members agree to the progression to statutory public consultation via the Traffic Regulation Order process of the following: <ol style="list-style-type: none"><li>(1) Proposal to introduce an additional resident's permit charge based on vehicle size (area) in 2026/27</li><li>(2) Proposal to increase visitor permit charges in 2026/27</li><li>(3) Proposal to increase the all-day parking charge at all Park and Ride sites in Bath</li></ol>
<b>Rationale for decision</b>	<p>Parking charge proposals have been formulated in accordance with the requirements of s122 of the Road Traffic Regulation Act (1984) (RTRA 1984). The aim of these proposals 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.</p> <p>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.</p> <p>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</p>

	<p>costs are not covered by other council funds.</p> <p>A proposed increase to all day parking charges at out park and ride sites for motorists not using the park and ride service protects the long-term viability of the service and ensures that those using these sites for short-stay parking to health and recreation, particularly Lansdown P&amp;R to the North of the city, are not impacted.</p>
<b>Financial and budget implications</b>	<p>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.</p> <p>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.</p> <p>Whilst the aims of proposals recommended by this report are focussed on pedestrian safety and the operation of resident permits schemes, it's expected that additional income will be generated as a result of higher charges for larger vehicles. Any surplus from on street charges will be considered within the requirements of s55 of the RTRA 1984.</p> <p>Development and implementation of these proposals will be undertaken by current staff within existing revenue budgets.</p>
<b>Issues considered</b>	<p>Social Inclusion; Customer Focus; Sustainability; Equality (age, race, disability, religion/belief, gender, sexual orientation); Health &amp; Safety; Other Legal Considerations</p>
<b>Consultation undertaken</b>	<p>Cabinet colleagues; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Section 151 Finance Officer; Monitoring Officer</p>
<b>How consultation was carried out</b>	<p>The proposals were subject to public consultation as set out in section 3 of the report, inviting feedback on the proposals from members of the public. The consultation ran for 21 days between 17 October 2025 and 7 November 2025. Approved proposals will be taken forward to statutory public consultation as part of the Traffic Regulation Order process.</p>
<b>Other options considered</b>	<p>None. Proposals outlined in the report have been subject to public consultation.</p>
<b>Declaration of interest by Cabinet Member(s) for decision:</b>	<p>none</p>
<b>Any conflict of interest declared by anyone who is consulted by a Member taking the</b>	<p>none</p>

<b>decision:</b>	
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<b>Name and Signature of Decision Maker/s</b>	 Councillor Joel Hirst Cabinet Member for Sustainable Transport Strategy Bath and North East Somerset Council   Councillor Manda Rigby Cabinet Member for Communications and Community Bath and North East Somerset Council
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<b>Date of Signature</b>	12 February 2026
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**Subject to Call-in until 5 Working days have elapsed following publication of the decision**