

**OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)
INFORMAL CONSULTATION (Cabinet Members for Transport)**

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PREPARED BY: Traffic Management Team, Highways and Transport Group

TITLE OF REPORT: Off Street parking - Review parking and permit charges
PROPOSAL: Change to the charges for off street parking
SCHEME REF No: 22 – 021
REPORT AUTHOR: Andrew Dunn, Team Manager - Parking

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, section 35 (Variation of charges at off-street parking places). An order under section 35(1)(a)(iii) of this Act makes provision as to the charges to be paid in connection with the use of off-street parking places, the authority making that order may vary those charges by notice given under this section.

3. PROPOSAL

In line with Parking Services savings proposals agreed in the February 2022 budget setting process by Full Council, the Cabinet Member has agreed to implement a range of proposals affecting off street parking charges designed to meet these savings and facilitate the achievement of strategic outcomes of local transport

policy. These are summarised below:

1. Proposed Bath car park charges
2. Proposed Keynsham car park charges
3. Proposed car park season ticket charges
4. Proposed new tariff to facilitate electric vehicle charging in long stay car parks
5. Proposed charges for reserved space parking permits in residents permit holder only car parks
6. Proposed permit holders only parking for Southview Road car park, Bath
7. Proposed new seasonal parking charges at The Shallows car park in Saltford
8. Proposed new charges for parking at Park and Ride car parks for those not using the park and ride service
9. Removal of the 10% residents parking saver discount in car parks
10. Removal of the 10p fee in car parks when using MiPermit

Details of proposals (1) to (8) are set out in-Appendix 1 to 8.

In addition to the above proposals, it's also recommended that the following article is amended to address a historic anomaly from:

10. The vehicles permitted to park in the off street parking places specified in column 1 of Schedule 4 are:
 - (a) coaches at any time;
 - (b) heavy goods vehicles between 8.00 p.m. and 8.00 a.m.; and
 - (c) light goods vehicles between 8.00 p.m. and 8.00 a.m.

To:

10. The vehicles permitted to park in the off street parking places specified in column 1 of Schedule 6 are:
 1. Coaches at any time.

4. BACKGROUND

- 4.1. These proposals have been developed aimed to improve air quality through a major shift to public transport, walking and cycling and incentives to reduce the use of vehicles in order to secure the safer movement of pedestrian traffic on the highway by reducing the public health risks posed to them by air pollution.
- 4.2. These proposals are also aimed to facilitate the achievement of strategic outcomes of local transport policy by reducing congestion and vehicle intrusion into neighbourhoods, and particularly residential neighbourhoods and align with the Council policy on Liveable Neighbourhoods and the Journey to net zero.
- 4.3. Air quality impacts on pedestrian safety, managing traffic flows and availability of parking are all significant issues in our region. Whilst the proposals are a separate

standalone scheme, they are complimentary to other projects aimed at addressing these issues, including but not limited to the following:

- a) Promoting a major shift to public transport, walking and cycling, with incentives to reduce the use of more polluting vehicles, in accordance with the UK government National Air Quality Strategy
- b) Improving the safety of cyclists and pedestrians through active travel schemes which rebalance priorities on our roads and build on social distancing needs
- c) Introducing and managing a Clean Air Zone in central Bath, to encourage less polluting ways of travelling around the city
- d) Liveable Neighbourhoods policy and work concerning reducing the effect of motor vehicles on neighbourhoods, particularly residential neighbourhoods.

4.4. In order to develop a fair and balanced package of proposals to meet traffic management and pedestrian safety purposes, regard has been given (to an extent permissible with the requirements under s.122 of the Road Traffic Regulation Act 1984) 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.

4.5. On 11 February 2022, the Council's Cabinet approved proposals (Report E3321) to review car parking and car park permit charges as part of the budget setting process for 2022/23. The proposals to achieve these savings totals are outlined in section 3 of this report.

4.6. On 5 May 2022, the Council's Cabinet agreed to proposals for a new Park and Ride contract for Bath (report E3357). The new contract operates on a gross cost basis with the Council retaining future risk regarding to patronage. Within this report it was also agreed that parking charges could be implemented to any users to help offset the increased costs and operation of the service to ensure it remains viable. This is included within proposal (8) in section 3 of this report.

5. SOURCE OF FINANCE

Implementation of these proposals are to be funded from existing revenue budgets.

LH2 LBA10

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members and the Cabinet Member for Transport.

PROPOSAL(S) APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE AND WARD MEMBERS.



Paul Garrod
Traffic Management and Network Manager

Date: 2nd August 2022

Appendix 1: Proposed Bath car park charges

Current:

		Hours available									
		1	2	3	4	5	6	7	8	10	24
Bath - Standard	Long Stay										
	Avon Street	£ -	£ 3.20	£ 4.80	£ 6.40	£ -	£ 9.60	£ -	£ 12.80	£ -	£ 15.00
	Charlotte Street	£ -	£ -	£ -	£ 6.40	£ -	£ 9.60	£ -	£ -	£ -	£ 15.00
	Manvers Street	£ -	£ 3.20	£ 4.80	£ 6.40	£ -	£ 9.60	£ -	£ 12.80	£ -	£ 15.00
	Short Stay										
	Bath Sports and Leisure Centre	£ 1.60	£ 3.20	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -
	Broad Street	£ 1.60	£ 3.20	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -
	Cattle Market	£ 1.60	£ 3.20	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -
	Claverton Street	£ 1.60	£ 3.20	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	Green Park Road	£ -	£ -	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -
Kingsmead Square	£ 1.60	£ 3.20	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -	
Bath - Residents discount	Long Stay										
	Avon Street	£ -	£ 2.88	£ 4.32	£ 5.76	£ -	£ 8.64	£ -	£ 11.52	£ -	£ 13.50
	Charlotte Street	£ -	£ -	£ -	£ 5.76	£ -	£ 8.64	£ -	£ -	£ -	£ 13.50
	Manvers Street	£ -	£ 2.88	£ 4.32	£ 5.76	£ -	£ 8.64	£ -	£ 11.52	£ -	£ 13.50
	Short Stay										
	Bath Sports and Leisure Centre	£ 1.44	£ 2.88	£ 4.32	£ 5.76	£ -	£ -	£ -	£ -	£ -	£ -
	Broad Street	£ 1.44	£ 2.88	£ 4.32	£ 5.76	£ -	£ -	£ -	£ -	£ -	£ -
	Cattle Market	£ 1.44	£ 2.88	£ 4.32	£ 5.76	£ -	£ -	£ -	£ -	£ -	£ -
	Claverton Street	£ 1.44	£ 2.88	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -
	Green Park Road*	£ -	£ 3.20	£ 4.80	£ 6.40	£ -	£ -	£ -	£ -	£ -	£ -
Kingsmead Square	£ 1.44	£ 2.88	£ 4.32	£ 5.76	£ -	£ -	£ -	£ -	£ -	£ -	

Charges apply 08.00 to 20.00, 7 days a week.

Evening charge tariff available at Charlotte Street car park of £1.50 between 6pm and 8pm.

Proposed:

		Hours available									
		1	2	3	4	5	6	7	8	10	24
Long Stay											
Avon Street	£ -	£ 3.40	£ 5.10	£ 6.80	£ -	£ 10.20	£ -	£ 13.60	£ -	£ 17.10	
Charlotte Street	£ -	£ -	£ -	£ 6.80	£ -	£ 10.20	£ -		£ -	£ 17.10	
Manvers Street	£ -	£ 3.40	£ 5.10	£ 6.80	£ -	£ 10.20	£ -	£ 13.60	£ -	£ 17.10	
Short Stay											
Bath Sports and Leisure Centre	£ 1.70	£ 3.40	£ 5.10	£ 6.80	£ -	£ -	£ -	£ -	£ -	£ -	
Broad Street	£ 1.70	£ 3.40	£ 5.10	£ 6.80	£ -	£ -	£ -	£ -	£ -	£ -	
Cattle Market	£ 1.70	£ 3.40	£ 5.10	£ 6.80	£ -	£ -	£ -	£ -	£ -	£ -	
Claverton Street	£ 1.70	£ 3.40	£ -	£ -	£ -	£ -	£ -	£ -	£ -	£ -	
Green Park Road	£ -	£ 3.40	£ 5.10	£ 6.80	£ -	£ -	£ -	£ -	£ -	£ -	
Kingsmead Square	£ 1.70	£ 3.40	£ 5.10	£ 6.80	£ -	£ -	£ -	£ -	£ -	£ -	

Proposed charges in the table above apply 08.00 to 20.00 7 days a week.

A new Overnight Tariff (20.00 to 08.00) is proposed for all the above chargeable locations of £1.50 per night per vehicle (per bay). Evening charge tariff remains available at Charlotte Street car park of £1.50 between 6pm and 8pm.

Additional notes:

1. Removal of the residents parking saver 10% discount
2. An all day stay (24 hours) will include the overnight charge and expire 24 hours after first purchased.
3. 10p MiPermit convenience fee removed to align with on street charges.

Appendix 2: Proposed Keynsham car park charges

Current:

		Hours available									
		1	2	3	4	5	6	7	8	10	
Keynsham Standard	Long Stay										
	Bath Hill East	£ -	£ 0.40	£ -	£ 0.90	£ -	£ -	£ -	£ 1.60	£ 2.10	
	Fox and Hounds	£ -	£ 0.40	£ -	£ 0.90	£ -	£ -	£ -	£ 1.60	£ 2.10	
	Station Road	£ -	£ 0.40	£ -	£ 0.90	£ -	£ -	£ -	£ 1.60	£ 2.10	
	The Labbot South	£ -	£ 0.40	£ -	£ 0.90	£ -	£ -	£ -	£ 1.60	£ 2.10	
	Short Stay										
	Ashton Way	£ -	£ 0.40	£ -	£ 0.90	£ -	£ -	£ -	£ -	£ -	
	Ashton Way East	£ -	£ 0.40	£ 0.60	£ 0.90	£ -	£ -	£ -	£ -	£ -	
	Civic Centre	£ -	£ 0.40	£ -	£ -	£ -	£ -	£ -	£ -	£ -	

Proposed:

		Hours available									
		1	2	3	4	5	6	7	8	10	
Keynsham Standard	Long Stay										
	Bath Hill East	£ -	£ 0.60	£ -	£ 1.20	£ -	£ -	£ -	£ 2.40	£ 3.00	
	Fox and Hounds	£ -	£ 0.60	£ -	£ 1.20	£ -	£ -	£ -	£ 2.40	£ 3.00	
	Station Road	£ -	£ 0.60	£ -	£ 1.20	£ -	£ -	£ -	£ 2.40	£ 3.00	
	The Labbot South	£ -	£ 0.60	£ -	£ 1.20	£ -	£ -	£ -	£ 2.40	£ 3.00	
	Short Stay										
	Ashton Way	£ -	£ 0.60	£ -	£ 1.20	£ -	£ -	£ -	£ -	£ -	
	Ashton Way East	£ -	£ 0.60	£ 0.90	£ 1.20	£ -	£ -	£ -	£ -	£ -	
	Civic Centre	£ -	£ 0.60	£ -	£ -	£ -	£ -	£ -	£ -	£ -	

Additional notes:

1. New linear per hour charging structure.
2. 10p MiPermit convenience fee removed to align with on street charges.

Appendix 3: Proposed car park season ticket charges

Current:

	1 month	3 months	6 months	12 months
Public Car Parks - Non reserved spaces				
Avon Street (Mon-Fri)	£ 170.14	£ 510.40	£ 1,020.80	£ 2,041.60
Manvers Street (Mon-Fri)	£ 170.14	£ 510.40	£ 1,020.80	£ 2,041.60
Charlotte Street (Mon -Fri)	£ 116.69	£ 350.08	£ 700.15	£ 1,400.30
Charlotte Street (7 day)	£ 135.58	£ 408.38	£ 816.75	£ 1,633.50
Keynsham Long Stay (7 day)	£ 19.80	£ 60.50	£ 115.50	£ 231.00
Public Car Parks - Reserved spaces				
Charlotte Street (Mon -Fri)	£ 202.13	£ 606.38	£ 1,212.75	£ 2,425.50
Charlotte Street (7 day)	£ 231.00	£ 693.00	£ 1,386.00	£ 2,772.00

Proposed:

1. Reserved parking bay season tickets no longer offered; all reserved bays returned to general use when current live permits expire.
2. Proposed charges for unreserved season tickets are indicative only, the proposals base the new charges on 35% discount against the daily rate for the location, with an allowance 20 days annual leave by the holder per year for Mon-Fri permits only:

$$\text{annual season ticket charge} = (\text{Chargeable days} * \text{daily charge}) * (1 - 0.35)$$

NB Chargeable Days:

Mon Fri permits - 20 per month
 7 day permits - 30.4 per month

	1 month	3 months	6 months	12 months
Public Car Parks - Non reserved spaces				
Avon Street (Mon-Fri)	£ 222.30	£ 666.90	£ 1,333.80	£ 2,667.60
Manvers Street (Mon-Fri)	£ 222.30	£ 666.90	£ 1,333.80	£ 2,667.60
Charlotte Street (Mon -Fri)	£ 222.30	£ 666.90	£ 1,333.80	£ 2,667.60
Charlotte Street (7 day)	£ 337.16	£ 1,011.47	£ 2,022.93	£ 4,045.86
Keynsham Long Stay (7 day)	£ 39.00	£ 117.00	£ 234.00	£ 468.00
Public Car Parks - Reserved spaces				
Charlotte Street (Mon -Fri)	Permits no longer available			
Charlotte Street (7 day)				

Nb this table is indicative of the charges only

Appendix 4: Proposed new tariff to facilitate electric vehicle charging in long stay car parks

- New exclusive tariff for electric vehicles only for use when charging in Bath long stay car parks, in marked Electric vehicle charging bays.
 - Facilitates the use of rapid charge locations where a customer can only charge for a maximum of 90 minutes before additional charges are applied via their charging scheme membership.
- New tariffs available via MiPermit only.
- Charge set at the equivalent per hour rate (see appendix 1) with tariffs of 1 and 2 hours only (see table below showing indicates charges based on the proposals within Appendix 1):

	Hours available	
	1	2
Long Stay		
Avon Street	£ 1.70	£ 3.40
Charlotte Street	£ 1.70	£ 3.40
Manvers Street	£ 1.70	£ 3.40

Appendix 5: Proposed reserved space parking permits in residents permit holder only car parks

Current:

	6 months	12 months
Residents car parks (7 days a week)		
Bedford Street	£ 200.75	£ 401.50
Brougham Hayes	£ 123.75	£ 247.50
James Street West	£ 200.75	£ 401.50
London Street	£ 200.75	£ 401.50
Business Permits (7 days a week)		
Bedford Street	£ 310.75	£ 621.50
James Street West	£ 310.75	£ 621.50
London Street	£ 310.75	£ 621.50

Proposed:

	6 months	12 months
Residents car parks (7 days a week)		
Bedford Street	£ 273.75	£ 547.50
Brougham Hayes	£ 273.75	£ 547.50
James Street West	£ 273.75	£ 547.50
London Street	£ 273.75	£ 547.50
Business Permits (7 days a week)		
Bedford Street	£ 365.00	£ 730.00
James Street West	£ 365.00	£ 730.00
London Street	£ 365.00	£ 730.00

Additional notes:

1. Business permits may not be available for purchase in all locations depending on overall permit demand at a location.

Appendix 6: Proposed permit holders only parking for Southview Road car park, Bath

- Introduction of permit holders only parking at Southview Road car park, Oldfield Park.
- The car park has 20 marked spaces and is currently unrestricted parking.
- As this location is not adopted highway it cannot be utilised for additional resident permit provision within the proposed RPZ.
- Permits charges are in line with those proposed in Appendix 5.

	6 months	12 months
Residents car parks (7 days a week)		
Southview Road	£ 273.75	£ 547.50

Appendix 7: Proposed new seasonal parking charges at The Shallows car park in Saltford

- Introduction of paid for parking charges for short stay durations at this car park to help manage turnover, particularly during peak periods.
- Charges are seasonal:
 - 1st April through to 30th September – Charges apply.
 - 1st October to 31 March – free of charge.
- The chargeable period is to cover 8am to 8pm 7 days a week.
- No return of 4 hours applies all year round.
- A free stay during October to March still requires a free activation via MiPermit.
- Payment only via cashless parking with MiPermit.
- Charges based on proposed charges for Keynsham (Appendix 2), as below:

	Hours available		
	1	2	3
1 April to 30 September	£ 0.30	£ 0.60	£ 0.90
1 October to 31 March	£ -	£ -	£ -

- **Appendix 8: Proposed new charges for parking at Park and Ride car parks for those not using the park and ride service**
- New charges introduced at Park and Rides sites for motorists that do not use the park and ride service.
- Payment only via cashless parking with MiPermit.
- Parking is free of charge to customers that use the Park and Ride service.
- Tariff and charges proposed operate midnight to midnight:

	Hours available	
	3	all day
Lansdown Park and Ride	£ 1.00	£ 2.00
Newbridge Park and Ride	£ 1.00	£ 2.00
Odd Down Park and Ride	£ 1.00	£ 2.00

7. COMMENTS RECEIVED TO DATE

Chief Constable

No comment.

Ward Members

Bathavon North:

Cllr Kevin Guy – No comment.

Cllr Sarah Warren – No comment.

Bathavon South:

Cllr Neil Butters – No comment.

Cllr Matt McCabe – No comment.

Bathwick:

Cllr Manda Rigby – No comment.

Cllr Dr Kumar – No comment.

Chew Valley:

Cllr Vic Pritchard – No comment.

Cllr Karren Warrington – No comment.

Clutton & Farmborough:

Cllr Sally Davis – No comment.

Combe Down:

Cllr Gerry Curran – No comment.

Cllr Bharat Ramji Nathoo Pankhania – No comment.

High Littleton:

Cllr Ryan Wills – No comment.

Keynsham East:

Cllr Hal Macfie – No comment.

Cllr Andy Wait – Whilst appreciating that the council has to cope with inflation and other extra financial pressures. The increases in the Keynsham car parks are disproportional. An increase in line with Bath would be acceptable but to single out Keynsham in this way is very unfair. There are two extra mitigating circumstances, the difficulties with the improvements to Keynsham High Street makes the businesses there particularly vulnerable and sensitive to any extra disincentive to use the High Street. Keynsham High Street has experienced huge disruption in the last few years and this would be another damaging action on B&NES part. Secondly, the proposed charges in the Norton Radstock area were cancelled in this year's budget and there doesn't seem to be any suggestion of parking charges for the car parks in that part of B&NES which makes the decision to disproportionately penalise Keynsham even more unfair. I'm sure you can see the logic of my argument.

Response: The proposed charges for Keynsham reflect a modest price increase of 10p per hour in line with the same charge increase proposed for Bath.

Parking charges across the council's car parks we're last reviewed in 2018 alongside the adoption of the Parking Strategy 'Balancing your needs'. This saw the introduction of a linear tariff structure across parking locations in Bath in order to ensure that long stay parking was not proportionally (on a per hour basis) cheaper than short stay parking, therefore incentivising the use of private vehicles for longer stay and commuter parking over more sustainable alternatives and active travel. The introduction of the linear tariff across all other chargeable council car parks, including those in Keynsham, ensures consistency with this approach helping to encourage travel for all day commuters and visitors by other more sustainable modes and increasing the availability of the limited parking capacity for shorter trips. This is in line with the objectives of Parking and Transport policy and the Climate and Ecological Emergency.

Whilst the baseline increased charge remains identical in real terms at 10p per hour, a 2 hour stay in a car park in Bath with the proposed charges is 567% higher than the equivalent stay in Keynsham. Therefore, any increase in the Keynsham charges when compared proportionally against Bath prices will indicate a significant and disproportionate uplift due to the much lower baseline charge in Keynsham and cannot be considered representative of the impact of the proposals.

Keynsham North:

Cllr Vic Clarke – No comment.

Cllr Brian Simmons – No comment.

Keynsham South:

Cllr Alan Hale – No comment.

Cllr Lisa O'Brien – Having done some calculation, I am appalled by the proposed increases for Keynsham car parks, particularly in relation to the % uplift levy proposals for Bath car parks.

Bath short term car parks- 2hrs- uplift 1%

Ditto - 4 hrs- uplift 6%

long stay- 2hrs uplift1%, 4hrs 18%

Whereas you are proposing for Keynsham

Uniform uplift short and long stay car parks

2hrs uplift +50%

4hrs uplift +33%

I also think the season ticket proposals charges are excessive for all areas:

In Keynsham they represent an uplift of between 96- 103%. There are residents in Keynsham- e.g. living in the lower end of Charlton Road who have no parking space of their own and rely on being able to park in Ashton Road car park. This is taking- penalising residents who have a car - too far. I object in the strongest possible terms.

Response: The proposed charges for Keynsham reflect a modest price increase of 10p per hour in line with the same charge increase proposed for Bath.

Parking charges across the council's car parks we're last reviewed in 2018 alongside the adoption of the Parking Strategy 'Balancing your needs'. This saw the introduction of a linear tariff structure across parking locations in Bath in order to ensure that long stay parking was not proportionally (on a per hour basis) cheaper than short stay parking, therefore incentivising the use of private vehicles for longer stay and commuter parking over more sustainable alternatives and active travel. The introduction of the linear tariff across all other chargeable council car parks, including those in Keynsham, ensures consistency with this approach helping to encourage travel for all day commuters and visitors by other more sustainable modes and increasing the availability of the limited parking capacity for shorter

trips. This is in line with the objectives of Parking and Transport policy and the Climate and Ecological Emergency.

Whilst the baseline increased charge remains identical in real terms at 10p per hour, a 2 hour stay in a car park in Bath with the proposed charges is 567% higher than the equivalent stay in Keynsham. Therefore, any increase in the Keynsham charges when compared proportionally against Bath prices will indicate a significant and disproportionate uplift due to the much lower baseline charge in Keynsham and cannot be considered representative of the impact of the proposals.

Prices are typically always rounded up to the nearest whole 10p to aid cash handling and minimise the number of low value coins in machines as this results in more frequent cash collections and therefore greater costs. It should be noted that a 5p per hour price increase (5p being the lowest value coin the machines can accept) would still represent an increase of 25% on the 2 hour stay in Keynsham when considered in percentage terms and is this method is not considered an appropriate means of comparison due to the low baseline value. In addition to additional cash collections due to an increase in lower value coins being used, experience shows that some customers will perceive this as a mechanism to make them overpay due to a lack of exact change – a practice which is negatively received.

The proposed increase of 10p per hour helps to ensure that the council can absorb the 10p transaction fee charged to customers using MiPermit, ensuring that digital customers only pay the advertised tariff when using the cashless service. Noting that the cost of collecting cash is already absorbed into the charge paid with cash. Currently, cashless digital transactions via MiPermit account for nearly 70% of all paid for parking transactions, ensuring that a significant number of customer no longer need to pay this fee.

The current charges for season tickets significantly undermine attempts to encourage the use of more sustainable alternatives in direct contrast to the objectives of Parking and Transport Policy and the objectives of the Climate and Ecological Emergency due to their low price. The current discount against the equivalent daily charge across locations ranges from 43% to 70% percent. This has arisen as a result of a historic anomaly that has seen season ticket prices increased in isolation by a fixed percentage when daily P&D charges have been set separately, increasing the disparity at each review. This not only encourages private vehicle use amongst commuters but reduces the availability of space in council car parks to visitors, both those looking for short or long stay parking. The season ticket proposals still provide a significant discount of 35% against the equivalent daily charge if purchased each day.

The provision of unreserved off street pay and display car parks by the council is in order to support the economic vibrancy and development of the local community. Whilst local residents are of course free to utilise these car parks, subject to compliance with the terms and conditions of use, they are not provided in order to facilitate convenient long-term parking of private vehicles where residents do not

have private parking provision.

Kingsmead:

Cllr Sue Craig – No comment.

Cllr Andrew Furse – No comment.

Lambridge:

Cllr Rob Appleyard – No comment.

Cllr Joanna Wright – No comment.

Lansdown:

Cllr Mark Elliott – No comment.

Cllr Lucy Hodge – No comment.

Mendip:

Cllr David Wood – No comment.

Midsomer Norton North:

Cllr Michael Evans – No comment.

Cllr Shaun Hughes– No comment.

Midsomer Norton Redfield:

Cllr Paul Myers – No comment.

Cllr Chris Watt – No comment.

Moorlands:

Cllr Jess David – No comment.

Newbridge:

Cllr Michelle O'Doherty – No comment.

Cllr Mark Roper – No comment.

Odd Down:

Cllr Steve Hedges – No comment.

Cllr Joel Hirst – No comment.

Oldfield Park:

Cllr Shaun Stephenson-McGall – No comment.

Paulton:

Cllr Liz Hardman – No comment.

Cllr Grant Johnson – No comment.

Peasedown St John:

Cllr Sarah Bevan – I have a question regarding parking charges at Park and Ride sites. How will the wardens know if the car driver has used the Park and Ride bus service or not if no record of payment is shown on the MiPermit app?

Response: The council is working with the bus operator and its cashless parking provider, MiPermit, to develop and implement a suitable process to ensure that robust and appropriate enforcement action can take place.

I have a question regarding future plans for off-street parking charges in Peasedown St John. Can you confirm that there are no plans to start charging for parking at our Greenlands Road car park?

The Parking Strategy, adopted in 2018, stated (within objective PSO19) that:

PSO19 - Parking in the rural areas of Bath and North East Somerset will remain free of charge where charges do not currently apply in order to support and improve the economic viability of these settlements.

The council therefore has no plans at this time to introduce charges to the car park at Greenlands Road, Peasedown St John, subject to any future changes in circumstances or additional pressures that might make a review of the restrictions at this location appropriate, as in the case of the proposals for Southview Road and The Shallows.

Cllr Karen Walker – I am disappointed to see yet another increase to off street parking especially when there is a fuel hike as present and energy and food prices increasing, putting price up will just keep people away from visiting Banes.

Parking charges across the council's car parks we're last reviewed in 2018 alongside the adoption of the Parking Strategy 'Balancing your needs'. This previous review was itself the first review of off street charges since 2010. The

council recognises the cost of living crisis. sensitive to the current pressure on families, these proposals (where not correcting historical anomalies) broadly represent a below inflationary increase since 2010.

Publow with Whitchurch:

Cllr Paul May – No comment.

Radstock:

Cllr Chris Dando – No comment.

Cllr Bruce Shearn – No comment.

Saltford:

Cllr Duncan Hounsell – With reference to item 7 The Shallows car-park - Suggest the schedule allows for parking up to 4 hours not 3 to allow people time to combine a walk with a meal in a local pub say or to be able to have time for a session fishing in the river etc.

A four-hour tariff is typically considered to be the lowest duration for long stay car parks, this being approximately half a working day and may significantly reduce the turnover of parking spaces in the car park and the opportunities for visitors to enjoy the local amenity. It's also noted that that local business nearby maintains their own off-street parking for guests, thereby allowing this car park to be used predominantly for visitors to The Shallows for recreation purposes. Increasing the duration of parking stays to allow long stays of 4 hours is therefore not recommended.

I would strongly advise a restriction like “no return within 24 hours” to prevent owners of vans related to commercial enterprises or liveaboard vans continually renewing their stay especially in the periods when free.

It's typical for short stay car parks to have a no return condition, this is usually 1 hour, and this was omitted in error from the original report. It should also be noted that the use of cashless parking via MiPermit provides greater control over a no return condition as MiPermit is configured to prevent a subsequent and new stay in breach of the no return, only allowing a new stay to be created when the no return period has expired.

In response to this feedback, its recommended that a no return time of 4 hours for The Shallows car park is included within the proposals. It is also recommended that the chargeable period be extended from 8am to 6pm (as reflective of the Keynsham charges) to 8am to 8pm, in recognition of the pressure this location faces during the peak season when it is a popular destination for visitors. The proposals have been amended accordingly reflect these changes.

Can a cash option be available as well as MiPermit to aid older people and others who may not have an iPhone...?

Whilst use of the MiPermit mobile app or website provides an improved customer experience it's still possible for stays can be created using a more basic talk and text mobile phone using either a text message or directly via telephone.

No funding is available to purchase, install or maintain a pay and display machine at this location. In addition, the discrete riverside location places the machine at increased risk of vandalism and theft, which will require increased cash collection costs, whilst the higher levels of moisture in the air will increase maintenance requirements. Experience shows that pay and display machines located in high moisture environments offer significantly from jammed with the ticket printing mechanism resulting in machines regularly being out of order.

On a related matter, at busy times, the residents of the nearby RPZ sometimes have their spaces taken up by strangers. Could an arrangement be made possible for the residents of the RPZ to use the car-park for free if needed?

Whilst the council does not have the resources to provide a reactive service when vehicles may be parked in contravention, where this is a regular issue (noting that these vehicles may be holding a valid visitors permit and therefore be legitimately parked) we welcome this intelligence so that we can proactively deploy our limited staff resource more effectively. This intelligence can be reported to Parking Services via email to Parking@Bathnes.gov.uk.

Allowing resident permit holders to use The Shallows car park would reduce the availability of spaces for visitors looking to enjoy the local amenity. The current permit to space demand (which is the number of permits issued versus the total number of parking spaces), excluding any allowance for visitor permits, shows that there are sufficient spaces to meet current demand. However, our records indicate the number or remaining zone 20 permits that are available for purchase, combined with the use of visitor permits, would exceed the on-street capacity and result in regular overspill into the car park. This would reduce the number of spaces available to visitors to the local amenity and impact the limited income the proposals are expected to generate in order to manage and maintain the car park and is therefore not recommend.

Question, will the proposed parking charge regime for the car-park also apply to the 3 hour bay on the highway between the car-park and the toilet block?

These proposals relate to the council's off-street parking orders only. Restrictions on the public highway are controlled by different regulations and therefore are not included within this proposal. Parking charges, through MiPermit only as outlined above, can be proposed for the limited waiting bays on the public highway at a future review of the appropriate on street order if this is required, noting that this will facilitate more effective management and enforcement of the 3 hour limited waiting restriction.

Cllr Alastair Singleton – No comment.

Southdown:

Cllr Paul Crossley – No comment.

Cllr Dine Romero – No comment.

Timsbury:

Cllr Douglas Deacon – No comment.

Twerton:

Cllr Tim Ball – No comment.

Cllr Sarah Moore – No comment.

Walcot:

Cllr Tom Davies – No comment.

Cllr Richard Samuel – No comment.

Westfield:

Cllr Dr Eleanor Jackson – I would support the objections to increases in Keynsham just as I oppose any proposal to introduce charges in Midsomer Norton and Radstock (and would someone please get the electric charging machine in the Church Street car park behind the library mended. It sounds like a soap factory and is driving council officers and those parking nuts with the noise) Re the Odd Down Park and Ride, it seems that the service is being reduced and the charges increased. Why? I do not possess a car so have no idea about the proportionality of the other charges.

Response: Under the new park and ride contract, starting 28 August 2022, the service will continue operate as it does currently. These proposals do not set out any changes to the level of service or the charges to passengers of the park and ride service.

The proposals for parking charges are only applicable to users of the park and ride sites that do not use the park and ride service that the site is provided for. As highlighted in the report presented to Cabinet on 5 May 2022, the new contract operates on a gross cost basis with the Council retaining future risk regarding service patronage. Therefore, any use of the park and ride sites by motorists that are not fare paying passengers reduces the opportunity for fare paying passengers to use the service. This may risk the future viability of the service and the charges

therefore offset this risk. Those using the bus service are not required to pay a parking charge.

Cllr Robin Moss – No comment.

Westmorelands:

Cllr June Player – No comment.

Cllr Colin Blackburn – No comment.

Weston:

Cllr Shelley Bromley – No comment.

Cllr Ruth Malloy – Thank you for your email. I'm happy for these proposals to progress onto Public Consultation.

Widcombe & Lyncombe:

Cllr Winston Duguid – No comment.

Cllr Alison Born – No comment.

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBERS FOR
TRANSPORT



Gary Peacock
Head of Highways, Parking and Passenger Transport

Date:11/08/2022