

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	Review of on-street parking permit charges, including size-based fees
PROPOSAL:	On Street parking permit charges
SCHEME REF No:	25-076
REPORT AUTHOR:	Andrew Dunn

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegations of Functions to Officers**, as follows:

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 their area of responsibility.
Section D	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 and the Head of Highways Delivery hold 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, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown below:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	X

(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	X
(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	X

3. **PROPOSAL**

3.1. Following consideration of feedback from a preliminary public consultation, undertaken in October/November 2025, the council is proposing to review on street parking permit charges to include:

- A. Introduction of an additional resident's permit charge based on vehicle size (area) in 2026/27.
- B. An increase to visitor permit charges in 2026/27.

3.2. Proposed charges described in paragraph 3.1 are set out in more detail in Appendix A.

3.3. It's proposed that emissions-based parking charges are introduced at unrestricted sections of the following locations:

- A. Weston Road, Bath, between the junction with Park Lane and the north east entrance into Royal Victoria Park.

3.4. Proposed charges described in paragraph 3.3 are set out in more detail in Appendix B, and a location plan included within Appendix C.

3.5. It's proposed that 25m of central zone permit holder parking on Monmouth Street be changed to Police Vehicle only parking. To mitigate this reduction in permit holder parking, 25m of dual-use (permit holders/pay and display) parking on Monmouth Place will become exclusive central zone permit holder parking. This also includes a further amendment to formalise a loading bay on Monmouth Place within the Traffic Regulation Order. Location details and a plan for these proposals are set out in Appendix C.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing the introduction or increase in permit/parking charges. It has balanced the various considerations and concluded that it is appropriate to promote the introduction or increase in charges as proposed. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed introduction or increase in charges is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction or increase in charges, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

The scheme is a standalone scheme funded from existing revenue budgets and revenue generated from the proposals themselves.

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

9. INFORMAL CONSULTATION FEEDBACK

Chief Constable

Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with Bath and North East Somerset Council Parking Services.

It is recognised that in this instance the proposals include realignment of 25m of permit holder parking on Monmouth Street to Police Vehicle only parking, with 25m of dual-use (permit holders/pay and display) parking on Monmouth Place becoming exclusive central zone permit holder parking to mitigate this reduction in permit holder parking.

This partnership working between Bath and North East Somerset Council and Avon and Somerset Police is welcomed. Enabling dedicated police vehicle parking outside the new police premises in Monmouth Street would assist us in achieving our purpose in serving the residents of Bath and surrounding area. Provision for marked police vehicles to park directly adjacent to the operational police premises would assist officers to deploy quickly and boost their visibility.

The proposals should meet the aspirations behind their introduction.

Emergency Services

No comment.

Road Haulage Association

No comment.

Freight Transport Association

No comment.

Parking Services

No comment.

Waste Services

No comment.

Ward Members

Kingsmead Ward: Cllr George Tomlin:

- Weston Road - While I understand and agree with the introduction of parking controls on this section of road to deter commuter parking, and provide parking for visitors to Royal Victoria Park, I would support any investigation of a future

conversion of these bays to dual use resident parking/visitor parking to help with overcrowded neighbouring resident parking zones 6 & 7.

- Monmouth Street - While I'm disappointed to see the loss of resident parking zone bays on Monmouth Street due to the request from the Police for operational parking, I'm supportive of the plan to offset this loss in Monmouth Place with the conversion of joint pay and display bays to resident parking zone bays. I am also supportive of the formalising of the loading bay at the end of Monmouth Place in the revised order.

Westmoreland Ward: Cllr Colin Blackburn / Cllr June Player:

- The visitor permit price rises being proposed for the next three years are significant and will put further pressure on residents during the cost of living crisis affecting so many. We would like to understand firstly, once a digital permit for 100 hours is purchased, do these expire at a given date or remain open until used up? How many Westmoreland residents purchase these permits and how many have purchased more than one 100 hour 'block' in the last twelve months? Many of our residents use these permits for visitors who come to provide services to their household, including care services. A 50% cost rise for this next year is a massive increase and doesn't seem to have any clear justification regarding the cost of management of the scheme (which should be the key factor when setting prices) to then compound that first increase for a further 2 more years, to represent a 250% cost increase over 3 years, doesn't seem fair or defensible. What could appear to be a modest £5 rise this year, if a resident uses 10 x 100 hours, that will be a £50 jump to their household cost that in many cases cannot be avoided because these permits are not just for friends and family popping round to see them! In three years, that same resident will be expected to pay £150 more. Without better clarification on the user profile of these permits, we cannot endorse such a dramatic price rise.

Officer response:

- *In accordance with the council's on-street parking permit terms and conditions, all visitor permits—including paper permits where available—are valid for 12 months from the date of purchase. Having these permits expire assists in managing the high demand for limited kerb space in resident parking zones, prioritising access for residents and their guests. This approach prevents individuals from purchasing the maximum allocation annually and accumulating unused permits to enable prolonged visitor parking.*
Residents are entitled to 1000 hours of digital visitor permits within a rolling 12-month period. These permits are sold in bundles of 100 hours (equivalent to 10 days). It is recommended that residents purchase their allocation in single bundles of 100 hours to minimise the risk of permit expiration.
- *We do not track purchases by specific properties, but residents in zone 28 bought around 2,950 bundles of 100 hours in the past year.*

- *The council recognises the cost-of-living crisis and is sensitive to the current pressure on families, and whilst these proposals mean higher charges only apply to people that use these permits, they nevertheless come at a sensitive time.*
 - *We acknowledge that many residents require regular visits from professionals or friends and family to receive informal or formal care. To accommodate these needs, Medical and Social Care permits are provided, allowing such visits without affecting the limited supply of visitor permit parking allocated to residents. These permits are issued for a single annual fee; each visit must be activated in two-hour increments free of charge, and concurrent activations are permitted. Further information can be found on our website at <https://www.bathnes.gov.uk/apply-medical-or-social-care-parking-permit>.*
 - *The council issues Trade permits for essential maintenance service providers to park near homes. More details are available at <https://www.bathnes.gov.uk/apply-trade-parking-permit>.*
 - *After engaging with the local community and finalising the design for zone 28, a significant number of free time-limited parking spaces were introduced throughout the scheme area. Details about these parking locations are available online at <https://streets.appyway.com/bath-and-north-east-somerset>.*
 - *Visitor permit fees have remained unchanged since 2013. An analysis of administration, maintenance, and enforcement costs for resident parking schemes in 2024/25 reveals a £168k shortfall in income generated from the sale of all on-street parking permits. These proposals are designed to ensure that Resident Parking Schemes are self-financing, thereby preventing their operating costs from being subsidised by other council funds.*
- *Regarding the move to charge for permits based on vehicle size for use in residents parking zones, this could again have a significant effect on those who have a legitimate need for a larger vehicle, albeit a larger family, vehicle used also for work purposes etc. We note that only three very small sized vehicles would qualify for a discount, all others will be facing a cost increase. Can you please clarify how many Westmoreland residents would benefit for the reduction and how many will be hit by the cost increase? Can you also give an explanation as to why these size boundaries have been set for increases because even modest small family cars appear to be 'captured' in the cost rise?*

Officer response:

- *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.*
- *Introducing supplementary charges for larger vehicles and including discounts for smaller ones will encourage the uptake of safer, smaller and*

cleaner vehicles. The report uses sample vehicles from thousands of council-issued resident permits. Current permit data shows that 21% of holders would receive a discount, while 48% could face an average annual increase of £11.93, or £0.99 monthly.

- Whilst the impacts of these proposals for the purposes of modelling have used current permit data, this is not linked to individual properties for data protection reasons and therefore ward level data is not available.*
- Whilst we appreciate the need to consider the Climate Emergency when setting the new on street parking charges, this will have a significant effect on those less able to afford modern or more up to date vehicles but also doesn't seem to reward those in Zero emission cars. Can you confirm that zero emission cars will be paying the same or more than is currently in place for on-street charging? Why has vehicle size not been factored into these changes either? We have many visitors to B&NES who drive the SUV vehicles that you describe but are able to afford low emission versions, why are they not being asked to pay more when size/safety seem to be a driving factor to these cost increases?*

Officer response:

- These proposals add extra charges for resident permits alongside current emission-based fees. Less polluting vehicles will still pay less than more polluting ones of similar size, and two low-emission vehicles may have different charges if one is significantly larger.*
 - These proposals are not intended to alter charges associated with vehicle emissions. However, it should be noted that a consultation was held last autumn which suggested a 20% increase to the current emission-based charges. The results of that consultation are still under review. Details of the consultation are available on our website at <https://www.bathnes.gov.uk/traffic-regulation-order-consultation-review-street-parking-permit-charges-2025-26>*
 - Charging by vehicle size for paid parking, both on the street and in our car parks, remains an option for future consideration. However, implementing such surcharges is expected to require a review of our current cash and card payment systems due to the increased complexity these additional fees would introduce.*
- We hope you can provide a detailed response to the points raised so we can reassure our residents that this have been properly thought out, is fair and not just a reason to again hike parking charges.*

Parish / Town Councils

No comment.

Cabinet Member for Sustainable Transport Delivery:

Cllr Lucy Hodge – No comment.

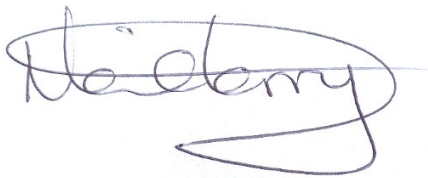
Cabinet Lead - Cabinet Member for Sustainable Transport Strategy:

Cllr Joel Hirst - Very keen to support these changes.

- Following on from earlier informal consultation very keen to support the introduction of additional residents permit charging based on vehicle size. This sends an important message that the council cares about road safety and wants to use nudge approaches to encourage the use of smaller vehicles.
- The increase in visitor permit charges is a proportionate change
- Happy to support the other measures which feel like reasonable adjustments to the current parking schemes in the authority.

10. RECOMMENDATION

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of the Traffic Regulation Order should progress.



Neil Terry
Traffic Management & Network Manager

Date: 12/05/2026

11. DECISION

As the officer holding the above delegation, I approve the progression of this Traffic Regulation Order.



Chris Major
Director for Place Management

Date: 12/05/2026

Appendix A – Proposed charges

Part 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

Appendix A – Proposed charges

Part 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

Appendix B – Proposed charges

Table 1 – Parking charge for paid for parking

The parking charge for a specific vehicle is calculated using the Tier specified in column 8 and the vehicle's emissions and fuel type as specified Table 2.

	Parking Charges per maximum length of stay						
1	2	3	4	5	6	7	8
Location	30mins	1 hr	1hr 30mins	2 hrs	3 hrs	4 hrs	Tier
Weston Road		£0.00		£2.00 to £3.00	£4.50 to £6.00	£6.00 to £7.80	Park

Table 2- Emission-based Parking Charge for paid for parking

A vehicle's CO2 data as recorded by the DVLA is be used to calculate the exact parking charge. Where this data is missing or null in the case of a non-electric powered vehicle the engine capacity data as recorded by the DVLA will be used to calculate the exact parking charge.

Where CO2 data and engine capacity data is not recorded by the DVLA or the DVLA have no record of the vehicle then the parking charge for the period of parking will be the highest emission-based parking charge for the specified period of parking as set out in column 4.

Column 1 <u>Period of parking</u>	Column 2 <u>DVLA vehicle data</u> CO2 emissions (g/km), or Engine capacity (cc)	Column 3 <u>Emission-based parking charge</u> - For electric and non-diesel fuelled vehicles				Column 4 <u>Emission-based parking charge</u> - For diesel fuelled vehicles.			
		Tier	Park			Tier	Park		
Up to 30 minutes	0 to 130 g/km	£0.00				£0.00			
	131 to 150 g/km	£0.00				£0.00			
	151 to 170 g/km	£0.00				£0.00			
	171 to 190 g/km	£0.00				£0.00			
		£0.00				£0.00			
		£0.00				£0.00			

Column 1 Period of parking	Column 2 <u>DVLA vehicle data</u> CO2 emissions (g/km), or Engine capacity (cc)	Column 3 <u>Emission-based parking charge</u> - For electric and non-diesel fuelled vehicles				Column 4 <u>Emission-based parking charge</u> - For diesel fuelled vehicles.			
		Tier Park				Tier Park			
	191 to 225 g/km 226 to 255 g/km over 255 g/km								
	0 to 1550 cc 1551 to 1950 cc 1951 to 2950 cc over 2950 cc	£0.00 £0.00 £0.00 £0.00				£0.00 £0.00 £0.00 £0.00			
Up to 1 hour	0 to 130 g/km 131 to 150 g/km 151 to 170 g/km 171 to 190 g/km 191 to 225 g/km 226 to 255 g/km over 255 g/km	£0.00 £0.00 £0.00 £0.00 £0.00 £0.00 £0.00				£0.00 £0.00 £0.00 £0.00 £0.00 £0.00 £0.00			
	0 to 1550 cc 1551 to 1950 cc 1951 to 2950 cc over 2950 cc	£0.00 £0.00 £0.00 £0.00				£0.00 £0.00 £0.00 £0.00			
Up to 2 hours	0 to 130 g/km 131 to 150 g/km 151 to 170	£2.00 £2.10 £2.20 £2.20 £2.30				£2.50 £2.60 £2.70 £2.70 £2.80			

Column 1 Period of parking	Column 2 <u>DVLA</u> <u>vehicle data</u> CO2 emissions (g/km), or Engine capacity (cc)	Column 3 <u>Emission-based parking charge</u> - For electric and non-diesel fuelled vehicles				Column 4 <u>Emission-based parking</u> <u>charge</u> - For diesel fuelled vehicles.			
		Tier Park				Tier Park			
	g/km 171 to 190 g/km 191 to 225 g/km 226 to 255 g/km over 255 g/km	£2.30 £2.40				£2.80 £2.90			
	0 to 1550 cc 1551 to 1950 cc 1951 to 2950 cc over 2950 cc	£2.10 £2.30 £2.40 £2.50				£2.60 £2.80 £2.90 £3.00			
Up to 3 hours	0 to 130 g/km 131 to 150 g/km 151 to 170 g/km 171 to 190 g/km 191 to 225 g/km 226 to 255 g/km over 255 g/km	£4.50 £4.70 £4.80 £4.90 £5.00 £5.10 £5.30				£5.00 £5.20 £5.30 £5.40 £5.50 £5.60 £5.80			
	0 to 1550 cc 1551 to 1950 cc 1951 to 2950 cc over 2950 cc	£4.80 £5.00 £5.30 £5.50				£5.30 £5.50 £5.80 £6.00			
Up to 4 hours	0 to 130 g/km	£6.00 £6.20				£6.50 £6.70			

Column 1 <u>Period of parking</u>	Column 2 <u>DVLA vehicle data</u> CO2 emissions (g/km), or Engine capacity (cc)	Column 3 <u>Emission-based parking charge</u> - For electric and non-diesel fuelled vehicles				Column 4 <u>Emission-based parking charge</u> - For diesel fuelled vehicles.			
		Tier Park				Tier Park			
	131 to 150 g/km	£6.40				£6.90			
	151 to 170 g/km	£6.50				£7.00			
	171 to 190 g/km	£6.70				£7.20			
	191 to 225 g/km	£6.80				£7.30			
	226 to 255 g/km	£7.00				£7.50			
	over 255 g/km								
	0 to 1550 cc	£6.30				£6.80			
	1551 to 1950 cc	£6.70				£7.20			
	1951 to 2950 cc	£7.00				£7.50			
	over 2950 cc	£7.30				£7.80			

Appendix C – Proposed Parking Restriction amendments

Document attached to Report.