

Meeting of:	Cabinet
Date of Meeting:	Thursday, 03 July 2025
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	'On-Street' Car Parking Charges
Purpose of Report:	To introduce on-street parking charges at Penarth and Barry Island Seafronts.
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Director of Environment and Housing
Elected Member and Officer Consultation:	<p>Committee Reports</p> <p>Monitoring Officer / Head of Legal and Democratic Services</p> <p>Head of Finance / S151 Officer</p> <p>Operational Manager - Accountancy</p> <p>Director of Place</p> <p>No Ward Member Consultation has taken place on the report as it is a strategic project, and its impact is Vale of Glamorgan wide</p>
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • A report on Car Parking was presented to Cabinet on 9th January, 2025. The report included proposals to introduce 'on-street' car parking charges at two locations, Penarth Seafront and Barry Island. • The report was referred to the Environment and Regeneration Scrutiny Committee on 28th January, 2025 for its consideration, and this Committee asked Cabinet to review several points of concern prior to progressing with any plans to charge for 'on-street' parking at these locations. • At its meeting on 6th March, 2025, noting the comments of the Scrutiny Committee, Cabinet agreed to defer any decision to charge for 'on-street' car parking pending more evidence being gathered, and the matter then being further considered. • This report further assesses the 'on-street' car parking charges proposals at Penarth Seafront and Barry Island and seeks to address the points of concern raised by the Environment and Regeneration Scrutiny Committee. 	

- The information gathered since 28th January, 2025 Scrutiny Committee, has not changed the view that traffic flows could be improved at the two locations, particularly at peak times, by implementing a car park charging rate 'on-street' at Penarth Seafront and at Barry Island, such that parking on-street at these prime visitor locations is deterred, in favour of parking in off-street car parks nearby, utilising other forms of transport including active travel, or parking on street in areas of less parking demand.
- Since the Scrutiny Committee on 28th January, 2025, the information gathered continues to support the view that implementing on-street parking charges at Barry Island and Penarth Seafront will contribute to improved traffic flow and parking management, especially during peak visitor periods.
- The key objectives of the proposed on-street parking charges are to: -
 - Reduce congestion and improve traffic flow by deterring prolonged on-street parking at prime visitor locations, thereby addressing 'gridlock' and enhancing the visitor experience.
 - Encourage the use of nearby off-street, car parks and promote alternative travel modes, including active travel and public transport, in line with the Council's Updated Car Parking Guiding Principles (March 2025) and Well-being Objectives under the Well-being of Future Generations (Wales) Act 2015.
 - Increase parking turnover and availability on-street, prioritising spaces for visitors and shoppers rather than long-term parking by traders or their employees.
 - Support the sustainable management of parking infrastructure by ensuring that income from charges covers ongoing maintenance and enforcement costs.
- The Barry Island Customer Satisfaction Survey 2024 highlights significant visitor dissatisfaction with access and infrastructure, particularly citing 'gridlock' during peak times. Introducing on-street charges aims to alleviate these issues by managing parking demand more effectively.
- Observations made by the Council's Civil Parking Enforcement Officers, as a result of enforcement work undertaken between February and May 2025, identified frequent breaches of parking restrictions and a high prevalence of on-street parking by traders and their employees, often displacing visitors. Despite available off-street parking, drivers show a clear preference for on-street spaces, indicating the need for pricing differentials to encourage behavioural change.
- The parking patterns at both Penarth Seafront and Barry Island were monitored over several weeks and this identified multiple breaches of the current limited waiting restrictions at both locations and a high use of on-street parking bays by traders/businesses and their employees.
- There was evidence of traders moving their cars to alternative on-street locations in the same areas when they were aware of the Council's enforcement activity, effectively overstaying the maximum time detailed in the parking restrictions.
- When the previous Cabinet report on car park charging was considered, there was some criticism from traders that any charging for parking on-street would deter visitors from attending and spending money in the local businesses based at these locations. However, there was no recognition at the time that often it is they themselves that are reducing the amount of on-street parking available for those very visitors.

- Whilst the observations of on-street parking patterns were undertaken outside of the peak summer season, the observations, undertaken over two separate periods; 10th February to 5th March, 2025 and 6th May to 19th May, 2025, between 10:00hrs and 16:00hrs, identified a high use of on-street parking at a time when a significant number of spaces were available in the nearest 'off-street' car parks.
- As stated, the parking preference for drivers at both the Penarth Seafront and Barry Island was observed as clearly being on-street. Morning observations also showed many of the available spaces being taken up prior to the times the on-street restrictions begin, when few visitors to the areas were noted; again, pointing to the likelihood that these spaces were taken up by traders/businesses and their employees.
- In 2021, to reduce on-street parking demand and to support our residents and local businesses, the Council introduced annual and half yearly season tickets. These provide lower cost parking in the 'off-street' car parks at Barry Island (at the time of the observation parking was free at the Penarth Cliff Top Car park). However, drivers will always seek to park in locations nearest to their destination and if there is no deterrent to doing so, this pattern of parking on-street parking will continue, with 'off-street' car parks most likely only used when drivers have checked that there are no on-street spaces available.
- The current cost of an annual coastal parking permit is £105. This equates to a cost of less than 30p per day to park at any of our coastal car parks, every day for up to 15 hrs per day (07:00hrs until 22:00hrs).
- To deter this on-street parking pattern and to reduce the problems it causes to free traffic movements in these busy visitor areas, 'on-street' parking must be made less attractive than the off-street alternative. A way to achieve this is to levy a charge for on-street parking that is greater than the off-street parking provision.
- Not only would this promote use of car parks away from the busiest visitor areas, but it would also assist in supporting transport alternatives such as active travel and public transport. In addition, it would serve to facilitate the turnover of parking on-street and deter traders from using these spaces; both of which could increase parking opportunities for visitors / shoppers.
- The requirement for each driver to obtain a pay and display ticket or other payment receipt significantly reduces the resources required for enforcement and is likely to improve compliance with parking time limits.
- The initial proposals for parking on-street were to charge for 7 days per week from 08:00hrs to 18:00hrs at a scale of fees higher than those in place in the nearby 'off-street' car parks.
- During the debate on the proposed introduction of on-street charges at the Environment and Regeneration Scrutiny Committee, several local traders expressed concerns about the potential impact of these charges on their operations. A key request was the inclusion of a free parking period during these chargeable hours, which they felt would support their businesses and the local community.
- In reviewing the initial proposals consideration has been given to trader's views and it is felt that this could assist in achieving a balance between the needs of local businesses and Council's broader parking and transport objectives.
- The core aim of introducing on-street parking charges remains to manage congestion and to discourage long-stay parking in prime on-street car parks. This means seeking to reduce the use

of the areas in question by cars and those looking for preferential parking, whilst at the same time encouraging active travel and use of public transport. As a result, the availability of free parking periods on-street would appear to be counterproductive.

- However, in response to the specific operational needs raised by traders and local residents to access on-street spaces for early morning unloading and set up, before peak visitor times, a revised approach is now proposed. This would see the charging period commencing at a later time, allowing residents and businesses to use these areas for free before peak visitor times. The charges are now proposed to start at 10:00hrs rather than earlier, operating through until 18:00hrs for the full 7 days per week. This adjustment reflects the reality that the seafront and commercial areas in question do not experience significant congestion before 10:00 hrs, and there are no nearby schools that would contribute to peak morning traffic or parking pressure.
- This revised approach will therefore allow traders and local business a window of time each morning to access on-street parking spaces without charge for loading and preparation, residents to use these areas for free before peak visitor times, while preserving the integrity of the wider transport and parking strategy. It strikes a practical balance between the objectives of the scheme and the operational needs of the local business community.
- In addition to seeking the agreement of Cabinet to proceed with 'on-street' parking charges at Penarth Seafront and Barry Island, this report also seeks Cabinet approval of a new Car Parking Guiding Principles document. This document sets out a consistent and transparent framework for the consideration and managing of parking interventions across the Vale of Glamorgan, ensuring that economic, environmental and social factors are fully considered in future proposals.
- This document has been updated to better link with 'Vale 2030' and the Council's commitment to Project Zero. In future years there must be less reliance on the private motor car and our actions and policy decisions should serve to encourage the use of alternative mass forms of transport and / or active travel options.
- It could therefore be argued that encouraging the parking of motor cars in our high footfall coastal areas at locations closer to the coastal amenities than the available off-street, car parks, conflicts with the Council's long-term policy ambitions.
- In developing these proposals, the Council has considered Section 45(3) and Section 122(2) of the Road Traffic Regulation Act 1984 and has balanced multiple material considerations including: -
 - Maintaining the free flow of traffic and preventing congestion and obstruction on key routes.
 - Providing adequate parking facilities both on-street and off-street.
 - Ensuring access to premises is not unduly impeded.
 - Managing parking demand to support local economic activity and environmental objectives.
 - The expeditious, convenient, and safe movement of vehicular and pedestrian traffic.
 - Sufficient parking provision to meet demand.
 - The environmental impacts of parking management measures.
- The introduction of on-street parking charges is not intended as a revenue-raising initiative. Rather, income generated will be dedicated to covering the costs of parking infrastructure

installation, maintenance, enforcement, and related transport projects, in accordance with statutory provisions.

- An Equalities Impact Assessment (EqIA) has been undertaken in line with Section 149(1) of the Equality Act 2010. This assessment specifically addresses potential impacts on people with protected characteristics, particularly older adults and those with disabilities. Key mitigating actions include: -
 - Continued free parking provision for Blue Badge holders.
 - Ensuring payment machines and signage are accessible to all users.
 - Offering multiple, inclusive payment methods including contactless and online options.
- The EqIA confirms that the proposals promote equitable access while supporting the Council's wider transport and environmental goals. A full copy of the assessment is appended to this report.

Recommendations

1. That Cabinet approves the updated Car Parking - Guiding Principles document, dated March 2025, attached at Appendix A to this report.
2. That Cabinet agrees to the introduction of on-street charging at the streets specified at Barry Island and Penarth Seafront, subject to the statutory process for implementing the necessary Traffic Regulation Orders (TRO's).
3. That the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood and Building Services, is authorised under delegated powers to advertise the TRO to introduce on-street parking charges at the identified locations, with operational hours of 10:00hrs to 18:00hrs seven days per week, and in accordance with the fee structure set out in the report.
4. That in the event of public objections being received to the proposed TRO's, a further report be brought to Cabinet to consider those objections before any implementation of on-street parking charges.
5. That should no objections be received, the Director of Environment and Housing be authorised to complete all necessary legal and operational steps, including installation of signage and payment infrastructure, to introduce the proposed charging arrangements without further delay.
6. That the on-street parking charges at Barry Island resort and Penarth Seafront be reviewed 24 months after implementation with a report brought back to Cabinet to evaluate their effectiveness in meeting the stated objectives, including impacts on traffic flow, parking behaviour, and wider policy goals.

Reasons for Recommendations

1. To adopt an updated Council Policy, ensuring alignment with the Council's wider transport, climate, and well-being objectives, including those set out in Vale 2030 and Prosect Zero.

2. To secure Cabinet approval for the principle of introducing on-street parking charges as a mechanism to manage demand, reduce congestion, and promote more sustainable parking behaviour at key coastal visitor destinations.
3. To enable the timely progression of the necessary statutory process and infrastructure required to implement the proposed on-street parking charges effectively and lawfully.
4. To ensure that any public objections to the proposed TRO's are properly considered in accordance with legal requirements and to uphold the integrity and transparency of the decision-making process.
5. To facilitate the prompt introduction of parking controls in the absence of objections, addressing current traffic and parking pressures and supporting more efficient use of off-street parking facilities.
6. To address the recommendations provided from the Special Environment and Regeneration Scrutiny Committee and to ensure that the impact of the new arrangements is monitored over time and that any adjustments necessary to improve outcomes or address unforeseen issues are considered and assessed.

1. Background

- 1.1 A report on Car Parking was presented to Cabinet on 9th January, 2025 which proposed to introduce off-street and on-street parking charges at several coastal locations, advise of future proposals for residential parking and determine the future of the Court Road Multi-Storey Car Park in Barry.
- 1.2 The 9th January, 2025 Cabinet report references a document detailing the guiding principles and charges for car parking which provided a strategic outline for car park management at the time it was adopted in March 2020.

[Car-Parking – Guiding Principles and Charges, February 2020](#)

- 1.3 At its meeting on 9th January, 2025, a report on Car Parking was presented to Cabinet, which sought Cabinet's agreement on a range of parking matters, including plans to introduce off-street and on-street parking charges at several coastal locations including at Barry Island and Penarth seafronts. The report noted that these were prime coastal locations where charging for on-street parking would be viable and would assist in reducing congestion on the highway by encouraging visitors to use nearby off-street parks. The report noted the charging anomaly with Barry Island where visitors must pay up to £8 for parking off-street but can park on-street, much closer to the beach fairgrounds and other attractions, for free. The report noted that the proposed introduction of charging for off-street parking at the off-street Cliff Walk car park near Penarth seafront would create a similar anomaly if on street parking was not also introduced at Penarth seafront.
- 1.4 Cabinet agreed in principle to these proposals, with minor amendment including delaying the start of on-street charging at Barry Island and Penarth

seafronts to 10 am. Specifically, Cabinet resolved that the introduction of coastal car park charges at Cold Knap Car Park (Barry), Bron Y Mor Car Park (Barry), Portabello Car Park (Ogmore-By-Sea), Cliff Walk Car Park (Penarth) and West Farm (Southerndown) be agreed in principle (Cabinet Minute No. C228 refers). A link to the report and Minutes is provided below: -

[Car Parking Minutes](#)

- 1.5** On 28th January, 2025, the proposals were considered by a Special Environment and Regeneration Scrutiny Committee, “the Special Committee”. A link to the report and Minutes is provided below; -

[25-01-28 Special Minutes Special](#)

- 1.6** The Special Committee received several representations, including from: -
- a. Marie Curie, concerned at the impact of on-street parking charges on Bridgeman Road, Penarth on the delivery of services at their Bridgeman Road hospice.
 - b. Penarth Yacht Club, concerned at the impact of on-street parking charges at Penarth seafront on the operation of the Yacht Club, and in particular the ability of elderly members to continue using the Yacht Club.
- 1.7** The Special Committee received a presentation from the Director of Environment and Housing and the Head of Neighbourhood Services, with the use of PowerPoint slides. The slides referenced Project Zero (the Council’s commitment to be net zero by 2030 and to encourage others to reduce emission) and “active travel / behaviour shift / congestion / contributions from visitors (o/s of the Vale) and existing costs.” The slides also included a strong focus on the financial aspects of the on-street charging proposals, noting that “car parking income offsets expenditure such as public transport / car park maintenance” but also noted that the proposal “assists with managing congestion and short- and long-term parking arrangements”. The minutes of the meeting record the following: -

“These proposals were set within the current climate of a challenging budgetary position for the Council and relevant Directorate, the need for savings, as well as the need to reduce congestion and moving motorists from on-street parking into car parks wherever possible. The measures would also help to move people to other forms of more ‘active’ travel and public transport, as part of environmental considerations. There would be benefits or support for local residents and others, such as the availability of season tickets for local residents for on-street car parking, equating to only £2 per week for residents and traders.

Furthermore, the proposals complied with the legislative framework in place (i.e. Section 55 of the Road Traffic regulation act 1984 and Traffic Management Act 2024 for the on-street parking charges) and the relevant Equality Impact Assessments (EIAs) had been completed for these.”

- 1.8** Members of the public spoke at the meeting, drawing attention to the claimed negative impact of the proposals on local businesses, traders and visitors. Members of the Committee also raised concerns. The Committee referred the report back to Cabinet for further consideration in light of the concerns raised, including a request that:
- a. equality impact assessments be made available;
 - b. consideration be given to a free period of one or two hours for on-street parking;
 - c. clarification of the legal position as regards the use of any money that might be raised from the charges.
- 1.9** The specific recommendations from Special Committee to be reported back to Cabinet regarding the on-street, car parking proposals for additional work and consideration are summarised below:
- Further consideration be given to on-street, car parking proposals, including a period for free car parking of one or two hours and / or seasonal parking.
 - Should on-street parking charges be introduced, then there should be a review period built into that so appropriate changes could be made as required.
 - That the legal position in relation to the use of any money that might be raised through the introduction of car parking charges be clarified, in order to fully understand what that money could be spent on specifically.
 - That appropriate enforcement capacity would be required to achieve the objectives of introducing charging both in on street, and off-street areas.
- 1.10** Cabinet considered the recommendations from Special Scrutiny Committee at its meeting on 6th March, 2025 when a decision was made to progress with the proposed off-street, car parking charges at Cold Knap Car Park (Barry), Bron Y Mor Car Park (Barry), Portabello Car Park (Ogmore-By-Sea), Cliff Walk Car Park (Penarth) and West Farm (Southerndown). The TRO proposals for the introduction of charging at the coastal car parks is the subject of a further report on this meeting agenda. However, a decision regarding on-street, car parking charges was deferred pending additional evidence gathering and a future report to Cabinet for their consideration. It was noted that the reason for charging was to maximise churn and reduce congestion in the proposed areas. A link to the report and Minutes is provided below; -

[04 Ref from ER - Car Parking Minutes](#)

- 1.11** In March 2025, the Council’s Cabinet agreed to Vale 2030, a five-year corporate plan for the Council, centred around five “well-being objectives” (pursuant to the Council’s obligations under section 3(2)(a) of the Wellbeing of Future Generations [Wales] Act 2015) including (i) creating great places to live, work and visit; and (ii) respecting and celebrating the environment.
- 1.12** In addition to what is already known regarding the significant on-street parking demands at both Penarth Seafront and Barry Island, further work has been undertaken to observe the parking patterns at both locations, including compliance with the existing parking restrictions and whether these spaces are currently being used by visitors to the area, or others.
- 1.13** Details of the 2024 Barry Island Customer Satisfaction Survey on parking and transport are touched upon and specifically the dissatisfaction of visitors at the poor traffic flows at peak times.
- 1.14** This report updates on 9th January, 2025 Cabinet report and the rationale and reasoning for the proposed on-street parking charges at both Barry Island resort and Penarth Seafront and responds to the recommendations from the Special Environment and Regeneration Scrutiny Committee and comments made by traders regarding the possible effects on visitors of charging for parking on-street at these two locations.

2. Key Issues for Consideration

- 2.1** The Council’s Car Parking - Guiding Principles document, dated February 2020, adopted in March 2020, was intended to guide the Council’s strategic approach to parking management for the Council at that time. Since its adoption, key strategic policies such as Vale 2030 and other strategic initiatives related to climate change and sustainable mobility have emerged. The document now requires revision to reflect updated Council priorities and national policy frameworks.
- 2.2** Despite efforts to encourage modal shift through sustainable transport initiatives, high rates of car ownership remain, and private car trips continue to serve as a convenient and flexible transport mode for accessing employment, services and leisure opportunities across the Vale of Glamorgan.
- 2.3** In this context, private car use is likely to remain a significant mode of transport for the foreseeable future. The Council’s parking strategy must therefore deliver a balanced, lawful and proportionate approach that ensures traffic safety and flow, controls parking demand in high pressure areas (such as

coastal resorts) and promotes alternatives like public transport and active travel.

- 2.4** The proposed update to the Car Parking Guiding Principles document and associated on-street parking management measures are underpinned by the statutory objectives of the Road Traffic Regulation Act 1984 (section 122). These include:
- Securing the expeditious, convenient and safe movement of traffic (vehicular and pedestrian)
 - Providing suitable and adequate parking facilities on and off the highway.
- 2.5** The updated policy framework explicitly supports objectives such as:
- Reducing congestions in peak areas
 - Ensuring turnover of high-demand parking spaces to support local economic vitality
 - Encouraging modal shift in line with Vale 2030 wellbeing objectives.
 - Enhancing place-making by improving public realm and pedestrian accessibility.
- 2.6** The proposal is not intended for revenue generation, other than to ensure that all costs associated with its implementation are covered, and care has been taken to ensure that all objectives and supporting evidence align with statutory purposes and material considerations under sections 45 and 122 of the 1984 Act.
- 2.7** Provision and management of on-street parking continues to have an important role to play in delivering accessibility to various tourist destinations within the Vale of Glamorgan, to facilitate and improve accessibility, and ensure that the local economies of these areas thrive, as well as protecting and enhancing the quality of life for residents living in these areas. The new document principles should assist in managing short and long stay parking supply to reduce vehicle impacts in town centres and tourist attractions to encourage greater footfall and retail receipts and to improve the appearance of our streets, supporting the importance of the sense of 'Place' at these locations.
- 2.8** The document the document recognises the need to manage parking provision in a fair and proportionate manner, and that the level of on-street parking charges should reflect demand and usage patterns in order to support traffic management, promote turnover, and encourage the use of suitable alternatives, without deterring visitors.
- 2.9** The document also recognises the need to manage the availability of parking in a way that supports both visitors and local residents. Where appropriate, measures such as time-limited free parking periods, resident permits, or

differentiated charging schedules may be considered, provided they align with the aims of Vale 2030, maintain sustainable traffic flow, and support equitable access without undermining the strategic objectives of the parking policy.

- 2.10 To ensure that it is fit for purpose, the Council’s Car Parking - Guiding Principles document has been updated to provide adequate consideration of the above factors. The proposed new Car Parking - Guiding Principles document is attached at Appendix A to this report.

On Street, Car Park Charging

- 2.11 Observations of on-street parking patterns at Penarth Seafront and Barry Island were undertaken over two separate periods: 10th February to 5th March, 2025 and 6th May to 19th May, 2025, 10:00hrs to 16:00hrs.
- 2.12 The observations, undertaken by the Council’s Civil Parking Enforcement Officers, identified limited free on street, car parking space availability close to the central location of both resort areas, and a high use of on-street parking at a time when a significant number of spaces were available in the nearest ‘off-street’ car parks.
- 2.13 The parking preference for drivers at both the Penarth Seafront and Barry Island was observed as clearly being on-street. Morning observations also showed many of the available spaces being taken up prior to the times the on-street restrictions begin, when few visitors to the areas were noted; again, pointing to the likelihood that these spaces were taken up by traders and their employees.
- 2.14 The tables shown below details the vehicle parking activity and the number of fixed penalty notices issues for parking infringements over the two observation periods.

6th May to 19th May 2025

Area	Vehicles Registered in limited waiting Bays	Fixed Penalty Notices Issued
Esplanade	939	28
Cliff Hill	533	11
Bridgeman Road	338	10

10th February to 5th March 2025

Area	Vehicles Registered in limited waiting Bays	Fixed Penalty Notices Issued
Esplanade	696	26
Cliff Hill	496	13
Bridgeman Road	180	9

Station Approach	378	14
Paget Road	358	32
Breaksea Drive	124	4

Station Approach	173	7
Paget Road	255	13
Breaksea Drive	87	3

- 2.15 During May, of the 1810 vehicles parked in limited waiting bays in the Penarth Seafront area, 49 were issued a fixed penalty notice for staying over the two-hour period.
- 2.16 In the Barry Island area, of the 860 vehicles parked in the limited waiting bays, 50 vehicles were issued with fixed penalty notices.
- 2.17 During the colder weather period in February and March, of the 1372 vehicles parked in limited waiting bays in the Penarth Esplanade area, only 48 were issued a fixed penalty notice for staying over the two-hour period.
- 2.18 In the Barry Island area 23 vehicles were issued with a fixed penalty notice, from the 515 that were recorded as parking in limited waiting bays.
- 2.19 During May on average 3% of vehicles overstayed the 2 hours wait limit in Penarth and 6% in Barry. The February and March figures were 3.5% and 4.5% respectively. It is assumed that increased enforcement of these areas, brought about greater compliance with the limited waiting contravention.

Barry Island

- 2.20 Since the date of the Cabinet and Scrutiny meetings the Council’s Events and Tourism Team has received the results of the Barry Island Customer Satisfaction Survey for 2024, and under the ‘Transport and Parking’ qualitative assessment section, this has identified significant visitor dissatisfaction with access and infrastructure, including “gridlock” during peak times. One of the aims of on-street, car park charging is to improve traffic flows, and if this can be achieved it will hopefully also improve the future visitor experience.
- 2.21 Observations identified that traders and their employees were the most regular users of the on-street parking bays, often moving their vehicles when approached by the Council’s enforcement officers. Officers observed these vehicles returning to park on street again shortly following, though often on the opposite side of the road to avoid a continuation of the original limited waiting period, and to start a new one.
- 2.22 This practice not only affects traffic movements detrimentally in an already busy area, but it also denies visitors the opportunity to park on-street.

- 2.23** Enforcement officers report loading Bays on Paget and Friars Road being heavily used. These bays are regulated to allow commercial vehicles to load and unload only, after which time the vehicles should be moved. Observations suggest that this was not always the case, with certain vehicles identified as being parked in these bays for extended periods of time. Further work may be required here to ensure that these bays are used most effectively so that they best serve the needs of all relevant businesses in the locality and are not used a long-term parking for commercial vehicles.
- 2.24** Generally, businesses at Barry Island engaged well with the Enforcement officers and were compliant when they witnessed our Civil Parking Enforcement Officers as being present. However, from the experience of the enforcement officers in attendance during the assessment periods, it is suggested that such compliance with the limited waiting restrictions would not be the case if they had not been there.
- 2.25** This is disappointing, as many of the negative comments received by traders regarding the introduction of on-street car parking charges related to such charges deterring visitors and residents from attending Barry Island and spending money in the businesses there; when in fact many of the available spaces are taken up by the workers of the businesses themselves, so such spaces are not available currently.
- 2.26** Charging for these spaces would deter the practice of their use by local businesses as their more regular need would make this type of parking cost prohibitive, instead freeing up these spaces for more casual use by visitors. Low-cost parking permits are available for traders and businesses as well as loading bays. Both should serve to provide ample loading / unloading and longer-term parking options.

Penarth Seafront

- 2.27** Again, it was noted that traders/employees were mostly using the on-street limited waiting parking, moving vehicles when questioned by officers. To avoid the timed restrictions, drivers were noted moving the vehicles from one limited parking area to another which meant the limited waiting time had to begin again.
- 2.28** Trader / employee parking was largely concentrated around the Esplanade area. This is the area with highest parking demand and is essentially taken up by traders, and nearby residents.
- 2.29** It was evident that the loading Bay on the Esplanade was often used by businesses for significantly longer than required for loading and unloading purposes. In addition, residents in properties close by were observed using the bay illegally.

2.30 As at Barry Island, traders and their employees were generally compliant when advised that they were committing an offence and moved their vehicle prior to receiving a fixed penalty notice. However, it was obvious to officers that this compliance relied on their attendance, and if they had not been there the normal patterns of excessive and illegal parking by traders / employees and certain nearby residents at this prime high demand location would continue.

2.31 Again the observations here were disappointing, as many of the negative comments received by traders regarding the introduction of on-street car parking charges related to such charges deterring visitors and residents from attending the areas and spending money in the businesses there; when in fact many of the available spaces are taken up by the workers of the businesses themselves, so such spaces are not available currently.

General Comments

2.32 The proposed introduction of on-street parking charges at Barry Island and Penarth seafront aims to achieve the following policy and operational and policy objectives:

- Traffic management – reduce traffic congestions and improve traffic flow by encouraging the use of off-street car parks and minimising the number of vehicles circulating in search of on-street parking.
- Environmental Sustainability – promote active travel and greater use of public transport in line with the Council’s environmental commitments particularly those outlined in Prosect Zero and the Well-being of Future Generations (Wales) Act 2015.
- Road safety and accountability – improve safety and access for all road users, particularly vulnerable users by reducing vehicle conflict and obstruction on narrow or busy streets.
- Parking turnover and accessibility for visitors – facilitate a higher turnover of parking spaces to support access to key visitor destinations and local businesses.
- Deliver on the Council’s updated guiding principles including sustainable communities and transport, and the Council’s Well-being Objectives such as ‘an environmentally responsible Vale and a ‘more active and healthier Vale’.
- The proposed charges are designed to address current patterns of demand and usage, where drivers prioritise free or more convenient on-street spaces over available off-street capacity. Such behaviours contribute to; local congestion, as drivers repeatedly circulate while searching for on-street parking; safety risks, including poor vehicle positioning and reduced awareness of other road users; inefficient use of designated off-street parking facilities, which have greater capacity and longer permitted durations.

- 2.33** Cabinet will be aware that to reduce on-street parking demand and to support our residents and local businesses, annual and half yearly season tickets are available. These provide lower cost parking in the 'off-street' car parks at Barry Island (at the time of the observation parking was free at the Penarth Cliff Top Car park). However, drivers will always seek to park in locations nearest to their destination and if there is no deterrent this pattern of parking on-street as a preference, and only using the 'off-street' car parks if there are no on-street spaces will continue.
- 2.34** The current cost of an annual coastal parking permit is £105. This equates to a cost of less than 30p per day to park at any of our coastal car parks every day for up to 15 hrs per day (07:00hrs until 22:00hrs).
- 2.35** Noting the current parking patterns on-street at both Penarth Seafront and at Barry Island and the high demand for visitor travel to these areas it is still considered necessary to introduce measures to deter on-street parking and to reduce the problems it causes to free traffic movements, in these busy visitor locations. To do this 'on-street' parking must be made less attractive than the off-street alternative. A way to achieve this is to levy a charge for on-street charging that is greater than the off-street parking option.
- 2.36** The proposed on-street parking charges remain primarily unchanged from the report submitted to Cabinet for consideration on 9th January 2025 and include proposals to charge on roads at Barry Island resort and Penarth Seafront in and around The Esplanade during peak times of the day. The specific areas for proposed on-street charging at Barry Island resort and Penarth Seafront are clarified on the plan shown at Appendix B to this report and include the following roads with an estimate of the number of parking spaces provided: -
- Barry Island Resort:
Paget Road – 54 spaces
Breaksea Drive – 56 spaces
Friars Road – 8 spaces (excludes disabled parking)
Station Approach Road – 49 spaces
- Penarth Seafront:
The Esplanade – 42 spaces
Cliff Hill – 58 spaces
Cliff Parade – 26 Spaces
Beach Road (Part) – 13 spaces
Bridgeman Road (Part) – 12 spaces
- 2.37** The proposed parking charges per hour are as identified in the schedule below, with proportionately higher charges proposed than the existing tariffs for existing Council resort and seafront off road car parks. This should assist in encouraging motorists to fully utilise nearby designated off-street facilities and

thereby assist in managing the flow of visitors to the popular Barry Island resort and Penarth Seafront.

Parking Duration (Maximum of 4 hours no return within 4 hours)	Cars (10:00hrs to 18:00hrs)
Up to 2 hours	£2.50
Up to 3 hours	£4.00
Up to 4 hours	£6.00

- 2.38** It is proposed to start the charges later in the day than was previously the case. The initial proposals for parking on-street were to charge for 7 days per week from 08:00hrs to 18:00hrs at a similar hourly fee scale. During the debate on on-street charging at the Environment and Regeneration Scrutiny Committee, several traders asked for a free parking period during these chargeable hours, and it was suggested that this would assist both traders and visitors.
- 2.39** This has been considered, but as the main reasons for introducing on-street charging in these cases is to promote the use of ‘off street’ car parking areas, reducing the use of the areas by cars and those looking for preferential parking, to encourage active travel and use of public transport; the availability of free parking periods on-street would be counterproductive.
- 2.40** Instead, it is suggested that the charges start later, allowing residents and businesses to use these areas for free before peak visitor times. The charges are now proposed to start at 10:00hrs each morning until 18:00hrs for the full 7 days per week.
- 2.41** A restriction to the number of hours that the on-street spaces can be used and a limit on the return time is also proposed. This is primarily to avoid these spaces still being the parking location of choice for those who may have more financial means than others. As these proposals are about moving cars into off street, car parks, where drivers can park for up to 15 hours per day, and to facilitate parking turnover, a full day fee would not be in keeping with these aims, regardless of the fee level.
- 2.42** Encouraging visitors to use the existing off-street, car parks instead of parking on-street will assist in reducing the congestion caused by slow moving traffic, when drivers are searching for on-street parking spaces. This decrease in vehicle movements will assist in improving highway safety as drivers seeking parking opportunities can sometimes exhibit increased stress, poor vehicle positioning and lower visual attention and awareness of other road users.
- 2.43** It is considered that the proposed on-street parking tariffs offer a well-structured charging regime for the necessary management of visitor traffic that reflects the need to reduce the potential for congestion as well as promoting

modal shift and maintaining a welcoming environment for both tourists and locals.

- 2.44** In proposing these charges, the Council has taken into account the mandatory material considerations in section 45(3) Road Traffic Regulation Act 1984, including; traffic and road safety. On street parking reduces vehicle circulation and improves traffic flow; availability of parking, the area is served by multiple off-street car parks, e.g. Barry Island and Penarth Cliff Top, which are underused relative to demand for on-street parking; impact on amenities, reduced on-street congestion and obstruction enhances the seafront environment for pedestrians, cyclists and visitors; access to premises, limited duration on-street parking improves access for short term visitors and deliveries; designated disabled bays are excluded from the charging proposals and further details are provided in the Equalities Impact Assessment.
- 2.45** The introduction of on street charging to roads within Barry Island resort and Penarth Seafront is considered a key factor in supporting the Council's environmental strategies to increase the use of public transport and active travel whilst underpinning the goals and objectives of Project Zero given the recognised climate change emergency.
- 2.46** The Council has also had regard to its general duty under section 122(1) and the specific factors under section 122(2) of the Road Traffic Regulation Act 1984; reducing long stay or speculative parking on-street supports smoother traffic flows and fewer vehicle conflicts; off-street parking is available and more suitable for longer durations, short-stay on-street spaces will remain for high turnover usage; discouraging car dependency and promoting modal shift, the proposals contribute to reduced vehicle emissions and improved air quality; the proposal encourages public transport use for medium to long duration visits; exemptions for blue badge holders and accessible parking bays are maintained.
- 2.47** The proposed on-street, car parking charges will also contribute towards the Council's reshaping agenda and many financial challenges to support the council's Budget for 2025/26, and Medium-Term Financial Plan 2025/26 to 2029/30 as set out in the report and approved by Full Council at its meeting on 10th March 2025. The report identifies the distribution of Cost Pressures and Savings across service budgets for 2025/26 which for Neighbourhood Services within Environmental and Housing Directorate identifies £320k revenue from Car Parking Income Coastal locations.

[Draft Budget and Medium-Term Financial Plan](#)

[Minutes](#)

- 2.48** As identified in the Cabinet report dated 9th January, 2025, income from car parking is inherently variable and can be difficult to predict, however, it

remains an important component of the Council's strategy to ensure that users contribute to the cost of maintaining the infrastructure they use. The overall and primary aims of the proposals to moderate and change behaviours, albeit the outcome of imposing the proposed on street charging arrangements is that it assists to offset the reported cost pressures and budget deficit for the service area identified in the Budget for 2025/26 and Medium-Term Financial Plan 2025/26 to 2029/30.

- 2.49** The previously reported potential revenue for the proposed on-street parking charges of £133,590 to £204,838, have been revised downwards due to a reduction in the chargeable hours from 10 to 8 hours. This is estimated to reduce revenue by approximately 20%, so £106,872 to £163,870.
- 2.50** The total capital costs for implementation of on-street parking charges to the roads identified within Barry Island resort and Penarth Seafront are estimated to be £153,642.86 with additional machine maintenance and servicing costs is estimated at circa £10k per annum resulting in a pay-back period for the proposal of circa. 2 years at the higher income projection figure. The full breakdown of costs and further information relating to those costs is as identified in the report dated 9th January 2025. However, the purpose of these charges is not to generate surplus revenue but to ensure the sustainable funding of infrastructure provision, management and compliance.
- 2.51** All income derived from the proposed on-street parking charges will be used strictly in accordance with section 55 of the Road Traffic Act 1984, as amended by Section 95 of the Traffic Management Act 2004 and will support the management and maintenance of parking facilities and related infrastructure, public passenger transport services and highway improvement, environmental improvements, or other lawful purposes as necessary.
- 2.52** In accordance with section 45(3) of the Road Traffic Regulation Act 1984, the Council has considered the need for maintaining free movement of traffic on roads, access to premises in the vicinity, the availability of off-street parking facilities and the need to reduce road obstruction. In addition, in compliance with section 122(2) of the 1984 Act the Council has had regard to securing expeditious, convenient, and safe movement of vehicles and pedestrians, providing suitable and adequate parking facilities, and the effect on local amenities and the environment.
- 2.53** There is very little evidence to suggest that the introduction of parking charges to better manage free parking areas will have a detrimental impact on economic activities where it is introduced. However, the provision of car parking comes at a financial cost to the Council with the maintenance, management and investment in infrastructure all needing to be paid for and becoming increasingly challenging as demonstrated within the report on the Council's Budget for 2025/26 and Medium-Term Financial Plan 2025/26 to 2029/30.

2.54 It is also clear that car parking costs should be borne primarily by those motorists who use and benefit from such facilities and arrangements and not the public in general. The proposals for on-street parking within this report and the updated Car Parking - Guiding Principles document, March 2025 provide a basis to promote improved car park management and efficiency across the Vale of Glamorgan which will help manage and reducing the potential for congestion during peak periods at both locations.

2.55 It is recognised that good parking management is an important element to achieve good parking compliance and contribute towards achieving the Council's wider transport, economic and planning policy objectives. The Council is currently reviewing the resources within the Enforcement team, and this will be the subject of a future separate report to Cabinet.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The implementation of the proposed car park charging regime will safeguard the Council's long-term strategy regarding on-street parking and ensure that parking at its resort and seafront areas are well managed and maintained for the benefit and convenience of the Vale of Glamorgan's residents and visitors. It will encourage the free movement of vehicles on public highway and assist in keeping roads free from congestion and, in so doing, assist in addressing climate change implications.
- 3.2** In terms of the prevention and planning for longer term, the requirement for visitors to pay for parking at our coastal locations better promotes alternatives to the private motor car, including active travel and public transport, encouraging modal shift. The availability of increased revenue helps to ensure that the increased maintenance demands placed on front-line services by the additional visitors are better, and more appropriately funded.
- 3.3** The introduction of the proposed on-street charging regime demonstrates an integrated and coordinated approach to manage the use of the Council's assets to facilitate and encourage the most advantageous parking arrangements as well as manage congestion and highway safety issues. It also balances the need to maintain good parking infrastructure whilst contributing to the longer-term policy of reducing future impact on local communities by ensuring appropriate use of the local highway network.
- 3.4** The process of developing these proposals has involved consultation with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of the Vale of Glamorgan Council's residents and visitors are able to be involved regarding the management arrangements for coastal car park facilities.

- 3.5** The proposal will contribute to preventing incidents of anti-social behaviour in respect of illegal and obstructive parking and play a fundamental role in our well-being objectives by protecting and enhancing the natural and build environment

4. Climate Change and Nature Implications

- 4.1** It is considered that the proposed on-street charging regime should assist to encourage and promote more environmentally and sustainable forms of transport and travel options, including the use of public transport and active travel, by encouraging modal shift. This has the potential to reduce the number of journeys by private car accessing coastal resorts and visitor areas and will provide an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.
- 4.2** All pay and display machines will be solar powered thereby in consonance with the Council's Project Zero initiative to tackle the climate emergency and contributing to reducing the Council's carbon emissions to net zero by 2030.
- 4.3** The improved management of the Council's highway network and parking arrangements will assist to reduce congestion on adopted highway and prevent idling resulting from queuing traffic thereby reducing Carbon dioxide (CO₂) emissions from vehicles within resort and visitor attraction areas. CO₂ is a significant contributor to global warming, since it is the main greenhouse gas emitted by vehicles and therefore the parking restrictions will assist in some small measure to reduce the overall vehicle impact on climate change.

5. Resources and Legal Considerations

Financial

- 5.1** The Council's own administrative resources will be used to progress the Legal Order, should approval be granted to introduce on-street charging at the locations specified in Barry Island resort and Penarth Seafront.
- 5.2** Any net income gain from the implementation of car parking charges will be spent in accordance with the provision of Section 55 of the Road Traffic Regulation Act 1984 and as amended by Section 95 of the Traffic Management Act 2004, which outlines how local authorities must manage the financial aspects of parking places, including dealing with deficits and surpluses.
- 5.3** This includes many of the services provided by Neighbourhood Services and Transport, including provision and maintenance of off-street parking accommodation, the provision or operation of public transport, highway or road improvement projects, environmental improvements, improving or maintaining the appearance of amenity land, the provision of outdoor recreation facilities.
- 5.4** As detailed changes in the start time for charging will reduce car parking income by circa 20%. The projected annual income figure is now from £106,872 to

£163,870. The projected capital cost for on-street parking charges along the roads identified at the Barry Island resort and Penarth Seafront can be found in the Cabinet Report of 9th January 2025 by following the link below.

[Car Parking](#)

Employment

- 5.5 There are limited employment implications with regards to this report. Increased levels of enforcement will likely be required dependent on what is agreed. Therefore, the effects on the employment will only be positive, with additional enforcement staff being employed on a planned cost neutral basis.
- 5.6 Progression of the Traffic Regulation Order will be carried out by the Council's Traffic Management team within Neighbourhood Services and Transport and the Legal Department.
- 5.7 The installation of the parking signs and new car park pay, and display ticket machines will be managed and undertaken by the Construction and Development Team, within Neighbourhood Services and Transport.
- 5.8 There may be a requirement to employ additional staff in the first instance to empty and maintain the additional pay and display machines, but this could reduce again as more users use digital payment methods.

Legal (Including Equalities)

- 5.9 Section 32(1)(b) of the Road Traffic Regulation Act 1984 ('the 1984 Act') provides that where, for the purpose of relieving or preventing congestion of traffic, it appears to a local authority to be necessary to provide within their area suitable parking places for vehicles, the local authority may authorise the use as a parking place of any part of a road within their area. This on-street parking provision already exists at the Barry Island resort and Penarth Seafront. Section 35(1)(ii) of the Road Traffic Regulation Act 1984 provides broad authority for introducing charges and in accordance with Section 35(3)(a) an order under subsection (1) provides for specified apparatus or device to be used as a means to indicate arrival and departure times; indicate charges paid or payable for off-street parking; and collect charges.
- 5.10 Section 45(1) of the Road Traffic Regulation Act 1984 Act ("the Act") provides that a local authority may by order designate an on-street parking place and the local authority may make charges for vehicles left in a designated parking place. Section 45(3) provides as follows:

"In determining what parking places are to be designated under this section the authority concerned shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include—

(a) the need for maintaining the free movement of traffic;
(b) the need for maintaining reasonable access to premises; and
(c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.”

Such charges are to be prescribed in the designation order or separate order made by the authority

5.11 Section 55 of the 1984 Act provides that the local authority shall keep an account of their income and expenditure in respect of parking spaces. Section 55(4) prescribes the uses to which any surplus may be deployed.

5.12 Section 122 of the 1984 provides the statutory purposes. It states:

(1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road.

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;
(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the strategic highways company or... the local authority... to be relevant.

5.13 In ***R (Attfield) v London Borough of Barnet*** [2013] EWHC 2089 (Admin), the High Court affirmed that the power in section 45(1) of the 1984 Act must be exercised for the statutory purposes set out in section 122(1) of the Act. The Court approved the observation of Pitchford LJ ***Djanogly v Westminster CC*** [2011] RTR 102 that:

“Such purposes may include but are not limited to, the cost of provision of on-street and off-street parking, the cost of enforcement, the need to ‘restrain’

competition for on-street parking, encouraging vehicles off-street, securing an appropriate balance between different classes of vehicles and users, and selecting charges which reflect periods of high demand. What the authority may not do is introduce charging and charging levels for the purpose, primary or secondary, of raising section 55(4) revenue.”

- 5.14** In *Attfield*, the court affirmed that a local authority has a discretion to set charges to reflect its parking policies but it was unlawful for the local authority in that case to have exercised its section 45(1) power for the purposes of revenue raising.
- 5.15** The proposals should the Objections be set aside will be implemented by way of Traffic Regulation Orders required by the Road Traffic Regulation Act 1984 and Traffic Management Act 2004. In accordance with The Local Authorities' Traffic Orders 18 (Procedure), (England and Wales) Regulations 1996 a 'Notice of Proposal' would be published in the press permitting the public a minimum of 21 days in which to submit any objections. This requirement would provide a de facto consultation period of 21 days. Receipt of any objections would be considered by Cabinet prior to any orders being made, following which any 'Notice of Making' of the proposed Traffic Regulation Orders must be published in the press.
- 5.16** Relevant provisions set out in the Road Traffic Regulation Act 1984 permits highway authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, to improve the amenities within a particular area. The Council's responsibility for enforcing parking restrictions is set out in relevant provisions contained within the Traffic Management Act 2004. The Council is responsible for enforcing parking restrictions under the powers conferred by the Traffic Management Act 2004.
- 5.17** Road Traffic Management Act 2004, Civil Enforcement of Road Traffic Contraventions, Operational Guidance to Local Authorities, December 2014 and section 55 of the Road Traffic Regulations Act 1984 makes provision for surplus revenue from car parking charging and enforcement to be used towards specified expenditure as set out above in the Finance section.
- 5.18** An Equalities Impact Assessment (EqIA) has been carried out to ensure compliance with the Council's duties under Section 149(1) of the Equality Act 2010. This assessment specifically considers the potential effects of introducing on-street parking charges on individuals with protected characteristics, notably older adults and people with disabilities. Key measures to mitigate any adverse impacts include continued provision of free parking for Blue Badge holders, ensuring pay machines and signage are accessible, and offering multiple payment options, including contactless and online methods. The EqIA also examines the potential for disproportionate impacts on vulnerable groups and identifies actions to promote equitable access to parking facilities while supporting broader transport and environmental

objectives and low-income families, with the continued availability of annual and half yearly off-street permits at low daily equivalent rates supporting affordability for frequent users.

- 5.19** The impacts of the charges will be continually reviewed over a period of two years, and this will include assessments of any parking displacement that results and full considerations of any further on-street parking controls that may be required to protect residents. The full assessment is appended to this report at Appendix C.
- 5.20** In respect of signage requirements, 'pay and display' machines, parking tickets and associated documentation relating to car parking charging will comply with all requirements of the Council's Welsh Language Policy.

6. Background Papers

None.



The Vale of Glamorgan Council
Car Parking - Guiding Principles
June 2025

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1.0 Executive Summary

This Document sets out the guiding principles for managing the use of and demand for the Council's various car parks and on-street, car parking spaces across the Vale of Glamorgan.

The effective control of both off-street and on-street parking is essential to maintain a vibrant local economy with a balanced and proportionate approach to traffic and transport needs within town centres, resort areas and other tourist locations that have high visitor demand.

This requires adequate and suitable measures to maintain and where practical improve the flow of traffic for access to shops, business and other facilities whilst considering the need of motorists, residents and the wider community as well as making roads safer for all users and encouraging environmental sustainability.

The council has a statutory duty to maintain the fabric of its local highway network in as safe a condition as well as to secure the expeditious movement of traffic secure the expeditious movement of traffic so far as may be reasonably practicable.

The following general principles apply:

- The Council's approach to the provision and management car parking has full regard to Vale 2030 and the following objectives:
 - Creating great places to live work and visit
 - Respecting and celebrating the environment
- The Council will, in providing and managing car parking spaces have regard to the declared climate emergency and the provisions of the Council's Climate Change response as provided through the Council's Climate Change Challenge Plan 2021-2030, and the following challenge as articulated in the Plan:
 - Achieve a modal shift away from cars to more sustainable forms of transport with an increase in walking, cycling and the use of less polluting transport.
- The Council will have regard to the need to provide for sustainable and safe public transport and active travel provision to ensure access to town centres, resorts and visitor attractions.
- The Council recognises that in key areas including our high streets, coastal resorts and other tourist locations, there is a need to ensure that both on-street, car parking spaces and car parks are effectively managed to ensure their availability throughout the day.
- The Council will use data and evidence to make decisions as to how best to manage both on street, car parking spaces and off-street, car parks and when making changes to the way these are managed.

- The Council will have full regard to all relevant legislation and its statutory duties in the implementation of policies contained in this document.
- Consideration is given to the role that access to and from and within our town centres and resort areas by a variety of sustainable transport as well as by the private car has on the placemaking agenda.

In relation to the provision and management of car parking, as at June 2025:

- In **Town Centres**, to cater for a range of users from businesses, employees and visitors, the following approach was introduced from April 2021 in accordance with approved document Car Parking - Guiding Principles and Charges, dated February 2020:
 - Clearly signed **Shoppers car parks** were introduced in Cowbridge (Town Hall) and Barry (Wyndham Street). These car parks benefit from an initial 2-hour free period, with charges thereafter.
 - **Other town centre car parks** remained and continue to remain free of charge. These include other car parks within Barry, Cowbridge, Rhoose and Llantwit Major.
- In **coastal resorts** (at Barry Island and Ogmore by Sea) current summertime car park charges were extended to apply all year round from April 2024.
- From July 2023 the fee structure was amended at the Rivermouth car park in Ogmore-by-sea to include set time periods to allow for a more flexible 'by the hour' fee structure to benefit users of the car parks and to encourage more turnover within car parks. This new fee structure was extended to all coastal car parks from April 2024.
- In the two **Country parks** at Cosmeston and Porthkerry, parking charges were introduced from April 2021 in accordance with approved document Car Parking - Guiding Principles and Charges, dated February 2020.
- A new Resident Parking Controls Policy was approved in July 2020 and comprehensive engagement with residents prior to resident permit parking areas being introduced at Barry Island, Ogmore by Sea and Cosmeston Drive/Upper Cosmeston Farm from August 2021 to ensure residents parking availability in these locations.

2.0 Introduction & Context

We want to ensure that our town centres and coastal resorts remain vibrant and accessible to residents, visitors, business owners and their employees. This requires a coordinated approach across the many activities of the Council and its partners, be this through: -

- Place making activity in the four main towns of Barry, Penarth, Llantwit Major and Cowbridge.

- Ensuring the best possible choice from a range of sustainable transport options, be that public transport, walking and cycling which reduces congestion in popular locations and reduces carbon emissions.
- Investment in and maintenance of public realm and facilities in areas that are used for shopping and are recognised as attractive areas for visitors.
- Provision of a range and choice of adequate and well-maintained car parking options for those visiting town centres and resort areas by private car.

Our town centres and resort areas are assets that when managed properly can benefit the economy of the Vale of Glamorgan. This can be via the businesses who employ local workers and through visitors who buy local produce and return time and again to spend both time and money in the local area. Adequate car parking assists, alongside a range and choice of other transport options, in facilitating good access to towns and amenities for residents, workers, shoppers and visitors. The Council wants to invest in options for those visiting our towns and resorts and this includes the provision of car parking for those who want to visit the Vale of Glamorgan as well as those who work within resorts and town centres.

The Council declared a Climate Emergency in 2019. Over reliance on private motor cars can cause congestion in our towns, villages and at our visitor attractions. Such congestion increases the environmental impact on our residents and the wider environment. In addition to the further enhancement of active travel options, managing car parking can help reduce these impacts, albeit this is something that should be balanced against the need to sustain our town centres, resorts and businesses that operate within them.

The Council is also engaging with residents, businesses, community groups and others on placemaking activity across our four main towns. This involves an assessment of those features that are valued in our towns and those that could be enhanced and improved. Access to and within our towns is a key feature of placemaking and the availability of sustainable transport options, traffic congestion and the availability of adequate car parking, has emerged as issues for many of those with an interest in how our towns function.

Against this backdrop, the Council has previously consulted on various options in relation to managing car parking across the Vale of Glamorgan, ranging from car parks that serve the town centres, those that allow for parking in resort and coastal areas as well as Country Parks. Several Parking Studies undertaken by external Consultants in 2013, 2015 and 2018 have informed the Council's current approach as well as feedback from a public consultation exercise undertaken during 2018 and detailed consideration by Scrutiny Committees and Cabinet during 2018. This culminated in the adoption of the first 'Car Parking - Guiding Principles and Charges' document in March 2020, putting in place the current car parking management regime later that year, which can broadly be summarised as follows: -

- Two shoppers' car parks in Barry (Wyndham Street) and Cowbridge (Town Hall) with charges applied after a free two-hour initial period.
- Other town centre / transport interchange car parks in Barry, Cowbridge, Llantwit Major and Rhoose remaining free of charge
- The decision was taken to not apply charges for on-street parking in town centres
- Charging applied in the two Country parks of Cosmeston and Porthkerry.
- A new charging regime applied in coastal car parks at Barry Island and Ogmore by Sea with by the hour charging replacing block charging fees.
- The availability of two types of annual and half yearly parking permits, one for Coastal Car Parks and the other for Country Parks. These were aimed at supporting our residents and businesses by providing a low-cost option for frequent car park users at these locations.

The approach set out at the time, would be reviewed annually alongside other fees and charges across the Council. Any additional or new charges or changes would only be applied following further engagement and consultation. Parking Charging fees have been reviewed annually since their introduction. More recently, engagement has taken place on a proposal to extend charging to a number of resort-based car parks at Penarth, the Knap, Barry and along the Heritage Coast as well as introduce limited areas of on-street charging at Barry Island and Penarth Seafront. This was considered by Cabinet and Scrutiny during early 2025.

3.0 Guiding Principles and Links to Corporate Objectives.

The principles of the approach set out in this document align with the Well-Being Objectives of Vale 2030 - the Council's Corporate Plan 2025/2030 and the Climate Change Challenge Plan, as well as the information that emerges from engagement and consultation through the Council's Placemaking work.

The following overarching principles apply: -

- The Council's approach to the provision and management car parking has full regard to the Objectives as set out in Vale 2030 and the following objectives:
 - Creating great places to live work and visit
 - Respecting and celebrating the environment
- The Council will, in providing and managing car parking spaces have regard to the declared climate emergency and the provisions of the Council's Climate Change response as provided through the Council's Climate Change Challenge Plan 2021-2030, and the following challenge as articulated in the Plan:

- Achieve a modal shift away from cars to more sustainable forms of transport with an increase in walking, cycling and the use of less polluting transport.
- The Council will have regard to the need to provide for sustainable and safe public transport and active travel provision to ensure access to town centres, resorts and visitor attractions.
- The Council recognises that in key areas including our high streets and coastal resorts, there is a need to ensure that both on-street, car parking spaces and car parks are effectively managed to ensure their availability throughout the day.
- The Council will use data and evidence to make decisions as to how best to manage both on street, car parking spaces and car parks and when making changes to the way these are managed.
- The Council will have full regard to all relevant legislation in the implementation of policies contained in this document.
- Consideration is given to the role that access to and from and within our town centres and resort areas by a variety of sustainable transport as well as by the private car has on the placemaking agenda.

In relation to specific provision of car parking, the following aims apply:

- To encourage active travel and modal shift as an alternative to using the motor car, thereby linking in with the Council's Climate Challenge Plan and Vale 2030.
- To ensure availability of car parking through encouraging and wherever possible increasing parking turnover.
- Where possible retaining and increasing short term parking provision, to encourage turnover.
- To support Vale residents, businesses and employees by providing areas of free long and short-term parking where possible in town centres, thereby supporting employment and sustainable economic growth.
- To provide a financial contribution towards the costs of providing on and off-street, car parking (subject to all relevant legislation), without reducing visitor numbers or otherwise detrimentally affecting the local economy.
- Any surplus parking income is used to further invest in car parking and alternative transport options, including the future provision of electric charging points and active and sustainable travel. To contribute to the reduction of congestion and in turn, harmful emissions from motor cars in high trafficked and populated areas, again linking in with the need to respect, enhance and enjoy the environment.
- To contribute to the enhancement and improvement of the public realm within Town Centres and coastal resorts for the benefit of visitors to those areas and businesses.

- To embrace the use of digital technology where possible, to make paying for parking as straightforward as possible, thereby embracing innovation as the Council works with and for the community.

In considering an approach to our car parks, the Council is mindful of the need to support the local economy as well as the role they play in providing access to local services. Consideration of any proposals for changes to car parking provision will include:

- The need to ensure that businesses and their employees who use vehicles for work are able to travel to and from work, particularly if public transport or other sustainable modes of transport is currently not an option,
- The need to ensure that shoppers and visitors to the Vale of Glamorgan are not disadvantaged due to the absence of car parking, thereby impacting on visitor numbers and the local economy and vitality of the area,
- The need to ensure that any visitors engaging in regular short trips to town centres to access local services are not disadvantaged, both as a result of the lack of car parking or the cost of car parking,
- The need to ensure that the Council can continue to maintain and improve public car parks, town centres, country parks and resorts for the benefit of all, in the face of increasingly challenging financial pressures.

4.0 Town Centre Car parking

Having considered the feedback received as a result of engagement with users, businesses and visitors, the following approach was previously put in place, and remains the situation at the time of writing:

- No charges will be applied to on-street, car parking within any town centres in the Vale of Glamorgan.
- Any waiting restrictions currently in force, and any future changes to waiting restrictions will be informed by an assessment of demand and need for on street car parking at that time and only following further engagement and consultation.
- In relation to car parks, an element of free car parking will remain in car parks currently available in town centres.
- Charges that were introduced in two car parks in town centres, namely Wyndham Street in Barry and the Town Hall Car Park in Cowbridge will remain in force. These car parks will be designated as ‘shoppers car parks’ and will be signposted as such. There will be a free 2-hour period in both car parks.
- No charges will be introduced in any other car parks in any town centres by the Council.
- For town centre car parks where no charges are currently levied, the Council will consider whether transferring these car parks to Town and Community Councils could make them more sustainable in the longer term.

Shoppers Car Parks – Barry and Cowbridge (Wyndham Street and Cowbridge Town Hall)

The charging period for these two car parks is 08:00hrs to 18:00hrs 6 days per week (Monday to Saturday). There are no charges on a Sunday.

The tariffs for the shoppers' car parks are as follows :

Duration	Up to 2 Hours	Up to 4 Hours	All Day
	FREE (no charge)	£2.00	£6.00

Other town centre car parks in Barry and Cowbridge town centres will remain free of charge, with no restrictions and these are as follows:

Barry:

Court Road Multi-storey

Thompson Street

Kendrick Road

Civic Offices (weekends only)

Cowbridge:

The Butts

Southgate

The car parks in Llantwit Major are subject to separate consideration and discussions with the Llantwit Major Town Council and are not covered in this document.

Maps showing the location of the shoppers' car parks are available at Appendix A.

5.0 Coastal Resort Car Parking

The following approach is proposed: -

- On-street charges are currently under consideration at Penarth Seafront and at Barry Island resort area.

- Any waiting restrictions currently in force, (and any future changes to waiting restrictions) will be informed by an assessment of demand and need for on street, car parking at that time and only following appropriate public engagement and the necessary formal consultation.
- In relation to coastal car parks, there will be a single tariff that will apply all year round, to reflect the year-round popularity of these locations. The tariff will be incremental and based on the number of hours vehicles are parked.
- A permit scheme will be introduced which will offer considerable value for money for regular users.
- The Council will regularly consider the need or otherwise for any residents parking areas considering the demand for car parking and changes over time.

The tariffs in place at the coastal resort car parks reflect the fact that these car parks are extremely popular and are used all year round. There is a need to efficiently manage and maintain car parking as well as the resorts for the benefit of visitors and local businesses. They are the closest car parks to our major seaside resorts and these charges have been long established over time. Charges are reviewed annually as part of the budget and fee setting process for the Council.

Coastal Resort Visitor Car Parks –

Charges apply between 07:00hrs and 22:00hrs at the following locations: -

- Harbour Road, Barry Island Main and Overflow
- Nell's Point, Barry Island
- Cymlau / Clifftop, Southerndown
- Brig-Y-Don, Southerndown
- Rivermouth, Ogmores-by-Sea
- Penarth Cliff Top
- Knap Terrace*
- BronY Mor, Barry*
- West Farm, Ogmores*
- Portabello, Ogmores*

Parking Length	Cars*(07:00hrs to 22:00hrs)
Up to 2 hours	£2
Up to 4 hours	£4
Up to 6 hours	£6
All day	£8

* Charges still under consideration at these car parks

Coastal Parking permits - Coastal permits are available to purchase at:

- £65 for 6 months
- £105 for 12 months

Coastal Parking Permits are valid for use at any chargeable Vale of Glamorgan Council run resort car park.

Bus/Coach Parking Charges

Location	Bus/coach
Harbour Road, Barry Island (Main and overflow)	N/A - (07:00 to 22:00hrs)
Nell's Point, Barry Island	All day: £35 - (07:00 to 22:00hrs)
Cymlau/Clifftop, Southerndown	All day: £35 - (07:00hrs to 22:00hrs)
Brig-Y-Don, Southerndown	All day: £35 - (07:00hrs to 22:00hrs)

6.0 Other Coastal Car Parks

There are two coastal car parks where charges are currently neither levied nor being considered at this time. Llywn Passat in Penarth has very few spaces and the future management of the car park at Cwm Colhuw is being considered as part of the Councils Reshaping Services work as a possible asset transfer.

The following car parks are identified as Coastal Car Parks, with no charges applied:

- **Llantwit Major** – Cwm Col Huw
- **Llwyn Passat** – Penarth

Overnight parking is not permitted in any coastal car parks and several car parks feature physical measures to avoid overnight access and some specifically, overnight access by vans and motorhomes.

7.0 Country Parks Car Parks

Having considered the feedback received as a result of engagement with users, businesses and visitors, the following approach is in place: -

- Car parking charges will be introduced in Porthkerry and Cosmeston Country Parks, to assist in supporting the services offered at these locations.
- Being mindful of usage, there will be no charges in force before 09.00hrs each morning to allow residents to continue to access the facilities during the early morning at no charge for car parking.
- A permit scheme will be introduced which will offer considerable value for money for regular users
- The Council will regularly consider the need or otherwise for any residents parking areas taking into account the demand for car parking and changes over time.

There are two Country Parks in the Vale of Glamorgan, Cosmeston Lakes, Penarth and Porthkerry Country Park in Barry. They are an extremely valuable resource and are enjoyed by visitors and local residents throughout the year. The Council has invested heavily in both Country parks with year-round educational programmes, environmental enhancement, improving and enhancing biodiversity as well as improving amenities for visitors through improved toilet facilities and play areas.

The two parks are increasingly popular, and it has become necessary to consider ways of supporting activity at the parks and managing the parks for the benefits of visitors. There is also an increasing need to manage the demand for car parking at these locations.

Accordingly, it is necessary to look for ways to generate income, including parking charges throughout the year at the Country parks to help fund maintenance and repairs and to improve and develop the facilities available.

The charging regime for the car parks at these locations is as follows: -

Vehicle Type	Duration	Tariff
Cars	Up to 1 hour	£1
	Up to 2 hours	£2
	Up to 4 hours	£4
	All Day	£5
Bus / Coach	All Day	£30

Charging for Country Park Car Parks will be applied daily (7 days per week) and will apply between 09:00hrs to 22:00hrs.

Parking permits - Season tickets are available to regular visitors to our country parks.

- £40 for 6 months
- £60 for 12 months

Country Park season tickets can be used in both Cosmeston and Porthkerry country parks.

8.0 Waiting Restrictions and Traffic Regulations.

Any changes to waiting restrictions will be informed by an assessment of demand and need for on street, car parking at that time and only following further engagement and consultation.

9.0 Ways to Pay and Exemptions

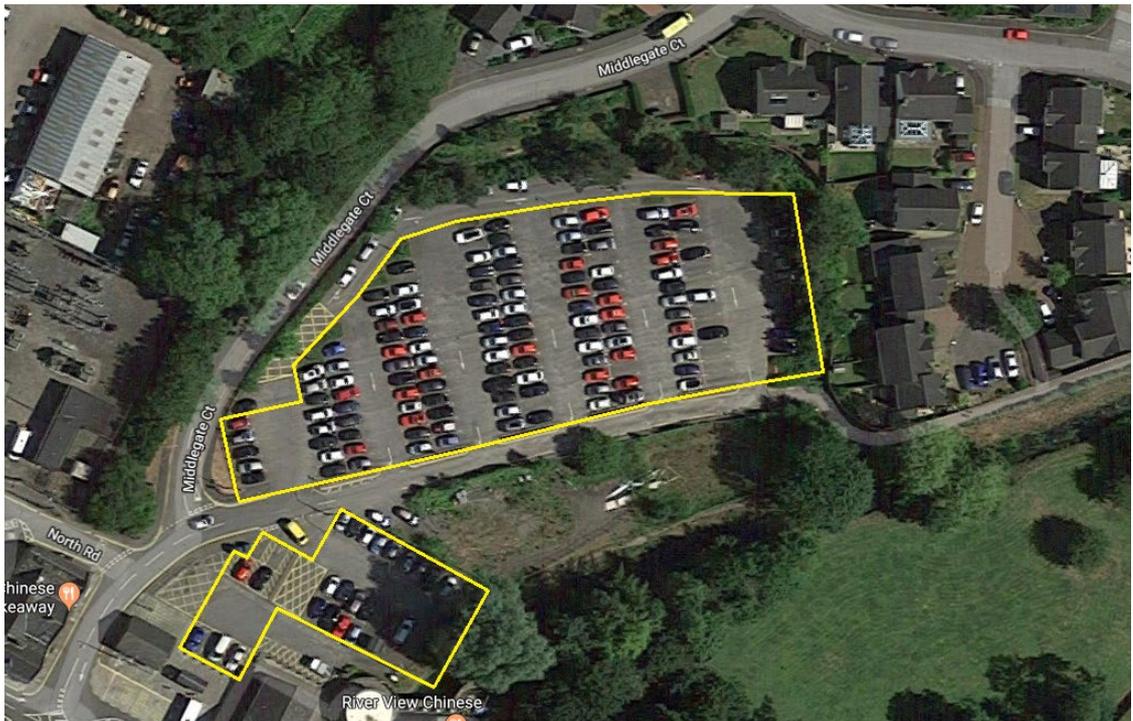
There will be no fees or time restrictions for disabled persons correctly displaying blue badges. In the same way, there will be no charges for solo motorcycles.

Payments for parking can be made via coins, pay by phone, via text, via smartphone (details available at each car park and on the Council's website www.valeofglamorgan.gov.uk) or contact less/chip and pin.

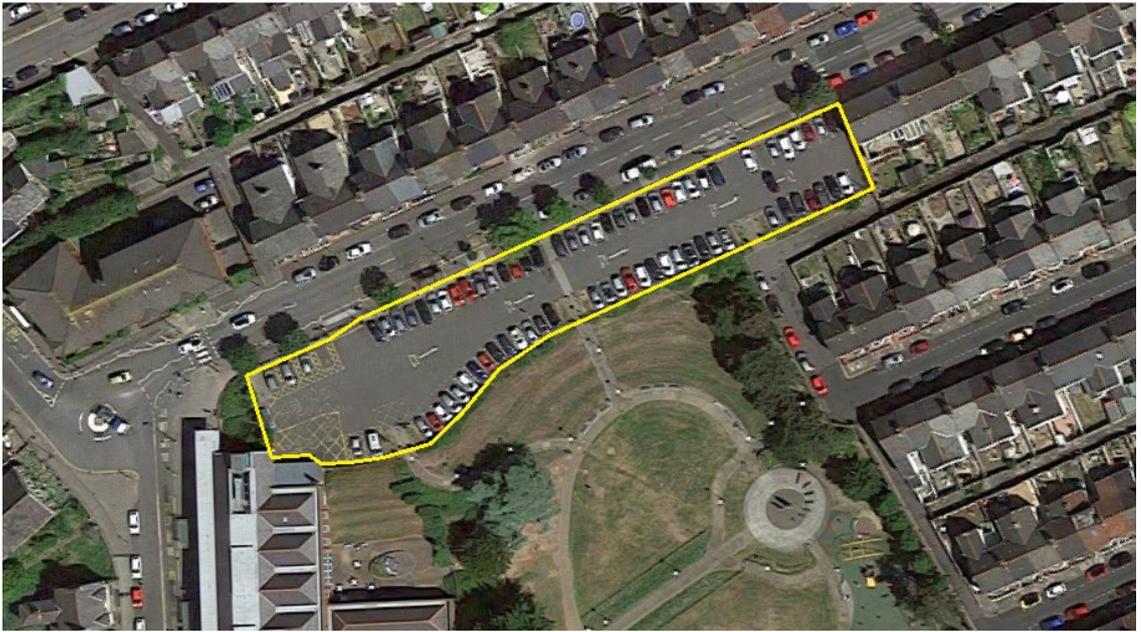
Parking permits will be non-transferable and vehicle specific and have no monetary value. They will be available for periods of 6 months or 12 months.

Appendix A – Location of Shoppers Car Parks

Town Hall Square, Cowbridge



Wyndham Street, Barry



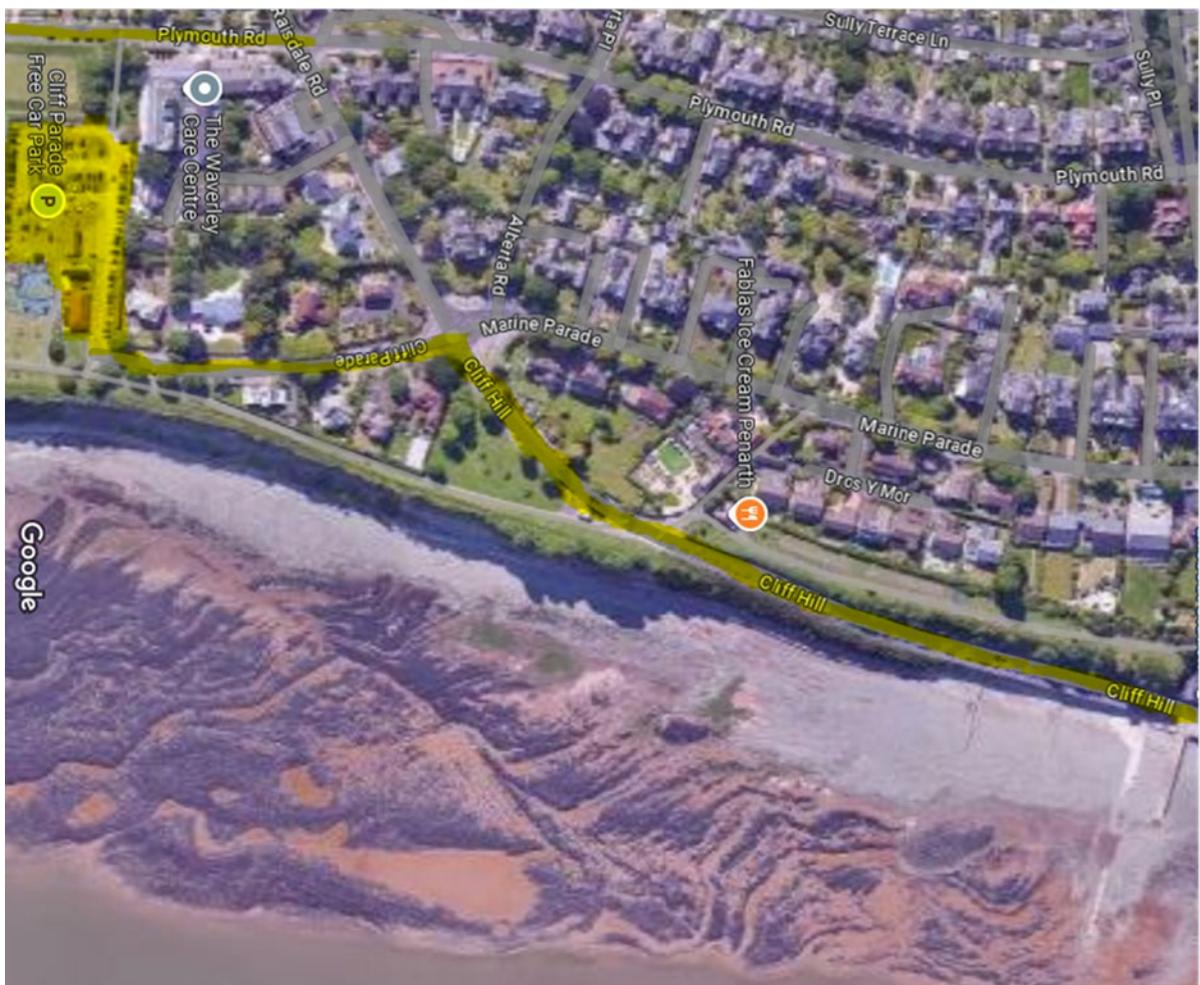
Appendix B

On-Street Coastal Car Parking Locations

Barry Island



Penarth Esplanade



Budget Proposals 2025/26 - Equality Impact Assessment

1. What are you assessing?

Introduction of Car Parking charges at Coastal locations – Cliff Top, Penarth, The Knap, Barry, Bron Y Mor, Barry, on-street parking at Penarth Seafront and Barry Island

2. Who is responsible?

Name	Mike Clogg	Job Title	Operational Manager - Engineering
Team	Neighbourhood Services	Directorate	Environment and Housing Services

3. When is the assessment being carried out?

Date of start of assessment	January 2025 – ongoing monitoring post-implementation and post-consultation.
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4. Describe the proposal?

What is the purpose of the proposal?

To introduce new parking charges in specific coastal locations that will contribute to improved traffic flow and parking management, especially during peak visitor periods.

It will also, in some specific areas, reduce congestion and improve traffic flow by deterring prolonged on-street parking at prime visitor locations and addressing 'gridlock' which will enhance visitor experience.

The proposal also aims to encourage the use of nearby off-street car parks first, and by promoting alternative travel modes, including active travel and public transport, in line with the Council's Updated Car Parking Guiding Principles (March 2025) and Well-being Objectives under the Well-being of Future Generations (Wales) Act 2015.

Why do you need to put it in place?

The income from car parking charges will be used in line with current legislation and to cover costs associated with maintenance and enforcement. Some of the anticipated income has been identified within Neighbourhood Services budget savings for 2025/26.

The proposal to introduce parking charges (on-street and off-street) also prioritises car parks. It will increase parking turnover and availability on-street, prioritising spaces for visitors and shoppers rather than long-term parking by traders or employees. There will be a slight increase in charges for these premium areas.

The income will also protect frontline service delivery, including environmental maintenance, infrastructure, and transport services, while ensuring that those users of specific facilities, such as car parks in high demand, coastal and tourist locations, contribute proportionately to their upkeep.

From an equality perspective, this approach is considered fair and proportionate, as it targets discretionary, non-essential parking locations rather than universal services. It maintains exemptions for blue badge holders and motorcycles, and it recognises the alternatives such as public transport and active travel. It also aligns with the principle that the cost of maintaining car parks should not fall disproportionately on the wider public, particularly those who do not use such facilities.

What are the intended outcomes of the proposal?

The outcomes will result in the implementation of new parking charges within the Council's coastal car parks at Cliff Top, Penarth, The Knap, Barry and Bron Y Mor, Barry as well as on-street parking charges at Penarth seafront and Barry Island.

The income will be used to off-set against on-going maintenance costs, protect and enhance services to residents and visitors who visit resort areas and assist with managing congestion to ensure the free flow of traffic and to maximise the availability of parking provision.

The proposal will also contribute to Vale 2030 and the Council's commitment to Project Zero and promote alternative means of transport such as the use of public transport and or active travel and less reliance on the private motor car.

Who does the proposal affect?

The proposal will generally impact on all motorists wishing to park at the identified locations including Vale residents, visitors / tourists and business owners. These individuals include those on lower income households and older residents, service users with protected characteristics under the Equality Act 2010.

However, the council currently provide an exemption to car parking charges for vehicles displaying a valid disability blue badge and solo motorcycles who will therefore be excluded from charges under this proposal.

The proposals also ensure that visitors have prioritised parking provision at resorts that will enhance commercial opportunities, as well as enhancing visitor experiences.

Will the proposal affect how other organisations work?

The proposals will not detrimentally affect parking and may increase parking capacity and therefore it should not have any impact on how other organisations operate in the areas affected.

It is likely that this will increase opportunities for other organisations, as this proposal prioritises provision for visitors and users of commercial premises.

There is also an option of purchasing a parking season ticket that represents exceptionally good value for money that can be used by retail / commercial staff, and residents / visitors who regularly visit coastal areas.

This also ensures that local residents have a low-cost option over visitors from outside of the Vale of Glamorgan.

Will the proposal affect how you deliver services?

The proposal will assist the Council to continue to provide accessible and well-maintained car parking facilities in coastal / tourist areas.

The proposal will increase the demand / need for parking enforcement and effective management of pay and display meters which is related to existing resource provision.

This will also help maintain existing services and reduce any potential impact on how services to coastal areas are delivered or funded in the future.

Will the proposal impact on other policies or practices?

There should be minimum impact on other policies and practices. There is no statutory duty to provide free parking.

How will you achieve the proposed changes?

The proposals are subject to Cabinet approval.

Should these be subsequently approved, these will be subject to the implementation of new and or changes to existing Traffic Regulation Orders (which will include statutory public consultation), as well as capital investment for the purchase and installation of new pay and display meters.

Therefore, there will also be the requirement for new signage, on-going maintenance costs and increased enforcement.

5. What evidence is available for you to evaluate your proposal?

Local data and public engagement

The proposal was subject to consideration by the council's Scrutiny Committee for Environment and Regeneration which enabled public engagement and discussion on the proposals before being referred to the Council's Cabinet for a final decision.

The charges are based on the existing regime of car park charges already used at coastal car parks throughout the Vale and subject to annual review.

The implementation of any charges agreed by Cabinet will be subject to public consultation as part of the legal process to implement the charges (Traffic Regulation Orders).

National data and research

There is no statutory duty for the council to provide free car parking provision at coastal locations either on-street or at off-street, car parks. The charges proposed are generally considered to be reasonable, consistent and comparable with other local authorities' policies and with other similar charging regimes, across Wales relating to car parking.

It is reasonable and consistent that motorists should pay for the cost of maintaining car parks especially in visitor and tourist areas. And this burden should not generally fall on the general population and citizens of the Vale.

6. Impact

What is the likely impact of your proposal on individuals with the following characteristics?

This EIA considers the potential for disproportionate impacts on vulnerable groups and identifies actions to promote equitable access to parking facilities while supporting broader transport and environmental objectives. There is consideration for low-income families, with the continued availability of annual and half yearly off-street permits at low daily equivalent rates supporting affordability for frequent users. There will also be pay machines, clear signage with accessible multiple payment options, including contactless and online methods.

There is no evidence of any significant adverse effect on individuals or persons with protected characteristics. It is considered that the changes are reasonable and comparable with parking charges in other areas and will not preclude any sectors of the community from accessing the facilities provided.

Age

No impact identified.

Disability

No impact identified – blue badge holders will continue to be exempt from parking charges.

Gender reassignment, including gender identity

No impact identified.

Marriage and civil partnership (discrimination only)

No impact identified.

Pregnancy and Maternity

No impact identified.

Race

No impact identified.

Religion and belief

No impact identified.

Sex

No impact identified.

Sexual orientation

No impact identified.

Socio-economic considerations – There are good alternative modes of transport available to the destinations where the proposals are to be implemented, and low-cost seasonal tickets are available for coastal car parks.

Welsh language

No impact identified – all new infrastructure signage will be provided in accordance with the Welsh language Act.

Human rights

No impact identified.

What, if anything, can be done to promote a positive impact?

Whilst there is considered no impact identified on any of the groups above, the service will monitor comments and feedback from individuals and groups to determine if changes to the service provision or charges are necessary to address specific needs and circumstances in the future.

Also, contained within the Cabinet Report proposing the charges, there is consideration to the recommendations from the special meeting of the Environmental and Regeneration Scrutiny Committee held on 28th January 2025, in relation to the proposals.

Additionally, the Council will ensure clear communication about parking charges and exemptions, and it will promote alternative transport options, active travel and availability of low-cost coastal off-street parking permits.

What, if anything, can be done to lessen the risk of a negative impact?

The council will continue to engage with other local authorities to benchmark and identify current charging practices and consider any alternate arrangements which may provide a more advantageous outcome in the future.

The Council will ensure robust monitoring and review mechanism post-implementation; consider complaints, comments, and usage data, remaining flexible to adjust based on evidence.

Is there a need for more favourable treatment to achieve equal outcomes? (Disability only)

No, Blue badge holders are and will remain exempt from parking charges ensuring compliance with the Equality Act 2010 (reasonable adjustments).

Overall, will the impact of your proposal be positive, negative or neutral?

Neutral with potential for minor indirect socio-economic impact.

This will be mitigated through positive communications, the promotion of sustainable local transport and or active travel with low-cost season ticket options for car parks, and exemptions for blue badge holders, and the ongoing investment into resorts and infrastructure, which will overall, reduce the impact and continue to rate the proposals as neutral.

7. Monitoring ongoing impact

How will you monitor progress in delivering your proposal and its impact on citizens?

We will also continue to monitor our communication channels for any concerns or complaints as well as public feedback monitoring through various media.

There will also be a review of the car parking charges post introduction after 2-years which will include the carparking principles policy. The Council will also reassess the Equality impacts for future changes.

8. Authorisation

Approved by (name)	Colin Smith 
Job Title	HoS – Neighbourhood Services and Transport
Date of approval	24/06/2025