

Meeting of:	Cabinet
Date of Meeting:	Thursday, 03 July 2025
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Court Road Multi Storey Car Park
Purpose of Report:	To determine the future use of Court Road Multi Storey Car Park
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Director of Environment and Housing
Elected Member and Officer Consultation:	Committee Reports Monitoring Officer / Head of Legal and Democratic Services Head of Finance/S151 Officer OM, Finance Director of Place
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • This report follows a proposal to close Court Road Multi Storey Car Park as part of a wider report that also considered the introduction of off-street and on-street parking charges at several coastal locations as well as the future proposals for residential parking. Cabinet Report of 9th January, 2025, Minute no. 228 refers. • Court Road Multi Storey Car Park has been in operation since 1973 and over time its use has been in steady decline. The car park primarily serves a limited group, including staff from Ysgol Gynradd Holton Primary School, parents during school drop-off and pick-up times, town centre employees and nearby Doctors and Dentists. • A previous report included some historic occupancy rates that provided an insight into daily usage, peak time volume and in comparison, with Wyndam Street car park space availability, so the potential impact of closure could be considered. • On 6th March, 2025 (Minute no. C274 refers), Cabinet requested that further information is provided on the usage of the car park. • This report provides additional utilisation statistics following a comprehensive study provided by Severnside Group, specialist in automated parking/traffic surveys using Automatic Number Plate 	

Recognition (ANPR) cameras that were installed to the entrance of the car park as well other nearby locations, to understand the daily usage of the car parking including peak times and duration of stays. This was also supplemented with Neighbourhood Services staff undertaking physical counts on the availability of alternative parking spaces around the locality.

- The report highlights that the car park is generally underutilised and the main users are associated with the school and most likely town centre retail staff.
- The report highlights that within the locality there are sufficient on-street spaces available should the facility be closed on a permanent basis and this availability, far exceeds the usage of the car park.
- There is no longer a budget for maintaining this car parking and over the next 5-years, it is likely to require a budget of at least £750k.
- The report recommends that an option appraisal is undertaken for the future use of the building and land, using a placemaking based approach and consideration of the Placemaking Plan for Barry, and that the outcome of this is the subject of a further report to Cabinet.

Recommendations

1. That Cabinet agrees to the commissioning of an options appraisal, in line with the Placemaking Plan for Barry, to consider the most appropriate and sustainable future uses for the Car Park building and land, at this location.
2. That the newly formed Governance Place Boards (Barry and overarching) oversee the development of this project and any associated project teams which have appropriate project governance structures established to support transparent and accountable decision making.
3. That a further report is presented to Cabinet that details the outcome of the options appraisal process and a preferred option.
4. That Cabinet notes, based on current evidence, that the Court Road Multi-Storey Car Park is underutilised and no longer financially sustainable in its present form, and therefore agrees in principle to its future closure, subject to the identification and approval of a suitable alternative option for the use of the land and buildings in pursuance of Recommendations (1) and (2).
5. That in the event that scheduled structural inspections of the building, concerns arise requiring disproportionate capital investment to address safety risks that Cabinet be asked to review its position.

Reasons for Recommendations

1. To ensure evidence led and transparent process is followed in determining the long-term future alternative options available for the building and land at this location.
2. To enable the Council to consider a range of viable alternatives that support place-based regeneration in Barry.
3. To enable Cabinet to consider the most sustainable option for the site, ensuring continued oversight and public accountability through appropriate governance structures and Cabinet reporting.
4. To reflect current evidence that the Multi-Storey Car Park in its present form is no longer viable, underutilised and financially unsustainable, while ensuring that no binding decision is made until the outcome of the options appraisal is known in the meantime allowing it's continued use temporarily whilst a suitable alternative option for the land and buildings is determined.
5. To ensure that if urgent health and safety concerns arise, Cabinet can act promptly and lawfully to protect public safety while maintain procedural fairness. available, should its condition deteriorate, such that it requires significant capital expenditure.

1. Background

- 1.1 Court Road Multi Storey Car Park has been in operation since 1973 and over time its use had been in steady decline. The car park primarily serves a limited group, including staff from Ysgol Gynradd Holton Primary School, parents during school

drop-off and pick-up times, town centre employees and nearby Doctors and Dentists.

- 1.2** As a result of on-going revenue budget pressures, Cabinet on 9th January, 2025 considered a Car Parking Report that proposed the closure of Court Road Multi Storey Car Park (Minute no. C228 refers).
- 1.3** The report suggested that the car park is closed in principle as the facility was no longer financially viable with relatively low utilisation, an insufficient revenue budget to sustain on-going costs with an estimated £250k of essential capital works that would also be required, likely over the next 5-years.
- 1.4** The report was referred to a Special Environment and Regeneration Committee on 28th January, 2025, which overall, considered and provided comments on the Report content, namely the introduction of off-street and on-street parking charges at several coastal locations, future proposals for residential parking and to determine the future of the Court Road Multi-Storey Car Park in Barry.
- 1.5** The Special Environment and Regeneration Committee recommended that further work be undertaken to identify current use and the potential impact of its closure on the availability of alternative car parking spaces in the locality and any mitigation that would be required to address those concerns. The Committee was also of the view that the future of Court Road car park should be set within a vision for the town centre in relation to town centre renewal and that consideration should be given to include a capital bid that creatively secured the future of the car park as part of that process.
- 1.6** Cabinet on 6th March, 2025 (Minute no. C274 refers) noted the views of the Environment and Regeneration Committee and requested more evidence be gathered, concerning Court Road car park prior to any decision being taken regarding its future. The purpose being the current utilisation of the car park and the likely impact on the surrounding areas to its locality.
- 1.7** To assist with identifying current usage and any proposed decision-making process, The Severnside Group, specialist in automated parking/traffic surveys were engaged and Automatic Number Plate Recognition (ANPR) cameras were installed to the entrance of the car park as well other nearby locations to understand the daily use of the car parking including peak times and duration of stays. This was also supplemented with Neighbourhood Services staff undertaking physical counts of the availability of parking spaces around the locality.
- 1.8** As a recap the car park has a capacity of 224 spaces and Wyndham Street, car park nearby, has 74 spaces and relatively low occupancy rates. There are 21 streets offering unrestricted parking, providing options for existing users.

- 1.9** Additionally, there are numerous bus routes that connect to Wyndam Street including the 88, 93, 94, 95, 100, 304, B1, B2 and B3 that serve Barry, Penarth, Dinas Powys, Sully and Llandough as well the rail network with Barry having several train stations.
- 1.10** The costs for operating the car park are escalating annually and for 2025/26, are estimated to be £100k. The Neighbourhood Services revenue budget for 2025/26 does not include any provision to cover these operating costs as the budget was considered for savings over the last 2-financial years in anticipation of closure.

2. Key Issues for Consideration

- 2.1** To assess current usage in more detail, a period of monitoring was scheduled initially between Monday 10th February, 2025 and Saturday 22nd February, 2025 to identify the trends of usage of the car park and to determine current demand. The positioning of the cameras is illustrated in Appendix A, attached.
- 2.2** There were some technical issues on one day with one of the cameras and there were some capacity issues with staff on two mornings, so the overall survey was subsequently extended, to include the February 2025 half term and then the following week.
- 2.3** The survey therefore covered a period from 10th February, 2025 and 8th March, 2025 excluding Sunday's when the car park is closed to ensure there was consistent data.
- 2.4** The on-street survey was split down into utilisation periods of 9.00am, 12.00pm and 4.00pm. Neighbourhood Services staff assessed the availability of parking spaces in the locality, during these 3 periods of the day at a set number of locations. These areas covered the surrounding area to the locality and are detailed at Appendix B.
- 2.5** The survey results from the ANPR camera are summarised at Appendix C. This highlights the number of vehicles entering the car park every hour for the 4-week period. The total number of vehicles that used the car park was 3,233. The average daily usage was 134.71 vehicles per day.
- 2.6** The ANPR camera positioned on the exit, did not always pick up vehicles leaving on a couple of days over the initial period, so the survey was extended from 2-4 weeks to incorporate some half term days and a further week following half term. Overall, there were 5-days affected but there was more than sufficient data to provide consistent statistics and in excess of the planned 2-week period.
- 2.7** There were also cameras located around the building, but these did not add any additional value. These were installed to understand the purpose of visits and the direction of travel of where visitors were headed. But this could not be captured.
- 2.8** Table 1 below highlights the total number of cars per day, per week that used the car park in some capacity over the survey period.

Table 1.

Day	Week 1	Week 2	Week 3	Week 4
Monday	158	165	101	136
Tuesday	154	170	100	165
Wednesday	155	176	101	163
Thursday	139	156	88	152
Friday	168	155	110	158
Saturday	72	75	156	60
Sunday	0	0	0	0
Total	846	897	656	834

2.9 Table 2 provides the average use per week over the 4-week period.

Table 2.

Average	Week 1	Week 2	Week 3	Week 4
Weekday	154.8	164.4	100	154.8
Saturday	72	75	156	60

2.10 Using this data above, the average stay taking into consideration all visitor parking durations was 3-hours 52 minutes. The utilisation of the car park is illustrated in table 3, below and takes into consideration the opening hours of 07:00 – 19:00 and the turnover of spaces. The ratio how this was calculated was using 3.1 as multiplier.

2.11 As there are 12 hours of availability with an average of 3 hours and 52 minutes as an average stay, one divided by the other gives a factor of 3.1 that can be used as a multiplier to give an estimate, of overall utilisation.

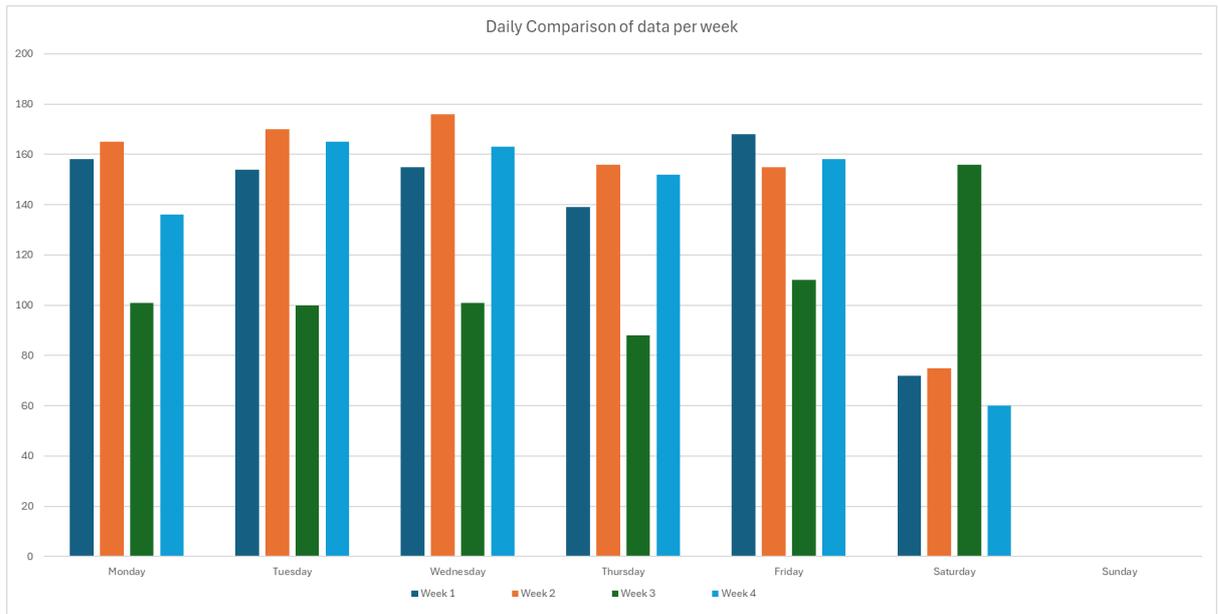
2.12 There are 224 space available at this facility. So based on turnover, there are potentially 695.17 spaces available each day, based on the average stay.

Table 3.

	Week 1		Week 2		Week 3		Week 4		Average	
Day	Vehicles	Utilisation Rate								
Monday	158	22.73%	165	23.74%	101	14.53%	136	19.56%	560	20.14%
Tuesday	154	22.15%	170	24.45%	100	14.38%	165	23.74%	589	21.18%
Wednesday	155	22.30%	176	25.32%	101	14.53%	163	23.45%	595	21.40%
Thursday	139	20.00%	156	22.44%	88	12.66%	152	21.87%	535	19.24%
Friday	168	24.17%	155	22.30%	110	15.82%	158	22.73%	591	21.25%
Weekdays	774	22.27%	822	23.65%	500	14.38%	774	22.27%	2870	20.64%
	Week 1		Week 2		Week 3		Week 4		Average	
Day	Vehicles	Utilisation Rate								
Saturday	72	10.36%	75	10.79%	156	22.44%	60	8.63%	363	13.05%

- 2.13** Using this calculation the utilisation of this car park during weekdays is 20.64% and on weekends 13.05%.
- 2.14** Figure 1 below provides an illustration of the 4-week period. The lowest use is half term week (in green), where demand decreased. But on the same week the weekend use increases as the survey coincided with a St Davids Day event. Overall, and excluding half term, figure 1 above, illustrates consistent use in terms of vehicle volume over the period.

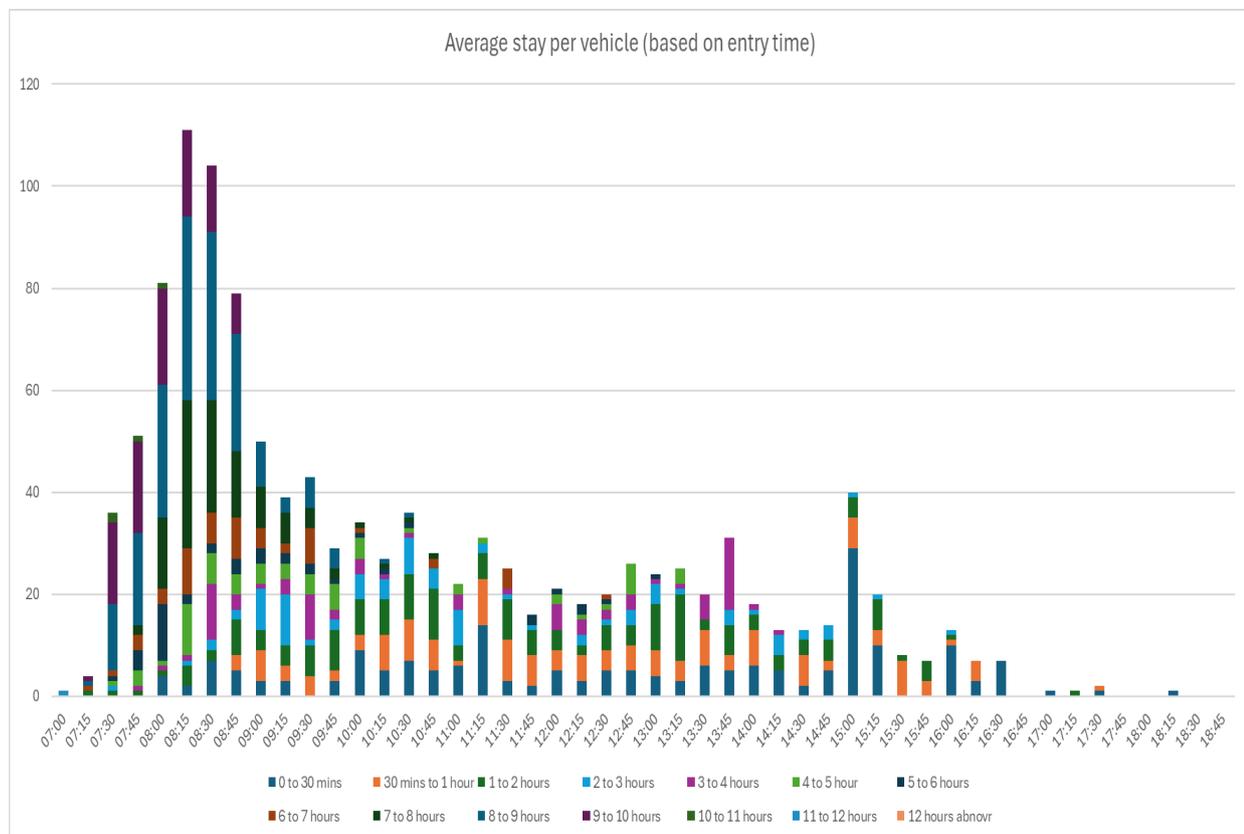
Figure 1.



2.15 Overall, and excluding half term, figure 1 above, illustrates consistent use in terms of vehicle volume over the period.

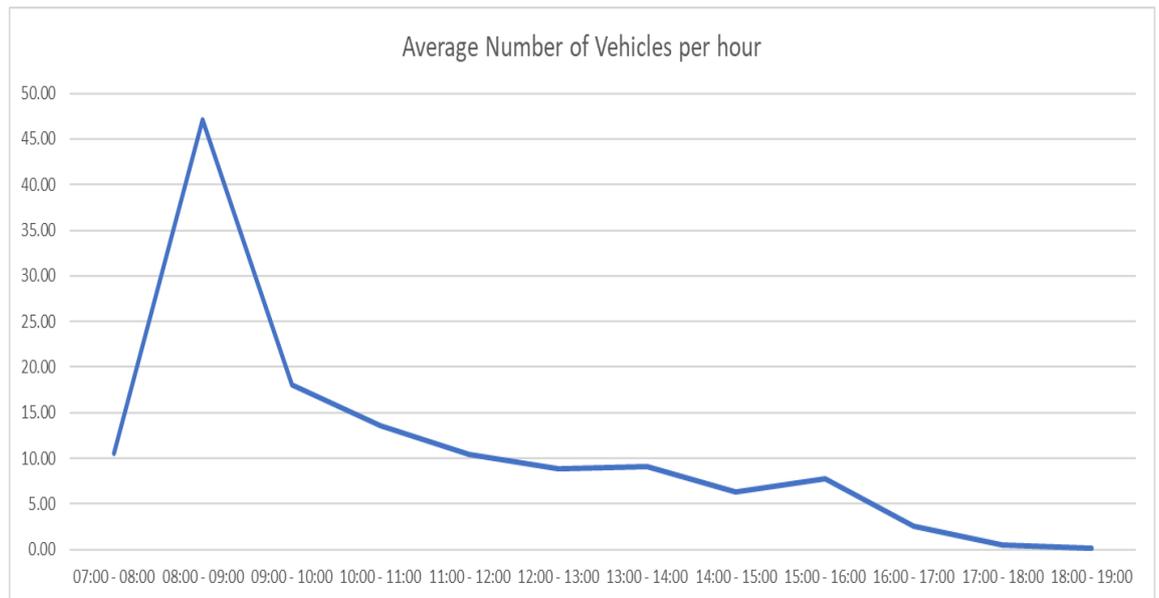
2.16 As illustrated in figure 2 below, this provides an overview of the average stay of each vehicle based on the time they arrived. The graph highlights that the busiest period was prior to 9:15, each day. A copy of the graph is provided at Appendix D.

Figure 2.



- 2.17** The graph also shows that a large proportion of the vehicles entering during this period, remain parked for greater than 5-hours. This suggests that the car park is mostly associated with the school and staff working at retail premises prior to 09:15. This is supported by the results of the data, as after 09:15 the average use of the car park reduces to approximately 2-hours per visit.
- 2.18** The graph below (figure 3), just illustrates vehicles entering the car park utilising the camera survey data and corresponds with the results of Figure 2.

Figure 3.



- 2.19** To aid any future decision-making, staff undertook surveys at nearby streets to identify whether there is sufficient parking in the locality should the car park permanently close.
- 2.20** In the area, there are 21 locations that do not have any restrictions except for one street that has a small proportion of resident permit parking only (20%).
- 2.21** Table 4 below, identifies the average number of parking spaces in the locality that are available across these 21 locations, during the time of the survey. It also highlights how many cars enters the car park at the survey times (not the total number of vehicles in the car park at the survey time). The table demonstrates that there is sufficient space to cover the daily usage of the multi-storey car park several times over and this was evident, for every day the survey was undertaken.

Table 4.

Time	Court Road Multi Storey Usage (Average)	On Street Parking Spaces (Average)
08:00 - 09:00	47.17	602.72
12:00 - 13:00	8.79	570.29
16:00 - 17:00	2.50	576.93

- 2.22** Attached at Appendix E is a map identifying these streets in the locality to the car park. All these streets are within reasonable walking distance.
- 2.23** It is therefore proposed that given the deteriorating condition of the car park, that there is no longer any revenue budget to continue to sustain the opening of the car park, that the site be closed.
- 2.24** The proposal to close the car park 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.
- [Draft Budget and Medium-Term Financial Plan](#)
- 2.25** It is also proposed that the site is subject to an options appraisal that considers the future use of the building and land and that this is subject to a further report, for appropriate consideration.
- 2.26** It is suggested that the appraisal is undertaken with a Place Based approach and having regard to the work already undertaken to produce a Placemaking Plan for Barry. It will assess whether there is need for a car park at this location, as well as consideration to alternative uses. The data gathered for this report should also be considered as part of that process.
- 2.27** If Cabinet agrees to the closure of the car park in principle, then it will be kept open until Cabinet determine an alternative option for the land and buildings. This is necessary to avoid a long period of closure, which would incur security costs due to the high potential for anti-social behaviour.
- 2.28** Additionally, a recent structural survey identified a significant amount of capital works is required, due to its deteriorating condition. This work was valued last financial year at £250k and over time this is likely to increase. This work cannot be delayed indefinitely. A decision on closure should ideally be made as soon as possible.

- 2.29** Whilst the future options for the land and buildings are being considered, should the scheduled structural inspections of this building identify safety risks requiring significant capital expenditure in-year, then Cabinet will be asked to review its position.

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

- 3.1** Long term – The closure of Court Road Multi Storey car park provides essential revenue savings that will contribute to more critical services, as the site is no longer financially viable. Additionally, the closure promotes the use of public transport and or active travel and potentially reduce the reliance on the use of the motor car.
- 3.2** Integration – This provides an opportunity for the future of the site to be integral to future Barry “Place” making plans and for the regeneration of the area.
- 3.3** Involvement – There is an opportunity to involve 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.
- 3.4** Collaboration – This provides an opportunity to work collaboratively when considering the future use of the site and as part of any local regeneration project at this location.
- 3.5** Prevention - This prevents the retention of assets that are not commercially viable which are not commensurate with the level of public benefit against the use of funding and or resources that are used to manage the site.

4. Climate Change and Nature Implications

- 4.1** As a result of removing unsustainable assets, it not only provides financial savings, but it will encourage and promote more environmentally and sustainable forms of transport and travel options, including the use of public transport and active travel.
- 4.2** This has the potential to reduce the number of journeys by private car accessing the town centre and potentially provide a positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.
- 4.3** This also contributes to the Council’s Project Zero initiative to tackle the climate emergency and reduce Council’s carbon emissions to net zero by 2030.
- 4.4** Additionally, should the use of a motor car reduce, it will reduce carbon dioxide (CO₂) emissions from vehicles within the locality of the town and any small measure to reduce the overall vehicle use will have a positive impact on climate change.

5. Resources and Legal Considerations

Financial

- 5.1** The revenue costs for this financial year are projected to be approximately £100k. There are also capital costs of approximately £250k associated with the car park, if it were to remain open, although these costs are likely to increase over time. Therefore, to keep the car park open a budget of at least £750k is required over the next 5-years.
- 5.2** If the car park is closed next financial year, there will be some ongoing revenue costs, but it will be significantly reduced by the introduction of alternative security provisions, such as remote monitoring and or CCTV coverage.
- 5.3** Additionally, it will ensure cost avoidance of any capital works that are time sensitive as the asset will continue to deteriorate and remedial actions can only be postponed for a limited time.
- 5.4** There is no longer a budget for the ongoing revenue costs associated with this car park.

Employment

- 5.5** There is no employment implications associated with this report. The services at the car park are provided by a private security company and a 90-day notice period for termination of service, is required.

Legal (Including Equalities)

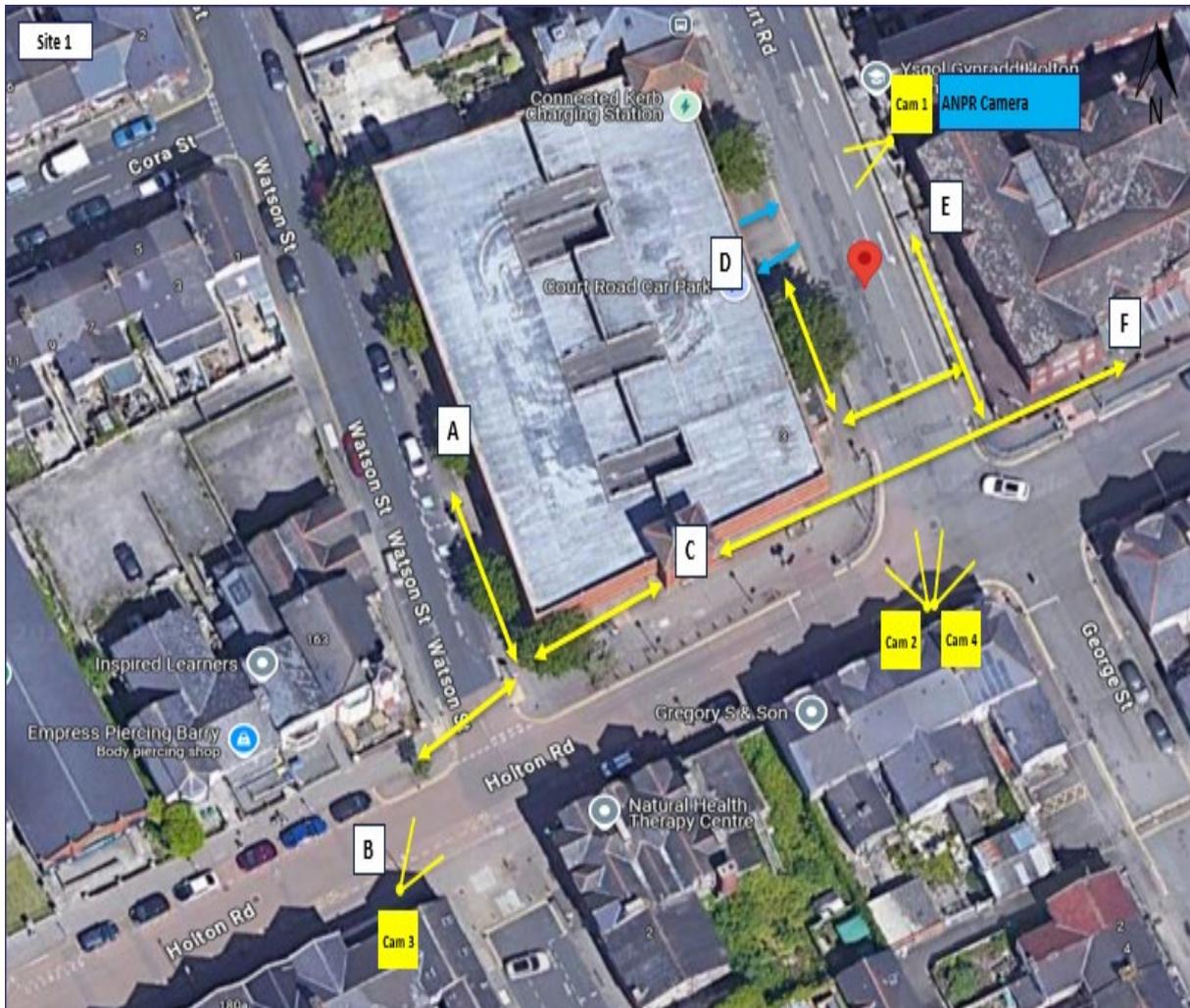
- 5.6** There are no Legal implications with the closure of the car park other than the contractual arrangements noted above, with termination of services.

6. Background Papers

None.

APPENDIX A

Court Road Multi-Storey Car Park – positioning of cameras.



APPENDIX B

Average available parking over 4 weeks																								
Location	Mondays			Tuesdays			Wednesdays			Thursdays			Fridays			Saturdays			All Days (Full Week)			Average Day (6 days)		
	9:00am	12:00pm	4:00pm	9:00am	12:00pm	4:00pm	9:00am	12:00pm	4:00pm															
Dock View Road	135	123	136	127	124	153	119	115	135	133	121	135	116	121	130	120	126	143	750	730	832	124.93	121.73	138.69
Lower Part of Holton Road	50	61	58	62	72	71	72	66	74	60	54	63	47	48	38	39	43	33	330	344	337	55.00	57.25	56.18
Brook Street	16	15	15	17	14	17	17	14	8	15	17	16	14	15	11	11	9	10	90	84	76	14.92	13.95	12.74
Bassett Street	23	24	21	23	25	23	25	21	24	22	19	23	24	22	20	21	20	19	137	131	129	22.89	21.75	21.51
Aneurin Road	32	33	26	33	34	26	33	34	25	32	36	30	27	31	22	23	23	17	178	189	145	29.71	31.55	24.21
Everard Street	32	31	23	33	32	24	37	37	23	30	28	25	29	26	23	24	21	19	184	176	136	30.70	29.31	22.69
Guys Road	21	21	18	21	22	19	19	15	18	21	18	18	17	19	16	16	16	18	115	112	105	19.11	18.64	17.55
Tydfil Street	25	24	23	22	25	25	22	24	24	24	29	25	20	23	16	14	19	13	128	144	126	21.27	23.99	20.94
Rectory Road	20	21	21	19	22	19	20	21	17	17	19	18	15	19	18	14	19	17	105	119	109	17.56	19.82	18.09
Millward Road	21	21	19	22	21	22	21	23	20	20	22	21	20	21	15	18	17	16	121	124	113	20.23	20.73	18.78
Charlotte Place	15	14	14	14	15	13	16	12	12	15	14	15	15	16	13	13	11	9	87	81	77	14.52	13.56	12.80
Robert Street	21	21	16	18	19	21	14	17	13	16	18	16	17	18	13	9	9	10	94	101	88	15.70	16.88	14.68
Burlington Street	10	14	12	12	11	11	11	10	7	11	11	11	10	9	4	6	7	6	60	61	50	10.02	10.21	8.29
Coigne Terrace	14	18	11	16	16	14	11	15	9	11	15	13	13	14	11	11	11	11	75	89	69	12.50	14.80	11.42
Hilary Rise	32	28	29	34	34	32	37	37	32	28	36	38	32	34	33	32	34	38	195	202	203	32.53	33.70	33.77
Crossways (small restricted area)	29	26	28	34	32	31	33	35	30	30	31	30	31	27	29	30	27	31	187	177	178	31.12	29.43	29.74
Wilfred Street	19	22	21	21	21	22	15	17	19	19	18	17	15	19	17	15	16	18	104	111	113	17.35	18.53	18.85
Jewel Street	38	33	36	37	36	32	38	32	25	32	34	33	38	36	30	26	30	26	209	201	181	34.87	33.57	30.10
Cyril Street	15	14	15	16	16	15	15	15	15	18	15	16	13	14	14	12	13	14	89	88	89	14.87	14.70	14.80
Morgan Street	12	12	9	13	14	8	14	11	11	12	14	12	10	12	8	7	7	6	67	69	53	11.20	11.53	8.86
Barry Library Car Park	55	16	48	46	19	44	57	15	40	56	19	42	52	10	41	44	9	40	310	88	253	51.70	14.67	42.23
Total	632	591	599	641	624	638	644	584	579	620	587	614	576	552	522	504	484	511	3616	3422	3462	603	570	577

APPENDIX C

	Car	LGV	MC	Total
0700-0715	3	0	0	3
0715-0730	34	0	0	34
0730-0745	91	0	0	91
0745-0800	123	1	0	124
Hourly Total	251	1	0	252
0800-0815	205	0	0	205
0815-0830	281	0	0	281
0830-0845	383	0	12	395
0845-0900	247	0	4	251
Hourly Total	1116	0	16	1132
0900-0915	136	1	1	138
0915-0930	104	4	0	108
0930-0945	109	1	0	110
0945-1000	76	2	0	78
Hourly Total	425	8	1	434
1000-1015	88	1	0	89
1015-1030	68	2	0	70
1030-1045	90	0	0	90
1045-1100	76	1	1	78
Hourly Total	322	4	1	327
1100-1115	61	0	0	61
1115-1130	77	1	0	78
1130-1145	55	0	0	55
1145-1200	55	0	0	55
Hourly Total	248	1	0	249
1200-1215	54	0	0	54
1215-1230	51	0	0	51
1230-1245	39	0	0	39
1245-1300	67	0	0	67
Hourly Total	211	0	0	211

1300-1315	55	1	0	56
1315-1330	46	0	0	46
1330-1345	37	0	0	37
1345-1400	78	0	0	78
Hourly Total	216	1	0	217
1400-1415	41	1	0	42
1415-1430	42	3	0	45
1430-1445	28	1	0	29
1445-1500	32	2	0	34
Hourly Total	143	7	0	150
1500-1515	89	1	4	94
1515-1530	50	5	0	55
1530-1545	14	2	0	16
1545-1600	20	0	0	20
Hourly Total	173	8	4	185
1600-1615	18	0	1	19
1615-1630	14	0	0	14
1630-1645	16	0	1	17
1645-1700	10	0	0	10
Hourly Total	58	0	2	60
1700-1715	5	0	0	5
1715-1730	1	0	0	1
1730-1745	5	0	0	5
1745-1800	2	0	0	2
Hourly Total	13	0	0	13
1800-1815	1	0	0	1
1815-1830	2	0	0	2
1830-1845	0	0	0	0
1845-1900	0	0	0	0
Hourly Total	3	0	0	3

Total	3179	30	24	3233
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