Pecyn Dogfennau Cyhoeddus

Penallta House,
Tredomen Park,
Ystrad Mynach,
Hengoed CF82 7PG

Tŷ Penallta,
Parc Tredomen,
Ystrad Mynach,
Hengoed CF82 7PG

CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI

www.caerphilly.gov.uk
www.caerffili.gov.uk

Am bob ymholiad ynglŷn â'r agenda hwn cysylltwch â Cath Forbes-Thompson
(Tel: 01443 864279   Email: forbecl@caerphilly.gov.uk)

Dyddiad: Dydd Iau, 8 Hydref 2020

Annwyl Syr/Fadam,

Bydd cyfarfod o'r **Grŵp Gorchwyl Meysydd Parcio Cyngor Bwrdeistref Sirol Caerffili** yn cael ei gynnal trwy Microsoft Teams ar **Dydd Mercher, 14eg Hydref, 2020** am **5.00 pm** i ystyried materion a gynhwysir yn yr agenda canlynol.. Mae croeso i chi ddefnyddio'r iaith Gymraeg yn y cyfarfod, a dylid rhoi cyfnod rhybudd o 3 diwrnod gwaith os ydych yn dymuno gwneud hynny.

Bydd y cyfarfod yn cael ei ffilmio ac ar gael i'w gweld ar ffurf byw a ffurf archif trwy wefan y Cyngor. Bydd y cyfan yn y cyfarfod yn cael ei ffilmio, ac eithrio trafodaethau sy'n cynnwys eitemau cyfrinachol neu eithriedig. Bydd y gweddarllediad ar gael am 18 mis ar ôl dyddiad y cyfarfod yn www.caerffili.gov.uk

Yr eiddoch yn gywir,

Christina Harrhy
PRIF WEITHREDWR

A G E N D A

Tudalennau

1 I dderbyn ymddiheuriadau am absenoldeb

2 Datganiadau o Ddiddordeb.

Atgoffi'r Cynghorwyr a Swyddogion o'u cyfrifoldeb personol i ddatgan unrhyw fuddiannau personol a/neu niweidiol mewn perthynas ag unrhyw eitem o fusnes ar yr agenda hwn yn unol â Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a'r Cod Ymddygiad ar gyfer Cynghorwyr a Swyddogion..

I gymeradwyo a llofnodi'r cofnodion canlynol:-

I dderbyn ac ystyried yr adroddiad(au) canlynol:-

Cylchrediad:
Cynghorwyr C. Elsbury, R.W. Gough (Cadeirydd), L. Harding, D.W.R. Preece (Is Gadeirydd), J.E. Roberts, T.J. Williams a B. Owen,

Aelod Cabinet Cynghorydd Perthnasol

A Swyddogion Priodol

SUT FYDDWN YN DEFNYDDIO EICH GWYBODAETH
Bydd yr unigolion hynny sy'n mynychu cyfarfodydd pwyllgor i siarad/roi tystiolaeth yn cael eu henwi yng nghofnodion y cyfarfod hynny, weithiau bydd hyn yn cynnwys eu man gweithio neu fusnes a'r barnau a fynegir. Bydd cofnodion o'r cyfarfod gan gynnwys manylion y siaradwyr ar gael i'r cyhoedd ar wefan y Cyngor ar www.caerffili.gov.uk. ac eithrio am drafodaethau sy'n ymwneud ag eitemau cyfrinachol neu eithriedig.

Mae gennych nifer o hawliau mewn perthynas â'r wybodaeth, gan gynnwys yr hawl i gael mynediad at wybodaeth sydd gennym amdanoch a'r hawl i gwyno os ydych yn anhapus gyda'r modd y mae eich gwybodaeth yn cael ei brosesu.

Am wybodaeth bellach ar sut rydym yn prosesu eich gwybodaeth a'ch hawliau, ewch i'r Hysbysiad Preifatrwydd Cyfarfodydd Pwyllgor Llawn ar ein gwefan http://www.caerffili.gov.uk/Pwyllgor/Preifatrwydd neu cysylltwch â Gwasanaethau Cyfreithiol drwy e-bostio griffd2@caerffili.gov.uk neu ffoniwch 01443 863028.

CAERPHILLY COUNTY BOROUGH COUNCIL CAR PARKS TASK AND FINISH GROUP

MINUTES OF THE MEETING HELD VIA MICROSOFT TEAMS ON MONDAY 20TH SEPTEMBER 2020 AT 5.00PM

PRESENT:

Councillor R. Gough – Chair

Councillors:

L. Harding, J. Roberts, and T. Williams

Together with: -

C. Campbell (Transportation Engineering Manager), (C. Forbes-Thompson (Scrutiny Manager), D. Smith (Principal Engineer – Traffic Management) and S. Wilcox (Principal Officer – Town Centres & Business Support).

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors C. Elsbury and B. Owen. The Chair also welcomed Cllr J Ridgewell Cabinet Member for Environment & Infrastructure as an observer of the meeting.

2. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course of the meeting.

3. CAERPHILLY COUNTY BOROUGH COUNCIL CAR PARKS TASK AND FINISH GROUP – 21ST FEBRUARY 2020

RESOLVED that the minutes be approved as correct records and signed by the Chair.

4. PRESENTATION - CONSIDERATION OF EVIDENCE SUBMITTED BY TOWN AND COMMUNITY COUNCILS

The Scrutiny Manager gave Members and update on the consultation carried out with Town and Community Councils. When the original task and finish group was established the group agreed to engage with the Town and Community Councils and give them an opportunity to submit written evidence to the review and/or to attend a meeting and speak directly to the group, this meeting took place in March 2017.

Members agreed the last meeting in February 2020 to make contact again and ask Town and Community Councils if they wished to amend or update their original views on car parks. The scrutiny manager duly made contact and outlined the original and any updated submissions for consideration.

Argoed Community Council – The Council felt that there should be consistency of approach throughout the Borough. i.e. Either all Council car parks should be subject to a parking fee or none at all. There was no update for 2020.

Bargoed Town Council – The Council gave very detailed feedback that stated that free car parks should be retained because of the potential detrimental impact upon the High Street if charges were introduced, where they are currently free. They felt that charging for car parking would deter shoppers, deter workers, de-motivate shopkeepers from setting up businesses in the town centre and it was highlighted that retail workers are low paid. If charges were introduced it would transfer parking into residential areas. Most town centres offer shoppers 2-3hrs of free parking, which would probably be enough for shoppers and they would like to see some kind of allowance/permit for residents/workers to park. In addition the regeneration of the town centre has not been completed therefore introducing charging should not be considered at this time.

Blackwood Town Council - The Council highlighted the high proportion of income generated by car parks in the Town when compared to other towns, they stated that there seemed to be no correlation between the income generated and any benefit to the town. The Town Council strongly felt the disparity between the percentage of charging car parks in Blackwood when compared to other town centres. They were keen to see some free car parking on offer to encourage shoppers particularly in the run up to Christmas. They welcomed the current suspension of parking charges and asked that the group consider that impressive footfall doesn’t necessarily equate with retail shopping and can be apportioned to the Cinema.

Caerphilly Town Council – The Council asked that the group consider the introduction of free parking allowances for schools during drop off and pick up hours. In addition, consider enhanced lighting or the provision of CCTV coverage at car parks for those parking late at night and safer routes to and from car parks. There was a specific response from one Member, that referred to difficulties around schools start and end times which causes the Schools and local residents’ issues. A local remedy has been agreed with the Council allowing a short 20-minute free parking, this has been successful to some degree but it could be improved and also considered at other schools where there is a council car park nearby.

Gelligaer Community Council – Ystrad Mynach – The council provided an update from the local Member for this area. The town whilst sharing many issues with other towns it was also unique in that its town centre encompassed two primary schools (900 children) and a comprehensive school (500 children) as well as a busy hospital and college, without the necessary parking infrastructure to cope with the increasing demand. The town centre was currently served by only 90 spaces and experienced massive issues with regard to the volume of traffic generated on a daily basis.

The park and ride facility requires expansion, filling very quickly causing commuters to park on residential streets often in an inconsiderate manner blocking access and driveways. The group are asked to consider the introduction of more car parking spaces through the expansion of an existing car park by taking the facility upwards adding additional levels. He agreed with the previous suggestions made regarding the introduction of 2 hours free parking and would also like to see an allocation for parents at school drop off times

Members are asked to consider a 15-minute leeway after the expiration of a ticket before the issue of fine to give users an additional buffer. This would be of particular use to car parks that serve G.P. surgeries, where additional time constraints can easily be incurred at short notice.

Reference was also made to WG funding made available to local authorities for this purpose and which he would like to see used to alleviate these issues.

Gelligaer Community Council - Hengoed & Pengam - The council provided an update from the local Member for these areas. The Member strongly opposed the introduction of any charges to Park and Ride Car parks. This essential provision takes cars away from residential areas and congested town and city centres and the impositions of a charge would cause an unfair and unreasonable burden on commuters and would result in additional cars on the road, illegal parking and increased pollution. The group were advised that the Pengam park and ride provision would benefit from an increase in spaces in order to keep up with demand.

With regard to Hengoed station, Members were advised that the car park is in close proximity to a well-used community centre and provides a safe parking environment for its users. Should a charge be introduced to park and rides the Councillor requested that consideration be given to allowing a concession to the centre users after 4.30pm when the majority of commuters would be returning home and free on weekends, when commuter traffic is greatly reduced, this would prevent the dispersal of cars into residential area and encourage the take up of physical activity sessions provided at the centre

Llanbradach & Pwllypant Community Council – The Council would like to see the continuation of free parking be upheld. First hour free of charge be implemented in carparks in Ystrad Mynach and other towns to fully support our highstreets. Improved car parking signage and free park & ride parking for sustainability and to encourage the use of public transport.

Risca Town Council - The Council asked that in terms of car parking within the Risca town, that current provision be maintained and that consideration be given to improving directional signage to the car parks. Mill street is very busy and that parking is required for the school and local businesses. They highlighted the issue parking on streets and vehicles using pavements, which is very dangerous, better road safety measures required.

5. PRESENTATION - INFORMATION UPDATE

Members considered the information update following questions identified by the group at the meeting in February 2020.

The group were advised that ad hoc responsive inspections of car parks are undertaken. A formal asset management plan has yet to be completed.

There is a need to consider the difference for car parks in town centres and parking facilities in more rural areas - impact on trade and commerce by changes to parking policies is more significant for urban areas than to more rural parts of the county borough.

The Council has not undertaken any analysis of its own in relation to this issue. Welsh Government commissioned some research into car park charging strategies in 2017. The report (which was circulated at the last meeting) doesn't really pick up the rural aspect but, at present, CCBC only charges in town centres. Tourism and Countryside charge for some of their car parks but these relate to leisure use.

The importance of traffic regulation orders and double yellow lining as a way of increasing occupancy in car parks and reducing on-street parking was touched upon in last October's Civil Parking Enforcement update report to the Environment & Sustainability Scrutiny Committee in October 2019 Phase 1 of the prioritised Traffic Regulation Order programme referred to in 5.4.2

of the report (i.e. revoking of parking restrictions) is progressing. Initial engagement with the affected ward Members is ongoing.

At the February meeting Members requested an update on the Park and Ride (P&R) service at the Group's next meeting. The group was advised that the facilities provided have not changed for many years. With respect to charging the current political administration has committed not to introduce charging at P&R sites. However it is worth noting that Welsh Government is interested in having a dialogue with regional transport bodies on the possibility of introducing charges to P&R car parks. This is something they will consider as part of developing their P&R strategy.

A detailed overview was provided on the staff resources, operational costs, ticket sales and income for 2015/16 to 2018/19.

In addition Members were advised of the impact the Covid-19 pandemic is likely to have on the Council's car park and CPE income for 2020/21:

- Highway car parking (off-road) income loss estimate: £590k*
- CPE PCN income loss estimate: £145k
- On street parking permit income loss estimate: £23k

* This is based on the cessation of parking charges since the Covid-19 'lockdown' began and Cabinet's decision to suspend parking charges until the end of December 2020

The meeting closed at 17:45pm

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the next meeting they were signed by the Chair.

____

CHAIR

CAERPHILLY COUNTY BOROUGH COUNCIL CAR PARKS TASK AND FINISH GROUP – 14th OCTOBER 2020

SUBJECT WORKSHOP BACKGROUND PAPERS

1. **Scoping of The Countywide Review of The Operation And Management of Highway Owned Council Car Parks – Regeneration and Environment Scrutiny Committee Report 29th March 2016.**

2. **Welsh Government Research:**

- **Assessing the Impact of Car Parking Charges on Town Centre Footfall**
- **Research into Car Park Charging Strategies**

3. **Update on The Task and Finish Group Review Of The Operation And Management Of Highway Owned Council Car Parks - Regeneration And Environment Scrutiny Committee – 4th July 2017**

4. **Civil Parking Enforcement – Update Report - Environment And Sustainability Scrutiny Committee – 29th October 2019**

Gadewir y dudalen hon yn wag yn fwriadol

REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 29TH MARCH 2016

SUBJECT: **SCOPING OF THE COUNTYWIDE REVIEW OF THE OPERATION AND MANAGEMENT OF HIGHWAY OWNED COUNCIL CAR PARKS**

REPORT BY: **CORPORATE DIRECTOR - COMMUNITIES**

---

1. PURPOSE OF REPORT

1.1 To seek views and support from the Regeneration and Environment Scrutiny Committee on the scope of the proposed review on the operation and management of the Council's Highway owned public car parks and the potential for future changes to the current parking regime and charging tariffs.

2. SUMMARY

2.1 Following discussions on the Highway owned off street car parks related MTFP proposals at the special Regeneration and Environmental Scrutiny committee in June 2014, Members raised a number of issues related to the budget saving proposals and wider operational policy issues. Subsequently a number of related issues have also been raised by Members for which Officers have proposed the scope of a review for discussion and agreement with Members.

2.2 The following key issues are proposed to be included in the scope of the review:

- History of parking charges in CCBC
- Impact of P&D on town centres
- Consistency, equality and equity of approach
- Review of the existing tariffs and the variations between car parks and between towns
- Balance of long stay and short stay car parks
- Extension of P&D to current non P&D car parks
- Transferrable tickets
- Residential permits
- Business permits
- Trading
- Payment methods

2.3 Members views are sought on the scope of the review and the process and timescales to complete it.

3. LINKS TO STRATEGY

3.1 To work towards the Council's corporate objective of improving peoples' living environment through targeted actions, regulation, information and advice.

3.2 Engineering Division Objective: To provide safe and efficient transport and land drainage infrastructure through quality services delivered by means of cost effective management, maintenance and improvement of the networks.

3.3 The report links to the Safer and Prosperous themes of “Caerphilly Delivers”, the Local Services Board (LSB) Single Integrated Plan.

3.4 Equalities Objectives and Action Plan: Equality Objective 3 - Physical Access.

4. THE REPORT

4.1 History

4.1.1 Prior to the inception of Caerphilly County Borough Council, Twyn car park and Crescent Road car park in Caerphilly and Emporium car park in Bargoed were already subject to parking charges. In 1996 the car parks were inherited by CCBC and following a review carried out at that time parking charges were extended to a number of other public car parks in the county borough. These included Bedwas Road, Station Terrace and the long stay element of Crescent Road car park in Caerphilly, Oakfield Street in Ystrad Mynach, and all of the car parks in Blackwood that are presently subject to pay and display. Appendix 1 provides details of the parking charges as set by CCBC during its early years i.e..between1996-1998.

4.1.2 The parking charges were originally introduced in order to discourage long-term parking by workers, ensure a turn-over of parking spaces and availability for shoppers and visitors and to contribute towards the significant maintenance and operational costs associated with running the public parking facilities.

4.2 Parking Regime

4.2.1 The town centre parking regime has evolved since 1996 to provide a balance between provision for commuters, workers, shoppers and visitors. At two to three year intervals, studies of car park usage, ticket sales and income have been undertaken and when appropriate changes to the tariffs have been made. The tariffs were last changed in September 2010, which resulted in a general increase of the 2007 tariffs. Prior to 2007 the tariffs were changed in 2002. Details of the historic parking tariffs for 2002 and 2007 are provided in Appendix 2.

4.2.2 Since 1996 the number of Highway owned public car parks has increased significantly through a number of initiatives. Some have been related to improvements in public transport with the provision and expansion of rail park and ride car parks, others have been linked to regeneration projects in the key towns. A total of 83 public off-street car parks are currently managed by the Council’s Engineering Services Division as listed in Appendix 3. The location of all these car parks is shown on the plans in Appendix 4.

4.2.3 The car parks comprise the following different types of facility:

- 16 pay and display (season tickets are available for 8 of the car parks)
- 3 limited waiting (Caerphilly, Blackwood & Machen)
- 10 park and ride (free to use)
- 2 residents’ only (Blackwood)
- 1 season ticket only (Blackwood)
- 51 free to use

4.2.4 The 16 pay and display car parks are situated in the primary shopping centres of Caerphilly, Blackwood, Bargoed and Ystrad Mynach where parking charges are necessary to discourage long term parking by workers and ensure a turn-over of parking spaces and availability for shoppers and visitors, thereby contributing to town centre vitality and relieving or preventing congestion.

4.2.5 The 51 free car parks are generally located away from the main town centres and receive a lower level of usage than those facilities that are subject to parking charges.

4.2.6 A significant number (72) of the car parks are subject to the Off-Street Parking Places Orders that enable their use to be regulated and parking charges to be made. The 10 Park & Ride car parks are currently unregulated, however it is intended that Orders will be applied to these facilities in the future to improve regulation.

4.2.7 Highland Terrace (10 spaces), Gordon Road (9 spaces) and part of Libanus Road (6 spaces) in Blackwood are designated for residents' only parking. A total of 15 residents parking permits were issued for use in these car parks in 2014.

4.2.8 Season tickets can be purchased for Crescent Road, Bedwas Road and Lawrence Street car parks in Caerphilly, Libanus Road, Thorncombe 2, Thorncombe 3, Cliff Road and Courthouse car parks in Blackwood, and Emporium and St Gwladys car parks in Bargoed. In 2014 a total of 84 season tickets were issued for use in these car parks.

4.3 Legislation

4.3.1 Section 32 of the Road Traffic Regulation Act gives local authorities power to provide suitable parking places for vehicles for the purpose of relieving or preventing congestion of traffic. Section 35 (iii) allows authorities to make provision for charging for parking for off-street parking. There are no further provisions detailing how off street parking revenue should be spent nor is there case law citing the power of charging under Section 35 of the Act. Local Authorities being bodies created by statute can only act in ways in which they are authorised by statute. Since there is no specific power of revenue raising by off-street parking charges, the Council is effectively limited to spending any surplus on the provision of off-street parking for relieving or preventing congestion.

4.3.2 Section 45 of the Act gives the authority power to designate on street parking. In determining whether to designate on-street parking the authority must have regard to the free movement of traffic, access to premises, and the existence of any off-street parking within the locality. Section 46 of the Act gives power to include provision for charging for on-street parking.

4.4 Current Parking Tariffs

4.4.1 Appendix 5 provides details of the current tariffs, introduced in 2010, for all Highway owned pay and display car parks. The variation in tariffs has historically been determined by the attractiveness of the car parks (i.e. demand, location and size) and whether the facilities are aimed at short stay or long stay parking. Certainly there is seemingly a previous view that such aspects can be used to positively promote those town centres whose vitality is less than those that surround it. Historically a lower tariff has existed in Ystrad Mynach as this is the only Council owned car park in the town and there is no free to use Highway owned car park. Short stay car parks are directed towards shoppers and visitors and are generally well used. Long stay car parks are directed towards both shoppers and workers.

<u>Variation of tariffs between car parks and towns</u>

4.4.2 The long stay car parks are located on the edges of the towns in order to encourage their use by workers and commuters. This maximises the available space for shoppers in those car parks closest to the town centres.

4.4.3 Currently different tariffs exist in different towns. The highest tariff is in the Twyn car park in Caerphilly as this car park has the greatest demand within the borough, and because of its high level of demand for tourism parking charges also apply to this facility on Sundays. The lowest tariff is in Oakfield Street car park in Ystrad Mynach as this has the lowest demand and it is also the only Council owned car park in the town. The remainder of the pay and display car parks in Bargoed, Blackwood and Caerphilly town centres are set at the same level of charges for both long stay and short stay car parks.

Comparison of parking tariffs with neighbouring authorities

4.4.4 Appendix 6 provides a comparison of the Council's parking tariffs with neighbouring local authorities. Newport City Council has radically altered their approach owing to city centre redevelopment disruption and Torfaen and Blaenau Gwent CBCs do not charge. Torfaen is unusual in that its car park charging regime is dictated by that of the privately owned Cwmbran Town Shopping Centre, who decided not to charge. Merthyr CBC has recently amended its parking tariff and no longer offers a 2 hour tariff.

4.4.5 The current charging system is cheaper than in comparative neighbouring towns.

Research

4.5.6 In March 2015 MRUK Research published the findings of a study that they undertook (on behalf of Welsh Government) on the relationships between car parking charges and town centre footfall. The study took account of local authority decision making in relation to parking charges in Wales, the views of people visiting town centres across Wales, local stakeholders and examples of best proactive across the UK. The key findings, conclusions and recommendations from this study will be considered as part of this review.

Scope of Review

4.5.7 The review will need to consider:

- What are the main objectives for the Council in applying parking charges in the Council's Highway owner car parks?
- Is the current parking regime and parking tariffs across the borough still appropriate to meet these objectives?
- Is the application of current legislation still appropriate?

4.6 Enforcement

4.6.1 Regular enforcement of the public car parks is necessary to ensure that a high level of compliance of the parking regulations is maintained. Priority is given to enforcing the pay and display can parks in the main shopping centres as these facilities receive the highest level of demand. The free car parks are enforced on a less frequent basis, as and when required.

4.6.2 The following enforcement methods are employed in the public car parks:

Car Park Attendants

4.6.3 A total of 5 part-time attendants are employed by the Council's Traffic Management Section. The attendants are split into two teams covering different areas as defined below; these best reflect the enforcement requirements for each of the primary shopping centres.

- Blackwood town centre – 3 part-time attendants
- Caerphilly, Ystrad Mynach and Bargoed town centres – 2 part-time attendants

4.6.4 An additional part time member of staff is employed to open/close the gates/barriers between 08:00am-8:00pm Monday–Saturday at Wesley Road and Thorncombe Road 3 car parks in Blackwood (enforcement and the issuing of excess charge notices does not form part of this employees' duties). The night time closures were introduced as a result of anti-social behaviour and cost in the order of £5k per annum to operate. The current level of such anti-social behaviour within the car parks is minimal.

CCTV

4.6.5 CCTV cameras are installed in 13 of the 16 pay and display car parks. Appendix 3 identifies the sites where CCTV has been installed to date. In some circumstances CCTV footage can be used to generate Excess Charge Notices issued through the post to any persons who are observed to contravene the car park regulations. CCTV is particularly useful for night time enforcement when there are no Attendants on duty. The footage can also be used when investigating appeals against Excess Charge Notices as and when required.

Scope of Review

4.6.6 The review will need to consider:

- Is the current enforcement regime still appropriate to meet the Council's objectives?
- Is the current level of provision and use of the CCTV system still appropriate?

4.7 Income

Ticket Sales

4.7.1 The graph in Appendix 7 shows the annual income from ticket sales for the Council's Highway owned off street car parks since 2006/07. The decline in income in 2008/09 and 2009/10 is considered to reflect the downturn in the UK economy at its lowest point. Since then annual income has increased as signs of economic recovery have emerged. Blackwood has most of the pay and display car parks and has consistently generated the highest level of income, followed by Caerphilly, Bargoed and Ystrad Mynach. In 2014/15 the following incomes (inclusive of VAT) were achieved from ticket sales in each town centre:

- Blackwood – £438,764
- Caerphilly – £197,883
- Bargoed – £29,029
- Ystrad Mynach - £20,054

4.7.2 Since 2009/10 the income for Blackwood has increased consistently year on year indicating improved vitality in Blackwood. However the incomes from Caerphilly, Bargoed and Ystrad Mynach have remained fairly constant over the five year period (apart from a noticeable reduction in income for Bargoed and Ystrad Mynach during 2014/15).

4.7.3 The tables in Appendix 8 show the monthly/annual income from ticket sales for all car parks for financial years 2010/11 - 2014/15. A summary of the income totals from ticket sales for 2014/15 is also provided below. High Street car park in Blackwood generates the highest level of income followed by Twyn in Caerphilly. These two facilities account for approximately 50% of the total income generated from ticket sales for all Highway owned public car parks and is predominantly due to the their desirable locations. Market Traders and Court House car parks in Blackwood consistently generate the lowest levels of income due to their locations.

- High Street, Blackwood - £201,490
- Twyn, Caerphilly - £128,869
- Cliff Road, Blackwood - £49,708
- Thorncombe 3, Blackwood - £47,829
- Bus Station, Blackwood - £43,973
- Crescent Road, Caerphilly - £42,076
- Woodbine Road, Blackwood - £40,219
- Wesley Road, Blackwood - £28,717
- Oakfield Street, Ystrad Mynach - £24,054
- St Gwladys, Bargoed - £16,674
- Station Terrace, Caerphilly - £13,984
- Thorncombe 2, Blackwood - £13,799
- Bedwas Road, Caerphilly - £12,954
- Emporium, Bargoed - £12,418
- Market Traders, Blackwood - £6,562
- Court House, Blackwood - £6,467

Excess Charge Notices

4.7.4 The table in Appendix 9 shows the annual income generated from excess charge notices for all car parks for financial years 2010/11 - 2014/15. The fluctuations in income from year to year are partly attributed to a reduction in staffing levels resulting from periods of long term sickness.

4.7.5 The Car Parks Section now has a full compliment of staff and it is anticipated that the level of income generated from Excess Charge Notices will increase.

4.8 Existing Provision and Charging Regime

4.8.1 Historically parking charges in the form of pay and display have only been applied to the public car parks in Caerphilly, Blackwood, Bargoed and Ystrad Mynach as these towns top the hierarchal order of shopping centres in the County Borough. These towns, along with Risca, are the five town centres covered by the Council's 'Unique Places' model of Town Centre Management.

4.8.2 The current charging regime is not consistent across the borough as parking charges have not been applied to all of the five managed town centres. Different tariffs also apply to some of the town centre car parks where charges have been introduced. Whilst it would be simpler for the same level of charges to be applied to all town centre car parks across the borough, historically this has not been considered appropriate because of the wide range of economic and localised differences that exist between the towns. The locations of all these car parks are shown on the plans in Appendix 4. An overview of the Highway owned off street parking provision in the main towns and villages is below.

<u>Bargoed</u>

4.8.3 There are currently 6 Highway owned public car parks in Bargoed town centre, of which 4 are free (196 spaces) and 2 are designated as pay and display (68 spaces). In addition to these facilities there is a park and ride car park (89 spaces) situated on the outskirts of the town plus a large free supermarket car park (390 spaces) located in the centre of the town that the general public are permitted to use for a maximum period of 3 hours when visiting Lowry Plaza.

4.8.4 The park and ride car park is very well used (>90% occupancy on most weekdays) however only 50% of the vehicles that presently use the facility are commuters. The other 50% are owned by workers/traders from the town centre who are likely to be parking there in order to avoid parking charges as well as the 3 hour time restriction in Morrison's car park.

4.8.5 The Morrison's superstore car park has a total of 390 parking spaces (242 on level 1 / 148 on level 2) and its central position within the town is attractive to shoppers using the High Street. Surveys have established that the upper tier car park receives a high level of usage, however the lower tier car park is less well used and generally has a significant amount of free parking space available. Surveys show that approximately 80% of parking spaces are generally available at most times of the day on the lower tier.

<u>Blackwood</u>

4.8.6 Blackwood town centre benefits from 14 Highway owned public car parks of which 1 is limited waiting (11 spaces), 1 is free to use (25 spaces), 2 are for residents' only (19 spaces), 1 is for residents and non-residents season tickets (20 spaces), and 9 are designated as pay and display (546 spaces). In addition to these parking facilities there are a number of retail parks situated around the town as well as a superstore that offer a significant amount of free parking. In addition to these, there is a privately managed retail car park located in front of the B&M store that provides free parking for 2 hours and is enforced via ANPR cameras.

4.8.7 The majority of the car parks in Blackwood town centre are situated in close proximity to the High Street and, as such, are both convenient and attractive for shoppers to use. Their good accessibility is considered to be one of the main reasons why they receive such a high level of usage.

4.8.8 High Street, Woodbine Road, Bus Station and Market Trader car parks are located nearest to the town centre and are designated as Short Stay facilities. Court House, Cliff Road, Thorncombe 2 & 3 and Wesley Road car parks are situated further away from the town centre and are designated as long stay facilities.

Caerphilly

4.8.9 There are currently 6 Highway owned public car parks within Caerphilly town centre (296 spaces), of which 4 are pay and display (272 spaces) and 1 is free to use (6 spaces). In addition to these facilities is a large park and ride car park that provides 270 spaces (185 spaces CCBC / 85 spaces ATW) plus a large privately managed car park namely Castle Court Shopping Centre (540 spaces) which has a maximum stay of 3 hours on Monday, Tuesday and Wednesday and 2 hours on Thursday, Friday and Saturday. This is currently under review.

4.8.10 Twyn car park is very well used due its central location within the town centre and close proximity to the castle and is designated as a short stay facility. Crescent Road car park is situated some distance from the town centre, however there are a number of business premises adjacent the car park. In order to cater for the different types of user, the facility offers short stay and long stay tariffs as well as season tickets. The car park also provides a coach parking facility.

Risca

4.8.11 There are 4 Highway owned public car parks in Risca town centre all of which are currently free to use. The car parks provide a total of approximately 124 spaces (including the unmarked area for lorry parking in Raglan Street car park).

4.8.12 Risca is one of the managed town centres. All of the public car parks within Risca town centre are presently free to use. It should be noted that this charging regime is not consistent with the other towns that make up the Town Centre Management Group i.e. Blackwood, Caerphilly, Bargoed and Ystrad Mynach.

4.8.13 Longbridge and Tredegar Street car parks are attractive for shoppers as they are situated in close proximity to the town centre. Longbridge car park receives a high level of usage (>75% full for most of the day) and Tredegar Street car park is less well used (>50% full for most of the day). There is a Lidl supermarket located in Commercial Street that has 2 hours free car parking and its location is attractive for shoppers in the town centre.

4.8.14 Raglan Street and Rifleman Street car parks are located some distance from the town centre and are considered to be too remote for shoppers/workers within the town to use.

4.8.15 A park and ride car park is provided on the outskirts of the town. The facility currently receives a very low level of usage (owing to the limited hourly service) and its remote location is not attractive to shoppers.

Ystrad Mynach

4.8.16 There is only 1 Highway owned public car park (64 spaces) located in the town centre and this facility presently operates under pay and display. The car park is very well used (>90% full during weekdays). There is also a park and ride car park (93 spaces) located on the outskirts of the town. The park and ride car park is very well used by commuters, however its remote location is not attractive to shoppers.

4.8.17 There is a proposal to extend the existing P&R car park for Ystrad Mynach rail station by approximately 125 spaces. The proposal would use Network Rail land to provide a car park with access off Cedar Way over Council land (currently playing fields). The scheme is being promoted and funded by the Welsh Government and is in the final design stages with a planning application expected in the near future.

Nelson

4.8.18 There is 1 Highway owned car park (35 spaces) located within the town centre that receives a high level of usage (>85% full during weekdays).

Newbridge

4.8.19 There are a total of 5 Highway owned public car parks (67 spaces) provided in the town centre (High Street, Pantside Cottages, Meredith Terrace, Victoria Terrace and West View). There is also a relatively large Park & Ride car park (75 spaces) in close proximity to the town centre that receives a relatively low level of usage (30-50% full on weekdays).

4.9 Comparison of parking provision between town centres

4.9.1 The table below shows the total number of Highway owned public car parking spaces currently provided in each town/village and provides a percentage comparison of free and pay and display spaces. Privately managed car parks and park and ride facilities that are remotely located from the town centres are not included as part of the data.

Town Centre	Total no. of parking spaces	No. of free spaces	% of free spaces	No. of pay & display/season ticket spaces	% of pay & display/season ticket spaces
Bargoed Emporium Bus Station St Gwladys Bristol Tce Gateway Hanbury Rd Park & Ride	**338**	264	**78%**	74	**22%**
Blackwood Court House Thorncombe 2 & 3 High Street Cliff Road Red Lion Wesley Road Woodbine Road Bus Station Libanus Road Highland Tce Gordon Road Market Traders	**650**	11	**1.7%**	639	**98%**
Caerphilly Bedwas Road Twyn Station Tce Crescent Rd White Street	**304**	6	**2%**	298	**98%**
Ystrad Mynach Oakfield Street	**68**	68	**0%**	68	**100%**
Risca Longbridge Tredegar Street	**103**	103	**100%**	0	**0%**
Nelson Dynevor Tce	**40**	40	**100%**	0	**0%**
Newbridge High Street Meredith Terrace Newbridge Station Pantside Cottages Victoria Terrace West View	**142**	142	**100%**	0	**0%**

4.9.2 The data shows that Bargoed and Risca have a disproportionately high percentage of free parking spaces compared to the other managed town centres. Caerphilly and Bargoed have a similar number of parking spaces, however 78% of spaces in Bargoed are currently free to use compared to 2% of the spaces in Blackwood and Caerphilly.

4.9.3 There are a number of complex localised factors that need to be taken into consideration when developing a charging regime for the public car parks, however it is apparent that under the current operating arrangement significant disparities exist between the towns.

Scope of Review

4.9.4 The review will need to consider:

- Is the current level of provision across the towns and villages still appropriate?
- Is the current parking regime and parking tariffs across the towns and villages still appropriate to meet the Council's requirements?

4.10 Concessions and Restrictions

Concessions for Traders

4.10.1 The town centre public car parks are primarily intended to provide parking opportunity for shoppers and visitors. A concession for traders already exists in the form of Long Stay car parks which have a lower tariff. Loading Only bays are also provided on-street to assist traders with their operational activities.

Possible Free Parking Concessions

4.10.2 The table in Appendix 8 shows the income generated from ticket sales against each tariff, a summary of which is provided below:

1 hour tickets - £233,506	(34% of total income)
2 hour tickets - £171,451	(25%)
3 hour tickets - £107,045	(16%)
4 hour tickets - £53,140	(8%)
Daily tickets - £85,519	(13%)
Weekly tickets - £3,084	(<1%)

4.10.3 The information shows that the sale of 1 hour tickets generates the highest level of income. The sale of 2 hour tickets generates the second highest level of income. The combined sales of 1 and 2 hour tickets accounts for approximately 60% of the total income generated.

4.10.4 The introduction of any free parking concessions would reduce the income generated by the respective amounts shown in the table in Appendix 8.

4.10.5 In the near future a concession that will allow disabled badge holders to park for an additional hour from the expiry time shown on the pay and display ticket is to be introduced. It is estimated that this will reduce the level of income generated from ticket sales by £20k per annum.

Transferrable Tickets

4.10.6 Parking tickets are not transferable between car parks within the County and experience shows that there appears to be little demand for this as a very limited number of contraventions of this nature have been observed in recent years. With different tariffs being applied to the long stay and short stay car parks and tariffs varying between towns, it is considered that allowing the transfer of tickets has the potential to cause confusion.

Residential / Business Permits

4.10.7 Residents' permits are currently offered for Highland Terrace, Gordon Road and Libanus car parks in Blackwood and will shortly be offered for Bedwas Road car park in Caerphilly. The cost of a permit is £75 per annum for all car parks. Currently only one residents' permit per eligible property is allowed and a second permit can be issued with the Council's discretion depending on availability.

4.10.8 Business permits are not presently offered, however some businesses have purchased multiple season tickets for their staff and works vehicles.

Trading / Markets / Events

4.10.9 The Council's Off-Street Car Parking Places Orders prohibits trading from within the car parks. Consideration will generally only be given to a temporary closure of the car park for Council supported events, during which the Order would be suspended and trading would be permitted.

4.10.10 All charitable events will be considered on their merits and any decision would be based on the level of impact and health and safety implications for the car park and surrounding area. Historically the following activities have been permitted in the car parks:

- Parking of film crew vehicles (subject to charge)
- Parking of mobile cancer screening units (free of charge).

4.10.11 Requests have previously been received for private markets to be held in The Crescent car park in Machen, however these have been refused on highway safety grounds. A mobile butcher presently operates from Victoria car park in Rhymney one day a week, however this car park is not currently subject to an Off-Street Car Parking Places Order.

4.10.12 If Members were minded to accommodate trading and/or non-corporate/non-charitable events within the car parks then some criteria would need to be agreed for officers to manage any requests.

Concessions for Schools

4.10.13 An historic informal concession has been applied to Crescent Road car park in Caerphilly that allows parents of Ysgol-y-Castell to park free of charge between 08:50am-09:10am and 3:20pm-3:40pm. This concession was introduced to alleviate congestion on the residential roads surrounding the school. The informal arrangement is not advertised on the signs within the car park and has caused confusion with parents on a number of occasions and has attracted criticism from other users.

4.10.14 Such concessions are not offered for other Highway owned car parks near schools elsewhere in the County and it is recommended that this arrangement be reviewed.

Disabled Users

4.10.15 In 2013 a review of the pay and display car park provision in the borough was carried out that focussed on the needs of disabled users. In order to better meet the needs of disabled users the following recommendations were identified as part of the review and officers are currently in the process of implementing the recommended measures:

- Additional disabled parking bays to be provided in 12 pay and display car parks (changes already implemented).
- A number of existing disabled parking bays are to be increased in size in 9 pay and display car parks (changes already implemented).
- Concession to allow disabled badge holders to park for an additional hour from the expiry time shown on the pay and display ticket (changes will be implemented before end of current financial year)
- On-street parking exemptions for blue badge holders to be better publicised/promoted (publicity material to be released in conjunction with above Order being made).

Scope of Review

4.10.16 The review will need to consider:

- Are the current concessions for traders still appropriate?
- Should free parking concessions be introduced?
- Should tickets be transferable?
- Does the current use of resident and business permits remain appropriate?
- Is the current approach to trading, markets and events still appropriate?
- Should there be concessions for schools?
- Is the current proposal for a concession for disabled users still appropriate?

4.11 Civil Parking Enforcement (CPE)

4.11.1 Whilst CPE has not been proposed as part of this review it is recognised that the level of on-street parking enforcement can have a direct impact on the turnover of on-street parking spaces, usage of public car parks and consequently the overall vitality of town centres. Previous reports to Members advised of the need to commission specialist consultants to develop a business case based to better understand the implications of the Council taking on these powers to enforce the existing on street parking restrictions.

4.11.2 A working group has been set up between the Council and Gwent Police (with Members participating) to discuss these issues. At the time of writing this report it had not met but a summary of the meeting will be reported to the Committee.

4.12 Payment Methods

4.12.1 At present all P&D machines accept coin cash payment only. Payment by card is a possibility but would require the upgrading of the P&D machines and supporting software and telemetry with the necessary implementation and operational costs. This option would offer more flexibility to car park users and avoid any overpayment, but given the low tariffs there has not been much request for this and take up is expected to be low. Therefore the benefits it would offer for the cost of introducing the service may not offer value for money.

4.12.2 Payment by phone (i.e. mobile) is another possible option that would offer more flexibility to car park users. In addition to the issues raised for card payment, there would be back office changes required and possibly an additional fee to users that may discourage take up.

4.12.3 The optimum time to consider introducing these options would be when the P&D machines are due to be replaced but, this is unlikely to be for at least five years given the they were last replaced in 2010.

<u>Scope of Review</u>

4.12.4 The review will need to consider:

- Is the current payment method still appropriate?
- What alternative/additional options should be considered for the future?

4.13 Summary of the Proposed Scope of the Review

4.13.1 The proposed scope of the review is as identified below:

<u>Parking regime and Tariffs</u>

- What are the main objectives for the Council in applying parking charges in the Council's Highway owner car parks?
- Is the current parking regime and parking tariffs across the borough still appropriate to meet these objectives?
- Is the application of current legislation still appropriate?

<u>Enforcement</u>

- Is the current enforcement regime still appropriate to meet the Council's objectives?
- Is the current level of provision and use of the CCTV system still appropriate?

<u>Existing Provision and Charging Regime</u>

- Is the current level of provision across the towns and villages still appropriate?
- Is the current parking regime and parking tariffs across the town as and villages still appropriate to meet the Council's requirements?

<u>Concessions and Restrictions</u>

- Are the current concessions for traders still appropriate?
- Should free parking concessions be introduced?

- Should tickets be transferable?
- Does the current use of resident and business permits remain appropriate?
- Is the current approach to trading, markets and events still appropriate?
- Should there be concessions for schools?
- Is the current proposal for a concession for disabled users still appropriate?

Payment Methods

- Is the current payment method still appropriate?
- What alternative/additional options should be considered for the future?

Process and Timescale

4.13.2 In order to undertake the review it is proposed that a Task & Finish group of the Regeneration and Environment Scrutiny Committee be established that would discuss and agree how the review will be undertaken and the timescale within which to complete it.

5. EQUALITIES IMPLICATIONS

5.1 This report is for the information purposes, so the Council's Equalities Impact Assessment process does not need to be applied at this stage but will be considered as part of any recommendations identified.

6. FINANCIAL IMPLICATIONS

6.1 None at this time.

7. PERSONNEL IMPLICATIONS

7.1 None.

8. CONSULTATIONS

8.1 All comments received have been incorporated in the report.

9. RECOMMENDATIONS

9.1 Members are asked for their views on the proposed scope of the review for the Council's Highway owned off street car parks as set out in 4.13 above.

9.2 Members are asked for their views on the proposal to establish a Task & Finish group to undertake the review and agree the details of how it will be undertaken and the timescale within which to complete it.

10. REASONS FOR THE RECOMMENDATIONS

10.1 As detailed in paragraph 2.1.

11. STATUTORY POWER

11.1 Road Traffic Regulation Act 1984.

Authors: Dean Smith, Principal Engineer
Clive Campbell, Transportation Engineering Manager

Consultees: Cllr D T Davies - Chair of Regeneration and Environment Scrutiny Committee
Cllr E M Aldworth - Vice Chair of Regeneration and Environment Scrutiny Committee
Cllr T Williams - Cabinet Member for Highways, Transportation & Engineering
Cllr K James – Cabinet Member for Regeneration, Planning and Sustainable Development
Chris Burns – Interim Chief Executive
Christina Harrhy – Corporate Director, Communities
Nicole Scammell, Acting Director of Corporate Services & S 151
Terry Shaw – Head of Engineering Services
Pauline Elliott – Head of Regeneration & Planning
Andrew Highway – Town Centre Development Manager
Alan Dallimore – Team Leader, Urban Renewal & Conservation
Gail Williams – Monitoring Officer/Principal Solicitor
David A Thomas – Senior Policy Officer
Mike Eedy – Finance Manager
Trish Reardon – HR Manager

Background Papers:
Management and Enforcement of Highway Owned Public Car Parks; report to Regeneration and Environment Scrutiny Committee on 17 September 2013.
Review of the Operation and Parking Charges for Blue Badge Holders in Council Public Car Parks; report to Regeneration and Environment Scrutiny Committee on 10 December 2013.
Review of the Impact of Car Parking Charges on Town Centres; report to Regeneration and Environment Scrutiny Committee on 1 April 2014.
Proposed Park & Ride for Ystrad Mynach Rail Station; report to Cabinet on 20 May 2015
Town Centre Parking Strategy for Bargoed; report to Bargoed Town Centre Management Group on 15 October 2015.

Appendices:
Appendix 1 – Table showing historic parking tariffs
Appendix 2 – Table showing 2002 and 2007 parking tariffs
Appendix 3 – List of Highway owned public car parks
Appendix 4 – Plans showing the locations of the Highway owned public car parks
Appendix 5 – Table showing current parking tariffs
Appendix 6 – Table showing tariffs of neighbouring authorities
Appendix 7 – Graph showing income from ticket sales for each town
Appendix 8 – Table showing monthly income from ticket sales
Appendix 9 – Table showing income from Excess Charge Notices
Appendix 10 – Table showing income for each tariff

This page is intentionally left blank

TABLE SHOWING HISTORIC PARKING TARIFFS

Tariffs in the early years i.e. 1996-1998

	Ystrad Mynach 1996	Blackwood 1998	Bargoed 1996	Caerphilly 1996
1 hour	20p	20p	20p	20p
2 hours	30p	30p	30p	30p
3 hours	40p	40p	40p	40p
4 hours	60p	60p	60p	60p
Daily	£1.00	£1.00 (long stay) £2.00 (short stay)	£2.00 (short stay only)	£2.00 (short stay only)
Weekly	£4.50	£4.50 (long stay only)	N/A	N/A
Season Ticket	N/A	£160	N/A	N/A
Residents' Permit	N/A	£30	N/A	N/A
Excess Charge Notice	£50 reduced to £20 if paid within 14 days			

This page is intentionally left blank

TABLE SHOWING 2002 AND 2007 PARKING TARIFFS

2002 Parking Tariffs

In 2002 the parking tariffs were increased. Different hourly tariffs were introduced for short and long stay car parks. Season tickets increased from £160 to £210. Excess Charge Notices increased to £75 (reduced to £30 if paid within 14 days).

	Short Stay	Short Stay Twyn	Long Stay
1 hour	30p	50p	30p
2 hours	40p	80p	40p
3 hours	60p	£1.20	60p
4 hours	£1.20	£2.50	80p
Daily	£2.40	£5.00	£1.30
Weekly	N/A	N/A	£6.00
Season Ticket	N/A	N/A	£210
Residents' Permit	N/A	N/A	£30
Excess Charge Notice	£75 reduced to £30 if paid within 14 days		

2007 Parking Tariffs

In 2007 a general increase was made to the 2002 tariffs.

	Short Stay	Short Stay Twyn	Long Stay	Long Stay Ystrad
1 hour	40p	50p	40p	30p
2 hours	60p	£1.00	50p	40p
3 hours	90p	£1.50	70p	60p
4 hours	£1.50	£3.00	£1.00	80p
Daily	£3.00	£5.00	£1.50	£1.30
Weekly	N/A	N/A	£7.50	£6.00
Season Ticket	N/A	N/A	£280	£210
Residents' Permit	N/A	N/A	£50	£50
Excess Charge Notice	£75 reduced to £30 if paid within 14 days			

This page is intentionally left blank

APPENDIX 3

LIST OF HIGHWAY OWNED PUBLIC CAR PARKS

Item	Location	Car Park Name	Charges	Bays	CCTV
1	Aberbargoed	Pant Street	Free	12	-
2	Abercarn	Bridge Street	Free	15	-
3	Abercarn	Dan-y-Rhiw Terrace	Free	8	-
4	Abercarn	Gwyddon Road	Free	10	-
5	Abertysswg	Walter Street	Free	44	-
6	Bargoed	Bargoed Station	Park & Ride (Free)	89	-
7	Bargoed	Bus Station	Free	18	-
8	Bargoed	Emporium	Pay and display & season ticket	44	yes
9	Bargoed	Bristol Terrace	Free	12	-
10	Bargoed	Gateway	Free	30	-
11	Bargoed	Hanbury Road	Free	114	yes
12	Bargoed	Restaurant Site	Free	34	-
13	Bargoed	St Gwladys	Pay and display & season ticket	24	yes
14	Bedwas	Bridgend Inn	Free	25	-
15	Bedwas	Church Street	Free	12	-
16	Blackwood	Bus Station	Pay and display	45	yes
17	Blackwood	Cliff Road	Pay and display & season tickets	89	yes
18	Blackwood	Court House	Pay and display & season ticket	37	-
19	Blackwood	Gordon Road	Season ticket for residents only	9	yes
20	Blackwood	Highland Terrace	Season ticket for residents only	10	-
21	Blackwood	High street	Pay and display	188	yes
22	Blackwood	Libanus Road	Season ticket for residents & non residents only	20	-
23	Blackwood	Market Traders	Pay and display	21	yes
24	Blackwood	Montclaire avenue	Free	25	-
25	Blackwood	Red Lion	Free (Limited waiting - 2 hours)	11	-
26	Blackwood	Thorncombe 2	Pay and display & season ticket	35	yes
27	Blackwood	Thorncombe 3	Pay and display & season ticket	69	yes

Item	Location	Car Park Name	Charges	Bays	CCTV
28	Blackwood	Wesley Road	Pay and display	28	yes
29	Blackwood	Woodbine Road	Pay and display	34	yes
30	Caerphilly	Aber Station	Park & Ride (Free)	130	-
31	Caerphilly	Bedwas Road	Pay and display & season ticket	18	-
32	Caerphilly	Caerphilly Station	Park & Ride (Free)	270	-
33	Caerphilly	Crescent Road	Pay and display & season ticket	168	yes
34	Caerphilly	Energlyn & Churchill Park	Park & Ride (Free)	15	-
35	Caerphilly	Lawrence Street	Free & Season tickets (Limited waiting - 2 hours)	14	-
36	Caerphilly	Station Terrace	Pay and display & season ticket	24	-
37	Caerphilly	Twyn	Pay and display	62	yes
38	Caerphilly	White Street	Free	10	-
39	Cefn Fforest	Waunborfa Road	Free	16	-
40	Crosskeys	Gladstone Street	Free	40	-
41	Crumlin	Crown Street	Free	12	-
42	Crumlin	Kendon Road	Free	13	-
43	Crumlin	Pen-Y-Fan	Free	40	-
44	Cwmfelinfach	Alexandra Road	Free	25	-
45	Cwmfelinfach	Commercial Buildings	Free	25	-
46	Cwmfelinfach	Maindee Road	Free	10	-
47	Fleur-de-lis	Ivor Street	Free	30	-
48	Hengoed	Hengoed Station	Park & Ride (Free)	45	-
49	Llanbradach	Station Road	Free	20	yes
50	Llanbradach	Station Road	Free	13	-
51	Machen	Siloam Hill	Free (Limited waiting - 1 hour)	4	-
52	Machen	The Crescent	Free	55	-
53	Markham	Bryn Road	Free	12	-
54	Nelson	Dynevor Terrace	Free	35	-
55	Newbridge	High Street	Free	25	-
56	Newbridge	Meredith Terrace	Free	10	-

Item	Location	Car Park Name	Charges	Bays	CCTV
57	Newbridge	Newbridge Station	Park & Ride (Free)	75	yes
58	Newbridge	Pantside Cottages	Free	6	-
59	Newbridge	Victoria Terrace	Free	12	-
60	Newbridge	West View	Free	14	yes
61	New Tredegar	Dyffryn Terrace	Free	26	-
62	New Tredegar	Jubilee Road	Free	6	-
63	New Tredegar	Morgan Street	Free	12	-
64	Oakdale	Pen-Rhiw Avenue	Free	15	-
65	Pengam	Pengam Station	Park & Ride (Free)	155	yes
66	Pontllanfraith	Bryn Lane	Free	10	-
67	Pontllanfraith	Sir Ivors Road	Free	42	-
68	Pontymister	Foundary Road	Free	20	-
69	Pontymister	Herbert Avenue	Free	38	-
70	Pontymister	Mill Street	Free	22	-
71	Pontymister	Risca Station	Park & Ride (Free)	87	yes
72	Rhymney	Lower Row, Bute Town	Free	6	-
73	Rhymney	Rhymney Station	Park & Ride (Free)	23	-
74	Risca	Longbridge	Free	37	-
75	Risca	Raglan Street	Free (Lorry parking permitted - 2 long bays)	6	-
76	Risca	Rifleman Street	Free	17	-
77	Risca	Tredegar Terrace	Free	64	-
78	Senghenydd	Commercial Street	Free	15	-
79	Trethomas	Navigation Street	Free	30	-
80	Wattsville	Islwyn Street	Free	10	-
81	Ynysddu	High Street	Free	25	-
82	Ystrad Mynach	Oakfield street	Pay and display	64	yes
83	Ystrad Mynach	Ystrad Station	Park & Ride (Free)	93	yes

This page is intentionally left blank

DO NOT SCALE

Key

Pay & Display Car Parks
1 St Gwladys Car Park
2 Emporium Car Park

Park & Ride Car Parks
3 Bargoed Station Car Park

Free Car Parks
4 Gateway Car Park
5 Bristol Terrace Car Park
6 Hanbury Road Car Park

Suffix	Date	Initials	Description

CAERPHILLY COUNTY BOROUGH COUNCIL / CYNGOR BWRDEISTREF SIROL CAERFFILI

TRAFFIC MANAGEMENT
Communities Directorate
Engineering Division HQ.
Ty Penallta, Tredomen Park, Ystrad Mynach
Hengoed CF82 7PG
Head of Engineering Services - Terry Shaw
B.Eng, MBA, C.ENG, MICE,MCMI, MCIHT

project title

Caerphilly County Borough Council
Countywide Review of Highway Owned
Off–Street Car Parks

drawing title

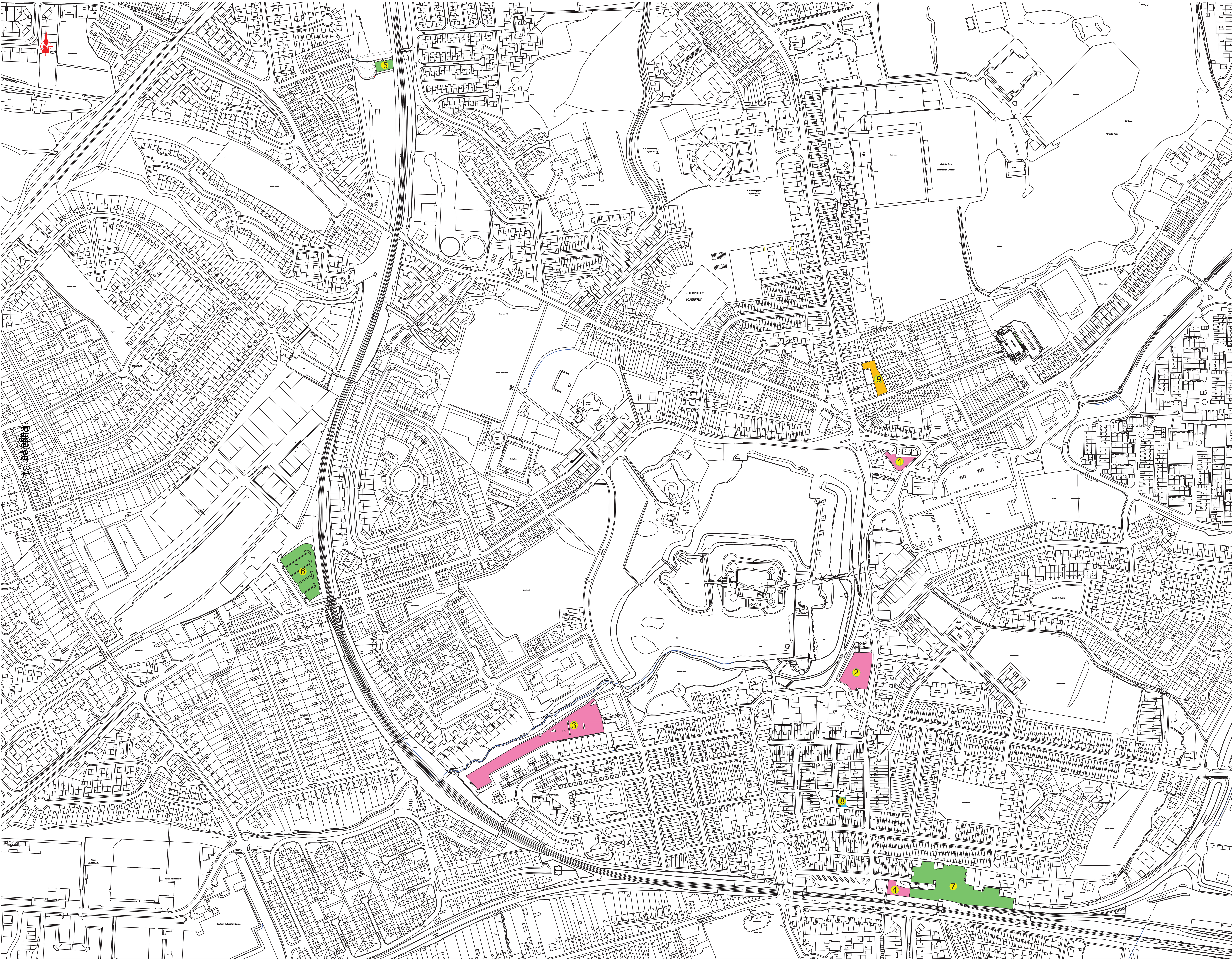
Car Parking locations
Bargoed

scale	date	drawn	checked
NTS	12/11/15	CB	CC

project ref.	drawing no.	rev.

This page is intentionally left blank

APPENDIX 4 - CAR PARKS CAERPHILLY



THIS DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESS PERMISSION OF TRAFFIC MANAGEMENT.

DO NOT SCALE

Key

Pay & Display Car Parks

1 Bedwas Road Car Park
2 Twyn Car Park
3 Crescent Road Car Park
4 Station Terrace Car Park

Park & Ride Car Parks

5 Energlyn & Churchill Park Car Park
6 Aber Station Car Park
7 Caerphilly Station Car Park

Free Car Parks

8 White Street Car Park

Free & Season Tickets (Limited Waiting 2 hours) Car Parks

9 Lawrence Street Car Park

Suffix	Date	Initials	Description

CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI

TRAFFIC MANAGEMENT
Communities Directorate
Engineering Division HQ.
Ty Penallta, Tredomen Park, Ystrad Mynach
Hengoed CF82 7PG
Head of Engineering Services - Terry Shaw
B.Eng, MBA, C.ENG, MICE,MCMI, MCIHT

project title

Caerphilly County Borough Council
Countywide Review of Highway Owned
Off-Street Car Parks

drawing title

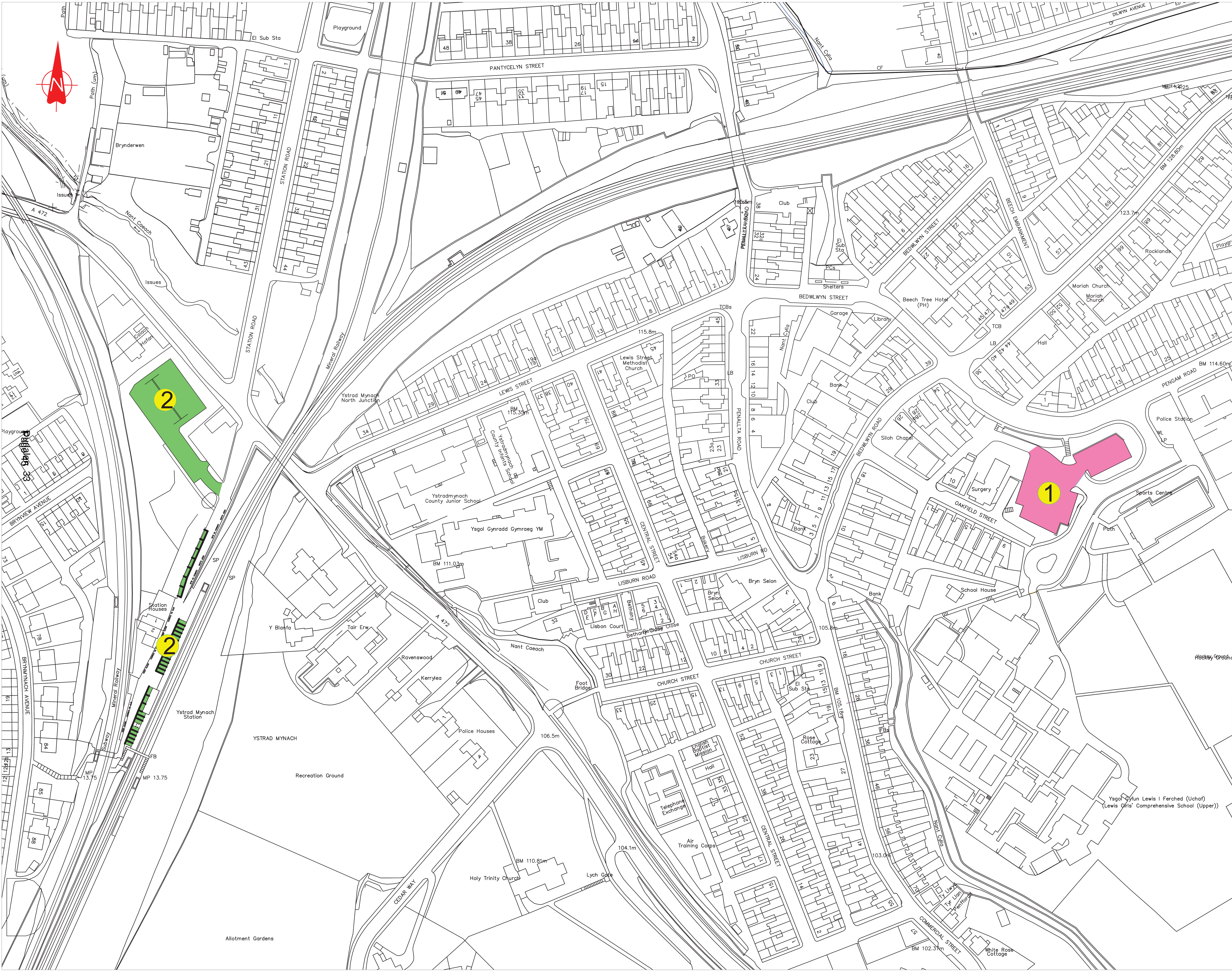
Car Parking locations
Caerphilly

scale	date	drawn	checked
NTS	12/11/15	CB	CC

project ref.	drawing no.	rev.

This page is intentionally left blank

APPENDIX 4 - CAR PARKS YSTRAD



THIS DRAWING SHALL NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE EXPRESS PERMISSION OF TRAFFIC MANAGEMENT.

DO NOT SCALE

Key

Pay & Display Car Parks

1 Oakfield Street Car Park

Park & Ride Car Parks

2 Ystrad Station Car Park

Suffix	Date	Initials	Description

CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI

TRAFFIC MANAGEMENT
Communities Directorate
Engineering Division HQ.
Ty Penallta, Tredomen Park, Ystrad Mynach
Hengoed CF82 7PG
Head of Engineering Services - Terry Shaw
B.Eng, MBA, C.ENG, MICE,MCMI, MCIHT

project title

Caerphilly County Borough Council
Countywide Review of Highway Owned
Off-Street Car Parks

drawing title

Car Parking locations
Ystrad Mynach

scale	date	drawn	checked
NTS	12/11/15	CB	CC

project ref. | drawing no. | rev.

This page is intentionally left blank

APPENDIX 5

TABLE SHOWING CURRENT PARKING TARIFFS

2015 / Current Parking Tariffs (introduced in 2010)

Location	1hr	2hr	3hr	4hr	Daily	Weekly	Annual Tickets
BLACKWOOD							
Court House	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £300 / year
Cliff Road	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Thorncombe No.2	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Thorncombe No.3	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Wesley Road	50p	70p	90p	£1.20	£2.00	£9.00	N/A
High Street	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Woodbine Road	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Bus Station	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Market Trader	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Libanus Road	Season tickets only (£75.00 for residents / £200 for non residents)						
Highland Terrace	Season tickets only (£75.00 for residents)						
Gordon Road	Season tickets only (£75.00 for residents)						
BARGOED							
Emporium	50p	80p	£1.20	£2.00	£3.50	N/A	£95 / 3 months £350 / year
ST Gwladys	50p	80p	£1.20	£2.00	£3.50	N/A	£95 / 3 months £350 / year
CAERPHILLY							
Twyn	60p	£1.20	£1.80	£3.50	£600	N/A	Every day
Crescent North East Section	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Crescent Middle Section	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Bedwas Road	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Station Terrace	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Lawrence Street	2hr limited waiting (no charge) Season tickets (£75 / 3 months & £250 / year)						
YSTRAD MYNACH							
Oakfield Street	40p	50p	70p	£1.00	£1.50	£7.50	N/A

	Short Stay	Short Stay Twyn	Long Stay	Long Stay Ystrad
1 hour	50p	60p	50p	40p
2 hours	80p	£1.20	70p	50p
3 hours	£1.20	£1.80	90p	70p
4 hours	£2.00	£3.50	£1.20	£1.00
Daily	£3.50	£6.00	£2.00	£1.50
Weekly	N/A	N/A	£9.00	£7.50
Season Ticket	N/A	N/A	£350	£350
Residents' Permit	N/A	N/A	£75	£75
Excess Charge Notice	£75 reduced to £30 if paid within 14 days			

TABLE SHOWING TARIFFS OF NEIGHBOURING AUTHORITIES

Car Park Charging Comparisons with Neighbouring Authorities

The current charging system is considered similar or slightly cheaper than in neighbouring towns. There are however, considerable variations in charges and strategies making it difficult to carry out an exact comparison.

Tariffs in the Short Stay Car Parks

	Caerphilly	Merthyr Tydfil	Rhondda Cynon Taf	Newport
1 hour	50p	70p	75p	N/A Free
2 hours	80p	no rate	£1.50	N/A Free
3 hours	£1.20	£1.50	£2.50	£1.00
4 hours	£2.00	N/A	£3.40	N/A
5 hours	N/A	N/A	N/A	£3.50
Daily	£3.50	£3.50	£12.55	£4.50
Five Days	N/A	N/A	N/A	N/A
Six Days	N/A	£14.00	N/A	N/A
		£1.00 all day on Saturdays		

Tariffs in the Long Stay Car Parks

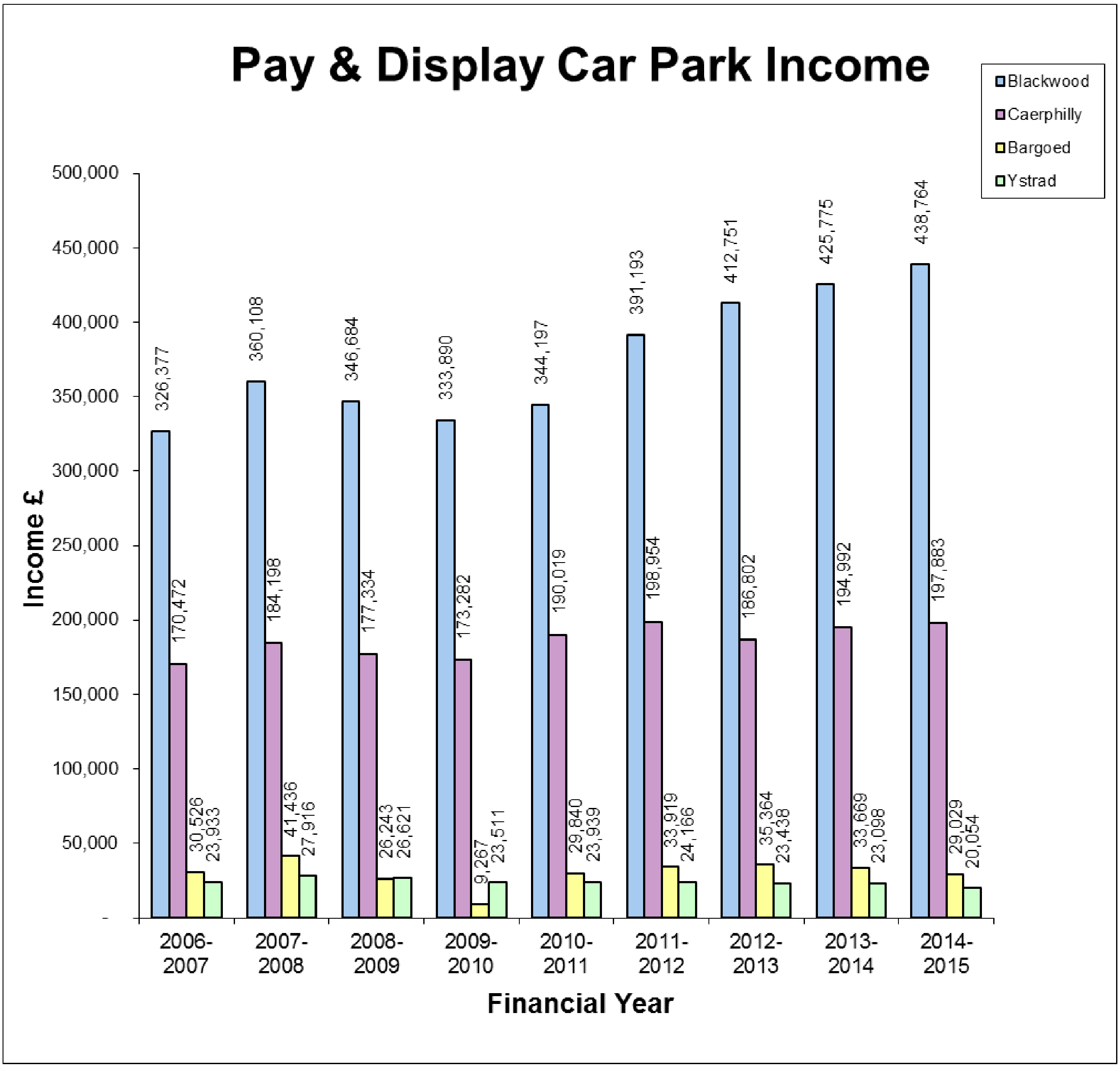
	Caerphilly	Merthyr Tydfil	Rhondda Cynon Taf
1 hour	50p	70p	N/A
2 hours	70p	N/A	N/A
3 hours	90p	£1.50	N/A
4 hours	£1.20	N/A	£1.30
5 hours	N/A	N/A	N/A
Daily	£2.00	£3.50	£2.50
Weekly 6 days	£9.00	£14.00	N/A
Season ticket Non residents	£95/3 months £350/year	N/A	£37.50 monthly £375 annually
Season ticket Residents	£75/year	N/A	N/A
		£1.00 all day on Saturdays	

Merthyr season tickets - £38 / month
£114 / quarter
£350 annually (can be paid in monthly instalments)

This page is intentionally left blank

APPENDIX 7

GRAPH SHOWING INCOME FROM TICKET SALES FOR EACH TOWN



This page is intentionally left blank

APPENDIX 8

TABLE SHOWING MONTHLY INCOME FROM TICKET SALES

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2014 - 2015

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	418	917	471	337	523	475	506	511	519	489	678	623	£6,467.00
Thorncombe 2	1134	1127	1021	860	792	1660	1449	893	1073	1018	1396	1376	£13,799.00
Thorncombe 3	4525	3084	3740	3886	3953	4740	3481	3812	4782	3547	3440	4839	£47,829.00
High Street	15346	15945	13892	16961	18418	16895	17157	14964	20647	16048	17104	18113	£201,490.00
Wesley Road	2357	2358	1993	2368	2293	2337	2643	2823	3181	2145	2013	2206	£28,717.00
Woodbine	3258	3323	3016	3516	3436	3258	3355	3205	4105	3165	3021	3561	£40,219.00
Bus Station	3833	3210	3417	4057	3579	4002	3151	3177	5085	3026	3218	4218	£43,973.00
Market Traders	334	836	396	107	497	642	560	696	519	742	566	667	£6,562.00
Cliff Road	4541	3938	3526	4545	3714	4242	3951	3830	5622	3702	3702	4395	£49,708.00
Oakfield Street	2124	1817	1630	2300	1359	2241	2045	1981	2174	1751	1920	2712	£24,054.00
Twyn	11717	11239	9791	12584	11805	11590	10505	9786	9064	9676	9892	11220	£128,869.00
Crescent	4044	3758	3071	4598	4428	4239	2889	2461	4109	1364	2813	4302	£42,076.00
Bedwas Road	1287	1585	899	956	877	1264	954	975	1053	724	976	1404	£12,954.00
Station Terrace	1109	984	1042	1525	839	1237	1044	1068	1561	952	1204	1419	£13,984.00
Emporium	1213	962	950	1184	1015	1181	890	944	1408	706	869	1096	£12,418.00
St Gwladys	1592	1272	1281	1694	1169	1606	1353	1468	1175	1096	1282	1686	£16,674.00
TOTAL/Month	58832	56355	50136	61478	58697	61609	55933	52594	66077	50151	54094	63837	£689,793.00

APPENDIX 8

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2013 – 2014

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	1181	753	410	721	285	407	489	720	674	720	650	756	£7,766.20
Thorncombe 2	990	688	1506	807	698	1564	1776	675	1377	675	1036	1588	£13,379.65
Thorncombe 3	4638	3648	3406	4236	3796	3434	4475	3190	3512	3190	3083	3057	£43,665.20
High Street	16159	16657	14928	17089	15394	14297	15970	16041	17862	16041	12737	13806	£186,980.85
Wesley Road	2328	2609	2188	2623	2419	2256	2516	2943	2966	2943	1892	2063	£29,745.95
Woodbine	3748	728	2192	3518	3252	3110	3365	3590	3690	3590	2714	2991	£36,488.00
Bus Station	3761	3150	3316	4166	3198	3253	3793	3111	4721	3111	2661	2959	£41,200.45
Market Traders	736	N/C	1147	N/C	1007	482	510	689	674	689	730	712	£7,376.00
Cliff Road	5067	4661	4579	5525	4473	4435	5531	5550	6095	5550	3708	3999	£59,173.30
Oakfield Street	1858	2391	1840	2253	1397	1645	2351	1909	1982	1909	1711	1853	£23,098.90
Twyn	10759	10231	10003	12613	10952	9699	10698	10029	8937	10029	9858	10805	£124,613.20
Crescent Road	4560	4212	3878	4892	4880	3252	4622	3433	4384	3433	1840	2349	£45,735.20
Bedwas Road	1271	828	897	838	914	821	1377	965	1050	965	927	987	£11,839.85
Station Terrace	1133	930	1009	1319	928	853	1028	1121	1376	1121	950	1037	£12,804.55
Emporium	1397	1077	1192	1453	1138	1199	1471	1190	1655	1190	985	967	£14,913.80
St Gwladys	1681	1213	1408	2060	1623	1718	2195	1688	848	1688	1320	1314	£18,756.05
TOTAL/Month	**61267**	**53776**	**53899**	**64113**	**56354**	**52425**	**62167**	**56844**	**61803**	**56844**	**46802**	**51243**	**£677,537.15**

APPENDIX 8

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2012 – 2013

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	55	628	795	737	847	872	361	661	1078	494	566	516	£7,610.00
Thorncombe 2	1021	1628	1012	1262	787	1252	1848	1005	770	864	1303	1320	£14,072.00
Thorncombe 3	3404	4866	4066	4489	4239	3911	5005	4052	2831	3094	3809	3642	£47,408.00
High Street	13535	16052	15439	16159	16241	14267	16296	15911	8927	12616	14439	15261	£175,143.00
Wesley Road	2320	2450	2342	2367	2520	2290	2561	2895	1505	1829	2088	2313	£27,480.00
Woodbine	3116	3614	3781	3637	3522	3315	3726	3689	1819	2897	3275	3689	£40,080.00
Bus Station	3938	4113	3170	3323	3791	3162	3875	3059	1838	3204	2939	2940	£39,352.00
Market	74	633	463	1099	122	496	796	347	685	282	615	385	£5,997.00
Cliff Road	4542	4898	4623	5040	4372	4039	5634	4939	3963	4548	4333	4678	£55,609.00
Oakfield Street	1781	2452	1879	2482	1636	2013	2525	1965	969	1809	1943	1984	£23,438.00
Twyn	9089	10000	9664	11809	10929	9320	10648	10120	4076	8181	9417	10676	£113,929.00
Crescent Road	4413	5423	4451	4584	4257	4100	4960	2826	2224	2764	3011	3145	£46,158.00
Bedwas Road	915	1548	939	1009	971	897	1467	974	753	673	886	1026	£12,058.00
Station Terrace	1283	1335	980	1635	1521	1116	1503	1189	892	1190	1061	952	£14,657.00
Emporium	990	1762	1267	1651	1231	1337	1632	1129	729	1081	1328	1147	£15,284.00
St Gwladys	1372	1754	1428	1893	1438	1791	2479	1970	918	1529	1804	1704	£20,080.00
TOTAL/Month	51848	63156	56299	63176	58424	54178	65316	56731	33977	47055	52817	55378	£658,355.00

APPENDIX 8

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2011 – 2012

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	N/A	729	808	629	697	705	543	541	999	654	502	965	£7,772.00
Thorncombe 2	902	1963	892	1275	1020	1049	1121	1656	879	1268	823	1181	£14,029.00
Thorncombe 3	3861	4197	3566	4040	3548	3461	3270	4788	3193	4145	3623	4245	£45,937.00
High Street	14249	14490	13531	15177	14519	14184	12727	15725	10415	14878	13309	15510	£168,714.00
Wesley Road	2193	2415	2130	2078	2532	2076	2211	2887	N/A	2140	2051	2107	£24,820.00
Woodbine	3556	3434	3080	3591	3299	3473	3027	3802	N/A	2968	2960	3585	£36,775.00
Bus Station	2500	3639	2373	2511	2288	2295	2277	4714	1900	2965	2868	3067	£33,397.00
Market Traders	460	980	N/C	573	775	472	466	544	661	748	294	766	£6,739.00
Cliff Road	4207	4812	4088	3966	4541	3676	3944	6263	4318	4940	3995	4260	£53,010.00
Oakfield Street	1819	2236	1807	1990	2018	1911	2018	2711	1116	2340	1932	2268	£24,166.00
Twyn	10283	10464	9464	11190	11863	10597	8440	10980	5252	8738	9925	10121	£117,317.00
Crescent	5140	6019	4655	5014	6190	3604	4496	5298	3239	2813	3841	4100	£54,409.00
Bedwas Road	968	1276	1081	877	969	970	968	1488	799	865	983	1075	£12,319.00
Station Terrace	1101	1492	1187	1344	1351	1385	1191	1789	1070	912	1041	1046	£14,909.00
Emporium	1291	1803	1421	1446	1092	655	1260	1503	454	1335	1049	1148	£14,457.00
St Gwladys	1472	1641	1485	1525	2788	2398	1553	1769	783	1393	1286	1369	£19,462.00
TOTAL/Month	**54002**	**61590**	**51568**	**57226**	**59490**	**52911**	**49512**	**66458**	**35078**	**53102**	**50482**	**56813**	**£648,232.00**

APPENDIX 8

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2010 – 2011

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	
Thorncombe 2	883	937	1360	946	792	968	1070	1582	210	972	1118	1034	£11,871.55
Thorncombe 3	3128	3063	3641	3243	3013	3274	3860	5067	3557	3421	3512	3944	£42,723.45
High Street	12105	10608	12205	12418	12450	12926	14621	13534	9636	11741	11616	15934	£149,794.15
Wesley Road	1406	1476	1898	1530	1204	1867	2033	2766	747	1732	2030	2518	£21,206.80
Woodbine	2587	2223	2485	2835	2576	2938	3202	3082	1174	2497	2743	3170	£31,512.30
Bus Station	1689	1835	2927	1899	1821	2045	2303	4038	1460	1914	2009	2609	£26,548.80
Market Traders	1022	570	498	587	886	915	74	742	665	386	546	584	£7,475.40
Cliff Road	3772	3643	4709	3816	4583	4563	4787	6450	3485	4117	4130	5010	£53,065.00
Oakfield Street	1721	1737	2028	1657	1786	2011	2180	3513	976	1803	2042	2485	£23,939.30
Twyn	9699	7814	10062	9764	10224	9146	10904	9317	5150	8175	8416	10328	£108,999.20
Crescent	3761	3982	5867	4120	5133	4318	4649	5511	3131	3886	4173	7475	£56,005.50
Bedwas Road	751	873	1114	830	772	810	1014	1458	621	894	993	925	£11,054.95
Station Terrace	898	904	1306	1058	959	983	1201	2211	981	963	1054	1442	£13,960.05
Emporium	1125	1269	1415	1286	1462	1381	1412	1675	771	1358	1629	1940	£16,722.70
St Gwladys	1153	1043	1220	1000	1184	1175	1319	1252	544	994	944	1290	£13,117.70
TOTAL/Month	45700	41977	52735	46989	48845	49320	54629	62198	33108	44853	46955	60688	£587,996.85

This page is intentionally left blank

TABLE SHOWING INCOME FROM EXCESS CHARGE NOTICES

Financial Year	Income / £
2014/15	92,518
2013/14	103,248
2012/13	78,903
2011/12	81,896
2010/11	107,245

This page is intentionally left blank

TABLE SHOWING INCOME FOR EACH TARIFF

Incomes per tariff for 2014/15 fiscal year

Location		Tariff	Income	1 hour Free	2 hours Free	3 hours Free	4 hours Free
Long Stay							
Court House Thorncombe 2 Thorncombe 3 Cliff Road Bedwas Road Crescent Road Wesley Road Station Terrace	1 hr	50p	£38,526.10	£38,526.10	£38,526.10	£38,526.10	£38,526.10
	2 hours	70p	£20,679.80		£20,679.80	£20,679.80	£20,679.80
	3 hours	90p	£35,068.60			£35,068.60	£35,068.60
	4 hours	£1.20	£14,229.45				£14,229.45
	Daily	£2.00	£76,421.35				
Weekly tickets only available for Station Tce	Weekly	£9.00	£3,024.50				
Oakfield Street	1 hr	40p	£7,144.30	£7,144.30	£7,144.30	£7,144.30	£7,144.30
	2 hours	50p	£7,593.45		£7,593.45	£7,593.45	£7,593.45
	3 hours	70p	£1,720.85			£1,720.85	£1,720.85
	4 hours	£1.00	£4,083.75				£4,083.75
	Daily	£1.50	£2,661.40				
	Weekly	£7.50	£60.05				
Short Stay							
High Street Woodbine Bus Station Market Trader Crescent Road Emporium St Gwladys	1 hr	50p	£124,062.25	£124,062.25	£124,062.25	£124,062.25	£124,062.25
	2 hours	80p	£117,148.20		£117,148.20	£117,148.20	£117,148.20
	3 hours	£1.20	£46,415.40			£46,415.40	£46,415.40
	4 hours	£2.00	£26,438.95				£26,438.95
	Daily	£3.50	£28,155.25				
Twyn	1 hr	60p	£53,773.40	£53,773.40	£53,773.40	£53,773.40	£53,773.40
	2 hours	£1.20	£36,030.10		£36,030.10	£36,030.10	£36,030.10
	3 hours	£1.80	£23,840.70			£23,840.70	£23,840.70
	4 hours	£3.50	£8,388.40				£8,388.40
	Daily	£6.00	£6,436.80				
		Total	**£681,903.05**	**£233,506.05**	**£404,957.60**	**£512,003.15**	**£565,143.70**

This page is intentionally left blank

Dadansoddi ar gyfer Polisi
YMCHWIL GYMDEITHASOL Y LLYWODRAETH
GSR
GOVERNMENT SOCIAL RESEARCH
Analysis for Policy

Llywodraeth Cymru
Welsh Government

SOCIAL RESEARCH NUMBER:
39/2017
PUBLICATION DATE:
20/07/2017

Research into Car Park Charging Strategies

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

 Digital ISBN 978-1-78859-097-6

Research into Car Park Charging Strategies
G Pitfield & L Griffiths

G Pitfield & L Griffiths. *Research into Car Park Charging Strategies Report*. 2017. Cardiff. Welsh Government.
Access here: http://gov.wales/statistics-and-research/car-park-charging/?lang=en

For further information please contact:

Views expressed in this report are those of the researcher and not necessarily those of the Welsh Government

For further information please contact:
Lucie Griffiths
Knowledge and Analytical Services
Welsh Government
Cathays Park
Cardiff
CF10 3NQ
Tel: 0300 025 5780
Email: lucie.griffiths@gov.wales

1. Introduction

1.1 The 2017-18 Budget allocated £3m to local authorities to pilot free car parking in town centres. This funding was agreed as part of the 2017-18 Budget Agreement between Welsh Government and Plaid Cymru. This followed an agreement with Plaid Cymru to “explore further the desirability of setting up a new fund to enable local authorities and community groups to offer free car parking in towns throughout Wales, providing a vital boost to town centre regeneration”.

1.2 The purpose of the funding is to support pilots in every local authority to explore car parking strategies with a view to generating a positive impact on Welsh town and city centres.

1.3 To support the pilot, Knowledge and Analytical Services (KAS) within Welsh Government, were asked to undertake research to enable a fuller understanding of the evidence of a link between free car parking and town centre footfall, as well as the views and experiences of local authorities on free car parking.

1.4 The specific aims of this research project were to:

- explore the literature on car parking strategies, and specifically on the relationship between car parking strategies and town centre footfall/visitor numbers; and
- develop an understanding of current local authority practice in Wales.

1.5 To meet these aims, a literature review was undertaken and a survey was developed and distributed to all local authorities in Wales.

1.6 The literature review sought to provide an understanding of various car parking strategies from across the UK and beyond, where relevant. The review also sought evidence of links between car parking strategies and town centre footfall/visitor numbers. The review findings are presented in section 3.

1.7 The survey of local authorities sought to gain an understanding of the various car parking charges and strategies used by local authorities, and the perceived benefits and challenges of implementing completely free all day car parking. Responses were received from all 22 local authorities. The responses were analysed and are presented in section 4.

2. Methodology

Literature Review Methodology

2.1 Library services in the Welsh Government conducted a search which reviewed literature within online databases of journals and articles, reviews, reports and government documents. The exact sources searched were British Parking Association, Department for Communities and Local Government, Department for Transport, Edinburgh Napier University, Emerald Fulltext, Federation of Small Businesses, Ingenta Connect, Institute for Transportation and Development Policy, PAIS, Proquest Social Sciences Premium Collection, RAC Foundation, Taylor & Francis, Transport Research Laboratory, Transport Select Committee and Web of Science.

2.2 The search terms used to identify relevant literature were car parking, car parking strategies, car parking models, impact of free car parking, car parking and footfall in town centres, car parking and town centres and access to free car parking.

2.3 The original search undertaken by library services found 14 journal articles and reviews, nine sources of research and reports, 13 government documents and six books. The search was then narrowed down to identify which items were most relevant to the topic of car parking charges and strategies. The search was narrowed down to 10 items which held the most relevance to the subject matter.

Local Authority Survey Methodology

2.4 An online survey was designed and distributed to all 22 local authorities in Wales. The initial deadline for the survey was extended twice in the hope of encouraging responses; the survey was live from 16th March 2017 until 13th April 2017.

2.5 Up to two contacts were emailed in each local authority. An initial email included the survey questions to enable respondents to discuss answers with the relevant contacts before beginning the survey. A follow-up survey then contained the link to the survey itself.

2.6 The survey contained a series of closed and open-ended questions to gain both quantitative and qualitative answers. Analysis of the data collected was undertaken on Excel, with thematic analysis on the open-ended questions.

3. Findings: Summary of Literature Relating to Car Parking Charges and Strategies

Introduction

3.1 The objective of this review is to provide an understanding of the car parking charging strategies which are currently in place, the impact these strategies have on town centre prosperity and footfall, and what other factors, separate to car parking charges, influence why people visit town centres.

3.2 The literature search identified research which outlined various parking policies and provisions, and attitudes towards these, as well as views on the importance of various factors in relation to the town centre vibrancy held by businesses, employers and shopkeepers, employees and visitors to the selected town centres.

3.3 The specific focus of the review was the relationship between car parking charging strategies and footfall/visits to town centres. However, the majority of literature identified in the initial search discussed car park charging policies in relation to space management and utilisation rather than the implementation and impact of car parking charging models and strategies. There was also a lack of information about free all day parking as opposed to partially free parking or incentivised parking. Therefore, the literature included in this summary has been chosen with regards to relevance, focusing solely on car parking charges and strategies.

3.4 There is insufficient literature available regarding the impacts of free car parking schemes, UK and worldwide, but the evidence base does help to form a fairly comprehensive understanding of other common pricing strategies and their benefits. From assessing the literature found in the initial search, it is difficult to evidence a clear relationship between car park charging strategies and town centre footfall at this stage. Hence the Welsh Government decision to undertake primary research to explore local authority experience and strategies of town centre car parking charges (this is reported in section 4).

3.5 The literature search revealed large evidence gaps concerning the relationship between car park charging strategies and town centre footfall/health. MRUK (2015) prepared a report for the Welsh Government with the aim to explore the link between car parking charges and town centre footfall. However, even with the sole aim of evidencing this link, the report noted a lack of robust evidence linking car parking charging strategies and footfall.

Main Findings

3.6 Research drawn on throughout this review did not always measure the impact of a pricing strategy scheme. 'Free after three', a campaign used across London Councils is mentioned in Tyler et al (2012) but the impact this scheme has had on the area and those taking advantage of it, was not discussed. A report undertaken by the British Parking Association by McDonald (2013), does present a correlation between a reduced parking cost and an initial increase in footfall but the report did not look at completely free car parking.

3.7 The evidence indicates that there are contrasting views on the importance of completely free car parking. Interviews with small business owners and employers as part of the MRUK research indicated a perception that car parking charges are the most important reason for a decrease in footfall in their town or city centres, and that free car parking would increase revenue and business. This contrasts with statements from visitors to the town and city centres who reported that the availability of spaces, traffic flow within the centre and signage were more important in determining visitation rather than the cost of parking itself (MRUK 2015). Only one source of literature found in the search, was able to validate the opinion that free car parking would increase footfall. An evaluative study by Van Der Waerden et al (2009) used a questionnaire to ascertain travel and shopping behaviours before and after the introduction of paid parking in an individual's town or city centre. The results of the questionnaire showed a considerable decline in shopping behaviour and consumer expenditure after the introduction of paid parking. In this case, change in consumer expenditure was linked to visit frequency which was significantly dependent on car parking charges.

3.8 The impact of completely free car parking, as mentioned previously, has generally been under-researched. However, two case studies within a Wales specific context are mentioned in MRUK (2015). Wrexham and Denbighshire County both implemented completely free all day car parking throughout a period of time and measured the impact that this had on usage and footfall. In Wrexham, monitoring showed that within the free multi-storey car park, excess demand (from workers and visitors) led to visitors being unable to find a space.

3.9 In Denbighshire County, similarly to Wrexham, the free all day car parking was taken up by workers in the town rather than visitors. A report published by RGDATA (2013) also looked at the model of completely free car parking and claimed that this can be found to lead to excess demand, resulting in more congestion in the town/city centre, and more visitors spending their time cruising to find an available space rather than spending time and money within the centre.

3.10 Weinberger et al (2010) touched on parking policies in the U.S which manage demand through pricing, and concluded that free or low cost on-street parking is actually seen to largely benefit employers and shopkeepers who obtain these spaces earlier than any potential visitors. This negatively affects footfall, with excess demand for spaces, and by providing benefits to those it may not necessarily be aimed at.

3.11 There is some evidence that business owners and shopkeepers tend to believe that footfall and consumer expenditure is based on car parking prices, whereas visitors to the town centres generally base their decision to visit the town centre on other factors. The review of London Councils (Tyler et al 2012) suggests that parking fees are correlated with the level of service in an area, and willingness to pay for parking is not seen as a fundamental influence on increasing or decreasing footfall:

"In opposition of offering free or cheaper parking as an offer to attract people to retail centres, the TRL report (2010) (citing evidence from Betts (2009) and Litman (2010)) explains that parking fees can be correlated to the level of service in an area (quality of retail mix). For example, a convenient, diverse and quality mix of retail will attract people to one centre over another, even if the second centre offers free parking."

3.12 This is based on a case study showing a 50% increase in parking costs within an area that did not see a change in parking patterns.

3.13 A report by McDonald (2013) suggests that the number of parking spaces as opposed to the cost of parking will initially increase footfall. The study identified a number of parking measures which affect an increase or decrease in visits. These included parking and payment methods, enforcement and fines, security, provisions for disabled users, location of the parking and the quantity of spaces. When also looking at what determines decisions to visit a town/city centre, MRUK (2015) finds that out-of-town competition such as retail parks, the economic vibrancy of the town centre and the size of the town centre in comparison to the county are all important factors. The report also includes statements from typical town centre visitors, who feel that the availability of spaces, traffic flow within the town centre and signage were more important in determining visitation rather than the cost of parking. The report concludes that the cost of parking cannot be looked at in isolation to convenience and availability of the car park. Another study found that the decision to reduce the number of visits to the town centre made by potential visitors was due to feeling burdened by parking restrictions as opposed to the cost of parking (Palmer & Ferris 2010).

3.14 Pricing strategies which focus on measures to incentivise parking, and encourage visitors to spend in the town centre appear to be favoured over offering completely free parking. A case study in Swansea saw an increase in consumer expenditure when using incentivised parking through a loyalty card for NCP, or a voucher for a coffee shop in the city centre. This encouraged a longer stay and subsequently more spending during each visit. NCP statistics confirm that these incentives did encourage a longer stay in the car parks (MRUK 2015). Straker et al (2009) explored the practicalities, use and impact of incentivised parking as a pricing model. As the paper focused on staff parking strategies, it is not totally relevant to our research questions which seek to understand visitor parking strategies and in particular free car parking models. However, the report does indicate that incentives as a form of free parking strategy can be successful when used in conjunction with a combination of other parking measures.

3.15 The literature review found other pricing strategies to manage parking, but none of which had the aim of increasing footfall. The goals of the other pricing strategies such as demand-based or performance-based pricing (Pierce & Shoup 2013) were to ensure an optimum occupancy rate of the spaces, a spike in turnover of usage, or to improve traffic congestion (Simijevic et al 2013). San Francisco's *SFPark* Scheme can be seen as an example of demand-based or performance-based pricing as it includes parking meters which charge varying costs according to the time of day (Pierce & Shoup 2013). Other versions of this scheme see city centres aiming to reduce congestion by spreading the concentration of visitors through various 'zones' of the city. Simijevic et al (2013) mentions a zoning system with three different zones all with their own parking models. Demand-based and performance-based parking is therefore beneficial to the management of car parks and traffic flow due to the ability to target congestion whilst increasing turnover and expenditure. As mentioned previously, free car parking can be seen to reverse the effects of paid parking schemes by increasing congestion, reducing easy traffic flow and deterring some visitors away from occupying the spaces due to inconvenience.

3.16 The evidence that is available suggests that while car park charging strategies are important, and can have an impact, this is largely influenced by local factors and some strategies, such as completely free car parking can have the opposite effect to that intended. As is illustrated by the case studies of Wrexham and Denbighshire County mentioned in the MRUK (2015) report, where free car parking was implemented the result was an increase in congestion and the free spaces being taken up by those working in the town centre. In these instances, free car parking actively discouraged potential visitors from visiting the town centre.

3.17 The evidence considered as part of the literature review also points to the importance of a range of variables, some related to car parking such as access and signage, but also those which will vary from town centre to town centre – such as what the town centre can offer visitors. Altering car park charging strategies is one of many levers that can potentially affect town centre health, but there is little evidence to suggest that, in isolation, it will have a positive affect.

4. Findings: Local Authority Survey

4.1 A survey designed by Knowledge and Analytical Services was distributed to 22 local authorities across Wales and achieved responses from all 22. Completion of all survey questions was not mandatory, so for some questions not all 22 local authorities have provided a response. On some questions, the local authorities were able to provide more than one response.

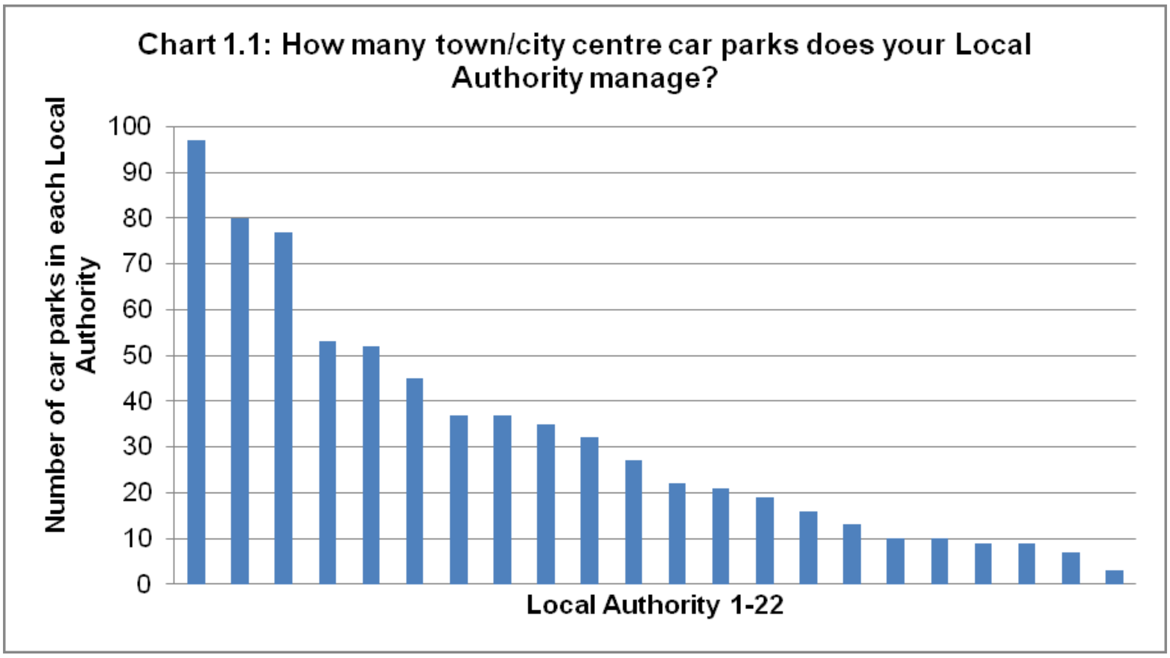
4.2 The purpose of the survey was to:

- gather empirical data on the number of car parks and spaces they manage; and
- seek the views of the local authorities on what they believe are the benefits and challenges of offering free car parking, how this may have been implemented currently or previously and in addition to the possibility of piloting free car parking, which other parking strategies they would wish to explore. A copy of the survey can be found in Annex A.

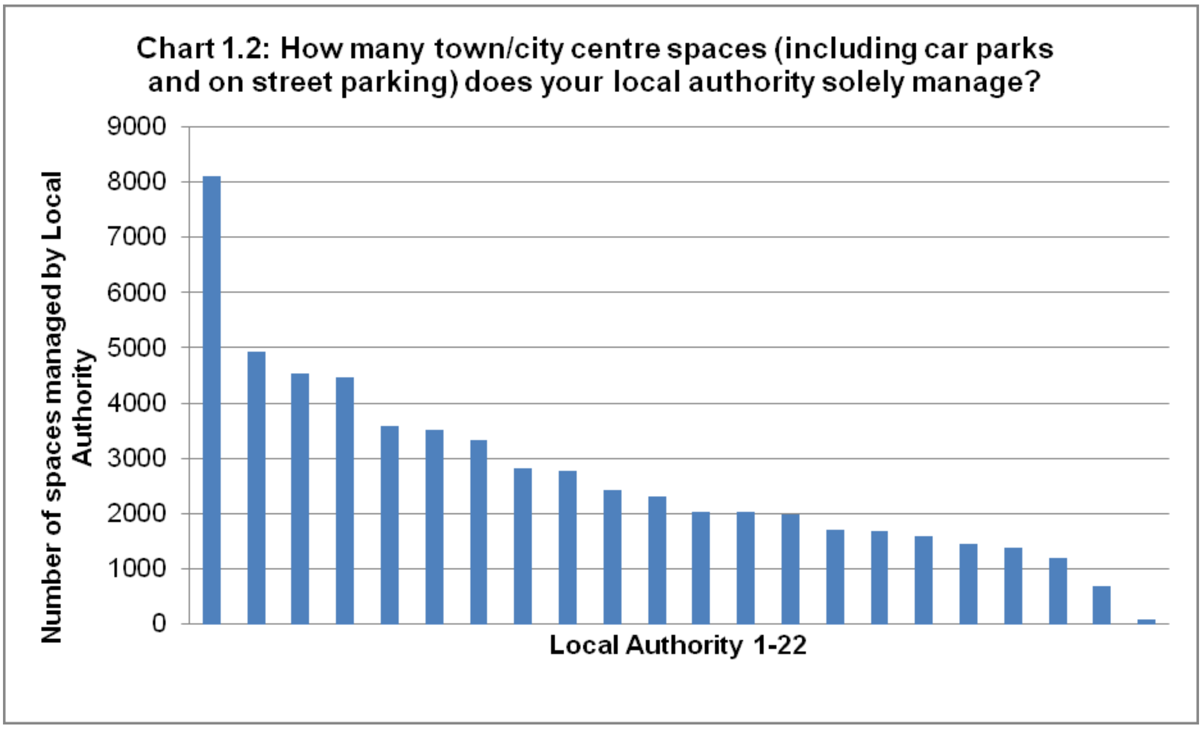
Number of Car Parks/Spaces

4.3 The local authorities were asked to provide information on both the number of car parks within their local authority as well as the total number of car parking spaces available in the local authority.

4.4 As Chart 1.1 below illustrates, the number of local authority managed car parks varied from three to 97. While 13 local authorities owned more than 20 car parks, only three were responsible for 60 or more. This is likely to reflect the size of the local authority as well as the existence of privately owned car parks. Indeed 20 of the 22 local authorities responding, reported having privately owned car parks in their local authority. The number of privately owned car parks operating in each local authority area ranged from one to 12.

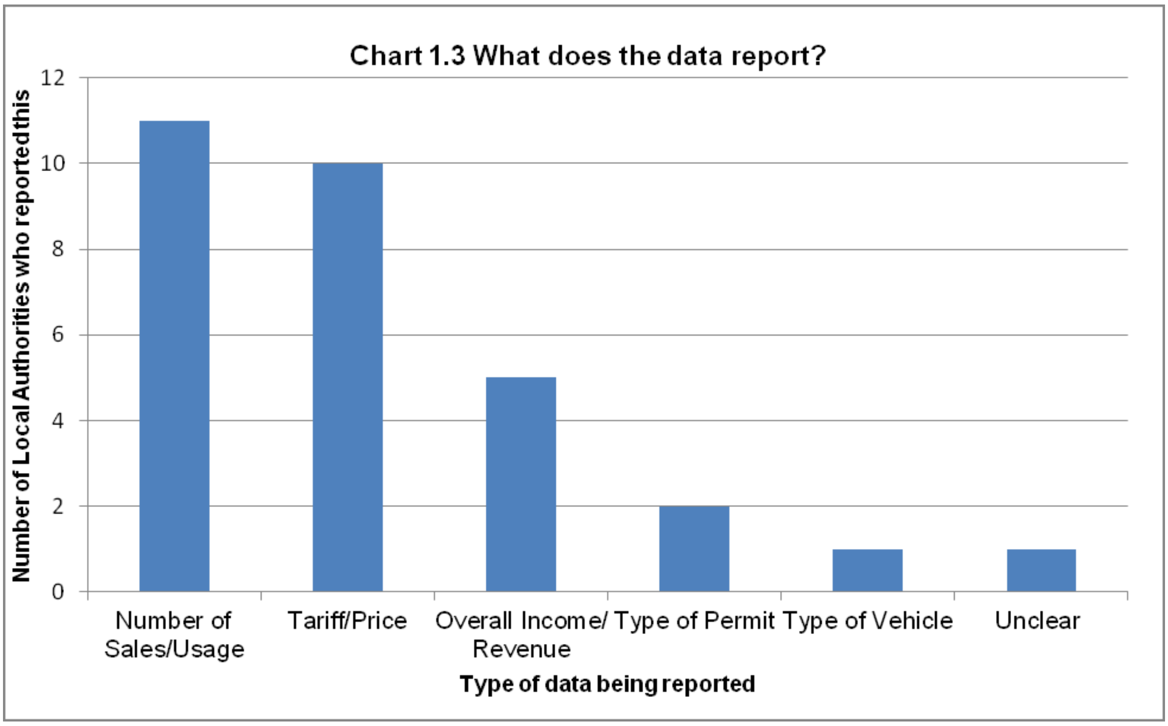


4.5 Local authorities were asked how many car parking spaces they manage and numbers ranged from 80 to 8,100. Although one local authority reported managing 8,100 spaces, most (19 of 22) managed between 1,000 and 5,000 spaces, as illustrated in Chart 1.2 below.



4.6 The survey asked for the revenue generated from car parking in each local authority in the last financial year, 2015/16. The average revenue generated was £942,991 between a range of £0 in a local authority which already implements completely free car parking, and £2,614,603. Note that these figures in some cases have included all permit sales as well as pay and display parking tickets.

4.7 When asked whether they collect monitoring data on car parking usage; most local authorities (18 out of 22) reported data was collected. Most of this was collected electronically and through metric machines/systems (eight of 18, with others undertaking surveys and a car parking review of the data (four of 18). This data was generally reported to provide the number of ticket sales, car park usage and the tariff or price of a particular sale.



Free All Day Parking

4.8 Local authorities were asked whether they currently provide free all day car parking in their local authority-run car parks, with 14 out of 22 responding that they do provide this. Four of the six local authorities who reported they do not offer this, stated that they previously had. The decisions to stop providing free car parking included opening and closing costs of the car park not being supported, to increase revenue, to encourage public transport and to provide a consistent approach to car parking across the county.

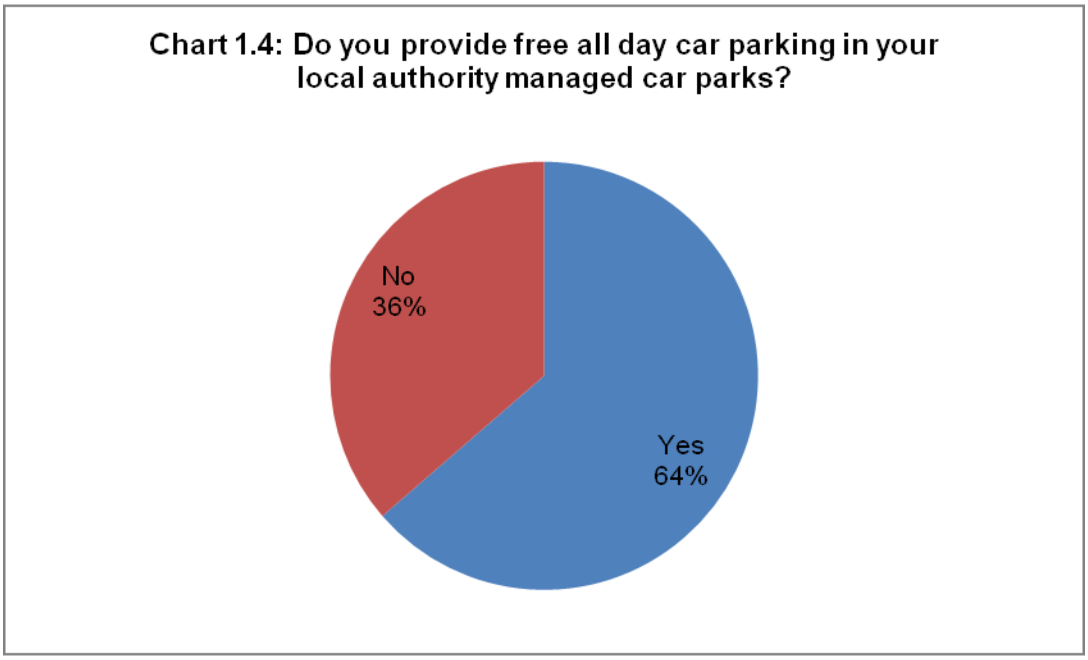


Chart 1.4: Do you provide free all day car parking in your local authority managed car parks?

Benefits

4.9 The main body of the survey contained open-ended questions which encouraged the respondents to give fuller detail on their perceptions of the impact that free car parking offers have on the town/city centre, what they believe are the main benefits or challenges of implementing this and what other car parking models they would wish to explore, or believe are more beneficial than free car parking.

4.10 It should be noted that two local authorities did not give any response when asked about the benefits of free car parking, and although one local authority provided a response this was to report that they could not think of any benefits. The analysis below reports on the 19 responses where benefits were identified. For the rest, although the question asked for three benefits, most local authorities provided less than this.

4.11 The most commonly perceived benefit of free car parking which was mentioned by 12 of the19 local authorities who responded, is the belief that free car parking would increase footfall and/or attract visitors to the area, who may have previously been deterred from using the town centres due to the cost of parking. As well as initially encouraging visitors to the area, it is perceived that the removal of car parking fees may increase dwell time and encourage a higher expenditure in the centre:

“Encouraging visitors to the towns - such as shopping visits or leisure. increases footfall - with the hope that visitors spend more in shops.”

4.12 Local authorities also appreciate the view of business on free car parking:

“[There is] a perception by businesses that it will support the footfall and vibrancy. Visitors may be happy to spend longer in the retail centres as they do not have to think about a time limit on parking.”

4.13 Improving dwell time and the hopes of increasing expenditure in the town centres is also noted as a benefit by two respondents.

4.14 Five local authorities felt that free car parking would support people working in the area as well as supporting business owners. One local authority with a positive perception of free car parking stated that:

“It removes what is considered a significant barrier to visiting and shopping in town centres, as opposed to retail parks and supermarkets, and goes some way to matching the parking provision usually offered by them. Increased footfall also leads to increased business, which significantly improves the economic state of the town centre. Supports business start-up and expansion, as parking arrangements for customers and staff often form part of such a decision making process. [It] Strengthens the platform from which town centres could be marketed as a place to work and visit.”

4.15 This comment recognises that free car parking can be used as a platform to support start-up businesses by removing any issues that potential staff and customers may face in being able to access it, if located in the town centre.

4.16 One local authority felt economic activity could be stimulated in quieter periods of the year with the offer of free car parking, continuously encouraging visitors and expenditure that may otherwise be diverted elsewhere.

“[It will] stimulate retail trade at quieter times of the year [and] motivate town centres to organise events to encourage people to visit town centres”.

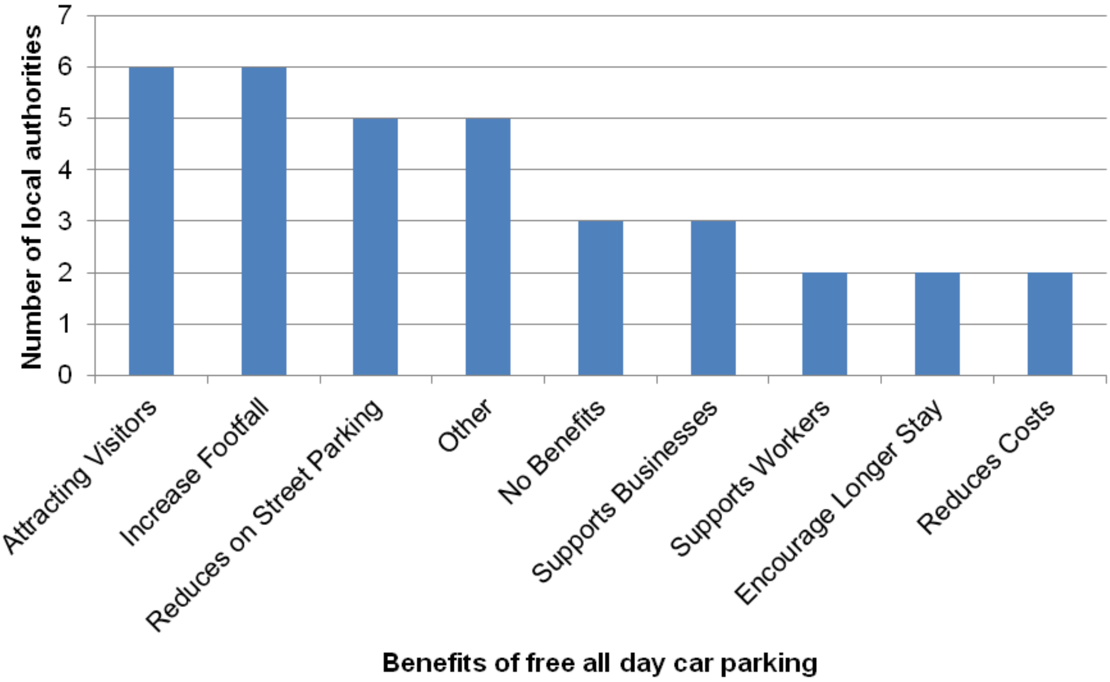
4.17 In some cases, free car parking schemes was perceived to reduce costs, with one respondent pointing out that the removal of enforcement and cash collection could reduce costs.

4.18 An issue that five local authorities raised was visitors to the town centres occupying residential spaces. It was felt that free car parking could encourage visitors to park in car parks as opposed to using residential parking (although it was not clear whether this assumption had been tested).

4.19 Three respondents were unable to identify any perceived benefits at all of implementing free car parking:

"Due to the likely negative impact on availability of spaces, short term turnover and footfall, it is difficult to establish any positive outcomes from free all day parking".

Chart 1.5: What do you/your local authority feel are the 3 main benefits of free all day car parking?



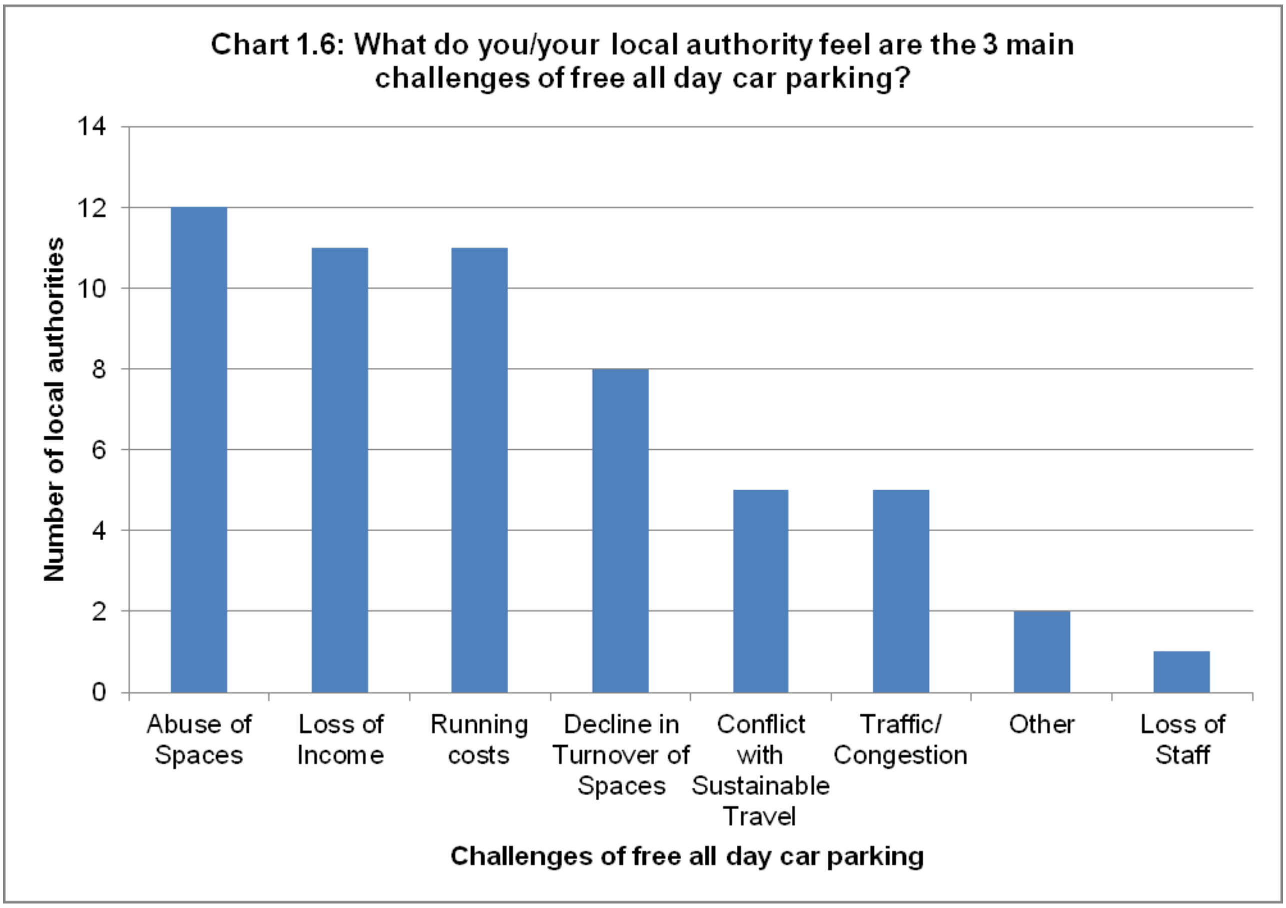
Challenges

4.20 Slightly more local authorities provided comments as regards the challenges of free car parking than benefits and more local authorities provided the three challenges asked for (in some cases more). Therefore, in total more comments were received as regards the challenges of free car parking than were received for the benefits. Within the challenges, themes emerged surrounding a loss of income, abuse of the system and a negative impact of footfall and expenditure due to the decline in turnover of spaces.

4.21 The most frequently mentioned challenge (mentioned by 12 of the 20 local authorities who responded) was that free car parking spaces are used by commuters rather than town centre visitors. Following this the second most frequently mentioned challenges (both mentioned by 11 of 20 local authorities) concerned costs – where local authorities saw a loss of income as well as then being unable to support maintenance costs. The removal of car parking fees was felt to leave local authorities having to find other ways to cover car park running costs as well as potentially some staff costs. One local authority also mentioned the loss of staff such as admin support staff who may no longer be required after the removal of parking fees. One respondent stated that *"No town centre parking facilities are 'free'. The County Council incurs costs to operate safe and accessible parking facilities".*

4.22 Two respondents felt that implementing a free car parking scheme hands over control of the car parks to the general public, *"[There is] no control over parking spaces which are used for long stay use by commuters and town centre workers".* The decline in turnover, which was mentioned in eight responses, is felt to be largely due to spaces being filled by groups other than those intended: *"Turnover of space is extremely important to ensure shoppers can access parking. Free car parking will see such spaces filled up with commuter cars thereby frustrating shoppers."* This may effectively mean the spaces are being used as a 'park and ride' facility for commuting, *"Members of the public using the car parks for other purposes i.e. park and ride facility, saturating the car parks and affecting their availability for visitors and shoppers."* One local authority mentioned that although a benefit of free car parking may reduce the occupation of residential spaces by visitors; this may present a challenge due to displacement occurring with all free spaces being occupied, forcing visitors to park in residential spaces once again.

4.23 In relation to wider challenges, three local authorities noted that free car parking schemes conflict with the promotion of sustainable transport. The option to park for free in the town centres discourages visitors to use modes of sustainable travel, therefore causing policy conflicts for these local authorities. Revenue generated from car parking charges can also be used to promote sustainable transport, "*Revenue from town centre car parks enables local authorities to support the delivery of key highway and transportation related services".* Further to this, especially for larger town and city centres, a scheme which encourages car travel is likely to negatively impact upon traffic and congestion. *"Free all day parking would be likely to induce demand, cause an increase in congestion and pollution, and make active modes and public transport a less attractive option."* The local authorities' responses on this matter showed concern for the increase in congestion and pollution that free car parking would cause.



Other Strategies

4.24 The survey asked local authorities which other parking strategies they wish to explore, and what models they may be interested in pursuing. The most common strategy mentioned (by six of the 20 local authorities who responded) was an exploration into the use of technology payment options and Automatic Number Plate Recognition (ANPR) for the benefits of data collection, and barrier-less exits. ANPR controlled car parks with cashless/account-based payments are perceived as being useful by the local authorities in an effort to improve customer experience. Other technology-based payment methods such as 'oyster' style pre-paid cards are being considered by one local authority.

4.25 Variable pricing strategies and tariff bands were also noted as being potential strategies to consider. Two local authorities recorded that they have used 30 minute and one hour tariff bands. Waiting bays of 30 minutes mentioned as ‘shop and drop’ and ‘pop and shop’ bays are also under consideration for implementation by two different local authorities. This allows for a frequent turnover of spaces whilst keeping costs at a minimum. One local authority used Park and Ride facilities as a strategy due to allowing more space for short stay parking, again increasing a turnover of spaces and appearing favourable to visitors of the town centre. One local authority responded that they would wish to explore more offers of free parking.

4.26 Despite the challenges outlined in this section and the responses to the question above, eight of 19 local authorities who responded would like to further explore free car parking as a potential Welsh Government pilot scheme, as shown in chart 1.8. Of the eight, five local authorities already offer free car parking, while three do not. It should also be noted that of those local authorities who did not identify free car parking as an option to explore, nine already offer some form of free car parking.

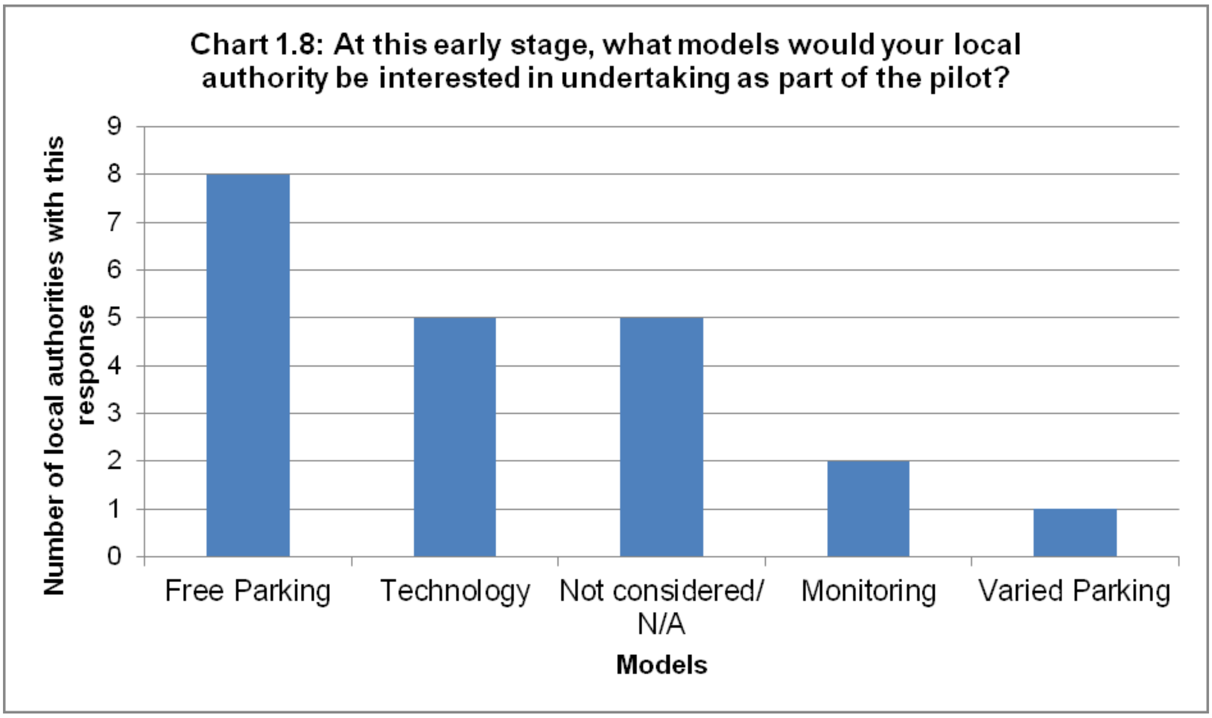


Chart 1.8: At this early stage, what models would your local authority be interested in undertaking as part of the pilot?

4.27 However, some seemed wary of the financial implications of free car parking, with the current financial climate not in a state to support free car parking, even with good intentions from the local authorities to implement this. One response stated that there is a:

"need to establish the business case for implementing free parking having a sufficient economic impact on the local economy for Welsh Government/Local Councils to support the required investment. For the Local Authority to currently implement free parking in the existing financial climate we would require the lost income to be made good."

4.28 Further to this, some felt that they are not aware of the impacts this scheme would have due to no previous implementation of this and no recorded impact.

5. Summary and Conclusion

5.1 Evidence suggests that the influence of variables, other than car parking, on an individual's decision making process when choosing to visit the town/city centre need to be considered. MRUK (2015) states the importance of other variables such as traffic flow, proximity of the car park to the town centre and vibrancy of the town centre itself.

5.2 The offer of free car parking in town and city centres can be seen to have numerous benefits such as attracting visitors and increasing footfall, encouraging a longer stay for visitors, reducing costs, reducing on-street parking and supporting local businesses and workers in the town. However, many challenges are also presented with a free car parking scheme such as running and maintenance costs no longer being supported by parking fees, a decline in turnover of spaces, a loss of income, loss of staff, abuse of spaces, traffic and congestion issues, and finally, conflicts with sustainable transport policies.

5.3 The evidence considered as part of the literature review in section 3 also points to the importance of a range of variables, some related to car parking such as access and signage, but also those which will vary from town centre to town centre – such as what the town centre can offer visitors. Altering car park charging strategies is one of many levers that can potentially affect town centre health, but there is little evidence to suggest that, in isolation, it will have a positive affect.

5.4 Typically, increasing footfall is seen as the key reason for implementing free car parking; however as the literature review in section 3 outlines, no evidence was found of a link between free car parking and an increase in footfall or visitor numbers to a town centre. Visitor footfall is not always increased as a result of free car parking, and there is in fact no clear relationship between the two factors. One response to the survey completed as part of this project stated *"We agree with the 2015 WG [MRUK] report which found no relationship between town centre footfall and free parking. Our view is that all day free parking may in fact have a negative effect as it is used mainly by workers or nearby residents as a free private garaging facility".*

5.5 The literature does illustrate that local businesses generally perceive free car parking as highly beneficial in supporting their businesses. The survey of local authorities also indicates that they share this view or at least are aware of this perception from businesses. However, there is the acknowledgement from local authorities responding to the survey that free parking spaces are often not occupied by visitors to the town centre, but instead by workers and commuters.

5.6 Available evidence suggests that while car park charging strategies are important, and can have an impact, this is largely influenced by local factors. The literature suggests that some strategies, such as completely free car parking can have the opposite effect to that intended, a finding which is supported by the responses of local authorities to the survey undertaken for this project. As is illustrated by the case studies of Wrexham and Denbighshire County mentioned in the MRUK (2015) report, where free car parking was implemented, the result was an increase in congestion and the free spaces being taken up by those working in the town centre. In these instances, free car parking actively discouraged potential visitors from visiting the town centre.

5.7 When local authorities were asked to comment on the benefits and challenges with free car parking, more comments were received concerning the challenges, than the benefits.

5.8 While the main benefit of free car parking was reported as the positive impact it was perceived to have on attracting visitors to town centres and increasing footfall in general, a higher volume of comments were received related to the challenging reality of offering free car parking. Namely the financial impact through loss of income and running costs, but also the fact that free parking was often taken up by those it was not intended for, such as commuters.

5.9 The offer of free car parking may conflict with current policies that are in place within local authorities encouraging modes of sustainable transport.

5.10 However, a number of local authorities have expressed an interest in exploring free car parking via the pilot. There is also interest in further exploring technological developments such as ANPR and other modes of cashless payments.

5.11 The evidence gathered as part of this small research project suggests that there is no definitive link between free car parking and town centre health, although the perception of this link is strong from a business perspective and also within a number of local authorities.

5.12 Given the interest in exploring free car parking further in the proposed pilot, it will be vital to ensure that the monitoring of any pilot looks at the impact of free car parking or other strategies on town centre footfall/visitor numbers.

Bibliography

McDonald, Ojay (2013) *'Re-Think! Parking on the High Street: Guidance on Parking Provision in Town and City Centres'* Association of Town & City Centre Management, British Parking Association, Parking Data & research International, Springboard Research Ltd 2013

MRUK (2015) *'Assessing the Impact of Car Parking Charges on Town Centre Footfall'* Prepared for the Welsh Government

Palmer, D & Ferris, C (2010) *'Parking Measures and Policies Research Review'* Transport Research Laboratory

Pierce, G & Shoup, D (2013) *'Getting the Prices Right'* Journal of the American Planning Association 79(1):67-81

RGDATA (2013) 'Nightmare on every street: Town centres, car parking and smart travel'

Simijevic, J et al (2013) *'The effect of parking charges and time limit to car usage and parking behaviour'* Transport policy 30:125-131

Straker, I et al (2009) *'A case study of functional benchmarking as a source of knowledge for car parking strategies'* Benchmarking: an International Journal 16(1):30-56

Tyler, S et al (2012) *'The relevance of parking in the success of urban centres: A review for London Councils'* The Means

Van Der Waerden, P et al (2009*) 'Consumer Response to Introduction of Paid Parking at a Regional Shopping Centre'* Transportation Research Record 2118:16-23

Weinberger et al (2010) *'U.S Parking Policies: An Overview of Management Strategies'* Institute for Transportation and Development Policy

Annex A

Car Parking Charges Survey Questions

Local Authority owned car parks

This section asks questions about car parks that are owned by the local authority only.

1. How many town/city centre car parks does your local authority solely manage?

2. How many town/city centre spaces (including car parks and on-street parking) does your local authority solely manage?

3. Do you have any data on car parking usage in your local authority?
4. If yes, how is this data collected?
5. What does this data report?

6. From your own estimation, what percentages of your car parks are in use during business hours on an average working day?
   0-25%, 26–50%, 51-75%, 76-100%

7. What was the revenue generated from car park charging in your local authority during the last financial year, 2015/16?

8. Do you have systems currently in place that would support the monitoring of performance indicators relevant to car parking, such as space availability and footfall?

Privately owned car parks

9. Are there any privately owned car parks in your town/city centre?
10. If yes, how many?

11. Is your Local Authority working alongside any private operators to manage car parking within your areas?
12. Please outline any arrangements.

Car Parking Strategies

This section asks questions about car parking strategies that local authorities have used and their experiences of them.

Free all day parking:

13. Do you provide free all day car parking in your local authority managed car parks?
14. Have you measured the impact this may have had on the relevant town centre?

15. If impact not measured, did you perceive any impact on town/city centres? (Please explain)

16. Have you previously offered free all day car parking in your town/city centres?
17. Why was the decision made to stop free all day parking?

18. If not, please outline reasons why

19. How was/is the free all day car parking funded?

20. What do you/your local authority feel are the three main benefits of free all day car parking?

21. What do you/your local authority feel are the three main challenges of free all day car parking?

22. Does the offer of free car parking conflict with any other of your local authority policies?
23. What local authority policies does free car parking conflict with?

Other car parking strategies:

24. Have you utilised any of these car parking strategies in the past three years?
    - All day free parking.
    - One hour free parking.
    - One hour free parking and no return within two hours.
    - Two hours free parking.
    - Free parking outside of certain hours eg. before 8am and after 5pm.
    - Incentive eg. free parking when 'x' amount is spent in a designated centre/shop.
    - Incentive eg. free coffee in exchange for car parking ticket.
    - Pay by phone.
    - Other strategy.
25. Please provide more information on this strategy.

26. Please choose the selected strategy that you would say had the most impact on the town centre?

27. Why did that selected strategy have the most impact?

28. Have you measured/monitored the impact of your car parking strategies on town centres?
29. How has this been measured/monitored?
30. What has this monitoring shown?

31. What other car parking strategies would you wish to explore to support town and city centre regeneration?

32. How would you rate the importance of impact of each of the following on town centre footfall?
    Signage

Location of car parks in relation to the town centre
Number of car parking spaces available
Improved access/traffic flows to car park
Improved car parking technology

Very Important, Quite Important, Not Very Important, Not at all important

33. At this early stage, what models would your local authority be interested in undertaking as part of the pilot?

Gadewir y dudalen hon yn wag yn fwriadol

Assessing the Impact of Car Parking Charges on Town Centre Footfall

March 2015

Prepared for the Welsh Government

Table of Contents

1. Executive summary

1.1 Background

1.1.1 The Welsh Government is looking to improve its evidence base on the relationships between car parking charges and town centre footfall. mruk therefore undertook this research in order to examine the relationships between local authority decision making in relation to parking charges in Wales, the views of people visiting town centres across Wales, local stakeholders and examples of best practice across the UK.

1.2 Methodology

1.2.1 mruk undertook a literature review of existing evidence, a series of six in-depth interviews with Local Authorities, 16 in-depth interviews with business owners/ workers and 208 in-street interviews with town centre visitors in five key towns across Wales[1]. More detailed information on the methodology can be found in Chapter 2.

1.3 Key findings and conclusions

1.3.1 Charging for car parking is a complex issue. It is only one aspect of a complex interplay of factors influencing willingness to travel by car, time and money spent, and business activity in town centres. It is very difficult to separate the influence of car parking charges from other factors.

1.3.2 Car park charging is often perceived, particularly amongst businesses, as being a key determinant for changes in footfall levels in town and city centres. Over three-quarters of the business owners / workers interviewed suggested that car parking options have an impact on the number of people coming into the town centre and therefore on their custom. However, the available evidence almost entirely anecdotal.

1.3.3 Beyond anecdote, there is very little published evidence which links changes in car park charges to changes in town centre footfall. Local Authorities and other stakeholders similarly rely mostly on anecdote when relating car park charges to footfall. However, their feedback does suggest that a relationship exists.

1.3.4 Visitors to town centres suggested that car park charges impact on how long they to remain in the centre and, consequently, how much they spend whilst there. However, the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Traffic flow and parking signage are felt by visitors to have the same, if not greater, effect on their decision to visit the town centre, how long they spend there, and how much money they spend.

1.3.5 Out of town developments were unanimously cited as being at least partly responsible for having a detrimental impact on footfall and business trade in the town and city centres. The fact that most of these developments offer free parking was felt to give shoppers a reason to go to them over town or city centres.

1.3.6 Whilst a 'blanket' free parking strategy has been suggested to encourage more car park users, these were generally found not to benefit target visitors (for example, the spaces

---

1 Including councils in Carmarthenshire, Denbighshire, Newport, Swansea and Wrexham, town centre interviews in Aberystwyth, Llanelli, Newport and Ruthin

were used primarily by town centre workers who were taking up the spaces all day, rather than shoppers) and consequently had an unexpectedly negative impact on footfall.

1.3.7 Local Authorities often primarily use car park charges as a revenue stream, ignoring or de-emphasising the complex, nonlinear effects that they can have on town centre footfall. Some stress the importance of finding a compromise between generating sufficient parking revenue and keeping charges at a rate that will not alienate shoppers and drive them out of the town or city centre.

1.3.8 There are also three broad types of methodological conclusions that can be used to inform future research. Firstly, **there is a lack of robust evidence that can be used to link car parking strategies and town centre footfall**. Robust, numerical information based on recordings of footfall, business revenue, car park usage, and changes to car parking strategies is not available amongst the Local Authorities surveyed. Secondly, **charging for car parking is one of a complex array of factors that can influence town centre vitality.** Disentangling them through qualitative research and a small-scale survey is a challenge. Further research using larger sample sizes would be needed to build a stronger evidence base. Finally, **town centre economies are highly localised and are hyper-specific.** Towns are very different economically; different factors are at play across locations. Parking strategies will need to be tailored to local areas to maximise the impact on footfall.

1.4 Recommendations

1.4.1 **Car park charging should not be viewed in isolation from other factors (availability of parking, signage, traffic flow) which affect willingness to drive in town centres**. An overall systemic approach could be taken to future research which examines this complex interplay, rather than one aspect of it. Further quantitative research with visitors, potential visitors and businesses would allow for robust trade-off testing of potential parking packages. These could be modelled to determine the strategies most likely to improve footfall.

1.4.2 **Local Authorities should be encouraged to consider the impacts of car parking charges in the broadest possible sense, particularly if their primary goal in changing them is to generate revenue.** They should engage with key stakeholders involved in the local economy when changing their car park charges, for example business owners, shoppers, council members etc. This is key to ensuring the optimum charging strategies are adopted.

1.4.3 **Local Authorities should be encouraged to collect more robust data on the impact of car park charging in their areas**. This will help further planning around car park charging, both at the local and national level.

1.4.4 In developing solutions to encourage greater town centre footfall **the Welsh Government should work closely with Local Authorities and business groups to develop parking strategies** that:

- Take into account other key decision-making factors (e.g. availability of spaces, parking restrictions, car park security etc.)
- Protect sustainable revenue income for councils

1.4.5 In addition, a one size fits all approach to parking strategy is unlikely to work across Wales. The Welsh Government will need to work with Local Authorities to **develop parking strategies that factor in local nuances** in town centre layout and retail offerings which differ between locations. For example, in some areas strategies will need to focus more on parking availability or cost, while in other areas it will be more important to focus on promoting the retail offer in town centres vs. the out-of-town offer.

2. Research background, objectives and methodology

2.1 Background and research objectives

2.1.1 Town centre vitality is a key issue across the UK. Its importance is acknowledged by governments across the UK. In 2011, the National Assembly for Wales' Enterprise and Business Committee's Inquiry into the Regeneration of Town Centres concluded that vibrant town centres are core to a healthy and prosperous Welsh economy[2]. Similar conclusions were reached by the UK Government's 2011 report[3] into the future of UK high streets. However, a number of factors make it difficult to maintain the vitality of some town centres, and to enable previously vibrant centres to regain their vitality.

2.1.2 Changes in the way that people shop are a key factor. Over the past 20 years, there has been a substantial increase in investment in out of town shopping centres. In 1993, the proportion of investment in out of town was less than a fifth of that in town centres; the value of property owned out of town has now overtaken that held in town centres[4]. In the decade to 2011 the amount of out-of-town retail floor space rose by 30% whilst that in-town fell by 14%. In addition, retail spending in town centres is falling, from 50% of total retail spending in 2000 to an estimated 40% in 2014[5]. A similar pressure comes from online shopping; this too has risen substantially in recent years, from just over 2% of all retailing in 2006, to over 10% in 2012[6].

2.1.3 Furthermore, the economic downturn, and a rise in VAT to 20% in 2011, have added further pressures to household budgets, and so to consumer spending. The economic downturn has also resulted in pressure on Local Authorities (LAs); budget cuts have increased pressure on taxes, services and, crucially for this report, council revenue streams.

2.1.4 One such revenue stream is car parking charges. Other than in private car parks (e.g. NCP), LAs control the availability, duration and cost of car parking. They frequently have more control over parking than any other aspect of transport policy and management[7]. However, crucially, they are often not in control of the charging rates set at out-of-town developments. These are often free, and the shopping centres are often designed to make shopping as easy as possible for people travelling by car[8]. These discrepancies between in-town and out-of-town retail offerings are often blamed, particularly by the business community and by LAs, for decreasing footfall and revenue in town centres. Car parking charges are frequently cited by the business community as being directly related to footfall and revenue.

2.1.5 While plenty of commentary and reporting is available in relation to car parking charges, it is currently unclear how much of it goes beyond anecdote, or the aggregated recollections of members of the business community. As a consequence, The Welsh Government is looking

---

2 National Assembly for Wales - Enterprise and Business Committee, Regeneration of Town Centres, (January 2012) www.senedd.assemblyWales.org/mgIssueHistoryHome.aspx?IId=1522

3 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6292/2081646.pdf

4 http://www.english-heritage.org.uk/publications/changing-face-high-street-decline-revival/773_130604_final_retail_and_town_centre.pdf

5 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6292/2081646.pdf

6 http://www.thisismoney.co.uk/money/news/article-2264428/Fears-big-chill-UK-growth-Christmas-retail-sales-come-worse-feared.html

7 http://towns.org.uk/files/Market-Towns-Car-Parking-Research-2007.pdf

8 http://www.britishparking.co.uk/write/Documents/Library/position%20papers/Position%20Paper%2012.pdf

to improve its evidence base on the relationships between car parking charges and town centre footfall. This research aimed to:

- review the existing literature on car parking charges and town centre footfall
- identify which approaches to car parking charges and charging have been successful and unsuccessful in increasing town centre footfall
- examine the relationship between different approaches to car parking charges and different user types (workers, shoppers, etc.)
- produce a qualitative assessment of the impact of varying car parking charges on overall town centre footfall and on different town centre users and
- provide recommendations on how car parking charges can be used to influence town centre footfall.

2.2 Research methodology

2.2.1 A mixed methodology was used. This involved a literature review, stakeholder interviews and an in-street survey. All fieldwork was carried out during August 2014.

2.2.2 The literature review was undertaken to find examples of published research and activity in relation to car parking charges and town centre footfall.

2.2.3 Twenty two stakeholders were interviewed on the telephone to find out their views on parking policy, implementation and acceptance in their local area. And, to understand the impact of parking charges on businesses in town centres across Wales. The stakeholders included staff at Local Authorities in Carmarthenshire, Denbighshire, Newport, Swansea and Wrexham. These areas were chosen as they were the focus of The Welsh Government's 2014 report 'Town Centres and Retail Dynamics - Towards a Revised Retail Planning Policy for Wales'. These areas were chosen as they are located across Wales. And, because they are of different sizes and as their retail offerings have different opportunities and face different threats.

2.2.4 The staff at Local Authorities had roles related directly to car parking policy and town centre vitality, as follows:

- Economic development manager
- Traffic management officer
- Planning policy manager
- Economic and business development manager

2.2.5 A key stakeholder at Swansea Business Improvement District was also interviews. Sixteen further interviews were conducted with business owners/ workers whose businesses or places of work were located in the town centres of Aberystwyth, Llanelli, Newport and Ruthin.

2.2.6 A survey was also undertaken with 208 people across the same four town centres; Aberystwyth, Llanelli, Newport and Ruthin. In order to explore the impact of car park charges on their travel behaviour, they were asked about their journey into the town, their reasons for it and their use of town centre car parks. Quotas were put in place to ensure at least 80% of respondents had driven into the town centre. It should be noted that the people interviewed had already travelled to the town centre, therefore this research does not include a measure of people who were deterred from travelling to town centres altogether because of parking costs.

3. Literature review findings

3.1.1 This literature review summarises research and information that is currently available online, relating to car parking charges in Wales and across the UK. The search results indicated that little or no formal academic research has been carried out in this area, other than that done by Local Authorities or organisations such as the Federation for Small Businesses[9]. As such, this review focusses on research of this type, as well as newspaper articles covering parking charges at a local, national and UK level. It focuses on five areas in Wales, following on directly from the areas covered by the Welsh Government's 2014 report 'Town Centres and Retail Dynamics - Towards a Revised Retail Planning Policy for Wales'. The following review provides an outline of the key issues and approaches, as well as the views expressed and conclusions reached.

3.1.2 The full links to the sources used in this review can be found in the footnotes and in appendix 1.

3.2 Car parking charges and footfall in town centres in Wales

Views of local business owners

3.2.1 In general, business owners and their representative bodies say that they want free car parking in town centres. These views are frequently expressed, but are only infrequently backed up by evidence showing a clear relationship between car parking charges and footfall and/ or revenue. In a survey of 58 local retailers carried out by the Welsh Liberal Democrats in 2013 in Rhondda, 100% of the business owners interviewed said that they felt that an increase in car parking charges had affected their business[10]. They also felt that the fact that the perceived vitality of one of the towns in the local area was a direct result of free parking being available there. The Federation of Small Businesses in Wales expressed concerns about the impact that car parking charges are having on local economies, particularly in relation to out of town retail areas where free parking is available[11]. For example, in Ruthin, a local business owner explicitly related the closure of her 83 year old jewellery business to car parking charges[12].

Local Authority activity and reactions to it

3.2.2 Introducing or increasing charges for car parks frequently becomes a contentious local issue. The local press often gets involved in the debate, as do local councillors, particularly those in opposition. In Ammanford, Carmarthenshire, the local press covered a 2014 disagreement by two local councillors about the disproportionate impact car parking charges can have on small towns[13]. Car parking charges were explicitly, but anecdotally, related by one councillor to the lack of footfall in the town (no evidence was supplied). Another councillor expressed

---

9 It should be noted, however, that the FSB only represent one section of the business community and that other parts of the business community may have different opinions.

10 http://pontylibdems.org.uk/en/document/town-centre-survey-report-march-2013.pdf

11 http://www.Walesonline.co.uk/business/business-opinion/parking-charges-driving-down-local-6640252 (2014)

12 http://www.whitchurchherald.co.uk/news/124886/ruthin-jewellers-closes-doors-after-83-years.aspx (2013)

13 http://www.southWalesguardian.co.uk/news/yourlocalnews/11282692.Fresh_row_over_Ammanford_car_parking_charges/ (2014)

the view in 2014 that other factors, such as a general slowdown in the economy, can also have an effect[14]. One councillor, the leader of the authority at the time, directly related the loss of their seat, again anecdotally, to increases that their administration had applied to car parking charges and the public's reaction to media coverage of this issue[15].

3.2.3 Frequently, Local Authorities directly relate their decision to introduce or increase charges for car parks to cuts in their overall budget. Isle of Anglesey County Council explicitly related its decision to increase parking charges to having to make savings[16]. This approach is sometimes challenged in the press, and by motoring organisations, who say that parking charges should be used to manage demand[17].

3.2.4 Some Local Authorities have decided to implement free parking in an explicit attempt to motivate the local economy, Flintshire County Council and Swansea City and County Council in particular. The Federation of Small Businesses in Wales commended Flintshire for taking this approach[18]. In July 2014, Swansea Council reduced its hourly parking rates to £1 per hour for up to three hours. In relation to this, June Burtonshaw, a local councillor, said: "We are committed to supporting local businesses in the city centre and do what we can to encourage more people to visit". Information about the effect that this has had on footfall is not currently available.

3.2.5 Cardiff Council introduced car parking charges in five of its town centre car parks in 2012 in an explicit attempt to manage demand and reduce journeys taken by car. This was implemented as part of a project it was running in conjunction with the Welsh Government and Sustrans[19]. The aim of the four-year project is to encourage visitors to travel using more integrated, sustainable and healthier forms of transport than cars. While the evaluation[20] of this project shows that the number of car journeys has reduced, it makes no reference to car parking, charges for it or the effect that the Council's changes had. This follows a similar project, focused on encouraging hospital staff across Wales, which resulted in a saving of £183,000 in reduced car parking capacity[21].

Focus on five key areas

3.2.6 The Welsh Government's 2014 report 'Town Centres and Retail Dynamics - Towards a Revised Retail Planning Policy for Wales' examined threats and opportunities facing town centres in Wales. It focused on five key towns: Llanelli, Newport, Ruthin, Llangefni, and Aberystwyth. These areas were chosen as they are located across Wales. And, because they are of different sizes and as their retail offerings have different opportunities and face different threats. In order to elaborate on this report, this review looks in more detail at car parking strategies in these areas.

14 http://www.southWalesguardian.co.uk/news/11193769.Fears_that_parking_fees_deter_Ammanford_shoppers/?ref=rss (2014)

15 http://www.cambrian-news.co.uk/news/i/24283/ (2012)

16 http://democracy.anglesey.gov.uk/documents/s3405/Income%20-%20Car%20Parks.pdf?LLL=0 (2014)

17 http://www.bbc.co.uk/news/uk-Wales-27051850 (2014)

18 http://www.Walesonline.co.uk/business/business-opinion/parking-charges-driving-down-local-6640252 (2014)

19 http://www.Walesonline.co.uk/news/Wales-news/motorists-urged-leave-car-home-2028839 (2012)

20 http://www.sustrans.org.uk/sites/default/files/file_content_type/cardiff_ptp_after_survey_report_1.0.pdf (2014)

21 http://www.Walesonline.co.uk/news/health/three-year-sustrans-project-saves-parking-2042610 (2012)

Llanelli, Carmarthenshire, South West Wales

3.2.7 During 2014, local press reported that car parking charges in Carmarthenshire were on the rise. And, that this is the direct result of budgetary pressures faced by the Local Authority. They had to make savings of £31 million over a three year period and this has had an effect on many services, car parking included. As this announcement was made in May 2014, there is currently no information available on the impact that the changes have had. However, there is evidence that the changes resulted in 27 objections from a local population of 182,000[22].

Newport, Gwent, South East Wales

3.2.8 Newport City Council introduced free parking for up to five hours in 2010 and then withdrew the scheme in February 2013[23]. A report published by the council in 2011, indicated that there was a 'significant' increase in the use of the council's town centre car parks in the period immediately following the removal of parking charges[24]. One car park saw an increase of 12% in use when compared to the equivalent period a year earlier. 30% of city centre traders reported an increase in trade and 80% of them attributed this to the removal of parking charges. Subsequent to February 2013, motorists have had to pay £1 to park for up to three hours. The council justified this decision on the basis that the free parking was costing them £850,000 per year and also on the basis of budget cuts. In particular, a funding gap of £8 million in a 12 month period.

Ruthin, Denbighshire, North East Wales

3.2.9 In 2013, Denbighshire County Councillors decided to fund free parking in Ruthin. They did so using one-off money that was given to them to invest in projects that would benefit the local community. This reduced certain on-street parking spaces charges to 10p for half an hour or 50p for up to four hours. This measure was a direct result of lobbying by local businesses for free parking. Follow-up information on the impact of this measure is not currently available.

Llangefni, Anglesey, North West Wales

3.2.10 In 2010, car parking charges were increased in a variety of locations by the Local Authority in Anglesey, including Llangefni. The authority justified this as a means of generating income to prevent cuts to other services, and as a means of implementing a more consistent approach to parking charges across the island[25]. Local businesses and their representative organisations objected to the move, indicating that they thought it would

---

22 http://www.carmarthenjournal.co.uk/New-parking-charges-Carmarthenshire-today/story-22843725-detail/story.html (2014)

23 http://www.southWalesargus.co.uk/news/10070496.Free_Newport_city_centre_parking_to_go_in_council_owned_car_parks/ (2012)

24 http://www.southWalesargus.co.uk/news/newport_parking/10089256.NEWPORT_PARKING__Free_parking_brought_in__thousands_of_extra_cars____council_report/ (2012)

25 http://www.bbc.co.uk/news/uk-Wales-11757173 (2010)

damage trade. The head of the local chamber of trade said "there used to be a free car park under the bridge in Holyhead and it was always full, but the day they installed the pay-and-display machine there were just three cars there."

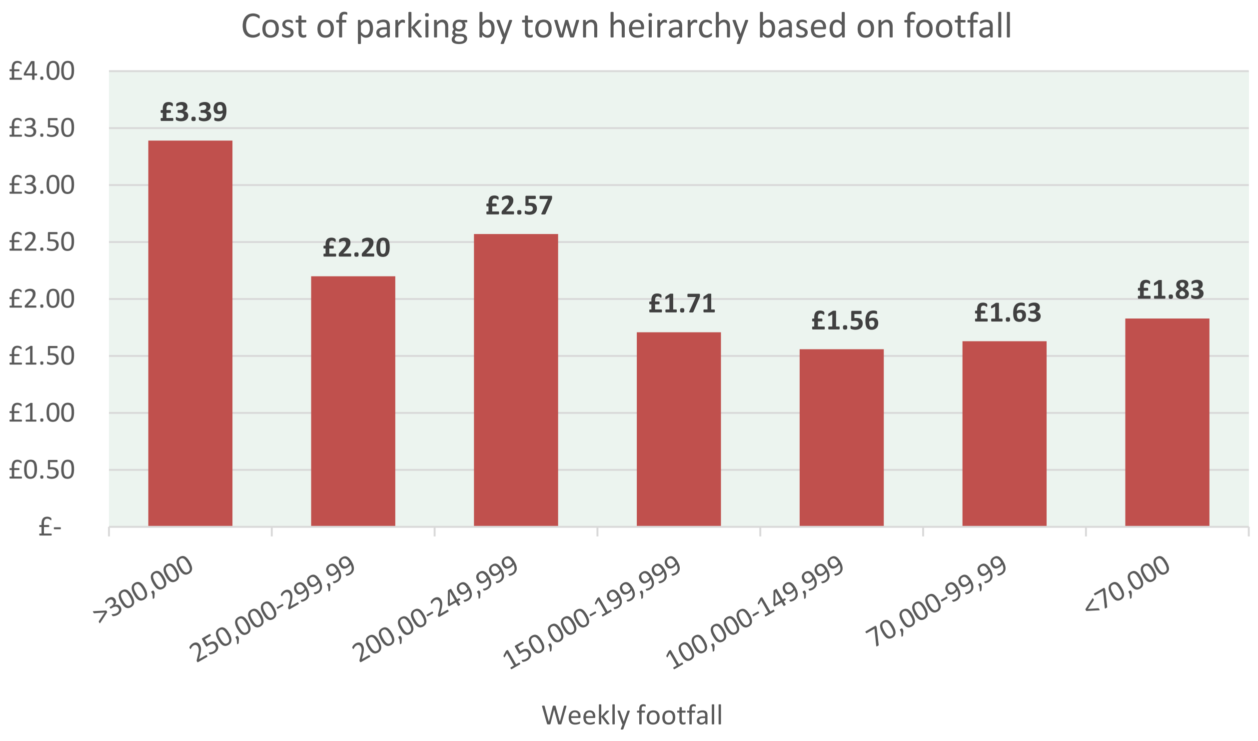
Aberystwyth, Ceredigion, West Wales.

3.2.11 An NCP survey in 2010 indicated that motorists in Aberystwyth take longer, on average, to find a parking space than motorists in any other UK location[26]. In 2014, local businesses have been calling on the Local Authority to take a town centre car park into public ownership. They are keen to see the two hour time limit extended, in order to encourage people to spend longer in the town centre[27].

3.3 Issues across the UK in general

3.3.1 The issues arising across the UK in relation to car parking charges and footfall are similar to those in Wales. However, a little more formal research is available.

3.3.2 Two research based reports have concluded that footfall and car parking charges are, at best, only weakly related, and that a number of other factors may be more important. For example, the British Parking Association showed[28] that car parking charges are not very strongly related to footfall, or to the quality of a town's retail offering. The following chart indicates their findings.



26 http://www.Walesonline.co.uk/news/Wales-news/motorists-aberystwyth-biggest-parking-headache-1894118 (2010)

27 http://www.bbc.co.uk/news/uk-Wales-mid-Wales-26833560 (2014)

28 http://www.britishparking.co.uk/write/Documents/Re-thinking_Car_Parking.pdf (2013)

3.3.3 Furthermore, Yorkshire Forward, a regional development agency, concluded[29] that the key factor affecting the economic vitality of market towns is what the town has to offer, rather than parking. They also concluded that several aspects of parking are more important to customers than price, availability of spaces being the most important factor.

3.3.4 This report also cites some research carried out in Winchester in 1996, subsequent to the introduction of a managed parking regime. Attitudinal surveys indicated that the main motivation for choosing a parking location is convenience rather than expense.

3.3.5 For business owners and the public, charging is a key, contentious issue. The Federation of Small Businesses (FSB) has published a number of reports on local trade and town centre vitality[30,31]. While these repeatedly make the point that there is a link between increasing car parking charges and dwindling footfall and revenue, little is provided in the way of evidence beyond anecdote. They do recognise the need for an integrated approach to town centre transport and parking and that charges can be used to help manage daily demand. However, formal research by Sustrans[32] found that traders over-estimated car use and under-estimate pedestrians, potentially skewing their view on these issues. Furthermore, pedestrians have been shown[33,34] to spend more per month than bus users and car users; they spend less per individual visit, but make more visits, further indicating a bias in the views of business owners.

3.3.6 In 2013, Vale of White Horse District Council carried out some research into the impact that the provision of 2 hours free parking had in the towns of Abingdon, Faringdon, Wantage and in the settlement of Botley. This indicated that 16 local businesses reported an increase in custom after the introduction of free parking, but this increase occurred in only 35% of the businesses surveyed[35]. As is the case in Wales, there does not seem to be any formal research looking at changes in car parking strategies and recorded footfall or business revenue.

3.3.7 As in Wales, Local Authorities are likely to justify increases to car parking charges in relation to budgetary constraints, but others do so in relation to demand management. One Borough Council in Suffolk conducted a survey which indicated that just under 50% of respondents thought that parking charges were a reasonable way to make up part of a budget deficit. This was met with some hostility from the local business community. In response to a local press claim that the Local Authority was profiting from car parking charges, a local Councillor in Paisley said that high turnover is beneficial to local businesses as it means more people can park and visit the town centre to shop[36]. The FSB's view is that "parking policy should be seen as an integral part of transport strategy" and that it should be "tailored to the individual locality with the necessary balance and adaptability to reflect the needs of the

---

29 http://towns.org.uk/files/Market-Towns-Car-Parking-Research-2007.pdf (2007)

30 http://www.fsb.org.uk/policy/assets/fsb0723%20infrastructure%20transport%20web%20120911b.pdf (2012)

31 https://www.workplacelaw.net/services/news/45283/fsb-urges-local-councils-to-scrap-car-parking-charges (2012)

32 http://chrisabruns.blogspot.co.uk/2009/10/shoppers-and-how-they-travel.html (2009(

33 Mott MacDonald: "Sustainable Transport Choices and the Retail Sector" 2006

34 http://www.tfl.gov.uk/cdn/static/cms/documents/town-centre-study-2011-report.pdf (2011)

35 http://www.vale4business.com/wp-content/uploads/2013/10/Impact-of-2-hour-free-parking-2012-report-FINAL.pdf (2012)

36 http://www.dailyrecord.co.uk/news/local-news/parking-meters-coin-in-4m-3788370 (2014)

individual locality"[37]. Broadly speaking, this is the same view as organisations such as Sustrans take, but their implementation methods for achieving this are very different.

3.3.8 The UK Government's 2013 report 'The future of the high streets'[38] refers to a number of car park charging pilots specifically aimed at improving town centre footfall. This follows the UK government's decision to allow councils to offer as much parking as appropriate in town centres as well scrapping minimum charge rules. The report states that Braintree, in Essex, has introduced[39] parking charges of 10p after 3pm and 10p all day on Sunday. They chose 10p rather than free parking in order to better monitor how the scheme was being used. Figures showed more than 44,000 extra cars took advantage of this scheme over the course of the year, representing a significant increase in footfall in the late afternoons.

3.3.9 One article[40] also indicated that changes to parking arrangements often hit the most vulnerable in our society hardest. Spiralling costs mean disabled residents and carers can struggle to access health and social care services.

3.4 Literature review conclusions

3.4.1 Overall, there is a lack of formal research into car parking charges and town centre vitality, at both macro and micro levels. While there is a lot of information available, it is mostly anecdotal; it is based on the views of local business owners, politicians and, much less often, visitors to town centres. However, it is at least possible that these views are skewed by the respective interests of these groups, or their recollections of sudden drops in trade more than gradual recoveries. Unfortunately, the information available online only rarely attempts to go beyond anecdote into more rigorous analyses of the relationships between car parking charges and footfall. There is no formal academic research available online that links changes to car parking charges and real-world recordings of footfall or business revenue. Where research has been carried out (e.g. by local political groups), it indicates that car parking charges and economic performance are at best only weakly related. In addition, it also shows that a number of factors are at play in highly complex local systems, particularly the availability of spaces and the convenience of parking in relation to where people want to go.

3.4.2 From the review, it appears that the two main agents motivating and implementing changes to car park charges are the small business community and Local Authorities. In general, the small business community wants car parking to be free or as cheap as possible. They are supported in this by the FSB. However, the evidence base for this is anecdotal, and has been shown to potentially be unreliable. Where formal, robust, research has been carried out, it can contradict the views of the business community, for example, by demonstrating that pedestrians visit the town centre more often and spend more per month (but less per visit) than car or bus users.

3.4.3 The FSB does, in common with Sustrans, recognises the need for an integrated, systemic, and highly localised approach to the economic impact of town centre transport policies and infrastructure. Both organisations recognise the importance of using car parking charges to

---

37 http://www.fsb.org.uk/keeptradelocal/images/fsbparkinglores.pdf (undated, but post-2010)

38 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/211536/Future_of_High_Street_-_Progress_Since_the_Portas_Review_-revised.pdf (2013)

39 The report only implies that this is a reduction in cost, and no details are provided about what the costs were previously. Its exact wording is "Braintree has introduced parking charges of 10p after 3 pm and 10p all day on Sunday."

40 http://www.theguardian.com/local-government-network/2012/jan/19/parking-charges-local-government (2012)

manage demand. However, neither go so far as to indicate general principles that can be used across different town centres. Both organisations recognise the fact that local economies are complex systems that have many variables, and that car parking charges are only one of a number of factors that can influence behaviour.

3.4.4 Local Authorities are sometimes more prone than the business community to recognise the need for an integrated, demand led approach. However, they are also more often prone to view car parking charges primarily as a revenue stream, irrespective of their broader context. Their research is also primarily anecdotal and, even where statistical information is included, it is nearly always based on recollections and views, rather than the systematic recording of key data. They are also sometimes unlikely to research, or at least publish their research into, the effect that changes to car park charges have on footfall and small business revenue.

4. Primary research findings

4.1.1 This chapter outlines the findings from our qualitative interviews with stakeholders and the in-street survey of 208 town centre visitors and further qualitative interviews with business owners/ workers in Aberystwyth, Llanelli, Newport and Ruthin. As with the literature review, it focusses on Carmarthenshire, Denbighshire, Newport, Swansea and Wrexham, as these are the areas covered by The Welsh Government's 2014 report 'Town Centres and Retail Dynamics - Towards a Revised Retail Planning Policy for Wales'. These areas were chosen as they are located across Wales. And, because they are of different sizes and as their retail offerings have different opportunities and face different threats.

4.2 Setting the context: an overview of the Welsh town and city centres

4.2.1 At an overall level, the town and city centres that this research focused on are home to a mix of both independent traders and high street businesses, yet the health of the individual local economies is mixed. The largest city centre, Swansea, contains a wealth of theatres, cinemas, hotels, gyms, bars and restaurants. In contrast, Newport's local economy is more heavily reliant on public sector employment, with Newport City Council being the biggest employer in the area, as well as the Prison Service and the Patent Office.

4.2.2 Newport has seen a notable decline in its manufacturing trade, which was felt to be having a negative impact on the overall health of the local economy. Its good transport links and close proximity to Cardiff has led to a perception that retail trade is felt to be moving out of the city. However, the council is currently planning a multimillion pound investment scheme to build a new retail complex in the city centre, with a view to boost footfall and consumer spend in the city.

> *"The city centre is fairly poor and many of the high street shops have relocated." Local Authority*

> *"There's hardly any businesses left in the town centre now all the big boys have pulled out; Marks and Spencer, Next and Topshop have all gone. There's a new development supposed to be finished next year but it should have happened in 2010." Business owner/ worker, Newport*

4.2.3 These larger towns and cities, in particular, are feeling the effects of out of town retail developments; there was a general assumption amongst stakeholders that it makes more 'financial sense' for high street retailers to move out of the centres into the developments where they will not be charged business rates. Furthermore, these developments were often felt to be more suitable retail spaces for high street retailers to thrive in, for example they can offer larger retail units and more car parking spaces etc.

> *"Modern retailers are looking for larger premises – in Newport there are listed buildings… out of town, the parking is free, the retail space is there." Local Authority*

4.2.4 Business owners/ workers cited the increasing domination of out of town retail developments as having a negative impact on footfall in their local town centre, and therefore on their trade. They also suggest that the growth of online retail is making it ever more difficult for town centre businesses to compete and grow.

> *"It's has a detrimental effect on the town centre because the majority of people go out of town to these centres where you have your Tescos, Marks and Spencer, Boots and Debenhams all the multiples which have gone out of the town to the outskirts." Business owner/ worker, Llanelli*

"I think people are too keen to shop outside in the big supermarkets or on the internet. This has had a serious impact on my business, because it's not allowing them to do anything in town. Why bother coming into town when you can do it online and not bother about parking and everything." Business owner/ worker, Aberystwyth

4.2.5 In contrast, in smaller towns, such as Rhyl and Llangollen, the health of the local economy is more seasonal, due to their heavy reliance on the tourism trade. Shops often have to close during the winter months, so it is particularly important for these towns to capitalise on increased footfall, and tourist spending, during the summer.

4.2.6 Overall, there was awareness among both councils and business owners/ workers that generating, and retaining, footfall is key to keeping the local economy healthy and thriving. Councils and businesses alike acknowledged that giving consumers and retailers a reason to come into the town or city centre is vital to ensuring that the businesses in the local area generate revenue.

"Foot flow – like anywhere else, is key. You've got to bring the people in, to bring the money in. We operate 5 core development groups, which are focused on trying to do that. If you haven't got foot flow, you haven't got customers." Swansea BID

"The town centre needs more shops to open - that's the main thing." Business owner/ worker, Ruthin

4.3 The current car parking strategy landscape

4.3.1 Most of the Local Authorities that participated in this research have a variety of charging strategies in place, as summarised in the table below:

Swansea	Newport	Denbighshire	Carmarthenshire	Wrexham
Council owned car parks - £3 for 3 hours	Council owned car parks - £1 for 3 hours	County wide consistent strategy – 50p for 2 hours, £4 for all day stay during summer Smaller town, e.g. Denby; 10p for 30 mins, 50p for 1 hour, £1 for 4 hours	Different approaches dependent on context; charges are higher in Carmarthen as it is more vibrant economically and has less out of town competition. About to introduce charging on Sundays, up to 9pm and for blue badge [41]holders	Council owned car parks - £1 for 1 hour, £1.50 for 2 hours, £4 all day One multi-story car park is free after 3pm
NCP car parks (funded by Swansea BID) - £3 for 3 hours	Private car parks – free for first 2 hours			Two large supermarket chains have free car parks a few minutes' walk from town centre

[41] Blue badges allow people with disabilities to park closer to their destination than they might have been able to otherwise.

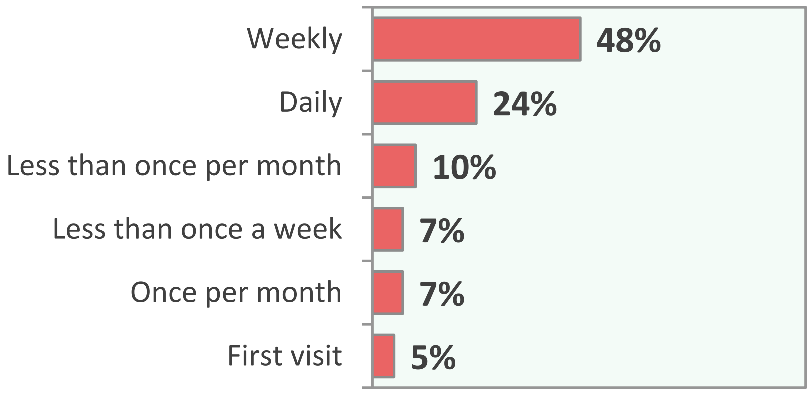
4.3.2 Whilst the majority of the Local Authorities surveyed implement various car parking charging initiatives, they tend to have used the same basic charging strategy for the last few years; mostly guided by council budget cycles.

4.3.3 Most of the councils tend to operate either Pay & Display or pay-on-exit payment systems and enforce not payment using fines.

4.4 Travel patterns and motivations for visiting town centres

4.4.1 The following charts provide more detail on the background to visits to town centres reviewed in this study. They show the frequency with which visitors travel to town centres, and their reasons for visiting the town centre in which they were surveyed. They are based on an in-street survey of a total of 208 visitors to Aberystwyth, Llanelli, Newport, and Ruthin during August 2014.

Chart 1. How often do you travel into this town centre?

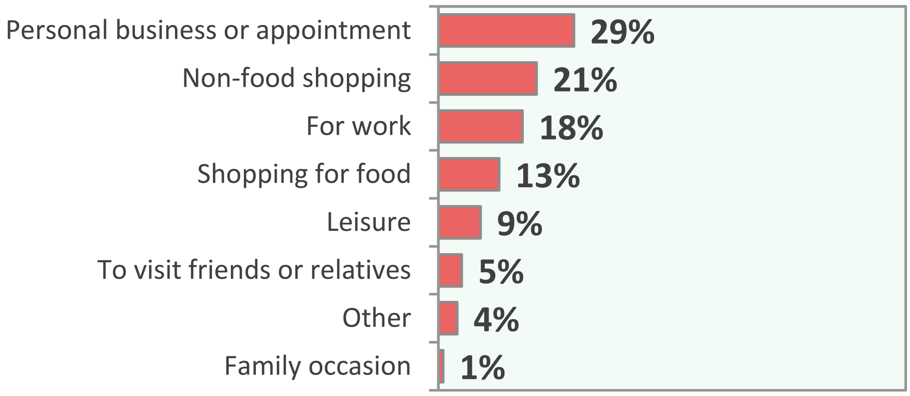


base = 208

4.4.2 Chart 1 shows how often people travel into the town centre within which they were surveyed. It shows that a considerable majority of people (72%) visit the town centre on at least a weekly basis. A quarter of people visit it daily (24%).

4.4.3 Chart 2 shows the main reasons behind visits to the town centre. It indicates a wide variety of different reasons. Visitors were most likely to use it for shopping, with 34% of them doing so in total. Visitors were next most likely to visit the town centre on personal business or for an appointment, with 29% of them doing so. Just under a fifth mainly visit the town centre for work.

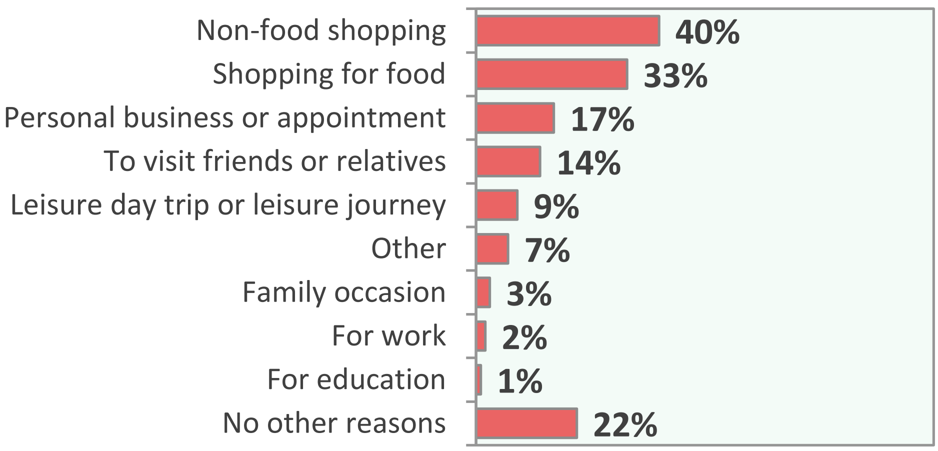
Chart 2. What is the main reason for your visit to this town centre today?



base = 208

4.4.4 Chart 3 shows the other, additional, reasons why people visit the town centre. Shopping again was the most was 'no other reasons', indicating that just over a fifth of visitors visit the town centre for only one reason.

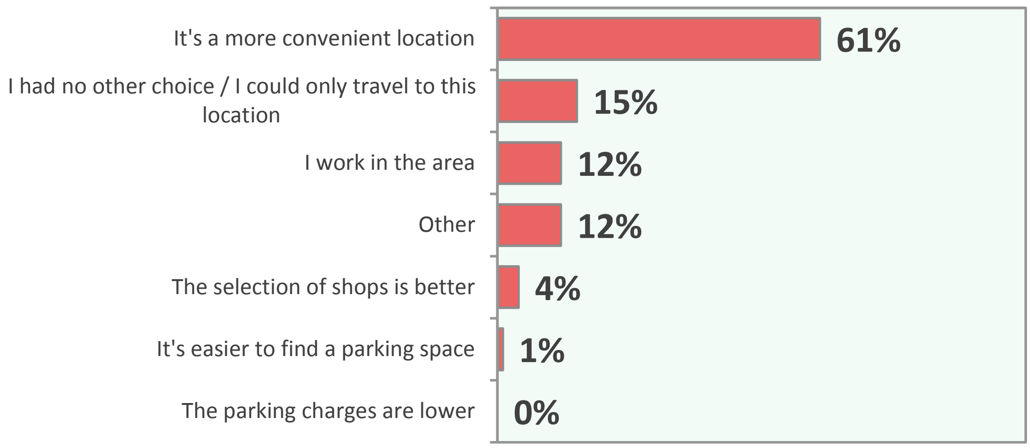
Chart 3. Are there any other reasons that you visit this town centre?



Base = 206

4.4.5 Chart 4 shows the reasons why visitors decided to travel to a particular town centre rather than somewhere else. Convenience was the most popular reason behind this decision. 61% of visitors mentioned this, more than four times as many as the next most popular choice.

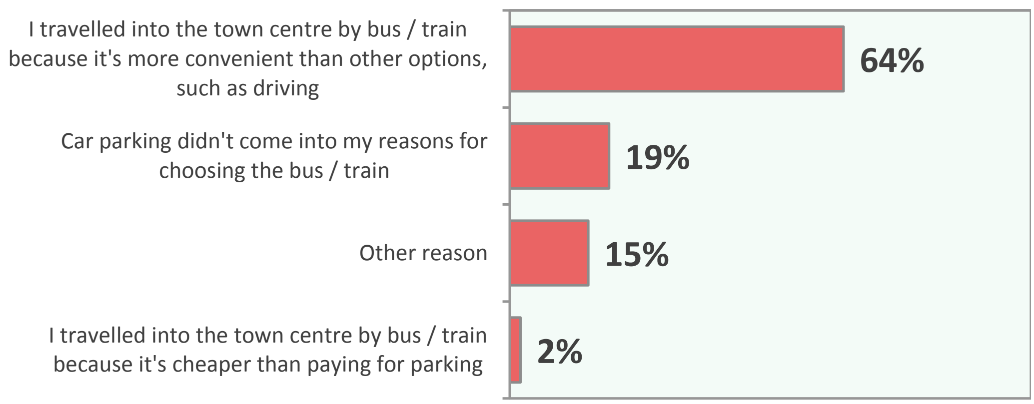
Chart 4. Why did you decide to travel to this town centre today instead of somewhere else?



base = 208

4.4.6 Chart 5 shows the reasons why people chose to use public transport. Convenience was the most popular reason (64%), with more than three times as many responses than the next most popular choice. Only 2% of public transport users said they chose to travel by bus or train because it was cheaper than paying for car parking.

Chart 5. Which of the following statements best describes you ….?



base =47

4.4.7 Around two-thirds of the business owners/ workers interviewed drive to work and those who don't suggest that it's either because they live locally and therefore walk, or cannot afford to pay for parking all day, every day.

4.4.8 Around a third of these businesses have their own parking on-site; ranging from 4-30 spaces depending on the size of the business. Some of those who do not park on-site are able to park near to their place of work – either in a designated car park or on-street parking a short walk away. However, business owners/ workers in Newport, Ruthin and Aberystwyth in particular noted the lack of parking for workers in the town centre.

> *"That's the problem - there are very limited spaces in Newport. There are places nearby but there is a lack of spaces for business users." Business owner, Newport*

> *"If I couldn't get dropped off I don't know where I could park. I would have to leave the car and walk from home." Business owner, Aberystwyth*

> *"They have taken most of the parking in Ruthin away, so I have to pay for it and go wherever is available." Business owner, Ruthin*

4.4.9 Some also suggested that the cost of parking in the town centres was discouraging workers from driving to work.

> *"For people working in the centre who are paying £2.20 per day, six days a week it does mount up." Business owner, Llanelli*

4.4.10 Car parking was spontaneously mentioned by most of our qualitative interviewees, as having some level of impact on the local economy and local business growth. However, car park charging was not always felt to have the greatest impact; the availability of spaces, traffic flow and parking signage were all felt to have the same effect, if not a bigger, on the local area and peoples' decision to visit it.

> *"It's not so much the parking charges, but parking availability is horrendous. It has become more difficult to park, they have reduced the spaces and they have also placed restrictions on the parking which only allow you to park after 1pm. There are only loading bays or disabled spaces to park." Business owner/ worker, Aberystwyth*

> *"Some people say they drive round and round trying to find a space nearby, rather than going down the road to the car parks. To be honest I don't think the cost is bad compared to other towns - it's the availability." Business owner/ worker, Ruthin*

4.4.11 There was, however, a general sense of awareness of car parking charging being responsible for changes in footfall levels in town and city centre – particularly amongst business owners/ workers; some of them had cited falling custom as at least partly due to car parking charging. Yet, it is important to note that this was viewed as being part of a mix of factors that have an impact. It was felt to be unlikely that there is always a direct and exclusive causal link between car park charging and footfall.

> *"Car parking has a knock-on effect on businesses coming into the area – they certainly consider it, because if it's cheaper or free car parking, you're going to get more users. But it's more than that, it's how you market it, how you get to the car park, what's on for people to come to – car parking has its place, but it's part of a mix." Swansea BID*

> *"I don't think there are a lot of people coming into the town. There's always a problem in finding somewhere to park. You can have two hours somewhere then you have to move, so you can't shop properly as you're constantly thinking about your parking ticket." Business owner/ worker, Aberystwyth*

"A shopper coming to a town centre doesn't just make a decision based on the cost of parking. They consider a whole range of things – accessibility in the town, can I park close to the town centre … are there the shops that I want to visit…" Local Authority

"It needs to have good shops to attract people, parking isn't the only problem." Business owner/ worker, Ruthin

4.4.12 It was also suggested that the overall offering of the town and city centres was far more likely to have more of an impact on footfall than car parking charging, and that the offer and charging are viewed by visitors almost as a 'trade-off'; for example, people will be willing to pay more for parking in towns or cities where there are more high street retailers, restaurants, and leisure activities. It was also felt that out of town shopping developments are taking trade out of town and city centres, not purely because they offer free parking, but mostly because they often offer a greater variety of shops and other experiences.

"The difficulty is that because there's not that much in Newport city centre itself, what exactly are you paying for? If you go to Cardiff, you don't mind paying £6 or £7 because it's got a whole host of shops. You go to Newport and there's not much there." Local Authority

"We have Cwmbran up the road, which has free parking and there are more shops there too, so I think that people go there or to Cardiff up the road." Local Authority

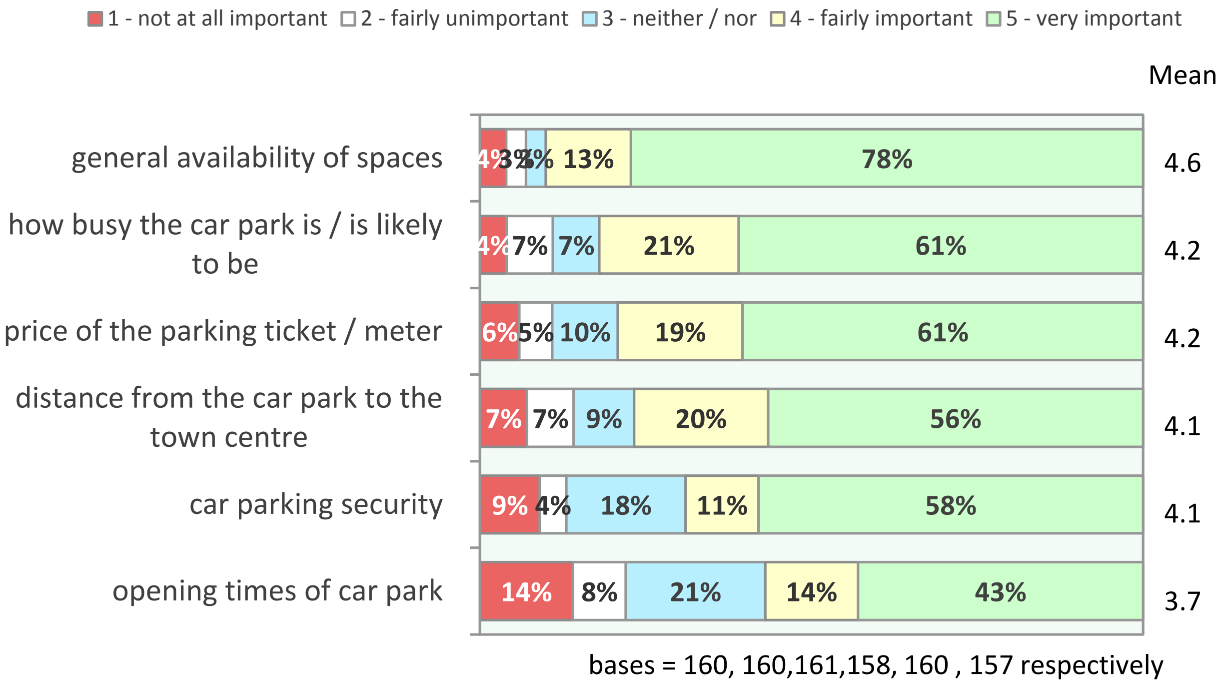
"You've got to make people want to come here to then take advantage of the car parking." Swansea BID

"You pay an awful lot for the parking in Liverpool, but you're prepared to pay it because the quality of the offer is there. I don't want to dismiss the fact that car parking has an influence, but I think what is more of a determining factor is the quality of the offer that's available. People will be prepared to pay for parking if the offer is good enough." Local Authority

"It's affected us a lot. We have lost a lot of customers due to an out of town shopping centre, which also has free parking." Business owner/ worker, Llanelli

4.4.13 Our in-street survey also demonstrated a complex interplay between the factors that relate car parking charges and visits to town centres. It shows that these factors inter-relate in different ways in different locations, depending on a variety of contextual factors.

Chart 6. How important are each of the following things when considering whether to drive to the town centre and park there?



4.4.14 Chart 6 shows some factors that car users take into account when deciding whether or not to drive to a town centre; in particular, it shows the level of importance that they attach to a variety of features of car parks. Overall, car users were more likely to say that each feature is important than they were to say that it is unimportant. They were most likely to say that the general availability of spaces is important, with 91% of them doing so. They were next most likely to say that the extent to which the car park is busy, or the extent to which they expect it to be busy, is important to them (82%). The price of parking was third most likely to be considered important (80%).

4.4.15 There were some significant[42] differences between the visitors surveyed:

- Visitors to Aberystwyth (100%) were significantly more likely than visitors overall (91%) to say that the general availability of spaces is important to them.
- Visitors to Llanelli (73%) were significantly more likely than visitors overall (57%) to say that the opening times of the car park are important to them.

[42] Where significance is specified in relation to the survey data, it is used to indicate that a difference is significant at the 5% confidence interval.

- Visitors to Llanelli (84%) were significantly more likely than visitors overall (69%) to say that car parking security is important to them.
- People who were visiting for non-food shopping (89%) are significantly more likely than visitors overall (80%) to say that the price of the parking/ticket meter is important to them.
- Visitors who travel to the town centre for work (58%) were significantly less likely than visitors overall (82%) to say that the extent to which the car park is busy.

4.5 Influences and constraints on implementing car parking charging strategies

4.5.1 Most of the Local Authority representatives interviewed suggested that they are constantly working to find a balance between generating sufficient revenue through car parking charging, either to meet council budgets or to cover the cost of running the car parks, and keeping charges low enough so as not to put people off coming into the town/ city centre. Several of the local businesses surveyed were also aware of this pressure that councils are under.

> *"Whilst we don't make a lot of money from the car parking, they need to be cost effective, to be self-sufficient…£1 for three hours is reasonable…we've got to think of the economic realities that we have to maintain those car parks…in in ideal world you'd like to try to make some surplus on it…" Local Authority*

> *"There's an assumption that that we will get a certain amount of income from car parking." Local Authority*

> *"Anything that we do in terms of car parking charges has to go through our political process and our elected members make the decisions. They make the final approval as to whether we can put the prices up – that has political involvement. Elected members are mindful of the town centre and keeping the town centre flourishing, but I would say the last couple of years they've also been mindful of budget pressures." Local Authority*

> *"It's an awkward situation because the Government is reducing the amounts of grants that they give each council. The council then have to find ways of reimbursing that and they are looking at increasing charges." Business owner/ worker, Llanelli*

4.5.2 Overall, the process of implementing charging strategies was felt to be somewhat constrained by the 'political' pressures of revenue generation for the council. For example, Denbighshire County Council suggested that the income generated by their Pay & Display car parks was £1.3million from 2012 to 2013; if they were to reduce charges, they would be under pressure to generate that revenue elsewhere.

4.5.3 Similarly, Carmarthenshire County Council suggested that they are looking to make changes to their charging strategies this year, with the intention of generating revenue to subside cuts being made elsewhere by the council; this will include charging on Sundays, charging for disabled permits/ spaces and charging up until 9pm.

> *"It's simply revenue generation. The authority is facing severe cuts from the Welsh Government. In effect, it's about complementing the source of income and about getting maximum benefit from our car parking stock." Local Authority*

> *"The main constraint is financial. Where we are currently, because of the latest settlement figures from the Welsh Government, we are looking for massive, massive savings across the board, and in that context – offering free parking*

means we would have to find service savings of £1.3million somewhere." Local Authority

"I know it's quite a hot topic politically – they've got to balance it out between income for the council and footfall. I guess the idea is that the charge is so small that it won't have much impact on footfall." Local Authority

4.5.4 Furthermore, these council pressures were not always felt to be financial; in some cases, for example at Wrexham County Council, it was suggested that planned council sustainability schemes were likely to go on to have an impact on car parking charging. The council is currently working to promote sustainable travel, which was felt to rely, at least partly, on increasing car parking charges as a way of motivating people not to drive into the town centre.

"They're trying to switch the focus from the car being the primary mode of transport … they talked about Park and Ride, but to get people to shift onto Park and Ride, car parking charges would need to basically discourage people from using town centre parking." Local Authority

4.5.5 Denbighshire County Council were aware that the Welsh Government are willing to consider reducing the budgeted revenue expected from car parking, but only if the council could provide measurable evidence that reducing charges would have a positive impact on the local economy; the council noted they would struggle to do this.

"To be fair, the chief executive has publicly stated that he's not wed to having car parking charges and he's prepared to look at it, but he's only prepared to do that if he can be provided with a measurable and clear indication of the economic positive impact that it's having – I think we would really, really struggle to provide a compelling case to convince him that it's having such as positive impact on the economy that it's worth the cost." Local Authority

4.5.6 There is felt to be more flexibility when making changes to charging strategies in privately owned car parks, such as the NCPs funded by Swansea BID. They suggest that having the ability to work with, and listen to, local businesses enables them to make changes that have a positive impact on both the health of the local economy more generally, as well as on the revenue generated from the car park itself.

"It was working, but the businesses wanted us to change it because they wanted people to stay for more than an hour. So we changed it to £3 for 3hrs. So there's an element of flexibility based on having enough information." Swansea BID

4.6 Impact of car parking charges on town and city centre footfall

4.6.1 Measuring the impact of car parking charging on footfall

4.6.2 Among the local areas covered by the interviews, there are currently very few strategies in place for directly measuring the impact of car parking charging on footfall. That said, some councils have measures in place to monitor car park revenue against car park usage. Carmarthenshire County Council, for example, does this, particularly in relation to increases in car park charges. Each time they have increased the charges, they notice an immediate decrease in usage and revenue. However, over the course of a year, usage tended to return to what it was before the price increase, resulting in higher revenue. Over the last four years, they have taken a deliberately incremental approach to the amounts by which they have increased car park charges. It is easy to see that this same demand curve might not be replicated with especially large or small charge increases.

“We don’t consider that there’s a detrimental impact on footfall…the fact that there’s a new charge or an increased charge it doesn’t, in our experience, prohibit or diminish the use of the town centre by either commuters or shoppers. We’ve increased charges for the last four years.” Local Authority

4.6.3 Similarly, Newport City Council undertake formal research into footfall; a camera in the city centre is used to measure footfall on a monthly basis, which can then be analysed against car parking charging rates month by month.

Chart 7. Footfall in Newport town centre, March 2007- July 2014

The chart above sets out the weekly average count by month.
Each month comprises either four or five complete weeks, and complies with the definition used by the British Retail Consortium.
Source: Newport City Council

4.6.4 Chart 7 shows average monthly footfall levels in Newport from March 2007 to July 2014. It also shows when two significant changes were made to car parking charges. In December 2010, two hours free parking was introduced. Substantial redevelopment work was taking place in Newport town centre so the Local Authority decided to remove charges for parking up to two hours in order to encourage people to visit while the work was going on. This was left in place until February 2013 when budgetary pressures meant that they had to introduce a small charge, £1 for up to three hours, in order to cover the costs of running the car parks.

“In an ideal world, we’d have liked to have kept the 2 hours free parking but we just couldn’t do that…people are reluctant to pay for parking these days, particularly as we’re being attacked on two sides by the retail park and Cwmbran, the new town to the north of us…On the whole it is working.” Local Authority

4.6.5 This type of evidence is highly unusual amongst the Local Authority representatives interviewed. All were able to provide details of the changes that they had made to car parking charges but this was the only evidence available, beyond anecdote, which related them to robust measures of footfall. In addition, Newport City Council admit that they find it difficult to relate footfall and car parking charging directly, since there are so many other factors at play, such as the relocation of high street retailers.

4.6.6 Wrexham County Council also mentioned that they have some measures is place to measure car parking usage, rather than footfall specifically. For example, they look at the transaction data from Pay & Display machines and have interactive signs in some of their car parks which can be used to measure car park usage.

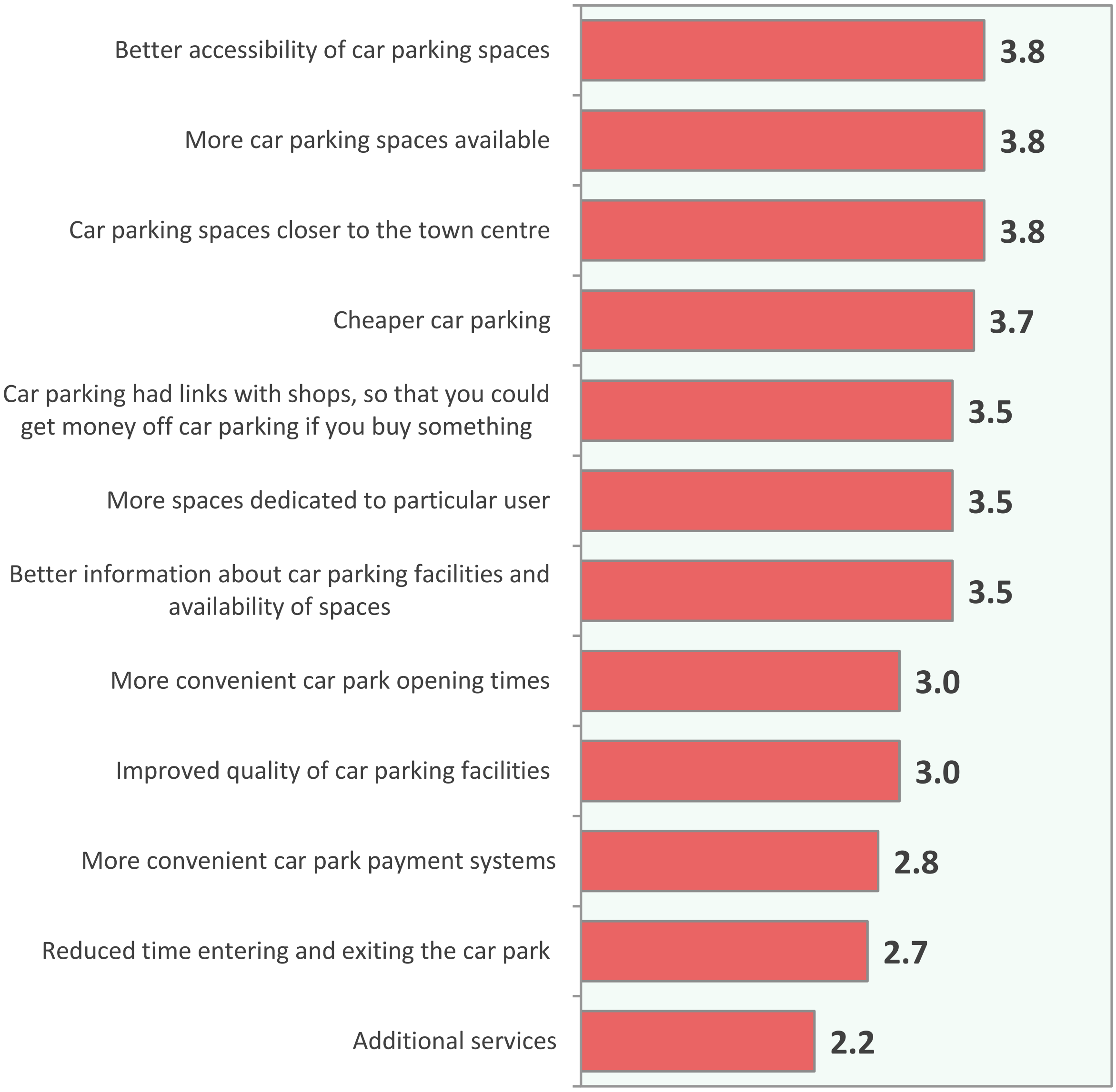
4.6.7 Over three-quarters of the business owners/ workers interviewed suggested that car parking options have an impact on the number of people coming into the town centre and therefore on their custom. It was noted that parking availability and cost were the biggest parking issues.

> *"It could be improved, the problem is the cost and the amount of car parking facilities which I think puts a lot of people off."* Business owner/ worker, Llanelli

> *"I've noticed the fall in custom, not just for us but the shopping centre and town as a whole. As well as the car parking going up they have also stopped a lot of bus services from the rural areas so we don't get as many people coming in via the bus services either." Business owner, Llanelli*

4.6.8 Our in-street survey provides more detail on the extent to which visitors attach importance to different, specific features of car parks and car parking strategies when deciding whether to visit town centres.

Chart 8. How much more or less likely are you to make more journeys to this town centre if there was/were…(mean score out of 5 where 1 is 'not likely' and 5 is 'very likely')



base = 208

4.6.9 Chart 8, above, shows the extent to which different features of car parks were more or less likely to encourage visitors to make journeys to the town centre in which they were surveyed. Visitors were most likely to say that they would visit the town centre if there were links between car parks and shops that could entitle them to discounts on car parking charges (62% of visitors say this). Visitors were next most likely to say that better accessibility of car parking spaces is important (60%) followed by there being more car parking spaces available (58%). Around half of visitors (52%) said cheaper car parking would encourage them to make more visits. Visitors in Newport were significantly more likely to say they would make more visits to the town centre across almost all of the statements, compared to all other locations.

4.6.10 Examples of car parking charging strategies that have had a positive impact on footfall

4.6.11 Several of the Local Authority representatives interviewed noted various charging strategies that had been, at least anecdotally, responsible for increased footfall in their town or city centres.

4.6.12 One example comes from Denbighshire County Council who, for the last few years, has offered a day of free parking during the Christmas period in each of their town centres. This was an attempt to encourage more people to come into the town do their Christmas shopping. Although there was no robust evidence to suggest that this initiative had an impact, it was felt by our contact at the Council that more people were coming into the town on those free days and were spending slightly longer there.

4.6.13 Furthermore, Denbighshire County Council trialled free parking after 3pm across all of their car parks with the aim of encouraging people into the town centres. Again, there was felt to be an impact, since footfall was perceived to be slightly higher than usual in the afternoons.

4.6.14 Newport City Council offered two hours free parking whilst there was construction work taking place in the city centre, ending in 2013, and suggested that footfall did increase because of it, as did local businesses in the area.

> *"It was noticeable when car parking charges were dropped that footfall did increase. And, when the charges were brought back in, footfall decreased a little." Local Authority*

> *"People do go to Cwmbran as it's free; that's where all the Newport people go now. But, when we do offer a cheaper deal for parking there is a pick-up - when they made two hours free we did see an increase, but it has levelled out now." Business owner/ worker, Newport*

4.6.15 Newport City Council also noted that when the charges were re-introduced, there was 'bad press' from both businesses and members of the public, suggesting that lowering car parking charging not only had a positive impact on footfall, but also on perceptions of the city, and its council, more broadly.

> *"When we introduced the free two hours, it actually went down very well. We did it while we were doing a lot of work in the city centre and there was a lot of disruption so we basically said, look, as a bit of a sweetener we'll introduce that. Last year, the charges were brought back in. That had negative press, obviously, because people obviously like something for free." Local Authority*

4.6.16 The local businesses surveyed in Newport suggested that the free parking strategy in Cwmbran was working so successfully that it drawing trade away from Newport.

> *"If you go to Cwmbran it's free parking and there are hundreds of car park spaces and it's only five to ten minutes' drive from Newport. It has a terrible impact on Newport - we prefer to go to Cwmbran." Business owner/ worker, Newport*

> *"Cwmbran is somewhere it works well - in the town centre they have free parking." Business owner/ worker, Newport*

4.6.17 Another example comes from Llanelli where one business owner/ worker interviewed saw a significant increase in sales as a result, at least partly, of a free parking strategy.

> *"Two weeks ago we had a Retrofest (local festival) and for the two days it was on the parking was free in the whole of the town and we nearly tripled our business." Business owner/ worker, Llanelli*

4.6.18 In Swansea, it was suggested that marketing any car parking charging changes in the right way is particularly important in maximising impact on footfall. The Swansea BID knew that the people coming into Swansea city centre from more remote parts of West Wales were more likely to be staying for a longer period of time than people living closer to the town. Therefore, they implemented various schemes to appeal to these people, for example, a loyalty card at the NCP car parks or including a voucher for a coffee shop in the city centre with the parking ticket to encourage people to spend longer in the city. The latest NCP statistics showed that, on average, people are staying for longer in the car park.

"People are now staying into hours two, three and beyond." Swansea BID

4.6.19 Examples of car parking charging strategies that have had a negative impact on footfall

4.6.20 A few of the Local Authority representatives interviewed also suggested that changes in car parking charging could also have a more detrimental impact on footfall.

4.6.21 Denbighshire County Council and Wrexham County Council both tried offering completely free parking in their car parks and found several of the parking spaces were consequently used up by people working in the towns, reducing the number of spaces available for shoppers/ visitors. As a result of this, they suggested that if they wanted to implement a similar scheme in future, it would need to be in a way that prevented the same thing happening, for example only offering the first few hours for free.

4.6.22 Furthermore, the aim for the free parking strategy in Wrexham's case was to encourage new visitors to come into the town centre. This was not achieved, since town workers were taking up the spaces.

"We had a multi-story car park with historical usage around 45-55% … we wanted to try to support the local businesses, so we made one of the multi-story car parks free. And that car park over a short period of time became around 100% full, so you were almost a victim of your own success. People were going in there trying to park, but were just circling and never getting a space." Local Authority

"The scheme was intended to bring new visitors into the town centre. Anecdotally, it was used by staff; workers in the town centre took advantage of it for the free parking, so whilst it made the car park busy it didn't generate the new business it was intended for. We still do that now, but only after 3pm." Local Authority

"Straight free parking in a lot of our town centres is not the thing to do … partly because the experience where we've done things like that before is what tends to happen is all the shop workers come and fill up all the spaces and stay there all day. So if we were going to do something, we'd have to do it in a way that would prevent that sort of thing happening. So it might be that the first 4 hours are free or whatever." Local Authority

4.6.23 Car park charging was also felt to have an impact on the towns and cities in which businesses choose to locate themselves in, which in turn has an impact on footfall.

"Car parking has a knock-on effect on businesses coming into the area – they certainly consider it because if it's cheaper or free car parking, you're going to get more users." Swansea BID

4.6.24 Newport City Council suggested that several local businesses felt that car parking charges were partly responsible for driving shoppers out of the city centre to find cheaper, alternative options.

"All the retailers want us to abandon charges altogether…. That's not going to work economically for us because we need to maintain the structures." Local Authority

4.6.25 Whilst, clearly, there are some example of charging strategies that have had a notably negative impact on footfall, there was a sense among a few of the Local Authority representatives interviewed that charging has very little impact on footfall altogether. For example, Denbighshire County Council dropped the car parking charges in some of their towns for a period of time and did not see any change in footfall.

"In some towns we did drop the parking charge for a while, but it didn't seem to have any measurable impact on footfall or performance of the town centres." Local Authority

4.6.26 Furthermore, the councils from smaller towns in particular suggest that their car parking charges are so minimal that the impact charging has on shoppers' decision to come into the town centre and the length of their stay is likely to be fairly low.

"It's not big money that we ask in terms of car parking. I don't know that removing that is going to make a huge difference." Local Authority

"I'm not convinced that putting the car parking charges down to zero is going to have much of an impact – you may attract a few more, but it's not going to be considerable." Local Authority

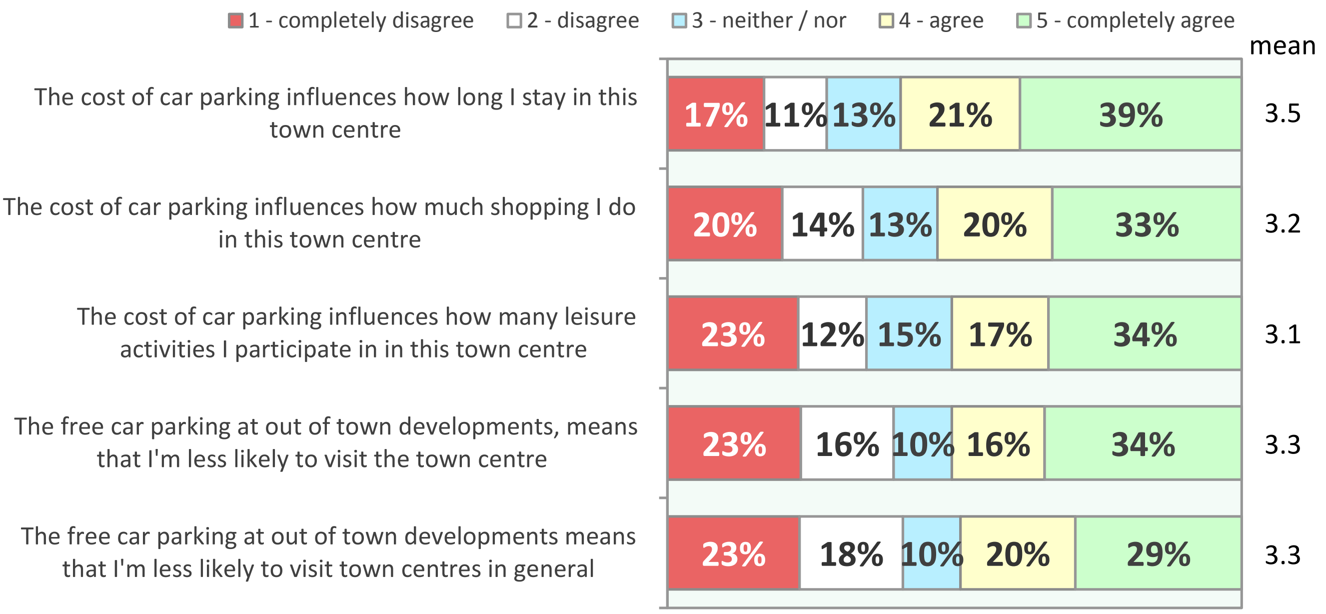
4.6.27 However, even if charging was felt to be have a minimal impact in these areas, it was also suggested that there is a 'tipping point'; where if parking charges were to be increased considerably, people would be likely to start avoiding parking in the town centre for that reason.

"We don't consider that there's a detrimental impact on footfall…the fact that there's a new charge or an increased charge doesn't, in our experience, prohibit or diminish the use of the town centre by either commuters or shoppers. We've increased charges for the last four years. However, we don't think we can impose any further charge increases after the first of January next year. This is our opinion. We feel that we have reached a threshold and we don't intend, as officers, to promote a future recommendation to make more money for the council. We think that we have reached the maximum that we can possibly charge." Local Authority

4.6.28 In our survey, visitors were asked about the relationship between car parking charges and their behaviour in relation to visiting the town centre. In particular, they were asked about the extent to which it would influence their decisions to visit the out of town developments with free parking, the time they would stay in the town centre, the amount of shopping they do, and the number of leisure activities they participate in.

4.6.29 Chart 9 shows the extent to which visitors agree with statements about the relationship between car parking and their behaviour in the town centre. It shows that they were likely to agree (60%) that the cost of car parking influences how long they stay in the town centre in which they were surveyed. They were also likely to agree that the cost of car parking is related to their spending in the town centre (53%). 50% of visitors agreed that the free parking at out of town developments means that they were less likely to visit a particular town centre and also that the cost of parking was related to their use of leisure facilities in the town centre. They were least likely to agree that the free parking at out of town developments means they were less likely to visit town centres in general (49%).

Chart 9. How much do you agree or disagree with the following statement?



4.6.30 Visitors in Newport were significantly more likely to agree with all of the statements, while visitors in Aberystwyth were significantly less likely to agree with all of the statements. In addition, other notable significant differences between sub-groups include:

- People who are visiting for food shopping were less likely to agree that the cost of car parking influences how much shopping they do in this town centre.
- People who are in town for a business appointment are less likely to agree that the cost of car parking influences how long they stay in this town centre.
- People who travelled by bus are less likely to agree that the cost of car parking influences how long they stay in this town centre.

4.6.31 The role of out of town retail developments

4.6.32 As mentioned previously, out of town developments were unanimously cited as being, at least partly, responsible for having a detrimental impact on footfall and business trade in the town and city centres.

4.6.33 The fact that most of these developments offer free parking was felt to give shoppers a reason to go to them over the town or city centres. However, it was noted that the free parking was one of several motivating parking factors, including better availability of spaces and easier navigation around the car parks. Car parking was also not felt to be only reason for people going out of town; the increased retail offering was noted as the determining factor.

"The free parking is a factor, but I don't think it's the determining factor. I think people are choosing to go there [Cheshire Oaks Designer Outlet] because of the range of shops and goods that are available. That's allied with being able to park quite easily." Local Authority

"In Llanelli, the decision was taken years ago to create an out of town shopping area, which has been a roaring success, but it has had a detrimental impact on the town centre…so we are struggling and we are focussing on amenity and leisure; markets and so on." Local Authority

4.6.34 The business owners/ workers interviewed felt the impact of car parking charging on footfall generally, which can in turn have a negative impact on their custom. There is a general acknowledgement, among the businesses interviewed, that people are replacing town centre shopping trips with ones to out of town developments, since parking is free and much less of a hassle.

"It has limited the amount of people who actually come in to the town centre. I know people whose businesses have been affected by this. We have an out of retail area where parking is free so people tend to go there instead as they don't have to walk far or pay." Business owner/ worker, Llanelli

"It makes a huge difference to us. People are having to park out of town and either walk or get a lift to reach us... If you go to the next town, Cwmbran, it's all free parking, which has also reduced the number of customers coming into the town centre." Business owner/ worker, Newport

"They have an effect as people moan about the car parking and go elsewhere where it is free such as the craft centre, the Tescos and Co-op for around 2 hours. They tend to go there and not get to our end of town." Business owner/ worker, Ruthin

"A lot of them do go to the out of town areas due to free parking there and also more spaces." Business owner/ worker, Llanelli

4.6.35 The survey results shown above in chart 9 indicate that around 50% of visitors, to town centres, overall, agree that out of town developments make it less likely that they will visit the town centre. This feeling is more pronounced amongst people in Newport and people aged 25-44. It is less pronounced amongst people in Aberystwyth and people who had travelled over 16 miles to get to the town centre in which they were surveyed.

4.7 Best practice and recommendations

4.7.1 A consistent recommendation coming out of our stakeholder interviews was the importance of considering the nuances of any town or city centre and tailoring car parking charging strategies to reflect these. For example, it is generally felt that the better the retail offering in an area, the more people will be willing to pay for parking.

4.7.2 Furthermore, the type of people parking in the town or city centre must be considered, for example offering blanket free parking in areas where there are high numbers of businesses is unlikely to draw in more shoppers, since the free spaces are taken up by workers. As a few of the councils have suggested, these charging strategies have worked most effectively when taking this into account, for example only offering free parking before or after a certain time during the working day.

"You've got to look at what the town or city offers first of all and then tailor your car parking charges to that offer. So, for example, if you're Cardiff and you offer hundreds of shops and businesses then you could get away with charging a bit more because the demand is there and people will be willing to pay more. If you're like Newport and your city centre is struggling, then you've got to be careful in terms of your car parking charges … It's about matching demand and supply and finding an equilibrium." Local Authority

"My view is that it's the offering that's probably having the biggest impact. It's very easy to pick on the Local Authority and say that you are at fault because you are charging for parking … people will go where there's an offering … my wife wouldn't contemplate the town centre because it hasn't got the offering … the quality of the offering." Local Authority

"Each town, each location, is quite unique and you have to take into account your localisms … you have to look at the mix you've got, the sort of business you've got, rather than being able to lift what works for Wrexham and take it somewhere else." Local Authority

4.7.3 Several of the business owners/ workers interviewed also acknowledge this issue and suggested that more parking should be made available solely for worker use, to avoid shopper spaces being taken up.

"I would make the loading bays permit able for businesses not just for big vehicles. Any business should be able to offload as they might only be around the corner or next door. I would designate an area where business people can park in Aberystwyth." Business owner/ worker, Aberystwyth

4.7.4 It is also felt to be important to approach car parking charging as part of the parking offering as a whole. For example, the location of the car parks, availability of spaces, signage etc. must be considered and are often noted as being of more significance to the local economy than charging itself.

"If I compare Cheshire Oaks to Rhyl, I can see that rather than the charges being the issue it's that in Rhyl you get stuck in traffic and have to drive round. So if you spend ten more minutes in the car, you'll be in Cheshire Oaks and can easily park." Local Authority

4.7.5 Also felt to be particularly important, from a council point of view, is finding a compromise between generating sufficient revenue through car parking charging, and keeping charges at a rate that will not alienate shoppers and drive them out of the town or city centre.

"I'd have liked to have kept the two hours free car parking, personally, I think that helps, that did help immensely. But financial realities just wouldn't let us do that. I think we've come to a good compromise." Local Authority

4.7.6 Some councils also highlighted the need to make changes in a gradual way, to avoid rash changes being made, which are more likely to have more dramatic impacts on the local economy, and may later have to be changed anyway.

"Incremental has worked. We haven't noticed a severe dip in income. I would recommend incremental changes over a number of years." Local Authority

4.7.7 It is also felt to be particularly important to consider the more specific impacts of changes to charging strategies, especially with regard to the types of people using the car parks. For example, Wrexham County Council's free parking scheme resulted in the 'wrong' type of people (i.e. town centre workers) taking up spaces, which contradicted the council's longer term goal of bringing new visitors into the town.

"Free after 12pm had a positive outcome and it would have been really positive for the town centre had it been new visitors and shoppers, whereas it was town centre workers that took advantage." Local Authority

4.7.8 Several of the Local Authority representatives interviewed also emphasised the importance of engaging with local business' in the town or city centre, since they were felt to know their customers best and therefore are likely to understand effective ways of encouraging them to come into the town centre. This recommendation, reflects the notion that car parking is part of a mix of things that have an impact on the overall health of the local economy – the more that councils can work with other stakeholders invested in the local economy, the more likely they are to have the tools to build a holistic plan that considers car parking from the view of all the parties who need to benefit from it.

"Listen to the businesses, because they know what makes the town centre tick. Have a robust offer, nice and simple – cheap, free, whatever you've got to do to get people in, but at the same time you've got to have the retail offer to get them in. It's a mix." Swansea BID

4.7.9 Several of the local businesses surveyed suggested implementing periods of free parking to encourage shoppers into the town centres; they had noted this strategy working well in other towns/ areas of the town and were confident that free parking is one way of providing an appealing offer to shoppers – particularly considering the need to compete with out of town retailers who offer free parking and good parking availability.

"It's vital to encourage people to shop in town centres for the businesses in the centre". Business owner/ worker, Newport

"I would make it free, that's why people go to places like the craft centre. In our town the centre has hills that go up from either side, the car parks are at the bottom so if they offered an hour or half an hour free more people would come." Business owner/ worker, Ruthin

"Lower the parking charges and provide more spaces. It's mainly parking keeping people away." Business owner/ worker, Aberystwyth

"I would offer free parking especially on the weekend and again open the council car park on weekends." Business owner/ worker, Ruthin

5. Conclusions and recommendations

5.1 Conclusions

5.1.1 The impact of car parking charging on town centre footfall is clearly a contentious topic. Much of the debate is rooted in the fact that car parking charging is a complex issue and one that is part of a mix of factors that affect the impact of car parking more generally, as well as the health of local economies at a more macro level. For example, issues around sustainability, town or city centre offering and location, and government and Local Authority budgets to name a few.

5.1.2 The literature review and primary research indicated that car parking charges are only one of a number of factors at play in influencing footfall and town centre vitality. It showed that organisations with agendas as diverse as the Federation for Small Businesses and Sustrans share the view that an integrated approach to transport policy is needed, and which is tailored to the needs of local economies. One local authority admitted that it would "really, really struggle to provide a compelling case" that reducing charges would have a positive impact on the local economy, despite their chief executive's openness to cheaper parking. In addition, the people surveyed indicated that a number of factors are important as parking costs when making decisions about whether to travel to a town centre or how long to stay there. Overall, this research has indicated that the following parking related factors are important determinants of people's behaviour in relation to town centres.

- Availability of spaces
- Restrictions on parking (i.e. how long people can park for)
- Proximity of parking to intended destination
- Traffic flow
- Signage
- Overall retail offering
- Out of town retail offering
- Out of town parking charges
- Price of car parking
- Security of car park
- Incentives for parking

5.1.3 These factors are subject to ongoing changes, making it difficult to determine the extent to which they are responsible for changes in behaviour. Our survey also indicated that, while people did agree that car parking charges affect their behaviour, convenience is also a critical factor. In addition, the accessibility of spaces, the number of spaces, and the proximity of parking to the town centre were all shown to be as important as cost.

5.1.4 Most of the Local Authorities interviewed as part of this research mentioned that the car parking charging strategies they put in place tended to remain consistent for at least a couple of years, although most of them have implemented trial schemes during that time. However, only one Local Authority has actually used findings from the trial to inform car parking policy. It was also noted that the strategies chosen were influenced by a number of factors, including the requirement for revenue generation, budgetary constraints and business and visitor needs.

5.1.5 Whilst there is not much existing quantitative evidence on the impact that car parking charging has on footfall, it is possible to identify clear examples, at least anecdotally, of where charges have had either a positive or negative impact on footfall and business custom. For example, **whilst a 'blanket' free parking strategy has been suggested to**

encourage more car park users, these were generally found not to benefit target visitors (for example town centre workers who were taking up the spaces all day, rather than shoppers) and consequently had a surprisingly negative impact on footfall. Contrastingly, another Local Authority implemented this type of scheme during their Christmas shopping period and found that footfall, of people coming into the town specifically to shop, increased.

5.1.6 Furthermore, our survey showed that **visitors suggested that car park charging was likely to have an impact on how long they decided to stay in the town centre and, consequently, how much they would spend whilst there**.

5.1.7 So, whilst there is evidence to suggest that car parking charges do have an impact on decisions about whether or not to drive into a town centre and behaviours once in the town centre, **general availability of spaces and the extent to which the car park is likely to be busy are often felt to be more important factors than cost in their overall decision about visiting**.

5.1.8 As the examples above suggest, the impact that similar charging strategies can have in different town or city centres emphasises the point that **charging must be tailored to the demographic and retail/ business offering nuances of the local area, in order to optimise the positive impact that charging has on footfall and the overall health of the local economy. Remaining engaged with the key stakeholders involved in the local economy**, for example business owners, shoppers, council members etc., is also key to ensuring the optimum charging strategies are adopted.

5.2 Recommendations

5.2.1 **Car park charging should not be viewed in isolation from other factors (availability of parking, signage, traffic flow) which affect willingness to drive in town centres**. An overall systemic approach could be taken to future research which examines this complex interplay, rather than one aspect of it. Further quantitative research with visitors, potential visitors and businesses would allow for robust trade-off testing of potential parking packages and these could be modelled to determine the strategies which are most likely to improve footfall.

5.2.2 **Local Authorities should be encouraged to consider the impacts of car parking charges in the broadest possible sense, particularly if their primary goal in changing them is to generate revenue.** They should engage with key stakeholders involved in the local economy when changing their car park charges, for example business owners, shoppers, council members etc. This is key to ensuring the optimum charging strategies are adopted.

5.2.3 **Local Authorities should be encouraged to collect more robust data on the impact of car park charging in their areas**. This will help further planning around car park charging, both at the local and national level.

5.2.4 In developing solutions to encourage greater town centre footfall **the Welsh Government should work closely with Local Authorities and business groups to develop parking strategies** that

- take into account other key decision-making factors (e.g. availability of spaces, parking restrictions, car park security etc.) and
- protect sustainable revenue income for councils

5.2.5 In addition a one size fits all approach to parking strategy is unlikely to work across Wales. The Welsh Government will need to work with Local Authorities to **develop parking strategies that factor in local nuances** around town centre layout and retail offer which differ between locations. For example, in some areas strategies will need to focus more on parking availability or cost, while in other areas it will be more important to focus on promoting the retail offer in town centres vs. the out-of-town offer.

Appendix A: Literature review sources

www.aberdareonline.co.uk
www.bbc.co.uk
www.britishparking.co.uk
www.bstracts.aetransport.org
www.cambrian-news.co.uk
www.carmarthenjournal.co.uk
chrisabruns.blogspot.co.uk
www.dailyrecord.co.uk
www.democracy.anglesey.gov.uk
www.english-heritage.org.uk
www.fsb.org.uk
www.gov.uk
llanblogger.blogspot.co.uk
www.llanellistar.co.uk
www.newsWales.co.uk
online.carmarthenshire.gov.uk
www.senedd.assemblyWales.org
www.southWalesargus.co.uk
www.southWalesguardian.co.uk
www.sustrans.org.uk
towns.org.uk
www.tfl.gov.uk
www.theguardian.com
www.thisismoney.co.uk
www.vale4business.com
www.Walesonline.co.uk
www.whitchurchherald.co.uk
www.workplacelaw.net

Appendix B: Stakeholder interview discussion guide

13030M / WELSH GOVERNMENT ASSESSING IMPACT OF CAR PARKING CHARGES ON TOWN CENTRE FOOTFALL
TELEDEPTH DISCUSSION GUIDE

Introduction and Warm-up	
Setting the scene / ground-rules	Moderator introduces self Explain what the interview is going to entail – talking about local area in general and parking issues, e.g. charges, specifically **No right/ wrong answers** Interview will be audio recorded Anonymity is assured
Respondent introduction	Job title? How long been working in that role? (*PROBE: ESTABLISH HOW ROLE RELATES TO CAR PARKING)*
Section 2 – Setting the scene; the local area/ economy	

	• What would you say are the key things in the area that benefit the economy? Why do you say that?
	    ○ (Moderator also to probe re the strengths of the local economy)
	• And, what about the things that are making it more difficult to keep the local economy healthy? Again, why do you say that? (If brought up, moderator to steer conversation away from complaints against Welsh Government esp. re business rates)
	    ○ (Moderator to also probe re the weaknesses of the local economy)
	• Thinking about the town centre in particular, what (if anything) do you see as threatening it? Why do you say that?
	• And, what about any opportunities? Why do you say that?
	• How do you think that your car parking strategy is affected by the local economy?
	• And does it work the other way round? i.e. do you think that the local economy is affected by car parking?
	• To what extent do you feel car park charging is a hindrance on the local economy and why?
	• To what extent does car park charging prevent businesses coming to the town centre and why?

Section 3 – Car parking the local area	
	• OVERVIEW OF CAR PARKING STRATEGY – CAPACITY/OWNERSHIP (Local Authority v Private)/Responsibility • Does the LA have a car parking strategy? When was it created? etc. (Moderator to ask whether it's possible for us to be sent a copy of the strategy to help with our research) • What, if any, changes to car parking charges has your council implemented? *(MODERATOR TO PROBE RE EXACT CHANGES THAT WERE MADE. IF NOT MENTIONED PROBE…)*

  - Any changes to **pricing structure** (for short vs. long term parking, parking on weekdays and weekends, parking at peak and off-peak times)?
  - **Technologies** (e.g. single-space meters, pay and display, pay on exit, barrier operated etc.)?
  - **Payment systems** (e.g. cash, credit card, remote pay, pre-pay vouchers etc.)?
  - **Enforcement/ fines**?
- Out of town development with free parking – how has this impacted on
  - A) the town centre?
  - B) the car parking strategy?
- Why were these changes made/ was this scheme implemented *(e.g. budgetary pressures, opposition from local community, with a view to increase footfall etc.)*?
  - Were there any constraints on the council's ability to make changes to its car parking strategy (e.g. existing contracts)?
- And how exactly did you implement these schemes? *(PROBE FULLY)*
- Do you know of any other councils who made similar changes? Did this/ would this have helped you make a decision about which schemes to implement?
- Do/ did you have any way of measuring the success of implementing your scheme(s)?
  - What about in relation to footfall in the town centre specifically?
- Do you have any evidence about the impact these schemes have had on the local area?
  - *(MODERATOR TO PROBE AROUND FOOTFALL, TIMES THAT PEOPLE CHOOSE TO VISIT THE TOWN, LENGTH OF VISIT TO TOWN CENTRE, OPINIONS OF LOCAL BUSINESSES ETC)*
  - And what about any impact on specific types of people visiting the town centre (*MODERATOR TO PROBE AROUND THE ELDERLY, YOUNG, SHOPPERS, COMMUTERS, LEISURE USERS)?*
- Do you think that the changes that have been made have been a success?
  - Why/ why not?
  - How do you measure success?
  - Is there anything that would you have done differently, and why?
- Are you aware of any car parking charge schemes that have been particularly successful in other areas of Wales? And what about outside of Wales?
  - Any that have been less successful? (Again, moderator to prove re in and outside of Wales)

Section 4 – Suggestions for improvements/ best practice

	• Considering everything that we've been talking about so far, if you were to advise other councils on car parking charging, what would you say? Why? *(PROBE FOR THE KEY LEARNING)* • Is there anything that you would tell them to avoid doing? Why?
Conclusion	
Additional comments	• Is there anything else that you would like to say to the Welsh Government on the subject of car parking? • Is there anyone else who you think it might be useful for us to talk to on the subject of car parking? This could be people you work with or local business owners etc. (Moderator to collect details: phone number and email address)

Appendix C: In-street survey questionnaire

Project number	**13030M**
Project name	Assessing impact of car parking charges on town centre footfall
Questionnaire type	PAPI

Screener

S1 Interviewer record location

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Aberystwyth	24%	QUOTA 50
2	Llanelli	27%	QUOTA 50
3	Newport	24%	QUOTA 50
4	Ruthin	25%	QUOTA 50

S2 Can I just check, how did you travel into the town centre today?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Car (driver)	77%	S3 (QUOTA 35-40 per location)
2	Car (passenger)		CLOSE
3	Taxi		CLOSE
4	Bicycle		CLOSE
5	Motor bike		CLOSE
6	By foot		CLOSE
7	Bus	21%	S4 (QUOTA 10-15 across bus and train, in each location)
8	Train	1%	
9	Other		CLOSE

S3 Where did you park when you drove into the town centre today?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Free on-street parking	24%	S4
2	Paid for on-street parking	4%	S4
3	In a free public car park	21%	S4

4	In a paid for public car park	51%	S4
5	In a private business/ office car park		CLOSE
6	At a residential property (i.e. someone's house)		CLOSE
7	Other		CLOSE

S4 Interviewer code gender **(Do not read out)**

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Male	43%	GOOD SPREAD
2	Female	57%	

S5 Interviewer code (age)

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	16-19	2%	Go to A1
2	20-24	5%	
3	25-34	13%	
4	35-44	18%	
5	45-54	22%	
6	55-64	19%	
7	65 or over	22%	
99	Not willing to say		

Section A – Visiting the town centre

A1 How often do you travel into this town centre?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Daily	24%	Go to A2
2	Weekly	48%	
3	Less than once a week	7%	
4	Once per month	7%	
5	Less than once per month	10%	
6	First visit	5%	

99	Don't know	0%	

A2 What is the <u>main</u> reason for your visit to the town centre today?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	For work	18%	Go to A3
2	For education		
3	To visit friends or relatives	5%	
4	Personal business or appointment (e.g. doctor, visiting solicitor, passport office etc.)	18%	
5	Family occasion	1%	
6	Leisure	9%	
7	Shopping for food	13%	
8	Non-food shopping	5%	
9	Other	4%	
99	Prefer not to say		

A3 Are there any other reasons that you visit this town centre in general?

Multicode – TICK ALL THAT APPLY

Code	Text	% response	Instructions
1	For work	2%	Go to A4
2	For education	1%	
3	To visit friends or relatives	14%	
4	Personal business or appointment (e.g. doctor, visiting solicitor, passport office etc.)	17%	
5	Family occasion	3%	
6	Leisure day trip or leisure journey	9%	
7	Shopping for food	33%	
8	Non-food shopping	40%	
9	Other	7%	
99	Prefer not to say		

A4 Why did you decide to travel to this town centre for <insert response from A2> today instead of somewhere else?

Can multicode – TICK ALL THAT APPLY

Code	Text	% response	Instructions
1	It's a more convenient location (i.e. it's closer to where I live/ easier for me to travel to)	61%	Go to A5
2	The selection of shops is better	4%	
3	The parking charges are lower	0%	
4	It's easier to find a parking space	1%	
5	I had no other choice / I could only travel to this location	15%	
6	I work in the area	12%	
7	Other (specify)	12%	

A5 Which mode of transport do you use most often to travel into this town centre?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Own car	80%	Go to A6
2	Taxi	1%	
3	Bicycle	0%	
4	Motor bike	0%	
5	By foot	1%	
6	Bus	16%	
7	Train	1%	
9	Other	0%	

A6 How far did you travel to come into this town centre today?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Under 1 mile	6%	Go to A7
2	1-5 miles	46%	
3	6-10 miles	23%	
4	11-15 miles	9%	
5	16-20 miles	6%	

6	Over 20 miles	11%	

A7 Roughly how long (in minutes) did it take you to travel to this town centre today?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Less than 5 minutes	4%	Go to B1
2	5-10 minutes	25%	
3	10-15 minutes	20%	
4	15-20 minutes	18%	
5	20-25 minutes	10%	
6	25-30 minutes	7%	
7	30-45 minutes	10%	
8	45-60 minutes	2%	
9	60-90 minutes	1%	
10	Over 90 minutes	3%	

Section B – Car parking in the town centre

B1 **(ONLY ASK THOSE WHO CODE 7 or 8 AT S2)** Which of the following statements do you think best describes you?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	I travelled into the town centre by bus/ train because it's more convenient than other options, such as driving	64%	Go to B2
2	I travelled into the town centre by bus/ train because it's cheaper than paying for parking	2%	
3	I travelled into the town centre by bus/ train because it's easier than finding/ waiting for a car parking space	0%	
4	Car parking didn't come into my reasons for choosing the bus/ train	19%	
5	Other reason	15%	
99	Don't know	0%	

B2 **(ONLY ASK THOSE WHO CODE 1 AT S2)** On a scale of 1 to 5 (where 1 is not at all important and 5 is very important) how important are each of the following things when considering whether to drive to the town centre and park there?

(Tick in boxes below)

	1 – not at all important	2 – fairly unimportant	3 – neither important nor unimportant	4 – fairly important	5 – very important	Don't know	Instructions
General Availability of spaces	4%	3%	3%	13%	78%	0%	Go to B3
Price of the parking ticket/ meter	6%	5%	10%	19%	61%	0%	
Distance from car park to the town centre	7%	7%	9%	20%	56%	0%	
How busy the car park is/ is likely to be	4%	7%	7%	21%	61%	0%	
Opening times of car parks	14%	8%	21%	14%	43%	0%	
Car parking security	9%	4%	18%	11%	58%	0%	

B3 **(ASK ALL)** On a scale of 1 to 5 (where 1 is highly unlikely and 5 is definitely more likely), how much more or less likely are you to make more journeys to this town centre if there was/ were…

(Tick in boxes below)

	1 – highly unlikely	2 – fairly unlikely	3 – neither more nor less likely	4 – fairly likely	5 – definitely more likely	Don't know	Instructions
More car parking spaces available	8%	3%	31%	19%	39%	0%	
Cheaper car parking	8%	6%	35%	12%	40%	0%	
More convenient car park payment systems e.g. text to pay	26%	12%	34%	9%	18%	0%	
Car parking spaces closer to the town centre	10%	7%	27%	21%	35%	0%	
More convenient car park opening times	18%	7%	47%	11%	18%	0%	Go to B4
Improved quality of car parking facilities e.g. security, lighting etc.	14%	6%	40%	19%	21%	0%	
Additional services e.g. car cleaning	47%	11%	30%	6%	6%	0%	
Reduced time entering and exiting the car park	22%	5%	48%	14%	11%	0%	
Better accessibility of car parking spaces	11%	4%	25%	24%	36%	0%	
Car parking had links with shops, so that you could get money off car parking if you buy something	16%	7%	21%	24%	32%	0%	
Better sized car parking spaces	13%	4%	21%	16%	46%	0%	
More spaces dedicated to particular user e.g. more spaces for disabled people or spaces for people with young children	15%	5%	32%	13%	35%	0%	
Better information about car parking facilities and availability of spaces	13%	6%	34%	14%	32%	0%	

B4 On a scale of 1 to 5 (where 1 is completely disagree and 5 is completely agree), how much do you agree or disagree with the following statement?

(Tick in boxes below)

	1 – completely disagree	2 – disagree	3 – neither agree nor disagree	4 – agree	5 – completely agree	Don't know	Instructions
The free car parking at out of town developments, means that I'm less likely to visit this town centre	23%	16%	10%	16%	34%	0%	Go to C1
The free car parking at out of town developments means that I'm less likely to visit town centres in general	23%	18%	10%	20%	29%	0%	
The cost of car parking influences how long I stay in this town centre	17%	11%	13%	21%	39%	0%	
The cost of car parking influences how much shopping I do in this town centre	20%	14%	13%	20%	33%	0%	
The cost of car parking influences how many leisure activities I participate in in this town centre	23%	12%	15%	17%	34%	0%	

Section C – Demographics

C1 What is your working status?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Working full time (30+ hours per week)	41%	GOOD SPREAD Go to C2
2	Working part time (up to 29 hours per week)	17%	
3	Full time education	3%	
4	Retired	25%	
5	Looking after the home	9%	
6	Full time carer	0%	
7	In training		
8	Other	4%	
9	Not willing to say		

C2 Which ethnic group do you fall into?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	White British	55%	Go to C3
2	White Welsh	41%	
3	Other white	2%	
4	White & black Caribbean	0%	
5	White & black African		
6	White & Asian		
7	Other mixed		
8	Indian		
9	Pakistani		
10	Bangladeshi		
11	Other Asian		
12	Caribbean		
13	African	0%	
14	Other black	0%	
15	Chinese		
16	Other		
17	Not willing to say		

C3 Do you or does anyone in your party have any of the following conditions or impairments? (Tick all that apply, includes problems due to old age)

Multicode – TICK ALL THAT APPLY

Code	Text	% response	Instructions
1	No conditions or impairments	80%	
2	Mobility	13%	
3	Sight	2%	Go to C4
4	Hearing	1%	
5	Other	4%	
6	Don't know		
7	Refused		

C4 Which of the following best describes your party on this visit?

Single code – TICK ONE ONLY

Code	Text	% response	Instructions
1	Visiting alone	66%	
2	A couple	13%	
3	Family - with young children	10%	
4	Family - with older children	5%	
5	Family - with young and older children	1%	
6	Family - without children	0%	
7	Friends	1%	
8	Organised group / society		
9	Other	1%	

Gadewir y dudalen hon yn wag yn fwriadol

REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 4TH JULY 2017

SUBJECT: UPDATE ON THE TASK AND FINISH GROUP REVIEW OF THE OPERATION AND MANAGEMENT OF HIGHWAY OWNED COUNCIL CAR PARKS

REPORT BY: ACTING DIRECTOR OF CORPORATE SERVICES AND SECTION 151 OFFICER

---

1. PURPOSE OF REPORT

1.1 To consider the findings to date and agree the next stage of the review by the Scrutiny Committee Task and Finish Group set up to examine the operation and management of highway owned council car parks.

2. SUMMARY

2.1 This report outlines the work undertaken by the task and finish group and seeks views of the Regeneration and Environment Scrutiny Committee in respect of completing this project.

3. LINKS TO STRATEGY

3.1 The operation of scrutiny is required by the Local Government Act 2000 and subsequent Assembly legislation.

3.2 This review of Highway owned car parks within Caerphilly County Borough contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:

- A prosperous Wales
- A Wales of cohesive communities
- A globally responsible Wales

4. THE REPORT

4.1 The Regeneration & Environment Scrutiny Committee endorsed a proposal at its meeting on 29th March 2016 to establish a task and finish group to consider the operation and management of highway owned council car parks within Caerphilly County Borough.

4.2 The report to the Scrutiny Committee suggested that the task and finish group consider the following questions:

- What are the main objectives for the Council in applying parking charges in the Council's Highway owner car parks?

- Is the current parking regime and parking tariffs across the borough still appropriate to meet these objectives?
- Is the application of current legislation still appropriate?
- Is the current enforcement regime still appropriate to meet the Council's objectives?
- Is the current level of provision and use of the CCTV system still appropriate?
- Is the current level of provision across the towns and villages still appropriate?
- Is the current parking regime and parking tariffs across the towns and villages still appropriate to meet the Council's requirements?
- Are the current concessions for traders still appropriate?
- Should free parking concessions be introduced?
- Should tickets be transferable?
- Does the current use of resident and business permits remain appropriate?
- Is the current approach to trading, markets and events still appropriate?
- Should there be concessions for schools?
- Is the current proposal for a concession for disabled users still appropriate?
- Is the current payment method still appropriate?
- What alternative/additional payment options should be considered for the future?

Membership

4.3 The following members were appointed to the task and finish group, in the first instance:

Councillor L Aldworth
Councillor J Bevan
Councillor N Dix - Chair
Councillor C Elsbury
Councillor R Gough – Vice Chair

4.4 However subsequent to this Cllr N. Dix, having resigned from the Labour Group was no longer a member of the scrutiny committee. The scrutiny committee were also informed that because of the size of the group there were instances where only three members were in attendance at meetings. Therefore Regeneration and Environment Scrutiny Committee were asked to nominate additional members to the group. The additional nominees were:

Councillor M Adams
Councillor L Harding – subsequently withdrew.
Councillor D Price

4.5 Following the appointment of the additional members, Cllr N Dix re-joined the task and finish group having formally joined the Independents group and being appointed to the scrutiny committee.

FINDINGS

4.6 The Task and Finish group agreed at its first meeting the Terms of Reference for the review would be as follows:

'to determine if the current strategy and regime for the management and operation of the Councils Highway owned off street car parks is still appropriate and what alternative options should be considered in future.'

4.7 The review group agreed at is first meeting that the methodology for the review would be as follows:

- Site Visits to car parks over 25 spaces.
- Workshop – enforcement, existing provision, concessions & restrictions, payment methods.
- Meeting to hear evidence from invited external witnesses.
- Meeting to conclude and form recommendations.

OVERVIEW

4.8 Since 1996 Highway owned car parks have increased due to initiatives linked to public transport and regeneration in Town centres. A total of 83 public off-street car parks are managed by Engineering services these are listed in Appendix 1.

4.9 The main towns and villages and the car parks are listed in the following table:

Location	No. Free Car Parks (spaces)	Pay and display (Spaces)	Park and Ride	Other
Bargoed	4 (196)	2 (68) *season tickets available	1 (89)	Supermarket (390) – free 3 hours
Blackwood	1 (11) Limited 1 (25) 2 (20) Residents only	9 (546) *season tickets available	nil	Retail car parks, 1 free car parking for 2 Hours
Caerphilly	1 (6)	4 (272) *season tickets available	1 (270) (split 185 CCBC/85 Arriva Trains Wales))	1 Retail (540) – restricted hours
Nelson	1 (35)	nil	nil	nil
Newbridge	5 (67)	nil	1 (75)	nil
Risca	4 (124)	nil	nil	nil
Ystrad Mynach	nil	1 (64) *season tickets available	1 (93)	Retail parking outskirts of village

Site Visits

4.10 The task and finish group agreed to carry out site visits to car parks with more than 25 spaces and made the following comments:

Car Park	Spaces & Occupancy	Members Comments
Energlyn and Churchill Park (park and ride)	18 spaces with 100% occupancy	Members agreed that the car park is small and well used, there is land adjacent owned by the local authority which allow the car park to be expanded
Aber	130 spaces with 85% occupancy	Members noted that despite spaces being available in the car park that commuters were still parking closer to the train station in the lane close to the scout huts. This is an issue for local residents
Caerphilly Station (park and ride)	185 spaces with 90% occupancy	Members noted that the CCBC owned car park is utilised by local shoppers and local workers in the Town Centre, limiting availability for commuters

Crescent Road, Caerphilly	190 spaces with 55% occupancy	Members considered both the short stay and long stay areas of the car park. It was suggested that introducing a season ticket for workers might release spaces in the park and ride, particularly if charging were introduced in the park and ride
Pontymister –car parks at: 1. Herbert Street 2. Risca train station	1. 38 spaces/25% occupancy ; 2. 93 spaces/30% occupancy	Both car parks have very low usage, Members did not see any benefit to introducing charging at the park and ride station.
Risca – 1.Tredegar Terrace 2. Longbridge	1. 64 spaces/15% occupancy 2. 37 Spaces/70% occupancy	Members considered the low use at Tredegar Tce and felt that the distance from the main street was a factor. Longbridge car park has a higher occupancy of around 70%.
Newbridge – park and ride	75 Spaces / 40% occupancy	Occupancy may increase once track dualling on the railway has been completed
Blackwood – 1.Bus Station 2.Market Traders	1. 55 spaces /20% occupancy 2. 25 spaces/20% occupancy	Members noted the low usage of the Bus Station car park which averages 20% occupancy, queried whether offering 1-2 hours of free parking would increase usage and also alleviate pressure on other car parks.
Ystrad Mynach – park and ride	65 spaces/100% occupancy	This car park is under significant pressure but there is a risk that introducing charging would cause further problems in nearby streets.
Hengoed – park and ride	55 spaces/100% occupancy	This also has limited opportunities to expand. Members felt that introducing charging may impact on parking in side streets
Bargoed – 1. Park and ride 2. Hanbury Road 3. Emporium	1. 89 spaces/90% occupancy 2. 114 spaces/75% occupancy 3. 44 spaces/ 25% occupancy	Park and Ride made up of commuters and local workers. Members felt that introducing charging would help to free to spaces for commuters. An alternative would be for car parking tickets to be linked to purchase of train tickets.

Welsh Government Report ‘Relationships between car parking charges and town centre footfall’.

4.11 The task and finish group were provided with information from the report commissioned by Welsh Government ‘Relationships between car parking charges and town centre footfall’. The main points highlighted in the report stated:

- Charging for car parking is a complex issue. It is only one aspect of a complex interplay of factors influencing willingness to travel by car, time and money spent, and business activity in town centres. It is very difficult to separate the influence of car parking charges from other factors.
- Car park charging is often perceived, particularly amongst businesses, as being a key determinant for changes in footfall levels in town and city centres. Over three-quarters of the business owners / workers interviewed suggested that car parking options have an impact on the number of people coming into the town centre and therefore on their

custom. However, the available evidence almost entirely anecdotal.

- Beyond anecdote, there is very little published evidence which links changes in car park charges to changes in town centre footfall. Local Authorities and other stakeholders similarly rely mostly on anecdote when relating car park charges to footfall. However, their feedback does suggest that a relationship exists.
- Visitors to town centres suggested that car park charges impact on how long they remain in the centre and, consequently, how much they spend whilst there. However, the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting. Traffic flow and parking signage are felt by visitors to have the same, if not greater, effect on their decision to visit the town centre, how long they spend there, and how much money they spend.
- Out of town developments were unanimously cited as being at least partly responsible for having a detrimental impact on footfall and business trade in the town and city centres. The fact that most of these developments offer free parking was felt to give shoppers a reason to go to them over town or city centres.
- Whilst a ‘blanket’ free parking strategy has been suggested to encourage more car park users, these were generally found not to benefit target visitors (for example, the spaces were used primarily by town centre workers who were taking up the spaces all day, rather than shoppers) and consequently had an unexpectedly negative impact on footfall.
- Some stress the importance of finding a compromise between generating sufficient parking revenue and keeping charges at a rate that will not alienate shoppers and drive them out of the town or city centre.
- Town centre economies are highly localised and are hyper-specific. Towns are very different economically; different factors are at play across locations. Parking strategies will need to be tailored to local areas to maximise the impact on footfall.

4.12 The Welsh Government report recommended that:

- Car park charging should not be viewed in isolation from other factors (availability of parking, signage, traffic flow) which affect willingness to drive in town centres. An overall systemic approach could be taken to examine this complex interplay, rather than one aspect of it.
- Local Authorities should be encouraged to consider the impacts of car parking charges in the broadest possible sense, particularly if their primary goal in changing them is to generate revenue. They should engage with key stakeholders involved in the local economy when changing their car park charges, for example business owners, shoppers, council members etc. This is key to ensuring the optimum charging strategies are adopted.
- Local Authorities should be encouraged to collect more robust data on the impact of car park charging in their areas. This will help further planning around car park charging, both at the local and national level.

Charging

4.13 The review group considered the original information reported to the Regeneration and Environment Scrutiny Committee on 29th March 2016, which gave detailed information on car parking charges and income received. The breakdown of charges and income is attached at Appendices 2 and 3 respectively.

4.14 Members were informed that the overall income received for the last five years (net of VAT) is as follows:

- 2012/13 - £656003
- 2013/14 - £701827
- 2014/15 - £721367
- 2015/16 - £702357
- 2016/17 - £528151 (as at 28 September 2016)

Charging Criteria

4.15 Members considered if charging were to be introduced across all car parks if a criteria should be developed and applied. The group discussed including the following in the criteria:

- The purpose of the car park.
- The demands upon the area.
- Whether parking is a long term or short term requirement.
- If there should be a consistency of approach.
- Cost of enforcement and impact on resources such as staff.

Pay and Display

4.16 The review group discussed examples of car parks where charges vary, such as Blackwood and the Twyn in Caerphilly and asked if the higher cost to park is achieving the aim of ensuring spaces are available throughout the day. The group were assured that it does work and the car parks are busy all day. Members stated that as a result of the charges people who work in local businesses will park in free car parks (if available) or in side streets.

4.17 The number of car parks available will also have an impact in town centres, Ystrad Mynach for example has only one pay and display car park, which has an impact upon parking on the high street. Members agreed that consideration has to be given to charging versus control of parking.

Events

4.18 The review group queried use of car parks for events and loss of income, such as the Twyn for markets. They established that it depends on the purpose, if it is for community use it can be accommodated, but if it is purely commercial it cannot. Members expressed concern that veterans have to pay on Remembrance Sunday at the Twyn car park and would like to see this addressed or consider if we need to charge on Sundays.

Free Car Parks

4.19 The review group queried the history and background to provision of free car parks in some town centres, and commented that free car parking doesn’t encourage car turnaround. Members discussed car parks at Risca, which are across two sites and are free of charge, with one car park significantly under used. There are also car parks located in local supermarkets which are currently free without any restrictions. However should parking fees be introduced at council owned car parks this could impact on the demand for free spaces at the supermarket car parks and as a result in the introduction of restrictions. There could also be an impact on side streets in residential areas.

4.20 Members noted that the free car park at Hanbury Road Bargoed is usually full, and were informed that this has been linked to the regeneration of the Town. The Blackwood example of free spaces in ASDA was highlighted, which appears to work alongside car parks that charge.

Park and Ride

4.21 Members expressed concern that introducing charging at Park and Ride car parks could have an impact on parking in side streets in local areas. In addition consideration of the impact of City Deal and the Metro will increase the demand for park and ride spaces. These sites need to be future proofed to ensure that they are for the use of commuters only. The Park and Ride car parks at Bargoed and Caerphilly are close to the Town Centres and because they are currently free both members of the public and workers use the car parks in order to access the Towns.

4.22 Members considered that charging at these sites would discourage use by these groups of people and suggested that installing pay and display machines that link to the purchase of train tickets should be considered.

Changes to Charging

4.23 Members considered the possibility of offering an initial free parking period within certain car parks and agreed that usage, possible timings and any displacement effects would need to be considered.

4.24 Members discussed offering 2 hours free car parking at some sites, such as Blackwood in order to address the disparity with other locations, with the aim of increasing town centre footfall.

4.25 Payment options and methods, including updating ticket machines to allow phone and card payments was also discussed and Members considered that an alignment between rail travel tickets and parking tickets at park and ride car parks would be beneficial to ensure appropriate usage.

Concessions

4.26 A Member informed the group of long standing issues at Crescent Road Caerphilly, next door to the school. Parents were parking in adjacent residential areas and an informal arrangement was reached whereby parents were allowed to park in the car park for a short period of time without charge, which has helped to alleviate the issue. However the Member acknowledged that there were often misunderstandings or miscommunications over the nature of the use with some parents. It was agreed that any measure that takes cars away from residential parking into a designated car park was welcomed, however there needed to be an agreed and properly managed system to govern the current ‘ad hoc’ use, which should then be applied consistently.

4.27 The Task and Finish Group agreed that this should be considered as part of the review and that criteria would need to be developed, permits issued for the appropriate designated car park and these should be organised and managed by the schools in question.

4.28 Councillors agreed that the introduction of business permits or reduced rates for weekly tickets or all day parking instead of free spaces should also be considered for business use.

Maintenance and Running Costs

4.29 Members felt that consideration should also be given to the cost of maintaining car parks, such as cleansing, CCTV etc. The group asked what contribution was made by Arriva Trains Wales towards the cost. It established that some are owned by railway and others were part funded by Welsh Government.

4.30 There is no capital programme for car parks and a full condition survey would be implemented with a view to developing a rolling maintenance programme. The survey would look at past spends and enable engineers to look forward to future needs. It was accepted that the practice at some car parks had evolved over time and there was a need to develop an overarching regulation and management system if parity of provision were to be achieved. The possible reinvestment of any surplus income and any addition investment or funding stream opportunities from Welsh Government was discussed.

4.31 Members agreed that they wished to achieve a planned and managed maintenance programme for car parks and agreed that in order to agree a capital works programme the outcome of the condition surveys would be required. The review group were informed that income from car parks cannot be used elsewhere. Therefore Members suggested that surplus income is reinvested into existing car parks such as Energlyn and Hengoed Park and Ride to increase the number of available spaces but recognised Hengoed would be difficult.

4.32 Members suggested that surplus land at some car parks be sold to generate funds to be re-invested into capital works

4.33 Members considered the expenditure in respect of car parks and were surprised that significant costs were incurred in respect of NNDR – in 2015/16 there was a charge of £134,146.38 for general car parks and an additional £18,207.55 in respect of Park and Ride car parks. The revenue and capital costs for the previous 5 years were established as follows:

Year	Revenue Costs	Capital Costs
2012/13	£375,202	No details
2013/14	£377,379	£33,789
2014/15	£418,295	£7,846
2015/16	£414,648	£54,719
2016/17 to date (January 2017)*	£446,340	£54,719

*2016/17 costs include £48k in respect of Car Park Asset Management & Review Project.

External Witnesses

4.34 The task and finish group decided to seek the views of external partners in on the remit of the group and invited, Town and Community Councils, Town Centre Management Groups and Caerphilly Business Forum to nominate speakers or submit written evidence. The letter explained the purpose of the review group and included a copy of the original report to Regeneration and Environment Scrutiny Committee in March 2016.

4.35 The original meeting to hear the evidence was planned for October 2016, however due to the changes in membership at that time this meeting was cancelled and was eventually held in March 2017.

4.36 There were a number of responses to the invitation from the task and finish group and the group were able to accommodate all requests to speak, from the following organisations:

- Bargoed Town Council
- Bargoed Town Centre Management Group
- Blackwood Town Council
- Caerphilly Town Council
- Caerphilly Town Centre Management Group
- Gelligaer Community Council – Hengoed and Ystrad Mynach areas.
- Risca Town Council

4.37 A detailed summary of the evidence submitted is attached at appendix 4, the main issues identified were:

Bargoed
- Detrimental impact if charging introduced upon Town Centre.
- Consider offering employees working in town free or reduced parking fees.
- Impact on side streets if parking charges introduced in Hanbury Road.
- Consider introducing pay and display in park and ride car park.
- Safety concerns due to illegal parking on high street, could worsen if charging introduced.

Blackwood
- Fairness an issue, Blackwood paying largest amount of parking income,
- Want council to offer 2 hour free parking to shoppers, particularly before Christmas.
- Short term free parking in Bus Station parking for Library, cash office location.

- The impact of the loss of Somerfield site parking may increase parking on high street.
- Request for staff parking permits or concessions.
- Consider introducing new parking payment machines to accept card payments.

Caerphilly
- Concern for employees working late into night in town centres, lighting, CCTV.

Ystrad Mynach
- Lack of parking in town, despite the demand, need to expand car park.
- 2 hours free parking and permits for parents at school drop off times.
- 15 minute leeway after time expiry, issue for those using GP surgery.

Hengoed and Pengam
- Strongly opposed to introduction of parking charges at park and ride – impact on side streets.
- Pengam Park and Ride full to capacity and needs more space.
- Hengoed Park and Ride close to Community centre and gives safe environment to park for users.

Risca
- Keep current provision and consider improving signage.

Next Steps

4.38 In order to complete the review the group would need to meet and consider the evidence gathered and come to conclusions and form recommendations. However as there are only two task and finish group members remaining (that have been involved throughout) and they do not consider that they are in a position to complete the review.

4.39 The Scrutiny Committee are asked to consider the following options;

Option 1
Regeneration and Environment Scrutiny Committee accept the task and finish group report and form its own conclusions and recommendations.

Option 2
Reconstitute the task and finish group with new membership to complete the review.

Option 3
Terminate the task and finish group with no further action.

Option 4
Revisit the task and finish group at a later date once civil enforcement is determined and revise the terms of reference accordingly.

5. WELL-BEING OF FUTURE GENERATIONS

5.1 This report contributes to the well-being goals as set out in links to strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that Members reviewing car parks within the county borough should consider the goals of a prosperous Wales, a Wales of cohesive communities and a globally responsible Wales.

6. EQUALITIES IMPLICATIONS

6.1 This report is for information purposes, so the Council's EqIa process does not need to be applied.

7. FINANCIAL IMPLICATIONS

7.1 There are no financial implications in this report.

8. PERSONNEL IMPLICATIONS

8.1 There are no personnel implications in this report.

9. CONSULTATIONS

9.1 There are no consultation responses that have not been contained in this report.

10. RECOMMENDATIONS

10.1 Members are asked to consider and agree option 1, 2, 3 or 4 as detailed in 4.39.

11. REASONS FOR THE RECOMMENDATIONS

11.1 To determine the way forward for the task and finish group.

12. STATUTORY POWER

12.1 Section 21 of the Local Government Act 2000.

Author: Catherine Forbes-Thompson, Interim Head of Democratic Services
Consultees: Christina Harrhy, Corporate Director, Communities
Nicole Scammell, Acting Director Corporate Services & Section 151 Officer
Gail Williams, Interim Head of Legal Services and Monitoring Officer
Terry Shaw, Head of Engineering Services
Marcus Lloyd, WHQS Deputy Head of Programmes
Clive Campbell, Transportation Engineering Manager
Dean Smith, Principal Engineer (Traffic Management)

Background Papers:
Regeneration & Environment Scrutiny Committee Report 29th March 2016
Welsh Government Report – Relationships between car parking charges and town centre footfall

Appendices:
Appendix 1 List of Highway Owned Public Car Parks
Appendix 2 Current Parking Tariffs (Introduced in 2010)
Appendix 3 Monthly/annual income from ticket sales for all car parks for financial years 2010/11 - 2014/15
Appendix 4 Evidence Session - Speakers Main Action Points

LIST OF HIGHWAY OWNED PUBLIC CAR PARKS

Item	Location	Car Park Name	Charges	Bays	CCTV
1	Aberbargoed	Pant Street	Free	12	-
2	Abercarn	Bridge Street	Free	15	-
3	Abercarn	Dan-y-Rhiw Terrace	Free	8	-
4	Abercarn	Gwyddon Road	Free	10	-
5	Abertysswg	Walter Street	Free	44	-
6	Bargoed	Bargoed Station	Park & Ride (Free)	89	-
7	Bargoed	Bus Station	Free	18	-
8	Bargoed	Emporium	Pay and display & season ticket	44	yes
9	Bargoed	Bristol Terrace	Free	12	-
10	Bargoed	Gateway	Free	30	-
11	Bargoed	Hanbury Road	Free	114	yes
12	Bargoed	Restaurant Site	Free	34	-
13	Bargoed	St Gwladys	Pay and display & season ticket	24	yes
14	Bedwas	Bridgend Inn	Free	25	-
15	Bedwas	Church Street	Free	12	-
16	Blackwood	Bus Station	Pay and display	45	yes
17	Blackwood	Cliff Road	Pay and display & season tickets	89	yes
18	Blackwood	Court House	Pay and display & season ticket	37	-
19	Blackwood	Gordon Road	Season ticket for residents only	9	yes
20	Blackwood	Highland Terrace	Season ticket for residents only	10	-
21	Blackwood	High street	Pay and display	188	yes
22	Blackwood	Libanus Road	Season ticket for residents & non residents only	20	-
23	Blackwood	Market Traders	Pay and display	21	yes
24	Blackwood	Montclaire avenue	Free	25	-
25	Blackwood	Red Lion	Free (Limited waiting - 2 hours)	11	-
26	Blackwood	Thorncombe 2	Pay and display & season ticket	35	yes
27	Blackwood	Thorncombe 3	Pay and display & season ticket	69	yes

Item	Location	Car Park Name	Charges	Bays	CCTV
28	Blackwood	Wesley Road	Pay and display	28	yes
29	Blackwood	Woodbine Road	Pay and display	34	yes
30	Caerphilly	Aber Station	Park & Ride (Free)	130	-
31	Caerphilly	Bedwas Road	Pay and display & season ticket	18	-
32	Caerphilly	Caerphilly Station	Park & Ride (Free)	270	-
33	Caerphilly	Crescent Road	Pay and display & season ticket	168	yes
34	Caerphilly	Energlyn & Churchill Park	Park & Ride (Free)	15	-
35	Caerphilly	Lawrence Street	Free & Season tickets (Limited waiting - 2 hours)	14	-
36	Caerphilly	Station Terrace	Pay and display & season ticket	24	-
37	Caerphilly	Twyn	Pay and display	62	yes
38	Caerphilly	White Street	Free	10	-
39	Cefn Fforest	Waunborfa Road	Free	16	-
40	Crosskeys	Gladstone Street	Free	40	-
41	Crumlin	Crown Street	Free	12	-
42	Crumlin	Kendon Road	Free	13	-
43	Crumlin	Pen-Y-Fan	Free	40	-
44	Cwmfelinfach	Alexandra Road	Free	25	-
45	Cwmfelinfach	Commercial Buildings	Free	25	-
46	Cwmfelinfach	Maindee Road	Free	10	-
47	Fleur-de-lis	Ivor Street	Free	30	-
48	Hengoed	Hengoed Station	Park & Ride (Free)	45	-
49	Llanbradach	Station Road	Free	20	yes
50	Llanbradach	Station Road	Free	13	-
51	Machen	Siloam Hill	Free (Limited waiting - 1 hour)	4	-
52	Machen	The Crescent	Free	55	-
53	Markham	Bryn Road	Free	12	-
54	Nelson	Dynevor Terrace	Free	35	-
55	Newbridge	High Street	Free	25	-
56	Newbridge	Meredith Terrace	Free	10	-

Item	Location	Car Park Name	Charges	Bays	CCTV
57	Newbridge	Newbridge Station	Park & Ride (Free)	75	yes
58	Newbridge	Pantside Cottages	Free	6	-
59	Newbridge	Victoria Terrace	Free	12	-
60	Newbridge	West View	Free	14	yes
61	New Tredegar	Dyffryn Terrace	Free	26	-
62	New Tredegar	Jubilee Road	Free	6	-
63	New Tredegar	Morgan Street	Free	12	-
64	Oakdale	Pen-Rhiw Avenue	Free	15	-
65	Pengam	Pengam Station	Park & Ride (Free)	155	yes
66	Pontllanfraith	Bryn Lane	Free	10	-
67	Pontllanfraith	Sir Ivors Road	Free	42	-
68	Pontymister	Foundary Road	Free	20	-
69	Pontymister	Herbert Avenue	Free	38	-
70	Pontymister	Mill Street	Free	22	-
71	Pontymister	Risca Station	Park & Ride (Free)	87	yes
72	Rhymney	Lower Row, Bute Town	Free	6	-
73	Rhymney	Rhymney Station	Park & Ride (Free)	23	-
74	Risca	Longbridge	Free	37	-
75	Risca	Raglan Street	Free (Lorry parking permitted - 2 long bays)	6	-
76	Risca	Rifleman Street	Free	17	-
77	Risca	Tredegar Terrace	Free	64	-
78	Senghenydd	Commercial Street	Free	15	-
79	Trethomas	Navigation Street	Free	30	-
80	Wattsville	Islwyn Street	Free	10	-
81	Ynysddu	High Street	Free	25	-
82	Ystrad Mynach	Oakfield street	Pay and display	64	yes
83	Ystrad Mynach	Ystrad Station	Park & Ride (Free)	93	yes

TABLE SHOWING CURRENT PARKING TARIFFS

2015 / Current Parking Tariffs (introduced in 2010)

Location	1hr	2hr	3hr	4hr	Daily	Weekly	Annual Tickets
BLACKWOOD							
Court House	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £300 / year
Cliff Road	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Thorncombe No.2	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Thorncombe No.3	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Wesley Road	50p	70p	90p	£1.20	£2.00	£9.00	N/A
High Street	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Woodbine Road	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Bus Station	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Market Trader	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Libanus Road	Season tickets only (£75.00 for residents / £200 for non residents)						
Highland Terrace	Season tickets only (£75.00 for residents)						
Gordon Road	Season tickets only (£75.00 for residents)						
BARGOED							
Emporium	50p	80p	£1.20	£2.00	£3.50	N/A	£95 / 3 months £350 / year
ST Gwladys	50p	80p	£1.20	£2.00	£3.50	N/A	£95 / 3 months £350 / year
CAERPHILLY							
Twyn	60p	£1.20	£1.80	£3.50	£600	N/A	Every day
Crescent North East Section	50p	80p	£1.20	£2.00	£3.50	N/A	N/A
Crescent Middle Section	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Bedwas Road	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Station Terrace	50p	70p	90p	£1.20	£2.00	£9.00	£95 / 3 months £350 / year
Lawrence Street	2hr limited waiting (no charge) Season tickets (£75 / 3 months & £250 / year)						
YSTRAD MYNACH							
Oakfield Street	40p	50p	70p	£1.00	£1.50	£7.50	N/A

	Short Stay	Short Stay Twyn	Long Stay	Long Stay Ystrad
1 hour	50p	60p	50p	40p
2 hours	80p	£1.20	70p	50p
3 hours	£1.20	£1.80	90p	70p
4 hours	£2.00	£3.50	£1.20	£1.00
Daily	£3.50	£6.00	£2.00	£1.50
Weekly	N/A	N/A	£9.00	£7.50
Season Ticket	N/A	N/A	£350	£350
Residents' Permit	N/A	N/A	£75	£75
Excess Charge Notice	£75 reduced to £30 if paid within 14 days			

APPENDIX 3

TABLE SHOWING MONTHLY INCOME FROM TICKET SALES

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2014 - 2015

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	418	917	471	337	523	475	506	511	519	489	678	623	£6,467.00
Thorncombe 2	1134	1127	1021	860	792	1660	1449	893	1073	1018	1396	1376	£13,799.00
Thorncombe 3	4525	3084	3740	3886	3953	4740	3481	3812	4782	3547	3440	4839	£47,829.00
High Street	15346	15945	13892	16961	18418	16895	17157	14964	20647	16048	17104	18113	£201,490.00
Wesley Road	2357	2358	1993	2368	2293	2337	2643	2823	3181	2145	2013	2206	£28,717.00
Woodbine	3258	3323	3016	3516	3436	3258	3355	3205	4105	3165	3021	3561	£40,219.00
Bus Station	3833	3210	3417	4057	3579	4002	3151	3177	5085	3026	3218	4218	£43,973.00
Market Traders	334	836	396	107	497	642	560	696	519	742	566	667	£6,562.00
Cliff Road	4541	3938	3526	4545	3714	4242	3951	3830	5622	3702	3702	4395	£49,708.00
Oakfield Street	2124	1817	1630	2300	1359	2241	2045	1981	2174	1751	1920	2712	£24,054.00
Twyn	11717	11239	9791	12584	11805	11590	10505	9786	9064	9676	9892	11220	£128,869.00
Crescent	4044	3758	3071	4598	4428	4239	2889	2461	4109	1364	2813	4302	£42,076.00
Bedwas Road	1287	1585	899	956	877	1264	954	975	1053	724	976	1404	£12,954.00
Station Terrace	1109	984	1042	1525	839	1237	1044	1068	1561	952	1204	1419	£13,984.00
Emporium	1213	962	950	1184	1015	1181	890	944	1408	706	869	1096	£12,418.00
St Gwladys	1592	1272	1281	1694	1169	1606	1353	1468	1175	1096	1282	1686	£16,674.00
TOTAL/Month	**58832**	**56355**	**50136**	**61478**	**58697**	**61609**	**55933**	**52594**	**66077**	**50151**	**54094**	**63837**	**£689,793.00**

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2013 – 2014

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	1181	753	410	721	285	407	489	720	674	720	650	756	£7,766.20
Thorncombe 2	990	688	1506	807	698	1564	1776	675	1377	675	1036	1588	£13,379.65
Thorncombe 3	4638	3648	3406	4236	3796	3434	4475	3190	3512	3190	3083	3057	£43,665.20
High Street	16159	16657	14928	17089	15394	14297	15970	16041	17862	16041	12737	13806	£186,980.85
Wesley Road	2328	2609	2188	2623	2419	2256	2516	2943	2966	2943	1892	2063	£29,745.95
Woodbine	3748	728	2192	3518	3252	3110	3365	3590	3690	3590	2714	2991	£36,488.00
Bus Station	3761	3150	3316	4166	3198	3253	3793	3111	4721	3111	2661	2959	£41,200.45
Market Traders	736	N/C	1147	N/C	1007	482	510	689	674	689	730	712	£7,376.00
Cliff Road	5067	4661	4579	5525	4473	4435	5531	5550	6095	5550	3708	3999	£59,173.30
Oakfield Street	1858	2391	1840	2253	1397	1645	2351	1909	1982	1909	1711	1853	£23,098.90
Twyn	10759	10231	10003	12613	10952	9699	10698	10029	8937	10029	9858	10805	£124,613.20
Crescent Road	4560	4212	3878	4892	4880	3252	4622	3433	4384	3433	1840	2349	£45,735.20
Bedwas Road	1271	828	897	838	914	821	1377	965	1050	965	927	987	£11,839.85
Station Terrace	1133	930	1009	1319	928	853	1028	1121	1376	1121	950	1037	£12,804.55
Emporium	1397	1077	1192	1453	1138	1199	1471	1190	1655	1190	985	967	£14,913.80
St Gwladys	1681	1213	1408	2060	1623	1718	2195	1688	848	1688	1320	1314	£18,756.05
TOTAL/Month	**61267**	**53776**	**53899**	**64113**	**56354**	**52425**	**62167**	**56844**	**61803**	**56844**	**46802**	**51243**	**£677,537.15**

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2012 – 2013

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	55	628	795	737	847	872	361	661	1078	494	566	516	£7,610.00
Thorncombe 2	1021	1628	1012	1262	787	1252	1848	1005	770	864	1303	1320	£14,072.00
Thorncombe 3	3404	4866	4066	4489	4239	3911	5005	4052	2831	3094	3809	3642	£47,408.00
High Street	13535	16052	15439	16159	16241	14267	16296	15911	8927	12616	14439	15261	£175,143.00
Wesley Road	2320	2450	2342	2367	2520	2290	2561	2895	1505	1829	2088	2313	£27,480.00
Woodbine	3116	3614	3781	3637	3522	3315	3726	3689	1819	2897	3275	3689	£40,080.00
Bus Station	3938	4113	3170	3323	3791	3162	3875	3059	1838	3204	2939	2940	£39,352.00
Market	74	633	463	1099	122	496	796	347	685	282	615	385	£5,997.00
Cliff Road	4542	4898	4623	5040	4372	4039	5634	4939	3963	4548	4333	4678	£55,609.00
Oakfield Street	1781	2452	1879	2482	1636	2013	2525	1965	969	1809	1943	1984	£23,438.00
Twyn	9089	10000	9664	11809	10929	9320	10648	10120	4076	8181	9417	10676	£113,929.00
Crescent Road	4413	5423	4451	4584	4257	4100	4960	2826	2224	2764	3011	3145	£46,158.00
Bedwas Road	915	1548	939	1009	971	897	1467	974	753	673	886	1026	£12,058.00
Station Terrace	1283	1335	980	1635	1521	1116	1503	1189	892	1190	1061	952	£14,657.00
Emporium	990	1762	1267	1651	1231	1337	1632	1129	729	1081	1328	1147	£15,284.00
St Gwladys	1372	1754	1428	1893	1438	1791	2479	1970	918	1529	1804	1704	£20,080.00
TOTAL/Month	51848	63156	56299	63176	58424	54178	65316	56731	33977	47055	52817	55378	£658,355.00

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2011 – 2012

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	N/A	729	808	629	697	705	543	541	999	654	502	965	£7,772.00
Thorncombe 2	902	1963	892	1275	1020	1049	1121	1656	879	1268	823	1181	£14,029.00
Thorncombe 3	3861	4197	3566	4040	3548	3461	3270	4788	3193	4145	3623	4245	£45,937.00
High Street	14249	14490	13531	15177	14519	14184	12727	15725	10415	14878	13309	15510	£168,714.00
Wesley Road	2193	2415	2130	2078	2532	2076	2211	2887	N/A	2140	2051	2107	£24,820.00
Woodbine	3556	3434	3080	3591	3299	3473	3027	3802	N/A	2968	2960	3585	£36,775.00
Bus Station	2500	3639	2373	2511	2288	2295	2277	4714	1900	2965	2868	3067	£33,397.00
Market Traders	460	980	N/C	573	775	472	466	544	661	748	294	766	£6,739.00
Cliff Road	4207	4812	4088	3966	4541	3676	3944	6263	4318	4940	3995	4260	£53,010.00
Oakfield Street	1819	2236	1807	1990	2018	1911	2018	2711	1116	2340	1932	2268	£24,166.00
Twyn	10283	10464	9464	11190	11863	10597	8440	10980	5252	8738	9925	10121	£117,317.00
Crescent	5140	6019	4655	5014	6190	3604	4496	5298	3239	2813	3841	4100	£54,409.00
Bedwas Road	968	1276	1081	877	969	970	968	1488	799	865	983	1075	£12,319.00
Station Terrace	1101	1492	1187	1344	1351	1385	1191	1789	1070	912	1041	1046	£14,909.00
Emporium	1291	1803	1421	1446	1092	655	1260	1503	454	1335	1049	1148	£14,457.00
St Gwladys	1472	1641	1485	1525	2788	2398	1553	1769	783	1393	1286	1369	£19,462.00
TOTAL/Month	54002	61590	51568	57226	59490	52911	49512	66458	35078	53102	50482	56813	£648,232.00

Tudalen 147

APPENDIX 3

MONTHLY INCOME FOR THE CAR PARKS FOR YEAR 2010 – 2011

Car Park Name	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TOTAL
Court House	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	
Thorncombe 2	883	937	1360	946	792	968	1070	1582	210	972	1118	1034	£11,871.55
Thorncombe 3	3128	3063	3641	3243	3013	3274	3860	5067	3557	3421	3512	3944	£42,723.45
High Street	12105	10608	12205	12418	12450	12926	14621	13534	9636	11741	11616	15934	£149,794.15
Wesley Road	1406	1476	1898	1530	1204	1867	2033	2766	747	1732	2030	2518	£21,206.80
Woodbine	2587	2223	2485	2835	2576	2938	3202	3082	1174	2497	2743	3170	£31,512.30
Bus Station	1689	1835	2927	1899	1821	2045	2303	4038	1460	1914	2009	2609	£26,548.80
Market Traders	1022	570	498	587	886	915	74	742	665	386	546	584	£7,475.40
Cliff Road	3772	3643	4709	3816	4583	4563	4787	6450	3485	4117	4130	5010	£53,065.00
Oakfield Street	1721	1737	2028	1657	1786	2011	2180	3513	976	1803	2042	2485	£23,939.30
Twyn	9699	7814	10062	9764	10224	9146	10904	9317	5150	8175	8416	10328	£108,999.20
Crescent	3761	3982	5867	4120	5133	4318	4649	5511	3131	3886	4173	7475	£56,005.50
Bedwas Road	751	873	1114	830	772	810	1014	1458	621	894	993	925	£11,054.95
Station Terrace	898	904	1306	1058	959	983	1201	2211	981	963	1054	1442	£13,960.05
Emporium	1125	1269	1415	1286	1462	1381	1412	1675	771	1358	1629	1940	£16,722.70
St Gwladys	1153	1043	1220	1000	1184	1175	1319	1252	544	994	944	1290	£13,117.70
TOTAL/Month	45700	41977	52735	46989	48845	49320	54629	62198	33108	44853	46955	60688	£587,996.85

Speakers Main Action Points.

Argoed

Statement for Argoed Community Council

> Our Council feels that there should be consistency of approach throughout the Borough. I.e. Either all Council car parks should be subject to a parking fee or none at all.

Bargoed

Retain free car parking places

Impact on Town Centre which is struggling, has already lost high street 'on street' parking places due to reconfiguration of the high street.

Morrison's car park already offers 350 spaces, shoppers will migrate to the free spaces at the expense of the high street or head north to Merthyr Tydfil where free car parking if available.

Those working in Bargoed would be within the retail sector, as such lower paid incomes an additional charge would be an unacceptable financial burden and would make working within the town centre less attractive – deterring shoppers, deterring workers, would deter shopkeepers, would have negative impact on town centre.

Council workers don't pay for their car parks.

Council staff employed in Bargoed using car park at the bottom of town for free, taking up spaces for shoppers, could the car park opposite the chip-shop be utilised for this as it seems to have limited use.

Loss of free car parking spaces would disperse car to residential areas and side street, hazardous to public safety.

Given the limited footfall at Bargoed, the likely hood of any income revenue being achieved from the introduction of charges would be extremely limited, shoppers more likely to go elsewhere or park illegally or within supermarket parking.

Achieving parity given the very different nature of the towns and car parks would be very difficult – 2-3hrs free parking allowance is available in most town centres and would probably be enough for shoppers – would like to see some kind of allowance or permit for workers.

Statement from Bargoed Chamber of Trade (See Below)

Bargoed Chamber of Trade

Comments on "Charging for parking In Bargoed"

1. Staff
2. Shoppers
3. Preferred persons
4. Car Parks which could be charged
5. Safety factors

Staff

Consideration of charging car park fees is initially looked at from the point of view of those working in Bargoed

As the council will be aware wages in the Retail sector are among the lowest in all the sectors. The effect of parking fees will there hit staff more sharply than most and will in effect sharply reduce their already limited income. This may have the knock on effect of making it even more difficult getting staff in Bargoed

One possible answer would to allow staff free parking. A badge could be issued to people working in Bargoed and if this is displayed they will be exempt charges.

Shoppers

Again the council will be aware of the difficulties there are of attracting people to shop in Bargoed. Despite the introduction of Morrison's; from a lay person's point of view it seems that people only come to Bargoed for Morrison's and the rest of the town is largely ignored.

Help is needed to promote Bargoed and to try to bring back more shoppers.

The introduction of a parking charge will be seen as a penalty and people will be 'pushed' away from Bargoed and shop elsewhere. (In greater numbers than is presently the case) Bargoed needs help to regain at least some of its former glory not suggestions that make the Town worse.

The up side for the council of course if Bargoed improves then greater revenue is received via the Rates

Preferred 'Persons'

I use this term to describe people who are already immune from paying parking fees. While this is not necessary a strong point in Bargoed it does resonate throughout the County. Here I refer to council workers who are among the highest paid in the County and are able to go to work and park for free.

It seems a very unfair practice and is not a 'cheap dig' at council workers but a genuine case of one set of 'workers' having a benefit that others do not

So far as Bargoed is concerned there is at least one 'protected' parking area for council staff – namely at the bottom of the town behind what used to be Woolworths.

Does the Council have a suggestion for this scenario?

Car parks which could be charged

The car park opposite the Plas Public House is already a pay and display car park.

The car park opposite Bargoed Railway Station could be nominated as a pay and display (but there would be implications see- later) as it does not directly contribute to the well-being of Bargoed

Safety Factors

I'm sure nobody would be surprised by the statement that in the main street in Bargoed and in particular by the square; there is an accident waiting to happen.

Parking on either side of the Square is a nightmare. Parking from the new Fish and Chip Shop down past Poundland is horrendous.

While these points are important I mention them primarily because if parking fees are introduced its likely that people will look elsewhere to park their cars for free and thereby exacerbate what is already a very dangerous situation.

Furthermore it is likely the side streets will be used even more despite what penalties may be introduced. (and if they are to be enforced more labour will need to be employed)

<u>Conclusion</u>

What is the purpose of introducing parking fees in Bargoed?

1. <u>Is it to raise more income for the council:-</u>
   If this is the case its unlikely to be achieved: there will be less traffic in Bargoed, more dangerous and illegal parking. This will necessitate more police (Parking wardens) and hence more spend by the council

2. <u>Is it to have parity with other towns in the borough?</u>
   This question needs to be view in greater depth than what we see before us: Towns such as Blackwood and Caerphilly have large supermarkets which are attached to 'retail parks' and are afforded substantial parking facilities. Bargoed does not have these facilities.
   Shoppers are normally allowed 2 or 3 hours free parking in these facilities and staff it is believe have special dispensations. In Bargoed the Morrison's car park is relatively small albeit customers are allowed some free parking time
   Under the circumstances Bargoed is in a different situation to the other towns

3. What is not the purpose?

One would assume it is not to prevent people from:-

- Working in Bargoed

- Shopping in Bargoed
- Making Bargoed less safe

However the effect of the imposition of parking charges may well give effect to the 'Law of Unintentional Consequences' and one or more of the above may be invoked.

Barrie Gough

For the Chamber of Trade

Blackwood

Blackwood Library Car Park would like to see the introduction of free-time allowance for those conducting business within Customer First.

Thorncombe Road – arrangements for Post Officer vans (pre-paid without concession)

Additional disabled spaces.

Staff permits or daily rates made available on the closer of the Somerfield car park, as this is where the majority of employees of the town are parking.

Introduction of a free-parking allowance (1-2 hours) at all car parks, charging at all car parks after this point.

Introduction of new machines, either provide change or payment on return options (there is no exceeding fine), allow payment by debit/credit card.

Parking Enforcement – reinvestment in traffic wardens.

Statement from Blackwood Town Council

To Consider Report of Council Highway Owned Car Parking Task & Finish Group

The Clerk informed members that this item was on the agenda as a response was required for a meeting arranged by Caerphilly C.B.C. to hear representations from Town & Community Councils on the attached Report. However, he had been informed late last week that the meeting had been postponed and a new date was to be arranged.

The Clerk had e-mailed a copy of the report presented to the Regeneration & Environment Scrutiny Committee to all members, but also circulated additional copies to members present.

Members highlighted the fact that 64% of all annual income collected from ticket sales for Council Highway owned off street car parks for 2014/2015 was generated in Blackwood (£438,764 of £685,730), with the High Street Car Park(£201,490) generating more than all car parks in Caerphilly and the Cliff Road Car Park generating more than all car park in Bargoed & Ystrad Mynach combined.

They queried what benefits the town had seen from the significant revenue generated, especially as Town Council had recently stepped in to ensure the continuation of floral displays in town throughout the summer after a Caerphilly C.B.C. decision to cease providing same.

It was asked whether budgets delegated to the Town Centre Management Committees could better reflect the income generated in each centre, at least then some sense of fairness might be seen, rather than the perceived vitality in town disadvantaging residents and visitors.

Members were disgusted to learn that whilst 98% of all spaces were pay and display in Blackwood, many of the other town centres were significantly better treated – Bargoed 22%, Risca 0%, Nelson 0% & Newbridge 0%. If all other town centres were brought more into line, then potentially an additional 500 spaces might be charged for, generating additional significant income which might be used to reduce existing charges across the borough.

Furthermore, two specific issues were raised –

Regarding the possibility of some short term free parking in the Bus Station Car Park to assist people visiting the Library, now that the cash office is situated there.

Regarding the possibility of 2 hours free parking in town in the run up to Christmas.

It was agreed to recommend to Council that the Clerk forward the comments raised in advance of the newly arranged meeting.

Caerphilly

Consider the introduction of free parking allowances for schools during drop off and pick up hours.

Consider enhanced lighting or the provision of CCTV coverage at car parks for those parking late at night and safer routes to and from car parks.

Statement From Cllr P. Bevan

Y,G,G.Yr Castell has a great deal of difficulty with parents parking actions, which causes the School and local resident issues, which do become fractious.

Some years ago I asked the then officer responsible Mr Dave Eyre, if it was possible to allocate two 20 mins periods one at the start of school and one at the end of school where the car park is free for parents bringing their children to school. He also agreed to a similar approach at the Twyn Primary, but parents did not use it. However the concession works to an extent at the Yr Castell school. There are however still many parents who will park wherever they wish, to the frustration of school and local residents.

I have met Dean Smith on site to discuss further concessions at dinner time, when two different sets of nursery children either leave school having attended for the morning, or attend school for the afternoon. The request is an attempt to train new parents in the free use of the car park, in the hope that when their children start in the main school, that they will have established the habit of using the Crescent road car park.

Use of Council Car Parks for similar concessions for those schools that may benefit from the free us in the County, would make the school run safer. However the only one that comes to mind is the Lewis Girls School Pengam, there may be others.

Ystrad Mynach

Additional car parking spaces need to be provided.

Free car parking (first 2 hours) to boost trade.

A 15 minute leeway allowance before issuing parking fine.

Enforcement of illegal parking.

Free car parking allowance for parents drop off in car parks close to schools.

Expansion of existing car parks

Misuse of Park and Ride Car Parks, introduction of a dual ticket so that only those access the train can utilise the free spaces.

Any recommendation should consider the dispersal, provision, safety, ticket machines, free hours, maintenance, enforcement and impact on the town centre.

Hengoed

Oppose any form of charge at Park and Ride car parks

Would like to see a free car parking allowance given to users of the Community Centre utilising the Park and Ride from 4.30pm – which would not impact on commuters.

Risca

Mill Street car park, requires better signage and maintain current provision.

Statement From Cllr Brian Hancock (See Below)

APPENDIX 4

13 March 17

T & F Gp
re: Mill St. C.P.

1. CCBC has a Charter to Consultant with Town & Community Councils
— No Consultation with RTC
First we heard was a rumour that Mill St C.P. was being offered for £1. Then the next rumour was the developer was paid £50K.
In either case.

2. The development of the former Dr. Wade's house and garden has failed before.
The development needed access and egress so relatively modern 2 semi-detached houses and at least 2 others were compulsory purchased and demolished. So sweetened for developer.

Then they want the Car Park for ~~to~~ sweetening the parcel of land.

3. Mill St. is very busy
— as an access & egress to Ty Sign < Fire Engine, Ambulance etc
— School.
— Residents car parking on street.
God forbid an accident
— Some residents have no frontage
— except directly onto the pavement. Residents have reported nearly getting knocked down with vehicles coming onto the pavement
Perhaps, road safety measures need to installed!

4 Businesses need the only CP in the area.

This page is intentionally left blank

ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 29TH OCTOBER 2019

SUBJECT: CIVIL PARKING ENFORCEMENT – UPDATE REPORT

REPORT BY: INTERIM CORPORATE DIRECTOR – COMMUNITIES

---

1. PURPOSE OF REPORT

1.1 To update Scrutiny Committee on the implementation and impact of Civil Parking Enforcement (CPE) powers, since their introduction on 8th April 2019.

2. SUMMARY

2.1 Early indications are that the implementation of CPE has been broadly successful. Between 'Go Live' on the 8th April and the end of July 2019 there have been 514 requests for enforcement across the county borough. To the end of July 4,325 Penalty Charge Notices (PCNs) were issued, 70% of which have been paid with the remainder progressing through the appeals process.

2.2 Anecdotally there has been positive feedback about improvements in driver behaviour and greater parking availability and reduced congestion, particularly in the busiest areas. However, now that there is more pro-active enforcement of parking restrictions numerous requests have been received to consider changes to the Traffic Regulation Orders (TROs).

3. RECOMMENDATIONS

3.1 Members are asked to note the contents of this report and consider the following recommendations:

1. To note the content of this report and provide comments.
2. To consider the outstanding requests for changes to parking related TROs and express views on what the priorities should be for the Council's limited resources.
3. To consider whether or not to reconvene the Task & Finish group on the operation and management of highway owned Council car parks, and if so review the group's terms of reference.

4. REASONS FOR THE RECOMMENDATIONS

4.1 To enable Members to consider and comment on the impact of CPE and future work priorities and also to consider whether or not to continue the scrutiny review into the operation and management of the Council's car parks.

5. THE REPORT

5.1 Prior to CPE implementation, the following actions were successfully completed to enable the 'Go Live' on the 8th April 2019:

- A review was undertaken of the parking restriction related TRO across the county borough, to identify any remedial works necessary to bring them up to the required standard for CPE enforcement.
- The CPE application was submitted to and approved by Welsh Government.
- TRO remedial works were completed by March 2019.
- A TRO consolidation order was made.
- A Service Level Agreement for the back office function with Rhondda Cynon Taff County Borough Council (RCTCBC) was concluded for the notice processing service. This service provided by RCTCBC is known as the South Wales Parking Group (SWPG).
- Parking Enforcement Operational Policy: CCBC's enforcement protocol was revised and agreed.
- Resident Permit Parking Policy: a TRO was made to bring the existing permit parking schemes in Abercarn, Bargoed, Blackwood, Caerphilly, Risca, Newbridge, Rhymney and Ystrad Mynach in to line with the Council's approved resident permit parking policy. The charge of £15 per permit per annum was agreed by Cabinet on 28 November 2018.

5.2 The introduction of CPE across the county borough has been broadly successful and well received. The following provides an overview of the performance of the service up until the end of July 2019.

5.3 CPE Performance

5.3.1 Civil Enforcement Officer (CEO) Recruitment: the business case for CPE requires enforcement staffing resource of 8 full time equivalents. Since going live there has been a retirement and a resignation that means there is a slight shortfall in the complement of staff for which a recruitment exercise is ongoing. That said the service has managed to maintain a positive response to enforcement requirements across the county borough.

5.3.2 PCNs issued: between the Go live date and the end of July 4,325 PCNs were issued of which 3036 (70%) have already been paid. The remaining 30% are progressing through the appeals and debt recovery process.

5.3.3 Income received: The above PCNs have generated an income of £105,438. As there are still a number of PCNs progressing through the appeals and debt recovery process (which can take in excess of 3 months) a full picture against the original business case is not available at this time. However, early indications are that the service is on target to generate sufficient income to fund itself.

5.3.4 Appeals received/successful: The vast majority appeals have been upheld and payment received or is being pursued. So far only 11 cases have proceeded to the Traffic Penalty Tribunal (the ultimate external arbiter). Of the 2 so far heard, the Council has won both cases.

5.3.5 Requests for additional enforcement: since the Go Live up until the end of July 2019, 514 requests for additional enforcement have been received. Appendix 1 provides a summary of these requests by ward. Where possible these have been responded to as part of the ongoing enforcement rotas and routes. Now that the service is starting to settle down, more focus will be given to other areas of enforcement such as evenings.

5.3.6 Behaviour changes: early anecdotal information is broadly positive with reports of greater parking availability and reduced congestion in busy areas of the county borough.

5.3.7 Requests for changes to parking restrictions: since the Go Live up until the end of July 2019 numerous requests for changes to parking restrictions have been received. Appendix 2 provides Members with a list of the outstanding requests for changes to parking restrictions in the TRO's. This includes those requests received since the implementation of CPE up to the end of July.

5.3.8 Complaints/compliments/incidents/PR: despite the anecdotal feedback, only one complaint and two compliments have been formally received. While there have been some incidents of verbal abuse of the CEOs and throwing of eggs, fortunately there have been no serious incidents. Officers and managers will continue to ensure such incidents are not tolerated and are reported to Gwent Police.

5.4 **Issues**

5.4.1 Balance of enforcement activity: now that the implementation of CPE is starting to settle down, other areas of enforcement activity can be considered. Until now parking enforcement has been focused on the working day Monday to Saturday with regular routes in the main towns and busy commercial areas, with reactive enforcement elsewhere as requested and resources allow. Other areas of enforcement such as evenings and more outlying residential areas will receive more enforcement. Members' views are sought on whether this balance remains appropriate.

5.4.2 Agree a prioritised TRO programme: Appendix 2 provides Members with a list of the outstanding requests for changes to parking restrictions in the Traffic Regulation Orders. This will be included in the CPE Members' seminar arranged for the 23rd October, for which a summary of the views expressed will be reported verbally. Scrutiny Members are asked to consider these requests and express their views on where the priorities should lie for the limited resources available. Allowing for other day to day operational work and scheme related commitments, the Traffic Management team can generally progress up to 3 or 4 TRO area/ward reviews each year, depending on the level of consultation and engagement. The following advice may be beneficial:

- Revoking of parking restrictions is generally less contentious than adding them. Therefore a TRO to pick up all the requests for revoking/removing parking restrictions (e.g. double or single yellow lines) could benefit a number of wards at the same time.
- For changes related to concerns over safety, congestion and improving public transport, it may be appropriate to afford them a higher priority.
- Requests for changes to resident permit parking within the confines of the existing policy can be considered within the context of an area/ward TRO review, but can often be contentious and time consuming to progress. Where the request relates to a change of policy (e.g. extending the permit restrictions beyond 6pm) then they would require a broader more extensive debate given the implications for the whole of the county borough.
- Requests could be prioritised simply based on the number of requests received/level of support expressed.

5.4.3 Regeneration & Environment Scrutiny Committee Car Parks Task and Finish Group: Scrutiny Committee agreed to suspend the work of the Task and Finish Group until after the implementation of CPE (refer to the background papers). Scrutiny Committee are now asked to consider whether or not to re-commence this Task and Finish Group work and review their Terms of Reference.

5.5 **Conclusion**

In light of the experience of CPE implementation since it went live on 8th April, all current indications are that it has been a successful launch and is having a positive impact on traffic congestion, the efficiency of public transport services, the economic attractiveness and future vitality of all areas within the County Borough.

6. ASSUMPTIONS

6.1 No assumptions have been made in the preparation of this report. Only when a full 12 months of data is available will a full and clear picture be available on how the service is performing against the original business case and predicted income returns.

7. LINKS TO RELEVANT COUNCIL POLICIES

7.1 The following Council policies are relevant to the decision being requested.

7.2 **Corporate Plan 2018-2023**

7.2.1 This CPE service contributes towards the following Corporate Well-being Objectives:

Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment

Infrastructure Division Objective: To work towards a safer environment though positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.

8. WELL-BEING OF FUTURE GENERATIONS

8.1 This service contributes to the following Well-being Goals:-

- A prosperous Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A globally responsible Wales

8.2 This proposal contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act in that:

- Long term resourcing of operation and management solutions of this specialised service provision allows for more effective and predictable resource/ financial commitments going forward.

- Taking direct control of CPE enables CCBC to increase prevention of parking disruption and congestion in conurbations contributing to the well-being of its communities.

- It forms part of an overall strategy integrating the traffic management of local roads to regional transport systems on which public transport, private users, cyclists and walking networks can operate.

- Collaboration with other organisations and local authorities enables a more effective and efficient service delivery.

9. EQUALITIES IMPLICATIONS

9.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified therefore a full EIA has not been carried out.

10. FINANCIAL IMPLICATIONS

10.1 There are no financial implications arising from this report.

11. PERSONNEL IMPLICATIONS

11.1 There are no personnel implications arising from the report.

12. CONSULTATIONS

12.1 All responses from consultations have been incorporated in the report.

12.2 A Members' Seminar has been arranged for the on 23rd October 2019. At the time of writing this report the seminar had not been held, so a summary of the meeting/discussion will be presented verbally to Members at the Scrutiny meeting.

13. STATUTORY POWER

13.1 The following enabling statutory powers apply to the CPE service.

- Traffic Management Act 2004.
- The Civil Enforcement of Road Traffic Contraventions (General Provisions) (Wales) Regulations 2013.
- The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (Wales) Regulations 2013.
- The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) Removed Vehicles (Wales) Regulations 2013.
- The Civil Enforcement of Road Traffic Contraventions (Approved Devices) (Wales) Order 2013.
- The Civil Enforcement of Road Traffic Contraventions (Guidelines on Levels of Charges) (Wales) Order 2013

Author: Clive Campbell – Transportation Engineering Manager: campbc@caerphilly.gov.uk

Consultees: Cllr. D.T. Davies – Chair of Environment & Sustainability Scrutiny Committee
Cllr. A. Hussey - Vice Chair of Environment & Sustainability Scrutiny Committee
Cllr. Sean Morgan – Deputy Leader and Cabinet Member for Economy, Infrastructure, Sustainability and Well-being of Future Generations
Cllr. Eluned Stenner – Cabinet Member for Environment and Public Protection
Mark S Williams – Interim Corporate Director of Communities
Robert Tranter – Head of Legal Services and Monitoring Officer
Stephen Harris – Interim Head of Business Improvement Services & S.151 Officer
Marcus Lloyd – Head of Infrastructure
Dean Smith – Principal Engineer (Traffic Management)

Robert Hartshorn – Head of Public Protection, Community & Leisure Services
Ceri Edwards – Environmental Health Manager
Richard Crane – Principal Solicitor
Mike Eedy – Finance Manager
Shaun Watkins – Principal Personnel Officer
Anwen Cullinane – Senior Policy Officer – Equalities and Welsh Language
Kathryn Peters - Corporate Policy Manager

Background Papers:
Scoping of the Countywide Review of the Operation and Management of Highway Owned Car Parks – Regeneration and Environment Scrutiny committee – 29 March 2016

Update on Task and Finish group review of the operation and management of Highway owned Council car parks – Regeneration and Environment Scrutiny committee – 4 July 2017

Decriminalisation of Parking – Residents' Parking Amendment Order 2018 – Cabinet 28 November 2018

Civil Parking Enforcement Progress Report – Council 22 January 2019

Appendices:
Appendix 1 – Summary of requests for parking enforcement by ward (April – July 2019)
Appendix 2 – Summary of requests for changes to parking restrictions for existing Traffic Regulation Orders
Appendix 3 – Equalities Impact Assessment Screening Form

Appendix 1 – Summary of requests for parking enforcement by ward (April to July 2019)

Ward	Total
Aber Valley	6
Aberbargoed	6
Abercarn	25
Argoed	0
Bargoed	43
Bedwas, Trethomas and Machen	24
Blackwood	71
Cefn Fforest	17
Crosskeys	10
Crumlin	0
Darran Valley	0
Gilfach	1
Hengoed	10
Llanbradach	4
Maesycwmmer	3
Morgan Jones	65
Moriah	4
Nelson	12
New Tredegar	1
Newbridge	14
Pengam	9
Penmaen	3
Penyrheol	0
Pontllanfraith	23
Pontlottyn	8
Risca East	38
Risca West	3
St Cattwg	0
St James	65
St Martins	8
Twyn Carno	1
Ynysddu	8
Ystrad Mynach	32
OVERALL TOTAL = 514	

These requests can be broken down in to type (i.e. double yellow lines, loading bay, schools, resident parking, obstruction at junctions, disabled bays, limited waiting bays, blocking of access and bus stops).

Appendix 2 - Summary of requests for changes to parking restrictions for exisitng Traffic Regulation Orders

WARD	LOCATION	DESCRIPTION
ABER VALLEY	BRYNHAFOD ROAD	DYLs
ABER VALLEY	CROSS STREET	DYLs
ABER VALLEY	THE SQUARE SENGHENYDD	DYLs
ABER VALLEY	BRYNHYRFYD TERRACE	DYLs
ABER VALLEY	SENGHENYDD	LOOK AT CENOTAPH
ABER VALLEY	BRYNGELLI	DYLs AROUND JCTS (SR050696)
ABERBARGOED	SCHOOL STREET	DYLs NEAR NEW BUILD
ABERBARGOED	BEDWELLTY ROAD	DYLs TO CREATE PASSING PLACE
ABERCARN	CELYNEN DEVELOPMENT	DYLs
ABERCARN	HIGH MEADOW	DYLs
ABERCARN	ABERCARN POST OFFICE	DYLs
ABERCARN	RAILWAY TERRACE	REMOVE DYLSs
ABERCARN	NEWPORT ROAD CWMCARN	REQUEST FOR LIMITED WAITING EXTENSION NORTHWARDS
ABERCARN	NEWPORT RD, CWMCARN	CHANGE SYL TO DYL AT NO 96-101
ARGOED	PENYLAN ROAD	DYLs
ARGOED	A4048/BANALOG TERRACE	DYLs AT JUNCTION
BEDWAS	GREENACRE GARDENS	EXTEND DYLs
BARGOED	CARDIFF ROAD	REPLACE BUS STOP OUTSIDE FAIRVIEW TRADE SALES WITH DYLs AS BUS STOP NOT USED
BARGOED	CARDIFF ROAD	REMOVE LTD WAITING/SINGLE YELLOW IN ONE-WAY SECTION/RESIDENTS ASSESSMENTS
BARGOED	GREENFIELD ST / FRANCIS STREET etc	AMEND LIMITED WAITING BAYS TO INCLUDE PERMIT HOLDERS
BARGOED	FRANCIS STREET	REDUCE LTD WAITING BAY SO IT DOES NOT RUN ACROSS PARKING BAY FOR 6A UPPER HIGH STREET
BARGOED	HILL STREET	CONSIDER REMOVAL OF DYLs OUSTIDE 23 HILL STREET
BLACKWOOD	WAUNBORFA / BRYN RD JUNCTION	DYLs NEAR PAPERSHOP
BLACKWOOD	PENYBRYN ROAD/PENCOED AVENUE	DYLs ON JUNCTION
BLACKWOOD	GOLWG Y BONT/HEOL DDERWEN	DYLs ON JUNCTION
BLACKWOOD	RHOSNEWYDD TERRACE	DYLs
BLACKWOOD	LANE TO REAR OF HOMELAND PLACE	DYLs
BLACKWOOD	GORDON ROAD/ST TUDORS	DYLs ON JUNCTION
BLACKWOOD	GARFIELD ST JUNCTION	DYLs
BLACKWOOD	37 CROESO SQUARE	REMOVE DISABLED BAY
BLACKWOOD	LANE TO REAR OF DAVID STREET	DYLs
BLACKWOOD	WILLIAM STREET	EXTEND RESIDENTS PARKING BAY BETWEEN 38-48
BLACKWOOD	WOODBINE CLOSE	DYLS ON LANE AND AROUND CORNER LEADINGTO HOUSES (SR075211)
BTM	CHURCH ROAD	EXTEND TIME ON LIMITED WAITING FROM 15 TO 30 MINUTES
BTM	GREENWAY	DYLs
BTM	TYDFIL ROAD	DYLs

WARD	LOCATION	DESCRIPTION
BTM	PANDY LANE	DYLs
BTM	LEWIS STREET MACHEN	DYLs
BTM	BEDWAS HIGH SCHOOL	DYLs AT MAIN SCHOOL GATE
BTM	PANDY ROAD, BEDWAS	DYLs
CEFN FFOREST	FAIRVIEW / STONEHOUSE	DYLs
CROSSKEYS	SILVER STREET, PONTYWAUN	DYLS (SR053973)
CROSSKEYS	CASTLE LANE PONTYWAUN	DYL ON HILL NEAR JNCN WITH NORTH ROAD
CROSSKEYS	RISCA ROAD	RESIDENTS PARKING (SR047289)
CROSSKEYS	COBDEN STREET	REMOVAL OF DISABLED BAY (SR060095)
CROSSKEYS	B4591 MEDART PLACE/GREENMEADOW DRINE JCT	DYLS (SR075355)
CRUMLIN	PEN-Y-FAN POND	DYLs
CRUMLIN	COMMERCIAL ROAD/WHITETHORNE ST	DYLs TO STOP VEHICLES PARKING UP TO JNCN
CRUMLIN	CRUMLIN SQUARE	LTD WAITING & DISABLED BAYS OUTSIDE SHOPS (SR075064)
CWMCARN	NEWPORT ROAD	REMOVAL OF RESIDENTS PARKING BAY
CWMCARN	NEWPORT ROAD	REMOVAL OF LIMITED WAITING (SR069162 PLUS OTHERS - include section opposite PO)
CRUMLIN	PENYFAN ACCESS ROAD	DYLs ON POND ACCESS
DARRAN VALLEY	YSGWYDDWYN	DYLs
DARRAN VALLEY	HILLSIDE TERRACE	DYLs
DERI	GLYNMARCH STREET	REQUEST FOR PARKING RESTRICTIONS AT SCHOOL
FOCHRIW	BROOK ROW/GLYN TCE JUNCTION	DYLs
GELLIGAER	LANE TO SIDE OF SURGERY	DYLs
GILFACH	PARK PLACE	REMOVE SYLs
MAESYCWMMER	PREMIER STORES	LIMITED WAITING
MAESYCWMMER	HAWTIN PARK	DYLs
MORGAN JONES	CRESCENT ROAD	DYLs AT CROSSING POINT
MORGAN JONES	SIR STAFFORD CLOSE	DYLs NEAR FUNERAL HOME
MORGAN JONES	BEDWAS ROAD	DYLs NEAR DJ TYRES (SR030650)
MORGAN JONES	SIR STAFFORD CLOSE	DYLs ON BEND (SR030715)
MORGAN JONES	PARC Y FELIN STREET	DYLs AT ENTRANCE (SR032248)
MORGAN JONES	ACCESS ROAD MORGAN JONES PARK	DYLs
MORGAN JONES	GELLIR FELIN	DYLs
MORGAN JONES	LAWRENCE STREET	CONSIDER FILLING IN GAP IN PERMIT PARKING BAY BETWEEN NO.S 29 & 37
MORGAN JONES	MELIVILLE TERRACE	REMOVE DYLs
MORGAN JONES	SOUTH PANDY LANE	RESIDENTS PARKING
MORIAH	WARNE TERRACE ABERTYSSWG	REMOVE SKC
MORIAH	HIGH STRET RHYMNEY	REMOVE PARKING BAYS FORMALISE BUS STOP
NELSON	LLANCAIACH VIEW / TAWEL FAN	DYLs

WARD	LOCATION	DESCRIPTION
NELSON	WERN CRESCENT	DYLs
NELSON	BROOKLANDS AT JNCNWITH B4255	DYLs BOTH SIDES
NELSON	HEOL FAWR	EXTENDED DYLs
NELSON	HIGH STREET	DYLs AT JUNCTION BETWEEN 79 AND 81 (SR67639) & OUTSIDE OR OPPOSITE CHURCH WHERE RD NOT WIDE ENOUGH TO PARK BOTH SIDES (SR070703)
NELSON	HIGH STREET	REMOVE DYLs
NELSON	HIGH STREET	LIMITED WAITING OUTSIDE WELLINGTON STORES
NEW TREDEGAR	BIRCHGROVE	DYLs FOR REFUSE
NEW TREDEGAR	BRISTOL TERRACE, BRITHDIR	DYLs OPPOSITE GARAGE (26)
NEWBRIDGE	MEREDITH TERRACE	RESIDENT PARKING PERMITS REQUESTED (SR074824)
NEWBRIDGE	FOX AVENUE	DYLs
NEWBRIDGE	TYNEWYDD TERRACE	EXTEND POW ACROSS NO 55
NEWBRIDGE	ENTRANCE TO TRECELYN HOUSE	DYLs
NEWBRIDGE	PARK ROAD / HOLLY TERRACE	DYLs
PENGAM	PENGAM ROAD	REVOKE DYLs
PENMAEN	NEW ROAD WOODFIELDSIDE	DYLs
PENMAEN	BRYN HOWARD TERRACE	POLICE VEHICLES ONLY (SCEU)
PENYRHEOL	PLAS HYFRED	DYLs NEAR TRAVELODGE
PENYRHEOL	GLENFEILDS ESTATE CAERPHILLY	DYLs AT ENTRANCE (SR050447)
PONTLLANFRAITH	VALLEY VIEW	DYLs
PONTLLANFRAITH	TRAM ROAD	DYLs (SR070571)
PONTLLANFRAITH	PENMAEN ROAD	REMOVE DYLs
PONTLLANFRAITH	NEWBRIDGE ROAD	DYLs AT JUNCTION WITH ELIM WAY (SR044293)
PONTLLANFRAITH	BRYNTEG AVENUE	CONSIDER REMOVING APPROX 15M DYLs FROM SCHOOL END & SOME FROM PENLLWYN LANE (SR074917)
RHYMNEY	HIGH STREET REAR LANE	DYLs OPPOSITE GARAGE (SR035158)
RISCA	COMMERCIAL ST OUTSIDE LIBRARY	DISABLED BAY (SR050444)
RISCA	FERNLEA	DYLs
RISCA EAST	THISTLE WAY	DYLs
RISCA EAST	SEVERN CLOSE	DYLs
RISCA WEST	TREDEGAR STREET	CONSIDER CONVERTING LIMITED WAITING TO UNRESTRICTED (SR039561 & SR073484)
ST CATTWG	NORTH ROAD, PENALLTA IND EST	DYLs SR050949
ST JAMES	VAN ROAD (IND EST)	DYLs AT WERNDDU COURT
ST JAMES	RUDRY	DYLs NEAR GARTH CLOSE (EXTENSION)
ST MARTINS	MAES GLAS/MEADOW CRESCENT	DYLs AT JUNCTION
ST MARTINS	CLAUDE ROAD	SHORTEN PARKING NEAR 130 (SR027021)
ST MARTINS	FFORDD TRAWS CWM	DYLs NEAR BUST STOP BY LAKE
ST MARTINS	WESTERN IND EST	REVOKE DYLs
ST MARTINS	LANE ACCESSING ABER STATION CAR PARK	DYLs (SR036748)
ST MARTINS	GOODRICH FLATS, VAN ROAD	DYLs SR051664

WARD	LOCATION	DESCRIPTION
ST MARTINS	SPORTS DIRECT SIDE LANE	DYLs FULL LENGTH (SR059018)
ST MARTINS	GOODRICH STREET REAR LANE	PROHIBITION OF DRIVING
ST MARTINS	LUDLOW STREET	INCLUDE RESIDENTS ONLY IN LIMITED WAITING BAYS
ST MARTINS	BARTLETT STREET	INCLUDE RESIDENTS ONLY IN LIMITED WAITING BAYS
ST MARTINS	SOUTHERN STREET	EXTEND LIMITED WAITING BAYS
ST MARTINS	MARKET STREET	DYLs NEEDED IN BUS LANE AS CAN'T ENFORCE FOOTWAY PARKING
ST MARTINS	NORTH VIEW TERRACE	RESIDENTS PARKING
TWYN CARNO	OAKLAND TERRACE	DYLs
YNYSDDU	WATTSVILLE	POD FOR COUNTRYSIDE
YNYSDDU	HILL VIEW	REMOVAL OF DISABLED BAY (SR073275)
YNYSDDU	WESTERN TERRACE, CWMFELINFACH	DYLs OPPOSITE LANE (SR037801)
YSTRAD MYNACH	GEORGE STREET	DYLs
YSTRAD MYNACH	BEDWLWYN ROAD	DYLs
YSTRAD MYNACH	LEWIS STREET	WHEN REVIEWING RESIDENTS PARKING INC NO 42
YSTRAD MYNACH	CEDAR WAY	DYLs AT JUCTION WITH A472
YSTRAD MYNACH	BUZZARD WAY/DRAGON WAY JCT, CWM CALON	DYLs
YSTRAD MYNACH	DUFFRYN INDUSTRIAL ESTATE	DYLs
YSTRAD MYNACH	CHURCH STREET	CHANGE LIMITED WAITNG BAYS TO INCLUDE PERMIT HOLDERS
YSTRAD MYNACH	PARK STREET	DYLs
YSTRAD MYNACH	GEORGE STREET & GLENVIEW	CONSIDER DYLs AT JUNCTION WITH PENALLTA ROAD TO FACILITATE BIN COLLECTION
YSTRAD MYNACH	OAKFIELD STREET	REMOVE DYLs OPPOSITE THE SURGERY

July 2019

CCBC - Equality Impact Assessment Screening Form

This completed form must be appended to any report being proposed for a decision if it determines that a full Equality Impact Assessment is not required

SECTION 1

Which service area and directorate are you from?	
Service Area:	Infrastructure (Transportation Engineering)
Directorate:	Communities

For the majority of these questions, you can tick more than one box as more than one option may be relevant

Q1(a) WHAT ARE YOU SCREENING FOR RELEVANCE?					
Service/Function	**Policy/Procedure**	**Project**	**Strategy**	**Plan**	**Proposal**
☒	☒	☐	☐	☐	☐

Q1(b) Please name and describe here: ***(Press F1 for guidance – top row on keyboard)***
Considering the impact of the implementation of Civil Parking Enforcment since the 8th April 2019.

Q2(a) WHAT DOES Q1a RELATE TO?		
Direct front line service delivery (High)	Indirect front line service delivery (Medium)	Indirect back room service delivery (Low)
☒	☐	☒

Q2(b) DO YOUR CUSTOMERS/CLIENTS ACCESS THIS…?			
Because they need to (High)	**Because they have to** (Medium)	**Because it is automatically provided to everyone in the county borough** (Medium)	**On an internal basis i.e. staff** (Low)
☒	☐	☐	☐

Q3 WHAT IS THE POTENTIAL IMPACT ON THE FOLLOWING… High, Medium and Low do not mean the same as positive or negative – a high impact could be a positive impact on a particular group… Is your proposal likely to impact disproportionately in any way (good or bad) on a particular group?

	High Impact (High)	Medium Impact (Medium)	Low Impact (Low)	Don't Know (High)
Children/Young People	☐	☐	☒	☐
Older People (50+)	☐	☐	☒	☐
Any other age group	☐	☐	☒	☐
Disability	☐	☐	☒	☐
Race (including refugees)	☐	☐	☒	☐
Asylum Seekers	☐	☐	☒	☐
Gypsies & Travellers	☐	☐	☒	☐
Religion or (non-)belief	☐	☐	☒	☐
Sex	☐	☐	☒	☐
Sexual Orientation	☐	☐	☒	☐
Gender Reassignment	☐	☐	☒	☐
Welsh Language	☐	☐	☒	☐
Poverty/social exclusion	☐	☐	☒	☐
Carers (inc. Young carers)	☐	☐	☒	☐
Community Cohesion	☐	☐	☒	☐
Marriage & Civil Partnership	☐	☐	☒	☐
Pregnancy & Maternity	☐	☐	☒	☐

Q4 WHAT ENGAGEMENT / CONSULTATION / CO-PRODUCTIVE APPROACHES WILL YOU UNDERTAKE? Please provide details below – either of your planned activities or your reasons for not undertaking engagement. ***(Press F1 for guidance – top row on keyboard)***

Officers will continue to review and respond to requests from Members and the public and any feedback on the service.

Q5(a) HOW VISIBLE IS THIS INITIATIVE TO THE GENERAL PUBLIC?		
High Visibility (High)	**Medium Visibility** (Medium)	**Low Visibility** (Low)
☒	☐	☐

(b) WHAT IS THE POTENTIAL RISK TO THE COUNCIL'S REPUTATION? *(Consider the following impacts – legal, financial, political, media, public perception etc...)*		
High Risk (High)	**Medium Risk** (Medium)	**Low Risk** (Low)
☐	☒	☐

Q6 Will this initiative have an impact (however minor) on any other Council service?	
Yes	**No**
☐ If *Yes*, please provide details below	☒

Q7 HOW DID YOU SCORE? *Please tick the relevant box*		
Q3 counts as one despite the large number of groups – use the highest recorded impact when calculating your score. This is not an exact science – a high result might not necessarily result in a full EIA report e.g. it may be governed by other legislation or by Welsh Government, resulting in a lack of control at our end. The most important thing is your answer to Q8...		
Mostly HIGH and/or MEDIUM → HIGH PRIORITY →	☐	**EIA to be completed. Please go to Section 2.**
Mostly LOW → LOW PRIORITY/NOT RELEVANT →	☒	**Do not complete EIA. Go to Q8 followed by Section 2.**

Q8 If you determine that this initiative is not relevant for an EIA report; you must provide a full explanation here. Please ensure that you cover all of the relevant protected characteristic groups. ***(Press F1 for guidance – top row on keyboard)***
An EIA was considered at the time a decision was taken to implement CPE. This current report is only a review of CPE since implemtation. No changes to the powers or policy under CPE are proposed at this time.

SECTION 2

Screening Completed by:	
Name:	**Clive Campbell**
Job Title:	**Transportation Engineering Manager**
Date:	**14 August 2019**

Head of Service Approval:	
Name:	**Marcus Lloyd**
Job Title:	**Head of Infrastructure**
Date:	**19-9-19**

This page is intentionally left blank