



## 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**

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### **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 29<sup>th</sup> 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 its 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.

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



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

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

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

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

## 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 is 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)

### Conclusion

What is the purpose of introducing parking fees in Bargoed?

1. Is it to raise more income for the council:-

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. Is it to have parity with other towns in the borough?

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 use 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)**

13 March 17

T + F Gp

re: Mill St. C.P.

1. CCBC has a Charter As 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 compulsary purchased and demolished. So sweetened for developer.

Then they want the Car Park for 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 be installed!
4. Businesses need the only C.P. in the area.

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