

**CABINET**

Minutes of a meeting held on 1<sup>st</sup> July, 2019.

Present: Councillor L. Burnett (Vice-Chairman in the Chair); Councillors B.T. Gray, P.G. King, K.F. McCaffer, Mrs. M.R. Wilkinson and E. Williams.

**C22 APOLOGIES FOR ABSENCE –**

These were received from Councillor N. Moore (Chairman).

**C23 MINUTES –**

RESOLVED - T H A T the minutes of the meeting held on 17<sup>th</sup> June, 2019 be approved as a correct record.

**C24 DECLARATIONS OF INTEREST –**

Councillor P.G. King declared an interest in relation to Agenda Item 9 – Proposed Multi-Use Games Area, King George V Playing Field, Llandough. The nature of the interest was the Councillor being a Llandough Community Councillor. Councillor P.G. King withdrew for this item, and did not speak or vote on the matter.

**C25 PROPOSED PARKING MANAGEMENT POLICY 2019/20 (REF) –**

The Deputy Leader stated that the two references concerning the Proposed Parking Management Policy 2019/20 would be looked at together. The Deputy Leader stated that some of the recommendations and comments contained within these reports had been made by current Cabinet Members.

At the meeting of the Environment and Regeneration Scrutiny Committee, on 4<sup>th</sup> April, 2019, the Director of Environment and Housing presented the reference from Cabinet following its meeting on 18<sup>th</sup> March, 2019.

The Director began by stating that the Council's budget was currently £220m which was allocated on a priority basis. Of the Council's total budget, 48% was allocated to Education and 29% to Social Care, this compared to 10% allocated to Neighbourhood Services and Transport.

The Director went on to state that Neighbourhood Services and Transport controlled car parks and also covered waste, recycling, street lights and highways, and he outlined that car parks needed to be made cost neutral as the Authority had been hit hard by austerity. He advised that his Directorate alone had made £8m savings from its budget since 2015, and unfortunately austerity was having a very detrimental effect on Environmental Services.

Since 2015, Neighbourhood Services and Transport had found savings of 26% of its budget, and there had been a major impact on services, with a 4.2% budget reduction required for the current financial year. The Director stated that the Council was working towards full cost recovery in order to protect frontline services, these proposals were not aimed at making a profit but they were aimed at paying for the cost of parking. He added that if the same trend was to continue then some services currently provided would no longer exist. In order to achieve further budgetary savings, the Director referred to the Reshaping Services Programme, including the single-use sports pitches and the transfer of assets, and he outlined that the Council was likely to see more similar choices.

The Head of Neighbourhood Services and Transport then referred to the proposals contained within the new policy.

The Report provided details of the comments received to the consultation undertaken on Capita's Draft Parking Strategy in Summer 2018 and recommended a Parking Policy for 2019/20.

Parking was an extremely valuable asset which properly managed could benefit the economic activity of areas. To not charge for such facilities where viable was not an option unless there were reductions in other services or the car parks were closed. If it was viable to charge for these facilities the Council should do so in order to ensure that these assets were self-funding and could be properly managed.

Following consideration of the consultation responses received, the equality impact assessment, the current budget position, together with the fact that the provision of car park spaces was not a statutory function, the report recommended the introduction of charging for a number of car parks, at certain on-street locations and for resident parking permits, for the financial year 2019/20.

### **Town Centre Car Parks**

Short Stay Car Parks at Kendrick Road, Thompson Street and Wyndham Street, Barry, The Butts, Town Hall Square and Southgate Cowbridge.

Charges proposed for Short Stay Car Parks up to 2 hours FREE, up to 3 hours £1.00, up to 4 hours £2.00, up to 5 hours £5.00 and all day £6.00. Tariffs applicable 6 days per week from 8am to 6pm with blue badge holders free. Annual permits available for £160 for 6 months and £300 for 12 months, with a direct debit option.

Charges for certain Llantwit Major car parks were to be put on hold pending discussions with Llantwit Major Town Council about the possible transfer of car parks on Boverton Road, Wine Street and at the Town Hall. Le Pouliguen Way car park Llantwit Major would also be considered separately.

Long stay Car Park at Court Road Multi-Storey, Barry. Charges for the Long Stay Car Park was proposed to be the same as short stay except that up to 5 hours was £4.00 not £5.00 and all day was £5.00 not £6.00. Tariffs applicable 6 days per week from 8am to 6pm with blue badge holders free. Annual permits available £80 for 6 months and £150 for 12 months.

## **Resort Car Parks**

The Report proposed that Resort car parks were not subject to any seasonal variation in tariff. Resort car park charged for cars are 0-1 hour £1.00, 1 hour plus £6-00 between 8am and 4pm. From 4.01pm to 11pm a reduced charge was applicable for 1 hour plus of £3.00. These charges would be for 7 days per week. Permits would be available for each car park at an annual cost of £300. It was proposed that disabled persons with blue badges would park for free.

## **Coastal Car Parks**

Barry (Cold Knap and Bron y Mor), Llantwit Major Cwm Colhuw, Penarth Cliff Walk. Summer charges for these car parks up to 1 hour £1.00 and all day £3.00 with a £12.00 charge for buses and coaches. Winter period November to February inclusive no charge. Tariffs applicable 8am to 8pm 7 days per week and a permit for individual car parks would be available for £75 per year. Disabled persons with blue badges proposed as free.

Ogmore by Sea (Portabello), West Farm Southerndown and Llwyn Passat Penarth were not shown as viable in the Report based on payback over 7 years of the infrastructure costs and will be subject to further investigation.

## **Country Parks Car Parks**

Cosmeston Lakes and Porthkerry Country Park charges proposed all year round with up to 2 hours parking for £1.00 and all day set at £3.00 with bus/coach parking at £10.00 all day. Tariffs applicable between 8am to 6pm 7 days per week. Permits available for £75 per car park per annum. Disabled persons with blue badges proposed as free.

## **On Street Parking Town Centre and Coastal**

It was not proposed to bring on street parking charges in town centres for 2019/20.

Charges were proposed for on street parking in the coastal resorts of Penarth (the Esplanade) and Barry Island all year round, 7 days per week. Up to 2 hours £2.00, up to 3 hours the charge proposed was £4.00, up to 4 hours £6.00, up to 5 hours £8.00 and all day £10.00. Charges in the Winter for Penarth Esplanade were proposed as half the Summer charge. Disabled persons with blue badges proposed as free.

## **Displacement Parking**

No additional measures were proposed by the Report to prevent any displacement parking. This was subject to review once the charges had been implemented.

## **Resident Parking Permits**

This Report outlined a Resident Parking Policy together with charges relating to the purchase of such permits. There were no restrictions as to the number of permits a household could purchase.

## **Enforcement**

A report was presented to Cabinet on 18th February 2019 in respect of the provision of an in house enforcement service which would cover both environmental and Civil Parking Enforcement (CPE). A further report would be brought to Cabinet outlining the future intentions for Civil Parking enforcement once the Parking Policy was agreed.

## **Technology and Infrastructure**

The Report proposed to use modern solar powered 'Pay and Display' Machines with coins and contactless options. Digital payment methods e.g. Parking App would also be improved.

## **Leisure Centres**

Leisure Centre Car Parks had been excluded from the Report and would be discussed as part of the Leisure Contract extension negotiation and reported to Cabinet separately.

The Chairman thanked the officers for the introduction to the reference and the attached report and he advised that a petition signed by over 200 people had been submitted. The petition related to parking charges at the beach, Colhugh Bay, Llantwit Major, and was a call for the Vale of Glamorgan Council not to impose charges at the beach car park as this would affect the popularity of the area and any business's that operate including the Café and Surf Club. The Chairman then invited public speakers to provide their verbal representations to the Committee.

The first public speaker was Mr. Louis Ross, who began by stating that the policy was flawed and had not been thought through enough. Mr. Ross stated that traders on Barry Island had invested heavily to make the Island a success and to give it a feel good factor, with traders who were willing to stay open later in order for more visitors to enjoy Barry Island. Mr. Ross stated that the changes would put people off, mainly locals, from visiting the Island and charging would send the Island backwards with traders being better off closing at the end of summer. The policy would therefore result in less local visitors. He stated that at present 150 people were employed by various traders on the Island and this number would be reduced as a result of the policy. Mr. Ross referred to the amount of money spent within the local economy by the traders on the Island which would also be affected. Mr. Ross stated that all the many events and groups on the Island relied upon local people and the policy around charging would discourage people from visiting, but traders were happy to work with the Council to find a solution.

The Committee welcomed the next public speaker, who was Mr. David Elliott. Mr. Elliott referred to the valuable contribution that attractions provided to the Vale economy and he stated that the Council should be looking at ways to attract visitors to the Vale and not allow them to by-pass to other parts of Wales. He stated that charging for parking would have an effect on coastal businesses both in and out of season and he referred to the need for more time to be allowed for dog walkers who would go elsewhere. Mr. Elliott then referred to the charging policy introduced in Tenby and he asked why a lower rate of tariff could not be introduced to the Vale. Mr. Elliott also referred to Government policy around improving high streets and he commented on the “scaremongering” that was ongoing that would put people off from visiting their local towns and coastal areas.

The Committee then welcomed the next public speaker, Mr. John Lake who stated that the Vale Council had received millions in free advertising through the Gavin and Stacey T.V. programme. This was still ongoing and he stated that the policy would spoil Barry Island and benefit Culverhouse Cross and Bridgend as visitors would go there instead. Mr. Lake asked why charges could not be lower.

The Committee’s fourth public speaker was Mr. Matthew Lock who stated that he hoped that the Committee would recommend for a total rethink of the policy, which would then likely be ignored by the Cabinet. If so, then Cabinet would not only be ignoring the Committee, it would also ignore the views of 2600 people who responded to the consultation and the 3,200 signatures in a petition against the policy. He asked what was the point of consultation and a Scrutiny process if it was just to be ignored. He stated that the Council needed to undertake better consultation, citing the two hour meeting that he had with officers in Porthkerry and the 12 pop up banners. He added that the report was over 800 pages, with most of the public not having the time to read or understand. From a personal perspective, he stated that he would need multiple permits to visit Barry Island and Porthkerry Park, but as the cost of this was over £500.00 then it would be cheaper for him to join a Gym. He felt that the policy was another revenue stream for the Council, and he outlined that charging was unacceptable to visitors and traders. He asked for the Council not to follow the example of other Local Authorities, and for free parking to remain in place as a way to encourage visitors.

The next public speaker was Mr. David Lewis who stated that he was disappointed that the policy had not taken account of the views expressed by the traders on Barry Island. He stated that it was clear that the Island was a beautiful place to visit and he wanted the Council to encourage visitors and not put up barriers. The policy he stated would risk the many weekly events held over the Island and would put people off from attending. He then outlined that there were many risks if the policy was adopted which included increased costs to businesses, reduced sales and impact on employment. This all needed to be taken into account as some businesses would close or reduce staff. The other impact would be on other suppliers such as local producers.

The next public speaker, Ms. Amanda Ewington, outlined that she was speaking as a resident of Barry and the Vale of Glamorgan. She referred to comments regarding austerity made by the Director of Environment and Housing and she stated that people had also been hit during austerity through a rise in Council Tax. She stated

that she used many of the areas listed in the report such as Barry Island, Cosmeston, Porthkerry and areas further down the Vale. She stated that she used these areas not just for dog walking but also as a way to help with her own health and mental wellbeing. She stated that during her walks she saw a diverse range of people and on many occasions would see the same individuals. These areas were meeting places and if parking charges were brought in then people would not go out and therefore would not have regular social contact. Ms. Ewington outlined that there were many activities that she saw over the Island, the most recent one being a young mum's fitness club. She stated that she wanted people to go to these places and enjoy the many amenities there and wanted to see businesses thrive. She stated that the parking proposals would hit people hard and she stated that she would not pay a penny to park. She also referred to the new housing development on Barry Island and stated that new residents would be "blighted" with people parking in their streets to avoid paying the charges.

The seventh public speaker was Mr. Frederick Williams-Curtis who stated that they had been living in Barry since 1969. He referred to the 1990 UK Government Act covering on-street parking and he stated that the purpose of this was to prevent shop keepers from parking in his street. He stated that he argued this point at that time and he stated that he had never had a problem with shop keepers parking. He therefore commented that he felt he was being penalised because of a line that had been drawn on a map and he referred to an adjoining street which had no restrictions. Mr. Curtis then commented on the cost of residents permits and he stated that if a family member was to visit then this would be an additional cost for him. This, he stated, was having an impact on his personal life.

The Committee then welcomed Mrs. Melanie Brown, a teacher from Holton Road Primary School, who wished to air the views of staff working at the school. She stated that at present 37 staff members used the all-day car park opposite the school, with a number of parents also using this facility. She stated that the school did not have its own car park and there were insufficient places for on-street parking near the school. This was difficult for teachers and learning assistants who would regularly be required to carry large amounts of paperwork and school work. This was difficult especially during the winter period. Mrs. Brown also referred to the impact on parents of children attending the school who were mainly from the lower economic background. She also advised that this would affect the environment in which children were taught as the school would not be able to attract the same calibre of staff who would be more willing to work at a school with better parking arrangements. She also stated that the school had been affected by austerity and she believed that the charging for parking would affect the education of the children attending the school. She asked whether the Committee would support a proposal for a total exemption for teachers and learning support assistants from paying car parking charges for all day.

The next public speaker was Miss. Claire Cook who stated that in relation to Barry there needed to be a 25% increase in enforcement for the proposals to be cost effective. She referred to enforcement showing a downward trend so the proposals were not cost neutral. She also referred to the Capita report which suggested that four machines were required on Port Road although the Council had decided to introduce just two. She queried whether this was a cost cutting measure and

queried how the Council had gone against the Capita proposals. Ms. Cook stated that no one would pay for parking and she added that residents affected were an afterthought so she was unsure of the Council's plans regarding residents' permits which required 50% of an area to agree implementation.

The final public speaker was Mrs. Jane Cook who was speaking on behalf of residents of Llantwit Major. From a residents perspective she stated that the old part of Llantwit Major was a conservation area and so it was very difficult for residents and visitors to find a parking place. She stated that parking was very limited with some spaces available at Wine Street and this had been evidenced by the Capita survey. She stated that there had not been a real analysis of the data and the report did not reflect a true understanding of the needs of residents. She stated that residents would be penalised in order to continue living in their home and town.

The Chairman then invited Vale of Glamorgan Councillors not Members of the Committee to make their verbal representations to the Committee.

Councillor Janice Charles voiced her lack of support for the policy, citing that not one of the traders on Barry Island thought the policy was a good idea. She referred to the seven year period required for the policy to make a profit, and so she indicated that this felt like an incompetent tax. Councillor Charles asked "where was the sense of community" as the policy was likely to result in job losses, and which would drive many people to big supermarkets. The policy, she stated, was wrong, would turn people away and would result in Barry becoming a sterile town. People of Barry were "fuming" with this policy, and was something that voters would not forget.

Councillor Lis Burnett, began by stating that the reference contained a number of inaccuracies that she did not want to go into at this stage, but it was good to see that there would not be any charges for on street parking. She stated that the policy was flawed and lacked proper disaggregated data to move the proposals forward. It had been mentioned that the policy was cost neutral, but it was stated in the report that the aim was to achieve the maximum amount of income without reducing visitor or user numbers or detrimentally affecting the local economy. This contradicted Council policy on wellbeing, economic development, tourism and town centres, these being the Town Centre Framework, Wellbeing Objectives and the Destination Management as well as the Wellbeing of Future Generations Act. Councillor Burnett stated that there may be reason for car parking charges in some areas, but charging should be geared to visitors that would usually expect there to be a charge and protecting locals who would already contribute to the running of services through their Council Tax. She added that planned charges appeared to target Vale residents who already supported local facilities through Council Tax. Turnover of car parking spaces was necessary, but the economies of town centres and resorts were already fragile and easily damaged, she asked that any changes to charges should be carried out in partnership with traders and residents who were the local experts. Councillor Burnett commented that a recovery of full cost for certain areas was inappropriate. She also stated that the Equality Impact Assessment was flawed and needed to be looked at again as it did not fully reflect the impact on life expectancy. She went on to comment that the policy for Penarth was a "joke" given that funding for other schemes had already been "pulled". She stated that the Council could not bring in charges given that it would only raise an estimated £6,000 and would

damage the voluntary organisations that needed access to the Cliff Top car park. The proposals for residential parking were flawed as they did not fully consider the impact of displacement parking. Finally, Councillor Burnett queried the costs per resident permit, stating that a family with two cars and who regularly walked their dog could be £425 a year worse off, and she asked whether this was acceptable.

Councillor George Carroll thanked the Committee for allowing him to share some of his concerns, which related to proposals for residential parking in Llandough, which could be supported given the following amendments to Appendix 5:

- Paragraph 1.1 states that the majority of residents must have no alternative but to park their vehicles on street. This was of concern and Councillor Carroll asked for this to be deleted and changed to a specific area.
- Paragraph 2.1 sets out the criteria for resident parking schemes as the average parking level observed must reach or exceed 75% of the available parking spaces. Councillor Carroll asked for “on-street” to be added after 75%.
- Paragraph 2.3 outlined that the parking surveys should be carried out between Monday and Saturday. Councillor Carroll advised that problems in the Ward of Llandough were most notable on weekdays so he requested if Saturday could be replaced with Friday.

Councillor Kevin Mahoney addressed the Committee and in objecting to the policy commented that people should be able to enjoy free car parking. Councillor Mahoney specifically referred to proposals for Cosmeston Country Park with charges being implemented between 8.00 a.m. and 6.00 p.m. Councillor Mahoney ironically offered thanks for these proposals as this would put off many local visitors to the park, especially during the winter period. Councillor Mahoney then outlined the impact that the proposals for Cosmeston would have on residents of Lavernock Park, as many visitors would choose to park in the residential area for free. Councillor Mahoney stated that this would cause huge problems for residents due to the narrow streets, meaning that people would have to park on pavements. Councillor Mahoney could not believe that the proposals for Cosmeston had been progressed given that the problems of displacement had already been identified within the report. He also stated that the policy would hit businesses, which were the lifeblood of the economy and damage jobs. Councillor Mahoney also voiced concerns against resident parking zones, the damage and impact on businesses and job losses and the Council’s decision to appoint Capita to review parking proposals at a cost to the public tax payer.

Councillor Jayne Norman was then invited to speak and she stated that she felt that the policy was a money making scheme with many local shops against the policy. Councillor Norman stated that local shops relied on local people and that these shops would lose customers and could be forced to close. Councillor Norman also referred to the lost income to the Council through less business rates, and she stated that out of area shopping centres would be the main beneficiary. Councillor Norman then referred to the impact the proposals would have on low paid workers who heavily relied on free parking, and she stated that the policy would decrease footfall and discourage browsing. In regards to Llantwit Major, Councillor Norman referred to the free parking available at the railway station and that many people would

decide not to drive to Llantwit Major but would use more easily accessible supermarkets. She also referred to the possible transfer of car parks to Llantwit Major Town Council, stating that she had never seen these car parks undergoing any maintenance work, and she queried the costs that were being incurred to maintain them and what work was required to bring them up to standard.

Councillor Nic Hodges in addressing the Committee stated that he was pleased to see that the resort of Barry had become an all year round resort. However, he stated that traders during the winter period relied on local people and so charging would impact on local businesses. Councillor Hodges stated that charging would cause chaos on Barry Island as there would be an impact on residential parking and temporary cones would have to be deployed in order to stop this. Councillor Hodges then cited Cardiff as an example where many attractions were free to use. He stated that the proposals would decimate businesses on the Island and he referred to the new restaurant that was being developed in the old toilet block and that the policy could jeopardise future improvements. Finally, Councillor Hodges stated that charging must be avoided and asked for the policy to be resisted.

Councillor Sally Hanks, in representing the Llantwit Major Ward voiced her objections to the policy outlining that the beach café was very popular and the policy would impact on the footfall of this business. She also queried whether the lifeguards had been considered as these were volunteers who would have to pay for parking. She also questioned how the policy would be enforced.

Councillor Sandra Perkes, in being invited to speak, stated that she was Chair of Shop Local who had outlined their concerns on behalf of High Street and Holton Road in Barry. She stated that the people who worked for these businesses were some of the lowest paid, and she asked how would the charges effect these people. She added that residents too would be effected, some of which came from the lowest economic group. Councillor Perkes then stated that the attraction of Barry Island was that it was a cheap day out with free parking available on the sea front. She compared the proposed charges to the cheaper tariffs for parking at Porthcawl, which may lead to people going there instead.

In responding to some of the comments, the Cabinet Member for Neighbourhood Services and Transport stated that he could remember being a Member of the Scrutiny Committee back in 2015 when the previous administration plans for car parking charges were considered. He quoted the then Cabinet Member who had stated that “no one liked the introduction of charges but this had been forced on us because of reduced budgets.” The current Cabinet Member stated that this statement was true now as it was back in 2015. He added that the current policy was different to the one proposed in 2015, and the Council had run a good consultation on the plans and Officers had spent a considerable amount of time looking at the responses. As a result, the policy had been amended and some proposals dropped, so the report was a fair reflection.

The Chairman read out a letter sent on behalf of the Barry Island Traders Association, which had also been attached as supplementary information. He then outlined that consideration of the policy would be split up under the following headings: Town Centre, Coastal/Resorts, Country Parks, On-street and Residential.

In relation to Town Centre Parking, a number of Members aired their initial views and the following comments were made:

- Concern regarding the impact on business and the ethos to maintain a low taxation base
- Struggling to support the policy which went against town centre regeneration, and citing the impact on staff at Holton Road, with a recommendation that there should not be any charges for town centre parking
- The policy was a big mistake and was something that town centres could ill afford. The Council should be looking to 'beef up' the attractiveness of town centres, which would be undermined by the policy
- Difficult to support the policy as the number of spaces for some car parks were so small and the revenue to be generated would be insignificant and in some cases would be at a loss, so was there any real point in bringing in charges
- Would like to understand how much revenue the policy would raise and the Council should understand that businesses would know their customers, and businesses were telling us how much of an impact the policy would have on their customers. The policy also did not promote the health and wellbeing of local residents
- There had been a huge disquiet around parking proposals made during the Barry Town Centre Summit, and the policy would not improve the viability of the town centre. Also, it was very sad to see the impact on staff at Holton Road Primary School.

A Committee Member, as former Cabinet Member for the previous Administration, stated that the proposals for car parking were first aired back in 2013 following a request to look into charges made by the Cowbridge Chamber of Trade. He stated that following consultation it was evident to the previous Administration that there was very little support to bringing in car parking charges. The Committee Member went on to refer to the possible transfer of car parks in Llantwit Major stating that these needed to be brought up to a better standard before a formal request was made to the Town Council. He also outlined that car parking data for Llantwit Major in the report was inaccurate. The Member also stated that it was clear that the parking proposals would impact on footfall, which would have an obvious effect on shops and jobs. He added that the town centre of Bridgend had been badly affected following the introduction of parking charges, and so most people had therefore decided to park for free in a local supermarket. The Member supported the call for no town centre parking charges.

Following this, another Committee Member and former Leader of the previous Administration stated that car parking had been considered back in 2013, but the Scrutiny Committee (Economy and Environment) had rejected proposals for parking charging, which were subsequently dropped. The Committee Member in referring to current proposals stated that some charges for town centres were higher than those suggested by Capita, and the Member queried whether enough consideration had been given to displacement and the impact on affected staff. He stated that since 2015, the financial pressures on the Council had become worse, so he understood the need to raise income, but he could see that there was not enough appetite for

parking charges. The Member highlighted that during the winter months most of the visitors to Barry Island would be local to the area, and he queried the amount of revenue to be generated.

The Committee queried non-domestic rate tax payments for the car parks. The Senior Accountant stated that a number of car parks were already subject to payment and that following the policy some of the charges may change. The current overall payment was not known but this would be in the region of £100,000.

The Chairman, in summarising the debate on the town centre proposals, stated that there had been a number of comments outlining that the policy was not a guaranteed money spinner. The Chairman issued caution as more enforcement would be required for the policy to be cost neutral which was a worry as the current trend had shown a fall. In addition, the Chairman highlighted that another concern was turnover and people accessing a car parking space, it was therefore possible to increase turnover through better enforcement. The Chairman also highlighted a point made by a public speaker that the only winners would be Culverhouse Cross and McArthur Glen out of town shopping centres, and he outlined his concern that the policy could decimate Holton Road, which as a high street was not competitive as it was. The Chairman therefore supported the recommendation for there not to be any parking charges in town centres.

In coming back on some of the comments, the Head of Neighbourhood Services and Transport stated that the trend in relation to enforcement was based on the current enforcement model and did not take account of additional enforcement officers. If the policy was agreed then there would be a review of the Civil Parking Enforcement operations.

The Director of Environment and Housing stated that it was important to understand the principles behind the policy, which was to increase customer turnover by encouraging people not to stay longer than two hours. This was the same for all town centres across the Vale. The Director also stated that the alternative to the policy was issuing £60.00 parking fines. He then referred to Appendix 2 which considered the different characteristics that each town centre area had, and the aim of the policy was to raise income in order to recover costs of maintaining car parks.

A Committee Member sought clarification to a comment made by public speaking regarding enforcement having to increase by 25%, and the reduction in the number of ticket machines as suggest by Capita. In reply the Director stated the public speaker had partly got the issue civil parking enforcement mixed up. The Director outlined that report was indicated that enforcement would break even, as the service was being brought back in house from April 2020. In relation to ticket machines, the Director advised that the ticket rate suggest be Capita was excessive as it did not fully take account of new digital payment options, such as a new App and pay by phone.

In relation to Town Centre car parking, the Committee agreed that it did not support charges for parking. In addition, it was agreed that prior to any formal discussions with Llantwit Major Town Council about the possible transfer of car parking assets,

that these car parks needed to be brought up to a good quality of standard by the Vale of Glamorgan Council.

The Chairman then moved the debate on to proposals regarding Coastal and Resort car parks.

A Committee Member in relation to the beach car park in Llantwit Major commented that this car park was a former quarry and had been used as a dumping ground. The Member outlined that during stormy weather large rocks and boulders could be moved around and so work was needed to make this car park safe. The Member also stated that cars heading to the car park needed to be careful of potholes and grass cutting on the meadow used as an overflow car park was no longer undertaken. The Member queried the impact on the car parking charges for the surfer group that used the facility every day and he stated that the Council could be liable for damages should charges be brought in. Finally, the Member referred to the many elderly people who would regularly visit the beach area as a meeting place and to eat a meal and he stated that Maria's Café may have to close if business was affected.

In relation to Penarth, the Local Ward Member on the Committee stated that visitors to the Esplanade should be encouraged. She queried whether the Council could work with the owner of the Snow Cap Cinema, with a suggestion as to whether local residents could have a ticket that provided free parking. The Member stated the Council should engage with all those affected, and she commented that the strategy for Penarth needed to be looked into, with a suggestion of whether a new car park was possible. In addition, the Member referred to the RNLI station in Penarth, which had only five spaces available, and as the RNLI volunteers trained four days a week, the Member asked whether some alternative arrangements could be considered. In relation to the RNLI station, the Director advised that the Council would waive any penalty charge that volunteers had incurred.

A Member made the point that during the winter months most of the visitors to coastal areas were local residents and he felt that there needed to be some form of free period without a charge. He referred to the Capita report which had shown that there was not much point to on-street charges, so there was a need for some ability for free parking. The Member also stated that on Barry Island there would be a lot of residential parking which would increase the level of displacement parking but he agreed with a two hour free limit for coastal car parking. In relation to the purchase of seasonal car parking tickets, the Member suggested that this should be transferrable to other areas. The Member also posed to the question as what specific area was referred to as Barry Island, was it all of it or just the sea front.

The suggestion of a free grace period was supported by the Committee, with it also being suggested that charging should be on a seasonal basis. In reply, the Operational Manager stated that the current proposal was for a £1.00 charge for one hour and then £3.00 for all day, with the winter months being free. This however only related to coastal and not resort car parks. In following up this point, the Chairman stated that for resort car parks there was a jump from one hour for £1.00 to one hour plus for £6.00. The Committee considered one hour did not allow much time for visitors, with two hours being more acceptable. In reply to these comments,

the Operational Manager outlined that a charge of £2.00 for two hours on-street was being suggested for Barry Island and Penarth, with visitors being able to pay for extra time should they wish to stay longer. Furthermore, the Director stated that the current charging regime of £1.00 and £6.00 had been in place for some time, with very few complaints received. A trial of a two hour period for £2.00 had been carried out, but this had resulted in a loss of revenue. The Director outlined that traders on the Island were objecting as the charges were all year round and they preferred for there to be a winter concession.

In clarifying the hike in charges, the Operational Manager stated that at present the £1.00 and £6.00 related to the main car parks for just the summer months. The proposal was for these charges to be all year round. The reason for this was to increase turnover and it was felt that many visitors may struggle to find a place if the two hour for £2.00 option was adopted. This could also mean that more people may be faced with paying a £60.00 parking fine. Members noted that the winter concessions had been removed as it had been recognised that Barry Island and Penarth were now all year resorts that no longer shut during the winter.

A Committee Member stated that the issues around on-street parking had not been addressed, adding that if it was free then it would entice people to stay. The Member commented that he had an issue with a massive hike to £6.00, believing that not many people would spend the extra £5.00 and were likely to leave after an hour. He therefore made a call for there to be a reduced tariff. In reply, the Director stated that traders had not voiced any issues with the £6.00 charge and he outlined that a pay by phone option was being introduced, which would work better than the current system and allow visitors to pay remotely.

Following this, a Committee Member made a formal recommendation that there should not be any charges for parking at coastal car parks at Barry (Cold Knap and Bron y Mor), Llantwit Major (Cwm Colhuw) and Penarth (Cliff Walk). He cited that charging in these car parks could expose the Council to claims for damages. In response to this point, the Director confirmed that Council liability would be the same if it charged for car parking or not.

In addition, two further recommendations were put forward. The first was for the annual permits to be transferrable, and the second was in relation to Barry Island off-street car parks, and for the charge of £1.00 for one hour to be supplemented by two hours for £2.00, and for the charges in these car parks to remain seasonal. These were agreed by the Committee.

The Committee noted that charges for Penarth were halved during the winter, as the demand was less when compared to Barry Island.

In discussing charging proposals for country parks, namely Cosmeston and Porthkerry, the Committee considered the hours to which the tariffs were applicable. These being 8.00 a.m. to 6.00 p.m., seven days a week. Members also noted that these hours may discourage local residents from visiting the parks and there was a suggestion for this to be changed to 9.00 a.m. It was also suggested that the permits per annum be transferrable to other parks and vehicles.

Councillor Lis Burnett, with permission to speak, stated that it was not clear from the report where any surplus revenue would be allocated to, and this needed to be clarified. For Cosmeston, displacement would be a huge issue which was a worry for many local residents. She also referred to the strong volunteer element that existed and she queried whether for these individuals if two hours was long enough, as some volunteering could stop. Councillor Burnett also made a suggestion as to whether the annual permits could be transferable to different vehicles.

Councillor Kevin Mahoney, as local Ward Member for Sully and with permission to speak, could not see the point of extending the free period from 8.00 a.m. to 9.00 a.m. as this would still discourage local visitors. He stated that there should not be any charges for the country parks. He outlined the impact that the charges could have on the café at Cosmeston, which could lead to job losses and he asked whether this had been fully considered. Councillor Mahoney also reiterated his previous concerns regarding displacement parking in Lavernock and how the single entrance to the housing estate could be easily blocked by just three or four cars. He stated that charging for Cosmeston had been trialled before and had caused chaos. Councillor Mahoney also called for better consultation and he felt that responses to this had been ignored.

In clarifying some of the points made, the Senior Accountant confirmed that any extra revenue raised would be allocated back to the running of the parks. Members noted that the annual running costs for Cosmeston were £325k, which generated an income of £150k. The annual cost for Porthkerry was £175k, which generated income of £26k. The Operational Manager – Engineering in response to comments regarding displacement parking at Cosmeston, advised that the evidence had shown that this was not happening. He added that there was the potential for some and he referred to the Residential Parking Policy which could be considered if there was a particular problem with a street. He outlined that in his professional opinion, as a Highways Engineer, the entrance to the Lavernock estate was wide enough, but he could look at possible parking restrictions.

Members of the Committee agreed, that the annual permits should be transferrable to other vehicles and other sites, and it requested for a further report to consider the issues of displacement.

The Committee then moved on to discussing on-street car parking and the Committee began by discussing proposals for Penarth, with a Member querying the apparent inconsistency when compared to Barry Island. The Director responded by advising that the aim was to encourage visitors to use the main car parks as opposed to parking on-street. A Committee Member suggested that there was an alternative option, and he suggested that for some residential areas, one side of the street could be earmarked for residents, while the other side could be used as parking for visitors. The Director was not sure that this would cover the cost for the car parks and it was also likely to be something that most residents would not want. Members were advised that this was something that would be looked at when implementing the residential parking policy.

A Committee Member stated that there needed to be a two hour free period and he also suggested that for residential charges there should be a flat rate for numerous

cars. He commented that the charges for residents' parking was too high, and he considered this to be a tax on those that lived close to car parks that the Council was charging to park. The Member also reiterated previous concerns regarding displacement, and he asked whether the impact of the proposals on displacement parking could be assessed further, and as an immediate priority.

In relation to amendments to Appendix 5 and the Resident Parking Policy, which were suggested by Council Carroll, the Committee agreed that these should be considered.

Finally, the Director agreed that financial information regarding the purchase of ticket machines, would be presented to the Committee.

Subsequently, the Committee

#### RECOMMENDED -

##### Town Centre Car Parking -

- (1) T H A T Cabinet be advised that the Committee does not support town centre charges for parking.
- (2) T H A T Cabinet be advised that prior to any formal discussions with Llantwit Major Town Council about the possible transfer of car parking assets, that these car parks are to be brought up to a good quality of standard by the Vale of Glamorgan Council.
- (3) T H A T Cabinet agree to the principle that turnover can be improved without recourse to charging for parking through free parking and better enforcement.
- (4) T H A T Cabinet recognise the inequality that exists in the report from some Council staff being required to pay for parking while other Council staff would be exempt from paying to park at their place of work, and give consideration to introducing parking charges on site at Council offices should charging go ahead.

##### Resort/Coastal Car Parks -

- (5) T H A T Cabinet be advised of the Committee's view that there should not be any charges for parking at the coastal parks at Barry (Cold Knap and Bron y Mor), Llantwit Major (Cwm Colhuw) and Penarth (Cliff Walk).
- (6) T H A T Cabinet agrees for annual permits to be transferrable to other vehicles and sites.
- (7) T H A T Cabinet be advised of the Committee's view that in relation to Barry Island off-street car parks, the charge of £1.00 for one hour be supplemented by two hours for £2.00, and for the charges in these car parks to remain seasonal.

Country Parks -

(8) T H A T Cabinet agrees for annual permits to be transferrable to other vehicles and other sites.

(9) T H A T a further report be presented to the Committee that addresses the issues of displacement.

On-Street Parking -

(10) T H A T Cabinet be advised of the Committee's view for greater consideration to be given around the impact of displacement should on-street charging be adopted.

(11) T H A T Cabinet be advised of the Committee's view that on-street parking on Barry Island should be free for the first two hours and parking free during the winter period.

Residents Parking Policy -

(12) T H A T in relation to Appendix 5 and the Resident Parking Policy, for Cabinet to agree the following amendments:

- Paragraph 1.1 - Resident parking schemes are provided in streets where the majority of residents have no alternative but to park their vehicles on-street and where the typical parking conditions throughout the week justify a level of assistance.

**Delete underlined**

- Paragraph 2.1 - Requests for resident parking schemes will be assessed on the basis of parking conditions throughout a typical week. For a scheme to proceed, the average parking level observed must reach or exceed 75% of the available parking space.

**Add "on-street" after "75% of the"**

- Paragraph 2.2 - If the initial evaluation suggests that the 75% criteria is likely to be reached, at least 2 further detailed surveys will be carried between out Monday to Saturday up to 6.00pm. Depending on specific circumstances and locations additional surveys may be undertaken as considered necessary to evaluate the parking availability.

**Replace "Saturday" with "Friday"**Reasons for recommendations

(1) To outline to Cabinet that there should not be any town centre charges for parking.

- (2) In order that prior to transfer of parking assets to Llantwit Major Town Council that the car parks are brought up to a good quality of standard.
- (3) In order to recognise that turnover can be improved through free parking and better enforcement.
- (4) In order to address the inequality from some Council staff being required to pay for car parking.
- (5) In order that no charges be applied to the car parks in question.
- (6) In order for the annual permits to be transferrable and more acceptable for residents.
- (7) In order to encourage visitors to Barry Island.
- (8) In order that the annual permits are transferrable and more acceptable to visitors.
- (9) In order to consider the impact on displacement car parking.
- (10) In order to consider the impact on displacement car parking should on-street charges be adopted.
- (11) In order to encourage visitors to Barry Island.
- (12) In order to amend Appendix 5 – Resident Parking Policy.”

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On 11<sup>th</sup> April, 2019 the Corporate Performance and Resources Scrutiny Committee also considered the reference and noted the recommendations made by the Environment and Regeneration Scrutiny Committee on 4<sup>th</sup> April, 2019, which were tabled for the Committee’s consideration.

The Director began by stating that the Parking Management Policy was part of the Council’s Reshaping Services Programme, and the policy aimed to provide better management of Council parking assets, to reduce traffic congestion and increase turnover. The Director also outlined that it was hoped to realise increased revenue in order to meet the costs of a non-statutory Council service.

In relation to the Council’s budgetary position, the Director stated that the Council’s budget was currently £226m which was allocated on a priority basis. The current settlement included a 4.2% budget reduction for this financial year. The Director outlined that the Council protected key services such as Education and Social Care, so it was non-statutory services which bore the brunt of savings. Of the Council’s total budget, 48% was allocated to Education and 29% to Social Care. This compared to 10% allocated to Neighbourhood Services and Transport.

The Director went on to state that austerity was having a detrimental effect on Neighbourhood Services and Transport, and he advised that his Directorate alone had made £8m savings, or 26%, from its budget since 2015. In the same period, Education had made 3.7% savings and Social Services 5.3% savings. The Director added that Neighbourhood Services and Transport was required to find savings of £630,000 for this financial year. He added that if the same trend was to continue and without any extra revenue, then there would be a reduction in some of the frontline services currently provided.

In 2017, the Director advised that the Council had agreed an Income Strategy, which sought Directorates to recover costs where possible. The Director stated that town centre car parks alone cost the Council £250,000 per year, with the main costs being non-domestic rates. These were outside the control of the Council. The Director explained that for the Parking Management Policy, Option 2 was to be proposed as the preferred option, with upfront costs paid back over a period of 7 years. Option 1 required upfront costs to be funded via the Council's Capital Programme, but this had been deemed inappropriate.

With regards to the previous week's meeting of the Environment and Regeneration Scrutiny Committee on 4<sup>th</sup> April, 2019, the Director advised that as a result of that Committee's recommendations, potential revenue could reduce by £100,000. With no town centre charges reducing revenue by £50,000. The Director stated that assets needed to pay for themselves and he asked Members of the Committee to look at the evidence that suggested that car parking charges did not damage town centres. He stated that charges would increase turnover where car parks were full. He also reminded Members that shoppers would still be able to park for free for a period of 2 hours, with evidence showing that most people shopped for less than this.

The Chairman then invited Miss. Amanda Ewington, who had registered to speak on the matter, to address the Committee. The Chairman advised Miss. Ewington that she would have three minutes.

Miss. Ewington began by stating that austerity was hitting Council Tax payers too, referring to the 4.9% increase for 2019/20. Miss. Ewington stated that on top of this increase, the Council was proposing to charge for car parking. Miss. Ewington stated that one concern was that officers relied on a report provided by Capita, which had suggested a certain number of ticket machines. She commented that the number of machines proposed to be installed had been reduced and she queried why there had been a reduction. Miss. Ewington therefore suggested that if there were too few ticket machines then this would cause inconvenience for visitors. In addition, there was no map to illustrate where the machines would be located, so these would be difficult to find. Miss. Ewington therefore asked how long would the queues be for people trying to purchase a parking ticket, and how long would it take people to walk back to their cars. She commented that Parking Enforcement for the Council was a "get out clause", and she queried how effective this would be.

The Chairman then invited Vale of Glamorgan Councillors, not members of the Committee, to make their representations on the matter.

The first Vale of Glamorgan Councillor, with permission to speak, was Councillor Mrs. Jayne Norman who referred to the importance of recognising the unique characteristics that each town centre had. Councillor Mrs. Norman was concerned that town centres may struggle as had been previously suggested. In relation to her Ward of Llantwit Major, she stated that parking restrictions would hit the prosperity of the area. This was agreed by Shop Local. Councillor Mrs. Norman stated that Llantwit Major relied heavily on independent shops and local shoppers, and that these businesses would lose customers and could therefore potentially close. She stated that this would also impact on the rates collected by the Council. In addition, she outlined that if shoppers in Llantwit Major had to pay to park then they would choose to shop at the supermarket, and she was concerned that certain supermarkets may follow the Council and introduce their own car parking charges. Councillor Mrs. Norman referred to the many low paid employees which relied on free parking, and the impact that the Car Parking charges could have on their wages. Councillor Mrs. Norman also referred to the car parks in Llantwit Major that could be transferred to the local Town Council, but this would depend on the car parks being brought up to a better standard. In closing, Councillor Mrs. Norman reiterated her previous point that any restrictions would be detrimental to the prosperity of town centres and would impact on local traders.

The next Vale of Glamorgan Councillor, with permission to speak, was Councillor Gwyn John who again represented the Llantwit Major Ward. Councillor John stated that he was “disgusted” that the Council had not fully considered the public consultation in which 85% of Llantwit Major residents were against town centre car parking charging. In addition, 90% of responses objected to parking charges at Cwm Colhuw. In relation to Cwm Colhuw Councillor John added that this was a former quarry with a very rough surface that would damage cars and result in costs to the Council. He stated that the maintenance of this car park had been cut and so the Council would have to spend considerable money in order to upgrade and make it safe to use. During high tides, Councillor John stated that large boulders and rocks could easily be moved around and this needed to be considered. He also referred to the impact on the local café which was a meeting place for many older people who would be reluctant to pay for parking. If the beach café lost customers then staff would lose their jobs and the café would close. Councillor John also referred to the impact on surfers and lifeguards and whether these had been fully considered. In summary, Councillor John called for there not to be any car parking charges in Llantwit Major, stating that it would cost the Council more in claims and in order to bring the car parks up to standard. He also asked for the public to be listened to, and they had said “no” to car parking charges.

The next Vale of Glamorgan Councillor, with permission to speak, was Councillor Lis Burnett who began by stating that she did not want to repeat comments made at the Environment and Regeneration Scrutiny Committee as this Committee had a separate and different focus which was of finance and the internal workings of the Council. She stated that she had a number of key issues for the Committee in relation to the report and a few specific concerns:

- The accuracy of the reference which was not checked and contained errors.
- The report and reference stated the need for the Council to save £50m over the next three years, yet this proposal related purely to the funds for

Neighbourhood Services and specifically car parks where the shortfall was £250,000 per annum. Councillor Burnett asked where would any surplus income from car parking charges be used.

- The proposal contradicted Council and Welsh Government policy on Wellbeing, Economic Development, Tourism and Town Centres e.g. the Council's Town Centre Framework, Wellbeing Improvement Objectives and the Destination Management Plan as well as the Wellbeing of Future Generations Act.
- The report did not include details for all car parks and what that funding was used for so it was impossible for Members to make an informed decision.
- The potential surplus for country parks was unclear and required further clarification as to the contribution to the operational costs of the parks.
- The Equality Impact Assessment was weak and failed to properly address differences in relation to protected characteristics e.g. a woman's experience of a visit to the seaside was very different to a man's, and was much more likely to involve caring responsibilities. Councillor Burnett stated that this may not appear relevant but when the Public Service Board Wellbeing Assessment for the Vale states that the difference in healthy life expectancy for women in the Vale was the largest in Wales at 23.4 years and one of the largest for men (20.9 years), the Council needed to avoid creating barriers to healthy activities such as regular walks around the local seaside or country parks. Councillor Burnett stated that it should be noted that the regeneration of Barry Island was as much about the wellbeing of local people as it was about economic outcomes and it had become a catalyst for year round physical activity. Physical activity was not just about visits to the gym or team sports.

Councillor Burnett therefore asked if the Committee could consider for any proposals to give details of how the negative impact on local residents and businesses would be addressed. For example no parking charges should start before 10.00 a.m. or 8.00 a.m. only if the first two hours were free. Season tickets should be set at no more than £50 and this should also be available via a £5 monthly direct debit or £30 six monthly with no admin fee. She also asked for the residential parking scheme to be seven days a week and include areas with off-street parking. Councillor Burnett also asked for clarification around the use of surplus income that would be generated from car parks. The outcomes should be ordered so local residents would know where the money was going. Finally, Councillor Burnett asked for the proposals to be deferred until the Cabinet Member had had a chance for a full review assessment of the impact on other service areas and for meaningful engagement with key stakeholders.

Councillor Kevin Mahoney, representing the Sully Ward was then invited to address the Committee. He referred to Cosmeston Park and the impact that charges would have on the quality of life of local residents. Councillor Mahoney outlined that the Capita report had indicated that parking proposals for Cosmeston would block up Lavernock Point and would spoil the lives of the residents. He disagreed with comments made by the Operational Manager for Engineering at the Environment and Regeneration Scrutiny Committee in that resident parking zones was an option as Councillor Mahoney believed that the estate would be easily blocked. Councillor Mahoney stated that people already paid for their services and he expressed frustration around Welsh Government Policy in allowing large housing developments

that would see most of the Green Belt built upon. Councillor Mahoney commented that there needed to be better access to green spaces and he called Welsh Government Policy “outrageous”. Councillor Mahoney questioned the decision to appoint Capita, at a cost of £48k to the Council. In closing, Councillor Mahoney stated “please do not introduce charges”.

In coming back to some of the points raised, the Operational Manager for Neighbourhood Services and Transport outlined the following:

- Comments regarding ticket machines were not correct as the requirement had been reviewed and changes made due to the accessibility and hours of operation.
- In relation to queues, new machines for Barry Island would be contactless so payment would be quicker and easier, and there would also the ability to pay via a new mobile phone app.
- In relation to town centre characteristics, the Operational Manager agreed all town centres were different, and she welcomed a rationale debate. The Operational Manager outlined that charges for all town centres were not going ahead. In relation to competition with local supermarkets, she clarified that the Filco store in Llantwit Major did already have restricted parking which was enforced. She added that the Council proposal was for there to be 2 hour free parking.
- In terms of the maintenance of car parks, the Operational Manager stated that she was not aware of any significant claims that had been brought against the Council.
- Previously, a budget of £145k had been set aside for improvements to the car parks but this had been taken out during the budget process setting.
- In relation to consultation, the Operational Manager disagreed with the comments made stating it had been well responded to. The Operational Manager also outlined that the impact on the beach café in Llantwit Major had been considered and what was being suggested was not all year round charging with free parking available during the winter. This would benefit local residents.
- In regard to the comments around the weakness of the Equality Impact Assessment, she stated that she had looked at this again and the one change that had been made was as a result of teachers’ comments in relation to Holton Road Primary School and staff being required to walk to and from the car park in darkness. As a result, there had been a reduction in the times for charges.
- In relation to building on green spaces, the Operational Manager stated that this related to the Local Development Plan and was outside the remit of the Committee. She stated that the proposals were trying to cover the costs for maintaining car parks.

The Cabinet Member for Neighbourhood Services and Transport was then invited to make comments and he stated that back in 2015, the then Cabinet Member and the Leader provided a presentation to the Scrutiny Committee supporting the introduction of car parking charges. He stated that the comments made by the then Cabinet Member that “no one liked charging but the Council needed to face reality that it needed to increase revenue”, this was as relevant now as it was then.

There was then a point of order raised by both Councillor Lis Burnett and Councillor Gwyn John, not Members of the Committee. Both Councillors outlined that proposals back in 2015 were different to those currently being considered. Councillor John, as the then Cabinet Member, disagreed with the use of his quote by the current Cabinet Member and asked for the comments to be withdrawn. The Chairman advised that the point of order would be reflected in the minutes.

The Cabinet Member then continued and stated that over 2,000 responses had been received and these had been examined by officers and proposals amended with some charges taken out. The Cabinet Member outlined that there would be no charges on Sundays and Blue Badge holders would be eligible for free parking. The Cabinet Member referred to actions to address issues of displacement as a result of an increase in resident parking permits and he stated that the Council needed to address the issue of traffic congestion as this was only going to increase. He therefore believed that firm action was needed.

A Committee Member and former Leader of the previous Administration stated that he wanted to make a few points in relation to the previous Administration's proposals. He stated that there were some errors within the reference, with the actual Cabinet meeting in which the proposals were discussed being on the 25<sup>th</sup> February, 2013 and not 21<sup>st</sup> February. The Committee Member stated that on-street parking was removed and the then Administration had taken on proposals that were originally outlined by the previous Administration, led by Councillor Kemp. The proposals from 2013 were robustly scrutinised by the Scrutiny Committee (Economy and Environment) on 1<sup>st</sup> September, 2015, but he explained that the schemes being suggested then were totally different to the schemes in front of the Committee today. The proposals back in 2013 related solely to Barry and Cowbridge, and the Committee Member referred to parking at the Court Road Multi-Storey where it had been proposed for there to be some element of free parking for staff. He went on to state that as a result of initial objections, the then Cabinet Members undertook more consultation with traders and with the Chamber of Trade in Cowbridge, and it was clear that there was no support for the proposals and so they were dropped.

A Committee Member then outlined some general points, stating that he recognised that officers were under pressure in regard to finances, but as the proposals were a political choice then a decision had to be made either for or against parking charges. This had been ongoing for a period of 8 years, and the Member commented that over that time, there would have been a huge cost on staff time and resources. He therefore felt that the matter required a decision to be made. The Committee Member stated that he was unclear if the revenue that would be generated would be of benefit to the Council, and he queried the evidence which indicated that there would be little impact on town centres. Therefore, he was worried that if this was wrong then it would be people's livelihoods that would be affected. He outlined a general concern around the impact on staff following charges at the Court Road Car Park and also concern with the negative impact on the town centre of Barry. The Member stated that as charges were to operate differently in different towns, then he would have liked to have heard a bit more around the impact to Cowbridge Town Centre.

In reply to the Member's comments, the Director of Environment and Housing stated that the problem with car parking charges was that it was not an exact science. In addition the impact of displacement would not be fully known until after the proposals had been brought in. He used Wyndham Street Car Park as an example, which he knew that most shoppers would only use for a period less than 2 hours. He stated that the proposals for Barry was about creating turnover and that officers would take full responsibility for the report. He stated that he was confident that the proposal would create turnover as people found it very difficult to find spaces especially on a Saturday. The Director outlined that in reality there was no such thing as a free car parking space and the Council needed to recover costs or there may be future reports outlining proposals to close some car parks.

A Committee Member, referring to Option 2, stated that for some car parks, such as Kendrick Road, it had been projected that there would be a loss in revenue. The Member stated that surely for these car parks the proposals would not be progressed, also referring to a potential loss of revenue at Coastal car parks at Ogmores By-Sea and Penarth Llwyn Passat. The Member added that he agreed with the previous Member's comments relating to revenue, and he stated that the figures being presented would encourage the Council to progress car parking charges but he queried whether the revenue to be generated was realistic. The Member also referred to Court Road Car Park for which he had calculated that the proposals would generate revenue of 5 pence per space per day for the Council. He stated that car parking charges seemed fine in other areas, but not for Barry Town Centre. In reply, the Director stated for Option 2, the overall income to be generated was projected to be in the region of £500k. He also advised that proposals for Coast Car Parks that generated a negative return would not be implemented. He then clarified that Option 2 was based on upfront costs paid back over 7 years, but there were a number of options available when considering the purchasing of new ticket machines which for example could be on a lease basis. This was still to be determined. The Director concurred with the Member's analysis in relation to Court Road Car Park but it would be better to have some revenue in order to cover some of the Council's costs.

In providing his initial comments, a Committee Member stated that for people living in Llandough displacement parking from staff at the hospital would be a problem. He also believed that car parks needed to be maintained and so there would be costs to the Council. He referred to charges that had been introduced by Cardiff Council which he knew in the initial phase had brought in a large amount of revenue but this had decreased when people became more aware of where free parking was available. He therefore issued caution, as he was not sure that proposals in relation to parking enforcement were cost neutral especially as people's parking behaviour would change. The Member also referred to the installation of ticket machines, stating he was unsure if the right number of machines would be installed on Barry Island. The Member stated that he liked the idea of a 2 hour free period as it was difficult for visitors to do anything in less than an hour. In relation to car parking enforcement, the Member stated that there was the view that the only place that enforcement was undertaken was within town centres and this needed to be looked at. The Member also outlined that displacement could be a problem so there was an extra need for greater enforcement.

In reply to the Member's comments, the Director stated that he was confident that the Civil Parking Enforcement would be cost neutral as the service could do more especially where there would be more local knowledge of events. The Director stated that more enforcement could be carried out, which at present was focussed too much on town centres, and so, if extra staff were deployed then they could be utilised on Barry Island. In relation to meters, the Director stated that these would be looked into and he explained that there was a move to better digital payment methods through the use of an app and pay by phone options. These would be free to use which would also work alongside contactless payment machines so payment for visitors would be easier. In relation to displacement parking, the Director stated that this had been flagged up by the Environment and Regeneration Scrutiny Committee and was something that the Directorate had to consider before proposals were progressed. In terms of the two hour free parking, the Director stated that this had been trialled previously and had resulted in a loss of income for the Council. He stated that there was a balance between the level of charging and the amount of free time available, but plans for free two hour parking in town centres would remain in place. The Director stated that if visitors wanted to stay longer than two hours then there was the ability to pay for extra time. He explained that the alternative option would be for greater parking enforcement which would result in people being issued with parking fines.

The Committee Member then referred to the Residential Parking Policy and the fact that there was a large number of residents permits already in existence that were provided free of charge. The Member stated this was a long standing issue and it seemed unfair that some residents would have free parking while their neighbours would have to pay. This was inconsistent. The Member's other concern in relation to residential parking permits was the escalating charge for more than one permit. The Member also agreed with the point raised by Councillor Lis Burnett in relation to the Equality Impact Assessment and the consideration of women and mothers. He stated that the proposals could affect women who would usually be on a lower wage so this needed to be considered. The Member also stated that if charging was required then he would like to seek some form of distinction made between the winter and summer months. In addition, he expected that the summer months would have longer charging periods as there would be more opportunities for people to visit the country parks and coastal facilities.

In response to the Member's comments, the Operational Manager stated that permits would be on renewal so people would have to apply when their permit ran out. With regard to the escalation of charges for more than one vehicle, she stated that this was due to the limited spaces available in streets so the proposal would encourage people to consider their travel arrangements. In terms of distinction between winter and summer months, the Operational Manager outlined that this already existed for coastal resorts but expansion of this was up to the Committee. In terms of the Equality Impact Assessment she stated that the issues raised had already been dealt with, with the hours of charging being amended. Further to these comments, the Director stated that seasonal charging was a fair point as he did not want to overcharge visitors during winter periods. He also advised that in relation to residential permits there was a balance as too many could be issued to too few individuals and this would lead to complaints from neighbours. He advised that if

charges were agreed then a report reviewing arrangements and the impact of charges would be brought back to the Committee.

In commenting on some of the key points raised, a Committee Member stated that for the public the big problem was that the proposals would be seen as a “cash cow” and that needed to be considered. He stated that charges in Penarth, Llantwit Major, Kendrick Road and Thompson Street were not viable as they did not generate enough revenue. He stated that he had no issue with two hour free parking that had been suggested for Kendrick Road. He outlined whether it was possible to include two hour free period upon no return as a possible alternative. The Member stated that charging for the multi-storey car park in Barry was “wrong” and he outlined that Capita had recommended for this not to be charged. Back in 2015, the previous Capita report suggested that the top level be free as a possible space for staff parking. This would not make much difference to shoppers but would aid staff and help in the reduction of displacement. With regard to coastal car parks, the Member stated that there needed to be an element of free time especially for on-street parking on Barry Island. In relation to transferrable permits, the Member stated that this needed to be based on a vehicle number plate, on the basis of one car, one place at one time. Around country parks the Member also believed that a two hour free period was required perhaps up until 10.00 a.m. This would assist local visitors. The Member also queried where surplus money would be allocated to, and he stated that greater consideration of displacement parking was needed especially for Cosmeston. The Member, as former Leader of the previous Administration, stated resident permits had been issued back in the days of the old Borough Council, and had been something that successive administrations had failed to tackle. He stated that it was therefore unfair to charge for those residential permit holders when it had not been dealt with for such a long time.

In relation to residential permits, the Operational Manager stated that the cost for the Council to administer the fee was £6.10. However, this did not cover the legal orders, the costs of which were far higher. She liked the idea of one car, one place at one time permit and was open to the idea of a group permit for Cosmeston and Porthkerry. She outlined that the Residential Parking Permit Policy would need to be closely monitored to ensure that it was working effectively.

The Director in coming back to some of the points raised by the Member, stated that revenue for Kendrick Road and Thompson Street car parks appeared low, but the main aim of the proposals was about increasing turnover. The Director stated that both car parks would be full all day and if the charges did not bring in any revenue then charging would be looked at again. The Director advised that it would be better to see the parking patterns first, so he suggested that charges for these car parks should remain. In terms of the multi-storey car park at Court Road, the Director outlined that there were 114 uncontrolled parking spaces within a distance of 100 meters of Holton Road Primary School. This indicated that there were spaces available. Within a radius of 400 meters there were 395 on street spaces available. The Director added that for those who worked in the area options were available. He also advised that Court Road car park was the most expensive car park to maintain.

A Committee Member stated that it was being projected that the proposals would generate £2.3m over 7 years and the Member queried how did this compare to other

areas like Cardiff. The Director stated that the figures would be nowhere near the amount generated in Cardiff. He reiterated his previous comments that car parking costs the Council £250,000 per year, with non domestic rates being the largest part of this. If the Council was unable to meet its costs then there may be a further rise in Council Tax. This, the Director said, was not appropriate and it was fairer to charge at point of service. If the proposals were not exercised then some car parks may become a liability, which would lead to the Council having to make even more difficult choices such as either stopping grass cutting or removing car parks. The Director also made the following points:

- Confirmation that revenue from the country parks would be put back into the country parks.
- Transferrable season tickets would be looked into.
- Recognition that arrangements for volunteers needed to be considered.
- A review of all car parking charges would be undertaken especially as parking behaviours would have changed.
- If ticket machines for Kendrick Road and Thompson Street were not needed, because charging was not effective, then these would be used elsewhere.
- There were a number of ways that ticket machines could be purchased, including a hire purchase scheme. Costs provided in the report related to the highest expected level.

A Committee Member queried whether the social economic circumstances of the population had been fully considered. The Member stated that he was concerned that the proposals would penalise the poorest in society. The Member indicated that he did not agree with the idea of unlimited parking permits, and he made a formal recommendation to the Committee that, for those individuals who already had an existing permit, it would be better if their first permit was free. The Member also asked whether it was possible to offer some sort of free parking during night time hours. In addition, the Member referred to the inequality that would exist because low paid staff on Holton Road would have to pay for parking, while Council staff and Elected Members would still be able to park for free. The Member stated that if low paid staff were required to pay then so should those on higher wages. The policy needed to be equitable and consistent.

In answer to the Member's points regarding residential parking permits and poverty, the Director stated that most permits, around 2000, were for central Barry. He added that a charge of £10.00 a year was not excessive, with another option being to move parking bays. The Director explained that it was important to consider that Traffic Regulation Orders (TROs) would cost the Council thousands of pounds to implement and he stated that he did not want there to be a two tier system in operation. With regard to free parking during night time hours, the Director stated that this could be looked into, but vehicles parked overnight would have to be moved before 8:00am the following morning. The Director reiterated that there were 395 uncontrolled free spaces around Holton Road. Some people would have to pay for parking and some would have to walk further to their place of work. He added that the policy was aimed at benefiting shoppers.

As a Local Ward Member for Llantwit Major, a Committee Member commented that detail of the maintenance and costs of car parks in Llantwit Major was needed before

proposals were to be progressed. He stated that in relation to Cowbridge, charging would cause displacement and make people find alternative parking spaces. In response, the Operational Manager advised that no decision of the car parks in Llantwit Major had yet been made, so there would be prior discussion with the Town Council. For Cowbridge, the aim of the proposals was to attract more shoppers, but staff who worked in the Town would have to consider their options.

The Committee considered a suggestion that parking at Country Parks should be free up until 10:00am. This was agreed as it was felt that this would benefit local visitors. Members also discussed new residential parking zones, and it was agreed that when surveys of parking were being proposed, for prior consultation to be held with the Local Ward Member on the duration and time that the surveys would be undertaken. The Committee also agreed that the first Resident permit should be free for those individuals who had already been issued one. A Member also called for Traffic Restriction Orders to be based on more detailed and robust information, and he requested for this to be discussed further.

In closing the debate, the Chairman thanked everyone for their contributions.

Subsequently, it was

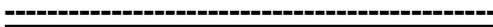
#### RECOMMENDED -

- (1) T H A T the recommendations of the Environment and Regeneration Scrutiny Committee made at its meeting on 4<sup>th</sup> April, 2019 be endorsed.
- (2) T H A T prior to any traffic surveys for residential parking zones, for Ward Members to be consulted on the duration and days that the surveys cover.
- (3) T H A T one parking permit should be available for residents, which is transferrable between town centres, resorts and country parks.
- (4) T H A T special free parking arrangements are put in place for volunteers.
- (5) T H A T free parking be available at country parks up until 10.00 a.m.
- (6) T H A T seasonal variations of charges for permits be introduced i.e. a six month or annual option that covers summer or winter months.
- (7) T H A T for those individuals who already had an existing permit, that their first permit should be free.
- (8) T H A T further discussions and consideration of new Traffic Regulation Orders be undertaken, which should be based on more robust data.

#### Reasons for recommendations

- (1) Following consideration of the recommendations made by the Environment and Regeneration Scrutiny Committee at its meeting on 4<sup>th</sup> April, 2019.

- (2) In order that local Ward Members are consulted prior to the undertaking of traffic surveys for residential parking zones.
- (3) In order that an individual can purchase one permit that covers multiple areas.
- (4) In order that volunteers have special parking arrangements.
- (5) In order that parking at country parks is free up until 10.00 a.m.
- (6) In order that the proposals reflect the difference between winter and summer months.
- (7) In order that existing permit holders are able to have their first permit free.
- (8) In order that the evidence base for Traffic Regulation Orders are robust and effective.



Cabinet, having considered the reference and recommendations of both the Environment and Regeneration Scrutiny Committee and the Corporate Performance and Resources Scrutiny Committee

RESOLVED – THAT the reports be noted and fed into a comprehensive and in-depth review of these matters.

## **C26 CLOSURE OF ACCOUNTS 2018/19 (L) –**

The Deputy Leader and Cabinet Member for Education and Regeneration outlined the provisional financial position for the Council for the 2018/2019 financial year. These figures are subject to external audit and the final Statement of Accounts will be presented to Full Council on 9<sup>th</sup> September 2019.

### **Council Fund Revenue Budget**

The approved revenue budget for 2018/2019 was £222.053m. At the time of setting the estimate there was no plan to support the revenue budget from the Council Fund.

The outturn position was a total spend of £222.053m which was a breakeven position however some services had to use reserves in order to balance their budgets in the last financial year. The details by service area were shown on Pages 3 and 4 of the report, which also highlighted the net use of reserves by each Directorate.

There was a great deal of detail in the final report to inform Members of the financial position of each service at the end of the financial year. In summary, the position by Directorate was:

### Learning and Skills

There was an overspend in the service resulting in a requirement to pull down from reserves at the year end. The main pressure on this service related to the Achievement for All service. During the year there was a significant increase in demand to meet the needs of pupils educated other than at school and for support from the pupil referral unit to address behavioural issues. There was also an increase in demand for placements out of county due to the complex needs of some pupils in the Vale of Glamorgan.

### Social Services

Overall the service was underspent. There were cost pressures within Children and Family Services due to the high costs of placements for children with significant complex behaviour. This was offset by an underspend in Adult Services due to service remodelling, the use of the Intermediate Care Fund and the year end position being more favourable than anticipated. The favourable balance had enabled the service to set aside monies to the Social Services Legislative Changes reserve.

### Environment and Housing

The net position for the Directorate was a balanced budget, however the service had to draw down heavily on reserves to achieve this. There were significant cost pressures within the waste service due to increased costs with regard to waste collection, the increased cost of food waste vehicles and the increased cost of the recycling treatment contract due to China having made the decision to reject elements of mixed recycling.

### Managing Director and Resources

Underspends in this area had allowed the transfer of funds to a number of reserves to support future expenditure including the procurement of a new income management system, the establishment of a Digital Reshaping Reserve, the procurement of a new time management system for the legal service and contributions to the Regeneration Fund and the LDP reserve.

### General Policy and Council Tax

In November 2018, a probable underspend in this area was reported and a transfer to the Council Fund of £4.002m had been completed when the accounts were closed. In addition, transfers had been made to a number of other reserves including the Events Reserve, the Reshaping Reserve, the Neighbourhood Service Reserve and to fund Big Fill in 2020/2021.

### Housing Revenue Account (HRA)

The details for the HRA were shown in Appendix 2 to the report. The outturn for the year was a £1.893m surplus against an amended budget surplus of £775,000. This

surplus was higher than the figure projected in the Housing Business Plan, mainly due to a reduction in the required revenue contribution to capital.

### **Capital Budget**

The overall position for the revised Capital Programme was an underspend of £12.282m for the year.

The variances by Directorate are:

Learning and Skills	£1,683,000
Social Services	£202,000
Environment and Housing	£9,910,000
Managing Director and Resources	£30,000
City Deal	£458,000

The underspends had been highlighted in reports to Cabinet during the year and were detailed in Appendix 3 of the report.

### **Reserves**

A schedule of all the reserves and the movements of them during 2018/2019 was shown in Appendix 4. A table summarising the net movement was shown in the report and detailed an increase in of £4m in the Council Fund and net reduction of £1.9m in the level of Specific Reserves held by the Council.

The level of reserves detailed in this report were considered adequate for the Council. It was also noted that there were large commitments against these reserves in future years, in the main to support the Capital Programme.

### **Savings for 2018/2019**

In setting the budget for 2018/2019 a savings target of £6.298m was set. The services had been able to find savings of £5.172m during the year, which was 82% of the target.

The details of the savings found were detailed in Appendix 5 with more narrative in relation to those that could not be found in Paragraphs 4.2 to 4.6 in the report.

### **Funding of the Capital Programme**

The funding of the Capital Programme was detailed from Paragraph 47 of the report and detailed the use of £4.5m from reserves.

Cabinet, having considered the report and all the issues and implications contained therein

**RESOLVED – T H A T** the report and financial measures taken and proposed be approved.

Reasons for decision

- (1) Following the end of the financial year, Cabinet are provided with provisional outturn figures for the Council. The Statement of Accounts will be approved by Council before 15<sup>th</sup> September, which will normally follow the audit by Wales Audit Office.
- (2) Separate reports would be presented to Scrutiny Committees.

**C27 USE OF MANAGING DIRECTOR'S EMERGENCY POWERS (L) –**

The Deputy Leader notified the Cabinet of the exercising of Emergency Powers by the Managing Director since the last report on 19<sup>th</sup> April, 2019.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED – T H A T the exercising of the Managing Director's Emergency Powers as indicated below be noted:

**(a) Gwenfo Primary School, Classroom Extension**

Following a tendering process the lowest compliant tender received inclusive of all known associated costs and sums already expended was £81,000. This left a shortfall of £6,000 on the current available budget.

In order to progress the works the school Governing Body had agreed to contribute £6,000 to the Authority to meet the funding requirement of the project. This additional funding had been agreed by the Governing Body on the basis that if the final cost of the project, inclusive of all costs, was below £81,000 all remaining funds up to a maximum of £6,000 was to be returned to Gwenfo Primary School.

Due to the urgent requirement to increase the 2019/20 budget to allow the works to commence the use of Emergency Powers was requested to increase the Gwenfo Primary classroom extension budget by £6,000.

(Scrutiny – Learning and Culture)

**(b) IQ Hood Road Goods Shed Project**

Approval of variation of agreement for lease and associated contractual debt of £184k Capital payment with Welsh Government.

(Scrutiny – Environment and Regeneration)

### **(c) New Contract with Suez Recycling and Recovery UK**

Approval was sought to commence a new contract with Suez Recycling and Recovery UK for a period of one (1) year commencing 1<sup>st</sup> May, 2019 with the option to extend for up to an additional one (1) year period.

The procurement for a new supplier to undertake the sorting, recovery and recycling of various commingled domestic and commercial dry waste materials was advertised on Sell2Wales which closed on 3<sup>rd</sup> April, 2019 at 12.00 p.m. Once closed, all tender submissions were evaluated and the contract was awarded to Suez Recycling and Recovery UK (Suez).

Emergency Powers were sought:

- To enter into an agreement with Suez for the processing of recycling material based on a basket price arrangement complete with a Waste Transfer Station;
- To agree the additional gate fee for the month of April 2019 only to allow continuity of service;
- This would be retrospectively be reported to Cabinet including a waste update in respect of the service charges.

(Scrutiny – Environment and Regeneration)

### **(d) Vulnerable Persons Resettlement Scheme**

In May 2016 Cardiff Council and the Vale of Glamorgan Council agreed to participate in the resettlement of vulnerable Syrian refugees under the Vulnerable Persons Resettlement Scheme (VPRS) under a three year collaborative agreement. In May 2016 an Integration and Support Services contract was awarded to Taff Housing Association to provide resettlement support on a regional basis.

Both agreements were due to expire on 16<sup>th</sup> May, 2019. As a result of the change in Administration and the Cabinet meeting of 20<sup>th</sup> May, 2019 being cancelled, Emergency Powers were used to approve the recommendations set out in the Cabinet report to allow the timely implementation of the necessary agreements and the procurement of a regional support service.

(Scrutiny – Homes and Safe Communities)

### **(e) Accepting grant funding of £161,200 from Welsh Government for Enable-Support for Independent Living 2019-20 into the Capital Programme**

As the Capital Programme report was not to be reported to Cabinet until July 2019, there was a requirement for this to be accepted onto the Capital Programme prior to July to enable projects to begin. Projects were currently awaiting funding to start on site and in order to be able to utilise funding they need to be approved with budget on the Capital Programme.

(Scrutiny – Environment and Regeneration)

**(f) Acceptance of Welsh Government Grant to fund a number of Transport Schemes in the 2019/20 financial year**

Welsh Government had offered the Vale of Glamorgan Council a total of £1,845,027 to undertake a number of transport schemes including WelTAG studies, safe routes in communities improvements, road safety revenue to continue training programmes, road safety capital to undertake road safety improvements and Active Travel funding. Due to the requirement to return the letter by 30<sup>th</sup> May, 2019 accepting the grant funding and the requirement to spend the money prior to the award of funding being reported to Cabinet, Emergency Powers were sought.

(Scrutiny – Environment and Regeneration)

**(g) Design and Construction Direct Labour and Plant Contract 2019-21**

A Cabinet report was prepared in readiness of the Cabinet meeting scheduled for 20<sup>th</sup> May, 2019. However, due to the political situation within the Council the meeting was cancelled. It was critical that the contract be awarded, sealed and signed in readiness for 1<sup>st</sup> July, 2019 which was when the existing contract, which was extended to this date expired.

(Scrutiny – Environment and Regeneration)

**(h) Education Boiler Renewal Programme**

Approval was sought for the following virements in order to progress the projects:

- Vire £30,000 from Holton Primary Boiler renewal to Ysgol Gwaun y Nant boiler renewal to increase the budget to £115,000.
- Vire £20,000 from Holton Primary Boiler renewal to Jenner Park Primary Boiler renewal to increase the budget to £115,000.
- Vire £35,000 from Holton Primary Boiler renewal to St. Athan Primary Boiler renewal to increase the budget to £130,000.

Due to the urgent requirement to increase the 2019/20 budgets to allow the works to commence, the use of emergency powers was being requested to increase the budgets for the Boiler renewal projects at Ysgol Gwaun y Nant, Jenner Park Primary and St. Athan Primary through the virements detailed above.

(Scrutiny – Learning and Culture)

**(i) 2018/19 Capital Slippage Request**

Approval for slippage of unspent capital budgets for 2018/19 into 2019/20 would normally require Cabinet approval as part of the Closure of Accounts report. The reports scheduled to be presented to Cabinet on 1<sup>st</sup> July, 2019, however, in order to progress schemes and to enable budgets to reflect committed expenditure, approval was required as soon as possible.

It was requested that emergency powers be used to include funding to be carried forward from 2018/19 into the 2019/20 Capital Programme.

(Scrutiny – All)

#### Reason for decision

To note the use of the exercising of Emergency Powers by the Managing Director since the last report.

### **C28 HIGHWAY RESURFACING 3 YEAR PLAN 2019 TO 2022 (NST) –**

The Cabinet Member for Neighbourhood Services and Transport presented the revised Highway Maintenance 3 Year Resurfacing Plan 2019 – 2022 report which provided the foundation for delivering a well-maintained and managed highway infrastructure which was essential to sustain the Vale of Glamorgan's economic and transportation needs.

The proposed Plan was attached at Appendix A to the report, with priority roads identified by the Council's Highway Engineers as requiring treatment. All roads listed within the Plan for resurfacing had been assessed in accordance with the 'Carriageway Resurfacing Prioritisation Scoring System' at Appendix B to the report.

The roads for micro-asphalt and surface dressing were preventative treatments determined by engineering assessment only and listed alphabetically in Appendix A. All works on the micro asphalt and surface dressing lists would be carried out this financial year at an estimated cost of £750k to £1m.

The remainder of the budget would be spent on resurfacing works in line with the priority listing in the Plan. It was anticipated that the budget would enable resurfacing to roads scoring a total of 270 points or above this financial year on the Plan. Those roads that do not receive works this year would be reviewed for next year's Plan.

The total budget available to deliver this year's programme of works identified in the Plan was £2.507m for 2019/20 compared to a budget of £2.436m to complete all resurfacing works in 2018/19. Cabinet was requested to note the contents of the Highway Maintenance 3 Year Resurfacing Plan and agree the priority locations for resurfacing works.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

RESOLVED –

- (1) T H A T the contents of the revised Highway Maintenance 3 Year Resurfacing Plan 2019 to 2022 attached at Appendix A to the report be noted and the priority locations for resurfacing works as identified be agreed in principle.
- (2) T H A T the Director of Environment and Housing be authorised to amend the Plan, in consultation with the Cabinet Member for Neighbourhood Services and Transport if other urgent and unexpected priorities are identified.
- (3) T H A T the matter be referred to the Environment and Regeneration Scrutiny Committee for consideration.

Reasons for decisions

- (1) To agree the Plan in principle.
- (2) To deal efficiently with changes in the Plan should other highway routes deteriorate more rapidly than expected or constraints dictate that a change in priority is required to ensure the most cost effective use of the budget allocation in 2019/20.
- (3) To ensure that the relevant Scrutiny Committee can consider the details of the revised Highway Resurfacing 3 Year Plan 2019 to 2022 prior to it being formally agreed.

**C29 PROPOSED MULTI-USE GAMES AREA, KING GEORGE V PLAYING FIELD, LLANDOUGH (LAC) –**

The Cabinet Member for Leisure, Arts and Culture presented the report for approval to lease an area of land at King George V Playing Field, Llandough to Llandough Community Council in order for the Community Council to construct and operate a Multi-Use Games Area (MUGA) on the site.

The land was deemed public open space so the disposal by lease would need to be advertised pursuant to S123 (2A) of the Local Government Act 1972.

The Community Council had secured the majority of funding for this new facility, including a contribution from this Council's Strong Communities Grant scheme, but required a lease to secure a loan from Welsh Government for the balance.

The Community Council had requested the assistance of this Council's Principal Landscape Architect to project manage the scheme and had agreed to pay for this service.

This was a matter for Executive decision

Cabinet, having considered the report and all the issues and implications contained therein

## RESOLVED –

- (1) T H A T the Monitoring Officer / Head of Legal and Democratic Services be authorised to advertise the proposed lease of public open space land to Llandough Community Council in line with the provisions of Section 123 (2A) of the Local Government Act 1972. Any objection to the loss of public open space to be reported back to Cabinet for consideration.
- (2) T H A T providing there were no objections to the loss of public open space, the Director of Environment and Housing be authorised, in consultation with the Head of Finance, to agree terms and conditions for a 25 year lease to Llandough Community Council of an area of land at King George V Playing Fields, Llandough shown at Appendix A to the report, to allow the Community Council to develop a Multi-Use Games Area on the site.
- (3) T H A T the Monitoring Officer / Head of Legal and Democratic Services be authorised to prepare, complete and execute the required legal documentation should no objections be received.
- (4) T H A T the Council's Principal Landscape Architect act as the Project Manager for the design and construction of the Multi-Use Games Area for which a fee will be charged to the Community Council.

Reasons for decisions

- (1) To ensure the correct statutory procedure was followed on the disposal of public open space under Section 123 (2A) of the Local Government Act 1972.
- (2) To permit Llandough Community Council to construct a multi-use games area for the benefit of residents.
- (3) To ensure the execution and completion of the appropriate legal documentation subject to there being no public objections to the scheme.
- (4) To ensure that the Multi-Use Games Area is designed and constructed to a good quality and that any fees are paid for by the Community Council.