

Meeting of:	Cabinet
Date of Meeting:	Monday, 21 December 2020
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Objection Report: Penarth Esplanade and adjacent streets - Proposed Traffic Regulation Order
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	<p>Accountant Environment and Housing Services Legal Services (Committee Reports) Head of Neighbourhood Services and Transport Enforcement Manager Principal Community Safety Officer Neighbourhood Services Manager Operational Manager Regeneration Major Project Manager, Regeneration and Planning Ward Members: Councillor Ben Gray, Councillor Katherine McCaffer, Councillor Sivaruby Sivagnanam & Councillor Neil Thomas</p>
Policy Framework:	This report is a matter for Executive Decision by Cabinet.

Executive Summary:

- There is a statutory duty that must be followed to introduce any changes to on-street car parking restrictions. The duty requires public consultation on the proposal in order to progress an amendment to the existing Traffic Regulation Orders and implement any changes.
- A request was submitted to the Cabinet Member for Neighbourhood Services & Transport and the Head of Neighbourhood Services & Transport on 22nd July 2020 for authority to give public notice of a proposal to amend the existing Traffic Regulation Orders (TRO). This amendment aims to increase the number of parking spaces available for visitors to Penarth Esplanade and adjacent streets, including the prevention of overnight parking by motor caravans and Large Goods Vehicles (LGVs), exceeding 3.5 tonnes, on Cliff Hill and Cliff Road.
- Public notice of the proposed changes to parking restrictions on the Penarth Esplanade and adjoining streets was given on Thursday 30th July 2020, with a statutory consultation period of 21 days until Thursday 20th August 2020. During the statutory consultation period twelve formal objections to the proposals and four written comments were received.
- After the statutory consultation period closed, two further letters of objection were received and two further written comments were also received after the closing date for statutory consultation. For completeness these have also been included in the deliberations.
- This Report advises Cabinet of the details of the 20 objections received to the proposed Traffic Regulation Order received in total and the technical officers' responses to these objections. Cabinet is required to consider the objections and, in light of the objections, determine whether the proposed parking controls should be implemented.

Recommendations

1. That Cabinet note the Report, objections and the Officer's responses.
2. That the objections are not agreed and the proposed amendments to the Traffic Regulation Order as detailed in the Report at Appendix A (Drawing Reference T/20/48/AA) be implemented.
3. That the objectors and those who made comments are advised of this decision.

Reasons for Recommendations

1. To advise Cabinet of the objections received and responses to them.
2. To implement the Order.
3. To advise persons who responded of the decision to implement the Order.

1. Background

- 1.1** A review has been undertaken of the previous Traffic Regulation Orders along Penarth Esplanade and adjacent streets, many of which were introduced before the Esplanade became a 'one way' route for vehicular traffic. It was apparent that there are opportunities to relax some of the previously introduced restrictions which currently prevent vehicles from being parked legally and to control parking where it is desirable to increase the turnover of parking spaces.
- 1.2** A scheme was designed to provide additional car parking provision and availability along the Esplanade and adjacent streets which, it is anticipated, will assist in addressing parking demand for visitors to the pier and other businesses in the area. It will also help to regularise parking practices which, though currently in contravention of Traffic Regulation Orders, can be accommodated without impact on road safety.
- 1.3** In the main, parking within this area is controlled by varying Traffic Regulation Orders consisting of a combination of limited waiting, no waiting at any time restrictions, loading restrictions, loading bays and disabled person's parking places. Parking demand within this area is often acute as there are no off-street car parks available near the pier. The implementation of the changes will provide additional parking and encourage the turn-over of spaces which will benefit both traders and visitors to this popular seaside resort alike.
- 1.4** Although some minor adjustments will be made to the carriageway markings associated with the current restrictions, the great majority of changes proposed relate to relaxations on lengths of road that are currently subject to waiting or

stopping restrictions, with the introduction of 2 hour limited waiting parking bays between 10am and 7pm (no return within 2 hours) on roads which are currently unrestricted. It is felt that these lengths of roads can be modified and made available for limited waiting without detriment to road safety.

- 1.5 Penarth attracts visitors throughout the year which draws additional vehicular traffic into this area, including motor caravans and Light Goods Vehicles (LGVs). This has resulted in recent complaints regarding the parking of motor caravans and LGVs overnight on the unrestricted sections of Cliff Hill and Cliff Road and the Council has substantiated that inappropriate camping on the highway is regularly taking place, particularly in the summer months. It is considered that motor caravan and LGVs parking overnight or longer at this location is unacceptable as it is detrimental to the aesthetics of this scenic location.
- 1.6 Details of the proposed new parking scheme along the Esplanade and adjacent streets is shown on the attached drawing reference T/20/48/AA at Appendix 'A' of this report.
- 1.7 In accordance with the statutory legal process to create a new Traffic Regulation Order public notice of the proposal was given on the Thursday 30th July 2020, inviting objections in writing, by Thursday 20th August, containing the grounds upon which objections were being made.

2. Key Issues for Consideration

- 2.1 During the statutory consultation period between twelve formal objections to the proposals were received. In addition, four written comments were received. Two further letters of objection were received after the statutory consultation period closed on 8th September, which cannot be considered as statutory objections as they arrived too late. Two further written comments were also received after the closing date on 8th September. For completeness, the 20 objections and comments received, including those received after the closing date, are summarised at Appendix B of this report. Many of the submissions contained multiple issues of concern and an analysis of them has identified several common “themes” which are summarised below, together with officer responses to them.

Theme 1 – “Support for the proposals”

- 2.2 As well as having received objections and comments to all or part of the proposals, several letters of support were received from two businesses located on Penarth Pier. These supporting comments highlight that the current lack of parking provision has had a serious impact on local businesses and they feel that the increased turn-over of spaces will have a positive impact on them by enabling greater visitor numbers to their businesses.

- 2.3** In addition, even when objections or concerns have been raised regarding specific elements of the changes, four other objectors have expressed support for the remainder of the proposals. This includes a resident of Balmoral Quays who is fully supportive of the changes on and around the Esplanade which they suggest are desperately needed and which will add to local residents' quality of life. Similarly, two residents of Alexandra Court have expressed broad support for the proposals which they suggest will help prevent current parking issues for example on double yellow lines. The Alexandra Court Management Company, writing on behalf of the 51 residential units, also welcomes the short stay parking on the Esplanade on the basis that 2 hour stays are more than adequate and the ability to park after 7pm will work well for local 'eateries'.

Theme 1 – Officer response.

- 2.4** Clearly, when proposing widespread changes in a busy tourist destination, it is not possible to gain universal support for the changes from those who are affected by them. However, the receipt of letters and emails in support of the proposed Traffic Regulation Order is unusual and helps emphasise that the general principles behind the proposed changes, will be to the benefit of the majority and are likely to receive wide community support generally.

Theme 2 – “Adverse impact of 2-hour changes leading to increased obstructive parking in residential cul-de-sac, compounding existing antisocial behaviour there”.

- 2.5** Objections have been received to the proposed 2-hour limited waiting parking bay on the un-named cul-de-sac leading to Seabank and Alexandra Court off The Esplanade from one resident of Seabank, one resident of Alexandra Court and from the Directors of the Alexandra Court Management Company.
- 2.6** The Seabank residents' objections centre on issues currently caused by blue badge holders parking on the double yellow lines along the un-named access which they suggest are not being enforced, resulting in frequent obstruction, including to emergency and refuse vehicles. They believe the issues will be made worse by the introduction of a short section of 2 hour limited waiting parking at a location which is currently restricted by double yellow lines. They have requested the removal of this proposed bay from the TRO which they consider will encourage non-disabled drivers to park there, creating further problems in the cul-de-sac, or that it will add to the current disabled person parking on the double yellow lines on Beach Hill.
- 2.7** One resident from Alexandra Court, while welcoming the proposals in general terms assuming they are properly enforced, also objects to and requests the removal of the proposed 2-hour restricted parking bay or, if essential that it remains, seeks its conversion to a disabled bay to minimise access concerns and to limit the size of vehicles using it. They also raise similar parking and emergency vehicle access issues to those of the Seabank resident, adding that

obstruction of access to Alexandra Park gates is also an issue. Their objection further states that 'gangs gathering, loiterers and drug dealing' are also an issue which parked cars in the proposed 2-hour bay would help mask from patrols on the Esplanade. Further that current noise from radios, car doors and shouting on the Esplanade carries into the cul-de-sac and into their bedroom, and that similar issues are likely to result from the newly-created bay. They have requested 'no loitering' and 'be mindful of neighbours' signs be erected in the park and in the area generally to help reduce antisocial behaviour issues.

- 2.8** The directors of the Alexandra Court Management Committee, writing on behalf of 51 residential units, also welcome the short-term parking changes on the Esplanade and in near-by streets, believing that ending the restrictions at 7pm will be welcomed by the restaurants and other food outlets. However, similarly to the above-mentioned resident, they also raise the issue of obstruction of emergency access to Alexandra Court along the cul-de-sac access leading to Seabank/Alexandra Court. They too seek the removal of the proposed 2 hour limited waiting parking bay, again citing concerns over the potential for antisocial behaviour and request the earlier closure of the Alexandra park gates to avoid large, noisy gangs keeping residents awake.
- 2.9** Another two residents, both living in a single property in Alexandra Court, though broadly in favour of the proposals, comment that they have suffered errant parking and antisocial behaviour including high noise levels, litter, waste dumping and vandalism.
- 2.10** In addition, two residents of Balmoral Quays want additional enforceable waiting restrictions introduced in the cul-de-sac access leading to Alexandra Court, Balmoral Quays and The Glades off Bridgeman Road as part of the current proposals to prevent obstruction of garages and main apartment entrances. They also request measures to prevent vehicles from waiting long-term on unrestricted lengths of the access road in order to overcome issues of antisocial behaviour which include high noise levels, litter/waste dumping, vandalism and verbal abuse having an impact on residents' mental health. The directors of Alexandra Court similarly have raised issues of obstruction to their sole vehicular access in the same cul-de-sac.

Theme 2 – Officer response.

- 2.11** The anti-social behaviour issues raised are not considered to be relevant to consideration of the TRO. However, they do clearly need to be addressed separately by the appropriate agencies. The task of combatting antisocial behaviour within the Vale area is dealt with by a multi-agency approach which includes council officers and police officers based at Barry Police Station. Their role is to reduce crime and disorder and the fear of crime, focussing on prevention and providing advice and support to agencies and communities. Accordingly, details of the issues and concerns raised over anti-social behaviours will be forwarded to the Council's Principal Community Safety Officer in the Safer

Vale Partnership for further investigation and any necessary action to alleviate the reported issues currently being experienced by residents.

- 2.12** The Council's Neighbourhood Services Manager has been advised of the concerns raised regarding opening times of the Alexandra Park and the request for notices to be erected, so that the matter can be considered and responded to separately to the proposed TRO.
- 2.13** As Cabinet will be aware, the Council now has an in-house team which patrols and enforces parking throughout the Vale and the areas identified above will be patrolled as regularly as possible in accordance with the Council's Enforcement policy.
- 2.14** It is considered that the "loss" of spaces to blue badge holders by the creation of the proposed 2 hour limited waiting parking bay on the double yellow lines within the un-named cul-de-sac leading to Seabank/Alexandra Court will be fully compensated by the creation of a new disabled parking bay nearby on the Esplanade. It is also the case that blue badge holders are legally permitted to park on double yellow lines for up to 3 hours maximum, as long as they do so in accordance with the terms and conditions of the blue badge scheme and do not cause obstruction of the public highway. In addition, a blue badge also gives users an exemption from any time restrictions in limited waiting parking bays which, coupled with the proposed increase in such spaces under the proposals, should reduce the need for holders to park on double yellow lines in the area, including along the cul-de-sac access road.
- 2.15** With regard to the request for additional waiting restrictions in the cul-de-sac leading to Alexandra Court, Balmoral Quays and The Glades off Bridgeman Road, to prevent obstruction of garages and main entrances, the Council has already introduced access protection markings in the cul-de-sac across several entrances after previous complaints were received in an attempt to deter such parking. However, access protection markings are advisory only and the Council has no powers to prosecute drivers who park on them. The police have powers to prosecute drivers or remove vehicles which cause obstructions such as those highlighted by the residents, with or without access protection markings being in place. The residents of Balmoral Quays have indicated that they already have a good relationship with the local police and, as such, any future obstruction issues should either be raised with them or with the police non-emergency number 101, as and when they occur.
- 2.16** The request made by residents of Balmoral Quays to introduce double yellow lines on the unrestricted spaces between the access protection markings is considered unnecessary and disproportionate to the parking issues. The retention of this location for uncontrolled on-street parking does not cause obstruction or congestion and the residents themselves have dedicated off-street parking provision. As such this parking opportunity should be maintained to maximise parking in the general vicinity. The introduction of proposed 2 hour

limited waiting parking bays on Bridgeman Road alongside the cul-de-sac, will further increase short-stay parking opportunity in the area, thereby reducing the need for vehicles to park obstructively in the cul-de-sac leading to Alexandra Court, Balmoral Quays and The Glades.

Theme 3 – “Residents parking requests due to adverse impact of 2-hour changes”.

- 2.17** Objections were received from residents of Marine Parade and Bradford Place who fear that the introduction of 2 hour limited waiting parking bays along the Esplanade will lead to residents being unable to park. Their concerns relate to displacement parking by staff and visitors to other adjacent roads that are already struggling to cope with parking capacity due to people working in the area, town centre shoppers and visitors to the seafront. The streets affected, and which the concerns are centred, are Marine Parade, Plymouth Road, Bridgeman Road, Bradford Place, Church Road, Clive Place and other unspecified adjacent streets nearby.
- 2.18** In addition, one resident has requested consideration of residents permit parking outside the property known as Beachcliff on the Esplanade. A similar request for resident permit parking has been made in the vicinity of Penarth Yacht Club on the Esplanade and a concern raised over the parking availability for employees.

Theme 3 – Officer response.

- 2.19** It is accepted that some additional displacement parking may occur into streets set back from the seafront because of the proposed TRO. However, any increase in longer stay parking in those streets is likely to be offset by the increased opportunity for short-stay parking as a result of the proposed new 2 hour limited waiting parking bays being created which will encourage increased turn-over and capacity on Cliff Hill and Cliff Road. It is also apparent that a good proportion of the properties in Marine Parade do have private off-street parking spaces available within their own property boundaries, but it is accepted that many, particularly in streets further away from the Esplanade, do not have such spaces available.
- 2.20** Cabinet will be aware that the Council has just introduced a new policy for Resident Parking Controls on the 27th July 2020 to deal with extraneous and displaced parking impacting residential areas. Residents living immediately adjoining those areas where the changes are proposed will be eligible to apply for future Resident Parking Controls in accordance with new policy should displacement parking prove to be a significant problem, and subject to the criteria contained within the policy being met at the time of application.
- 2.21** With regards to the request for parking spaces for the residents at Beachcliff, there was a prohibition of waiting at any time in force to the frontage of the previous building before the redevelopment of Beachcliff took place. That

prohibition remains in force and will be varied to a proposed 2 hour limited waiting parking bay by the proposed TRO providing additional parking opportunity for both visitors and residents alike.

- 2.22** Furthermore, the consent notice for the development's most recent planning permission contains a condition that a new traffic order, which includes the formal laying out of parking spaces on the public highway outside the site, must be in place before the development comes into beneficial use. That condition has not yet been met. The planning report on the original application for this development also indicated that "whilst these parking bays would not be reserved exclusively for residents, they would add to the overall provision of public parking in the area and may also provide additional overnight parking for residents or visitors after a specified time." The report goes on to say that "It is also considered that the proposed development would be served by alternative means of transport that would offer alternatives to residents than the private motor car alone".
- 2.23** The proposed introduction of a 2 hour limited waiting parking bay fronting the Beachcliff development and to the side road adjacent to Penarth Yacht Club between 10am and 7pm provides residents the opportunity to park from 5pm onwards overnight until 12 noon the following day without penalty by utilising the full 2 hour waiting limit at the end and beginning of each day respectively. Both bays also add to the overall provision of public parking in the area and so are entirely consistent with the above-mentioned planning report on the original Beachcliff application.
- 2.24** The restrictions preventing return within two hours are specific to each individual street that has limited waiting parking bays in place and therefore, as the Esplanade, and Cliff Hill/Road are separate locations for the purposes of the proposed TRO covering the restrictions, there would be nothing to prevent a driver from parking in each of the locations on a rotating basis every 2 hours if so desired thereby adding to the length of time that can be enjoyed by motorists and visitors.
- 2.25** In addition, any driver who has a disabled blue badge can park without time limit in any limited waiting parking bay while it is displayed.

Theme 4 – "Adverse impact on existing businesses and organisations".

- 2.26** A consultant has objected on behalf of three businesses trading at the Beachcliff development to the proposed 2 hour limited waiting parking bay directly outside the development. The consultant indicates that the Beachcliff area has become increasingly popular and that the pandemic has meant many businesses have closed or have had to resort to takeaway sales only, resulting in the parking bays in front of the units being cordoned off for the safety of queuing customers. The businesses feel that the arrangement has operated successfully and would wish to see them continue. They seek the deletion of parking bays along this section

from the proposals to improve pedestrian safety and allow for alfresco dining in a pleasant environment, so providing an enjoyable destination for visitors.

- 2.27** Two owners from the same business on Penarth Pier suggest that, generally, they appreciate the increase in 2-hour spaces, particularly in front of Beachcliff, but still have concerns over the proposals and so object accordingly. They fear making the majority of spaces limited to 2 hours, with no option to stay longer even with a parking charge, will impact anyone visiting an event/function/wedding reception at the Pavilion who won't be able to park. They also fear this issue may discourage customers from further afield from coming to Penarth. They believe there needs to be a way that people can stay longer, even if at a small cost.
- 2.28** The Marie Currie Hospice objects to the proposals on the basis that restricting and charging (sic) for parking on the Esplanade will have a significant impact on the availability of parking for relatives visiting the hospice on Bridgeman Road and Marine Parade. That is because they fear many visitors to the Esplanade will park their vehicles in the streets around the hospice, as these are without time restrictions and charge. They point out that the Hospice cares for those with terminal illness and end of life patients and that staff working at the hospice, providing 24-hour care, would also have great difficulty parking their vehicles if these restrictions were introduced.
- 2.29** The Penarth Yacht Club objects to the proposed changes because, like many other businesses on the Esplanade, they feel that the proposals are unhelpful and counterproductive in terms of the public's use and enjoyment of the area. They fail to understand what benefit the Council feels will accrue from changes as there is already a built-in mechanism for freeing-up spaces in the existing 2 hour parking bays. They believe that the current 2-hour restrictions, with unrestricted parking on Cliff Hill/Road, offers a fair balance to the needs of staff, residents and visitors. They also believe that converting all spaces to the proposed 2-hour maximum stay will negatively impact on businesses on the Esplanade, forcing staff to park in near-by residential areas causing disruption and loss of amenity for residents in Marine Parade and surrounding streets.
- 2.30** The Penarth Rowing Club is concerned about the effect that the proposed changes to introduce a 2-hour limited waiting parking bay in the un-named road alongside Penarth Yacht Club will have because rowers require longer than the proposed two hour limit during an outing from the club. They state that the club attracts members from locations around the Vale and beyond and say the changes would have a tremendous impact on member's ability to participate in club activities. Their view is that the club is an integral part of the seafront and, as users of a busy Esplanade, would like that consideration for the club to be taken on board by the Council and request discussions over such issues in management of the Esplanade in their role as an essential asset to the town and community. The club has also raised concerns that the temporary works to provide seating areas outside the bars and restaurants at Beachcliff has led to

reduction in parking availability. This has meant that vehicles have frequently parked illegally in front of the boathouse, resulting in them not being able to get boats out for training on several occasions.

Theme 4 – Officer response.

- 2.31** As a consequence of the Covid-19 pandemic and associated restrictions on businesses and hospitality the Council has previously granted businesses within the Vale, including those at Beachcliff, a temporary street trading or café licence. These licences allow businesses to place tables, chairs or goods on the highway or provide safe queuing space up until the end of Jan 2021, subject to specific terms and conditions (approved by Emergency Power on 18th September 2020). These arrangements are being continually monitored to ensure that they are reasonable and proportionate to the particular locations and that they meet the needs of both public, business and other stakeholders.
- 2.32** As with all competing uses on the highway that affect businesses and the public, a balance needs to be struck between accessibility to customers and the benefits of occupying it for other purposes such as parking. On balance, the Council considers that the longer-term sustainability of the businesses along the Esplanade, including those at Beachcliff, will benefit from the additional availability of parking created by the proposals. There are already appropriate and alternate arrangements in place to temporarily accommodate the ‘Consultant’s’ request for alfresco dining through the temporary street trading or café licence referred above. These temporary arrangements will be the subject of future permanent arrangements for street trading or café licence to be presented to Cabinet in a future report before the end of the financial year.
- 2.33** Similarly, although the concerns of Penarth Rowing Club are recognised, the activities of their members need to be balanced against the clear need to provide greater parking opportunity generally in this area of Penarth. Their comments regarding alleged obstructive parking since the temporary street trading facilities in front of the businesses at Beachcliff were introduced are particularly pertinent. These comments reflect the shortage of parking in this area during normal times and the need for the proposed TRO to be introduced to sustain effective and viable businesses and hospitality in this popular tourist area.
- 2.34** The Rowing Club’s activities are akin to many other leisure activities which take place along the seafront including fishing and boating activities. The Clifftop car park offers an opportunity for club members to meet, park and car share or walk to the club when undertaking activities or events. The footpath from Marine Parade which runs to the rear of the yacht club also affords a convenient pedestrian link to unrestricted parking opportunities in certain adjoining streets and the time period for the proposed parking restrictions between 10am to 7pm also offers flexibility during the late afternoon and overnight when parking restrictions do not apply. Again, club members and visitors can park in the

proposed restricted parking bays from 5pm in the evening to 12 noon the following day without penalty.

- 2.35** The fears of business owners on the pier regarding the disadvantages to long-stay customers or pier pavilion visitors, arising from the changes, are recognised. However, it is considered that that the ability to attract more, short-stay customers will more than outweigh any disadvantages, particularly as those customers and visitors wishing to stay longer can use the near-by Clifftop Car Park or take advantage of the times that parking restrictions do not apply as previously mentioned.
- 2.36** The objection from the Marie Currie Hospice that parking from the seafront will migrate to their location appears to be based partly on an assumption that the changes include a proposal to introduce charges in the proposed 2-hour restricted parking bays. That is not correct as all new and existing parking bays will be free of charge to use. Both staff and visitors can use the Cliff Top car park if unrestricted on-street parking spaces are not available near the hospice. In addition, any potential for increase in longer stay parking in the streets near the hospice may in fact be offset by the increased opportunity for short-stay parking as a result of the new 2 hour limited waiting parking bays being created by the TRO and the increased turn-over of spaces on Cliff Hill and Cliff Road.
- 2.37** With regard to staff who need to park overnight, spaces in Marine Parade and adjoining roads that may become occupied by hospitality staff from businesses on the Esplanade in the day are likely to become available during the evening. with residents of Marine Parade generally having the benefit of private off-street spaces. In addition, although there is concern regarding potential for more demand generally for on-street parking along Marine Parade, particularly on the approach to Bridgeman Road and the hospice, there will be more on-street parking available towards Cliff Road albeit requiring a slightly longer walk.
- 2.38** The Yacht club's suggestion that the current parking situation in this part of Penarth is not fit for purpose are unfounded. Many of the spaces on Cliff Hill and Cliff Road in particular are likely to be occupied for longer than two hours at present and the ability to turn-over spaces, together with the new spaces created on double yellow lines elsewhere, is deemed to be more beneficial to the health and vitality of the many businesses along the seafront than maintaining the status quo.
- 2.39** As previously referred, the new Resident Parking Policy will also enable residents to apply for a resident permit scheme if they consider it necessary after the TRO is introduced.

Theme 5 – “Existing traffic management concerns now or new measures requested”.

2.40 Several of those who have objected or commented have raised concerns about existing traffic management related issues in the area or have requested further changes to what is proposed. These include:

- Road rage on Marine Parade likely to result in serious injury.
- Marine Parade requires a one-way flow, priority signs, double yellow lines and/or a 20mph speed limit to reduce congestion.
- Parking at bottom of Beach Hill already causes hazard when vehicles pass coming downhill.
- A new one-way system down Beach Road towards the Esplanade would free up additional parking for visitors to the front and the town centre and improved linkages between them.
- Motorbikes use the pier and Marine Parade at night like a race track at high volume.
- Lack of parking available for visitors to residents on the Esplanade which don't have visitor parking.
- Loading bay near to the pier would have been beneficial.

Theme 5 – Officer response.

2.41 In order to fully investigate the concerns raised the personal injury collision record along Penarth seafront and along Marine Parade was examined for the 5-year period up to 31st December 2019 (the latest data supplied to us by Welsh Government). Thankfully, the only records of injury collisions occurring there involved a very young child who broke free from a parent, striking the offside of a passing car driving along the Esplanade and a vehicle making an illegal U-turn on the one-way section of Cliff Hill, striking a motorcycle. Fortunately, those involved only sustained slight injuries.

2.42 It is therefore apparent that, despite the volume of traffic driving along the roads near the seafront and any incidents of road rage which may occasionally occur there, a generally good level of road safety pertains. With regard to the requests to introduce a one-way flow, priority signs, double yellow lines and/or a 20mph speed limit to reduce congestion along Marine Parade, limited capital budgets are necessarily targeted primarily at locations which have a poor injury collision record, often regrettably including serious injuries and fatalities. As mentioned above, there have been no injury collisions recorded in Marine Parade in the 5-year period covered by our records. On that basis, it is not considered necessary that any further restrictions on traffic movement are required at the present time. As with all roads the need for additional measures to be introduced will be monitored and considered if the situation changes or deteriorates.

2.43 The lengths of double yellow lines at the bottom of Beach Hill are already heavily parked upon, but the low incidence of reported injury collisions suggests that the

area currently enjoys a good road safety record and it is expected that this situation will continue if the proposed new 2-hour parking bays are implemented.

- 2.44** Making Beach Hill one way is likely to lead to an increase in speed down the hill. In addition, it would deny any traffic travelling down Bridgeman Road the current ability to turn left and require all traffic to travel along the Esplanade and up Cliff Hill, potentially increasing congestion. Therefore, this is deemed contrary to the needs of maintaining the present good level of road safety along the seafront.
- 2.45** Enforcement of the concerns regarding motorbikes racing at high speeds and road rage are a matter for the police as the Council has no jurisdiction in such matters. Future issues such as these can be raised directly with the police as and when they occur by ringing the police non-emergency number 101 and requesting police attendance.
- 2.46** As previously identified above, the residential properties at Beachcliff were never intended to have private spaces available on-street for the residents themselves or their visitors to park. Visitors wishing for a longer stay in the proposed 2-hour parking bays can choose to arrive before 10am and stay for another 2 hours after the restrictions commence or can arrive at 5pm and stay for as long as they wish until the time restrictions begin again the next day.
- 2.47** It is recognised that a loading bay near to the pier would have been beneficial to businesses there but the inclusion of such a bay would have meant a reduction in the ability to provide 2 hour limited waiting parking bays for business and hospitality customers and would unnecessarily sterilise a length of highway that would only be occasionally used for loading and unloading. There is an existing loading bay near Beachcliff and loading or unloading is also permitted on double yellow lines in the area so long as no obstruction takes place.

Theme 6 – “Impact on RNLI due to 2-hour parking”.

- 2.48** The RNLI at Penarth Lifeboat Station, although not objecting to the proposals, have sought assistance in mitigating the effect that the changes will have on the provision of emergency services by volunteers parked in bays for more than 2 hours between 10am and 7pm. There are 5 dedicated spaces at the lifeboat station and, once these are occupied, volunteers have previously parked on unrestricted lengths of road nearby which are proposed to become 2-hour limited waiting parking bays. When requested to launch the lifeboat by HM Coastguard, a service requires a minimum of between 7 to 12 volunteers, with even more required at times for safety reasons, with volunteers travelling separately from home or work. The RNLI point out the lifeboat can be launched at any time during the day, including times covered by the proposed Order and the length of operation depends on the nature of the incident. As such, they believe there may be issues if emergency responder volunteers are parked in excess of the 2-hour waiting limit.

Theme 6 – Officer response.

- 2.49** The RNLI are recognised as a vital part of the emergency services keeping the Vale coast safe and it is recognised that everything possible needs to be done to ensure that Penarth lifeboat can function effectively and without undue hindrance to the emergency responder volunteers who staff it. A meeting with a senior member of the RNLI based in Penarth has taken place and a draft procedure has been agreed to ensure that any over-staying vehicles left by volunteers when responding to an emergency can be controlled and readily identified and would therefore remain unaffected by the proposed changes. The agreed procedure will be monitored and controlled by the RNLI themselves but will be closely scrutinised by Council to ensure that the agreement reached is complied with. On that basis the RNLI at Penarth are therefore content with the parking proposals should the restrictions be approved and implemented.

Theme 7 – “Public Safety to displaced staff and health concerns”.

- 2.50** The Penarth Yacht Club has raised concerns that residents and workers in the area will be forced to park some distance away by the changes, entailing lengthy walks at night, often in the dark, making it particularly unpleasant for female residents and employees. Concerns have also been raised by the Yacht Club on safety and health grounds regarding the need for staff, who leave early in the morning to go to a cash and carry or to the bank, to have a space available when they return. Walking long distances are also a concern, including when carrying money from the club or collecting change from the bank.
- 2.51** The objecting business owners on the pier also raised issues regarding where staff are supposed to park. They state that there are 50 plus staff working in 12 businesses along the Esplanade and many already park in residential streets away from the seafront. They fear that an increase in staff parking there will add to the existing pressure between staff and residents, particularly as many spaces are already taken up by staff and visitors to the Marie Curie hospice.
- 2.52** The consultant, who has objected on behalf of three businesses trading at the Beachcliff development, expresses concerns over safety of the 2 hour limited waiting parking bays proposed for that location on the basis that they are not quite long enough, which results in vehicles overhanging the kerb when parking, thus creating safety issues as vehicles reverse for pedestrians generally and are a particular danger to the visually impaired.
- 2.53** The same consultant states that the objectors from the businesses feel that the proposed 2 hour limited waiting parking bays will result in an increase in vehicular movements, leading in turn to increased vehicle emissions with a resultant increase in pollution in that area. They believe this should be avoided to improve air quality for residents and visitors.

- 2.54** Similar concerns over emissions are also expressed by a resident from Beachcliff who fears that a 2-hour limit there will result in an increase in vehicle movements, with the start/stop of vehicles increasing emissions and impacting on the residents and ground floor businesses. They also believe that the limited waiting spaces should be located away from Beachcliff to improve the ambiance in that locality, unless consideration is given to a resident parking scheme there.

Theme 7 – Officer response.

- 2.55** The requirement for staff at seafront businesses to park further away is similar to many issues experienced by staff working in town centre or tourist locations throughout the Vale area, including those who rely on alternative modes of transport to get to and from work as well as having to park long distances away if they choose to drive. The Esplanade is served by an hourly bus service Monday to Saturday, running between Barry and Penarth which travels through residential areas where parking is available on-street. The bus route, which includes Penarth seafront, runs along Windsor Terrace, Beach Road, the Esplanade, Bridgeman Road, Marine Parade, Raisdale Road, Westbourne Road, Lavernock Road, South Road, Hayes Rd and Sully Moors Road. Car sharing, while parking at the near-by Clifftop Car Park, represents another option for staff, as does cycling. Importantly, staff arriving in future by alternative modes of transport and not parking in the previously-unrestricted roads will result in real benefit to the local businesses by leaving spaces in the areas close to them available for their customers.
- 2.56** With regards to safety of workers, including women, walking long distances in the dark, there are safe walking routes available to and from the seafront which are well lit by street lighting at night. These routes also run past residential properties, are well travelled by vehicles and pedestrians, so providing passive surveillance and security even in the dark. As such, the occasions when staff will be at risk generally while walking alone would seem to be minimal and it is considered that walking alone in the dark in the locality to access personal vehicles is thankfully a low risk activity even during the darker early mornings and evenings in winter months.
- 2.57** The safety of the collection and deposit of any significant amount of cash if spaces are not available in future is a matter for the yacht club employers as part of their duty of care to staff and can be accommodated by using security vehicles. However, delivery and collection of cash and goods can, where appropriate, be accomplished by using the exemption in the near-by double yellow lines which allows loading/unloading of heavy items so long as an obstruction is not caused.
- 2.58** The restrictions on being unable to return within two hours are specific to each individual street that has limited waiting restrictions in place. This means, for example, that the Esplanade, Cliff Hill and Cliff Road are separate locations for the purposes of the Order covering the proposed restrictions. Therefore, there

would be nothing to prevent a driver from parking in each of the locations in those roads on a rotating basis every 2 hours. In addition, any driver who has a disabled blue badge can park without time limit in any limited waiting parking bay while it is displayed. For this reason, though the inconvenience of having to do so is acknowledged, parking in the near vicinity of the yacht club for an extended period of time if the proposals are approved is feasible, and the overall benefits accruing from the proposed parking scheme to the majority of local business and hospitality in this popular tourist area, are deemed to out-weigh any difficulties to the minority who may be slightly adversely affected.

- 2.59** Regarding the safety of reversing into echelon bays, the existing limited waiting parking bays along the Esplanade currently operate as echelon parking, with vehicles generally reversing towards the kerb line. The lack of any recorded personal injury collisions occurring while those existing spaces are being used does indicate that a generally good level of road safety has pertained there over a long period of time. The proposed 2 -hour parking bays outside Beachcliff will, if approved also be laid out in the same echelon layout, with similar dimensions available for vehicles to reverse into them. On that basis it is anticipated that a similar satisfactory level of road safety will be experienced while those bays are in use.
- 2.60** On the issue of air pollution it is accepted that while vehicles are being parked or driven they will generate exhaust fumes, although as petrol and diesel cars are phased out under government policy and electric and hybrid vehicles become more prevalent, the situation should improve generally everywhere over time. In relation to any shorter term issues, it must be pointed out that, ever since the Beachcliff development was completed, informal echelon parking has taken place on the double yellow lines in front of it right until the recent temporary works to increase social distancing during the pandemic were introduced. The usage before was similar to what will take place if the proposals are approved, involving similar start/stop reversing movements with no known concerns being raised or identified in previous years by business or public. The businesses and residential properties there have become occupied during the period and at a time when echelon parking already took place along the frontage and in the full knowledge of that situation. The issue regarding pollution because of the proposed TRO changes is therefore unlikely to be any worse than that which occurred beforehand.

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

- 3.1** Long term - The proposed Order will safeguard the Council's long-term strategy regarding parking and ensure it has robust measures in place to provide a safe and secure environment for the Vale of Glamorgan's residents and visitors.
- 3.2** Integration – The introduction of the proposed Order demonstrates an integrated approach to manage the local highway network. It also balances the

need to maintain good highway infrastructure whilst contributing to the longer-term policy of reducing future impact on local communities by ensuring efficient use of the local highway network by reducing road noise and pollution.

- 3.3** Involvement – The process of developing this scheme has involved communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of the Vale of Glamorgan Council’s residents and visitors are involved regarding the management and safety of our local highway network.
- 3.4** Collaboration – The proposal has involved working in collaboration with the Community Council, South Wales Police and local residents ensuring that there is a unified and majority interest in delivering the scheme benefits described within the report.
- 3.5** Prevention - The proposal will contribute to preventing any incidents of anti-social behaviour in respect of illegal and obstructive parking and play a fundamental role in our well-being objectives by protecting and enhancing the natural and build environment.

4. Resources and Legal Considerations

Financial

- 4.1** The design and project management of the scheme will be undertaken by the Council’s Traffic Management Section. The cost of the Order and implementing the scheme is estimated to be in the region of £15,000 which will be funded from the Traffic Management Revenue Budget.
- 4.2** The Council’s own administrative resources will be used to progress the legal Order, should approval be given to overrule the objections.

Employment

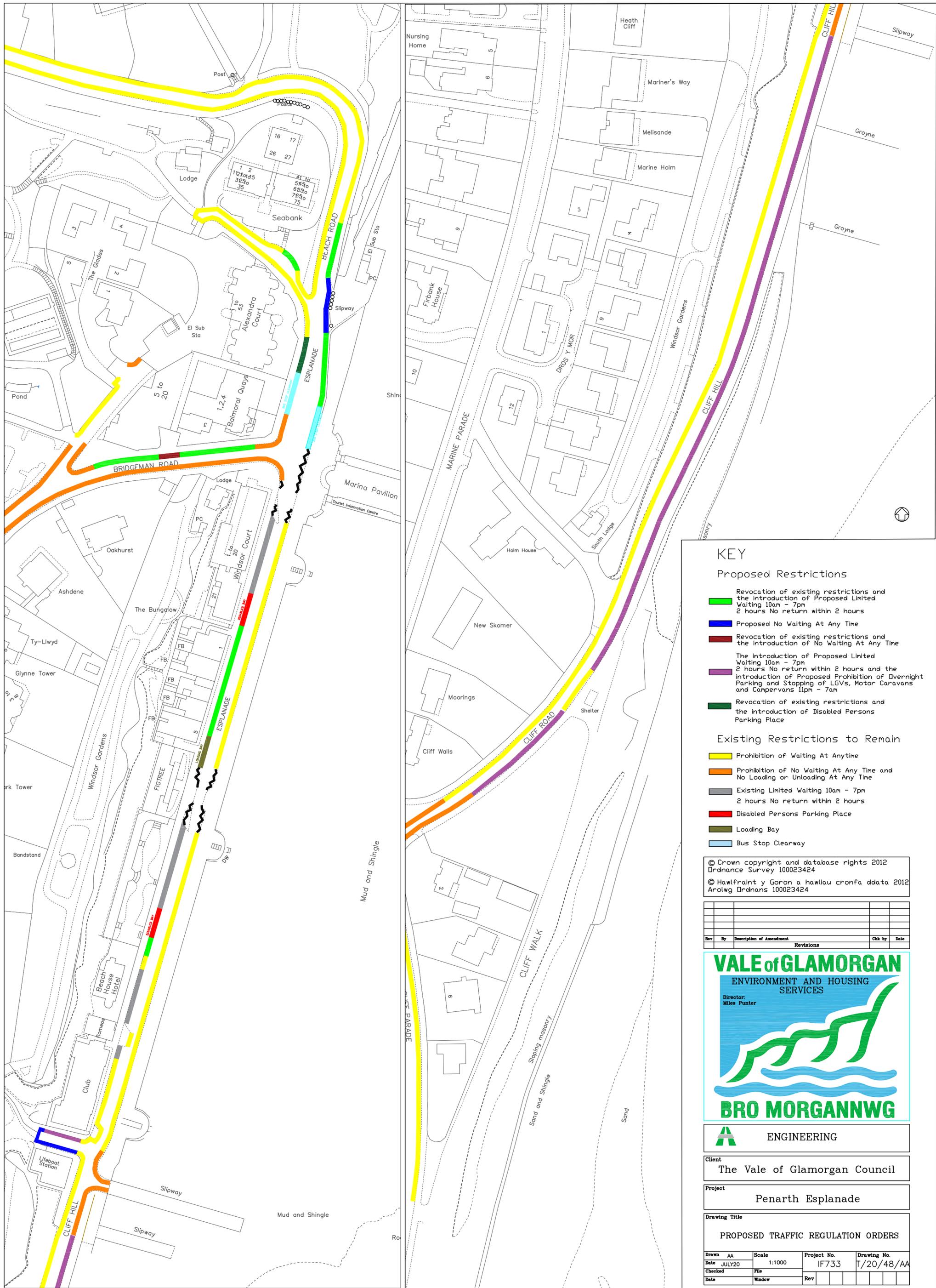
- 4.3** Progression of the Traffic Regulation Order will be carried out by the Traffic Management team within Neighbourhood Services and Transport and the Legal department.
- 4.4** The implementation of signing and marking works on site will be managed and undertaken by the Highway Design and Construction Team, within Neighbourhood Services and Transport.
- 4.5** The Enforcement of the implemented on-street parking restrictions will be carried out by the Council’s in-house Civil Parking Enforcement team within Neighbourhood Services and Transport.

Legal (Including Equalities)

- 4.6** There are no Human Rights implications.
- 4.7** The Council, as Highway Authority has a responsibility to ensure the safety of the highway user and may be found negligent if it does not meet its statutory obligations under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988.
- 4.8** The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 4.9** The Council is responsible for enforcing parking restrictions under the powers conferred by the Traffic Management Act 2004.
- 4.10** The provision and operation of blue badges for disabled persons in Wales is provided for under The Disabled Persons (Badges for Motor Vehicles) (Wales) Regulations 2011 and any subsequent amendments.
- 4.11** Blue badge holders can legally park on-street in disabled bays, limited waiting parking bays without any time restriction or on single or double yellow lines for up to three hours in accordance with the terms and conditions of the scheme.
- 4.12** The Council has produced a Strategic Equality Plan 2020 – 2024, 'Working together for a fairer future', which sets out how the Council will work to meet individuals, address concerns and help people of all protected groups achieve their aspirations.
- 4.13** Any signage associated with the scheme will comply with the requirements contained within the Council's Welsh Language Scheme.

5. Background Papers

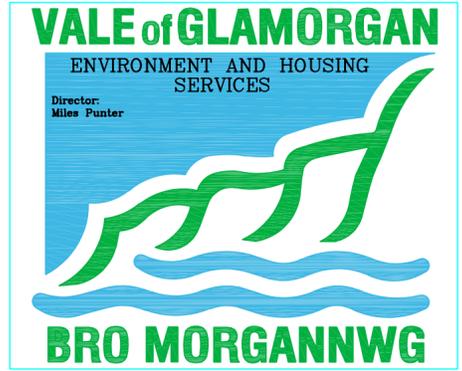
None.



- ### KEY
- #### Proposed Restrictions
- █ Revocation of existing restrictions and the introduction of Proposed Limited Waiting 10am - 7pm
2 hours No return within 2 hours
 - █ Proposed No Waiting At Any Time
 - █ Revocation of existing restrictions and the introduction of No Waiting At Any Time
 - █ The introduction of Proposed Limited Waiting 10am - 7pm and the introduction of Proposed Prohibition of Overnight Parking and Stopping of LGVs, Motor Caravans and Campervans 11pm - 7am
 - █ Revocation of existing restrictions and the introduction of Disabled Persons Parking Place
- #### Existing Restrictions to Remain
- █ Prohibition of Waiting At Anytime
 - █ Prohibition of No Waiting At Any Time and No Loading or Unloading At Any Time
 - █ Existing Limited Waiting 10am - 7pm
2 hours No return within 2 hours
 - █ Disabled Persons Parking Place
 - █ Loading Bay
 - █ Bus Stop Clearway

© Crown copyright and database rights 2012
Ordnance Survey 100023424
© Hawlfraint y Goron a hawlau cronfa ddata 2012
Arolwg Ordnans 100023424

Rev	By	Description of Amendment	Revisions	Chk by	Date



ENGINEERING

Client
The Vale of Glamorgan Council

Project
Penarth Esplanade

Drawing Title
PROPOSED TRAFFIC REGULATION ORDERS

Drawn AA	Scale 1:1000	Project No. IF733	Drawing No. T/20/48/AA
Date JULY20	File	Rev	
Checked	Window		

1. Resident, Seabank, The Esplanade, Penarth – Objects to Proposed 2hr Limited waiting, unnamed road leading to Seabank/Alexandra Court

- Estimates would create a maximum of two parking spaces but says they are not new spaces as disabled drivers already habitually park in this location.
- Whole of the access road is currently used by blue badge holders who are permitted to park on double yellow lines, so that access for emergency vehicles (or other large vehicles like refuse lorries) to Seabank, should it be required, is frequently obstructed.
- Proposal will mean non-disabled drivers will be able to park in the access road, albeit for short stays only, displacing disabled drivers who will still wish to park as near to the seafront as they can, and will either park elsewhere on the access road, creating more potential problems for emergency or large vehicles, or add to the number of cars that currently park on the double yellow lines at the bottom of Beach Hill.
- Parking on the double yellow lines at the bottom of Beach Hill already creates a hazard for drivers coming down the hill as they have to pull into the middle of the road to overtake the parked cars but cannot see whether cars are coming up the hill from the Esplanade.
- Parking restrictions are only effective if they are enforced. Rarely see a Traffic Warden on the Esplanade and even more rarely in the access road to Seabank.
- The Beachcliff Fish and Chip shop has been allowed to take over a number of parking spaces to facilitate its queuing system, and the owner of the sweet shop parks all day without consequence. I have no objection to this, businesses are essential after all, but it does suggest that the enforcement of parking restrictions on and around the Esplanade is pretty lax.
- Requests removal of the proposed changes to the parking restrictions on the access road as they will benefit only the few non-disabled drivers who will access the new limited waiting spaces and disadvantage disabled drivers and Seabank residents.

2. Resident, Marine Parade, Penarth – Objects to totality of proposals

- Concerned that proposed changes to parking restrictions for Penarth Esplanade and Cliff Hill will have a negative effect on Marine Parade.
- Marine Parade already suffers with parking issues due to people who visit the seafront parking on the road (two pathways leading down from Marine Parade to the front).
- Proposed changes to parking will exacerbate the existing problems (in Marine Parade) to a point where through traffic will at times struggle to pass and residents will find it extremely difficult to park on their own road.
- Would appreciate council taking any measures that might help alleviate the potential problems as such a negative impact on parking is sure to cause upset and misery to residents of Marine Parade.

3. Individual objector, Penarth Yacht Club, The Esplanade - Objects to Proposed 2hr Limited waiting “on the Esplanade”

- Concerned “for the new proposals set out for parking on the Esplanade”.
- Proposals will result in difficulties finding a parking space.
- Nervous having to leave the club and have to walk a distance with money.
- Ill health prevents long walks.
- Concerned how the 2 hour parking affects access to the club as it has no off street or secure parking space. The property and the apartments (at Beachcliff) have secure parking at both locations.
- Wants to know if anything can be done and doesn't mind if they have to pay for a permit or to rent a bay.

4. Resident, Marine Parade, Penarth – Objects to totality of proposals

- Strongly opposes the proposed amendments to parking in Penarth these plans on the following grounds:
- Once implemented these restrictions will put increased pressure on the adjacent streets, notably Marine Parade, Plymouth Road and the streets that link them. These streets are already struggling, at times, to cope with parking as it is anyway and this has been exacerbated exponentially by the COVID situation which has resulted in significantly larger numbers frequenting the Esplanade and its attractions.
- Marine Parade in particular serves as a bus route which at times can be practically impassable due to parking on both sides of the street.
- As one of the, admittedly few, residents of Marine Parade without off-street parking, his car has already sustained damage as a result of the inability for cars to pass freely down the road at times of high parking congestion. In addition to this at these times it can be impossible to even park anywhere near his house.
- If these amendments are to go ahead there would need to be some consideration of these factors and their effect upon local residents. Some possible solutions to this could include some areas of designated residents parking, road signs giving priority to vehicles from one specific direction, introduction of a 20 mile per hour speed limit.
- Strongly urges that the local residents' views are taken into consideration as these changes have the potential to have a dramatic effect on their lives and well-being.

5. Resident, Balmoral Quays, Penarth – Objects to proposals on Bridgeman Road

- Fully supportive of the proposed amendments to the traffic order regarding parking on and around Penarth Esplanade which are desperately needed and which should add to the quality of life of the local residents.
- Balmoral Quays has been plagued by illegal and inconsiderate parking outside the entrance to the site's two garages and the main building entrance on the un-named road leading to Alexandra Court and The Glades.
- There are two H-bar markings to protect the two garage entrances with sufficient space between them for a maximum of three cars but cars are regularly left for days on end, often overlapping the H-bar markings and blocking access. Issue raised with council some years ago but were unable to help other than by resurfacing to highlight the markings which did help for a while.
- Having previously raised the problems with the council, disappointed with subsequent officer response to his initial letter indicating that it was not possible to add additional restrictions to protect the cul-de-sac within the proposals after the Notice of Proposal had been published.
- Resident has good relationship with police and have involved them on a number of occasions and have installed CCTV which covers the road outside and the park entrance at their suggestion, which is beneficial to the community
- Welcomes the rest of the proposals but wishes to lodge an objection specifically to the proposals on Bridgeman Road on the grounds that they will aggravate an already difficult parking situation outside their premises and will exacerbate the already desperate antisocial parking problems they have to deal with on a daily basis.
- Does not accept that 2 hour limited waiting on Bridgeman Road is likely to reduce the issues in the cul-de-sac because free parking, which is not time limited, near the pier is always going to be very attractive.
- Firmly believes the cul-de-sac has been forgotten in drawing up the proposals and doesn't feel the council should fall back on errors to cover up their errors.
- Would be happy to meet with officers to discuss and would remove objection if cul-de-sac could be included in the proposals.

6. Resident, Alexandra Court, The Esplanade, Penarth – Objects to Proposed 2hr Limited waiting, un-named road leading to Seabank/Alexandra Court

- In general terms the proposals would be very welcome, particularly if supported by regular and effective enforcement. This raises revenue issues given the scale of chronic irregular parking which we who live here experience daily.
- Much of the current double yellow line parking is by blue badge holders. If there is more turnover of spaces where the illegal parking occurs currently badge holders will have fewer spaces available to them so the council might wish to increase designated spaces for them
- Alone amongst the proposals does not favour the 2hr Limited waiting bay on the un-named road leading to Seabank. There are on-going problems there (gangs gathering, loiterers, drug dealing) which parking would help mask from patrol vehicles and make the pedestrian approach to the seafront from town feel less safe, especially after dark.
- Most of all is concerned that the plans would endanger access for emergency vehicles as this street is a lifeline to both blocks of flats and vehicular access to the park
- Experience shows visitors to the seafront are not particularly caring of residents and there will inevitably be noise nuisance from radios, car doors and shouting as people, enjoying the late night offerings on the promenade, come and go.
- Un-named street acts as a noise canyon and has many flats looking onto it, including bedroom windows.
- If the bays are essential suggests it should be a disabled bay to limit the size of vehicles using it and ease emergency access concerns.
- Requests that the council puts up no loitering and be mindful of neighbours' signs around the park and in the area generally to prevent recent incidents of local gangs lurking, making noise and trying to break the park gates down.

7. The Alexandra Court Management Company, The Esplanade, Penarth – Objects to Proposed 2hr Limited waiting, un-named road leading to Seabank/Alexandra Court and the lack of restrictions proposed in the un-named road to The Glades leading off Bridgeman Road to the sole vehicular access to Alexandra Court and The Glades

- Write on behalf of the 51 residential units in the block to welcome the published plans for short term parking on the Esplanade and nearby streets as feel 2 hours is more than adequate and the ability to park after 7pm would work well for local eateries.
- Note that most of the proposed bays are in streets that already suffer parking most of the time despite the double yellow lines there.
- Concerns can be summarised as the need for enforcement and safety.
- Ask that emergency vehicular access to the un-named road leading off Bridgeman Road to the sole vehicular access to Alexandra Court, and The Glades be looked at again to be sure it cannot be impeded.
- For the same reasons oppose the 2hr limited waiting bay on the un-named road leading to Alexandra Park and Seabank as cars parked there will provide cover for more of the antisocial behaviour that has happened there.
- Also request park gates be closed earlier in summer to avoid large and noisy gangs keeping residents awake.

8. Consultants acting on behalf of businesses at Beachcliff, The Esplanade, Penarth – Objects to Proposed 2hr Limited waiting fronting Beachcliff

- Objects on behalf of businesses trading at the Beachcliff development. The businesses object to the proposed 2 hour parking bay directly outside the development.
- Have concerns over safety of the 2hr limited waiting as the bays are not quite long enough which results in vehicles overhanging the kerb when parking and safety issues for pedestrians as vehicles reverse. Overhanging the kerb is a particular danger to the visually impaired.
- The Beachcliff area has become increasingly popular, attracting more and more visitors. The 2hr limited waiting will result in an increase in vehicular movements there, leading in turn to increased

emissions with a resultant increase in pollution in that area. This should be avoided to improve air quality for residents and visitors.

- The pandemic has meant many businesses have closed and resort to takeaway sales only, resulting in the parking bays in front of the units being cordoned off for the safety of queuing customers. The arrangement has operated successfully and clients would wish to see arrangements continue.
- The deletion of parking bays along this section would be welcome to improve pedestrian safety improve air quality and allow for alfresco dining in a pleasant environment, providing an enjoyable destination for visitors.

9. **Resident, Beachcliff, The Esplanade, Penarth – Objects to Proposed 2hr Limited waiting fronting Beachcliff and has concerns about scheme generally**

- Objector is resident at Beachcliff and is in the process of securing another property within the same development.
- Has concerns over the Traffic Order for Penarth but in particular the proposals for the immediate area outside property along The Esplanade.
- Serious concerns regarding air quality and pollution levels. A 2 hour limit will result in an increase in vehicle movements and the “start / stop” nature of those movements will result in increased vehicle emissions impacting on the residents of the four residential units within Beachcliff but also on the businesses on the ground floor.
- The time limited parking spaces should be introduced away from the commercial / business frontage of Beachcliff allowing for a more pleasant ambience in the immediate locality.
- Without prejudice to this argument, if time limited spaces are to be introduced, then consideration should be given to include a residents parking permit scheme for the small number of residents in the Beachcliff development.
- Therefore wish to object to the scheme as it stands.

10. **Marie Curie Hospice, Bridgeman Road, Penarth – Objects to restricting and charging for parking on the Esplanade and raises concerns about scheme generally**

- Formally raises concerns about the proposed parking plans.
- Hospice, caring for with terminal illness/end of life patients and restricting and charging for parking, on the Esplanade will have a significant impact on the availability of parking for relatives visiting the hospice on Bridgeman Road and Marine Parade.
- Feel that many visitors to the Esplanade, will park their vehicles in the streets around the hospice, as these are without time restrictions and charge.
- Staff working at the hospice, providing 24 hour care, would also have great difficulty parking their vehicles if these restrictions were introduced.
- Respectfully requests that these plans are reassessed and reconsidered.

11. **Residents, Balmoral Quays, Bridgeman Road, Penarth – Comments on Unrestricted area on the un-named road leading to The Glades**

- Was invited to object formally after submitting comments but didn't do so.
- Concerned about rogue parking in the un-named road in between the H-bar markings underneath the apartments where noise, verbal abuse, antisocial and aggravated behaviour has occurred affecting mental health of residents.
- No enforcement and people use and abuse the area to the misery of residents.
- Endured parking over garage entrances for years making access difficult or impossible with verbal abuse when asking people to move and vehicles left for days or weeks at a time, with this year the worst even during lockdown.
- Existing double yellow lines also parked on.
- Desperate to have parking restrictions outside the building put in place with enforcement and for them.

12. **RNLI Penarth, Penarth Lifeboat Station, The Esplanade, Penarth – Comments on implications of the scheme generally to RNLI**

- Do not object to the proposals but wishes to bring attention to the effect the changes will have on the provision of emergency services by Penarth Lifeboat when requested to launch it by HM Coastguard
- Lifeboat can be launched at any time during the 24 hour day, including the times covered by the proposed Order and the length of service depends on the incident, with boats recovered and prepared for service again after.
- A service requires a minimum of between 7 to 12 volunteers with more required at times for safety reasons, with volunteers travelling separately from home or work.
- Currently use 5 dedicated spaces at the lifeboat station with spaces that are proposed to be limited to 2 hours also used.
- There will be times when vehicles will be parked there for more than 2 hours so concerned about implications for volunteers.
- Intends to invite the Council to agree to suitable arrangements to overcome this issue when a service launch is requested and will write again with initial proposals.

13. **Two Residents at same property, Alexandra Court, Penarth – Comments on issues being experienced in the un-named road to Seabank/Alexandra Court**

- Were invited to object formally after submitting comments but didn't do so.
- Have been resident for many years, suffering errant parking, high noise levels, litter/waste dumping and vandalism to their property adjacent to Seabank.
- Are broadly in favour of the proposals which they say will help formalise the current situation where, for example, people ignore the double yellow lines and they hope that the changes are followed more closely particularly when events are on locally.
- Hope that the new restrictions will be properly enforced.

14. **Two Residents at same property, Marine Parade, Penarth – Objects to totality of proposals**

- Strongly oppose the proposed amendments to parking in Penarth on the following grounds:
- Once implemented these restrictions will put increased pressure on the adjacent streets, notably Marine Parade, Plymouth Road and the streets that link them. These streets are already struggling, at times, to cope with parking as it is anyway and this has been exacerbated exponentially by the COVID situation which has resulted in significantly larger numbers frequenting the Esplanade and its attractions.
- Marine Parade in particular serves as a bus route which at times can be practically impassable due to parking on both sides of the street.
- As one of the, admittedly few, residents of Marine Parade without off-street parking, their car has already sustained damage as a result of the inability for cars to pass freely down the road at times of high parking congestion. In addition to this at these times it can be impossible to even park anywhere near their house.
- If these amendments are to go ahead there would need to be some consideration of these factors and their effect upon local residents. Some possible solutions to this could include some areas of designated residents parking, road signs giving priority to vehicles from one specific direction, introduction of a 20 mile per hour speed limit, one way traffic, double yellow lines
- Road rage regularly occurs on Marine Parade with serious injuries likely
- Motorbikes use the pier and Marine Parade at night like a race track at high volume
- Strongly urges that the local residents' views are taken into consideration as these changes have the potential to have a dramatic effect on their lives and well-being.

15. **Penarth Pier business owners of same business on Penarth Pier, The Esplanade, Penarth – Objects to totality of proposals**

- Are business owners on the Pier, with long experience of the parking issues here.
- Appreciate the increase in the number of 2 hour parking spaces, particularly in front of the Beachcliff development but still have the following concerns:
- Vast majority of the spaces along the seafront would only be for 2 hours with no option to stay longer, even with a parking charge so anyone visiting an event/ function / wedding reception etc at the Pavilion could not park locally. The limit of a two hour slot may discourage regular customers they have from further destinations from travelling such a distance. There needs to be a way that people can stay longer, even if that means incurring a small cost to do so.
- Queries where staff working in businesses along the Esplanade are supposed to park. There are twelve businesses and 50 plus staff working there at any one time, and many already park in the residential streets, such as Park Place, Bridgeman Road. An increase in staff parking there will add to the existing pressure between staff parking and residents. In addition, many of the available parking spaces are already taken with staff and visitors of the Marie Curie Hospice.
- Residences on the Esplanade don't have visitor parking so there would be no parking available for their visitors
- A loading bay near to the pier would have been very beneficial to suppliers, exhibitors and traders alike as there is no facility, yet many events are held here since the opening of the Pavilion. This would prevent the bus stop often being used as a parking space
- A new one way system down Beach Road towards the Esplanade Parking would have also freed up additional parking for visitors to the front and the town centre on the other side of the road. This link the disconnected town centre and the Esplanade and aid the plans to pedestrianise the town.

16. **Resident, Bradford Place, Penarth – Comments on potential impact on Bradford Place and other residential streets close to the seafront**

- Does not directly object to the proposals but raises need to look at the impact they would have on local residents and their current parking problems
- A few residents are concerned that visitors wanting to park for over the two-hour limit would push the parking problem into nearby residential streets such as Bradford Place, Church Road, Clive Place and other streets that are close to the town and seafront. This will add to existing parking problems there in streets close to the town and seafront because resident parking in this area is currently limited due to people working in the area, and shoppers as the parking in town is already limited for day visitors.
- There seems to be no plan to improve parking for residents. There needs to be more residential parking or a mixed-use of 2 hrs limit and resident permit parking could work.

17. **Owner, Business on Penarth Pier – Comments supporting seafront parking changes**

- Full support for proposals
- Current parking provision on Esplanade not adequate causing a negative impact for local businesses and resident/visitors
- Proposals will have a much-needed positive impact for traders as parking provision has been a serious issue in the area
- Additional parking and encouraging turn-over of vehicles will allow more visitors/tourists to come to the area and provide easier access for existing visitors, many of whom are elderly or disabled
- Requests Cabinet be informed

18. **Business on Penarth Pier – Comments supporting seafront parking changes**

- Full support for proposals
- Proposals will have a much-needed positive impact for traders as parking provision has been a serious issue in the area

- Additional parking and encouraging turn-over of vehicles will allow more visitors/tourists to come to the area and provide easier access for existing visitors, many of whom are elderly or disabled
- Requests Cabinet be informed

19. **Representative, Penarth Yacht Club, The Esplanade, Penarth – Comments on totality of proposals**

- Correspondence received after closing date for objections so cannot be considered a statutory objection to the proposals.
- Raises concerns and wishes to protest on behalf of yacht club members over proposed changes as, like many other businesses on the Esplanade, feel that the proposals are unhelpful and counterproductive in terms of the public's use and enjoyment of the area.
- The current 2 hour restrictions near outlets with unrestricted parking on Beach Hill offers a fair balance to the needs of staff, residents and visitors.
- Converting all spaces to 2 hour maximum stay will negatively impact on businesses on the Esplanade, forcing staff to park in near-by residential areas causing disruption and loss of amenity for residents in Marine Parade and surrounding streets.
- Will impact on RNLI volunteers if they are forced to park further away. Many volunteers staffing the RNLI shop are elderly and without unrestricted parking they may find it impossible to maintain their commitments
- It will be particularly difficult for residents and workers in the area who will be forced to park some distance away, entailing lengthy walks at night, often in the dark, making it particularly unpleasant for female residents and employees
- Access required to a car for business purposes associated with the yacht club.
- Fails to understand what benefit the council feels will accrue from changes as there is already a built-in mechanism for freeing-up spaces in the existing 2 hour parking bays
- Urges council to review and reject the proposals

20. **Representative, Penarth Rowing Club, The Esplanade, Penarth – Comments about changes to introduce a two hour limit alongside Penarth Yacht Club**

- Correspondence received after closing date for objections so cannot be considered a statutory objection to the proposals.
- Is concerned about the effect the changes will have because rowers require longer than the proposed two our limit during an outing from the club.
- Attract members from locations around the Vale and beyond, such a change in restrictions would have a tremendous impact on their ability to participate in club activities
- Club is an integral part of the seafront and as users of a busy Esplanade, would like that consideration for the club to be taken on board
- Requests discussions with the Council over such issues in management of the Esplanade as an essential asset to our town and community.
- Also raises the impact of the reduction in parking due to the outdoor seating areas outside of the temporary bar and restaurants which have resulted in vehicles frequently parking illegally in front of boathouse, resulting in them not able to get boats out for training on several occasions.