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| Meeting of:  | <b>Cabinet</b>   |
| Date of Meeting:   | <b>Monday, 21 June 2021</b>  |
| Relevant Scrutiny Committee:   | Environment and Regeneration   |
| Report Title:  | Objection Report: Cowbridge and Cosmeston Proposed Resident Only Permit Parking Areas 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>Cabinet Member for Neighbourhood Services and Transport</p> <p>Cabinet Member for Education and Regeneration</p> <p>Accountant Neighbourhood Services and Transport Services</p> <p>Legal Services (Committee Reports)</p> <p>Operational Manager Regeneration</p> <p>Head of Regeneration and Planning</p> |
| Policy Framework:  | This report is a matter for Executive Decision by Cabinet.   |
| <p>Executive Summary:</p> <ul style="list-style-type: none"> <li>• At its meeting of Monday 27th July 2020, Cabinet agreed to a new Resident Parking Controls Policy, as well as granting delegated authority to the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood Services and Transport, to design residential parking schemes for the locations listed in the report. Those locations included Cosmeston Penarth and Middlegate Court/Walk Cowbridge.</li> <li>• Delegated authority was granted to the Director of Environment and Housing in conjunction with the Cabinet Member for Neighbourhood Services and Transport, to engage with the residents in the areas identified, to formulate the most suitable design plans for these schemes prior to formally advertising the plans to seek their views and then going forward with a draft Traffic Regulation Order, should, there be suitable consensus.</li> </ul> |  |

- Informal consultation took place in all of the aforementioned areas, with letters being issued to all residents who would be affected by any potential scheme, including Middlegate Court and Middlegate Walk, Cowbridge and the cul-de-sac properties within Lavernock Park and Upper Cosmeston Farm, Cosmeston. The consultation took place during October 2020 and concluded on Sunday 1st November 2020. From the questionnaire responses there was overwhelming support for the introduction of resident parking controls within both Cowbridge and Cosmeston. Consequently, it was proposed that a new Resident Only Permit Parking Areas Traffic Regulation Order be introduced in both Cowbridge and Cosmeston.
- The statutory legal consultation began on the 22nd April 2021 and concluded on the 14th May 2021 and, during that period, thirteen formal objections to the proposals were received.
- Cabinet is requested to consider the objections and decide whether the Proposed Resident Only Permit Parking Areas Traffic Regulation Orders should be implemented.

## **Recommendations**

1. That subject to recommendation 2 below, the objections to the proposals be rejected for the reasons contained in this report and the Proposed Resident Parking Controls Traffic Regulation Order be implemented.
2. That as a result of the consultation Cabinet agree the following amendments to the Resident Parking Controls Policy 2020:
  - paragraph 4.1 of the Resident Parking Control Policy revised to read ‘Anyone living at an address within an area covered by Resident parking Controls may apply for a resident parking permit for vehicles owned by them and registered at that address so long as the address is their primary residence. Resident parking permits must only be used in the vehicles and in the streets or areas that they were issued for’.
  - Paragraph 4.14 be revised to read “Vehicles which exceed 2.44 metres in height and 5.49 metres in length or have more than eight seats, in addition to the driver’s seat, or exceed a maximum mass of 3.5 tonnes will not be eligible for a resident parking permit and must not display a visitor permit within designated Resident Permit Parking Bay schemes where there are marked bays. However, in designated Resident Permit Parking Areas where there are no marked bays, motor caravans and campervans which exceed 2.44 metres in height and 5.49 metres in length, or exceed a maximum mass of 3.5 tonnes, will be eligible for a resident parking permit as long as the vehicle is registered at the property. Visitor permits are NOT permitted for such vehicles in these areas.
  - Para 4.8 be revised to read “Lost permits will be replaced once, free of charge, but any subsequent replacement permit will be issued at a charge”
3. That the objectors are advised of this decision.

## **Reasons for Recommendations**

1. To enable the Order to be made.
2. To make the necessary changes to the Policy to overcome objectors’ concerns.
3. To confirm the Council’s position.

### **1. Background**

- 1.1 Several reports have previously been submitted to Cabinet, to enable the Council to move forward with car park charges and to have the mechanism to deal with any subsequent parking displacement.
- 1.2 By way of background Cabinet will recall it considered a report on Monday 18th March 2019: Proposed Parking Management Policy 2019/20 (minute C622 refers). The purpose of the report was to advise on the results of the public consultation undertaken on the Draft Parking Strategy and to agree a Parking

Management Policy for the financial year 2019/20

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2019/19-03-18/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2019/19-03-18/Minutes.pdf).

- 1.3** Cabinet further considered a report on Monday 24<sup>th</sup> February 2020: Car Parking – Guiding Principles and Charges (relevant minute C247). The purpose of the report was to agree the guiding principles and charges at four additional car parks within the Vale of Glamorgan, namely Cosmeston & Porthkerry Country Parks, Wyndham Street, Barry and Town Hall, Cowbridge 2020/21  
[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-02-24/Minutes-20-02-24.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-02-24/Minutes-20-02-24.pdf).
- 1.4** Delegated authority was given by the Cabinet Member for Neighbourhood Services & Transport and the Head of Neighbourhood Services & Transport to give public notice of the proposal to progress with a Traffic Regulation Order to implement charges at car parks outlined in the Cabinet report of the 24<sup>th</sup> February 2020. The consultation commenced on Thursday 28<sup>th</sup> May 2020 and concluded on Friday 19<sup>th</sup> June 2020.
- 1.5** Cabinet considered a report on Monday 27<sup>th</sup> July 2020: Car Parking Displacement – Coastal Areas and other Locations with High Visitor Numbers (minute C314 refers). The purpose of the report was to agree appropriate arrangements to protect residential areas from the effects of high levels of visitor parking  
[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf).
- 1.6** Cabinet considered an objection report on Monday 5<sup>th</sup> October 2020 for Cosmeston Country Park Car Park, Porthkerry Country Park Car Park, Wyndham Street Car Park, Barry and Town Hall Car Park, Cowbridge - Proposed Introduction of Car Park Charging (relevant minute C346). The purpose of the report was to advise Cabinet of the objections received during the consultation period 28<sup>th</sup> May and 19<sup>th</sup> June 2020 and to propose an appropriate way forward  
[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-10-05/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-10-05/Minutes.pdf).
- 1.7** On the 24<sup>th</sup> March 2021, the Cabinet Member for Neighbourhood Services and Transport and the Head of Neighbourhood Services and Transport gave approval to give public notice of a proposal to introduce a Resident Only Permit Parking Areas Traffic Regulation Order in Cowbridge and Cosmeston. Drawings Numbers. T/20/66/AA, T/20/56/AA and T/20/55/AA are attached as Appendix A.
- 1.8** The statutory legal public notice of the proposal was given on the 22<sup>nd</sup> April 2021, inviting objections in writing, by the 14<sup>th</sup> May 2021 containing the grounds upon which any objection was being made.

## **2. Key Issues for Consideration**

- 2.1** During the consultation period one objection to the proposals was received from a resident from Middlegate Court, Cowbridge leading to one point of concern raised and two letters supporting the proposals were received from residents of Middlegate Walk, Cowbridge (Zone CBZ01).
- 2.2** Twelve letters of objection were received from residents of the Lavernock Park Estate, Cosmeston, leading to 42 points of concern raised (from residents living in Cosmeston Drive, Plover Way, Althorp Drive and Shearwater Close) (Zone PHZ01). A further letter was received, not objecting to the proposals but raising areas for clarification. After clarification was subsequently provided the resident confirmed that they did not wish to object.
- 2.3** No objections were received to the proposals from residents of the Upper Cosmeston Farm Zone (Zone PHZ02).
- 2.4** A copy of all the support, objection and comments letters received are attached at Appendix B and the concerns raised are summarised below, together with the officer responses to each of the point of concern raised within them.

### **2.5 Concern 1: Cowbridge (Zone CBZ01)**

Resident from Middlegate Court feels that this added expenditure is an unnecessary burden that will ultimately fall to the council taxpayer.

### **2.6 Officer response 1:**

The cost of the Order and implementing the scheme in Cowbridge and Cosmeston is estimated to be in the region of £25,000, which will be funded from the Traffic Management Operational Budget 2021/22. The current assessment is that the implementation of the Cowbridge zone on-street will only require signs at the entrance to it, with no requirement for additional signs or road markings further within the zone itself. It is anticipated that the costs of introducing resident parking will be offset by future income from parking charges. It is also considered that the costs are a small price to pay in order to avoid future disruption and inconvenience that will otherwise be suffered by residents living in streets likely to be affected by drivers seeking to avoid paying future parking charges in the town. Further, the parking charges will assist a turn-over of vehicles in the carpark. This will hopefully assist the traders to generate more business and allow more people to visit the many attractions Cowbridge has to offer.

### **2.7 Residents support for the proposals 2:**

Resident from Middlegate Walk fully supports the introduction of parking controls on Middlegate Court and Middlegate Walk if and when Parking Charges are introduced in Cowbridge car parks.

## **2.8 Officer response to resident's support 2:**

The resident's support is welcomed.

## **2.9 Residents support for the proposals 3:**

The resident confirms his agreement with the recommendations regarding provision of resident permit parking areas at Cowbridge Middlegate Court / Middlegate Walk. He considers the proposals are a forward-thinking and logical exercise to prevent a surge in on-street parking which will undoubtedly take place once the adjacent Town Hall car park charging regime is put in place. The resident does have one concern regarding the turning area located at end of Middlegate Walk which, he says, is used frequently by cars and larger vehicles attending and removes the need for larger vehicles to reverse back to Middlegate Court when leaving. He says turning area has often been obstructed by parked cars, sometimes by shoppers or visitors but also by residents. The resident is concerned that, unless marked, it will become obstructed at times, possibly for long periods by any resident or visitor permit holder. He suggests a white "H" marking to alert drivers that the turning area in Middlegate Walk is there for a purpose, is an important road safety feature and does not represent a convenient easily accessible space to park a vehicle.

## **2.10 Officer response to resident's support 3:**

The resident's support is welcomed. The resident has been informed that, under the Regulations, H-bar markings may only be laid on part of the carriageway which should be kept clear of parked vehicles either outside an entrance to off-street premises, or where the kerb is dropped to provide a convenient crossing place for pedestrians. As such, they are not appropriate to avoid incidences of obstruction in a turning head. However, he was advised the police do already hold sufficient powers to deal with such an obstruction, but the Council do not. Accordingly, it was suggested that the best course of action if such issues occur in future, is to ring the police non-emergency number 101 and request that an officer attends to deal with the matter.

## **2.11 Concern 1: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents at the same property, living in Cosmeston Drive**

The residents own a motorhome which is over the 5.49m maximum length of vehicles that are allowed to apply for a permit under our current Resident Parking Policy. As the vehicle is too big to keep on driveway it is parked on a secure site away from home. When travelling they need to bring the vehicle home for short visits of a few hours to load, fill with water and connect to electricity supply, undertaking unloading and cleaning on return. They understand that controls for vehicles over 5.49m are needed for areas with limited kerbside parking but say this does not apply on Cosmeston Drive where the specific reason for proposing Resident Parking and the availability of kerbside parking is vastly different. If exemptions will be made for larger delivery/removal vehicles etc they ask whether a

similar exemption can be given for leisure vehicles, stressing that the continued use of their vehicle is extremely important to them, but will not be possible without visits to their home. They are sure that the Council does not wish to unduly interfere with their continued use and enjoyment of their Motorhome and hope for a solution which would overcome this issue for them and others Caravan and Motorhome owners on the estate.

#### **2.12 Officer response 1:**

In view of the concern it is proposed to amend paragraph 4.14 of the Resident Parking Control Policy to state “Vehicles which exceed 2.44 metres in height and 5.49 metres in length or have more than eight seats, in addition to the driver’s seat, or exceed a maximum mass of 3.5 tonnes will not be eligible for a resident parking permit and must not display a visitor permit within designated Resident Permit Parking Bay schemes where there are marked bays. However, in designated Resident Permit Parking Areas where there are no marked bays, motor caravans and campervans which exceed 2.44 metres in height and 5.49 metres in length, or exceed a maximum mass of 3.5 tonnes, will be eligible for a resident parking permit as long as the vehicle is registered at the property. Visitor permits are NOT permitted for such vehicles in these areas. “

#### **2.13 Concern 2: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Cosmeston Drive**

The same residents believe it likely that any future displacement parking from the Country Park would be negligible beyond the old railway line which bisects Cosmeston Drive. Having lived there for many years, including days when parking charges were implemented at the Country Park and more recently during Covid times when the car parks were closed, at no time was there any displacement parking above the old railway line. They believe that the Council should use a more targeted approach and that the old railway line near the centre of Cosmeston Drive could be a suitable cut off point for the proposed restrictions.

#### **2.14 Officer response 2:**

The old railway line in question is only approximately 350 metres from Cosmeston Drive’s junction with Lavernock Road where to zone boundary commences. Experience suggests that drivers are willing to park and walk long distances to avoid paying parking charges. For this reason, it is deemed likely that any partial introduction of resident parking on the estate as suggested would lead to parking migrating beyond the currently restricted lengths, with a fresh demand for restrictions in the previously-unrestricted streets once issues arose. To avoid such an eventuality it is clearly preferable to introduce resident only parking on the whole estate before parking charges at the Country Park are introduced, under the current proposals, as agreed by Cabinet on Monday 27<sup>th</sup> July 2020 (relevant minute C314)

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet)

**2.15 Concern 3: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Plover Way**

Resident has lived there for many years and sees no need for the scheme as has had no problem with parking in Plover Way. Because Plover Way is one of the smallest on the estate is concerned that will change that and it will be virtually impossible to park in the street or to have visitors able to park in the street, permit or no permit. Any problem parking on the lower part of the estate can be remedied without imposing a permit scheme on the whole of the estate, thus introducing a problem for people who do not have a problem.

**2.16 Officer response 3:**

Permits are Zone specific but can be used in any street within that zone. Any permit issued to the Lavernock Park estate residents will be available to be used anywhere within that particular zone, enabling residents and their visitors to use their passes in their own street or in any other streets within the zone.

Experience suggests that drivers are willing to park and walk long distances to avoid paying parking charges. It is considered better to avoid future difficulties to residents caused by such migration by introducing the proposals. It is deemed likely that any partial introduction of resident parking on the estate as suggested would lead to parking migrating beyond the initially restricted lengths, with a fresh demand for restrictions in the previously unrestricted streets once issues arose. To avoid such an eventuality, it is preferable to introduce resident only parking on the whole estate before parking charges at the Country Park are introduced, under the current proposals. The parking charges for the country park will be reinvested into the many facilities provided at this attraction. Also, the car park charges will assist keeping the car park open and available to visitors. The provision of such carparks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience.

**2.17 Concern 4: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Plover Way**

The same resident points out that such schemes elsewhere have eventually led to householders having to pay to park outside their own house which he and others would find utterly unacceptable. He adds, *"Please don't tell me that such a thing will never happen here"*.

**2.18 Officer response 4:**

Section 1.9 of the current Resident Parking Policy states *"There is currently no charge for the issue of Resident Parking Permits associated with any type of Resident Parking Control, however, the Council reserve the right to review and*

*propose reasonable charges to cover the enforcement and operational costs of such schemes in the future through an appropriate consultation process". Accordingly, although there are no current plans to charge for permits, it is possible that charges may be required in future, subject to an appropriate consultation process.*

**2.19 Concern 5: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Plover Way**

The same resident feels that the proposal has only arisen because the car park at Cosmeston Park was closed due to Covid restrictions, which meant the lower part of the estate did have a parking problem but there has been no such problem since the car park reopened. They ask whether the council are anticipating such a problem occurring when they introduce car parking charges in Cosmeston Park and, if so, believes they are using a sledgehammer to crack a nut.

**2.20 Officer response 5:**

The resident's assumption is not correct. Although the closure of the Country Park car park due to Covid has clearly demonstrate the adverse impact that migrating vehicles can have on near-by residential areas such as this, both the proposals to introduce parking charges, coupled with residents parking restrictions to protect near-by residents, has been through the rigorous process set out in 'Section 3 Background', above, which long pre-dates the pandemic.

**2.21 Concern 6: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Plover Way**

The same resident points out that, as a consequence of the Country Park closure during Covid the main Lavernock Road had to be coned because of the problem caused by visitor parking, with signs erected at the entrance to the estate which seemed to alleviate the problem for householders. They ask why the Council does not try a similar approach again, with more formal signs.

**2.22 Officer response 6:**

To implement the proposals on this estate, bilingual zone entry signs will be erected at the entrance to Cosmeston Drive at its junction with Lavernock Road, so echoing the signing approach that the resident suggests, as taken during Covid. There may also be the need for similar additional signs to be erected further into the estate to remind drivers of the restrictions in force. However, unlike the situation during Covid, the Council's Parking Team will be able to issue Fixed Penalty Notices to any vehicle not displaying the appropriate permit, so helping to ensure compliance with the restrictions and avoid a repeat of the previous difficulties experienced during the Covid closure.

**2.23 Concern 7: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Plover Way**

The same resident is concerned that policing any permit scheme will cost the council in manpower and, in their opinion, simply will not be adequate to prevent unauthorised parking.

**2.24 Officer response 7:**

As Cabinet will be aware, the Council now has an in-house team which patrols and enforces parking throughout the Vale and the area will be patrolled as regularly as necessary in accordance with the Council's Enforcement policy.

**2.25 Concern 8: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

Residents feel that what is set out in Section 4.0 in the Resident Parking Policy, regarding lost permits sounds extremely heavy handed and query where residents are meant to park if they lose their parking permit? They point out that transport links to the area are very poor and that for someone with children who may depend on their car or an elderly or disabled person who is unable to walk through the estate from the nearest bus stop, life would become almost impossible without a permit. They point out that, though the frequency of buses along Lavernock Rd could be increased, that would not help those residents who live further into the estate and that previous attempts to run a bus route through the estate many years ago failed due to the nature of the roads through the estate.

**2.26 Officer response 8:**

In view of the concern it is proposed to amend Paragraph 4.8 of the Resident Parking Control Policy to read "Lost permits will be replaced once, free of charge, but any subsequent replacement permit will be issued at a charge.

**2.27 Concern 9: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents are concerned that on family celebration days it is not unusual to have more than one visitor at a time and it will not be possible to drop someone off and go and park further afield as there would be nowhere to park.

**2.28 Officer response 9:**

The Resident Parking Policy limits the issue of visitor permits to one per property and there is no discretion to issue a greater number. Residents do have the option of using their own vehicle permits to park on-street in order to allow additional visitors to park on the driveways of their properties.

**2.29 Concern 10: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents point out that the Council's criteria says implementing parking restrictions wouldn't be considered unless parking exceeded 75% because of the cost involved. Parking on the estate does not exceed 75% but would if parking charges were applied to parking in Cosmeston Park.

**2.30 Officer response 10:**

Proposals for resident bays in individual streets elsewhere will only be moved forward after surveys have been completed. However, the introduction of residents only parking in complete zones will be implemented under different circumstances and the 75 percent rule does not necessarily apply. Rather the necessity to do so is determined by a Council decision based on the proximity to locations where there is the likelihood of displaced parking into nearby residential areas, such as is the situation with the Lavernock Park zone.

**2.31 Concern 11: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents believe that, because Cosmeston Park is lovely it should be available to everyone for exercise, play and to support good mental health. They say it has been used massively over the past year but believe that when other amenities open up after lockdown they are sure that the numbers will drop off significantly and parking will only be an issue for sunny summer weekends and Bank holidays which at best would only apply to around 50 days a year and in reality probably far less. They are consequently concerned that, for the sake of 50 days a year maximum, residents in the area are going to have 365 days of inconvenience.

**2.32 Officer response 11:**

It is likely that Cosmeston will continue to be an extremely popular and busy destination after Covid. The proposed parking charges are moderate, and it is not unreasonable to expect those who benefit from the Park's many attractions and health benefits to contribute to the overall cost of maintaining Council services by paying parking charges. The parking charges for the country park will be reinvested into the many facilities provided at this attractions. Also, the car park charges will assist keeping the car park open and available to visitors. The provision of such car parks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience.

**2.33 Concern 12: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents query how the council can justify the cost of implementing the system and provide a quote taken from council website which states: 'Parking schemes are expensive to implement and due to the Councils ever tightening budgets, the funding for traffic management issues is extremely limited. As such any of our available funding has to be spent as effectively as possible and is currently prioritised for road safety schemes and accident reduction. Although not ideal, we are sure you can appreciate in the wider scheme of things that road safety concerns far outweigh civil parking issues.'

**2.34 Officer response 12:**

The cost of the Order and implementing the scheme in Cowbridge and Cosmeston is estimated to be in the region of £25,000, which will be funded from the Traffic Management Operational Budget 2021/22. The implementation of the Cosmeston zone on-street will only require signs at the entrance to it, with a small number of additional signs further into the estate, away from the zone entrance signs. It is anticipated that the costs of introducing resident parking will be more than offset by future income from parking charges. It is also considered that the costs are a small price to pay in order to avoid future disruption and inconvenience that will otherwise be suffered by residents living in streets likely to be affected by drivers seeking to avoid paying parking charges in future.

**2.35 Concern 13: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents query whether, if the intention is to use the Country Park car park as Park and Ride why can't the cost of parking your car be attached to the cost of the bus ticket, therefore discouraging anyone from parking on the estates opposite. Furthermore, if the car park is to be used in this way then where do the people who want to use the park leave their car as there would be significantly less parking space.

**2.36 Officer response 13:**

The Adopted Local Development Plan (2017) does allocate land at Cosmeston for a Park and Ride site but this option is not currently being progressed. This matter is also outside of the scope of this proposed traffic regulation order.

**2.37 Concern 14: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Althorp Drive**

The same residents point out that at Porthkerry in Barry an attendant just collects money for parking on weekends and bank holidays in the summer and ask why the

Council can't do the same in Cosmeston and give a student or pensioner an income as this would be far more cost effective and efficient.

**2.38 Officer response 14:**

The pay and display parking machines which will operate under the future charging regime in Council car parks are a low cost, efficient and fraud-resistant method of introducing charges and will already be familiar to the great majority of drivers. Such an automatic system also avoids issues of drivers queuing back onto the main road when waiting to pay to park, difficulties when drivers don't have change to pay so delaying entry for others waiting behind and staffing unavailability to manually control payment, particularly on Bank Holidays.

**2.39 Concern 15: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Shearwater Close**

The resident is horrified that parking permits will have to be issued to residents of the Cosmeston Estate when Cosmeston Parks starts implementing the pay to park scheme at the park and queries what happened to having a Park and Ride scheme at Cosmeston Park?

**2.40 Officer response 15:**

The Adopted Local Development Plan (2017) does allocate land at Cosmeston for a Park and Ride site but this option is not currently being progressed. This matter is also outside of the scope of this proposed traffic regulation order.

**2.41 Concern 16: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Shearwater Close:**

The same resident asks how vigorously this new scheme will be policed. They say they can only begin to imagine the chaos this will cause to residents as it was particularly bad when the car park was shut at Cosmeston Park due to Coronavirus. They ask whether anyone would pay to park in the Country Park when there are places to park on the estate?

**2.42 Officer response 16:**

As mentioned above, the Council now has an in-house team which patrols and enforces parking throughout the Vale and the area will be patrolled as regularly as possible in accordance with the Council's Enforcement policy. Without the introduction of Resident Parking to control migratory parking into the estate once charges are introduced, as the resident states, there is a significant risk of difficulties being suffered by estate residents unless the proposals are implemented in full.

**2.43 Concern 17: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents at the same property, living in Cosmeston Drive:**

The residents raise several related issues regarding the use and availability of visitor permits:

- How much time will we have to put a visitor permit in the vehicle - it will cause us stress to us to have to hurry to get the visitor permit on the car
- It will cause stress to us and any visitor, who may decide not to visit us for fear of being given a fine or if our visitors are actually fined
- One visitor permit is inadequate, particularly if we are having a celebration gathering.
- There will be an issue for vehicles undertaking works or delivery drivers, unless the proposed ANPR automatically excludes these vehicles. If they are not excluded, this will be an issue when several work vehicles working at a property. Again, one visitor permit is inadequate in these instances.

**2.44 Officer response 17:**

Permits will need to be handed to residents or drivers attending the property to undertake works as soon as they park and displayed in their vehicles. As with all waiting restrictions there will be a need to comply with the conditions that allow parking to take place when using the permits on a vehicle. If these rules are followed there should be no requirement to issue Penalty Charge Notices and minimal stress caused to those giving out or using a valid permit.

The Resident Parking Policy limits the issue of visitor permits to one per property and there is no discretion to issue a greater number. Residents do have the option of using their own vehicle permits to park on-street in order to allow additional visitors to park on the driveways of their properties.

The scheme will not be enforced by the Council's camera car using its ANPR facility at present as it will currently be necessary for an Enforcement Officer to inspect permits in order to determine compliance. As mentioned above, any visiting vehicle attending a property will need to display a visitor permit.

**2.45 Concern 18: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents at the same property, living in Cosmeston Drive:**

We think the proposed parking charges in Cosmeston Park car park are low and doubt there will be many people unwilling to pay and so park in Lavernock Park. We feel that this fact should have been mentioned in the initial consultation letter proposing Resident Parking.

**2.46 Officer response 18:**

Although the charges currently proposed are reasonable, experience suggests that drivers are willing to park and walk long distances to avoid paying parking charges. It is considered that it is better to avoid future difficulties to residents caused by such migration by introducing the proposals.

**2.47 Concern 19: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents at the same property, living in Cosmeston Drive:**

The same residents state that it is not clear from the information provided why the Council are proposing these restrictions. They say that they do know that when the Country Park car park was closed during the Covid, there were people parking in Lavernock Park. In addition, they are aware that people sometimes park there when Cosmeston Park car park is full, but this is rare - especially when the overflow car parks are made available. They are aware that this affects the roads immediately around the entrance to Lavernock Park and accept the frustration there must be from the residents living there, but do not believe 'Resident Parking only' is necessary throughout Lavernock Park estate. As an alternative they suggest it would be more appropriate to consider double yellow lines at the entrance and where residents have on-going issues and/or Residents Parking Permit Bays (as used in Penarth Town Centre) at the entrance and where residents have on-going issues.

**2.48 Officer response 19:**

It is deemed likely that any partial introduction of resident parking on the estate, or the introduction of double yellow lines near the Lavernock Road junction as suggested would lead to parking migrating beyond the initially restricted lengths, with a fresh demand for restrictions in the previously-unrestricted streets once issues arose. To avoid such an eventuality, it is clearly preferable to introduce resident only parking on the whole estate before parking charges at the Country Park are introduced, under the current proposals.

**2.49 Concern 20: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The resident objects to parking permits in and around the Cosmeston Drive area because the addition of permits is not only unfair to residents but it's also damaging to many people's quality of life.

**2.50 Officer response 20:**

The introduction of permits is intended to avoid any future impact on the quality of life of people who live on the estate by preventing the nuisance and inconvenience likely to be caused as a result of migrating vehicles associated with visits to Cosmeston Park.

**2.51 Concern 21: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The resident deeply objects to introduction of parking permits on and around the Cosmeston Drive area. There are three cars within the family and they think there will ample room to park in the evenings without the need for a permit. As such, the resident wishes to freely park on their own street without the worry of having to display a permit and certainly not pay for the privilege of doing so. Feels this is a money creating exercise at their expense and not for their convenience. In summary they do not want to pay to park outside own house.

**2.52 Officer response 21:**

It is accepted that there are generally no parking issues on the estate currently but, unless the proposals are implemented, migrating vehicles are likely to change that situation in future once charges are introduced. Assuming that all three vehicles are registered to the property then a permit for each will be issued for each vehicle.

Car parking is a non-statutory service with the upkeep costing around £250,000 per annum. The Council had to save £3 million during the course of 2019/20 and needs to save a further £12 million over the subsequent two years. If the money is not found services will have to be reduced or discontinued and unfortunately, that is the harsh reality of the situation the Council faces. The charging policy is aimed at recovering the costs of car parking provision and the income will also assist with covering the administration costs associated with the issuing of thousands of residents parking permits every year. The Vale of Glamorgan is also one of the few Councils in Wales that does not currently charge for car parking and the introduction of charging will therefore bring it into line with neighbouring Authorities.

**2.53 Concern 22: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident has limited parking in their own street and as a result they always park in a different street to theirs, namely on Cosmeston Drive. The resident feels they would have little chance of parking as there is none at the moment without any restrictions.

**2.54 Officer response 22:**

The permits that will be issued for the zone will allow vehicles correctly displaying them to be parked anywhere within the zone.

**2.55 Concern 23: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Osprey Close:**

The resident disapproves of the proposed Parking Permits. Generally, their car is parked on a one car driveway. As they live alone, pre-Covid they had many visitors, often in a number of cars at one time. They do not feel they should be restricted to just one car permit.

**2.56 Officer response 23:**

The Resident Parking Policy limits the issue of visitor permits to one per property and there is no discretion to issue a greater number. Residents do have the option of using their own vehicle permits to park on-street in order to allow additional visitors to park on the driveways of their properties.

**2.57 Concern 24: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Osprey Close:**

The same resident believes that the suggestion to introduce permits has arisen as a result of parking charges in Cosmeston Country Park, which they were also strongly opposed to. Understands the Vale need to raise funds to support all the grants they have made available during Covid, however introducing parking charges and permits is not a fair or just way and urges reconsideration of the proposals.

**2.58 Officer response 24:**

As indicated in Section 4 'Background' of this report, following extensive public consultation, the decision to introduce charges at Cosmeston Park and at other locations within the Vale, has already been made by Cabinet. The need now is to introduce resident parking in areas that are likely to be impacted by migrating vehicles, as the current proposals seek to do. The parking charges for the country park will be reinvested into the many facilities provided at this attraction. Also, the car park charges will assist keeping the car park open and available to visitors. The provision of such car parks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience.

**2.59 Concern 25: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living at Un-known address on estate:**

Both residents are strongly opposed to the proposals. They ask that the Council do not spoil their lives by introducing them, saying, "It's been hard enough, don't make it worse!". The residents are both in their 80s and one has very limited mobility. As a result, during the pandemic they have had to rely on our family shopping and collection medication. They would hate to think their family would be penalised for caring about them.

## **2.60 Officer response 25:**

The proposals are designed to ensure that the current quality of life enjoyed by residents is maintained after charges are introduced in the car park. The process of applying for permits will be relatively simple but with every possible assistance given to those who have difficulties applying. With the process of applying for visitor permits complete, there should be no difficulty in maintaining the current ability for the resident's family to continue to support them with shopping and medication deliveries, just as they do now.

## **2.61 Concern 26: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living at Un-known address on estate:**

The same residents state that people have relied on visits to Cosmeston Park as a relief from all other restrictions and feel it would be shameful and wrong to cause further problems by charging to park there. They say there must be other ways for the Council to make money.

## **2.62 Officer response 26:**

As indicated in Section 4 'Background' of this report, following extensive public consultation, the decision to introduce charges at Cosmeston Park and at other locations within the Vale, has already been made by Cabinet. The need now is to introduce resident parking in areas that are likely to be impacted by migrating vehicles, as the current proposals seek to do.

Car parking is a non-statutory service with the upkeep currently funded from existing budgets. The Medium Term Financial Plan highlights potential shortfalls in budget in 2022/23 of between £4.574m and £6.2m and 2023/24 between £2.609m and £4.252m. The running costs of Cosmeston Country Park is circa £325k per annum. If the money is not found to address the shortfalls then services will have to be reduced or discontinued and unfortunately, that is the harsh reality of the situation the Council faces. The charging policy is aimed at recovering the costs of car parking provision and the income will also assist with covering the administration costs associated with the issuing of thousands of residents parking permits every year. The parking charges for the country park will be reinvested into the many facilities provided at this attraction to enhance the overall visitor experience. The Vale of Glamorgan is also one of the few Councils in Wales that does not currently charge for car parking and the introduction of charging will therefore bring it into line with neighbouring Authorities.

## **2.63 Concern 27: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The resident totally understands the cash strapped nature of the Local Authorities and is sympathetic to their plight but feels charging for car parking in the Cosmeston Lakes and subsequent resident parking permits is no panacea.

**2.64 Officer response 27:**

Car parking is a non-statutory service with the upkeep currently funded from existing budgets. The Medium Term Financial plan highlights potential shortfalls in budget in 2022/23 of between £4.574m and £6.2m and 2023/24 between £2.609m and £4.252m. The running costs of Cosmeston Country Park is circa £325k per annum. If the money is not found to address the shortfalls then services will have to be reduced or discontinued and unfortunately, that is the harsh reality of the situation the Council faces. The charging policy is aimed at recovering the costs of car parking provision and the income will also assist with covering the administration costs associated with the issuing of thousands of residents parking permits every year. The parking charges for the country park will be reinvested into the many facilities provided at this attraction to enhance the visitor experience. The Vale of Glamorgan is also one of the few Councils in Wales that does not currently charge for car parking and the introduction of charging will therefore bring it into line with neighbouring Authorities.

**2.65 Concern 28: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident states that, unlike what other residents possibly haven't done, they have examined the terms and conditions of the permit scheme and they feel it makes for thoroughly depressing reading. The resident has three cars but doesn't drive them all regularly. Two of the three are registered to the resident despite the fact that their daughter now uses the smallest car the most. The rules state only one permit per car per registered owner, per household so is not looking forward to that application process.

**2.66 Officer response 28:**

The Resident Parking Controls policy currently allows anyone living at an address within an area covered by Resident Parking Controls as their primary residence to apply for a resident parking permit for vehicles assigned to them and registered at that address. There is specifically no restriction on the issue of resident parking permits for vehicles dependant on who has usage of the said vehicle.

However, to avoid any confusion it is proposed to amend paragraph 4.1 of the Resident Parking Control Policy to read 'Anyone living at an address within an area covered by Resident Parking Controls may apply for a resident parking permit for vehicles owned by them and registered at that address so long as the address is their primary residence. Resident parking permits must only be used in the vehicles and in the streets or areas that they were issued for'

**2.67 Concern 29: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident also intends buying a motorhome soon, but is concerned that under the new scheme such vehicles will not be allowed on the estate for parking purposes if they weigh more than 3.5 metric tonnes.

**2.68 Officer response 29:**

In view of the concern it is proposed to amend paragraph 4.14 of the Resident Parking Control Policy to read “Where there is restricted parking space available in residential parking permit areas vehicles which exceed 2.44 metres in height and 5.49 metres in length or have more than eight seats, in addition to the driver’s seat, or exceed a maximum mass of 3.5 tonnes will not be eligible for a resident parking permit and must not display a visitor permit. However, in parking zones where there are no marked bays, motor caravans and campervans which exceed 2.44 metres in height and 5.49 metres in length, or exceed a maximum mass of 3.5 tonnes, will be eligible for a resident parking permit as long as the vehicle is registered at the property. Visitor permits are NOT permitted for such vehicles in these areas.”

**2.69 Concern 30: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident appreciates the likelihood that some motorists may possibly come onto the estate to avoid the parking charge at the park, but believes this will only affect approximately thirty or so homes immediately adjacent to the car park and so asks whether the introduction of permit parking for all of the other considerable number of households is entirely necessary. Like many others who live there they think it’s a bit of an over kill. The resident agrees Cosmeston Park has been busy over the last 18 months or so due to global pandemic but can’t recall any excessive parking problems on the estate before that. Feels once Covid is under control, and when air travel resumes, the rush to walk around Cosmeston Lakes will lose its current appeal and will dwindle leaving the residents of the Lavernock park estate with this awful permit parking legacy.

**2.70 Officer response 30:**

Experience suggests that drivers are willing to park and walk long distances to avoid paying parking charges. It is considered better to avoid future difficulties to residents caused by such migration by introducing the proposals. It is deemed likely that any partial introduction of resident parking on the estate as suggested would lead to parking migrating beyond the initially restricted lengths, with a fresh demand for restrictions in the previously unrestricted streets once issues arose. To avoid such an eventuality, it is clearly preferable to introduce resident only parking on the whole estate before parking charges at the Country Park are introduced, under the current proposals. The parking charges for the country park will be reinvested into the many facilities provided at this attraction. Also, the car park

charges will assist keeping the car park open and available to visitors. The provision of such carparks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience.

**2.71 Concern 31: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident points out that during this pandemic, residents and his wife regularly did food shopping for all four of their parents, two of whom live on this estate. He states that they will now be faced with having to get a permit just for dropping off essential supplies of food or medicines because they live in a different street, also having to make sure an elderly parent organises a visitors parking permit for the objector, hopefully before the ANPR car drove up his street, which is not ideal.

**2.72 Officer response 31:**

Any permit issued to the vehicle of a resident living within the zone can be used to park at any location within the zone. As such, assuming that the resident has already obtained a permit for their own vehicle, they can legally park at their parent's house on the estate without the need for any additional permit to be sourced. The process of applying for visitor permits will be relatively simple but with every possible assistance given to those who have difficulties applying.

**2.73 Concern 32: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident suggests the following alternatives on the basis that they find it hard to believe that the proposed scheme will be cost effective as it stands:

- dropping the parking permit scheme on the adjacent housing estates entirely or
- charging a nominal fee for parking in the country park but include a £1 voucher redeemable in the Café or shop on the basis that it will generate an additional income for both the Park and the facilities or
- consider allowing electric cars to park for free but put in a “pay-to-use charging point” which will also generate income.

**2.74 Officer response 32:**

Given the nuisance and inconvenience that parking migrating from the car park once charges are introduced, dropping the proposal is not a realistic option.

The parking fee will be collected automatically by pay and display machines so there is no option to issue a voucher or to charge for connection to an electrical vehicle charging point. Officers are, however, currently reviewing the matter of installing charging points in its car parks and a recommendation on that issue will follow in due course.

**2.75 Concern 33: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Bittern Way:**

The residents ask that the council reconsider the proposed changes in the interests of best serving the residents they represent. They say that, until the recent notice of change was issued neither had concerns regarding on-road parking in our area, but feel that now the council appears set on introducing measures designed only to complicate the simple business of living in their neighbourhood. They believe the proposed changes seem designed to fix a problem that does not currently exist and that, if these measures are a reaction to the proposed parking charges at Cosmeston Park, it feels unfair that the local residents should suffer further because of already unpopular measures being forced through by the local council.

**2.76 Officer response 33:**

It is accepted that there are generally no parking issues on the estate currently but, unless the proposals are implemented, migrating vehicles are likely to change that situation in future once charges are introduced. The introduction of charges in Cosmeston has already been agreed and there is a clear need to mitigate any adverse impact on estate residents as a result. The parking charges for the country park will be reinvested into the many facilities provided at this attraction. Also, the car park charges will assist keeping the car park open and available to visitors. The provision of such carparks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience.

**2.77 Concern 34: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Residents living in Bittern Way:**

The same residents believe the long-term plans to fund the enforcement of this new scheme lack transparency and that, if the changes are pushed through, they would not be surprised to discover that, in a few years' time, residential parking permits have become an unavoidable expense levied on local residents for simple privilege of parking in the road upon which they live.

**2.78 Officer response 34:**

Section 1.9 of the current Resident Parking Policy states *"There is currently no charge for the issue of Resident Parking Permits associated with any type of Resident Parking Control, however, the Council reserve the right to review and propose reasonable charges to cover the enforcement and operational costs of such schemes in the future through an appropriate consultation process"*. Accordingly, although there are no current plans to charge for permits, it is possible that charges may be required in future, subject to an appropriate consultation process.

**2.79 Concern 35: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The resident is concerned that the two residents will only be able to park on the street outside their property with a Resident Parking Permit and that any visitor or workmen would only be able to park outside my property if they were displaying a Visitor Parking Permit.

**2.80 Officer response 35:**

Any permit issued to the vehicle of a resident living within the zone can be used to park at any location within the zone. As such, assuming that the resident has already obtained a permit for their own vehicle, there should be no issue parking their vehicle in future. Any visitors will be required to display a visitor permit or park on the resident's property.

**2.81 Concern 36: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

Having reviewed the relevant papers on our website, the same resident feels the proposed area covering the whole of the Cosmeston Estate is too wide. The resident's property is above the old railway track and believes the proposals should be limited to properties below the old railway track because, when the Cosmeston car park was closed, displaced vehicles were parking in Cosmeston Estate but only in the lower half of the Estate below the railway line. At no time did any vehicle visiting Cosmeston Lakes park outside the resident's property. They believe that no one will walk up a hill passed the old railway track to avoid paying the car parking charges. Accordingly, it is unfair, disproportionate and unnecessary for the whole of Cosmeston Estate to be subject to Resident Only Parking.

**2.82 Officer response 36:**

The old railway line in question is only approximately 350 metres from Cosmeston Drive's junction with Lavernock Road where to zone boundary commences. Experience suggests that drivers are willing to park and walk long distances to avoid paying parking charges. For this reason, it is deemed likely that any partial introduction of resident parking on the estate as suggested would lead to parking migrating beyond the currently restricted lengths, with a fresh demand for restrictions in the previously-unrestricted streets once issues arose. To avoid such an eventuality it is clearly preferable to introduce resident only parking on the whole estate before parking charges at the Country Park are introduced, under the current proposals, as agreed by Cabinet on Monday 27<sup>th</sup> July 2020 (relevant minute C314)

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet /2020/20-07-27/Minutes-20-07-27.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf)

**2.83 Concern 37: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident is also concerned that the Council have the right to impose charges for the Permits and there is no cap on the amount of the charges and they reference Paragraph 1.9 of the Resident Parking Controls Policy. The resident believes that it is unfair for residents to have to pay for permits which are being forced upon them.

**2.84 Officer response 37:**

Section 1.9 of the current Resident Parking Policy states *"There is currently no charge for the issue of Resident Parking Permits associated with any type of Resident Parking Control, however, the Council reserve the right to review and propose reasonable charges to cover the enforcement and operational costs of such schemes in the future through an appropriate consultation process"*. Accordingly, although there are no current plans to charge for permits, it is possible that charges may be required in future, subject to an appropriate consultation process.

**2.85 Concern 38: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Resident living in Cosmeston Drive:**

The same resident believes that one visitor permit per property is insufficient, that it should be a minimum of two visitor permits per property and references Paragraph 4.2 of the Resident Parking Controls Policy.

**2.86 Officer response 38:**

The Resident Parking Policy limits the issue of visitor permits to one per property and there is no discretion to issue a greater number. Residents do have the option of using their own vehicle permits to park on-street in order to allow additional visitors to park on the driveways of their properties.

**2.87 Concern 39: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Comments from Residents living in Plover Way:**

The residents initially said that, although they somewhat disagree with the implementation of a Residents Only Permit Parking Area at Plover Way they do not object to the implementation there, although they feel that this is being forced upon them by the Council insisting on implementing Parking Charges at Cosmeston Country park. They did, however, request additional information which was provided and which is summarised below. The residents subsequently responded saying, "we are still (unfortunately) in agreement for parking permits".

**2.88 Officer response 39:**

Car parking is a non-statutory service with the upkeep currently funded from existing budgets. The Medium Term Financial Plan highlights potential shortfalls in budget in 2022/23 of between £4.574m and £6.2m and 2023/24 between £2.609m and £4.252m. The running costs of Cosmeston Country Park is circa £325k per annum. If the money is not found to address the shortfalls then services will have to be reduced or discontinued and unfortunately, that is the harsh reality of the situation the Council faces. The charging policy is aimed at recovering the costs of car parking provision and the income will also assist with covering the administration costs associated with the issuing of thousands of residents parking permits every year. The parking charges for the country park will be reinvested into the many facilities provided at this attraction to enhance the visitor experience. The Vale of Glamorgan is also one of the few Councils in Wales that does not currently charge for car parking and the introduction of charging will therefore bring it into line with neighbouring Authorities.

**2.89 Concern 40: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Comments from Residents living in Plover Way:**

The same residents state that Plover Way is a small close with little on-street parking on its narrow road and turning area with the result that parking does not currently obstruct or impede access/egress to resident's driveways. They fear that, if Plover Way is not made a Residents Permit Area, it will be inevitable that residents which are in a Permit Area, who have excess vehicles associated with their homes, will park there. They also fear the probability that non-residents visiting the area to Cosmeston Country Park and Penarth Clifftops, will park in non-permit areas.

**2.90 Officer response 40:**

The resident has been advised that, if the proposals were to stop short of Plover Way, vehicles would indeed be likely to park in unrestricted roads and cause an obstruction. That is why the Council are proposing to introduce restrictions throughout the estate, meaning that anyone who passes the signs at the Lavernock Road junction, enters the estate and parks without a resident or visitor permit will be liable to receive a penalty charge notice.

**2.91 Concern 41: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Comments from Residents living in Plover Way:**

The same residents raised another concern regarding how non-resident permit parking will be enforced, especially on Cosmeston Drive which is the main and only through route on the estate. They say that no details have been issued regarding how often enforcement officers will attend and what action will be taken against non-permit holders and they request further information on those issues. Additionally, they are concerned that, even if a fixed penalty notice is issued, that

vehicle will still be parked in the location until its owner returns, which could be hours.

**2.92 Officer response 41:**

The residents have been advised that the Council now has an in-house team which patrols and enforces parking throughout the Vale and the area will be patrolled as regularly as necessary in accordance with the Council's Enforcement policy. The response included mention that the same difficulty of removing vehicles parked for a long time, even after they have had a Penalty Charge Notice affixed, exists in all other areas where waiting is restricted on our roads. Although we do not have powers to remove such vehicles, in exceptional circumstances the police can do so if they are causing an obstruction or a hazard. If such a future eventuality arises the residents have been advised to ring the police non-emergency number 101 and request immediate police attendance to deal with the matter.

**2.93 Concern 42: Lavernock Park Estate, Cosmeston (Zone PHZ01) – Comments from Residents living in Plover Way:**

The same residents also say would like more information on future Permit charges.

**2.94 Officer response 42:**

The residents were advised that Section 1.9 of the current Resident Parking Policy states "There is currently no charge for the issue of Resident Parking Permits associated with any type of Resident Parking Control, however, the Council reserve the right to review and propose reasonable charges to cover the enforcement and operational costs of such schemes in the future through an appropriate consultation process". Accordingly, although there are no current plans to charge for permits, it is possible that charges may be required in future, subject to an appropriate consultation process.

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

**3.1** Long term - The proposals will safeguard the Councils 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. The parking charges for the country park will be reinvested into the many facilities provided at this attraction. Also, the car park charges will assist keeping the car park open and available to visitors. The provision of such carparks and facilities are discretionary services which the Council wish to provide to enhance the visitor experience

**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 and by minimising the future impact on residents arising from migration of parking from charged car parks nearby.

- 3.3** Involvement – The process of developing this scheme has involved communication with the local community and other stakeholders, including a full initial letter drop to each household within the zone, seeking views on the proposals to introduce residents parking. After fully considering the responses received public notice was given, posted within the affected streets and in the press, thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that 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 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 built environment for local residents.

## **4. Resources and Legal Considerations**

### **Financial**

- 4.1** The cost of the Order and implementing the scheme in Cowbridge and Cosmeston is estimated to be in the region of £25,000, which will be funded from the Traffic Management Operational Budget 2021/22.
- 4.2** The Council’s own administrative resources will be used to progress the legal Order, should approval be given to overrule the objection.

### **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 the regulatory signs on site will be managed and undertaken by the Council’s own in-house resource.

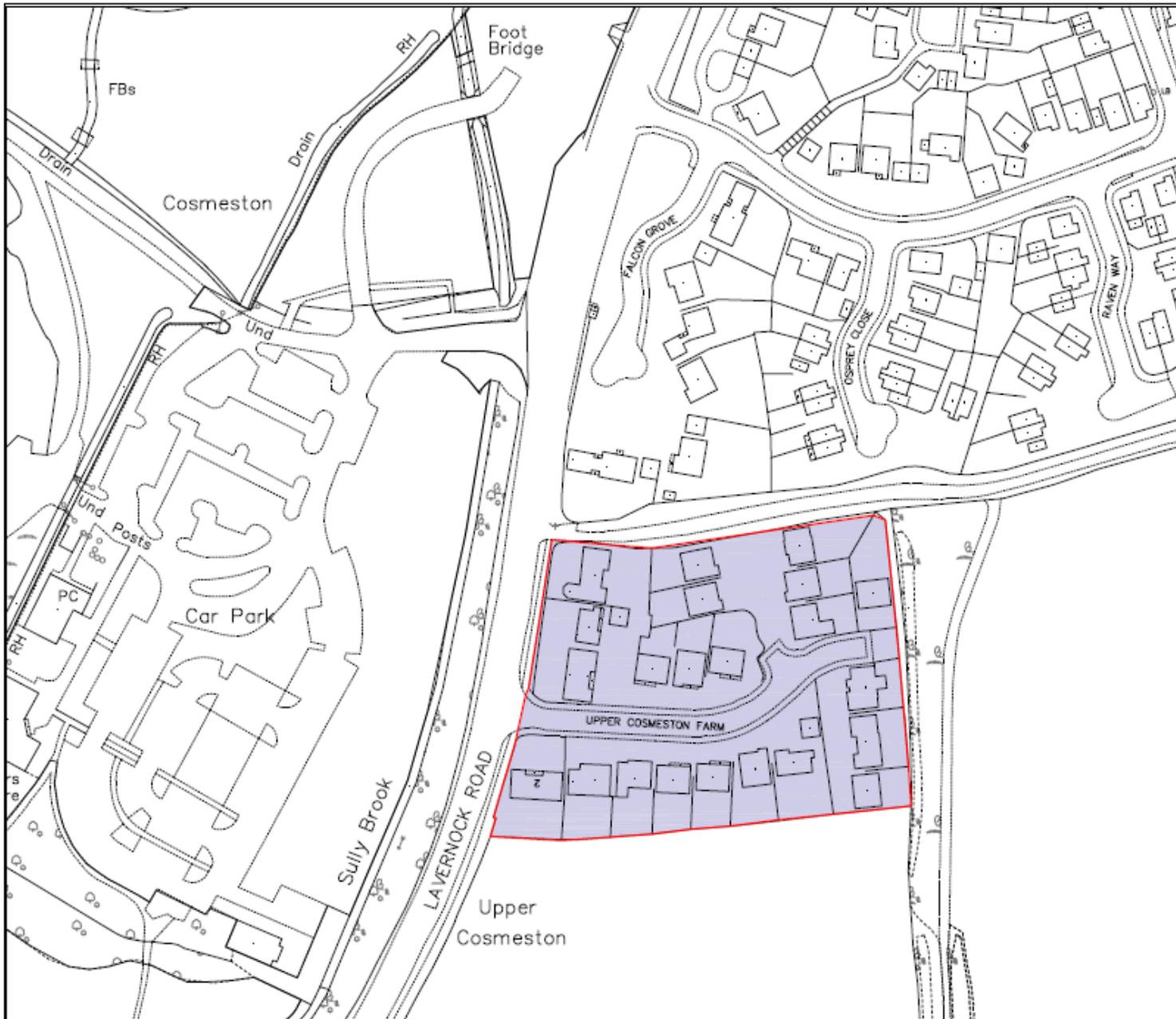
### **Legal (Including Equalities)**

- 4.5** There are no Human Rights implications with regard to this report.
- 4.6** 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.

## **5. Background Papers**

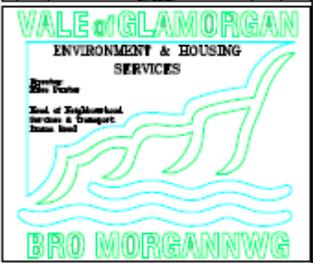
None.



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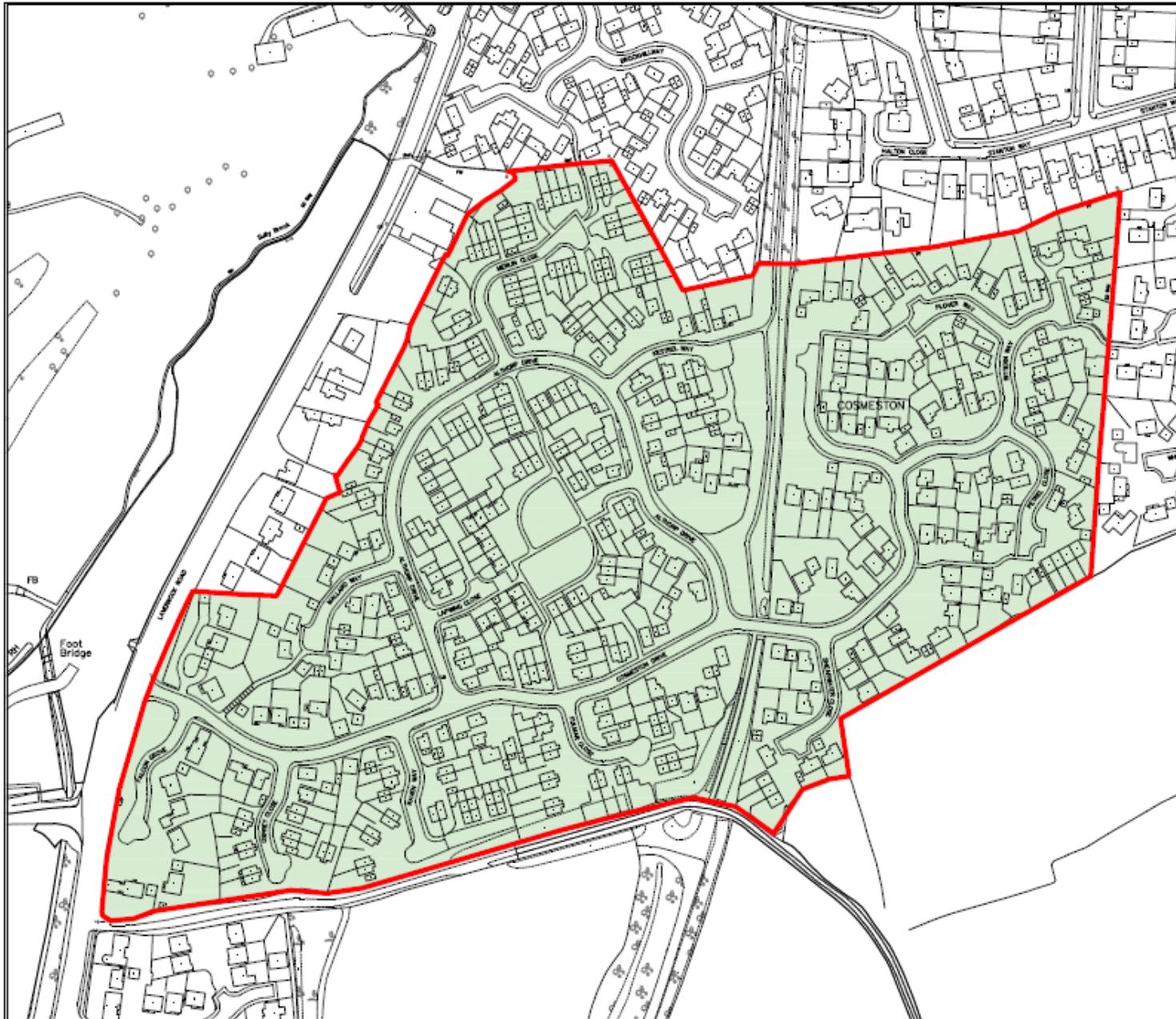
The Vale of Glamorgan Council

**Key**

Proposed Resident Parking Permit Areas

Upper Cosmeston Farm

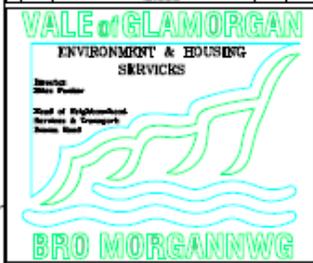
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| Scale 1: As Shown | Scale    | NTS   | Revision No. | T/20/55/AA |
| Date              | 13/05/20 | Drawn |              |            |
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The Vale of Glamorgan Council

**Key**   
 Proposed Resident Parking Permit Areas

Drawing Title  
 Cosmeston Drive

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|-------------------|-------------|-------------------------|
| Drawn by: A. Auld | Scale: NTS  | Sheet/Total: 1/20/56/AA |
| Date: 13/08/20    | Author: NTS |                         |
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The Vale of Glamorgan Council

**Key**

Proposed Resident Parking Permit Area

Cowbridge, Middegate Court

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|------------|-----|-----------|------------|
| Drawn by   | NTS | Issued by | 1/20/20/AA |
| Checked by |     | Scale     |            |
| Author     |     | Project   |            |

**MIDDLEGATE, COWBRIDGE (ZONE CBZ01)**

**1. Objection from resident of Middlegate Court, Cowbridge**

I would like to object to the proposal, regarding parking permits at Middlegate Court. I feel that this added expenditure is an unnecessary burden, that will ultimately fall to us the council tax payer.

**2. Support from resident of Middlegate Walk, Cowbridge**

As previously advised I fully support the introduction of parking controls on Middlegate Court and Middlegate Walk if and when Parking Charges are introduced in Cowbridge car parks.

In addition I believe the inclusion of your own large vehicles parking for welfare reasons should be considered; the obstruction to visibility around the first bend in Middlegate Court, when one or more council refuse vehicles are parked, is an obvious danger.

**3. Support from resident of Middlegate Walk, Cowbridge**

I am writing to confirm my agreement with the recommendations regarding provision of resident permit parking areas at Cowbridge Middlegate Court / Middlegate Walk issued in April 22nd under the above reference following the consultation regarding proposed car parking charges in late 2019. I consider the permit proposals submitted are a forward-thinking and logical exercise to prevent a surge in on-street parking which will undoubtedly take place once the adjacent Town Hall car park charging regime is put in place.

I do have one concern which I mentioned in my response to the 2019 consultation and this is regarding the turning area located between Nos. 2 and 3 Middlegate Walk. This turning area is used frequently by cars and particularly larger vehicles when calling at or making deliveries within the Walk and removes the need for larger vehicles to reverse back to Middlegate Court when leaving. The turning area has often been obstructed by parked cars, sometimes by shoppers or visitors but also sadly, by residents. I am of the opinion that unless the turning area is marked as such it will become obstructed at times and possibly for long periods by anyone in the development who has purchased a resident or visitor permit.

I note that the white "H" marking at the dropped kerb road crossing adjacent to No.2 Middlegate Court, put in place with the additional double-yellow lines at the road bend in early 2020, have curtailed over-parking of the crossing which was previously a frequent event. Perhaps a similar form of "H" marking could be used to alert drivers that the turning area in Middlegate Walk is there for a purpose, is an important road safety feature and does not represent a convenient easily-accessible space to park a vehicle.

**COSMESTON DRIVE (ZONE PHZ01)**

**1. Objection from residents of Cosmeston Drive, Penarth**

No permit for vehicles over 5.49m in length.

We own a motorhome and cannot keep it on our driveway. When travelling we need to bring the vehicle home to load, fill with water and connect to electricity

supply. On our return we need to do the same to unload and clean. These are short visits of a few hours.

We understand that Resident Parking Controls are for areas where there is limited kerbside parking and vehicles over 5.49m would take up an inappropriate portion of the space available. This does not apply on Cosmeston Drive. The specific reason for proposing Resident Parking Controls and the availability of kerbside parking is vastly different on the Cosmeston Drive Estate.

We are sure exemptions will be made for larger vehicles ie.delivery/removal vehicles etc who need to load and unload. Can a similar exemption be given for leisure vehicles to do the same. The continued use of our Motorhome is extremely important to us but this will not be possible without visits to our home. We are sure that by introducing Resident Parking Controls the Council does not wish to unduly interfere with our continued use and enjoyment of our Motorhome and hope a solution can be found which would overcome this issue for us and other Caravan and Motorhome owners on the estate.

#### Proposed Area of Resident Parking Zone.

It is likely that any future displacement parking from Cosmeston Country Park would be negligible beyond the old railway line which bisects Cosmeston Drive. We have lived here for many years, including days when parking charges were implemented at the Country Park and more recently during COVID times when the car parks were closed. At no time was there any displacement parking above the old railway line. The Council should use a more targeted approach and the old railway line could be a suitable cut off point.

## **2. Objection from resident of Plover Way, Penarth**

I am writing to register my objection to any kind of parking permit that the VoG council are considering for my estate. My grounds are as follows:

I see no need for such a scheme as in all the years I have lived here I have had no problem with parking in my street. This scheme will change that and I will have a problem.

My street is one of the smallest on the estate and will mean that I will find it virtually impossible to park in the street or to have visitors able to park in the street, permit or no permit.

Any problem with illicit parking on the lower part of the estate can be remedied without imposing a permit scheme on the whole of the estate thus introducing a problem for people who do not have a problem.

Such schemes elsewhere have eventually led to householders having to pay to park outside their own house. Any level headed person would find this utterly unacceptable. Please don't tell me that such a thing will never happen here.

This scheme has only arisen because the car park at Cosmeston Park was closed due to Covid restrictions which meant the early part of the estate did

have a problem with people parking. There has been no such problem since the car park reopened. Is it that the council are anticipating such a problem when they introduce car parking charges in Cosmeston Park? If so you are using a sledgehammer to crack a nut.

As a consequence of the closure the main Lavernock Road had to be coned because of the problem caused by visitor parking. Signs erected at the entrance to the estate seemed to alleviate the problem for householders so why not try it again with more formal signs.

Policing any permit scheme will cost the council in manpower and in my opinion simply will not be adequate to prevent unauthorised parking.

### **3. Objection from resident of Althorp Drive, Penarth**

I would like to express my objections to the introduction of parking permits on Lavernock Park estate.

The notes set out in section '4.0 Resident parking permit types and Criteria for use' sound extremely heavy handed. If a person was to lose their parking permit where are they meant to park? Transport links to the area are very poor and for someone with children who may depend on their car or an elderly or disabled person who would be unable to walk through the estate from the bus stop life would become almost impossible. The frequency of buses along Lavernock Rd could be increased but that would not help those residents who live further into the estate. They have tried putting a bus route through Lavernock estate, many years ago, and it didn't work because of the nature of the roads through the estate.

Also on family celebration days it is not unusual to have more than one visitor at a time and again it is not as if you could drop someone off and go and park further afield. There would be nowhere to park. It says in the councils criteria for implementing parking restrictions that it wouldn't be considered unless parking exceeded 75% because of the cost involved. Parking on the estate does not exceed 75% but would if parking charges were applied to parking in Cosmeston Park

Cosmeston country park is a lovely park and should be available to everyone for exercise, play and to support good mental health. It has been used massively over the past year but when other amenities open up after lockdown I am sure that the numbers will drop off significantly and parking will only be an issue for sunny summer weekends and Bank holidays which at best would only apply to around 50 days a year and in reality probably far less. So for the sake of 50 days a year ( maximum ) residents in the area are going to have 365 days of inconvenience and can the council justify the cost of implementing the system.

Quote taken from council website: 'Parking schemes are expensive to implement and due to the Councils ever tightening budgets, the funding for traffic management issues is extremely limited. As such any of our available funding has to be spent as effectively as possible and is currently prioritised for road

safety schemes and accident reduction. Although not ideal, we are sure you can appreciate in the wider scheme of things that road safety concerns far outweigh civil parking issues.'

If the intention is to use the car park as Park and Ride why can't the cost of parking your car be attached to the cost of the bus ticket therefore discouraging anyone from parking on the Estates opposite the park. Again if the car park is to be used in this way then where do the people who want to use the park leave their car as there would be significantly less parking space.

In Porthkerry in Barry they just have an attendant collecting money for parking on weekends and Bank Holidays in the summer. Why can't they do the same in Cosmeston and give a student or pensioner an income, this would be far more cost effective and efficient.

4. **Objection from resident of Shearwater Close, Penarth**

I am horrified that parking permits will have to be issued to residents of the Cosmeston Estate when Cosmeston Parks starts implementing the pay to park scheme at the park.

What happened to having a Park and Ride scheme at Cosmeston Park?

How vigorously will this new scheme be policed?

I can only begin to imagine the chaos this will cause to residents - it was particularly bad when the car park was shut at Cosmeston Park due to Coronavirus.

Would you park there when you had to pay when there are places to park on the estate?

I could go on...

5. **Objection from residents of Cosmeston Drive, Penarth CF64 5FA**

We would like to register our disapproval of the proposed parking restrictions in Lavernock Park (Cosmeston). We do not support the scheme and object to the proposal because we feel it is not necessary and:

- It will become an issue for visitors to our home in the future - just how much time will we have to put a visitor permit in the vehicle...
- It will be an issue for work people's vehicle/s or delivery drivers, unless the proposed ANPR automatically excludes these vehicles. If they are not excluded, this will be an issue when (as we have seen in several areas in Lavernock Park) several work vehicles working at a property. 1 visitor permit is inadequate in these instances.
- It will cause stress to any visitor to our home, who may decide not to visit us for fear of being given a fine.
- It will cause stress to ourselves to get the visitor permit on the car 'hurry, hurry!'

- It will cause stress and upset to ourselves, if anyone visiting us is given a fine.
- It will cause stress and upset to any visitor given a fine whilst visiting us.
- We can only have 1 visitor permit, what if we are having a celebration gathering? 1 visitor permit is inadequate in these instances.
- We now know that the Vale Council will shortly be charging for parking in Cosmeston Park car park, but we think the charges are low and doubt there will be many people unwilling to pay - so park in Lavernock Park. We feel that this fact should have been mentioned in the initial consultation letter proposing Resident Parking.

It is not clear from the information on the proposal as to why you are considering the need to propose these restrictions in the first place? We do know that when Cosmeston Park car park was closed during the Covid-19 restrictions, that there were people parking in Lavernock Park. Also, people sometimes park here when Cosmeston Park car park is full, but this is rare - especially when the overflow car parks are made available. We do know that this affects the roads immediately around the entrance to Lavernock Park and the frustration there must be from the residents living there, but do not believe 'Resident Parking only' is necessary throughout Lavernock Park.

Alternatively, may we suggest it would be more appropriate to consider:

- Double yellow lines at the entrance and where residents have on-going issues  
and/or
- Residents Parking Permit Bays (as used in Penarth Town Centre) at the entrance and where residents have on-going issues

We hope you will reconsider and reject the proposal for Resident Parking controls in Lavernock Park (Cosmeston).

6. **Objection from resident of Cosmeston Drive, Penarth**

To whom it may concern,

I wish to log my objection to parking permits in and around the Cosmeston Drive area.

The addition of permits is not only unfair to residents but it's also damaging to many people's quality of life.

7. **Objection from resident of Cosmeston Drive, Penarth**

I wish to deeply object to introduction of the use of parking permits on and around the Cosmeston Drive area. I wish to freely park on my own street without the worry of having to display a permit and certainly not pay for the privilege of doing so.

We have three cars within my family and I think there will ample room to park in the evenings without need for permit.

I feel this is a money creating exercise at our expense and not for our convenience. Additionally as I live on a corner plot I always park my car in a street with a different address to my given postal address - limiting parking to my own street , Cosmeston drive would mean I would have little chance of parking as there is non at the moment without any restrictions.

In summary , I do not want to pay to park outside my own house. I object

8. **Objection from resident of Osprey Close, Penarth**

I write to express my disapproval of the proposed Parking Permits at Cosmeston. I am a resident in Osprey Close generally my car is parked on a one car driveway, as I live alone I have many visitors (during non-covid times) often in a number of cars at one time. I do not feel we need or want to be restricted to just one car permit.

The suggestion to introduce permits has arisen as a result of parking charges in Cosmeston Country Park, which I was also strongly opposed to.

I understand the Vale need to raise funds to support all the grants they have made available during the Covid crisis, however parking charges and permits is not a fair or just way.

I urge you to reconsider this proposal.

9. **Objection from resident from unknown address on Lavernock Estate, Penarth**

We strongly oppose these proposals for the following reasons;-

We are elderly and during the pandemic we have had to rely on our family shopping and collection medications for us. we would hate to think they would be penalised for caring about us.

People have relied on visits to Cosmeston as a relief from all other restrictions, it would be shameful and wrong to cause further problems by charging to park.

There must be other ways for you to make money. Please do not spoil our lives. It's been hard enough, don't make it worse!

10. **Objection from resident of Cosmeston Drive, Penarth**

I hope this letter finds you in good health during these testing times.

My purpose in contacting you is to express my objections to the proposed new parking restrictions about to be implemented here on the Lavernock Park estate.

I totally understand the cash strapped nature of the Local Authorities and I'm sympathetic to their plight but charging for car parking in the Cosmeston Lakes and subsequent resident parking permits is no panacea.

Possibly, like other residents haven't done, I have examined the terms and conditions of the permit scheme and, from my perspective at least, It makes for thoroughly depressing reading.

I have more than one car and not all of them are registered to me. The rules I've read state only 1 permit per car per registered owner, per household so I'm not looking forward to that application process.

Also, as I approach the Golden Years, I intend on buying a motorhome soon, but they're not allowed on the estate for parking purposes under the new scheme if they weigh more than 3.5 metric tonnes.

I am cognoscente of the likelihood that some motorists may possibly come onto this estate to avoid the parking charge at the park, but surely this will only affect approximately 30 or so homes immediately adjacent to the Lakes car park.

Is the introduction of permit parking for all of the other considerable number of households entirely necessary?

I, like many others who live here, think it's a bit of an over kill. Cosmeston country park has been busy over the last 18 months or so as we are in the middle of a global pandemic. Before that I can't recall any excessive parking problems.

Once Covid 19 is brought under control and when air travel resumes to places like Benidorm, the rush to walk around Cosmeston Lakes will lose its current appeal and therefore dwindle leaving the residents of the Lavernock park estate with this awful permit parking legacy.

During this pandemic crisis both myself and my wife regularly did food shops for all 4 of our parents, 2 of which live on this estate. I'm now faced with the prospect of getting a ticket just for dropping off essential supplies of food or medicines just because they live in a different street to me.

I'd have to make sure my 88 year old Dad organised a visitors parking permit for me, hopefully before the ANRP car drove up his street.

It's not ideal, is it?

May I suggest the following?

1-Drop the parking permit scheme on the adjacent housing estates entirely.

2-Charge a nominal fee for parking but include a £1 voucher redeemable in the Café or shop which will generate an additional income for both the Park and the facilities.

3-Consider allowing electric cars to park for free but put in a pay-to-use charging point which will also generate income.

I hope you'll find my suggestions useful and drop the whole scheme altogether.

I find it hard to believe that the proposed scheme will be cost effective as it stands.

**11. Objection from residents of Bittern Way, Penarth**

I am a resident of Bittern Way and I would like to register my objection to the planned change to parking regulations in Zone: PHZ01.

Until the recent notice of change was issued my partner and I had no concerns regarding on-road parking in our area, but now the council appears set on introducing measures designed only to complicate the simple business of living in our neighbourhood. The proposed changes seem designed to fix a problem that does not currently exist. If these measures are in fact intended as a reaction to the proposed parking charges being introduced at Cosmeston park, it feels unfair that the local residents should suffer further because of already unpopular measures being forced through by the local council.

Finally the long term plans to fund the enforcement of this new scheme lack transparency. If the changes are pushed through I would not be surprised to discover that, in a few years time, residential parking permits have become an unavoidable expense levied on local residents for simple privilege of parking in the road upon which they live.

I therefore ask that the council reconsider these proposed changes in the interests of best serving the residents they represent. (Signed by two residents)

**12. Objection from resident of Cosmeston Drive, Penarth**

Under the above, my husband and I will only be able to park on the street outside my property with a Resident Parking Permit. Also any visitor to, or workmen in, my property using a car would only be able to park outside my property if they were displaying a Visitor Parking Permit.

Having reviewed the relevant papers on your website, I have the following objections to the above (all references are to Paragraphs in the Vale of Glamorgan Council's ("the Council") Resident Parking Controls Policy):

1) The proposed area to be covered, namely the whole of the Cosmeston Estate, is too wide and should be limited only to properties in Cosmeston Estate which are situated below the old railway track. My property is above the railway

track. When the car park at Cosmeston Lakes was closed during the last 14 months due to the Covid outbreak, displaced vehicles were parking in Cosmeston Estate but only in the lower half of the Estate below the railway line. At no time did any vehicle park outside my property whose occupants were visiting Cosmeston Lakes. No one will walk up a hill passed the railway track to avoid paying the car parking charges at Cosmeston. Accordingly it is unfair, disproportionate and unnecessary for the whole of Cosmeston Estate to be subject to Resident Only Parking.

2) The Council have the right to impose charges for the Permits and there is no cap on the amount of the charges (Paragraph 1.9). It is unfair for residents to have to pay for Permits which are being forced upon them.

3) One Visitor Permit per property is insufficient; it should be a minimum of two (Paragraph 4.2).

Please acknowledge receipt of this email.

**13. Comments from residents of Plover Way, Penarth**

Although we somewhat disagree in the implementation of a Residents Only Permit Parking Area at Plover Way, Lavernock Park, Penarth, Cosmeston, Lavernock, it is felt that acceptance of this is being forced on us due to the Vale of Glamorgan insisting on implementing Parking Charges at Cosmeston Lake Country park.

As you may be aware Plover Way is a small Close with little "on-street" parking on its narrow road and turning area, that does not obstruct or impede access/egress to resident's driveways. If it is not made Residents Parking Permit Area it will be inevitable that, residents with excess vehicles to their household in a Permit Area will park here, there is also the probability that non-residents visiting the area i.e. Cosmeston Country Park, Penarth Clifftops, will park in non-permit areas.

Another concern of ours is how will non-resident permit parking be enforced especially on Cosmeston Drive which is the main and only through route on the estate. No details of this have been issued in regard as to how often will enforcement officers attend, and what action will be taken against non-permit holders. Even if a fixed penalty notice is issued that vehicle will still be parked in that location until its owner returns, which could be hours.

We therefore do not object to the implementation of a Residents Only Permit Parking Area at Plover Way, although we feel that this is being forced upon us by the Council, but would like more information on enforcement of the Scheme and future Permit charges.

