

Meeting of:	Cabinet
Date of Meeting:	Thursday, 03 July 2025
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Objection Report: Proposed Traffic Regulation Order (TRO) for the Introduction of Car Park Charges at Cold Knap Car Park (Barry), Bron Y Mor Car Park (Barry), Portabello Car Park (Ogmore-By-Sea), Cliff Walk Car Park (Penarth) and West Farm (Southerndown)
Purpose of Report:	To advise Cabinet of objections received to a TRO proposal and to agree an appropriate way forward.
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Director of Environment and Housing
Elected Member and Officer Consultation:	<p>Committee Reports</p> <p>Operational Manager – Accountancy</p> <p>OM – Transport Services</p> <p>OM – Neighbourhood Services, Operations</p> <p>OM – Healthy living and Performance</p> <p>No Ward Member Consultation has taken place on the report as it is a strategic project, and its impact is Vale of Glamorgan wide</p>
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> At the Cabinet meeting on 6th March, 2025, it was resolved to progress car parking charges at Cold Knap coastal car park, Bron y Mor car park and Cliff Walk coastal car park as well as two coastal car parks located in the Western Vale at Portabello and West Farm, subject to specific conditions. Following the decision from Cabinet public notice was issued on Thursday 3rd April, 2025 of a 21-day statutory public consultation to create a new Traffic Regulation Order which would implement the proposed car park charges, inviting objections in writing, by 25th April, 2025. During the statutory consultation period for the Traffic Regulation Order a total of fourteen formal objections were received to the proposal. The objections received were analysed and six common themes identified which are summarised in the main body of this report. 	

- Most of the objections received specifically related to proposed car park charges at Cliff Walk Car Park in Penarth.
- This report advises Cabinet of the details of the objections received and the technical officers' responses to these objections and seeks approval to implement the proposed car parking charges at the car parks identified.
- The report also seeks the agreement of Cabinet to the creation of two new disabled parking bays at Bron-Y-Mor and to limited resurfacing work based on cost and environmental limitations at this location.

Recommendations

1. That Cabinet rejects the objections received and, for the reasons set out in this report, agrees that they be rejected and that the proposed car parking charges be implemented at each site subject to compliance with the requirements stated in Cabinet Minute C274 dated 6th March, 2025.
2. That all objectors be formally notified advised of the Cabinet's decision.
3. That Cabinet approves the implementation of car parking charges at Bron-Y-Mor car park alongside limited resurfacing works as outlined in this report.
4. That Cabinet agree to the creation of two additional disabled parking bays at Bron-Y-Mor located outside of the barrier-controlled area, adjacent to the existing electric vehicle charging bays.
5. That the necessary steps be taken to progress the formal Notice of Making for the Traffic Regulation Order and to implement associated signage and control measures, enabling the introduction of charging arrangements without delay.

Reasons for Recommendations

1. To allow the Traffic Regulation Order to be made and implemented, enabling the introduction of car parking charges in line with previous Cabinet decisions and the Council's wider financial strategy.
2. To ensure that all objectors are informed of the outcome of the consultation process and the Council's rationale for proceeding with the proposals.
3. To facilitate the introduction of a charging regime at Bron-Y-Mor Car Park in a cost-effective and environmentally responsible manner, while ensuring the facility remains safe and operational for public use.
4. To enhance accessibility by providing additional disabled parking provision at a convenient location, in line with the Council's equality and inclusion commitments.
5. To progress the necessary legal and physical control arrangements to allow for the timely and efficient implementation of car park charging across the identified sites.

1. Background

- 1.1 A report on Car Parking was presented to Cabinet on 9th January, 2025 which proposed to introduce off-street and on-street parking charges at several coastal locations, advise of future proposals for residential parking and determine the future of the Court Road Multi-Storey Car Park in Barry.
- 1.2 At this meeting Cabinet resolved that the introduction of coastal car park charges at Cold Knap Car Park (Barry), Bron Y Mor Car Park (Barry), Portabello Car Park (Ogmore-By-Sea), Cliff Walk Car Park (Penarth) and West Farm (Southerndown) be agreed in principle (Cabinet Minute No. C228 refers). The link to the report and Minutes are provided below.

[Car Parking](#)

[Minutes](#)

- 1.3** The Cabinet report was subsequently considered by the Special Environment and Regeneration Scrutiny Committee on 28th January, 2025. The recommendations from Scrutiny Committee were reported back to Cabinet on 6th March, 2025 to consider the Car Parking proposals (Cabinet Minute No. C274 refers). The link to the report and Minutes are provided below.

[25-01-28 Special](#)

[Minutes Special](#)

- 1.4** At the Cabinet meeting on 6th March, 2025, the following matters were resolved:

> T H A T the comments of the Special Environment and Regeneration Scrutiny Committee held on 28th January, 2025 be noted

> T H A T the decision to charge at Bron y Mor and Cliff Walk coastal car parks, once both had been resurfaced would proceed.

> T H A T the decision to charge at Cold Knap coastal car park would proceed

> T H A T proposals concerning two coastal car parks located in the Western Vale at Portabello and West Farm would be subject to consultation with the Dunraven Estate and Ogmere Commoners Association before any charging proposals would be considered

- 1.5** Following the decision from Cabinet on 6th March, 2025 to progress car park charges at the identified car park sites subject to conditions referred and in accordance with the statutory legal process to create a new Traffic Regulation Order, public notice of the proposal was given on 3rd April, 2025, inviting objections in writing, by 25th April, 2025. The grounds upon which objections can be made were detailed in the proposal.

2. Key Issues for Consideration

- 2.1** During the statutory consultation period 3rd April to 25th April, 2025 on the Traffic Regulation Order, a total of fourteen responses were received which comprised formal objections, each containing multiple issues of concern. Details of the objection responses are provided in Appendix 'A' to this report.
- 2.2** A copy of the associated Schedule and plans forming the formal Notice to the proposal and consultation advertised in the Glamorgan Star newspaper and posted at each site are attached at Appendix 'B' to this Report.
- 2.3** An analysis of the objections received has identified common "themes" within the concerns raised and these are summarised below, together with officer

responses. The majority of the objections received specifically related to Cliff Walk Car Park in Penarth.

Theme No. 1 – ‘Effect on low-income families / cost of living’

- 2.4** Seven of the fourteen objectors raised concerns regarding the effect of the parking charges on low-income families and those significantly affected by the current cost of living crisis. It was felt that the introduction of the charges would discourage or prevent individuals from using the car park facilities as it would be cost prohibitive to them and in turn could affect their well-being and mental health.

Theme No. 1 – Officer Response

- 2.5** The consultation process was always likely to identify a high number of objections to charging for car parking space, where no charges have previously applied. However, it should be noted that parking is an extremely valuable asset which, when properly managed, can benefit the economic activity of the areas that it serves.
- 2.6** There is a cost to the provision of off-street car parking and whilst such car parks assist in reducing highway congestion and help to ensure that visitor destinations are better supported, the Council has no statutory duty to provide them. It could therefore be reasonably argued that those who use them should contribute to the costs of their provision, with income levels set, at least at a break-even position.
- 2.7** Additionally, many off-street, car parks at our Coastal resorts serve visitors to the Vale of Glamorgan area, who then later benefit from the free provision of the wide range of amenities that these areas have to offer. These resort areas require much higher levels of maintenance than other land areas in the Vale of Glamorgan, with such maintenance levels commensurate with the numbers of visitors attending. This is in addition to the on-going costs of managing the car parks themselves.
- 2.8** The Council is faced with many financial challenges and to help safeguard the frontline services that are required to manage key destinations such as Barry, Penarth and the wider Vale of Glamorgan coast, there is a need for assets, such as off-street car parks, to operate as a minimum on a break-even cost basis where possible. There is also a clear need for visitors to the area to pay a fair sum that can be used towards the costs of their impact on the area visited and to ensure the best possible upkeep of these destinations.
- 2.9** The Council is also offering a preferential coastal parking permits scheme to assist residents of the Vale of Glamorgan who wish to regularly visit coastal areas and use any of the public car parks available. The coastal permits are valid in any resort car park and available to purchase at £65 for 6 months or £105 for 12 months which represents a cost of circa £2 per week to park for an unlimited duration in any of the Council’s coastal car parks.

- 2.10** In summary, the proposed car park charges are considered necessary and essential to meet the ongoing demands of providing services at the Vale of Glamorgan's coastal locations for the benefit of all users. Given the preferential cost of coastal parking permits, it is not considered the proposed introduction of charges are cost prohibitive or significantly deter use for those residents who wish to visit resort areas regularly by car for well-being and mental health.

Theme No. 2 – 'Effect on the Elderly'

- 2.11** Eight of the fourteen objectors opposed the new car park charges due to the financial impact on the elderly, it was felt with fixed incomes this would prevent free access to local amenities due to the pressures of the reduced fuel allowances and increased cost of living. These parking charges may be the difference between going out to these amenities and not.

Theme No. 2 – Officer Response

- 2.12** The response under theme 1, above is equally relevant in respect of this particular issue in that there is no statutory duty for the Council to provide free car parking provision in coastal or off-street car parks. The charges proposed are generally considered to be reasonable, consistent and comparable with other local authorities' policies and charging regimes in Wales relating to car parking. It is reasonable and consistent that motorists should pay for the cost of maintaining car parks especially in visitor and tourist areas and this burden should not fall on the general population and citizens of the Vale of Glamorgan, regardless of use of these facilities.
- 2.13** A coastal parking permit scheme is available for use by those Vale of Glamorgan residents who wish to visit coastal or resort areas on a frequent basis and offers exceptional value for money for those regular users. The cost of the coastal parking permits is circa £2 per week to park for an unlimited duration and can be used in any of the Council's coastal car parks to assist resident access at relatively low cost, including elderly with fixed incomes.
- 2.14** An Equality Impact Assessment (EIA) has been undertaken relating to the proposed introduction of car park charges and there was no evidence identified of any adverse effect on individuals or persons with protected characteristics. The EIA identified that the Council currently provides an exemption to car parking charges for vehicles displaying a valid disability Blue Badge who will therefore be excluded from charges under this proposal. A copy of the EIA for Car Parking Income Coastal locations is provided in Appendix C.
- 2.15** The proposed car parking charges will assist the Council to continue to provide accessible and well-maintained car parking facilities in coastal / tourist areas for residents and visitors and this is expected to provide a generally positive benefit to the elderly and those with mobility issues wishing to visit local amenities and resort areas with better managed parking and availability of spaces providing a more convenient and pleasant experience.

Theme No. 3 – ‘Effect on Mental Health and Wellbeing’

- 2.16** Six of the objectors raised concerns over the new parking charges which they felt would discourage people utilising the car park facilities, the local amenities and the positive benefits these provide to mental health and wellbeing, with the facilities providing open spaces, scenery, opportunities for walking and meeting and socialising with friends.
- 2.17** The proposed new charges could deter the public from using the car park facilities and the local amenities that the car parks afford access to, in particular those seeking solace and relief improving their mental health and wellbeing.

Theme No. 3 – Officer Response

- 2.18** The proposed car parking charges will assist the Council to continue to provide accessible and well-maintained car parking facilities in coastal / tourist areas with better managed parking and availability of spaces providing a more convenient and pleasant experience for users.
- 2.19** It is expected to promote more efficient car park management within resort and tourist areas by encouraging turnover of vehicles and the better use of space thereby improving and supporting better access for residents and visitors so that they can enjoy the many advantages of the local amenities and mental health and well-being benefits associated as well as helping to promote and increase the use of sustainable transport and active travel.
- 2.20** Coastal Car Park Permits are available at £65 for 6 months or £105 per annum which offers considerable value for money for regular users of the car parks and will enable residents to continue to use the local amenities and benefit from the positive health benefits at relatively low cost.
- 2.21** Given that predominantly the objections received relate directly to Cliff Walk Car Park, Penarth, there are a number of roads locally that remain unrestricted and available for local residents to park should they require and if done so considerately and in accordance with the Highway Code.
- 2.22** The Cliff Top area is also well serviced by public transport with the number 88 and 305 bus routes run along Risdale Road ensuring accessible transport to Cliff Walk and the local amenity space as well as the coastal footpath.

Theme No. 4 – ‘Negative Effect on Tourism and Business’

- 2.23** Seven of the objectors submitted objections raising concerns in terms of a negative impact on tourism and local business, given the proposed new parking charges, with all but one of the received objections relating specifically to Cliff Walk Car Park, Penarth. Respondents felt that these charges would discourage visitors and ultimately result in negative financial impact on local businesses and general tourism revenue.

Theme No. 4 – Officer Response

- 2.24** The charges proposed are generally considered to be reasonable, consistent and comparable with other local authorities' policies and charging regimes in Wales relating to car parking. It is reasonable and consistent that motorists should contribute to the cost of maintaining car parks especially in visitor and tourist areas and this burden should not generally fall on the wider population and citizens of the Vale of Glamorgan.
- 2.25** The Council's car parks at our coastal resorts serve visitors to the Vale of Glamorgan area, who then later benefit from the free provision of the wide range of amenities that these areas have to offer. These resort areas require much higher levels of maintenance than other land areas in the Vale of Glamorgan, with such maintenance levels commensurate with the numbers of visitors attending. There is a clear need for visitors to the area to pay a fair sum that can be used towards the costs of their impact on the area visited.
- 2.26** The consultation process was always likely to identify a high number of objections to charging for car parking space, where no charges have previously applied. However, it should be noted that parking is an extremely valuable asset which, when properly managed, can benefit the economic activity of the areas that it serves.
- 2.27** There is very little evidence to suggest that parking charges have a detrimental impact on local business activity and conversely it promotes improved car park management and efficiency which is needed to ensure the better use of space and to encourage a turnover of vehicles. Achieving the correct balance can help increase economic activity and footfall as well as improving access for residents and visitors and promote and increase use of sustainable transport.

Theme No. 5 – 'Oppose Car Park Charges (Local Council Tax Payers)

- 2.28** Three of the objectors raised concerns with paying increasing Council Taxes, having limited and / or reduced services and now having to pay for car park facilities, they believe Vale of Glamorgan Council-Tax payers should be able to park for free, as they see this proposed introduction of new car parking charges as paying twice for the facility and its upkeep.

Theme No. 5 – Officer Response

- 2.29** The Council Tax helps to fund essential services in Vale of Glamorgan, and this currently includes the provision of and maintenance of free to use car parks. However, the provision of 'off street' car parking facilities is a non-statutory service which the Council has no legal duty to provide. It is reasonable and consistent that motorists who use these car park facilities should pay for the cost of maintaining them especially in visitor and tourist areas and this burden should not generally fall on the general population and citizens of the Vale of Glamorgan supported through the Council Tax system.

- 2.30** The Vale of Glamorgan Council is facing significant financial pressures and a budget shortfall for the 2025/26 financial year, with a projected £29 million shortfall. The Reshaping Programme, which is the Council's transformation programme is central to addressing the budget pressures in 2025/26 and income generation from car parking charges are part of the proposals to balance budgets within Neighbourhood Services and Transport who manage the Council's coastal car park facilities. This will ensure that discretionary services such as car parking work towards recovering their costs, so they can continue to be provided as well as providing an income to improve and support other key transport services provided by the Vale of Glamorgan Council in these areas.

Theme No. 6 – Visitors to the Waverly Care Home

- 2.31** Three objectors raised concerns that introducing charges in the Cliff Walk Car Park would discourage visitors to the Waverly Care Home, where they felt social interaction was vital for the residents of the home for their mental and emotional well-being.

Theme No. 6 – Officer Response

- 2.32** There is no statutory duty for the Council to provide free car parking provision in coastal or off-street car parks. The charges proposed are generally considered to be reasonable, consistent and comparable with other local authorities' policies and charging regimes in Wales relating to car parking. It is reasonable and consistent that motorists should pay for the cost of maintaining car parks and this burden should not fall on the general population and citizens of the Vale.
- 2.33** The proposed car parking charges will assist the Council to continue to provide accessible and well-maintained car parking facilities in coastal / tourist areas with better managed parking and availability of spaces providing a more convenient and pleasant experience for users. The more efficient car park management will support better access and parking opportunity for residents and visitors, including those who wish to use the convenience of the Cliff Walk car park facility to visit loved ones in the Waverly Care Home.
- 2.34** As an alternative to the Cliff Walk car park, there are a number of roads locally that remain unrestricted and available for local residents or visitors to park should they require and if done so considerately and in accordance with the Highway Code. The Cliff Top area is also well serviced by public transport with the number 88 and 305 bus routes run along Raisdale Road ensuring accessible transport to local amenity space as well as Waverly Care Home.
- 2.35** In summary in developing the proposed parking charges, the Council has fully considered the potential impacts on individuals with protected characteristics under the Equality Act 2010. The full Equality Impact Assessment which was undertaken identified no disproportionate or adverse effects on these groups. The Council has taken specific steps to mitigate potential impacts, particularly for older people, disabled individuals (including those with mental health conditions), and those on low incomes. These include the measures set out

including continued exemption from charges for vehicles displaying a valid Blue Badge, the introduction of a cost-effective coastal parking permit scheme for residents, and the availability of public transport and alternative free parking options nearby. These measures aim to ensure that access to local amenities, open spaces, and coastal destinations remains inclusive and equitable. The proposed charges are considered necessary to support the sustainable maintenance of these discretionary services and to ensure that those who benefit from the facilities contribute fairly to their ongoing provision.

Other Considerations

- 2.36** The resurfacing of the Cliff Walk coastal car park was successfully completed at the end of March 2025 at a cost of £47,757 with additional repair works to parts of the gravel filled surface section completed week commencing 12th May, 2025.
- 2.37** As part of the previous resolution of Cabinet, there was a requirement to resurface the car park at Bron-Y-Mor, prior to charging, to provide a more even surface. As this area is currently a stone a gravel material mix which drains freely, any new surface must comply with sustainable urban drainage standards (SuDS). The most appropriate and lowest cost way of complying with this SuDS legislation is to install a porous surface.
- 2.38** Two options have been considered, a porous asphalt and a modular cell option (gravel filled grid system). The estimated cost for surfacing the car park with a porous asphalt material is: - $1,720\text{m}^2 \times £197/\text{m}^2 = £338,840.00$. The Cell Pave (modular units) option would be: - $1,720\text{m}^2 \times £240/\text{m}^2 = £412,800.00$.
- 2.39** Progressing with either of these options is considered disproportionate to the projected income from implementing charges within this car park as identified in Car Parking Cabinet on 9 January 2025 and would take in excess of 10 years to recoup the money the capital cost incurred.
- 2.40** Whilst the existing stone surface within the Bron-Y-Mor car park is not as consistent, even or attractive as a well laid asphalt surface, its condition is considered functional and safe, offering suitable durability with minimal maintenance and less environmental impact compared to new asphalt surface which consumes energy during the manufacturing process resulting in release of carbon contributing to climate change. Asphalt surfaces also retain heat from the sun significantly raising local temperatures, exacerbating air pollution and negatively impacting human health and comfort.
- 2.41** As an alternative it is proposed to resurface up to 100m^2 of the car park, linking the existing tarmacadam surface in the lower car park area to a point beyond the current entrance and exit lane splitting bollards. Effectively continuing the current tarmacadam surface further into the car park and addressing an uneven area within the car park that suffers from a certain level of water pooling. The estimated cost of this work is £13k and this will be funded from the 2025/26 car park maintenance budget.

- 2.42** Further levelling work will be undertaken to the remaining surfaces as necessary to ensure that it is as flat as it can be and that there are no obvious trip or fall hazards. The surface of this car park will also be regularly inspected and repairs outside of the Council's intervention level undertaken as necessary, which is the case with all of the Council's car parks.
- 2.43** There is space prior to the control barriers at Bron-Y-Mor to create two disabled persons parking spaces and this is on a tarmac surface. These bays will be created as part of the physical works required to implement charging at Bron-Y-Mor.
- 2.44** The consultation process with the Dunraven Estate and Ogmore Commoners Association regarding the implementation of common land controls at car parks and other areas of the common in the Western Vale is ongoing with charging in Portabello and West Farm car parks unlikely to proceed until sometime next calendar year.
- 2.45** From previous experience height control barriers will be installed both at the Cliff Top car park in Penarth and at the Knap Terrace car park in Barry. These barriers will be able to be locked closed to prohibit van and motorhome access to these car parks, should there be anti-social behaviour linked to these types of vehicles, or incidence of overnight parking by them.

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

- 3.1** The implementation of the proposed car park charging regime will safeguard the Council's long-term strategy regarding off-street parking and ensure that its coastal and resort car park facilities are more efficiently and well managed and maintained for the benefit and convenience of the Vale of Glamorgan's residents and visitors. It will encourage the free movement of vehicles on public highway and assist in keeping roads free from congestion and, in so doing, assist in addressing climate change implications.
- 3.2** In terms of the prevention and planning for longer term, the requirement for visitors to pay for parking at our coastal locations better promotes alternatives to the private motor car, including active travel and public transport, encouraging modal shift. The availability of increased revenue helps to ensure that the increased maintenance demands placed on front-line services by the additional visitors are better, and more appropriately funded.
- 3.3** The introduction of the proposed car park charging regime demonstrates an integrated and coordinated approach to manage the use of the Council's car park infrastructure in conjunction with its local highway network to facilitate and encourage the most advantageous parking arrangements as well as manage congestion and highway safety issues. It also balances the need to maintain good parking infrastructure whilst contributing to the longer-term policy of

reducing future impact on local communities by ensuring appropriate use of the local highway network by reducing extraneous parking.

- 3.4** The provision of coastal season permits for off-street parking will be retained and this helps to support businesses, staff working in local businesses and residents who live close to the coastal areas that have off-street parking charges.
- 3.5** The process of developing these proposals has involved consultation with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of the Vale of Glamorgan Council's residents and visitors are able to be involved regarding the management arrangements for coastal car park facilities.
- 3.6** The proposal will contribute to preventing incidents of anti-social behaviour in respect of illegal and obstructive parking and play a fundamental role in our well-being objectives by protecting and enhancing the natural and build environment

4. Climate Change and Nature Implications

- 4.1** It is considered that the proposed car park charging regime within coastal car parks should assist to encourage and promote more environmentally and sustainable forms of transport and travel options, including the use of public transport and active travel, by encouraging modal shift. This has the potential to reduce the number of journeys by private car accessing coastal resorts and visitor areas and will provide an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing. In introducing car park charges within the coastal car parks identified in this report the payment mechanism will utilise pay and display machines installed in each car park facility which will be solar powered thereby contributing to the Council's Project Zero initiative to tackle the climate emergency and contributing to reducing the Council's carbon emissions to net zero by 2030.
- 4.2** The improved management of the Council's coastal car park facilities will assist to reduce congestion on adopted highway and prevent idling resulting from queuing traffic thereby reducing Carbon dioxide (CO₂) emissions from vehicles within resort and visitor attraction areas. CO₂ is a significant contributor to global warming, since it is the main greenhouse gas emitted by vehicles and therefore the parking restrictions will assist in some small measure to reduce the overall vehicle impact on climate change.

5. Resources and Legal Considerations

Financial

- 5.1** The Council's own administrative resources will be used to progress the Legal Order, should approval be given to overrule the objections received.

- 5.2** Any net income gain from the implementation of car parking charges is required to be spent in accordance with the provision of Section 55 of the Road Traffic Regulation Act 1984.
- 5.3** This includes many of the services provided by Neighbourhood Services and Transport, including maintenance of the public highway, the provision or operation of public transport, environmental improvements, improving or maintaining the appearance of amenity land, the provision of outdoor recreation facilities.
- 5.4** It is proposed that any surplus income generated is used to support the provision of front-line services for residents and visitors.
- 5.5** The projected revenue income for charging in the proposed new coastal car park locations can be found in the Cabinet Report of 9th January, 2025 by following the link below:
[Car Parking](#)

Employment

- 5.6** There are limited employment implications with regards to this report. Increased levels of enforcement will likely be required dependent on what is agreed. Therefore, the effects on the employment will only be positive, with additional enforcement staff being employed on a planned cost neutral basis.
- 5.7** Progression of the Traffic Regulation Order will be carried out by the Council's Traffic Management team within Neighbourhood Services and Transport and the Legal Department.
- 5.8** The installation of the parking signs and new car park pay and display ticket machines will be managed and undertaken by the Construction and Development Team, within Neighbourhood Services and Transport.
- 5.9** There may be a requirement to employ additional staff in the first instance to empty and maintain the additional pay and display machines, but this could reduce again as more users use digital payment methods.

Legal (Including Equalities)

- 5.10** As previously advised, a copy of the EIA for Car Parking Income Coastal locations is provided in Appendix C to this report.
- 5.11** The proposals should the Objections be set aside will be implemented by way of Traffic Regulation Orders required by the Road Traffic Regulation Act 1984 and Traffic Management Act 2004. In accordance with The Local Authorities' Traffic Orders 18 (Procedure), (England and Wales) Regulations 1996 a 'Notice of Proposal' would be published in the press permitting the public a minimum of 21 days in which to submit any objections. This requirement would provide a de facto consultation period of 21 days. Receipt of any objections would be

considered by Cabinet prior to any orders being made, following which any 'Notice of Making' of the proposed Traffic Regulation Orders must be published in the press.

- 5.12** Relevant provisions set out in the Road Traffic Regulation Act 1984 permits highway authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, to improve the amenities within a particular area. The Council's responsibility for enforcing parking restrictions is set out in relevant provisions contained within the Traffic Management Act 2004. The Council is responsible for enforcing parking restrictions under the powers conferred by the Traffic Management Act 2004.
- 5.13** Road Traffic Management Act 2004, Civil Enforcement of Road Traffic Contraventions, Operational Guidance to Local Authorities, December 2014 and section 55 of the Road Traffic Regulations Act 1984 makes provision for surplus revenue from car parking charging and enforcement to be used towards specified expenditure as set out above in the Finance section.
- 5.14** In respect of signage requirements, 'pay and display' machines, parking tickets and associated documentation relating to car parking charging will comply with all requirements of the Council's Welsh Language Policy.

6. Background Papers

None.

Appendix A – Anonymised Objections Received

<u>Objection No. / Ref.DC/C274</u>	<u>Comment / Quote</u>
1	<p>I wish to strongly object to the introduction of car parking charges at various sites.</p> <p>This has a huge impact on us as ramblers who regularly park at these sites. This in turn will have an adverse effect on our health. As senior citizens who struggle financially any added cost has a negative impact on us. We try & walk to keep healthy but the charges will stop us from this.</p> <p>Hopefully you will consider our case sympathetically.</p>
2	<p>1. Impact on Low-Income Families : The proposed charges would limit free access to children’s play areas and green spaces, disproportionately affecting low-income families who rely on these facilities for recreation and well-being.</p> <p>2. Effect on the Elderly : Many elderly residents already face financial struggles due to reduced fuel allowances and the rising cost of living. Implementing parking charges would further restrict their access to local amenities, exacerbating their challenges.</p> <p>3. Mental Health Considerations : Access to green open spaces is crucial for individuals dealing with mental health issues. As these concerns continue to grow, it is vital that everyone has free access to nature and recreational areas.</p> <p>4. Access for Specialized Services : The proposed charges could hinder access for school buses and other services that cater to individuals with specific needs, impacting their ability to utilize public amenities effectively.</p> <p>5. Tourism Impact : Free parking is a significant draw for tourists visiting Penarth. Imposing charges may discourage visitors, ultimately reducing tourism revenue for the area.</p> <p>6. Health and Well-Being : Increased parking fees could deter residents from engaging in physical activities in the area, potentially elevating healthcare costs and placing further strain on local medical services.</p> <p>7. Social Interaction for Care Home Residents : The charges may limit visits to residents in the Waverley care home, where social interaction is essential for their well-being and mental health.</p> <p>8. Community Activities By discouraging dog walking and other communal activities, the proposed charges threaten to undermine the health benefits associated with social interactions and outdoor exercise.</p> <p>In addition to the above, it seems that an inevitable consequence of introducing parking charges at the cliff top will be that local residence eg those living on Plymouth Rd. will ultimately be required to pay for resident parking</p>

	<p>permits as the overflow of cars looking for free parking will impact the local residents in the immediate vicinity. Surely this is a bridge too far !!</p> <p>In light of these concerns, i urge you to reconsider the implementation of the proposed car parking charges. The potential detrimental effects on the community and the environment should be a priority in the decision-making process.</p>
3	<p>I'm writing as someone who no longer lives in Penarth but still feels deeply connected to the area, especially because my elderly parents live there.</p> <p>Whenever I visit them, one of our favourite things to do is to take a gentle walk along the clifftop. It's a beautiful, calming space where we can talk, enjoy the sea air, and feel, just for a little while, far away from the worries of the world. Often, I bring my dogs with me, they adore it there, and it's become a special routine for all of us.</p> <p>That's why I was so saddened to hear about the proposed car parking charges for the clifftop. I worry deeply about what this will mean, not just for my parents, who are already facing the many challenges that come with growing older, but for so many others too.</p> <p>For older people on fixed incomes, for families trying to enjoy simple days out without added costs, and for those who come to the cliffs for peace of mind or companionship, this change could quietly take something important away. What might seem like a small charge to some can be the difference between coming and not coming at all for others.</p> <p>I understand the need to manage resources, but I truly hope that the wider impact on the community is being considered. Spaces like this are rare, and their value can't always be measured in income, they give people a sense of belonging, connection, and well-being.</p> <p>Thank you for taking the time to read my concerns. I trust you will think carefully about the effects of these changes, and I hope there's a way to protect access for everyone who treasures this special place.</p>
4	<p>My objections are:</p> <p>It prevents the elderly from having free access to Penarth Beach and Cliff top and walking and socialising with friends. Which also helps to keep the businesses thriving.</p> <p>The elderly especially have been hit hard with the increase in fuel charges and the cost of food. To levy an extra charge is detrimental to all. Food and fuel are essentials but socialising with friends are the first things to cut when the purse strings are tight.</p> <p>I think these charges are detrimental to the wider community.</p>

5	<p>I am writing to state my objection to the proposed parking charges throughout the Vale, specifically those on the Penarth Cliff Top Parade.</p> <p>We are a low-income family and come to Penarth because it provides my children with free access to the play area there. My boys enjoy walking the clifftop and I'll often treat them to an ice cream or a cake from the bistro nearby.</p> <p>With council tax and rent rising, I will have to cut back on the amount of visits I make to the Cliff Top and certainly won't be able to afford any confectionaries when I'm paying the cost of an ice cream just to park. These charges don't just hurt me and my children, but local businesses too. Where else can I go, where my children can play without being taxed?</p> <p>I must also state my objection to the state of the car park. I was glad that some of it has been recently renovated, but I assumed that was due to the awful state of the back half, which is essentially loose gravel and mud. But that section wasn't touched at all! Charging to use a car park of that quality is disgraceful. If the council wants us to pay for these amenities, then it will be held to a higher standard. One which, frankly, it isn't meeting.</p> <p>I hope to see sense prevail and these proposed charges dropped.</p>
6	<p>I would like to register my objection to proposed parking charges at the Cliff Top Car Park in Penarth: - if these charges go ahead they will prevent so many people coming up to such a beautiful place, and also will prevent many people from meeting together socially for a cuppa and maybe a meal. It is so important for especially elderly folk to meet together, especially as many live on their own. Also lots of families with children enjoy coming up to the play centre.</p>
7	<p>I understand that there are plans to introduce car parking fees at Clifftop, Penarth.</p> <p>We are amongst many who love visiting this area, for the stunning views and to use the cafe there.</p> <p>I'm sure I'm not alone in asking you to re consider - parking fees can only have a negative outcome, with people avoiding Clifftop(and Penarth in general)</p>
8.	<p>I am writing to express my concerns and objections regarding the proposed car parking charges for the cliff top car park in Penarth. I believe that the implementation of these charges would have several adverse effects on our community, as outlined below:</p>

	Economic Discrimination - The proposed charges disproportionately impact low-income families, restricting their access to essential recreational areas, including children's play zones and green spaces, which are vital for their well-being.
	Impact on the Elderly: Our elderly residents, who are already facing financial challenges due to reduced fuel allowances and the rising cost of living, will find it increasingly difficult to access local amenities without free parking.
	Mental Health Considerations: Access to green open spaces is crucial for individuals dealing with mental health issues, which are on the rise. The proposed charges could deter those seeking solace and relief in these environments.
	Accessibility for Special Needs - The proposed charges may hinder easy access for school buses and other services catering to individuals with special needs, affecting their ability to visit public amenities at the Cliff Tops.
	Tourism Impact - Free parking is a significant draw for tourists. Implementing parking charges may discourage visitors from coming to Penarth, negatively impacting local businesses and tourism revenue.
	Health and Well-being - The increased difficulty in accessing the area could lead to decreased participation in physical activities, ultimately driving up healthcare costs and placing additional strain on our already burdened healthcare providers.
	Social Interaction for Care Home Residents - The proposed charges may limit visits to residents of the Waverley care home, where social interaction is vital for their mental and emotional well-being.
	Community Activities - The charges could deter people from engaging in important community activities such as dog walking, which fosters social connections and promotes physical health.
	I strongly urge you to reconsider the proposed car parking charges in light of these concerns. The potential negative impacts on the Cliff Tops and the broader Penarth community cannot be overlooked.
	Thank you for your attention to this matter. I hope to see a more community-friendly approach that prioritizes accessibility and well-being for all rather than penalising local residents
9	I wish to object to the proposed introduction of parking charges being brought in on the grounds of them being discriminatory towards the council tax payers of the Vale, ie, the council tax payer is in effect paying twice towards parking in the Vale. Firstly we pay through our council tax for the maintenance of these sites, then you want to charge to use them, whereas any visitor from outside of the Vale only pays once to use them, that in my view is discrimination. The only fair way I can see to solve this issue is that a Vale Council Tax payer is entitled

	to apply for one free permit registered to one vehicle and if any further permits are required then charged at a rate to be determined. I find it totally unacceptable to pay twice to use a facility we are already paying for.
10	I just wanted to take the opportunity to raise my objections to the proposed parking charges at the cliff tops car park in Penarth, Ref: DC/C274.
	I work at one of the businesses on the cliff top and first and foremost I am worried about losing my job or being cut down to reduced hours as a result of the charges being imposed. I believe it will have a detrimental effect on the businesses in the area as local people will not want to pay to park, to then buy a cup of coffee!
	For many it is the only social interaction they have each day or even week and I fear what effect it will have on them, if they can no longer afford to be able to meet other people in similar situations to their own, with this extra charge on top of the general rising cost of living.
	In addition to this, I also believe these charges will prevent low-income families from accessing free play areas for children. Whole families will lose out on the mental stimulus that the play areas provide, from burning off energy to enjoying the outdoors and fresh air. The charges could deny struggling parents a small reprieve and time to relax while their children enjoy themselves in a safe environment under the supervision of parents, receiving fresh air themselves after working all day or all week.
	I believe introducing charges will also decrease access for people using the area for physical health and wellbeing. In the times when there is an increased awareness about mental health and the positive effects open spaces and general fitness can have on people suffering with mental health issues, to potentially take away that access could be harmful and morally misguided.
	Also, as I read on the website the reasoning for these charges are so that potential tourists can help pay for the upkeep of the car parks as well as residents of the Vale through council tax. Is that not a punishment to vale residents? We are paying for the upkeep of the car park through our council tax but if we want to visit that car park, we have to pay again! I doubt very much that we will get a council tax refund or reduction if we pay to park at the cliff tops car park instead of contributing towards the upkeep through our council tax, which has also increased in price! You are asking us to pay twice, or double, whilst limiting the services in the area, for example the emptying of the bins!
	I think that introducing charges will be a deterrent to potential tourists and visitors to the area, especially from nearer counties like Cardiff, Newport and Bridgend. There are not many visitors to the area in the winter months anyway, introducing charges will almost guarantee no one coming to the area and local businesses will certainly be hit negatively.

	<p>Would it not be more fair to give free parking for the first hour or 90 minutes, as with the reservoir in Llanishen and other car parks in surrounding areas? Vale residents, already paying for the car park's upkeep, can still enjoy the area where they live and benefit from it. Local businesses can still attract their regular customers who keep them going in the winter months. Dog walkers can still have a place to walk their dogs and socialise with other dog owners and walkers. Local families can still enjoy the children's play area. Day trippers and tourists from further afield will still have to pay to use the car park and contribute to the upkeep.</p>
11	<p>I would like to formally object to the proposed introduction of parking charges at Penarth clifftop. I am a Penarth resident. Over the last few years residents have been hit by the introduction of charges to collect green garden waste bags, and also parking charges at some of the most popular visitor attractions in the area including Cosmeston Country Park, and Barry island. As a regular user of these attractions, I am finding it unviable to visit due to parking charges. As a Vale resident we are already charged significantly higher fees than Cardiff and the valleys to help maintain such attractions, so to be forced to pay the same fees as visitors from outside the area is in my view unacceptable.</p> <p>There will be increased financial pressure meaning a reduction in visitor numbers. This will negatively impact local businesses in the hospitality sector, many of whom are already struggling.</p> <p>Another major consideration is the effect on people's mental health if they are no longer able to afford to visit the cliff tops to enjoy the scenery, walking opportunities, and meeting with friends.</p> <p>People are under huge financial pressure with the recent rises in overall cost of living, so to now charge them to visit areas where they can get respite in a beautiful outdoor environment makes no sense.</p> <p>Introduction of car parking charges will also no doubt be accompanied by parking restrictions on surrounding roads. Residents will need to apply for parking permits. No doubt at some point in the near future the council will introduce a charge for these permits.</p> <p>The council is elected to reflect and act on the views of local people. These views are frequently ignored, yet the council seems to waste huge sums of our money on schemes such as the unused bus stop at Barry civic offices, the awful incinerator in Barry, plus the introduction of a new computer system which has gone vastly over budget. Would it not be better all round to improve efficiencies within house rather than treating vale residents as a cash cow?</p>

	<p>Unfortunately, I do feel I am wasting my breath, but it would be nice if just once the council took on the views of local residents. We do not want more parking charges, please keep Penarth clifftops free to visit for all.</p>
12	<p>Please see below a list of our concerns and objections to the car parking charges that have been proposed for the cliff top car park in Penarth.</p> <p>The proposed car parking charges are:</p> <p>Discriminatory towards low-income families as it will prevent free access to the children's play areas and green spaces.</p> <p>Discriminatory towards the elderly, as they will be prevented from free access to the local amenities - this population is already under immense financial pressures due to reduced fuel allowances and increased cost of living.</p> <p>It will reduce access to green open spaces for those with mental health issues, which is currently on the rise.</p> <p>It will prevent easy access parking for school bus parking with particular needs that use the public amenities at the Cliff tops.</p> <p>It will force tourists away from the Penarth area as free parking is a pull towards Penarth, reducing tourist income to the area.</p> <p>It decreases access for people using the area for physical health and wellbeing, driving up health care costs and placing additional pressure on already struggling doctors' surgeries.</p> <p>People will be discouraged from visiting those is the Waverley care home, limiting access to those in care, where social interaction is vital for their well-being.</p> <p>It discourages people from dog walking with friends, an activity vital for people's health and wellbeing.</p> <p>I hope the above reasons will help you reconsider the car parking charges and the detrimental effect it will have on the Cliff tops Penarth area.</p>
13	<p>I write to you today with regards to the proposed parking charges potentially being implemented at Penarth Cliff Tops.</p> <p>My Mother is currently 81 years old and everyday drives to Penarth Cliff Tops to meet up with friends for a coffee. This is the only time she leaves our residence in Penarth and is therefore her only connection to other people whilst I am in work.</p> <p>This daily event is a morning constitutional that supports her health and well being. With these proposed charges the council are now making this something that she will not be able to do due to the monetary loss she would suffer which would be for an elderly pensioner catastrophic.</p>

	<p>When I go with my mother on my day off I see a large volume of elderly Penarth residents enjoying the peaceful surroundings of Penarth Cliff tops and enjoying meeting up with friends. By introducing this charge in this area you are taking away for some that which is there only contact with another person.</p> <p>The fact that the Vale of Glamorgan council can do this to elderly residents that have contributed a life time of support to this council is absolutely disgusting. Do you not think they have been targeted enough in the last 6 months. For some going for a coffee in a warm environment supports them with heating bills etc at home</p>
14	<p>As a [REDACTED] this is going to have a drastic effect on our trade going forward. Customers can no longer stop [REDACTED] without paying £2 for the privilege. The Vale of Glamorgan Council have not even given us a 30-60 minute free period for this passing trade to take place. I suppose customers can always go to Tesco instead! [REDACTED] we feel completely let down and are considering our current staffing levels [REDACTED]. We saw a 30% drop in trade at this site. We had to lay off a full-time member of staff.</p>

Appendix B – Formal Notice and Plans

THE VALE OF GLAMORGAN COUNCIL (OFF-STREET PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT) ORDER 2025

1. Notice is given that the Vale of Glamorgan Council in exercise of its powers under sections 32,33 & 35 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and Part 6 of the Traffic Management Act 2004 and of all other enabling powers proposes to make an Order, the general effect of which is to add payment parking places and charges at the locations specified in the Schedules below.
2. Full details of the proposals, to include a copy of the proposed Order, and Plan Nos DC/M25/CK01, BI01, BYM01, CP01, WF01 & PO01 may be inspected on the Council's website at www.valeofglamorgan.gov.uk/legal/notice and any objections you may have to this proposal must be submitted to the Director of Environment & Housing (Ref. DC/C274) in writing or by email to C1V@valeofglamorgan.gov.uk by **Friday 25th April 2025** and must contain the grounds upon which you object to this proposal.
3. Persons objecting to the proposed Order are advised that in view of the Local Government (Access to Information) Act 1985 this Council is legally obliged to make any comments received in response to the proposed Order open to public inspection.

The following Traffic Regulation Order is to be amended
Vale of Glamorgan Council (Off-Street Parking Places) (Civil
Enforcement) Order 2013 ("the 2013 Order")

Cold Knap Car Park Barry
Bron Y Mor Car Park Barry
Cliff Top (Parade) Car Park Penarth
West Farm Car Park Ogmore
Portabello Car Park Ogmore
Barry Island Harbour Road (overflow car park)

The following Car Parks shall be removed from Schedule 2 (free
Parking Places) and inserted in Schedule
1 (Payment Parking Places))

Dated this 3rd day of April 2025

Director of Environment & Housing, Vale of Glamorgan Council, The Alps, Wenvoe, CF5 6AA.

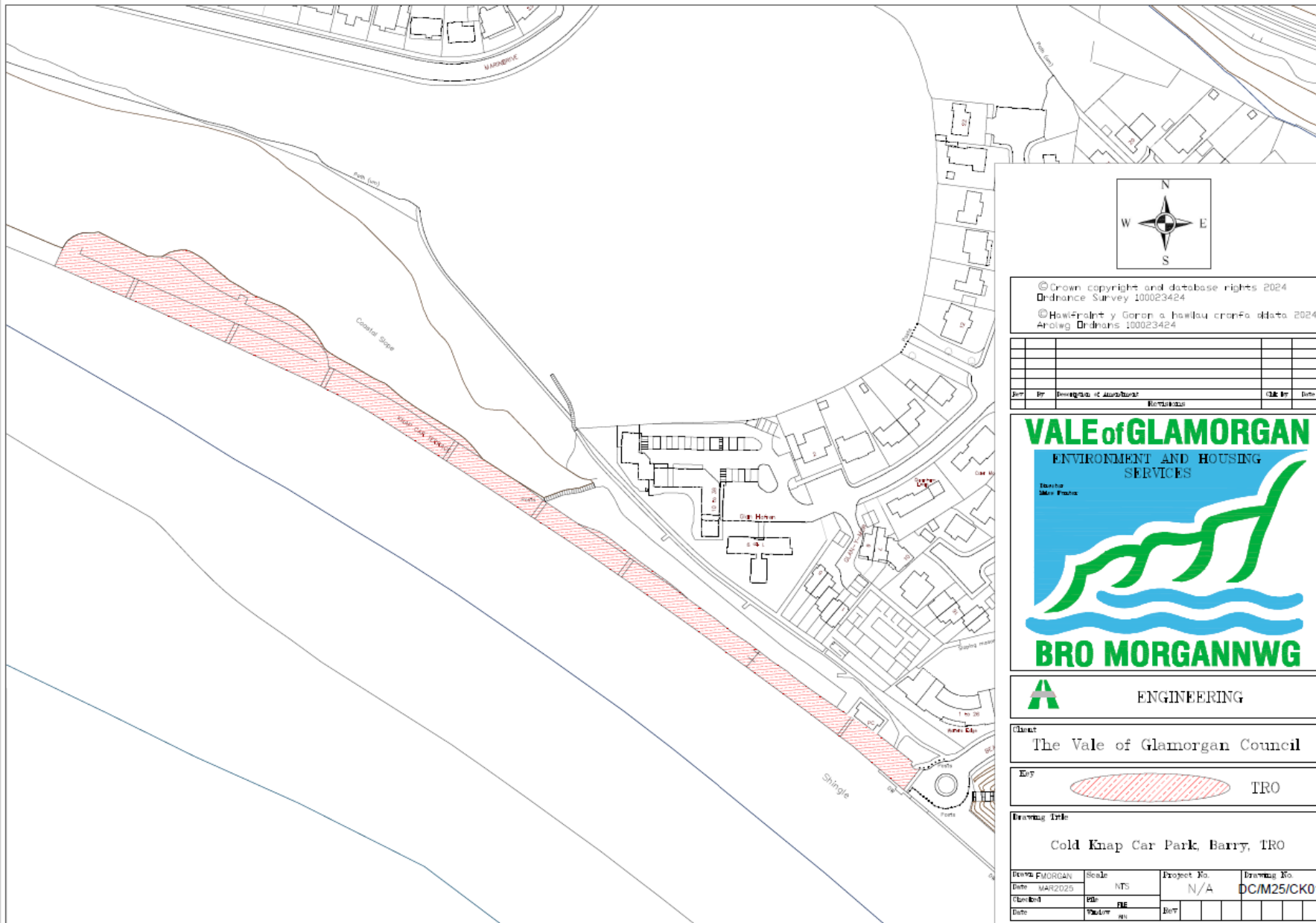
SCHEDULE PAYMENT PARKING PLACES Classes of vehicles

1. Disabled persons vehicles 2. Motor cars 3. Buses / Coaches 4. Motorcycle

Coastal Car Parks

Name of Parking Place	Class of vehicle	Hours and days of operation of Parking Place	Max Period for which a vehicle may wait	Proposed Scale of Charges for Parking Place	Proposed Permits (Vehicle specific)
Barry Island Harbour Road (Overflow car park)	1,2 & 4 3 by arrangement only	07:00 – 22:00 every day	15 hours	07:00 – 08:00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Buses / coaches – £35 all day Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105
Cold Knap Barry	1,2 & 4	07:00 – 22:00 every day	15 hours	07:00 – 08:00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105
Bron Y Mor Barry	1,2 & 4 3 by arrangement only	07:00 – 22:00 every day	15 hours	07:00 – 08:00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Buses / coaches – £35 all day Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105

Cliff Top (Parade) Penarth	1,2 & 4 3 by arrangement only	07:00 – 22:00 every day	15 hours	07:00 – 08.00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Buses / coaches – £35 all day Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105
West Farm Ogmore	1,2 & 4	07:00 – 22:00 every day	15 hours	07:00 – 08.00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105
Portabello Ogmore	1,2 & 4	07:00 – 22:00 every day		07:00 – 08.00 - FREE Up to 2 hours – £2.00 Up to 4 hours – £4.00 Up to 6 hours – £6.00 All day – £8.00 Blue Badge holders – FREE Solo motorcycles – FREE	6 months - £65 12 months - £105



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Rev	By	Description of amendment	CHK by	Date



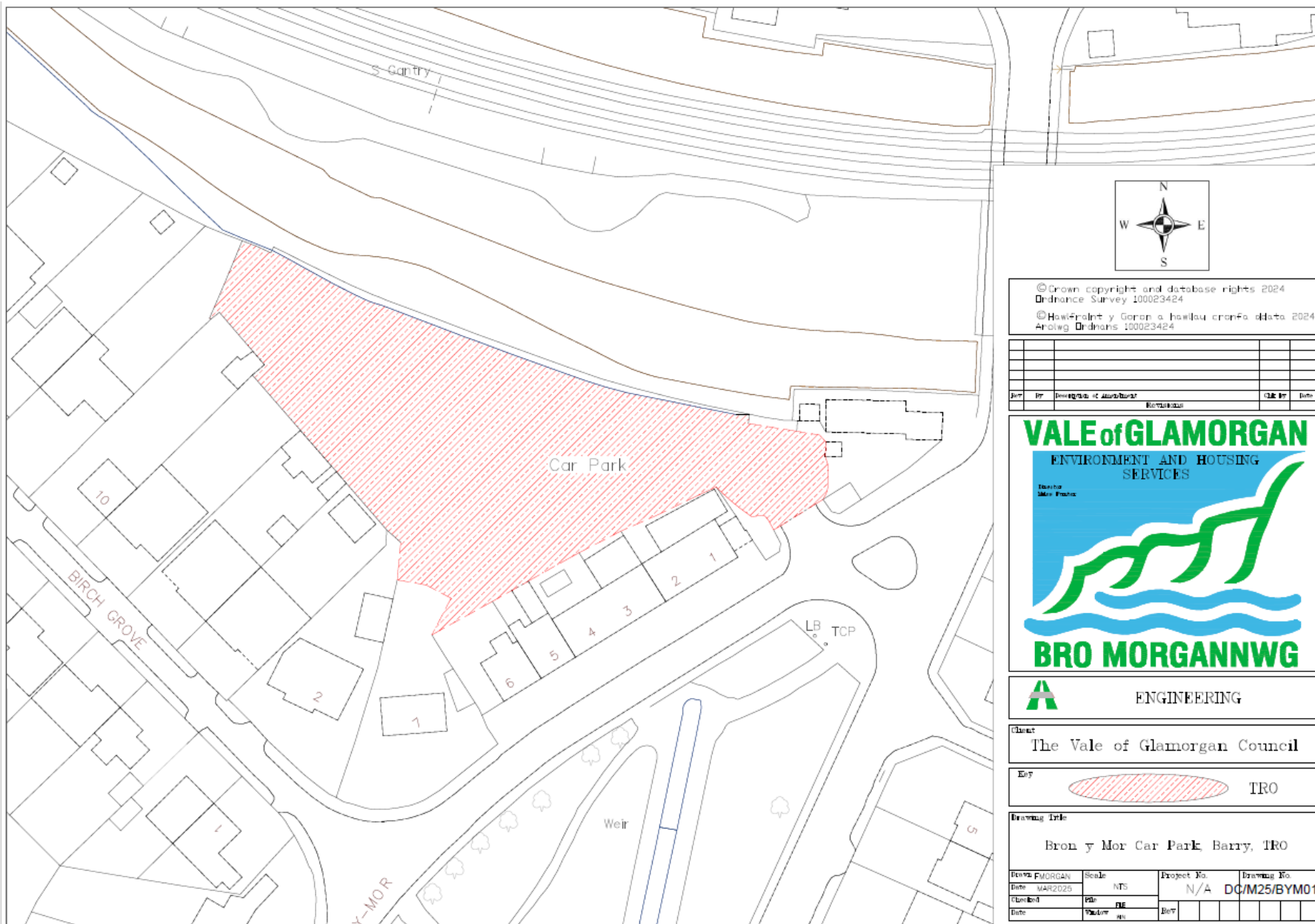
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Client:
The Vale of Glamorgan Council

Key:
 TRO

Drawing Title:
Cold Knap Car Park, Barry, TRO

Drawn: P MORGAN	Scale: NTS	Project No: N/A	Drawing No: DC/M25/CK01
Date: MAR2025			
Checked: P MORGAN			
Date: MAR2025			



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Rev	By	Designated of Authority	Revisions	CHK BY	Date

VALE of GLAMORGAN
ENVIRONMENT AND HOUSING SERVICES
Trasys
Mae Ffôn

BRO MORGANNWG

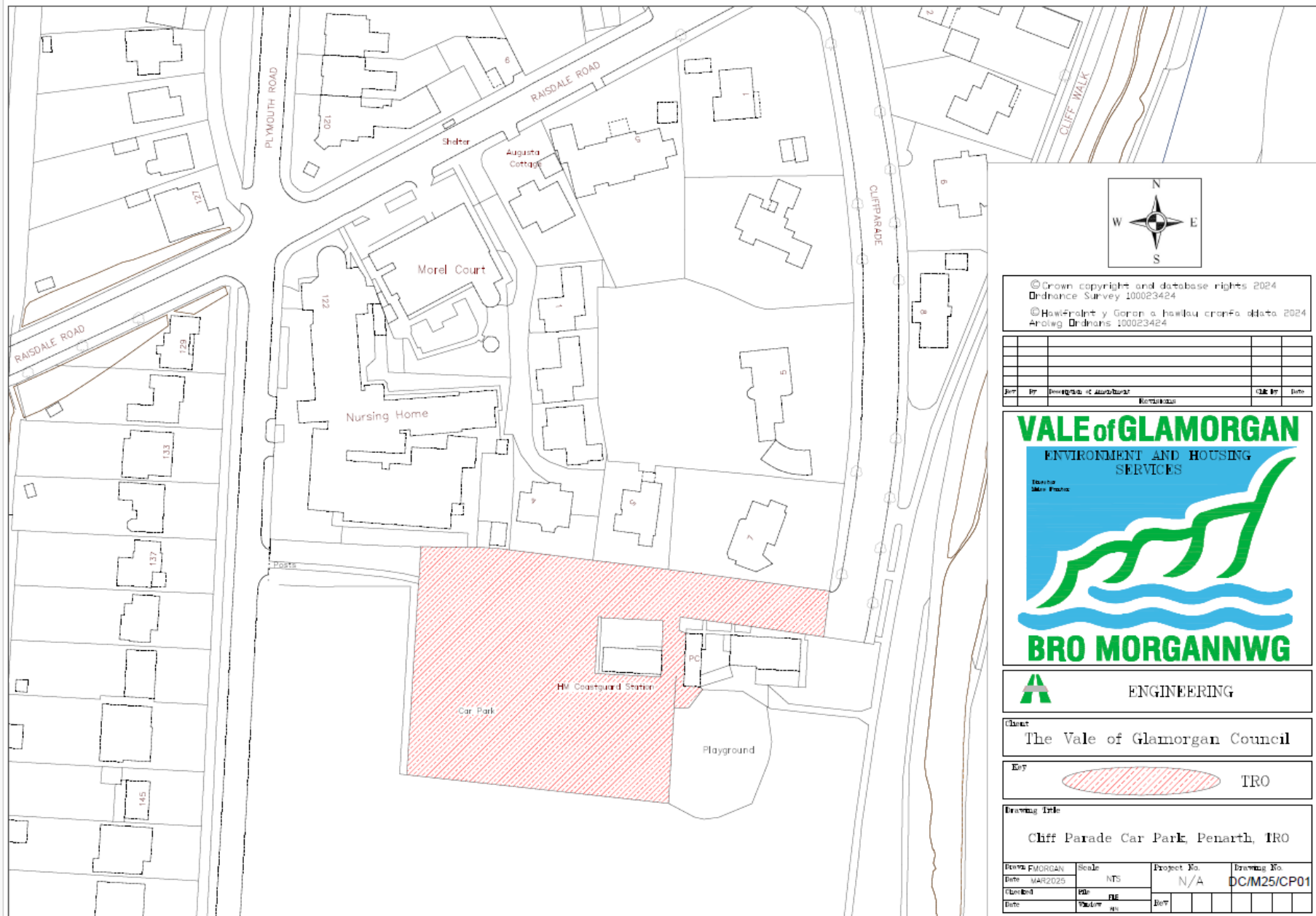
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Client
The Vale of Glamorgan Council

By TRO

Drawing Title
Bron y Mor Car Park, Barry, TRO

Drawn: FMORGAN	Scale: NTS	Project No: N/A	Drawing No: DC/M25/BYM01
Date: MAR2025	File: FILE	Rev:	
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Dr	Pr	Diwydiad a Lloches	Clwyd	Dr	Dr
Rhestru					

VALE of GLAMORGAN
ENVIRONMENT AND HOUSING
SERVICES
Tasnia
Mae'r Ffôn

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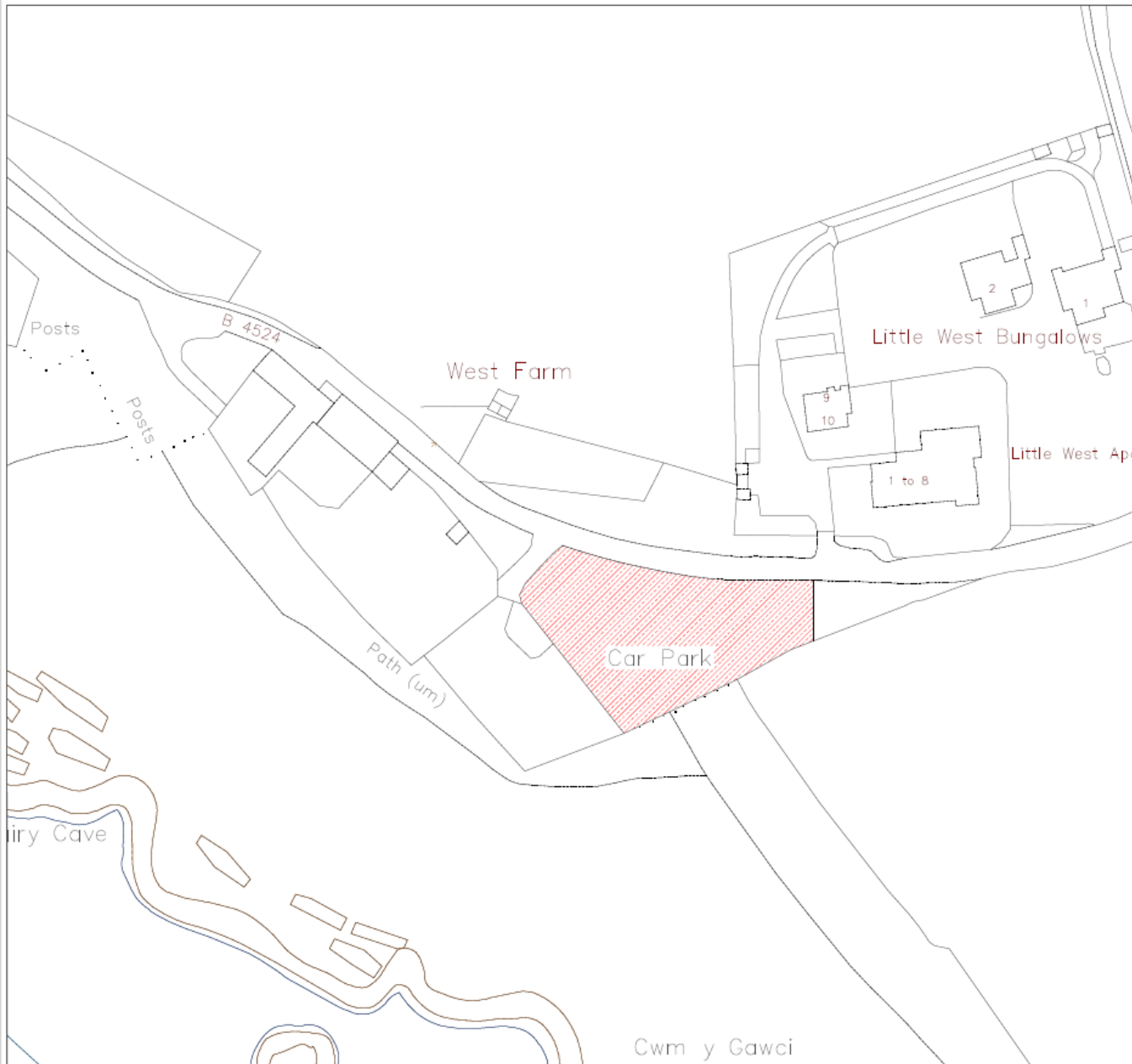
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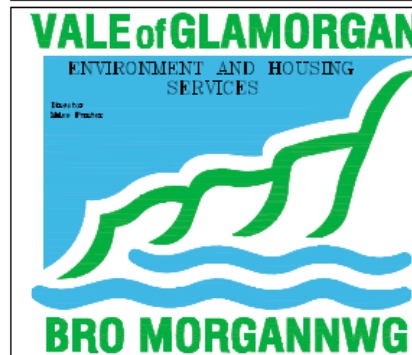
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Cliff Parade Car Park, Penarth, TRO

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Checked: PM	Drawn: PM	Rev: 1	
Date: MAR2025	Drawn: PM	Rev: 1	



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The Vale of Glamorgan Council

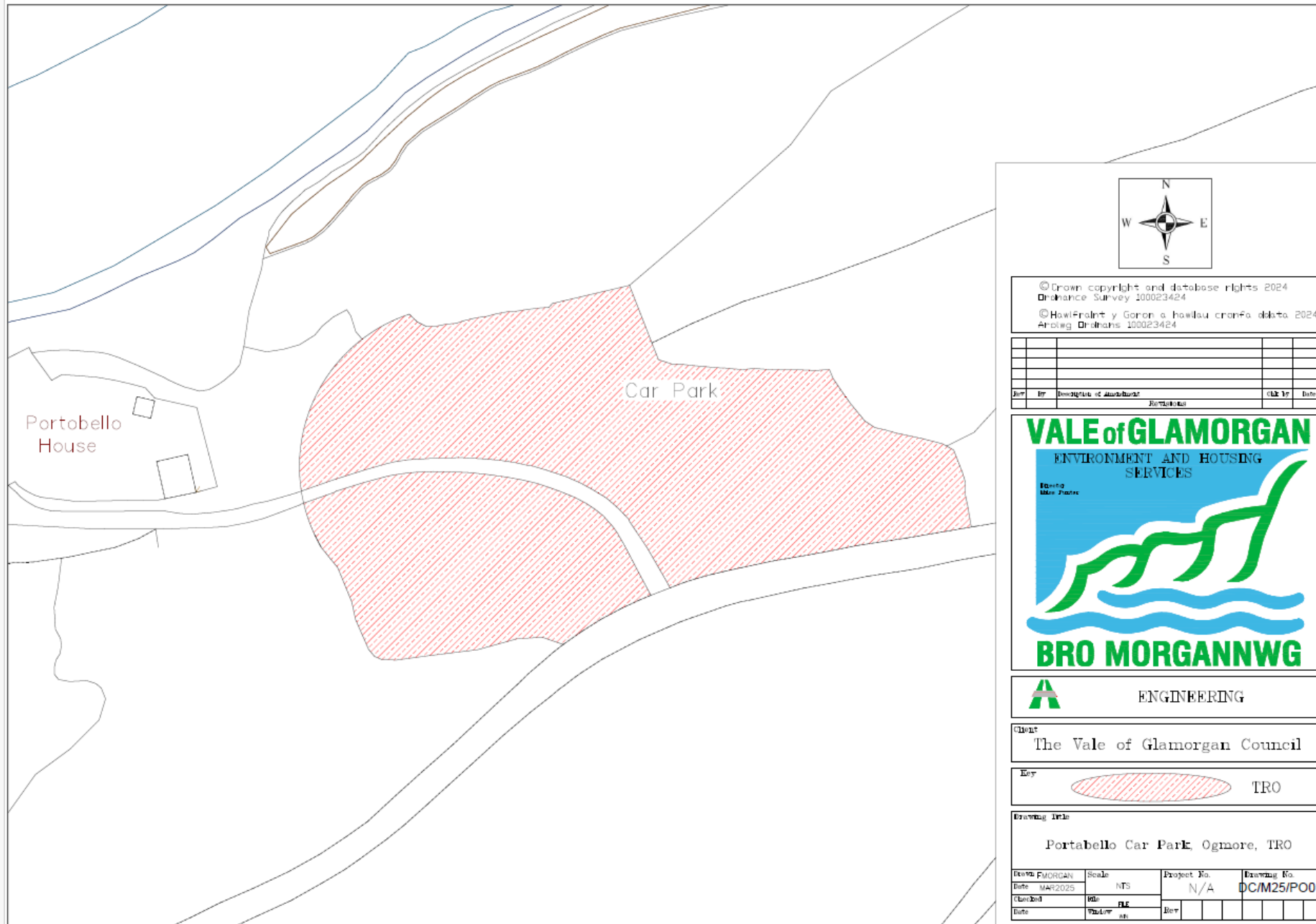
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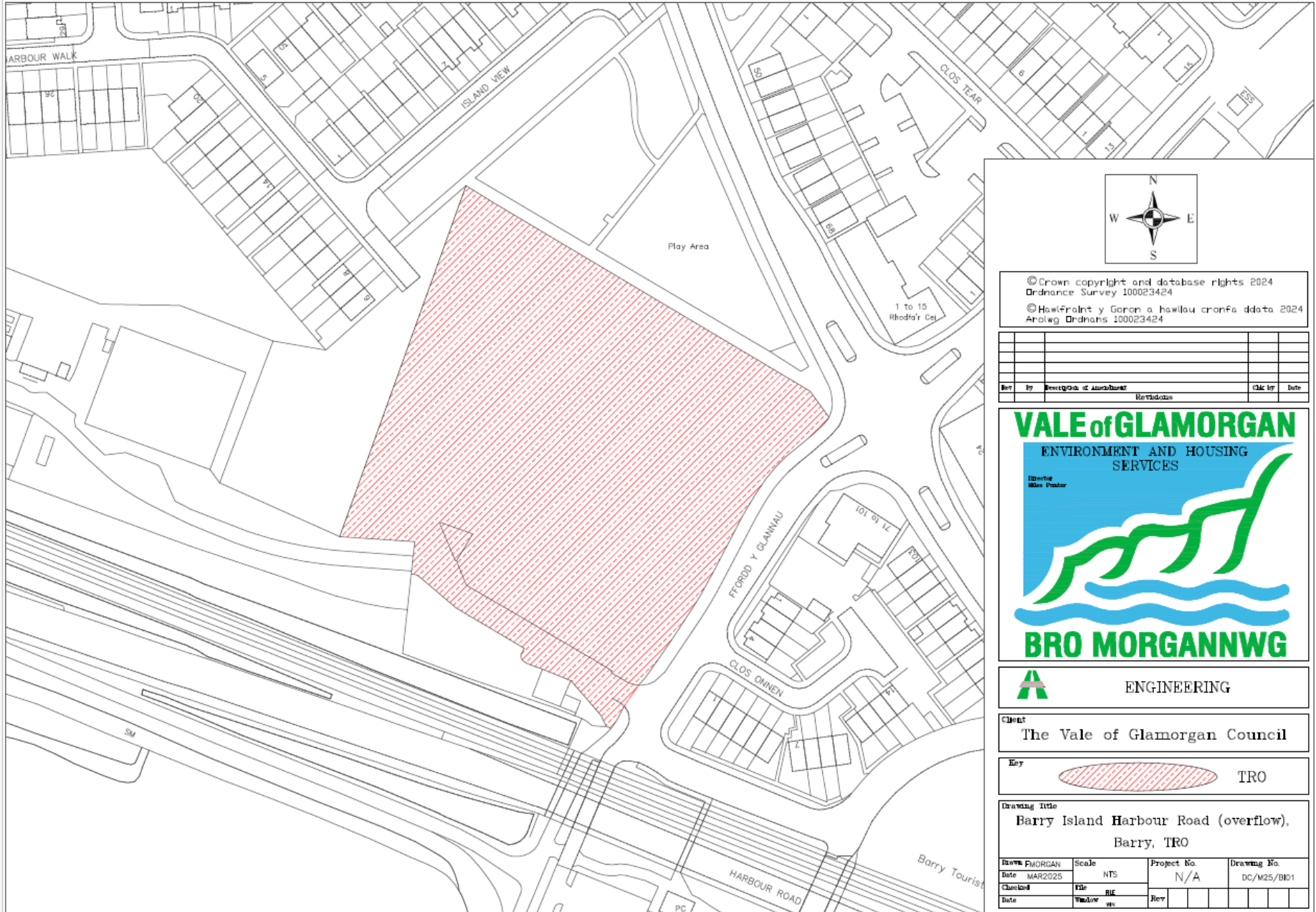


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West Farm Car Park, Southernndown, TRO

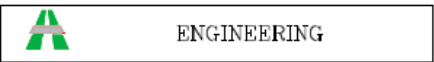
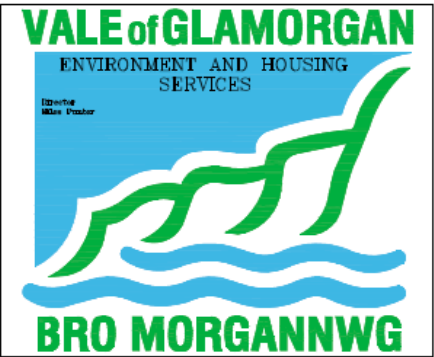
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Date: 2025	Printed: 2025	Rev: 1	





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Rev	By	Revised by	Revised on	Rev	Date



Client
The Vale of Glamorgan Council

Key
 TRO

Drawing Title
Barry Island Harbour Road (overflow),
Barry, TRO

Drawn	PMORGAN	Scale	NTS	Project No.	N/A	Drawing No.	DC/M25/B101
Date	MAR2025	File		Rev			
Checked		File	RUC	Rev			
Date		Window	W1	Rev			

Budget Proposals 2025/26 - Equality Impact Assessment

1. What are you assessing?

Car Parking Income Coastal locations

2. Who is responsible?

Name	Mike Clogg	Job Title	Operational Manager - Engineering
Team	Construction and Development	Directorate	Environment and Housing Services

3. When is the assessment being carried out?

Date of start of assessment	January 2025
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4. Describe the proposal?

What is the purpose of the proposal?

The purpose of these proposals is to achieve additional income required to offset the savings identified within Neighbourhood Services operational budget costs.

Why do you need to put it in place?

Given the significant financial challenges, this proposal forms part of the action plan to provide income to offset departmental savings for 2025/26 and contribute towards departmental costs for FY 2025/26 within Neighbourhood Services.

What are the intended outcomes of the proposal?

The outcomes will result in the implementation of new parking charges within the council's coastal car parks at Cliff Top, Penarth, The Knap, Barry and Bron Y Mor, Barry as well as on-street parking charges at Penarth seafront and Barry Island. This will involve pay and display meters being installed within the relevant car parks / on-street areas affected which will generate a projected annual income of £320k to offset departmental savings.

Who does the proposal affect?

The proposal will generally impact all motorists wishing to park at the identified locations including Vale residents, visitors / tourists and business owners. The council currently provide an exemption to car parking charges for vehicles displaying a valid disability blue badge and solo motorcycles who will therefore be excluded from charges under this proposal.

Will the proposal affect how other organisations work?

The proposals will not detrimentally affect parking and may increase parking capacity and therefore should not have any impact on how other organisations operate in the areas affected.

Will the proposal affect how you deliver services?

The proposal if approved will assist the Council to continue to provide accessible and well-maintained car parking facilities in coastal / tourist areas. The proposal will increase the demand / need for parking enforcement and effective management of pay and display meters which is related to existing resource provision.

Will the proposal impact on other policies or practices?

There should be minimum impact on other policies and practices.

How will you achieve the proposed changes?

Through Cabinet approval, together with the implementation of new and / or changes to existing Traffic Regulation Orders (which will include statutory public consultation) as well as the purchase and installation of new pay and display meters.

5. What evidence is available for you to evaluate your proposal?

Local data and public engagement

The proposal is subject to consideration by the council's Scrutiny Committee for Environment and Regeneration which will enable public engagement and discussion on the proposals before being referred to the Council's Cabinet for a final decision. The charges are based on the existing regime of car park charges already used at coastal car parks throughout the Vale and subject to annual review. The implementation of any charges agreed by Cabinet will be subject to public consultation as part of the legal process to implement the charges.

National data and research

There is no statutory duty for the council to provide free car parking provision in coastal or off-street car parks and similarly there is no requirement to provide free on-street parking provision. The charges proposed are generally considered to be reasonable, consistent and comparable with

other local authorities policies and charging regimes in Wales relating to car parking. It is reasonable and consistent that motorists should pay for the cost of maintaining car parks especially in visitor and tourist areas. And this burden should not generally fall on the general population and citizens of the Vale.

6. Impact

What is the likely impact of your proposal on individuals with the following characteristics?

There is no evidence of any significant adverse effect on individuals or persons with protected characteristics. It is considered that the charges are reasonable and comparable with parking charges in other areas and will not preclude any sectors of the community from accessing the facilities provided. The position will be monitored for evidence of likely impact as a result of any future public engagement and / or complaints received.

Age

No impact identified.

Disability

No impact identified – blue badge holder to be exempt.

Gender reassignment, including gender identity

No impact identified.

Marriage and civil partnership (discrimination only)

No impact identified.

Pregnancy and Maternity

No impact identified.

Race

No impact identified.

Religion and belief

No impact identified.

Sex

No impact identified.

Sexual orientation

No impact identified.

Socio-economic considerations

No impact identified – good alternative modes of transport are available to the destinations where the proposal is to be implemented.

Welsh language

No impact identified – all new infrastructure signage will be provided in accordance with the Welsh language Act etc.

Human rights

No impact identified.

What, if anything, can be done to promote a positive impact?

Whilst there is considered no impact identified on any of the groups above, the service will monitor comments and feedback from individuals and groups to determine if changes to the service provision or charges are warranted to address specific needs and circumstances in the future. Consideration will also be given to any recommendations from Scrutiny Committee in relation to the proposals.

What, if anything, can be done to lessen the risk of a negative impact?

Refer to comments above.

Additionally, the council will engage with other local authorities through approach channels to identify current charging practices and consider any alternate arrangements which may provide a more advantageous service outcome in the future.

Is there a need for more favourable treatment to achieve equal outcomes? (Disability only)

No, Blue badge holders currently exempt from parking charges.

Overall will the impact of your proposal be positive, negative or neutral?

Neutral

7. Monitoring ongoing impact

How will you monitor progress in delivering your proposal and its impact on citizens?

We will continue to monitor the budget across the service area to ensure we achieve the proposed income. We will also continue to monitor our communication channels for any concerns or complaints.

8. Authorisation

Approved by (name)	Michael Clogg
Job Title	OM Engineering
Date of approval	