

Agenda Item No. 7(i)

The Matter, which the Chair has decided is urgent, by need of ensuring that any recommendations by the Committee can be referred back to Cabinet for consideration, as part of the consultation process, with the aim to implement the relevant recommendations and measures outlined within the report (subject to any further recommendations, changes, suggested by the Committee and subsequently approved by Cabinet) by April 2025.

Meeting of:	Cabinet
Date of Meeting:	Thursday, 09 January 2025
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Car Parking
Purpose of Report:	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.
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Miles Punter, Director of Environment and Housing
Elected Member and Officer Consultation:	Committee Reports Operational Manager, Accountancy – Gemma Jones Director of Place – Marcus Goldsworthy Director of Learning and Skills – Liz Jones
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> The Council has debated car parking and the use of charging as a congestion control and income generation method for several years. Charges for parking were most recently discussed at its meeting on 23rd March 2020, where Cabinet agreed ‘Guiding Principles and Charges for Car Parking 2020/21’. This saw charging scales (and initial free parking periods) introduced for certain town centre car parks and coastal car parks charging move from seasonal to all year-round charges. This report builds on those previously considered by Cabinet but does not propose any changes to the current charging arrangements for parking in town centres. The current free parking period of up to 2 hours in town centres and the reasonably low tariffs remain relevant and appropriate given the current economic climate and the need to support the role played by our town centres. The report does however propose the closure of Court Road, Multi-Storey Car Park as this facility is no longer financially viable. The facility costs circa £80k per year to operate and a considerable amount of capital funding is also required to ensure that the facility remains safe. 	

- The report recognises that there is alternative parking available for those who currently use this car park, either 'on street' in nearby streets or 'off street' at the shoppers' car park in Wyndham Street, Barry.
- Charges are currently levied for parking in the following off-street coastal car parks: Barry Island (Harbour Road and Nells Point), Rivermouth Car park (Ogmore by Sea), Cymllau Clifftop (Southerndown), Brig Y Don (Southerndown).
- This report proposes that parking charges also be introduced for The Knap Car Park - 164 spaces, Bron Y Mor (Barry) - 67 spaces, Penarth Cliff Walk - 177 spaces, Portabello (Ogmore) - 25 spaces and Westfarm – (Ogmore) 22 spaces.
- It proposes that the car park at Cwm Colhuw be the subject of a future report due to current ongoing asset transfer work with Llantwit Major Town Council.
- It also proposes that on-street parking charges be introduced for the high footfall coastal areas of Barry Island and Penarth Seafront, both as outlined in the body of this report.
- These coastal areas require much higher levels of maintenance than other land areas in the Vale, with such maintenance levels commensurate with the numbers of visitors attending. The additional income raised will assist in supporting front-line services in these locations.
- Whilst coastal areas are used by residents of the Vale of Glamorgan the main aim of the charging arrangements is to charge visitors to the Vale, to obtain a small contribution from each visitor towards the costs of the additional services needed to support these areas.
- Season tickets will continue to be available for residents, traders and other frequent visitors to coastal areas, though these will not be available for on-street areas where charges are to be levied. This will not only support residents and traders but will assist in encouraging greater use of the off street, car parks.
- The 2024/25 revenue budget identified a savings / income generation figure of £100k for Neighbourhood Services and Transport and this has not yet been realised and will be carried forward to 2025/26, where further income generation / savings will be required to balance the Neighbourhood Services and Transport budgets.
- If all the car park charging options are accepted along with the closure of the multi-story car park in Barry, savings / income of circa £500k per annum could be realised from 2025/26 and beyond.
- In terms of residential parking schemes, there are currently 4,429 properties currently eligible for residential parking permits. Of this circa 2,123 permits have been issued along with 996 visitor permits.
- The Vale of Glamorgan is one of the only Local Authorities in Wales not to levy a charge for residential parking permits. The report will detail that there is a possibility to raise more than £10k income per annum from introducing a charging regime for permits. However, this is not a recommendation that is put forward, largely as it would only affect Vale residents, many of whom live in terraced housing areas where on-street parking close to their home is at a premium.
- Instead, it is suggested that officers work towards the introduction of 'virtual' (digital) permits to reduce the current administrative costs of providing paper permits. There is a need to generate a certain level of income to introduce new residential parking areas and to pay for the

administration associated with permits (whether this be virtual, or paper based), but it is suggested that this income comes from penalty charge notices issued from any surplus generated from residential parking infringements.

Recommendations

- 1.** That Cabinet agrees in principle to the introduction of coastal car park charges at Cold Knap (Barry), Bron y Mor (Barry), Portabello (Ogmore by Sea), Cliff Walk (Penarth) and West Farm (Southerndown).
- 2.** That Cabinet agrees in principle to the introduction of on-street charging at the locations specified at Barry Island and Penarth Esplanade.
- 3.** That Cabinet agrees in principle to the closure of the multi-storey car park at Court Road in Barry and to the provision of a future report on the building and land at this location.
- 4.** That Cabinet agrees in principle to no charges being levied on permits for residential parking schemes.
- 5.** That Cabinet agrees in principle to the introduction of digital residential parking permits and to using excess revenue collected from residential parking enforcement in pursuance of creating several new residential parking locations each year.
- 6.** That in pursuance of recommendation 2, Cabinet agrees in principle to granting delegated authority to the Director of Environment and Housing in consultation with the Cabinet Member for Neighbourhood and Building Services to agree the extents for charging on-street at Barry Island and Penarth Seafront, as outlined within the report and for then progressing with the Traffic Regulation Order advertisement process.
- 7.** That Cabinet receives a further report on the future management arrangements for the car park at Cwm Colhuw, Llantwit Major.
- 8.** That this report is referred to the Environment and Regeneration Scrutiny Committee for consideration at its meeting on 14th January 2025.
- 9.** That use of the Council's urgent decision procedure, as set out at section 15.14 of the Council's constitution, be agreed in order for the report to be considered by Environment and Regeneration Scrutiny Committee for its consideration at its meeting on 14th January 2025.
- 10.** That in view of no adverse recommendations being received from the above Committee, recommendations 1-7 be agreed.

Reasons for Recommendations

- 1-7** To ensure the 'in principle' agreement of Cabinet to the recommendations, prior to them being considered by the appropriate Scrutiny Committee.
- 8-9.** To permit consideration of these matters by the appropriate Scrutiny Committee.
- 10.** To permit all recommendations to be taken forward as promptly as possible.

1. Background

- 1.1** The Council has previously consulted on various options in relation to the managing of car parking across the Vale of Glamorgan. Those consultations considered the range of car parking spaces for which the Council has responsibility, including, town centre car parks, resort car parks, coastal car parks, country parks 'car parks' and on-street parking. In addition, the consultations considered the Policy relating to resident's car parking permits.
- 1.2** Cabinet will recall the Report presented on 18th March 2019 on these matters in respect of a Proposed Parking Management Policy for the Council's area for the period 2019 to 2020 following the extensive public consultation in Summer 2018. The link to this report is shown below: -

[Proposed Parking Management Policy 2019-20](#)

- 1.3** The 18th March 2019 Cabinet Report was also considered by the Environment and Regeneration Scrutiny Committee on 4th April 2019 and subsequently at the Corporate Performance and Resources Scrutiny Committee on 11th April 2019. The recommendations from both Committees were reported back to Cabinet on 1st July 2019. The link at this report is shown below: -

https://www.valeofglamorgan.gov.uk/en/our_council/Council-Structure/minutes_agendas_and_reports/agendas/cabinet/2019/19-07-01.aspx

- 1.4** At this meeting it was resolved..." THAT the reports be noted and fed into a comprehensive and in-depth review of these matters". (Minute C25 1st July 2019 refers). The link to the minutes is shown below: -

[Minutes 19-07-01](#)

- 1.5** This Report was considered by the Environment and Regeneration Scrutiny Committee on 25th February 2020 and Corporate Performance and Resources Scrutiny Committee 3rd March 2020.

- 1.6** At its meeting of 23rd March 2020, Cabinet agreed a document detailing the guiding principles and charges for car parking.

[Car Parking - Guiding Principles and Charges](#)

- 1.7** No further car parking charges have been introduced since this time. This report proposes the introduction of further charges at certain coastal areas, the closure of Court Road Multi-Storey car park and a way forward for residential parking permits.

- 1.8** On 21st March 2024 Cabinet reviewed the Council's 2021 Residential Parking Scheme arrangements and agreed to progress revisions to the parking permit areas at Barry Island and the Knap.-

[Residential Parking Permit Scheme Report](#)

2. Key Issues for Consideration

- 2.1** 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.
- 2.2** 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.
- 2.3** There are several coastal areas that are frequented by visitors from outside the Vale of Glamorgan where no charges are currently levied and two locations where on-street, car parking is available, closer to the amenities than the off-street car parks. In Barry Island there is a clear charging anomaly as visitors can park much closer to the beach, fairgrounds and other attractions for free on-street, and yet must pay up to £8 for parking off-street, which is further away from those amenities.
- 2.4** The Council is faced with many financial challenges and to help safeguard the frontline services that our residents require, there is a need for assets, such as off-street car parks, to operate 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. Further, where off-street parking charges are levied there should be no free alternative on-street parking option that is nearer to the amenities, as this detracts from the principle in high footfall areas of moving cars off-street, where possible. It also risks reducing the income that can be generated from off-street, car parks, the very locations where visitors should be encouraged to park.

'Off Street' Car Parking Proposals: –

- 2.5** The income raised in 2023/24 via cash, pay by phone and card payments from all current chargeable car parks was £911,095, and this detail is shown in the tables attached at Appendix A.
- 2.6** Most of the income raised is from coastal car parks @ circa £861k for the 2023/24 period.
- 2.7** Charges are currently not levied at the following coastal car parks: - Barry (Cold Knap - 207 spaces and Bron y Mor - 67 spaces), Llantwit Major (Cwm Colhuw – 48 spaces), Ogmore by Sea (Portabello – 30 spaces), Penarth (Llwyn Passat -18 spaces and Cliff Walk - 183 spaces) and Southerndown (West Farm – 22 spaces).
- 2.8** With the funding available for front-line services reducing due to budget settlements for a number of years not matching demand and ever-increasing service pressures in education and social care, opportunities to further increase income to support the continuation of front-line neighbourhood services must be considered.
- 2.9** To meet the ongoing demands of providing services at our coastal locations, consideration should be given to introducing coastal car park charges in these remaining coastal locations. Usually, car park usage surveys would be undertaken to inform this, but these would need to be undertaken during the summer months. Also, such surveys can be quite subjective as parking patterns may change when charges are levied. Instead, an analysis was conducted to determine the average usage across the currently chargeable coastal car parks, calculating the hours available at each car park compared to the income received. This calculation, shown in the table below, identified the use of 15% of the available spaces throughout the year.

Car Parks	Spaces (a)	Max Income Per Annum = (a) x £8 x 365days (b)	Income 2023-2024 (c)	Percentage of use based on a full charge of £8 per day c / b x100
Brig Y Don - Ogmore	200	£ 584,000	£ 10,899.95	2%
Ogmore Rivermouth	525	£ 1,533,000	£ 258,598.10	17%
Harbour Road including Overflow	626	£ 1,827,920	£ 194,831.75	11%
Nells Point	560	£ 1,635,200	£ 371,064.20	23%
Cymylau Car Park	45	£ 131,400	£ 25,868.40	20%
Full Income			£ 861,262	
Consolidated Coastal				15%

- 2.10** The resulting percentage of usage for the past year (2023/24) was then applied to the proposed car parks to estimate potential revenue and this will be detailed following a consideration of which of the currently free coastal car parks should be chargeable.
- 2.11 Barry Cold Knap** – It is proposed that charges be levied here. It is a popular car park in an area with limited on-street parking due to extensive parking restrictions being in place. The car park has many spaces and is in good condition. The car park has suffered from anti-social behaviour, and it is felt that charging could assist in reducing this.
- 2.12 Bron Y Mor** – It is proposed that charges be levied here. This is a popular pocket car park that is generally chosen prior to the Barry Cold Knap car park, as it is closer to the Parade and Knap Gardens. If charges were not levied here but levied at the Barry Cold Knap car park the demand for this car park would be considerable and exceed capacity. This car park surface is currently a mix of stone, aggregate and concrete. Work would need to be undertaken to improve the car parking surface to provide an improved parking experience should charges be introduced.
- 2.13 Llantwit Major, Cwm Colhuw** – This car park suffers from seasonal tidal damage and has an aggregate based surface. It is not considered a viable option to install a tarmacadam surface in this car park due to the risk of large stones being deposited on the surface at high tides.
- 2.14** Charging could be considered at this location, but officers are currently working with the Town Council on the possible transfer of several car parks in Llantwit Major and it is suggested that this car park be added to these discussions. The future of this car park will therefore be the subject of a further report to Cabinet.
- 2.15 Ogmore by Sea, Portabello** – The car park at Portabello is currently closed and has been closed since the Covid restrictions. There are plans in place to redesign this car park so that users have less impact on a nearby residential property and the common land. This car park has also suffered from anti-social behaviour in the past. It is thought that charging will assist with controlling the use of this car park and reducing anti-social behaviour, particularly at night. The plans for redesigning the car park and for charging will need to be agreed with Dunraven Estates and the Ogmore Commoners Association prior, due to this being common land.
- 2.16 Penarth (Llwyn Passat)** – This car park has a low number of spaces, and therefore it is unlikely to be cost effective to levy charges. Consequently it is not proposed to charge at this car park.
- 2.17 Cliff Walk, Penarth** - It is proposed that charges be levied here. It is a popular car park in an area of Penarth with high numbers of visitors. The main car park

surface is not however in good condition and work will be required to improve the surface of this car park prior to charging.

2.18 West Farm, Southerndown – It is proposed that charges be levied here. The car park is small, but it does suffer from anti-social behaviour, including unauthorised overnight parking of camper vans. There are plans in place to redesign this car park so that users have less impact on a nearby residential properties. Also, as with Portabello, the plans for redesigning the car park and for charging will need to be agreed with Dunraven Estates and the Ogmore Commoners Association prior, due to this being common land.

2.19 The current charging schedule for coastal car parks is as follows: -

Parking Length – Off Street	Cars* (08:00 hrs to 23:00 hrs)
Up to 2 hours	£2
Up to 4 hours	£4
Up to 6 hours	£6
All day	£8

2.20 Using this charging schedule and 15%, 12% and 10% usage figures for the coastal car parks detailed above (where charges are proposed), realises the following potential projected income:

Car Park	15% Based on all car parks	12% Mid-point	10% Worst (like Harbour Road)
The Knap (207 spaces)	£90,666	£72,533	£60,444
Bron y Mor (67 spaces)	£29,346	£23,477	£19,564
Cliff Walk (183 spaces)	£80,154	£64,123	£53,436
Portabello	£10,950	£8,760	£7,300
Westfarm	£9,636	£7,709	£6,424
Total	£220,752	£176,602	£147,168

2.21 The estimated costs of implementing the charging arrangements are as follows: -

Required	Estimated Cost
Parking Meters – Procurement of machines and installation	
Off-Street	
Cold Knap x 4 machines	£5,369.63 per machine implementation
Bron y Mor x 1 machine	(Solar) x= £53696,30

Cliff Walk x 3 machines Portabello x 1 machine Westfarm x 1 machine	
Info Signage	£1,320 per site x 5 = £6,600
Public Communications Press Release x 2	£4,000
Total cost for initial implementation	£64,296.30

- 2.22** There will be additional costs for maintaining and emptying the additional ticket machines, which it is proposed will be a combination of card only and card and cash machines (for single machine car parks the machines will be both cash and card). There will also be a pay by App option, as is the case currently. The additional machine maintenance and servicing costs is estimated at circa £10k per annum. However, this should reduce over time as cash transactions become less frequent.
- 2.23** There may also be charges for National Non-Domestic Rates (NNDR) and this could total circa £34k per annum for the 5 new chargeable sites.
- 2.24** Even at the 10% charge recovery position this provides a pay-back period of less than 1 year and income of more than £100k per annum (at the 10% usage figure), in subsequent years.
- 2.25** In addition to the one-off capital charges for machines and signage, resurfacing work will be required at Bron Y Mor and Cliff Walk car parks, and this is currently being costed to be added to the Council’s resurfacing programme for 2025/26.
- 2.26** Appendix B to this report shows the locations of the 5 coastal car parks.

‘On Street’ Car Park Charging Proposals: -

- 2.27** Essentially there are two prime coastal locations where charging for on-street parking would be viable and where such charging could assist in reducing congestion on the highway by encouraging visitors to use nearby off-street, car parks; that is Barry Island and Penarth Seafront in and around The Esplanade.
- 2.28** As has previously been stated, in the case of Barry Island there is a clear charging anomaly as visitors can park much closer to the beach, fairgrounds and other attractions for free on-street, and yet must pay up to £8 for parking off-street, which is further away from those amenities. Should charging for the off-street, car park at Cliff Walk be agreed then the same situation will apply at Penarth Seafront.
- 2.29** The indicative areas for on-street charging at these locations is shown at Appendix C. For Barry Island, the roads in question relate to Paget Road,

Breaksea Drive, Friars Road and Station Approach Road. For Penarth Seafront, the roads in question relate to The Esplanade, Cliff Hill, Cliff Parade and sections of Beach Road and Bridgeman Road. The final parking space numbers will be determined via the Traffic Regulation Order process and detailed scale drawings, but for the purposes of calculations, Barry Island has a potential 150 spaces available, and Penarth Esplanade has circa 94 spaces available.

2.30 The proposed charging schedule for on-street parking would feature higher charges in recognition of the closer proximity of the parking bays to the coastal amenities, and to encourage drivers to use off-street (less expensive), car parks first.

2.31 Again, a mixture of card only and card and cash ‘pay and display’ machines would be used to reduce costs and to reflect the decrease in use of cash for parking payments. The proportion of card and cash machines will be determined based on the layout of bays in each area proposed. The charging schedule would be as follows: -

Parking Length	Cars* (08:00 hrs to 18:00 hrs)
Up to 2 hours	£2.50
Up to 3 hours	£4.00
Up to 4 hours	£6.00
Up to 5 hours	£8.00
All day	£10.00

2.32 On Street: Potential Revenue (Based on 100% being the number of spaces x £10 x 365 days): -

Car park	23% (As per Nells Point)	18% Mid-Point	15% all car parks consolidated rate
Barry Island (150 spaces)	£125,925	£98,550	£82,125
Penarth Esplanade (94 spaces)	£78,913	£61,758	£51,465
Total	£204,838	£160,308	£133,590

2.33 Three usage rates have been used for the purposes of the calculation; 23% is the usage figure for Nells Point (highest use of our current chargeable car parks), 18% and 15%. Though it is likely that the actual usage figure will be much higher than this based on the current use of these spaces. The implementation costs for this on-street charging are as follows:-

Required	Estimated Costs
Penarth (machine every 120 meters) Esplanade 450m – 4 Machines Cliff Hill 350m – 3 Machines Cliff Parade 60m – 1 Machine Bridgeman Rd. 80m – 1 Machine Beach Rd. – 1 Machine £5,369.63 per machine implementation (Solar) x 9	£53,696.30
Info Signage (sign every 30 metres) Esplanade 450m – 15 signs = £7,200 Cliff Hill 350m – 12 signs = £5,760 Cliff Parade 60m – 2 signs = £960 Bridgeman Rd. 80m – 3 signs = £1,440 Beach Rd. – 1 sign = £480	£15,840
Total	£69,536.30

Required	Estimated Costs
Barry Island: (machine every 120 meters) Break Sea Drive – 350m – 4 Machines Station Approach Rd. – 250m – 3 Machines Paget Rd. – 330m – 3 Machines Friars Rd. – 350m – 3 Machines (£5,369.63 per machine implementation (Solar x14)	£69,805.19
Info Signage (sign every 30 meters) Break Sea Drive – 350m – 12 signs = £5,760 Station Approach Rd. – 250m – 8 signs = £3,840 Paget Rd. – 350m – 11 signs = £5,280 Friars Rd. – 350m – 11 signs = £5,280	£20,160
Total	£89,965.19

2.34 The total capital costs for both locations would be £159,501.49.

2.35 There will be additional costs for maintaining and emptying the additional ticket machines, which it is proposed will be a combination of card only and card and cash machines (for single machine car parks the machines will be both cash and

card). There will also be a pay by App option, as is the case currently. The additional machine maintenance and servicing costs is estimated at circa £10k per annum. However, this should reduce over time as cash transactions become less frequent.

- 2.36** The pay-back period on this proposal would be less than 2 years, even at the lower income projection figure.
- 2.37** There may be some parking displacement because of the new charges, and this will be monitored to establish if additional parking control measures are required to protect parking for residents living in nearby streets.
- 2.38** It is proposed that on street charging periods charges will mirror the current parking restrictions at Penarth Esplanade and Barry Island. This is 10:00hrs to 19:00hrs at Penarth Esplanade and 09:00hrs to 21:00hrs at Barry Island. Outside of these hours parking will be free with no restrictions.

Residential Permit Parking

- 2.39** There are currently 4,429 properties currently eligible for residential parking permits. Of this circa 2,123 permits have been issued along with 996 visitor permits.
- 2.40** The Vale of Glamorgan is one of the only Local Authorities in Wales not to levy a charge for residential parking permits. There is a possibility to raise more than £10k income per annum from introducing a charging regime for permits. However, this is not a recommendation that is put forward, largely as it would only affect Vale of Glamorgan residents, many of whom live in terraced housing areas where on-street parking close to their home is at a premium.
- 2.41** The current permits are paper and are sent out through the post. Work needs to be undertaken to change to a digital system to reduce the associated administration costs and this work will take place in 2025.
- 2.42** Permit parking is a useful parking control in certain circumstances and the Council currently has a backlog of over 100 streets where such parking controls have been requested. Levying a charge for permits would assist in providing the funding necessary to consider which of these streets should benefit from permit parking, as there is currently no budget set aside for this.
- 2.43** It is suggested that any income raised above costs, for enforcement of residential parking restrictions, be used to fund a small number of residential schemes per year commencing in 2025.

Court Road Multi-Storey Car Park

- 2.44** The Court Road Multi-Storey Car Park, situated in Barry Town Centre, has been in operation since 1973. Over time, its usage has steadily declined, and it now

primarily serves a limited group, including staff from Ysgol Gynradd Holton Primary School, parents during school drop-off and pick-up times, and some town centre employees. Recent assessments reveal that, aside from school-related use, the facility remains largely underutilised. Coupled with rising maintenance costs, this underuse has raised concerns regarding the car park's long-term viability.

- 2.45** To support the decision-making process, recent data was collected on the occupancy rates and usage patterns of two car parks: Court Road Multi-Storey and the nearby Wyndham Street, Car Park. This data provides insights into daily usage, peak times, and the role each car park currently plays within the community. This information is attached at Appendix D.
- 2.46** The findings from several observation visits in October 2024 reveal that both car parks are significantly underutilised overall, with consistently low occupancy rates. However, differences in capacity and usage patterns between the two locations suggest distinct roles each could serve.
- 2.47** Court Road Car Park: - With a high operational cost and a large capacity of 224 spaces, this facility shows particularly low utilisation, even during peak morning times. The data indicates that the demand for parking in this location does not justify its maintenance costs.
- 2.48** Wyndham Street, Car Park: With a smaller capacity of 74 spaces and low occupancy rates, Wyndham Street could be an alternative to the Multi-Storey car park for some users.
- 2.49** Also, there are several locations with unrestricted on-street parking nearby. Notably, unrestricted parking is available along Holton Road. Additionally, within a 0.8-mile radius of Ysgol Gynradd Holton Primary School, there are 21 streets offering unrestricted parking, providing options for school staff.
- 2.50** In addition, there are numerous bus routes that serve Wyndham Street, including the 88, 93, 94, 95, 100, 304, B1, B2, and B3. These services connect Barry, Penarth, Dinas Powys, Sully, Llandough, and the surrounding areas of Cardiff, ensuring accessible transport for all.
- 2.51** Throughout Barry Town and in Wyndham Street, Car Park, there are free 2-hour parking options. This facilitates safer drop-offs and pick-ups while helping to manage congestion around the school.
- 2.52** In 2018 a proposal to make the Multi-Storey Car Park a chargeable long-stay car was considered by Cabinet. A public consultation was undertaken at this time where car park users made it very clear that they did not wish to pay to park in this car park.
- 2.53** In any event the current user numbers in this car park mean that a charging regime would be too costly, if it was to be set to allow a break-even position of the revenue and capital cost demands of this facility.
- 2.54** The Court Road Multi-Storey car park is expensive to operate as security staff are required to ensure that users are safe, and that the facility is not vandalised. The current revenue costs are as follows: -

Description	Costs 2024/2025
Essential works uncovered by FRA Report	£5,517.60
Essential works uncovered by annual alarm servicing	£461.35
Essential works uncovered by emergency lighting servicing	£1,954.15
Annual PAT Testing	£70.00
Rates	£28,407.00
Annual Security costs	£52,502.00
Total Annual Expenditure to Date:	£88,912.10

2.55 In addition, a recent structural survey of the car park has identified a significant amount of capital work required as follows: -

Structural Defects	Budget Cost
Removal of visible spalled concrete	£2,500.00
Hammer Survey & Concrete Testing	£6,000.00
Concrete repairs	£17,000.00
Concrete repairs	£25,000.00
Concrete fillet – bottom of ramps	£6,000.00
Waterproofing levels 06 and 07	£150,000.00
Masonry repairs	£7,500.00
Total Cost for Structural Defects	£214,000.00

2.56 The survey also identified other work required as follows: -

Other Defects	Budget Cost
Unblocking / CCTV survey / repairing drains	£10,000.00
Vehicular restraint barrier load testing	£6,000.00
Repainting of steel barriers	£12,000.00
Stairwell replacement of fascia boards	£5,000.00
Total Cost for Other Defects	£33,000.00

2.57 The total cost of this work is £247k. Completing the necessary remedial work over the next five years would require £49,400 annually. Combined with rising annual operating costs, this brings the estimated future annual expenditure to £138,312.12.

- 2.58** Given this information, the overall age of the car park facility and its deteriorating condition, it is proposed that the car park be closed as soon as possible.
- 2.59** A further report will be produced to Cabinet at a later date detailing the future options for this structure and land.
- 2.60** Should Cabinet agree to the new charging arrangements for both on and off-street charging arrangements, proposals to make the appropriate Traffic Regulation Orders (TRO), or amend existing Orders, to introduce the new charges will be publicly advertised and any objections received to these arrangements brought back to Cabinet for its consideration as part of the TRO approval process.
- 2.61** It is proposed that the extents of the on-street parking arrangements at Barry Island and at Penarth or the TRO proposal be delegated to the Director of Environment and Housing in consultation with the Cabinet Member for Neighbourhood and Building Services. The ability to advertise and to agree TRO's, should there be no public objections, is already delegated to the Director of Environment and Housing in consultation with the Cabinet Member for Neighbourhood and Building Services.

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

- 3.1** The implementation of car parking charges allows better management and control of parking which will encourage the free movement of vehicles and assist in keeping roads free from congestion and, in so doing, assist in addressing climate change implications.
- 3.2** The arrangements for introducing charges via a TRO involves a 21-day public consultation process, with any objections to the proposals tabled before Cabinet for its consideration.
- 3.3** 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. Also, the availability of more revenue helps to ensure that the increased maintenance demands placed on front-line services by the additional visitors are better, and more appropriately funded.
- 3.4** The provision of coastal season tickets for off-street parking will be retained and this helps to support businesses, shop workers and residents who live close to the coastal areas that have on and off-street parking charges.
- 3.5** The timing of on-street charges will be set to allow free parking in these areas outside of peak times, again assisting residents in these areas, particularly those that wish to park overnight.

- 3.6 Again, in respect to the longer term, retaining assets that are very costly and are not providing a commensurate level of public benefit represents a poor use of available resources.

4. Climate Change and Nature Implications

- 4.1 Charging for parking should serve to better promote more environmentally friendly forms of transport, including walking and cycling.

5. Resources and Legal Considerations

Financial

- 5.1 The possible revenue and capital savings and income for charging in 5 new coastal car park locations, charging at two coastal locations on-street and closing Court Road Mul-Storey Car Park are detailed within the body of the report.
- 5.2 Should all the above charges be introduced and Court Road Mult-Storey be closed, a saving / income generation of circa £500k could be realised from years 1-2.
- 5.3 Any net income gain from the implementation of car parking charges is required to be spent in accordance with the provision of s.55 of the RTRA 1984.
- 5.4 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.
- 5.5 It is proposed that any surplus income generated is used to support the provision of front-line services for residents and visitors.

Employment

- 5.6 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.
- 5.7 Additional Civil Parking Enforcement hours will be required to ensure that users are paying correctly but this would be funded from additional enforcement income.

Legal (Including Equalities)

- 5.8 The proposals as set out in this report 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

(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.

- 5.9** 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.
- 5.10** 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.

6. Background Papers

None.

Appendix A														
Card Payments														
Area	Location	April	May	June	July	August	September	October	November	December	January	February	March	Total
Barry	Wyndham Street Car Park	410	430	750	824	714	692	694	670	674	594	632	712	7796.00
Barry Island	Harbour Road Car Park	18839	32060.4	23310.3	10648.5	33640.6	21247.7	8797.8	3613.7	3875.8	8035.8	6694	13117.9	183881.50
	Nells Point Car Park	31845	52835.1	49488.4	26704.1	67773.9	34479.5	18755	6999.6	7142.6	15822.1	12981.2	21064.9	345891.40
	Overflow Harbour Road	1	223.8	825.3	19.5	351.2	1380.3	6.5	4.4	7.6	8.7	0	0	2828.30
Cowbridge	Town Hall	2628	2624	1984	2298	2508	2072	2082	2324	2074	2017	2108	2322	27041.00
Ogmore	Brig-y-Don Car Park	1025	1934.6	1828.25	625.5	1002.2	1576.1	450.9	275	160.6	612.6	303.7	709	10503.45
	River Mouth	20573	38590.65	42950.5	15994.85	29499.6	27629.8	12371	6393	5035.2	10988.1	7682.3	13523.4	231231.40
Southdown	Cymlau Car Park	2842	3641.55	3651.1	1084	2291.3	2478.2	1418.3	633.1	504.1	1538.5	52.3	3064.7	23199.15
Total		78163	132340.1	124787.85	58198.45	137780.8	91555.6	44575.5	20912.8	19473.9	39616.8	30453.5	54513.9	832372.20
Cash Payments														
Area	Location													
Barry	Wyndham Street Car Park	1336.9						709.1				693.4		2739.40
Barry Island	Harbour Road Car Park	697	929.8	1693.1	748.2	679.85	925.5	947.75			812.85		688.4	8122.45
	Nells Point Car Park	4195.6	4336.9	7976.65	1217.4	3322.5	1597.7				744.45		1781.6	25172.80
	Overflow Harbour Road													0.00
Cowbridge	Town Hall	1520.3		1444.45	1462.7	1480		946.25	2426.3		1492.9	1483.2		12256.10
Ogmore	Brig-y-Don Car Park				396.5									396.50
	River Mouth	3487.9	2162.25	3387.8	2212.55	3618.9	3689.9	2103.05	851.6		1917.85	2343.25	1591.65	27366.70
Southdown	Cymlau Car Park			982.4		760.45					926.4			2669.25
Total		11237.7	7428.95	15484.4	6037.35	9861.7	6213.1	4706.15	3277.9	0	5894.45	4519.85	4061.65	78723.20

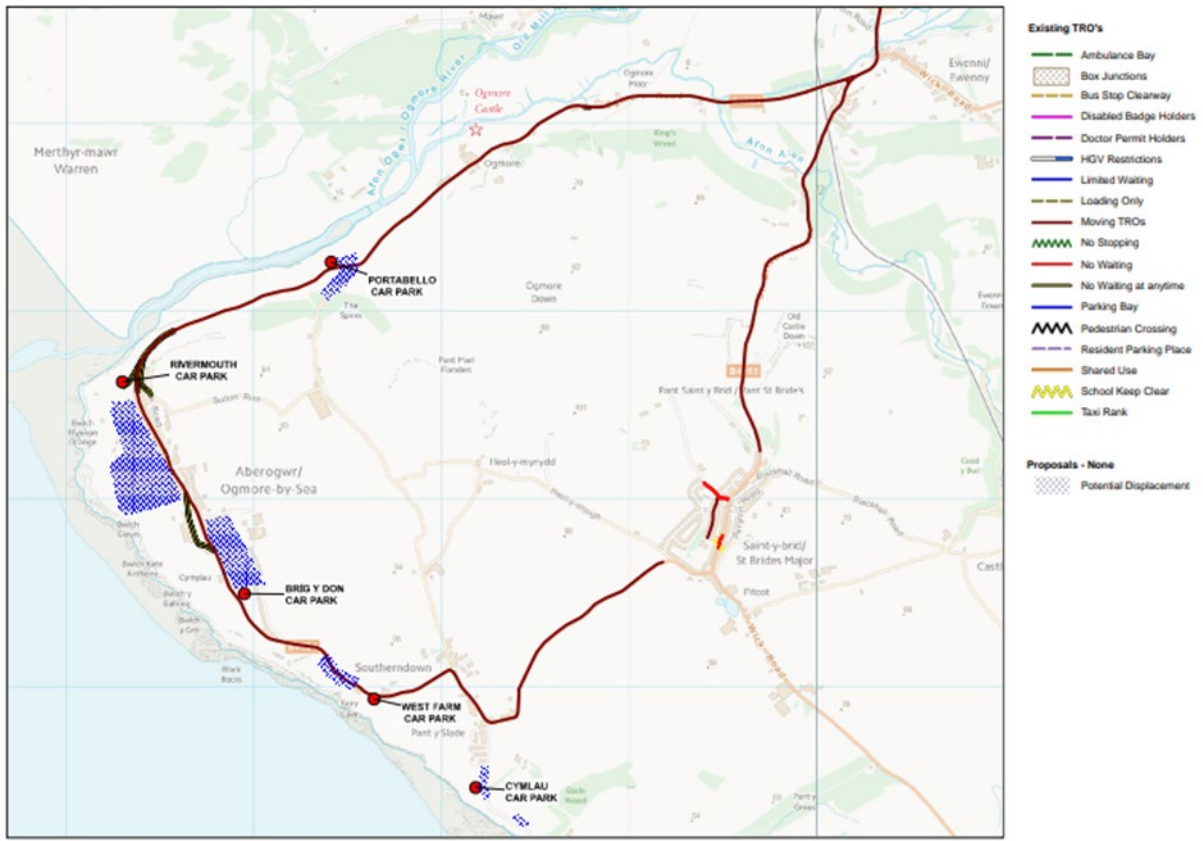
Appendix B

Off-Street coastal car parking locations

Knap Terrace and Bron Y Mor - Barry



Portabello Car Park Ogmore by Sea and West Farm Car Park Southerndown



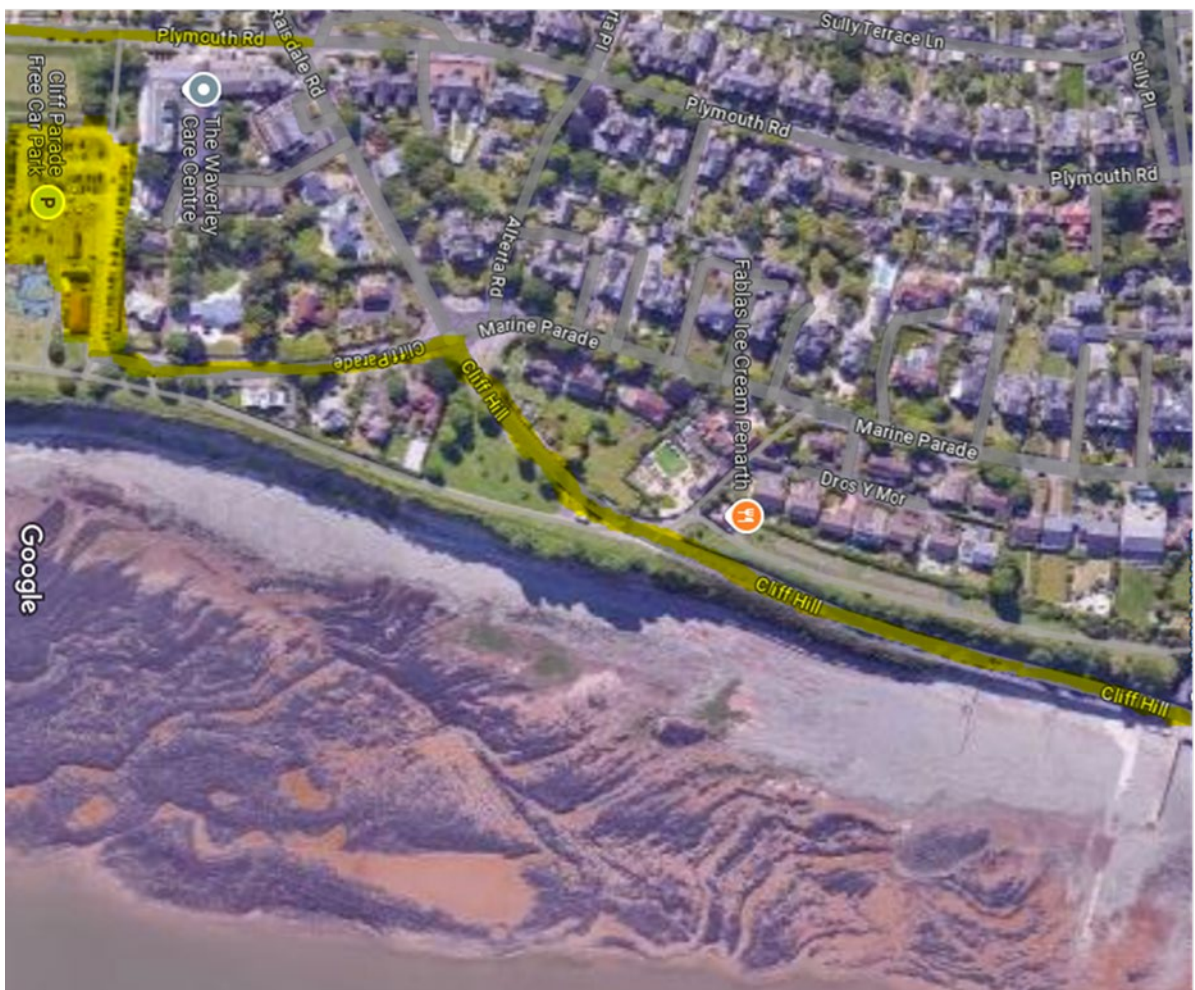
Appendix C

On-Street Coastal Car Parking Locations (Indicative)

Barry Island



Penarth Seafront



Appendix D										
Court Road					Wyndham St.					
224					74					
Date	Day of wk	Time	No. Cars	Occupancy %	Date	Day of wk	Time	No. Cars	Occupancy %	Weather
13-Oct-24	Sunday	0	0	0	N/A	0	0	0	0	0
15-Oct-24	Tuesday	8:55am	66	29%	N/A	0	0	0	0	0
15-Oct-24	Tuesday	9:00am	81	36%	15-Oct-24	Tuesday	9:00am	10	14%	Light showers, 14 degrees
15-Oct-24	Tuesday	9:40am	90	40%	15-Oct-24	Tuesday	9:40am	43	58%	Light showers, 14 degrees
17-Oct-24	Thursday	8:30am	39	17%	16-Oct-24	Wednesday	8:45am	4	5%	Sunny, 14 degrees
18-Oct-24	Friday	8:40am	48	21%	17-Oct-24	Thursday	8:40am	3	4%	Sunny, 14 degrees
19-Oct-24	Saturday	9:30am	10	4%	19-Oct-24	Saturday	9:35am	19	26%	Sunny, 14 degrees
30-Oct-24	Tuesday	14:10pm	48	21%	30-Oct-24	Tuesday	14:10pm	42	57%	Dry, overcast 15 degrees (October half term)